

SENATE JOINT RESOLUTION NO. 35

Relating to the location of strategic Polaris nuclear submarine bases in Alaska.

Be It Resolved by the Legislature of the State of Alaska in Second Legislature, Second Session Assembled:

WHEREAS the strategic importance of using subpolar great-circle travel routes by Polaris nuclear submarines has been conclusively demonstrated; and

WHEREAS this new aspect of nuclear warfare places nuclear submarines based in Alaska in a unique position to take advantage of the subpolar travel routes; and

WHEREAS the federal government is now in the process of selecting sites for new Polaris nuclear submarine bases; and

WHEREAS there are many places in Alaska that are ideally suited, by reason of accessibility, natural harbors, and relative distances from large centers of population, for the establishment of Polaris nuclear submarine bases—for example, Chatham

Strait in Southeastern Alaska, Prince William Sound near Cordova, Resurrection Bay near Seward, Kodiak Island, Afognak Island, Port Clarence next to the Bering Sea Strait, or Adak; and

WHEREAS the establishment of nuclear submarine bases in Alaska would greatly enhance Alaska's economy, thereby increasing the well-being of all its people;

BE IT RESOLVED by the Legislature of the State of Alaska in Second Legislature, Second Session assembled, that the Honorable E. L. Bartlett and the Honorable Ernest Gruening, Senators from Alaska, and the Honorable Ralph J. Rivers, Representative from Alaska, be respectfully requested to urge on Congress and the Federal Government the advantages to the United States' system of defense and to the State of Alaska of basing nuclear submarines in Alaska.

Passed by the Senate February 2, 1962.

Passed by the House February 15, 1962.

SENATE JOINT RESOLUTION NO. 37

Relating to the proposed increase by Alaska Steamship Company in the freight rates to Westward Alaska.

Be It Resolved by the Legislature of the State of Alaska in Second Legislature, Second Session Assembled:

WHEREAS the Alaska Steamship Company has proposed an increase in the rates governing the shipment of goods to Westward Alaska; and

WHEREAS the proposed rates would result in a general increase of 10 percent on all items moving between Seattle and points on the Alaska Peninsula, Bristol Bay, Bethel, Norton Sound, and Kotzebue; an increase of 20 percent on cans, cartons, and salt moving from Seattle to all Alaska ports; and an increase of 10 percent on canned fish moving from all Alaska ports to points of discharge in Washington, or Astoria, Oregon; and

WHEREAS a recent prior 10 percent increase in rates proposed by the Alaska Steamship Company has not been shown

to be fair, and is still pending before the Federal Maritime Commission; and

WHEREAS, in sharp contrast to the fairness of the laws governing rate making for water commerce in areas of strong competition, there is a present threat to the economy of Alaska in the area of water commerce due to the pronounced unilateral economic domination of the steamship lines plying to and from Alaska ports; and

WHEREAS the Alaska economy also bears the burden of the added costs which present laws and regulations place on the noncontiguous states in the field of water commerce between states; and

WHEREAS these existing rate discrepancies already present a formidable and dangerous threat to the future growth and development of this State;

BE IT RESOLVED by the Legislature of the State of Alaska in Second Legislature, Second Session assembled, that the Federal Government is urged to give the