

plish the necessary dredging of Brown Slough at Bethel to return that natural harbor for small boats to a condition al-

lowing for maximum beneficial use.

Passed by the Senate March 11, 1959

Passed by the House March 19, 1959.

SENATE CONCURRENT RESOLUTION NO. 9

Relative to directing the Commissioner of the Highway and Public Works Department, and to requesting the Bureau of Public Roads to construct a road between Eureka and Rampart.

Be it Resolved by the Senate of the State of Alaska in the First Legislature, First Session Assembled, the House Concurring:

WHEREAS, if Alaska is to develop and assume its rightful place in the Union of States, a highway system must be developed; and

WHEREAS, the village of Rampart on the Yukon River has a rich mining past and potential and could serve as an alternate port for the shipment of military supplies up and down the Yukon River in the event of a national emergency; and

WHEREAS, only seventeen miles of road need to be constructed to connect the Livengood road out of Fairbanks with Rampart, and gravel for such road building is available over the entire route; and

WHEREAS, a road to Rampart would open new land for mining, agriculture

and tourism, as the area is rich in resources, including game and sports fishing and has many other tourist attractions and road funds or allotments for the area could better be diverted from other proposed projects for the good of Alaska and the United States at this time;

BE IT RESOLVED by the Senate of the State of Alaska, the House concurring, that the Governor of the State of Alaska direct the Commissioner of Highways and Public Works and the United States Bureau of Public Roads be urged, to use any road funds available to be spent in the Central District area of Alaska to construct a seventeen-mile graveled road connecting the Livengood Road at Eureka with Rampart; and be it

FURTHER RESOLVED, that copies of this Resolution be transmitted to the Honorable Hugh J. Wade, Acting Governor of Alaska, the Honorable Frank A. Metcalf, Commissioner of Highways and Public Works, and the Honorable Edgar H. Swick, Regional Engineer, Bureau of Public Roads.

Passed by the Senate March 12, 1959.

Passed by the House March 19, 1959.

SENATE CONCURRENT RESOLUTION NO. 11

Be it Resolved by the Senate in the First Legislature, First Session Assembled, the House of Representatives Concurring:

WHEREAS, the Constitution of the State of Alaska, Article XII, Sections 6 and 7, provides for the establishment of a Merit System and a Retirement System for employees of the State; and

WHEREAS, Senate Bill No. 108 and House Bill No. 188 have been introduced by the respective Rules Committees at the request of the Governor to accomplish these two purposes; and

WHEREAS, the members of the First Session of the Alaska Legislature, being in sympathy with such principles, note that time is very limited for the study of the details of these plans before the probable date of adjournment of this First Session; and

WHEREAS, it is further recognized that the adoption of a sound merit and retirement plan is important in retaining present employees, as well as in recruiting of future employees;

NOW THEREFORE, BE IT RESOLVED by the Senate in the First Legislature, First Session Assembled, the House

of Representatives concurring, that favorable consideration will be given to a Merit System and to a Retirement System at the earliest possible time; and be it.

FURTHER RESOLVED, that studies be conducted on Senate Bill No. 108 and House Bill No. 188 within the executive branch, as the Governor may direct, and

by the Legislative Council at the earliest possible date, and that reports and recommendations thereon be ready for final consideration by this Legislature at the next regular or special session, whichever may be sooner.

Passed by the Senate March 30, 1959.
Passed by the House April 4, 1959.

SENATE CONCURRENT RESOLUTION NO. 12

Relating to economic regulation of air commerce within Alaska.

Be it Resolved by the Senate of the State of Alaska in the First Legislature, First Session Assembled, the House Concurring:

The Legislature recognizes these facts:

(a) Air commerce within Alaska is affected with a public interest in a substantial manner; it is of vital importance to the economic well-being and development of the State to maintain, promote and develop this essential public service on an economically sound basis.

(b) With the advent of Statehood, the Legislature has acquired the authority and responsibility of maintaining and developing, within an area not subject to continued federal control, air commerce which is conducted wholly within the State and is thus intrastate in nature. However, a considerable portion of air commerce in Alaska will continue to be subject to regulation by the federal Civil Aeronautics Board because it involves: (1) common carrier operations to and from Alaska; (2) operations within Alaska involving the transportation of mail; and (3) common carrier operations conducted wholly within Alaska, but which involve the continuous movement of persons or property to or from points outside of Alaska.

(c) Prior to the time that the Legislature takes action to provide for economic regulation and control of intrastate air commerce, a careful study ought

to be made of the air transport needs of Alaska and the relationship of intrastate air commerce, subject to State control, to the interstate, foreign, and other air commerce, subject to regulation by the federal Civil Aeronautics Board.

NOW THEREFORE, BE IT RESOLVED by the Senate of the State of Alaska, in the First Legislature, First Session assembled, the House of Representatives concurring, that the Governor of Alaska authorize and direct the Department of Commerce of the State, or other appropriate agency as the Governor may direct, to: (a) hold public hearings in each of the four Senatorial Districts at Large; (b) conduct a detailed study and investigation of the air transport needs of Alaska, the relationship of intrastate air commerce subject to State control to the interstate, foreign and other air commerce subject to federal control, and the extent to which economic regulation and control of intrastate air commerce may be needed or desired; and (c) to report to the Second Session of the First Legislature the results of such investigation and study, which report shall include a transcript of all testimony taken during the course of such investigation and a draft of any proposed legislation that may be deemed appropriate or necessary for the proper maintenance, development and economic regulation of air commerce within Alaska that is properly subject to State jurisdiction and control.

Passed by the Senate March 30, 1959.
Passed by the House April 4, 1959.