

employment funds are depleted by excessive but necessary and just demands upon them; and

WHEREAS, Alaska, Michigan, and Pennsylvania have already suffered such a depletion and almost a dozen other states are being faced with such a possibility at the present time; and

WHEREAS, while the aforementioned bill will prove of great benefit to all the states in the future, it will not immediately aid those states which have already suffered depletion and are now faced with

repaying large loans; and

WHEREAS, a major purpose of the proposed bill is to prevent placing states in a difficult financial position through loans by using federal grants for reinsurance purposes instead.

NOW THEREFORE, Your Memorialist urges that S. 791 be amended to include as federal grants those loans previously made to states for reinsurance purposes.

Passed by the House February 25, 1960.
Passed by the Senate March 21, 1960.

HOUSE JOINT MEMORIAL NO. 54

To the Honorable Wilbur M. Brucker, Secretary of the Army; Lt. Gen. E. C. Itschner, Chief of Engineers; the Honorable E. L. Bartlett and the Honorable Ernest Gruening, Senators from Alaska; and the Honorable Ralph J. Rivers, Representative from Alaska:

Your Memorialist, the Legislature of the State of Alaska in First Legislature, Second Session assembled respectfully submits that:

WHEREAS, the Corps of Engineers presently has under study a harbor installation in the Kenai, Alaska, area; and

WHEREAS, the proposed site of the

harbor installation is being damaged by erosion and silting; and

WHEREAS, delay in the completion of the Corps of Engineers' study will necessarily result in substantially greater costs of construction due to the damage being done to the site;

NOW THEREFORE, Your Memorialist urges the Corps of Engineers to complete its study of the proposed harbor installation in the Kenai, Alaska, area with the utmost dispatch.

Passed by the House February 29, 1960.
Passed by the Senate March 21, 1960.

HOUSE JOINT MEMORIAL NO. 55

To the Honorable Dwight D. Eisenhower, President of the United States; the Honorable Christian A. Herter, Secretary of State; the Honorable James R. Durfee, Chairman, Civil Aeronautics Board; the Honorable E. L. Bartlett and the Honorable Ernest Gruening, Senators from Alaska; and the Honorable Ralph J. Rivers, Representative from Alaska:

Your Memorialist, the Legislature of the State of Alaska in First Legislature, Second Session assembled respectfully submits that:

WHEREAS, Alaska has become the halfway house for air travel between Europe and the Orient; and

WHEREAS, the greatest and most im-

mediate economic development available to Alaska is through expansion of tourism within the state; and

WHEREAS, Alaska's unequalled scenic splendor, and the attraction of its colorful and interesting people and places are magnetic forces which cause citizens of all nations throughout the world to want to see this great new state; and

WHEREAS, several international carriers have seen fit to use this advantageous route; and

WHEREAS, the United States has denied the carriers using this route stop-over privileges in Alaska, thereby denying thousands of people the chance to see the attractions of Alaska; and

WHEREAS, this denial also deprives Alaska of substantial tourist revenue, which is the most immediate source of revenue available to the state; and

WHEREAS, Scandinavian Airlines System alone, since beginning operation of this Polar Route between Europe and the Orient, has carried over 19,000 passengers through Alaska, none of whom were permitted to stop-over and tour within our state; and

WHEREAS, any undesired duplication of existing route authorities between Anchorage and Tokyo could be prevented simply by denying the foreign carriers the right to initiate travel from Alaska to Japan, but not totally denying stop-

over privileges for passengers that originate in Europe or the Orient and after their stop-over could board the same carrier for their ultimate destination; and

WHEREAS, both Scandinavian Airlines System and Air France have requested that stop-over privileges be granted;

NOW THEREFORE, Your Memorialist requests the President of the United States, the Secretary of State and the Civil Aeronautics Board reconsider the denial of stop-over privileges to the foreign airlines using this Polar Route between Europe and the Orient.

Passed by the House February 29, 1960.
Passed by the Senate March 21, 1960.

HOUSE JOINT MEMORIAL NO. 57

To the Honorable E. R. Quesada, Administrator of the Federal Aviation Agency; the Honorable Thomas S. Gates, Secretary of Defense; the Honorable James H. Douglas, Secretary of the Air Force; the Honorable E. L. Bartlett and the Honorable Ernest Gruening, Senators from Alaska; and the Honorable Ralph J. Rivers, Representative from Alaska:

Your Memorialist, the Legislature of the State of Alaska in First Legislature, Second Session assembled, respectfully submits that:

WHEREAS, the Federal Aviation Agency has frozen federal funds for the runway extension on the Fairbanks International Airport pending a study of possible permanent use of Ladd Air Force Base by civilian aircraft; and

WHEREAS, the allocation of \$1,584,325 in federal airport aid funds as well as \$1,035,500 allocated for site preparation and the amount of \$220,000 which the State of Alaska has committed all represent monies available now for the extension project; and

WHEREAS, this freeze on funds can only delay the project because of its inevitable need and many merits, but which delay might cause loss of these funds, causing extreme financial difficulties to accomplish the program at a

later date; and

WHEREAS, by reason of its favorable location and weather Fairbanks is destined to become an international hub of world air travel, and the runway extension would permit not only the States-Alaska jet operations, but would accommodate jet operations on the Polar Routes; and

WHEREAS, the runway at Ladd is not sufficient for heavily grossed international operators, and a runway extension at Ladd Air Force Base is not feasible because of terrain, which points to a continued inadequate facility in the Fairbanks area without progressing on the runway extension at Fairbanks International Airport; and

WHEREAS, prolonged use of Ladd Air Force Base is questionable, because at a later date the use of Ladd Air Force Base could arbitrarily be curtailed by the military; and

WHEREAS, this action would leave Fairbanks without adequate runway length at the International Airport, and without permission to use Ladd Air Force Base facilities, which action is clearly detrimental to the public interest; and

WHEREAS, the Congressional Air Coordinating Committee has announced that as a general policy it is against joint