

Western portion of the United States than is now available; and

WHEREAS, the granting of such permission to the Scandinavian Airlines System would establish a brisk European travel to and from the United States and Alaska, and would greatly benefit Alaska's economy by stimulating airline business already conducted within the Territory, and by increasing the tourist trade in Alaska.

NOW THEREFORE, Your Memorialist, the Legislature of Alaska

respectfully urges that the United States Department of State extend the present limited permission, allowing the Scandinavian Airlines System to also include authorization to take on and to discharge passengers at said airport.

And your Memorialist will ever pray.

Passed by the House March 5, 1957.

Passed by the Senate March 14, 1957.

HOUSE JOINT MEMORIAL NO. 18

To the President of the United States; Congress of the United States; the Secretary of Interior; the Director of the Bureau of Land Management; and the Delegate to Congress from Alaska.

Your Memorialist, the Legislature of the Territory of Alaska in Twenty-third Regular Session assembled, respectfully submits:

WHEREAS, the development of the oil and gas resources of the Territory of Alaska is of vital importance to the development and economy of the Territory and to the national defense of the United States and its Territories and possessions; and

WHEREAS, most of the known geologic areas favorable to the development of oil and gas reserves in Alaska lie beneath or are bordered by shorelands, tide and submerged lands and inland waters; and

WHEREAS, such Alaska lands are now "held in trust for the future State of Alaska" and under present law and the territorial status of

the Territory of Alaska there is no means by which such shorelands, tidal and submerged lands may be leased for oil and gas drilling and development; and

WHEREAS, representatives of the oil industry have urged that these underwater lands be made available for leasing so that the further search for oil and gas deposits, and their development, if found, can freely follow the indicated and demonstrated geology and will not be impeded by the arbitrary boundaries between dry land and underwater lands; and

WHEREAS, it is common knowledge that the existence and extent of oil and gas deposits cannot be positively determined except by the actual drilling of wells; and

WHEREAS, it is the sense of your Memorialist that everything possible should be done to encourage and extend to further areas the search for and development of oil and gas deposits within the Territory and in its tidal and coastal waters; and

WHEREAS, the Twenty-third Session of the Alaska Legislature has passed enabling legislation establishing policies for the administration of any lands acquired by Alaska and has created a Department of Lands capable of such administration,

NOW THEREFORE, Your Memorialist, the Legislature of the Territory of Alaska, respectfully requests and petitions Congress that Alaska be granted title to its shorelands, tide and submerged lands

and its inland waters, for administration thereunder; or in lieu thereof said lands be removed from their present status and be made available to the Department of Interior for administration in behalf of the Territory of Alaska.

And your Memorialist will ever pray.

Passed by the House March 5, 1957.

Passed by the Senate March 7, 1957.

HOUSE JOINT MEMORIAL NO. 19

To the Honorable Dwight D. Eisenhower, President of the United States; Honorable E. L. Bartlett, Delegate to Congress from Alaska; Honorable Ernest Gruening and Honorable William Egan, Senators-elect from Alaska; and Honorable Ralph Rivers, Representative-elect from Alaska.

Your Memorialist, the Legislature of the Territory of Alaska, in Twenty-third Regular Session assembled, respectfully submits that:

WHEREAS, Section 27 of the Jones Act (Merchant Marine Act of 1920, 46 U.S.C.A., Sections 861-889) is grossly discriminatory against the Territory of Alaska in that it requires all shipments originating in the Eastern United States and carried westward across the continent by Canadian railway to be carried north in American flagships, although similar shipments destined for Pacific Coast ports of the United States may be hauled south in Canadian ships; and

WHEREAS, the professed original purpose to protect Puget Sound

shipping interests to foster an American coastwise merchant marine as "necessary for the National Defense" has been clearly superseded by the great development of Alaska and the present position of the Territory in the scope of National Defense; and

WHEREAS, the strategic importance of Alaska has been amply demonstrated by the events of World War II and developments subsequent thereto, and it is apparent that the growth of Alaska into a strong buffer state is now indispensable to the national interest, and that the Territory can not become a bulwark of strength unless its development be treated without prejudice as a matter of national policy; and

WHEREAS, the wording of the Jones Act is openly discriminatory, and seriously hinders the development of Alaska in that it guarantees to single shipping interests the monopolistic right of northern trade which is derogatory to the development of the Territory in the best interests of national secur-