

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

WHEREAS, a road to connect with the "A" Route by following the Iskut River to its junction with the Stikine River and thence following the Stikine River to its mouth, a total distance of ninety miles is practical and feasible to build; and

WHEREAS, deep water connection could be made here with the Southeastern Alaska ports of Wrangell and Petersburg, which ports are open the year around; and

WHEREAS, such a highway connection from the "A" Route east of the Coastal Range down the Iskut and Stikine Rivers to the deep sea ports of Wrangell, Alaska and

Petersburg, Alaska would open up a vast proven mineralized area in Southeastern Alaska; and

WHEREAS, some preliminary survey work has already been done on the Stikine River road to connect with the "A" Route;

NOW THEREFORE, your Memorialist, the Legislature of the Territory of Alaska, in Twenty-Second Regular Session assembled, respectfully urges that provision be made for the earliest possible construction of a suitable road connecting the deep water ports at the permanent Alaskan communities of Petersburg and Wrangell with the Canadian "A" Route now under construction.

Passed by the Senate, March 11, 1955

Passed by the House March 18, 1955