

this resolution be sent to the Honorable John F. Kennedy, President of the United States; the Honorable Lyndon B. Johnson, President of the Senate; the Honorable Sam Rayburn, Speaker of the House of Representatives; the Chairman of the Interior and Insular Affairs Committee of the House of Representatives; the Honorable

E. L. Bartlett and the Honorable Ernest Gruening, Senators from Alaska; and to the Honorable Ralph J. Rivers, Representative from Alaska, urging all said persons to support legislation carrying out the intent of this resolution.

Passed by the Senate March 14, 1961.

SENATE RESOLUTION NO. 24

Relating to continued employment of civilian personnel on Clear Project in Alaska.

Be It Resolved by the Senate in Second Legislature, First Session Assembled:

WHEREAS, there are approximately 750 civilian employees on the Ballistics Missile Early Warning System Project at Clear, Alaska, most of whom are trained and competent men after two years of service; and

WHEREAS, it has been reported that in 1962 there are plans to have this operation taken over by a branch of the military service; and

WHEREAS, during this period of recession in Alaska the impact of loss of work by 750 civilians would be of great economic

harm to the railbelt area in Alaska;

BE IT RESOLVED by the Senate in Second Legislature, First Session assembled, that the Federal Government, unless security measures are involved, continue to use civilian employees on the Ballistics Missile Early Warning System Project at Clear, Alaska; and be it

FURTHER RESOLVED, that copies of this resolution be sent to the Honorable John F. Kennedy, President of the United States; the Honorable Robert McNamara, Secretary of Defense; the Honorable E. L. Bartlett and the Honorable Ernest Gruening, Senators from Alaska; and the Honorable Ralph J. Rivers, Representative from Alaska.

Passed by the Senate March 21, 1961.

SENATE RESOLUTION NO. 25

Relating to the dredging of the Dry Straits-Wrangell Narrows district.

Be It Resolved by the Senate in Second Legislature, First Session Assembled:

WHEREAS, increased lumber operations in Southeast Alaska have resulted in greatly increased movement of log rafts in the Dry Straits-Wrangell Narrows district; and

WHEREAS, logging and towboat operators are faced with the choice of using Wrangell Narrows, which necessitates the breaking of tows into small units and providing an extra tug as a safety factor, or using Dry Straits, which is preferred in spite of its inadequate depth; and

WHEREAS, fishing vessels are forced to use Dry Straits under difficult conditions or lose several hours of running time by way of Wrangell Narrows as they travel to the fishing grounds and canneries; and

WHEREAS, to facilitate the export of Alaskan products, which is ever-increasing, it is vital to provide ocean-going vessels with a direct route between ports; and

WHEREAS, large ships of all types cannot utilize Wrangell Narrows because of adverse currents and physical characteristics, but must travel the outside passage by way of Cape Decision; and

WHEREAS, smaller freighters and passenger vessels are subject to the tidal conditions and navigational hazards presented by Wrangell Narrows; and

WHEREAS, the ships of the proposed ferry system will be economically facilitated by saving time in inter-port service if Dry Straits is made available; and

WHEREAS, it is generally agreed that it is unfeasible to enlarge or further im-