

ministration and then as a state, accepted loans under the Temporary Unemployment Compensation Act of 1958 and under the Reed Act for carrying out its unemployment compensation program; and

WHEREAS these federal loans were not repaid when due, causing certain provisions of the aforementioned acts to become operable, which started repayment by employers of the loans in annual installment payments which increase each year; and

WHEREAS the state is attempting to maintain a favorable climate toward business to encourage greater investment to aid its economic growth and to reduce the amount of unemployment; and

WHEREAS the sum paid per employee under the installment payment provisions now in effect grows larger each year, thus causing a financial handicap to present employers and discouraging future investors and potential employers from establishing businesses in the state; and

WHEREAS a bill (H.R. 4901) has been introduced in Congress to alleviate the hardship now placed on employers by establishing a continuing flat rate of installment payment of the unemployment compensation loans, thus relieving in part the burdensome features of the existing law;

BE IT RESOLVED that Congress is urged to give speedy passage to H.R. 4901; and be it

FURTHER RESOLVED that copies of this resolution be sent to the Honorable Lyndon B. Johnson, Vice President of the United States and President of the Senate; the Honorable John W. McCormack, Speaker of the House of Representatives; the Honorable Harry F. Byrd, Chairman, Senate Finance Committee; the Honorable Wilbur Mills, Chairman, House Ways and Means Committee; and the Alaska delegation in Congress.

Passed by the Senate March 29, 1963.

SENATE RESOLUTION NO. 54

Relating to Sheldon Jackson Junior College and High School.

Be It Resolved by the Senate:

WHEREAS Sheldon Jackson Junior College and High School has been producing well-trained citizens for Alaska since it was organized on April 17, 1878; and

WHEREAS the school will celebrate its 85th anniversary of service to the people of the state on April 17 of this year;

BE IT RESOLVED that the appreciation of the Senate is extended to the staff

and students of this historic institution on its 85th anniversary and to the Board of National Missions of the United Presbyterian Church for the valuable educational service it has provided the state; and be it

FURTHER RESOLVED that copies of this resolution be sent to the Honorable R. Rolland Armstrong, D.D., President of the Sheldon Jackson Junior College and High School; and the Honorable Kenneth Neigh, D.D., General Secretary of the Board of National Missions of the United Presbyterian Church.

Passed by the Senate March 28, 1963.

SENATE RESOLUTION NO. 55

Relating to the designation of the Pan American North-South Highway.

Be It Resolved by the Senate:

WHEREAS a highway joining all of North and South America will be a valuable economic, political, and military asset to all the countries of North and South

America; and

WHEREAS the present Pan American Highway, which extends from Tucson, Arizona, to Panama, has proven its value to the countries presently served; and

WHEREAS a Pan American North-South Highway will be designated at the Pan

American Congress, May 16-18, 1963; and

WHEREAS the most direct route connecting the State of Alaska to the Pan American Highway is the Okanagan-Cariboo Trail which begins at Osoyoos, British Columbia, and continues on the present Route 97 to Fairbanks, and will eventually be connected with Nome; and

WHEREAS the projected route becomes the logical highway to be used to defend the entire western hemisphere; and

WHEREAS the Okanagan-Cariboo Trail and the present Route 97 were favorably considered at the last Pan American Highway Congress;

BE IT RESOLVED that the Pan American Highway Congress is respectfully urged to act favorably upon designation of the North-South Highway System and designating the Okanagan-Cariboo Trail as the route that will be used; and be

FURTHER RESOLVED that copies of this resolution be sent to the Honorable Rex M. Whitton, Federal Highway Administrator and Chairman of the Pan American Congress; to member countries of the Pan American Congress; and to the members of the Alaska delegation in Congress.

Passed by the Senate March 30, 1963.

SENATE RESOLUTION NO. 56

Relating to encouraging Congress to take favorable action upon a request by the director of the Bureau of Mines for funds to carry on a mineral resource study

Be It Resolved by the Senate:

WHEREAS there is an urgent need for resource development in the Nation, and especially in Alaska; and

WHEREAS studies of the kind necessary to determine the amount and the nature of Alaska's resources have never been made; and

WHEREAS a step-up in the studies of Alaska's resources is necessary because of the planned construction of the Rampart Canyon Dam on the Yukon River, which has created a demand for knowledge of resources in the area of the hydroelectric plant; and

WHEREAS Marling Ankeny, Director of the Federal Bureau of Mines, has asked

that funds be made available for these mineral resource studies, which will begin July 1, 1963;

BE IT RESOLVED that Congress is respectfully urged to take favorable action on the Bureau's request, so that the full resource potential of Alaska may be developed; 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 Lyndon B. Johnson, Vice President of the United States and President of the Senate; the Honorable John W. McCormack, Speaker of the House of Representatives; the Honorable Clarence Cannon, Chairman, House Committee on Appropriations; the Honorable Carl Hayden, Chairman, Senate Committee on Appropriations; the Honorable Marling Ankeny, Director, Bureau of Mines; and to the members of the Alaska delegation in Congress.

Passed by the Senate March 30, 1963.

SENATE RESOLUTION NO. 57

Relating to the need for remedial action in connection with Alaska's air transportation problems.

Be It Resolved by the Senate:

WHEREAS the State of Alaska encompasses an area one-fifth the size of the older 48 states; and

WHEREAS the State of Alaska with approximately 5,000 miles of road within its boundaries is dependent on air service for the prompt dispatch of its inter- and intra-state mail, for travel inside and outside the state, and for the transportation of freight, items of food and clothing, and building materials and such; and

WHEREAS the State of Alaska is an