

balance be used for highway project programming with the work on Route S-680 being accomplished from both ends of the route simultaneously; and be it

FURTHER RESOLVED, that the pro-

posed route between Fairbanks and Nome be immediately placed on the Federal Highway System.

Passed by the Senate March 30, 1961.

SENATE RESOLUTION NO. 28

Relating to a survey for dredging and construction of a breakwater for a harbor at Hoonah, Alaska.

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

WHEREAS, the City of Hoonah has a harbor facility which does not meet its permanent or seasonal requirements; and

WHEREAS, in addition to the more than 50 boats of considerable value permanently moored in the harbor, it must also host a fishing fleet averaging 200 vessels during the height of the season; and

WHEREAS, prevailing conditions and the volume of business in the harbor make it impossible to provide safe moorage and docking facilities for the permanent and seasonal fleet; and

WHEREAS, prevailing weather conditions and the high degree of utilization of the harbor areas require expansion and improvement of the facility through dredging and construction of a breakwater; and

WHEREAS, the dredging and construction required necessitates a new survey of the project by the Corps of Engineers which in 1960 was requested by the Public Works Committees of the Congress;

BE IT RESOLVED by the Senate in Second Legislature, First Session assembled, that the Corps of Engineers, U. S. Army, is respectfully urged to program the necessary surveys for the dredging and construction of a breakwater for a harbor at Hoonah and report its findings and recommendations to the Congress at the earliest opportunity in order that construction funds can be appropriated; and be it

FURTHER RESOLVED that copies of this resolution be sent to the Chief, Corps of Engineers, U. S. Army; the chairmen of the Public Works Committees of the Senate and House of Representatives of the Congress; and the members of the Alaska delegation in Congress.

Passed by the Senate March 28, 1961.

SENATE RESOLUTION NO. 30

Relating to the federal tariff on imported crabmeat.

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

WHEREAS, the new State of Alaska, in seeking economic growth and stability, is relying on the development of new industries; and

WHEREAS, the development of its infant crab industry offers great promise for Alaska in the proper use and marketing of its great fishery resource; and

WHEREAS, American production of crabmeat, including that of Alaska, now only meets 29 per cent of the domestic demand for crab in the United States; and

WHEREAS, with proper encouragement the domestic crab industry would be encouraged to and could effect a manifold increase in its production for domestic consumption; and

WHEREAS, the development of the domestic crab fishery can best be encouraged by the upward adjustment of United States tariffs on imported crabmeat;

BE IT RESOLVED by the Senate in Second Legislature, First Session assembled, that the Congress of the United States and the President of the United States, through the programs of the Departments of State, Treasury and Commerce, are respectfully urged to give immediate consideration within the demands of foreign policy and the national fiscal and trade

programs to the protection of the struggling American crab fishing industry by making an appropriate upward adjustment

in the United States tariff on imported crabmeat.

Passed by the Senate March 27, 1961.

SENATE RESOLUTION NO. 31

Relating to the six percent construction bid differential for Pacific Coast shipbuilders.

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

WHEREAS, there has been introduced into the Eighty-Seventh Congress H. R. 213, the purpose of which is to repeal the six percent construction bid differential for Pacific Coast shipbuilders; and

WHEREAS, said differential is still essential and necessary to offset the freight differential which Pacific Coast shipyards must pay in transporting steel from the East Coast; and

WHEREAS, the Pacific Coast shipyards have a wartime production record of which they are justifiably proud; and

WHEREAS, we cannot risk the loss of the highly skilled labor pool of shipbuilders on the West Coast in case their services

are again needed in time of war or national emergency;

BE IT RESOLVED by the Senate in Second Legislature, First Session assembled, that the President of the United States, the United States Senate, the United States House of Representatives and the Alaskan delegation in Congress do all in their power to defeat H. R. 213 and any other bills or action that would deprive the Pacific Coast of this justifiable and necessary six percent construction bid differential on shipbuilding; and be it

FURTHER RESOLVED, that copies of this resolution be transmitted immediately to the Honorable John F. Kennedy, President of the United States; the Secretary of the United States Senate; the Clerk of the United States House of Representatives; the Alaskan delegation in Congress and to the Legislatures of the States of Washington, California and Oregon.

Passed by the Senate March 29, 1961.

SENATE RESOLUTION NO. 33

Relating to the maintenance of Division of Highways offices throughout the State.

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

WHEREAS, the state highway program requires that roads be constructed and maintained in each of the four major senatorial districts of the state; and

WHEREAS, the planning, engineering, designing, and right-of-way sections of the Division of Highways, Department of Public Works, should be located in areas nearest to the highway construction projects in the interest of greater efficiency and savings in travel costs; and

WHEREAS, it is preferable that the

Division of Highways staff offices in the four major senatorial districts of the state without the necessity of legislation requiring that this be done;

BE IT RESOLVED by the Senate in Second Legislature, First Session assembled, that the Division of Highways of the Department of Public Works adequately staff and maintain planning, engineering, designing, and right-of-way sections at Nome for the Northwestern District, at Anchorage for the Southcentral District, at Fairbanks for the Central District, to handle all highway projects within these districts, and that a central review office be maintained at Juneau.

Passed by the Senate March 5, 1961.