

WHEREAS, the Territory of Alaska has contributed liberally in the past toward the construction of roads and will continue to support road development in the Territory to the limit of its financial ability; and,

WHEREAS, it is believed that the extension of the Federal Highway Act to the Territory of Alaska would not involve a greater expenditure of Federal funds than is now being expended under the existing arrangement; and,

WHEREAS, it is the sense of the Legislature of the Territory of Alaska that the people of Alaska should rightfully have a voice in the planning and building of all roads within the Territory and that the Territory is ready and willing to contribute on any equitable and fair basis toward highway construction within the Territory.

WHEREFORE, Your Memorialist respectfully petitions and prays that H. R. 1955 now before the Congress for the extension of the Federal Highway Act to the Territory of Alaska be enacted.

AND YOUR MEMORIALIST WILL EVER PRAY.

Passed by the Senate, February 23, 1939.

Passed by the House, March 8, 1939.

SENATE JOINT MEMORIAL NO. 5.

TO THE HONORABLE, THE PRESIDENT OF THE UNITED STATES, THE CONGRESS OF THE UNITED STATES, THE SECRETARY OF THE INTERIOR, THE DELEGATE IN CONGRESS FROM ALASKA, AND THE COMMITTEES ON TERRITORIAL AND INSULAR POSSESSIONS IN THE SENATE AND HOUSE OF REPRESENTATIVES OF CONGRESS:

Your Memorialist, the Legislature of the Territory of Alaska in fourteenth regular session assembled, respectfully submits that:

WHEREAS, the interior of Alaska is a rich area capable of supporting a large population based upon mining and allied industries. This area embraces the Yukon and Tanana river basins and the Alaska rail belt; and,

WHEREAS, the excessive freight tariffs imposed by the Alaska Railroad, if viewed in the light of an indirect tax, make the popula-

tion depending upon the service of the Alaska Railroad the highest taxed people in the world today; and,

WHEREAS, the Alaska Railroad under present policies is failing to realize the development objective for which the road was originally constructed. On the theory of making the railroad self-sustaining, freight tariffs are demanded which are so economically oppressive as to reduce tonnage and to stifle the needed development; and,

WHEREAS, the lowering of these excessive tariffs would encourage a much greater industrial and mining activity and would thereby multiply population and the consumption of manufactured and processed goods, thereby raising standards of living and increasing tonnage; and,

WHEREAS, the administrative authority delegated to Interior Department officials allowing the imposition of tolls on freight passing over Alaska highways has led to the unjust and unfair practice of imposing tolls for the purpose of forcing freight over the Alaska Railroad at a figure far above that commensurate with the value of similar services rendered in other parts of the United States.

NOW, THEREFORE, Your Memorialist respectfully urges that Congress adopt a Resolution setting forth a policy of development as the aim of the Alaska Railroad, making appropriations to cover the costs of operations thereunder.

AND YOUR MEMORIALIST WILL EVER PRAY.

Passed by the Senate, February 10, 1939.

Passed by the House, March 3, 1939.

SENATE JOINT MEMORIAL NO. 6.

TO THE HONORABLE, THE PRESIDENT OF THE UNITED STATES, THE CONGRESS OF THE UNITED STATES, THE SECRETARY OF THE INTERIOR, AND THE DELEGATE IN CONGRESS FROM ALASKA:

Your Memorialist, the Legislature of the Territory of Alaska in fourteenth regular session assembled, respectfully submits that: