

WHEREAS, in the months prior to the time this overwhelming expression of dissatisfaction with fish traps was registered at the polls, the people of Alaska had engaged in a full and complete debate on the subject; and

WHEREAS, the elimination of fish traps in the Province of British Columbia and from all coastal waters of the Pacific Coast except in Alaska, has resulted in an ever increasing stabilization of the fisheries resource in British Columbia and on the Pacific Coast; and

WHEREAS, the U. S. Fish and Wildlife Service has, over the past two years, instituted a stringently regulated salmon conservation program throughout the salmon fisheries areas of Alaska; and

WHEREAS, the taking of salmon

for commercial uses has, in some areas, been completely disallowed in an attempt to conserve the valuable fisheries resource; and

WHEREAS, the vast majority of Alaskans, after many decades of first hand experience and study, are convinced that no salmon conservation program can achieve lasting effect unless salmon fish traps are abolished immediately, forever, from Alaskan waters;

NOW THEREFORE, your Memorialist, the Legislature of the Territory of Alaska, respectfully urges and requests that immediate legislation be enacted abolishing fish traps from the waters of the Territory of Alaska.

And your Memorialist will ever pray.

Passed by the Senate March 13, 1955

Passed by the House March 18, 1955

SENATE JOINT MEMORIAL NO. 17

To the Honorable Dwight D. Eisenhower, President of the United States of America; and the Chairman and Members of the Civil Aeronautics Board:

Your Memorialist, the Legislature of the Territory of Alaska, in Twenty-Second Regular Session assem-

bled, respectfully submits that;

WHEREAS, it is current policy that Federal expenditures on airports must be based upon a minimum level of aeronautical activity; and

WHEREAS, the minimum for air

commerce airports is set at 3,000 annual enplaned passengers, or, in lieu of 3,000 passengers, each based civil aircraft at an airport can represent 100 passengers; and

WHEREAS, this Federal policy is designed to fit transportation conditions in the continental United States, where numerous other forms of transportation, in addition to air transportation, are available; and

WHEREAS, air transportation in all areas of Alaska is the major or sole means of transportation; and

WHEREAS, the current Federal policy is greatly hindering the de-

velopment of air transportation in Alaska;

NOW, THEREFORE, your Memorialist, the Legislature of the Territory of Alaska, in view of the vital importance of constructing and maintaining airports and air facilities in Alaska, respectfully urges the President of the United States, the Chairman and members of the Civil Aeronautics Board to instruct the Administrator of the Civil Aeronautics Administration to waive the requirements of minimum participation as applied to Alaska.

And your Memorialist will ever pray.

Passed by the Senate March 11, 1955

Passed by the House March 18, 1955

SENATE JOINT MEMORIAL NO. 18

To F. V. DuPont, Commissioner, Bureau of Public Roads, U. S. Department of Commerce; the Honorable Douglas McKay, Secretary of Interior; the Honorable B. Frank Heintzleman, Governor of Alaska; and the Territorial Highway Engineer.

WHEREAS, the area in Southeastern Alaska and Northern British Columbia is highly mineralized as well as covered with merchantable timber; and

WHEREAS, the largest asbestos

deposits in North America are in the area east of the Southeastern Alaska cities of Wrangell and Petersburg; and

WHEREAS, the Canadian Government is pushing to completion the road known as the "A" Route from Stewart, B. C. to connect with the Alaska Highway at Watson Lake, B. C.; and

WHEREAS, the "A" Route parallels the Stikine River only fifty miles east of that river; and