

of the qualifications and fitness of each applicant for the respective positions.

BE IT FURTHER RESOLVED:

That a certified copy of this resolution be presented by our Delegate in Congress to the PRESIDENT of the United States of America.", and

WHEREAS, the Honorable Anthony J. Dimond introduced H.R. No. 94 in the Congress of the United States, a resolution entitled "AN ACT TO FORBID THE APPOINTMENT OF ANY PERSON BUT A RESIDENT OF THE TERRITORY OF ALASKA TO THE OFFICE OF GOVERNOR OF SAID TERRITORY", and

WHEREAS, House Joint Memorial No. 2, Session Laws of Alaska, 1941, urged Congress to pass this said resolution introduced by Anthony J. Dimond and the President to sign the same, and

WHEREAS, the Legislature of Alaska has shown by the various Memorials and Resolutions mentioned above that they have consistently urged qualifications of appointees and the making of appointments on the lines mentioned during all of the years 1913 to the present time;

NOW THEREFORE, we your Memorialist, the Legislature of the Territory of Alaska, endorse the views presented in the said Memorials and Resolutions, and ask that any appointments hereafter made to Federal positions of any kind in the Territory of Alaska be made from bona fide resident citizens of the Territory.

AND YOUR MEMORIALIST WILL EVER PRAY.

Passed by the Senate March 3, 1947.

Passed by the House March 8, 1947.

SENATE JOINT MEMORIAL NO. 14

TO THE PRESIDENT OF THE UNITED STATES, THE SECRETARY OF WAR, THE CHIEF OF STAFF OF THE UNITED

STATES ARMY, THE COMMANDING GENERAL OF THE
ALASKAN DEPARTMENT AND THE DELEGATE FROM
ALASKA:

Your Memorialist, the Legislature of the Territory of Alaska, in Eighteenth Session assembled, respectfully submits:

1. That by virtue of Chapter 39, Session Laws of Alaska, 1921, the Alaska Legislature authorized purchase by the Territory of the Seward Peninsula Railroad operating narrow gauge equipment a distance of 86 miles from Nome to Shelton, Alaska, and appropriated \$30,000,000 for said purchase;

2. That shortly thereafter the Territory consummated said purchase and has owned said railroad ever since for use as a tram for motor vehicles, thereby providing the only line of transportation into the central part of Seward Peninsula, in connection with which over half a million dollars has been spent on repair and maintenance;

3. That during World War II, the Army used said tracks and facilities for hauling large quantities of material to Moonlight Springs for construction of a satellite field known as Moonlight Springs Landing Strip, the main landing field for air corps purposes being constructed at Nome;

4. That said satellite field was constructed across the right-of-way of said railroad, thereby breaching said line of transportation at a point $4\frac{1}{2}$ miles from Nome;

5. That since 1934, the line of transportation from the Shelton end of said railroad has been extended by construction of a road from that point to the upper Kougarok;

6. That to re-establish mining in the Seward Peninsula and maintain same, the unbroken line of transportation as it existed before the War should be restored;

7. That lacking the former unbroken line of track, it has become necessary to break loads of cargo by truck haul from Nome to the Terminus at Moonlight Springs and thereby increase the cost of handling, to the detriment of the entire area served by the railroad and the Kougarok road;

8. That, notwithstanding willingness of the Territory to cooperate with the Army during the wartime emergency, it is strongly felt that the Army is obligated, as a matter of elementary justice, to relay the 6000 feet of track necessary to restore through track connections to Nome, where cargo for the mining area originates, and where the Alaska Road Commission has its shop and repair facilities;

9. That notwithstanding requests for restoration and advice that the Territory and the Alaska Road Commission have never intended to abandon said line of railroad, the headquarters of the Alaskan Department has highhandedly stated that it is not committed to restore said track and that it is the policy of said headquarters "to consider the existing end of the line at Moonlight Springs as the Terminus of the Seward Peninsula Railroad".

NOW, THEREFORE, your Memorialist, the Alaska Legislature, contends that wartime disregard of property rights and disruption of former public service facilities should be rectified, and urges that appropriate steps be taken at army expense to mend said break in the Seward Peninsula Railroad.

AND YOUR MEMORIALIST WILL EVER PRAY.

Passed by the Senate March 3, 1947.

Passed by the House March 8, 1947.

SENATE JOINT MEMORIAL NO. 15

TO THE PRESIDENT OF THE UNITED STATES, CONGRESS OF THE UNITED STATES, ADMINISTRATOR OF THE RURAL ELECTRIFICATION ADMINISTRATION, AND THE DELEGATE FROM ALASKA:

Your Memorialist, the Legislature of the Territory of Alaska, in Eighteenth Session assembled, respectfully submits that;

WHEREAS, an adequate supply of electric power is essential to the civilian economy of Alaska; and,