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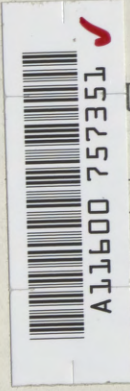
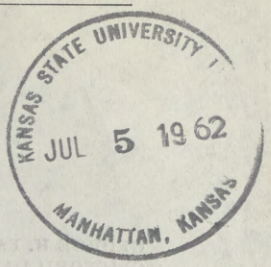
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HIGHWAY CONSTRUCTION PROGRAM FOR ALASKA

GOVERNMENT
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[No. 87-17]



HEARING
BEFORE THE
SUBCOMMITTEE ON ROADS
OF THE
COMMITTEE ON PUBLIC WORKS
HOUSE OF REPRESENTATIVES
EIGHTY-SEVENTH CONGRESS
SECOND SESSION
ON
H.J. Res. 572

JOINT RESOLUTION TO AUTHORIZE THE SECRETARY OF
COMMERCE, IN COOPERATION WITH THE STATE OF
ALASKA, TO UNDERTAKE STUDIES AND SURVEYS RELA-
TIVE TO A HIGHWAY CONSTRUCTION PROGRAM FOR
ALASKA, AND FOR OTHER PURPOSES

FEBRUARY 28, 1962

Printed for the use of the Committee on Public Works



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HIGHWAY CONSTRUCTION PROGRAM FOR ALASKA

WEDNESDAY, FEBRUARY 28, 1962

HOUSE OF REPRESENTATIVES,
COMMITTEE ON PUBLIC WORKS,
SUBCOMMITTEE ON ROADS,
Washington, D.C.

The subcommittee met, pursuant to call, at 10:10 a.m., in room 1435, New House Office Building, Hon. John C. Kluczynski presiding.

Mr. KLUCZYNSKI. This is the Subcommittee on Roads of the House Committee on Public Works. The session will come to order. As you know, gentlemen, the special subcommittee investigating the Federal-aid highway program is conducting hearings in this building downstairs and most of the members of this Subcommittee on Roads are attending those sessions. Therefore I think we can start this meeting this morning.

The order of business today is House Joint Resolution 572, to authorize the Secretary of Commerce, in cooperation with the State of Alaska, to undertake studies and surveys relative to a highway construction program for Alaska, and for other purposes.

(H.J. Res. 572 is as follows:)

[H.J. Res. 572, 87th Cong., 1st sess.]

JOINT RESOLUTION To authorize the Secretary of Commerce, in cooperation with the State of Alaska, to undertake studies and surveys relative to a highway construction program for Alaska, and for other purposes

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of Commerce, in cooperation with the State of Alaska, is hereby authorized to make engineering studies and estimates and planning surveys relative to a highway construction program for the State of Alaska, and, in accordance with treaties or other agreements to be negotiated with Canada by the Secretary of State in consultation with the Secretary of Commerce, engineering studies, estimates, and planning surveys relative to roads in Canada to connect with Alaska.

SEC. 2. On or before May 15, 1963, the Secretary of Commerce shall submit a report to the Congress which shall include—

(1) an analysis of the adequacy of the Federal-aid highway program to provide for a satisfactory program in both the populated and the undeveloped areas in Alaska;

(2) specific recommendations as to the construction of roads through undeveloped areas of Alaska and to connect them with roads in Canada; and

(3) a feasible program for implementing such specific recommendations, including cost estimates, recommendations as to the sharing of cost responsibilities, and other pertinent matters.

SEC. 3. From time to time, either before or after submission of the report provided for in section 2 of this Act, the Secretary of Commerce may submit recommendations to the Congress with respect to the construction of particular highways to carry out the purposes of this Act.

SEC. 4. There is hereby authorized to be appropriated, out of any money in the Treasury not otherwise appropriated, to be available until expended, the sum of \$800,000 for the purpose of making the studies, surveys, and report authorized by sections 1 and 2 hereof.

Mr. KLUCZYNSKI. The first witness will be the sponsor of the legislation, our old friend, Representative Ralph J. Rivers of Alaska.

STATEMENT OF RALPH J. RIVERS, MEMBER OF CONGRESS FROM ALASKA

Mr. RIVERS. Mr. Chairman and distinguished members of the subcommittee, I first wish to thank the chairman for expediting the scheduling of this hearing. As the author of House Joint Resolution 572, which is a companion measure to Senator Gruening's Senate Joint Resolution 137, I requested this hearing today to follow the Senate hearing on Senate Joint Resolution 137, held yesterday, to enable the witnesses from Alaska to testify on both sides of the Hill on one trip from Alaska. In the interest of allowing as much time as possible to the other witnesses, including those from the Department of Commerce, and knowing that these witnesses will fully and authoritatively cover the subject, I will speak briefly.

This resolution, which was suggested by the Commerce Department after careful consideration of the unique road problem of Alaska, would authorize the Secretary of Commerce, in cooperation with the State of Alaska, to make engineering studies and estimates with an expenditure by the Federal Government of not more than \$800,000. The resultant report would point to the needed solution. By way of doing its part, the State of Alaska has bonded itself for \$18 million to establish a scheduled car-ferry service linking the cities of Alaska's southeastern archipelago with the continental highway system and with each other, and has bonded for an additional \$5 million for roads. This effort on the part of Alaska, and the resolution which you are now considering in the nature of Federal action, comes about because during countless years under territorial status, roadbuilding in Alaska was very seriously neglected.

From 1867, at which time Alaska came under our flag, until 1956, approximately 3,903 miles of road were built, consisting of 1,127 miles of primary road, 1,234 miles of secondary road, and 1,541 miles of local roads within the vast 586,000 square miles which constitute Alaska. Not until 1956 was Alaska brought under the Federal-aid highway program, and then on a special formula which allowed about one-third of full participation.

Now with statehood and a rapid influx of citizens from all the other States who expect to find at least a reasonable prevalence of road and highway connections between Alaska's communities, we are all faced with solving the road problem of which I speak, not alone for Alaskans, but for the development of Alaska and the unlocking of its storehouse of resources and raw materials in the national interest, as well as in the interest of the State of Alaska.

Mr. Chairman, in addition to my statement just read, I have with me a statement by Alaska's senior Senator, E. L. (Bob) Bartlett, in which he ably supports this resolution. The Senator has asked me to submit his statement for inclusion in the record of this hearing as though read immediately following my testimony. Accordingly, I submit Senator Bartlett's statement.

Mr. KLUCZYNSKI. The statement of Senator Bartlett may be made a part of the record without objection, at this point.

(The statement of Senator Bartlett is as follows:)

STATEMENT OF SENATOR E. L. (BOB) BARTLETT OF ALASKA ON HOUSE JOINT RESOLUTION 572

Mr. Chairman, this is not the first time that Alaskans have appeared before the members of this committee to discuss their road problems. We have always appreciated the attention given to proposals advanced and appear before you once again, this time on a resolution suggested by the Commerce Department in executive communications of last September sent to the House and Senate. In submitting the proposed legislation, Acting Secretary of Commerce Edward Gudeman stated: "This Department has recently given intensive and careful consideration to the special problems of the State of Alaska in relation to its highway needs. Alaska's situation is unique both in terms of its location—separated from the rest of the continental United States by another country—and its other unusual geographic and economic characteristics necessitating special treatment."

Indeed, all the terms of this resolution are special, Mr. Chairman. Those terms stand out one State from all the others. Those terms ask for an authorization of funds for very special studies and engineering estimates for a particular State. Those terms require an analysis of the Federal aid program as it applies to only one State.

Those terms are as they should be for the very reason that Alaska from 1905 until 1959 received special treatment on road matters, treatment not best designed to meet the transportation needs of this vast land.

Until 1956 money was made available for construction of roads in Alaska through yearly appropriations, first through the War Department and later through the Interior Department's Alaska Road Commission. This arrangement was not calculated to permit any long-range planning because of the uncertainty of the annual amount which would be made available. In all the years up to 1956 something like 3,903 miles of road were built, consisting of 1,127 miles of primary road, 1,234 miles of secondary road, and 1,541 miles of local roads, and this in a 586,000-square-mile area. Until after the conclusion of World War II the appropriations made for highways in Alaska were in sum sufficient only to maintain for all practical purposes the very poor system of highways which we had. As a matter of fact, only about \$22 million were spent on public domain highways in Alaska from 1913 to 1941. From 1920 until 1940 only two new roads were built, one being 160 miles in extent and the other being 87 miles in length, and both of them gravel highways.

After World War II and at the insistence of the Department of Defense a period followed during which substantial appropriations were made to the Alaska Road Commission to bring the existing highway system up to a higher standard. Although the roads were improved, the roadbuilding accomplished added relatively few miles to Alaska's road system.

Hawaii came into the Federal-aid highway program in 1924, Puerto Rico, I believe, in 1936, and under a special formula Alaska was brought into the program in 1956. That special formula used only one-third of Alaska's area for computation but permitted Alaska's Federal allocation to be used for both construction and maintenance with the territory matching the total apportionment by a 10-percent contribution. Not until the Congress enacted the Alaska Omnibus Act in 1959 was Alaska brought into the Federal-aid program on a complete basis with the other States. The State itself did not take over the program until July of 1960.

The Omnibus Act—designed to assist the new State during a 5-year transitional period—authorized, among many provisions, Federal grants on a 5-year diminishing scale unearmarked but representing certain money which prior to statehood the Federal Government had provided. The State has used some of this money to cushion the costs of road maintenance, but that source has come to an end.

As you know, Alaska has never benefited from Interstate Highway System. So this is another example of special treatment.

Of particular pertinence here, Mr. Chairman, are the recommendations of the Senate Interior and Insular Affairs Committee in its report on the Omnibus Act:

"The committee has included provisions in this bill," the report stated, "placing the State of Alaska under the Federal aid highway program on the same basis as all other States. It has done so with the full realization, however, that with respect to highways Alaska has been inequitably treated in the past and would have entered upon statehood with a highway system much more advanced if it had been treated with respect to Federal highway aid on the same terms as the other States and territories. As has been pointed out, Alaska did not participate at all in the Federal aid highway program until 1956 and from then on only on a limited basis.

"The committee therefore feels that the Congress still has a responsibility and a duty to examine this situation in the near future more closely in order to provide for equitable and equal treatment for the new State. It is hoped that the appropriate committees of the Congress will therefore study fully this problem and recommend at the earliest possible moment the steps needed to assure Alaska's participation in the highway program on the basis of full equality, taking into consideration its limited past participation."

It is not my desire to burden the record here with too long a recital of our highway history. However, I would like to make a further comment in support of that portion of the resolution dealing with the adequacy of the Federal aid highway program as it applies to Alaska's road needs. Alaska's need is to build a basic road system in an almost roadless area. The underlying purpose of the Federal aid program from its inception was to assist the States in upgrading and improving a limited system of designated roads selected so as to best serve interstate transportation requirements. Although inclusion of Alaska in the Federal aid highway program has meant vastly increased road allocations, I have an evermounting belief that these Federal funds could be utilized for roads in Alaska in a manner better calculated to bring value out of their expenditure. I have in mind particularly the percentage barriers which require the expenditure of so much on the primary system, so much on the secondary, and a certain percentage for urban roads. In the face of reality, these arbitrary percentages can well impede the building of the kind of roads this pioneer land really needs.

There may well be a further inadequacy of the Federal aid program which would be explored if this resolution is approved, and again my comments demonstrate that Alaska's road needs are very special.

A great deal of time of a great many people over a great many years has been devoted to the problems of how to get to Alaska and how to provide surface transportation once inside Alaska. Many commissions have been created to study the problems, but it took World War II to build the Alaska Highway. There is now before Congress, Mr. Chairman, the report of the Alaska International Rail and Highway Commission established by Congress in 1956. That commission was created to study the feasibility of further land connections with Alaska and feeder systems within Alaska to join up with the present highway or with other routes which the Commission might recommend. That voluminous report was submitted last May and was available last fall. Senator Magnuson of Washington was Chairman of that Commission and Senator Allott and I were the other Senate members. The Commission recommended a coordinated highway program through negotiations with the Canadians since the greatest proportion of the work recommended would lie within Canada. Essential parts of the program as recommended by the Commission include the expenditure of many millions of dollars to provide relocation of the Haines Cut-Off, an Alaska link to the Alaska Highway, and feeder highways from Petersburg and Juneau in southeastern Alaska. The Commission, which spent 5 years in its work, recognized that only through successful negotiations with Canada could the needed road links and improvements of existing links be accomplished. Senator Magnuson has introduced a resolution, referred to the Foreign Relations Committee, recommending that the President direct the State Department to negotiate with the Canadian Government "for the purpose of establishing a coordinated water, rail, and highway development program in northwest North America to provide economic, civil defense, and military benefits to both the United States and Canada, as recommended by such Commission." The resolution also suggests that the Chief Executive direct the Secretaries of the Interior and Commerce and heads of other appropriate agencies to cooperate and request establishment of a technical staff in the office of the Under Secretary of Commerce for carrying out any results of negotiations with Canada and recommending any necessary legislation to the Congress. Similar resolutions were introduced in the House. It is my hope that early consideration will be given to these proposals.

It appears, therefore, that some of the provisions of Senate Joint Resolution 137 would supplement the recommendations made by the Alaska International Rail and Highway Commission by providing immediate action in the survey and cost estimate fields. All of this naturally raises the question as to whether the costs of certain Alaska roads which might connect up with the system in Canada should be and can be met with Federal aid highway allocations to Alaska, taking into account the road needs in both undeveloped and developed areas within the State.

If the Federal and State officials who would be involved in arriving at conclusions called for by this resolution could find the answers to the perplexing problems of how best to obtain from Federal allocations the greatest benefit for Alaska's road needs and just what should comprise that Federal contribution, the expendi-

ture of \$800,000 would be modest. Indeed, it would be a bargain. I hope favorable consideration may be given to House Joint Resolution 572.

Mr. RIVERS. Present here today is Alaska's junior Senator, Ernest Gruening, who, as the Senate sponsor of this legislation (S.J. Res. 137) is prepared to submit his excellent study and analysis of the subject. Following Senator Gruening will be the Honorable Hugh J. Wade, Alaska's secretary of state, who will read a statement from the Honorable William A. Egan, Governor of Alaska, following which Mr. Richard A. Downing, Alaska's commissioner of public works, will be available to give us the benefit of his specialized knowledge of Alaska's road situation. Of course, I appreciate the fact that the Secretary of Commerce, the Honorable Luther H. Hodges, is in favor of this resolution and is represented here at the invitation of this subcommittee.

Thank you, Mr. Chairman and members of the subcommittee, for your kind attention.

Mr. KLUCZYNSKI. You say you were before the Senate Public Works Committee in regard to Senate Joint Resolution 137.

Mr. RIVERS. Yes.

Mr. KLUCZYNSKI. How were you treated in the Senate?

Mr. RIVERS. Well, those gentlemen were quite courteous to me.

Mr. KLUCZYNSKI. Well, they won't be any more courteous than this committee. I want to thank you, Mr. Rivers, for a wonderful statement. Now we go to the next witness, Mr. A. F. Ghiglione, Deputy Director, Office of Operations of the Bureau of Public Roads.

STATEMENT OF A. F. GHIGLIONE, DEPUTY DIRECTOR, OFFICE OF OPERATIONS, BUREAU OF PUBLIC ROADS

Mr. GHIGLIONE. Mr. Chairman, I am apparently representing also the Under Secretary for Transportation's office of the Department of Commerce, Mr. Martin. I have a statement he has prepared which he has asked me to submit. It has been distributed and is a short statement. I would like to read it, if I may.

STATEMENT OF CLARENCE D. MARTIN, JR., UNDER SECRETARY FOR TRANSPORTATION, DEPARTMENT OF COMMERCE, BEFORE THE SUBCOMMITTEE ON ROADS OF THE COMMITTEE ON PUBLIC WORKS, HOUSE OF REPRESENTATIVES, FEBRUARY 28, 1962

(Statement on H.J. Res. 572 submitted for the record)

Mr. Chairman and members of the committee, I appreciate the opportunity to appear before you to discuss the Department's position in favoring enactment of House Joint Resolution 572 which was transmitted to the Congress by the Secretary of Commerce on September 12, 1961, as a draft bill. It would authorize the undertaking of studies and surveys relative to a highway construction program for Alaska. The enactment of this resolution would provide the necessary studies for systematic development of a program to help meet the recognized need of Alaska for extremely long development-type roads to open up vast virgin areas of national importance. There is also need for the interconnection by highway of centers of population which are now accessible only by water or air transportation. These needs result from the geographical peculiarities of the State of Alaska, including its separation from the other States of the Union by a foreign country, and its tremendous area of undeveloped lands.

Federal-aid funds now apportioned to Alaska are adequate for developing new roads and reconstructing existing roads in the populated portions of the State. These funds will also be sufficient to develop the very expensive roads in southeastern Alaska which must be built to connect with roads through British Colum-

bia. Only through the development of such roads will it be possible to connect southeastern Alaska by highway with the rest of the States.

The undeveloped areas of Alaska are almost entirely federally owned and certainly their development would be of value to the Federal Government. The Federal-aid funds apportioned to Alaska could not be expected to participate in construction of pioneer-type roads through these unpopulated areas and similarly Federal-aid funds are not available for construction of roads through Canadian territory. Both the pioneer roads into undeveloped areas and the roads through Canadian territory are sufficiently different from our Federal-aid highways to justify special consideration and special funding. The extent of road construction which might be recommended under this proposal and the ultimate cost there of would be come of the determinations to be made through the detailed planning surveys, engineering studies, and estimates provided by the enactment of this joint resolution.

Last year the report of the Alaska International Rail and Highway Commission (H. Doc. 176, 87th Cong., 1st sess.) developed extensive information on proposed transportation facilities between Alaska and the 48 contiguous States. The Commission concluded that:

"1. There is a definite need for additional highway facilities in order to realize the economic potential of the United States and Canadian regions of the North Pacific.

"2. The construction of highway facilities is justified because of economic benefits and defense needs; and

"3. Congress should express its desire that the Department of Commerce establish a technical staff in my office for carrying out the economic and administrative actions necessary to implement programs and projects resulting from the recommendations of the Commission."

Nothing in House Joint Resolution 572 is inconsistent with the report of the Alaska International Rail and Highway Commission. At the same time the resolution provides a means to conduct more detailed surveys on special routes than was possible by the Commission.

House Joint Resolution 572 provides for:

1. Analyzing the adequacy of the Federal-aid highway program to provide for a satisfactory program in both the populated and undeveloped areas in Alaska;
2. Specific recommendations as to the construction of roads through undeveloped areas of Alaska, and to connect them with roads to Canada; and
3. A feasible program for implementing such specific recommendations including cost estimates, recommendations as to the sharing of cost responsibilities, and other pertinent matters.

The resolution before you provides a significant beginning for the development of Alaska and better connections between that State and the other States. The Department of Commerce urges its enactment, so that great areas of Alaska will obtain the benefits of highways on a par with other States.

Mr. KLUCZYNSKI. Is there anything else you want to add to this?

Mr. GHIGLIONE. No, sir.

Mr. McVEY. Mr. Chairman, I want to ask some questions.

Mr. KLUCZYNSKI. Go ahead, Mr. McVey.

Mr. McVEY. I notice here in Mr. Martin's statement a reference to the Alaska International Rail and Highway Commission. I was just wondering, could not findings and recommendations relative to highway construction be based upon this report of the Alaska International Rail and Highway Commission and other material that you already have at hand?

Mr. GHIGLIONE. This in no way conflicts with the report of the International Rail and Highway Commission. In fact, this implements the last recommendation of that Commission. The study of the International Rail and Highway Commission was quite broad in scope and covered all of the Northwest. This provides the funds to pinpoint a study to come up with specific recommendations as to costs and formulas when costs are to be shared with Canada, standards for pioneer areas of Alaska, and so forth, and to bring down to a sharp and workable base the recommendations to Congress to provide funds for so doing.

Mr. McVEY. What I am trying to get at for the purposes of the record is this: Is it necessary to have this additional study when you do have information available no doubt through the Bureau of Public Roads, and also probably from the Alaska Department of Public Works, and also have this Alaska International Rail and Highway Commission report?

Mr. GHIGLIONE. We believe it is necessary to get more specific data. Everything has been quite broad in the concept so far. The Bureau of Public Roads has not yet made any such studies in Alaska.

Mr. McVEY. Do you feel it is necessary, for example, to spend \$800,000 for the study?

Mr. GHIGLIONE. Yes, sir. That is somewhat of a compromise figure that we came down to, feeling that we could come up with sound recommendations under that.

Mr. McVEY. Will there be any duplication with this study if this joint resolution is passed, with any material that you may have already assembled?

Mr. GHIGLIONE. No, sir. There will be no conflict.

Mr. McVEY. This will be something separate and different?

Let me ask you this: Is it anticipated that Canada will share in the cost of any highway construction through Canada?

Mr. GHIGLIONE. We hope to determine that through this study, and we certainly believe we can develop a benefit-cost ratio, or whatever is necessary, to prove it is to their benefit to assist us in such roads.

Mr. McVEY. I wondered about one other thing here. I understand that you were in Alaska for a while. Is that correct?

Mr. GHIGLIONE. Some 25 years; yes, sir. I was commissioner of roads for Alaska for several years.

Mr. McVEY. Do you think that Alaska will be financially able properly to maintain the roads which have already been constructed and will be constructed up through 1975?

Mr. GHIGLIONE. That is a tough question. I believe they are going to have serious difficulty in so doing. I would not say that they can't do it, but I know there is a serious problem facing the State.

Mr. McVEY. Of course, then there would also be a problem of matching any Federal funds in the highway program.

Mr. GHIGLIONE. It all comes out of the same purse. They have a very favorable matching ratio, as you know, 5 to 95 percent and those 5-percent funds come out of the same pocket. If they use it for matching, they use what is left for maintenance.

Mr. McVEY. I wonder on what basis the highway needs of Alaska are going to be predicated? By that I mean, will they be on the basis of the present population and existing conditions, and any reasonable circumstances that might be in view?

Mr. GHIGLIONE. The International Rail and Highway Commission report looked ahead and forecast population growth. I believe the Battelle Institute study, which was the basis for that report, gives us a sound forecast, which, of course, shows a great increase in all of the potential areas in Alaska.

Mr. McVEY. I have one other question here. I wonder if you can tell us how much highway money Alaska has already received under existing programs?

Mr. GHIGLIONE. That is very well presented, if I might refer to it, in the hearings which were held on Senate bill 2976 in May of 1960. At that time the Bureau of Public Roads had tables included in these hearings which show a total of all funds to Alaska of some \$288 million. That was from the beginning of time. That includes park roads, forest roads, Alaska Road Commission roads. That was up to and including 1959. Since they are now under Federal aid they are receiving some \$39 million a year. That tabulation is here.

I have in addition a breakdown of the apportionments to Alaska in detail since Federal aid has applied to Alaska, when, of course, the great increase in funds began.

Mr. McVEY. In addition to this figure you have mentioned, we have also expended in Canada money on the Alaska Highway in addition to that.

Mr. GHIGLIONE. Yes. There is some \$80.7 million in addition to that, spent in Canada on the Alaska Highway. That figure of \$288.2 million included the portion of the Alaska Highway in Alaska of some \$13 million.

Mr. McVEY. Yes. Thank you very much.

Mr. KLUCZYNSKI. If that is all, Mr. McVey; thank you, Mr. Ghiglione.

Is there someone here who can explain this to us with a pointer? We have been accustomed to watching the presentations of the Corps of Engineers of the Army and I have found that you would not know what they are talking about without their going to a chart or map and naming the points. I don't mean to imply that we have to go and take a trip to Alaska in order to understand this, but I do think it might be a good idea. I would be the No. 1 backer of the idea to go up to Alaska to welcome in another State and to view this road situation which exists there.

They tell me you have to have long underwear on up there, but I would be glad to go up in order to see the problems which we face there.

Is there someone here who can show us something about this on a map?

Senator Gruening will now point out to us what this is all about.

STATEMENT OF HON. ERNEST GRUENING, U.S. SENATOR FROM THE STATE OF ALASKA

Senator GRUENING. This is what we now have. These are the existing roads in Alaska. You will note they are concentrated in a relatively small portion of the State and on to the north and to the west there are no connecting roads. The same is true of western Alaska, where all you have are stubs of roads going into Alaska through Ketchikan, Wrangell, Petersburg, and so forth. And that is the basic problem.

The reason for that is, during all of the years that Alaska was a territory we were excluded from participation in the Federal-aid highway program, although paying all Federal taxes, including the new taxes which were levied after 1956, when the throughway program was initiated. At that time you may recall President Eisenhower proposed an additional program to increase our road capacity for two reasons, both to take care of additional cars and vehicular trans-

portation, and also to serve as a civilian defense measure for the evacuation of cities in the case of an atomic attack.

President Eisenhower proposed this long-range program with no immediate bonding outlay. The Congress agreed it was desirable as a program, but not as a method of financing. Congress felt we should not burden posterity with the benefits which this generation should receive. So instead of that they proposed a pay-as-you-go program, with additional taxes on trucks, trailers, tires, and gas.

But there was one respect in which the President and Congress agreed, which was that Alaska should be excluded from the benefits of the program, but be included in the taxation for the program. That form of legislation, over the violent protests of our then Delegate Bob Bartlett, who is now the senior Senator from Alaska in the U.S. Senate—that passed the House and then in the Senate they took pity on us and included us in the road program. But we were excluded from it for 40 years and that's why we have no roads.

It is unthinkable that in any State of the United States, including Illinois, that there would be no way in which you could go or leave a major city by highway or railway, but that is the situation in the majority of our cities in Alaska, including the capital.

I will be a little more specific and detailed about this when I testify later, but that is the situation in a nutshell.

Mr. GHIGLIONE. If I might interrupt, Senator, these are all the roads. These are not the main highways, but they are the highways. These represent every mile of road there is there, and a lot of these are substandard gravel roads.

Senator GRUENING. Here you have five principal cities of Ketchikan, Wrangell, Juneau, Petersburg, and Sitka, which are all unconnected.

Mr. McVEY. These are all the roads in which there have been Federal funds. Is that correct?

Senator GRUENING. Oh, yes. There have been Federal funds.

Mr. McVEY. Is there any State highway organization?

Senator GRUENING. The State, broadly speaking, up to the time of statehood, contributed a greater portion than it would have contributed if it had been under the Federal-aid system. We contributed nearly 25 percent up to a few years ago, and what was built here was built as part of the war measures. This road and this road and the connecting highways—they were all war measures.

Mr. McVEY. If these are all of the roads, what other means of transportation do you use that you rely on?

Senator GRUENING. We fly. We are the flyingest of all Americans. We fly about 30 times as much per capita as all other Americans. We have to.

Mr. McVEY. How about your waterway system?

Senator GRUENING. Unfortunately, all passenger transportation by boat ceased in 1954. We have only freight transportation by sea now. So the only way you can move about in Alaska is by air, unless you travel on these limited highways.

Mr. GHIGLIONE. All of these red spots are centers of population where there are airfields.

Senator GRUENING. We are very grateful to the Wright brothers. Without them we would probably not be able to move at all. But

there are some things that an airway cannot do. You can't pin your hopes on an airway.

§ Let us look at these points. We would like to connect at least the more distant points here. Here you see where the State recently voted, and this is under process of construction, what we know as a marine highway. It is a ferry system whereby people who want to drive from the 48 States will go to Prince Rupert and get on a ferry which will take them to the Inside Passage, and they can go up to Haines, where we hope the road will be, so that some people who wish to, can get into Alaska that way.

The State bonded itself to the extent of \$23 million for this one ferry here, and one here that goes from Anchorage to Kodiak. That is something that the State is paying for wholly itself.

So you see, this is rather a striking exhibit of what 92 years of territorialism did or did not do for Alaska.

Mr. KLUCZYNSKI. Thank you, Senator. We will hear from you later.

The next witness is Mr. Hugh J. Wade, Secretary of State, of Alaska.

I understand he is not here.

We will next hear then from Mr. Downing, commissioner of public works, of Alaska.

STATEMENT OF RICHARD A. DOWNING, COMMISSIONER OF PUBLIC WORKS, OF ALASKA

Mr. DOWNING. Thank you, Mr. Chairman. I have a prepared statement with some exhibits that I should like to read and have the exhibits made a part of the record.

Mr. KLUCZYNSKI. All right, Mr. Downing. You may proceed.

Mr. DOWNING. Mr. Chairman and honorable members of the committee, for the record, my name is Richard A. Downing, commissioner of the Department of Public Works, State of Alaska. The division of highways is one of the principal agencies under my jurisdiction.

It is a pleasure to appear before you to testify in behalf of House Joint Resolution 572, which has been introduced by Representative Rivers, of Alaska. An identical resolution—Senate Joint Resolution 137—was introduced in the Senate by Senator Gruening for himself and in behalf of Senator Chavez, Senator Randolph, Senator Young of Ohio, and Senator Long of Hawaii.

This resolution would authorize the Secretary of Commerce, in cooperation with the State, to make engineering studies and estimates and planning surveys relative to a highway construction program for Alaska and, subject to concurrence by our Canadian neighbors, similar studies relative to roads in that country to connect with Alaska.

It calls further for a three-part report by the Secretary of Commerce. This report will include:

(1) An analysis as to the adequacy of the Federal-aid highway program to provide for a satisfactory program in both the populated and undeveloped areas of Alaska;

(2) Specific recommendations as to roads which should be built through undeveloped areas of Alaska to connect with roads in Canada; and

(3) A feasible program for implementing the aforementioned recommendations financially.

It does, in brief, provide for the preliminary work which is essential to sound planning for the expenditure of public funds, whether it is for highways, power, navigation, or any other undertaking to benefit a large segment of our country.

To conserve time as much as possible, I am going to make reference to material which I refer to as "Exhibit A and B," and which I ask to be made a part of my testimony.

Mr. KLUCZYNSKI. Without objection, these exhibits may be made a part of the record at this point.

(Exhibits A and B follow on pp. 12-13.)

Mr. DOWNING. Exhibit A shows a need to add 2,310 miles of main connecting road to the Federal-aid system in the next several years. Construction of ships and terminals for the marine highway system shown on exhibit B has now been initiated by the State through authority to issue \$18 million in general obligation bonds for that purpose.

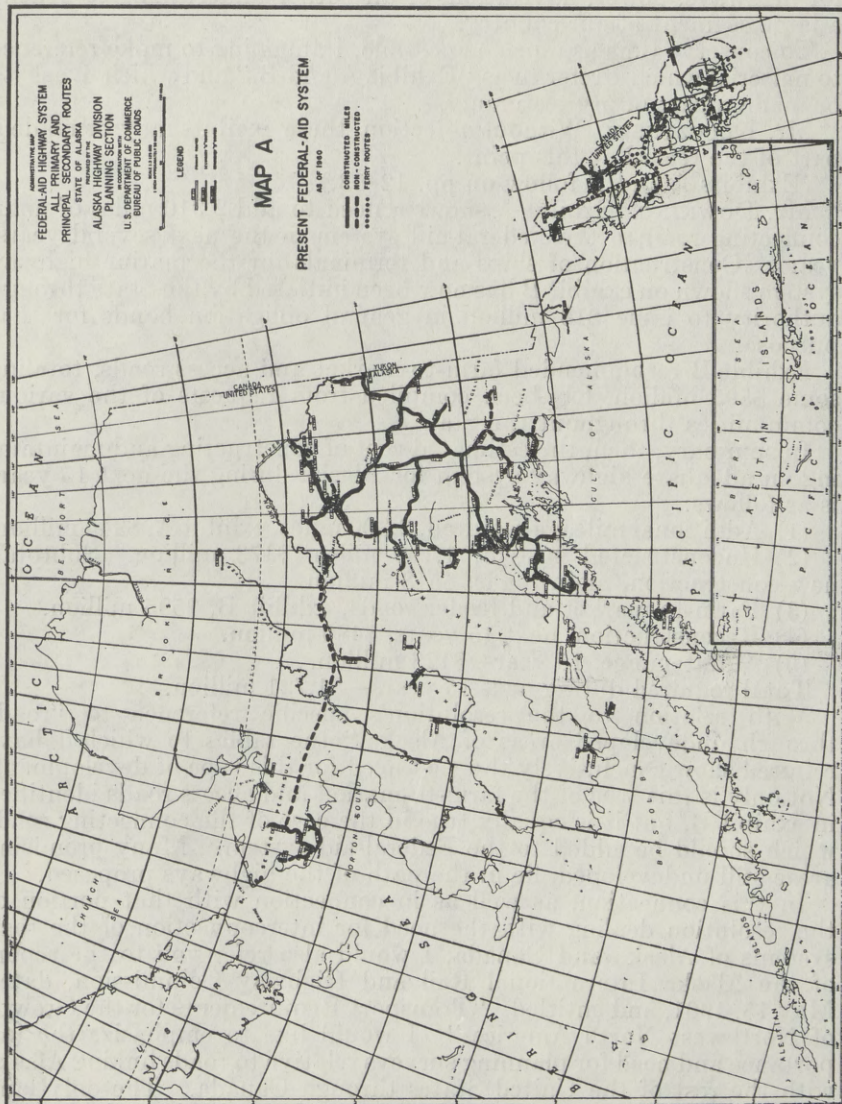
Exhibit B recommended farm-to-market and access roads, totaling some \$595 million, has been compiled from requests of the various communities throughout the State.

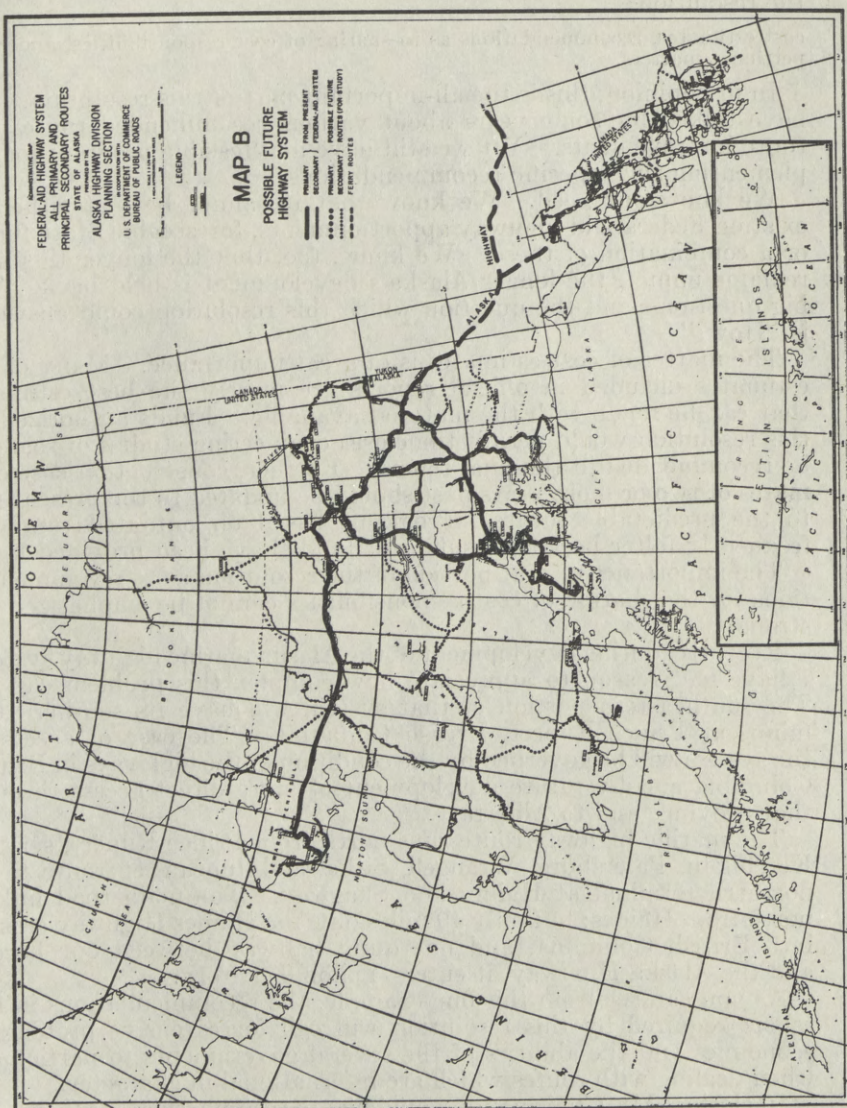
In summary, then, the estimated cost of constructing and maintaining an adequate highway system for Alaska during the next 15 years is as follows:

- (1) Additional mileage required, 2,300 miles, exhibit A, \$345 million.
 - (2) Unconstructed system, 1,155 miles, \$173 million. Subtotal, new construction, main roads, \$518 million.
 - (3) Farm-to-market and feeder roads, exhibit B, \$595 million.
 - (4) Reconstruction, next 15 years, \$480 million.
 - (5) Maintenance, 15 years, \$128 million.
- Total required during next 15 years—\$1,721 million.

With relation to the resolution's specific reference to "roads through undeveloped areas of Alaska," the tables to which I have referred show conclusively the vast need for this type of development. Not only is this true of the farm-to-market and access roads identified in exhibit B, but it is equally true in the case of the connecting roads which should be added to the Federal-aid system. Many promising areas still undeveloped, lie in the path of the highways proposed.

In this connection, as well as in connection with that portion of the resolution dealing with the need for interconnection of the road systems of Alaska and Canada, I would also refer you to the report of the Alaska International Rail and Highway Commission, dated May 15, 1961, and entitled: "Transport Requirements for the Growth of Northwest North America." I would like to emphasize the importance and need for planning surveys relative to roads linking Alaska with the rest of the United States through Canada. The only land connection from the lower 48 States to Alaska is through Canada. An adequate highway connection to Alaska is important for the defense of our country, as well as for the development of Northwest North America. Therefore, it becomes vitally important to complete engineering estimates and surveys to prepare for the necessary negotiations with Canadian officials through appropriate channels.





This brings us to the third requirement of the report which this resolution would provide be submitted by the Secretary of Commerce—recommendations as to a feasible program for implementing the Secretary's previous recommendations including—as set forth in the resolution—

cost estimates, recommendations as to sharing of cost responsibilities, and other pertinent matters.

In my opinion, this is the all-important part of this resolution. We have talked for some years about various recommended routes and route improvements. Yet we still have no "feasible program for implementing such specific recommendations."

We know our need. We know that it cannot be met either by existing Federal-aid highway apportionments, foreseeable State funds, or a combination of these. We know, too, that the longer this need remains unmet, the longer Alaska's development is held back. The big question—and the question which this resolution could answer—is "How?"

The matter of cost estimates is of great importance. Many of the estimates included in official reports are merely the best estimates that can be made with the material available. Funds authorized by this resolution would permit the closer engineering studies of roads to be recommended in the final report. Further, construction cost estimates of two or more years past should be updated to the present and to the predictable future. Programs based on outdated estimates frequently falter because insufficient funds have been provided.

The importance of that portion of the resolution as to recommendations for the sharing of cost responsibilities cannot be emphasized too strongly.

Recently, during development of the Alaska marine highway system, I have had reason to appreciate how complex this problem can be. The southeastern portion of that system will have its southern terminus at Prince Rupert, British Columbia. The ease of access to the system will be governed by the condition of the highways in British Columbia and by future development of more direct access through that province and to Alberta.

The marine highway route runs north from Prince Rupert, serving Ketchikan, Petersburg, Wrangell, Sitka, and Juneau, en route to its northern terminal at Haines and Skagway. The main road link is north from Haines; but only 40 miles out, the Haines Highway crosses into British Columbia, and not quite halfway between our border and the Alaska Highway, it enters Yukon Territory.

As you can see from this one example, the recommendations in the report required by this resolution will call for extensive probing of economics and the abilities of the several governments to participate when dealing with routes which are international in character.

In closing, Mr. Chairman, I would like to reemphasize—as Governor Egan has pointed out in the statement presented by Secretary Wade—that Alaska is not standing by and idly waiting for a solution to its road problems to be handed to it.

Governor Egan, members of Alaska's Legislature, and the citizens of our State have each demonstrated a determination for the State to meet this problem head on to the full extent of our ability to do so. We do feel, however, that by reason of many years' complete denial of the benefits of the Federal-aid system and currently our

exclusion from the benefits of the Interstate System, we are justified in petitioning the Federal Government for assistance in that task. Only through our combined efforts can the job be done within a reasonable period of time.

In House Joint Resolution 572, we see the tools with which this can be done and we strongly and sincerely urge its early enactment.

Thank you.

Mr. KLUCZYNSKI. Mr. Downing, talking about Alaska's Legislature, what is your legislature composed of? How many members do you have?

Mr. DOWNING. Forty in the House and 20 in the Senate.

Mr. KLUCZYNSKI. Mr. McVey.

Mr. McVEY. Mr. Downing, I was interested in one statement that you made. You said, "That the longer this need remains unmet, the longer Alaska's development is held back." Is this proposal going to be to take care of Alaska's highway needs predicated on existing population and development, and what might reasonably be expected or is this going to be predicated on the theory of helping to develop Alaska?

Mr. DOWNING. Well, I would say it would be a combination of both, Congressman.

Mr. McVEY. I notice here, Mr. Downing, in your figures that you show total requirements on the estimated cost of construction and maintenance for the next 15 years in Alaska to be approximately \$1.7 billion. Presently, what is the annual income of your State from all revenue sources? Let's say from taxation?

Mr. DOWNING. That I do not have available, Congressman. I do not know whether the Senator's office may have it.

Mr. McVEY. Do you know at the present time how much money you are receiving from the Federal Government for maintenance of highways?

Mr. DOWNING. We are in a unique position in Alaska as far as maintenance is concerned. Under the terms of the omnibus bill, we were permitted to use our 1960 and prior years' unexpended funds for the maintenance of our highways. We are the only State in the Union that had that privilege. There were some \$16 to \$17 million of unexpended funds when we became a State, and those funds were conserved for maintenance in Alaska through this present fiscal year.

Mr. McVEY. Your exhibit B is a recommendation as to farm-to-market access roads, and that is nearly a half billion dollars. In fact, it is a little over a half billion dollars.

Mr. Downing, I come from Kansas and I think we probably have greater mileage on farm-to-market access roads than possibly any State of the Union. However, as I understand it, these have been built at the State's own expense, without Federal funds.

Is there any program underway now using solely State funds to develop any of these farm-to-market access roads?

Mr. DOWNING. Yes; there is. In the last two sessions of our legislature, the legislature appropriated about a million and a half dollars toward this type of development, and in the present budget—it is being considered now and there is another half a million dollars there. They are programing as much as they can afford to.

Mr. McVEY. What do you estimate to be the road mileage you need to develop for the farm-to-market access roads?

Mr. DOWNING. I would have to add that up off of exhibit B. It has not been done. However, as I mentioned to you, on what we feel is the Federal highway system up there we should add about another 2,300 miles to that.

Mr. McVEY. I believe that is all.

Mr. RIVERS. Mr. Chairman, may I ask a question, pursuing the thought of Mr. McVey?

Mr. KLUCZYNSKI. Go ahead, Mr. Rivers.

Mr. RIVERS. Mr. Downing, would you tell the committee what the people of Alaska are paying in the way of a State gasoline tax now?

Mr. DOWNING. 8 cents. It was 7 cents and was raised to 8 cents last year. That is 8 cents a gallon of gasoline.

Mr. McVEY. What is the revenue from that? What is the total revenue from that 8-cent gasoline tax?

Mr. DOWNING. About \$4 million, if I remember rightly.

Mr. RIVERS. That was about \$4 million, you say. Then you spoke of the omnibus procedure whereby we got to spend those carryover funds for maintenance instead of new construction. Doesn't that phase run out very soon now?

Mr. DOWNING. Yes. It runs out this year. Under the terms of the apportionment, the money is available for 2 years after the year in which it is apportioned; so actually this coming fiscal year is when the money is either spent or lost.

Mr. McVEY. I wonder at this point if it would be proper to ask a question generally? Is it true that the annual income from taxes in Alaska runs about \$20 million a year at the present time?

Mr. RIVERS. No. It is closer to \$40 million now.

Mr. McVEY. I believe that is all.

Mr. KLUCZYNSKI. That is all, Mr. Downing. Thank you very much.

Mr. DOWNING. Thank you.

Mr. RIVERS. Mr. Chairman, Mr. Wade, who represents the Governor, did not arrive here this morning. I have a statement from Governor Eagan which I will hold until the end of the hearing. Since Mr. Wade has not arrived, Senator Gruening would be the next person.

Mr. KLUCZYNSKI. All right. Now we have the pleasure of having before this committee our fine and distinguished colleague, Senator Gruening.

Senator GRUENING. Thank you very much, Mr. Chairman and members of the committee.

Mr. Chairman, I appreciate this opportunity to appear before you and other members of the Subcommittee on Roads of the House Committee on Public Works to testify on behalf of House Joint Resolution 572, which was introduced by Alaska's able and hard-working Congressman, the Honorable Ralph Rivers.

This legislation would make possible the long overdue start toward positive planning and development of a roads system within Alaska. It is supported by the President, the Department of Commerce, and the Bureau of the Budget.

Hearings in both the House of Representatives and the Senate were scheduled this week. Alaska's congressional delegation appreciates the promptness and harmonious timing of this scheduling which certainly makes it a great deal easier, considerably less expensive,

and more convenient for the witnesses from our State. You will be hearing from them personally.

At this time I should like to go into the details of this proposed legislation and demonstrate why we believe it will be beneficial.

Working cooperatively, through his Bureau of Public Roads and the State of Alaska, the Secretary of Commerce would make engineering studies and estimates and planning surveys "relative to a highway construction program for the State of Alaska." The resolution also proposes that the Secretary of Commerce in consultation with the Secretary of State explore the possibilities of connecting Alaska cities to roads already constructed in Canada.

Under the language of the resolution, the Secretary of Commerce is requested to submit his findings to the Congress on or before May 15, 1963. His report would include—

1. An analysis of the adequacy of the Federal-aid highway program to provide for a satisfactory program in both the populated and the undeveloped areas in Alaska;

2. Specific recommendations as to the construction of roads through undeveloped areas of Alaska and to connect them with roads in Canada; and

3. A feasible program for implementing such specific recommendations, including cost estimates, recommendations as to the sharing of cost responsibilities and other pertinent matters.

The legislation suggests that either before or after making his final report the Secretary of Commerce recommend to Congress how highway construction within Alaska might proceed to facilitate the purposes of House Joint Resolution 572.

The legislation authorizes the appropriation of \$800,000 of Treasury funds not otherwise appropriated to make these studies and surveys.

Mr. Chairman, I have gone into detail because I wished to make clear to all who are interested in the development of Alaska the importance of this long-awaited first step. The path ahead is lengthy. President Kennedy knows it has been long awaited and needed and I thank him on behalf of all Alaskans for proposing this far-visioned and practical move to help solve Alaska's highway problems.

I recall his statement on the floor of the Senate on June 24, 1960, when he said:

We must expand and modernize Alaska's highway system—a system is an essential condition of Alaska's future development—by greatly increasing our highway program so that Alaska's highways will be the equal of those in other States, which have been receiving Federal help over a long period of time.

Indeed, other States have been receiving substantial Federal help over a long period of time since 1916 when the Federal-aid highway legislation was enacted, a period in which Alaska was neglected by exclusion from the program except in the national forests, for 40 years. The Bureau of Public Roads has estimated that Alaska lacks \$300 million it had not received from the Government as its proper share of Federal highway programs.

Alaska has received only \$84.7 million since 1916. The condition, or rather nonexistent condition, of Alaskan roads, reflects this lack of funds.

As a member of the Senate Public Works Committee, I appreciate the value of roads, both in and out of our Nation. I know, for example, that Alaska is considered a part of the Pan-American High-

way and that the Pan-American Highway figuratively stretches nearly 12,050 miles from Fairbanks to the tip of Argentina. Ideally, this highway seeks to connect the principal cities of the countries through which it passes. It is so in Central America. As members of the Senate Subcommittee on Roads, Senator Jennings Randolph and I earlier this year inspected the Inter-American Highway in the Republics of Panama, Costa Rica, Nicaragua, Honduras, El Salvador, and Guatemala. In all but one of these, Honduras, the Inter-American Highway passed through these countries' capitals. And in the case of Honduras, its capital, Tegucigalpa, is connected with the Inter-American by a fine highway built with foreign aid funds. But such is not the case in Alaska. The principal cities including the capital, Juneau, are not connected.

And surely no area is more vitally in need of roads to connect with the Pan-American Highway system than is our country's largest State, with its strategic military importance as a defense outpost and outer perimeter in the defense warning system.

There are other factors for consideration. Vital as Alaska is to the national defense picture, the State also offers enormous untapped economic potential. Alaska offers room for the burgeoning populations within the lower 48 States. Alaska offers recreation potential for scholar and skier, for canoe enthusiast and fisherman, for hunter with camera or rifle.

In transmitting the proposed joint resolution near the close of the first session of the 87th Congress, Secretary Hodges and his staff reported that the Department had given intensive and careful consideration to the special problems of the State of Alaska in relation to its highway needs.

His letter of transmittal said in part:

Alaska's situation is unique, both in terms of its location—separated from the rest of continental United States by another country—and its other unusual geographic and economic characteristics necessitating special treatment. There is need, in particular, for extraordinary local and long, development-type roads, and roads to interconnect centers of population which are accessible only by water or air transportation, or through Canadian territory.

Residents of Alaska willingly vouch for the validity of these statements. They find it expensive to travel from one city to another by air. Maritime passenger travel between our coastal communities, and the majority of them are coastal, no longer exists. The last regular maritime service by an American-flag carrier ceased in 1954. Even coach fares are foreign to Alaskans. Alaskans pay for first-class passage when they fly via scheduled airlines.

Yes, the air cost of intrastate travel in Alaska is expensive. But it is available and the airlines have served Alaskans competently. But airways, however essential, are not sufficient. One cannot build a home on an airway. No area was ever developed without surface transportation. There is need and room for both air and road travel in Alaska.

Americans like to get in the car and go someplace, especially to the big city within the State. I thought it would be interesting to compare the cost of visits in three large cities in three States.

In each case I have selected a family of four to make the trip—mother, father, and two children, one 10, the other 14. The States in which they live are, for the purpose of illustration, Oklahoma, Michigan, and Alaska.

The Oklahomans live in Beaver City, 225 miles from Oklahoma City. They have a variety of road routes upon which to travel. It is an easy 1-day trip. Assuming their car made 20 miles to the gallon of gasoline they would use 25 gallons on the round trip. If they pay 30 cents per gallon the bill will total \$7.50.

The people from Michigan live in Alpena, 232 miles from Detroit. The cost of gas is about the same as that in Oklahoma, \$7.50.

The Alaskans live in Bethel, which is 438 air miles from Anchorage. They will travel by air because there is no connecting road. Round-trip passage from Bethel to Anchorage and return is \$132, including tax, for any air traveler over 12 years of age. Three adults will pay \$396. The 10-year-old's fare is \$66. The total cost of the trip would be \$462.

The people in Alaska in order to travel to the nearest big city would have to pay almost 65 times as much as the people in Michigan or Oklahoma, or any of the other 48 States, and that would apply to Illinois, Missouri, and Kansas as well.

The undertaking of a realistic road program for Alaska will result in considerable economic benefit to the manufacturers of automobiles and automotive parts since, surprising as it may seem, Alaskans, despite the lack of roads, already have a high percentage of automobiles. Consider the capital city of Juneau with only a corporate population of 6,797, although the surrounding Gastineau Channel area includes an additional 2,498 people. Yet there are 6,831 motor vehicles registered in Juneau—more than one motor vehicle for each man, woman, and child in Juneau. The same holds true for a number of other Alaska communities.

I ask that a table which I have prepared comparing population and roads to motor vehicles registered in certain cities of Alaska be inserted at this point in my remarks. This table shows that for the 8 communities of Ketchikan, Wrangell, Petersburg, Juneau, Sitka, Haines, Nome, and Kodiak, there is a combined population of only 24,670, and only 657 miles of road, but that those 24,670 people own 14,257 motor vehicles. Compare this to the national figure of approximately 71 million motor vehicles in 1959 with a population of 179 million persons.

There follows the table which illustrates the striking comparison of population and mileages of road. In other words, the people of Alaska are ready to be roadminded, as they have been air-minded for so long. They are just anxious to have some roads so they can travel on them.

(The table referred to is as follows:)

City	Election district population	Corporate population	Vehicles registered	Miles of road
Ketchikan.....	10,070	6,483	2,768	65
Wrangell.....	4,181	1,315	296	12
Petersburg.....		1,502	372	30
Juneau.....	9,745	6,797	6,831	72
Sitka.....	6,690	3,237	1,126	13
Haines.....		392	450	87
Nome.....	6,091	2,316	541	290
Kodiak.....	7,174	2,628	1,873	88
Total.....		24,670	14,257	657

Senator GRUENING. In order to visualize the scanty surface transportation in Alaska, we might picture what a corresponding lack of it would be like in the 48 States. I am trying to illustrate what the 48 States of the United States would be like if they had approximately the same amount of road mileage.

We would have one railway system extending from New York to Representative Kluczynski's Chicago, that is to say, about one-third of the way across the country, perhaps going by way of Cleveland and Detroit or Indianapolis. There would be a highway roughly paralleling that highway but taking a slightly different route, going perhaps through Philadelphia, Pittsburgh, and Cincinnati.

There might be a branch or two extending from that highway. Washington, D.C., would be unconnected with any other city by highway. Residents west of Chicago would have to fly to the capital of our Nation.

There would be a few short stubs of roads going from Washington, D.C., and perhaps a few of the cities. The rest of the country would have to depend on air transportation.

I use such an illustration to make vivid the deplorable situation which exists in Alaska today—1962, not 1862. Obviously a great area such as Alaska cannot be developed without highways. Our other States would never have developed without highways and railways.

In no respect is the contrast between Alaska and all the other States more marked than in surface transportation. The majority of Alaska's communities are unconnected with any others by highway or railroad. By the same token, these isolated Alaskan communities are unconnected with the transcontinental highway system.

The unique condition in which Alaska finds itself highwaywise may be illustrated by the stark fact that perhaps nowhere in the other 49 States does there exist a community, no matter how small, to which it is not possible to drive in an automobile or ride in a train. The whole economy and civilization of 20th century America is based on this free and ready access for goods and people. The very character of the American citizen is undoubtedly conditioned in an important way by the circumstance that, no matter where he lives, he can get in the family automobile and drive somewhere—to the nearest large city, to the capital of his State or Nation.

In Alaska, five of the seven largest cities, including Juneau, the capital, have no road system which leads to any other place. A dozen cities with population of 1,000 or more have neither road nor rail connection with any other city. In terms of surface transportation, Alaska in 1959 was in about the same situation as other States found themselves in 1850, before the construction of transcontinental railroads or a nationwide road network.

The reason for this state of affairs in the 49th State is not far to seek. It is owing to long standing and almost totally unrelieved discrimination in the manner in which Federal highway programs have been enacted. Until 1956, Alaska was totally excluded from Federal-aid highway legislation. In 1956, Alaska was included, but on a sharply reduced basis. The State is still totally excluded from the interstate or throughway part of Federal programs—except that Alaska is included in the collection of the excise taxes which support the interstate program.

According to figures provided by the Bureau of Public Roads, there are today 5,356 miles of roads in Alaska. Of this total, 1,249 miles are classified as unconstructed. In other words, these roads exist only on paper. Of the remainder, only 2,515 miles are of such quality and in such locations that travel over them is possible throughout the year.

As far as surface is concerned, 1,113 miles are surfaced or paved, 38 miles surface treated, 2,720 miles gravel, and 246 miles unimproved. The total of existing and unconstructed rural roads is 5,320 miles, of such urban roads 23 miles.

This is a meager network indeed for an area one-fifth the size of the other 49 States combined. It seems obvious that the first thing which must be done to enable Alaska to progress is to provide a means to construct roads in the new State.

The Bureau of Public Roads statistics show that 1,653 miles comprise a connecting primary system that serves only the cities in the south-central portion of Alaska from Seward and Homer north through the communities of the Kenai Peninsula—as illustrated on this map only those marked in black exist and those in red on the overlay are those which we need and hope to have—Anchorage, Chugach, Palmer, Wasilla, with a branch to Willow, Glennallen, Valdez, Copper Center, Tok, Big Delta, Fairbanks, Livengood, and Circle with a branch to Nenana. Some 2,454 miles in a secondary system connect with the primary system. Much of Alaska's road mileage consists of isolated stubs of road that lead a short distance from population centers and then end abruptly.

A proper system of highways within Alaska would reduce travel distance and time of travel. It would reduce the high cost of living. It would encourage homesteading practices which today are surrounded by prohibitive costs. It would make possible the better utilization of Alaska's recreation potential. It would open mineralized areas to mining.

How would it reduce distances? Consider the complications involved in driving from Anchorage to Mount McKinley National Park.

I wish you would illustrate that, Mr. Ghiglione, by running up that map. Motorists wishing to go from Anchorage to Mount McKinley National Park now travel three sides of a rectangle. They drive east for 189 miles, north for 70 miles, then west 162 miles, for a total distance of 422 miles. A direct, northerly route from Anchorage between the two points would save more than 250 miles, cutting the distance from 422 to 172 miles. Such a saving in time and miles will speed the development of the recreational potential in the State, and save untold dollars in costs. The residents of Fairbanks face a similar roundabout journey to get to the park. They have to drive over the two longer sides of a long triangle.

Better roads can contribute to the health and welfare of the State's citizens. Better roads will make it possible for consumers to select from a greater quantity and variety of goods. Better roads could open the vast potential of the farm areas of the Susitna River Valley, and others in the vicinity of the Fairbanks-Nenana region, for instance.

Roads traditionally have been basic to movement of people and goods in the development of any frontier area. Better roads can open up vast reserves of timber for pulpwood, lumber, and manufactures such as furniture.

I would be remiss were I not to recognize that the importance of roads in Alaska began to draw more notice with the coming of World War II.

In checking the Alaska Highway program expenditures, fiscal years 1905-56, inclusive, we learn that congressional appropriations totaled more than \$187½ million. It is a sizable amount taken alone, but in truth it is only a drop in the bucket.

If we look more closely we learn that \$169.3 million of congressional funds were spent from 1940 through 1956, primarily years of war or years of uneasy peace. During the nearly 35 years prior to 1940 we find that only \$18.3 million came to Alaska through congressional appropriations. It is not a healthy picture. Statistics prove that construction undertaken under a crash program is expensive, often double what identical work could cost during peacetime.

Today, as we begin 1962, decades of development within Alaska await us. The era of exploitation and indifference and neglect should be ending.

It is obvious that the real need in the 49th State is a system of roads which will tie together the far-flung communities and regions. The residents of now unconnected Barrow, Wainwright, Point Lay, Kivalina, Deering, Shishmaref, Teller, Taylor, Nome, Council Koyukuk, Unalakleet, Ruby, McGrath, Dillingham, Talkeetna, Cordova, Skagway, Juneau, Sitka, Petersburg, Wrangell, Craig, Hollis, Angoon, Klawak, Kake, Hoonah, Hydaburg, and Ketchikan, live in the same State with the other communities in the center of western Alaska. Chances are too few for them to know one another. A realistic road program coupled with ferry systems would facilitate statewide improvement, rather than only community improvement. It could open up development unattainable without the highways, but sorely needed.

Why does this state of affairs exist?

Statistics prove that if Alaska had shared on an equal basis with the other States in roadbuilding programs instead of being totally excluded from the benefits of Federal highway aid legislation—although paying all Federal taxes—Alaska would now have an adequate highway system. Even today Alaska, as I have pointed out, has been subject to all the Federal taxes over the years that all the other States have paid. As a matter of fact, through taxation, Alaska has helped support the Federal-aid highway program since 1916, even though not receiving 1 penny in return. (The funds Alaska did receive in the form of appropriations to the Alaska Road Commission and the Bureau of Public Roads were drastically reduced, as compared with other States participation, or, during some years, curtailed—eliminated—altogether.)

In addition, Alaskans were and are now paying, since 1956, the special tax on tires, tubes, gasoline, oil, new automobiles, trucks, buses, and trailers through which the interstate throughway system is supported. Yet Alaskans are deprived of all the benefits from this fund.

This long-standing discrimination—40 years of it, from 1916 to 1956—was recognized by the Senate Committee on Interior and Insular Affairs in reporting out the Alaska omnibus bill, when it said:

The committee has included provisions in this bill placing the State of Alaska under the Federal-aid highway program on the same basis as all other States.

It has done so with the full realization, however, that with respect to highways Alaska has been inequitably treated in the past and would have entered upon statehood with a highway system much more advanced if it had been treated with respect to Federal-aid highway aid on the same basis as the other States and territories.

As has been pointed out, Alaska did not participate at all in the Federal-aid highway program until 1956 and from then on only on a limited basis.

The committee, therefore, feels that the Congress still has a responsibility and a duty to examine this situation in the near future more closely in order to provide for equitable and equal treatment for the new State.

It is hoped that the appropriate committees of the Congress will, therefore, study fully this problem and recommend at the earliest possible moment the steps needed to assure Alaska's participation in the highway program on the basis of full equality, taking into consideration its limited past participation.

The Committee on Public Works, Subcommittee on Roads, is the appropriate committee.

For the reasons I have discussed, Mr. Chairman, I believe House Joint Resolution 572 will initiate a program of sound and necessary highway development in Alaska. While it is a modest start, such a program will benefit the State and the Nation.

I am aware of the fact that the Congress needs no precedent for acting, especially in this case, in view of the unique situation in which Alaska finds itself.

However, if the Congress does desire a precedent for equalizing a road situation in the case of a particular State or territory, such a precedent may be found in the action of Congress with respect to the then Territory of Hawaii. Originally in 1916, both Alaska and Hawaii were not admitted to participation in the Federal-aid highway program when it was begun. However, after Hawaii was admitted to full participation, the Congress passed a special act (Public Law 722, 71st Cong., approved Feb. 23, 1931) to pay to the Territory of Hawaii—

certain sums that are representative in part of the aid that would have been given the territory had the Federal Highway Act when passed been held to have extended these benefits to Hawaii equally with the States.

In other words, there was retroactive legislation to reimburse Hawaii for what it did not get when it was excluded.

The same situation prevails with respect to the State of Alaska, although the administration is requesting at this time only survey funds in an amount well below the sum which would be due on an equalization basis. I ask that a copy of Public Law 722 be printed in the record of these hearings.

It is a long way from Ketchikan to Nome—some 1,100 miles by air and today impossible to reach over roads which are nonexistent. I look forward to the day when those roads exist. I hope this year can mark the start toward that day.

Surely we can do for our own what we have done and are doing abroad.

In the last 7 years we have spent four-fifths of a billion dollars on highways in other nations. The precise figure is \$801,449,165—and it is going on right now. The survey sum we seek today is one-thousandth of 1 percent of this total.

The sum we seek, \$800,000, is equivalent to that expended for one highway repair and maintenance program in Cambodia or for the major portion of the Quetzaltenango-Retalhuleu Road in Guatemala or for a national roads improvement and maintenance program in Afghanistan.

Let us review just a few of the highway projects abroad for which Federal funds have been expended:

1957: General highway improvement in Thailand, \$8,102,000, in addition to over \$2.4 million for other highway work;

1957: Philippines, highway improvement, \$3.5 million;

1959-61: Rangoon-Mandalay Road, Burma, \$900,000. That was the road made famous in Kipling's poem. We are now rebuilding it.

1960: Construction of Nam Cadinh-Nam Hin Boun Road in Laos, \$8,650,000;

1960: Vietnam, highway and bridge construction, \$10,165,000;

1959: Thailand, east-west highway, \$3,813,000;

1958: Cambodia, port highway, \$6,111,000;

1957: Guatemala, Atlantic highway, \$6,043,000;

1957: Vietnam, highways and bridges, \$12,462,000.

And I should like to place in the hearing record at the conclusion of my testimony a compilation of the moneys spent by our Government overseas since fiscal year 1955.

I think it is a very striking record when we contrast what we are doing for all kinds of countries that pay no taxes whatsoever, and frequently vote against us, in contrast with the little that Alaska is seeking.

And I would like to place in the record of this hearing four tables showing the amounts of funds Alaska would have received had it been allotted funds on the same basis as the other States and Territories compared to the amounts of Federal funds Alaska actually did receive.

I wish to express again my thanks to the committee for this opportunity to speak on behalf of House Joint Resolution 572, which Congressman Ralph Rivers introduced on September 13, 1961. I had the privilege of introducing identical legislation in the Senate on the same day on behalf of myself and the senior Senator from New Mexico, the chairman of the Senate Public Works Committee (Mr. Chavez), the senior Senator from West Virginia (Mr. Randolph), the junior Senator from Ohio (Mr. Young), and the junior Senator from Hawaii (Mr. Long).

Mr. KLUCZYNSKI. Senator, without objection, the documents referred to will be made a part of the record at this point, together with Public Law 722.

(The documents referred to are as follows:)

EXHIBIT A

Additional miles of main connecting roads which should be added to Federal-aid system in next 15 years

	Miles
Anchorage-Ruby via McGrath.....	¹ 200
Dillingham-Illiamna Bay.....	200
Bethel-McGrath.....	250
Unalakleet-Koyukuk.....	125
Kantishna-McGrath.....	150
McCarthy via White River to Canadian boundary.....	80
Dillingham-Crooked Creek.....	200
Umiat-Bettles-Fairbanks.....	360
Circle-Eagle.....	125
Nabesna-Boundary.....	100
Eureka-Rampart.....	30
Nikishka-Hope (Kenai-North).....	70
Susitna-Willow.....	25
Teller-Lost River.....	50
Berin River Road-Katalla.....	20
Skagway-Haines.....	35
Ketchikan-Canadian boundary.....	90
Kotzebue-Koyukuk.....	200
Miles which should be added next 15 years.....	² 2, 310
Miles in existing system.....	5, 775
Total required in 15 years.....	8, 085

¹ Defense.

² In addition, around 1,155 miles on the existing systems remain to be built to any standard and all of existing construction will have to be replaced by end of 15-year period.

Source: State of Alaska, Department of Public Works, Juneau, Alaska, Feb. 27, 1962.

EXHIBIT B

Recommended farm-to-market and access roads and improvements to existing Federal-aid highways

Road or improvement requested	Total mileage	Construction cost per mile	Total cost ¹	Remarks	Writer of letter	Letter from—
(1) Bridge Matanuska River at Chicklooon River drainage and to east side of Matanuska River and down Glenn Highway.	26 miles; bridge, 400 feet.	\$200,000; bridge, \$1,000 per foot.	\$6,200,000		Bertram Duff, coun- cilman.	City of Palmer (Nov. 4, 1959).
(2) Continue Matanuska Rd. down railroad right-of-way to Eklutna Flats reconnecting the Glenn Highway.	4 miles; bridge, \$10,000 per foot.	\$150,000; bridge, \$1,000 per foot.	12,050,000		do.	Do.
(3) That new secondary roads in Matanuska Valley be run on section lines and more maintenance on secondary gravel roads (more blade work). Will submit report in week or 10 days (Nov. 8, 1959).	27 miles.	\$75,000.	2,300,000		do.	Do.
(1) Widening and paving highway from city limits to Halibut Point and paying from Halibut Point to Old Sitka (end of highway), 5.52 miles.	5½ miles.	\$220,000.	1,470,000		Claire O. Banks, manager.	Greater Anchorage Chamber of Com- merce.
(2) Road extended from Old Sitka and some access roads opened up to provide more building sites.	5 miles.	\$200,000.	1,175,000		E. E. Anderson, direc- tor of public works.	City of Sitka (Nov. 9, 1959).
(3) Endorse feasibility study of a road from Sitka to the eastern side of the island to tie in with ferry system.			15,000		do.	Do.
(1) Road to Kasistna Bay to connect with existing road at mouth of Yakaloof Bay and need of a jetty 300 feet long to protect deepwater boat float, etc.	8 miles.	\$159,000; break- water, dock, etc., \$1,000,000.	2,360,000		Frank Roby, presi- dent.	Seldovia Chamber of Commerce (Nov. 7, 1959).
(2) Seldovia should be connected with a road that would tie in with the Homer-Anchorage High- way.	90 miles; bridges, 5,000 feet.	\$209,000; bridge, \$100,000 per foot.	27,460,000		do.	Do.
(3) Road from Seldovia to Port Dick (approximately 16 miles).	20 miles.	\$200,000.	4,450,000		do.	Do.
(1) Extend Mitkof Highway to boundary.				Programmed		
(2) Running thoroughway from Scow Bay in south- ern part of Petersburg in a straight line back from the beach and existing housing and con- ing down Lumber St. and straight into town (says Bureau of Public Roads has plan in office).	3 miles.	\$300,100.	1,015,000		L. M. Williams, mayor	Town of Petersburg (Nov. 10, 1959).
Grade level of proposed road being planned to new elementary school.			20,000		J. E. Danielson, sup- erintendent of schools.	Ketchikan Independ- ent School District (Oct. 20, 1959).
(1) Extension of Mitkof Highway to the boundary--				Programmed, town of Petersburg.	E. J. Hagen, presi- dent.	Petersburg Chamber of Commerce (Octo- ber 26, 1959).

Recommended farm-to-market and access roads and improvements to existing Federal-aid highways—Continued

Road or improvement requested	Total mileage	Construction cost per mile	Total cost ¹	Remarks	Writer of letter	Letter from—
KODIAK, ALASKA						
(1) Construction and paving of FAP Route No. 11, programmed under F-011-1-1(1) from Shelikoff Highway to Mission Rd. of Kodiak, thence out Mission Rd. to Spruce Cape, then to location via Brooklyn Ave., to Cape, then to eastern city limit; then back to Mission Rd. to Spruce Cape).	4 miles	\$200,000	\$825,000	Included in Federal aid program	Merrill C. Coon, mayor.	City of Kodiak (Nov. 4, 1959).
(2) Reconstruction, widening, and surfacing of FAS Route No. 389.						
(3) Widening and reconstruction of Shelikoff Highway from Alaska Way to beginning of newly constructed base road.	400 feet	\$1,000 per foot	500,000	Information not available.	Merrill C. Coon, mayor.	Do.
(4) Construction of Near Island Bridge.						
SPENARD, ALASKA, PUBLIC UTILITY DISTRICT						
(1) Relocation of Spenard Rd. at Chester Creek.				Included in Federal aid program.	John D. Riley, manager.	Spenard Public Utility District (Nov. 4, 1959).
(2) Paving of Minnesota Ave. from Northern Lights Blvd. to 44th Ave.	1 mile	\$100,000	320,000	Minnesota St. not on "system."	do	Do.
(3) Continuing with paving along 44th Ave. (Campbell Station Rd.) and extending paving 44th Ave. east to Tudor Rd. and west to Spenard Rd.	2½ miles	\$200,000	765,000		do	Do.
(4) Paving of Arctic Blvd. from Firewood Lane to international airport road.				Included in Federal aid program.	do	Do.
(5) Construction of new road from end of Northern Lights Blvd., along boundary of military reserve south to Lake Hood Rd. Paving of this road from end of paving at Northern Lights Blvd. to the air terminal at international airport.	2 miles	\$200,000	460,000		do	Do.
(6) Extension and paving of C St. from Firewood Lane to Northern Lights Blvd. (also suggests an exchange of maintenance responsibility).	2,000 feet		200,000		do	Do.
CORDOVA, ALASKA						
(1) Copper River Highway, completion from mile 49 to Chitna.				Included in Federal aid program.	W. H. Ekono, secretary.	Cordova Chamber of Commerce (Nov. 4, 1959).
(2) Coal field Rd. from mile 39 on Copper River Highway to Cordova coalfields at Bering River.	40 miles	\$200,000	9,070,000		do	Do.

(3) Copper River Highway (grading, paving, curbs, gutters, bulkheads) from mile 0 at ocean dock to mile 1.	1 mile and bulkheads.	\$300,000.	450,000	do.	Do.
(4) Whiteshed Rd. completion to Point Whiteshed.	10 miles.	\$250,000.	2,775,000	do.	Do.
(5) Copper River Highway, widen and straighten between miles 3 and 4, through rock cuts.				do.	Do.
CITY OF JUNEAU					
Primary highways:					City of Juneau (Nov. 6, 1959).
(1) Glacier Highway urban outer drive.				J. Wayne Johnson, councilman.	Do.
(2) Southeastern ferry system with terminals at Prince Rupert, Ketchikan, Wrangell, Petersburg, Juneau, Sitka, Haines, and Skagway.			16,500,000	do.	Do.
(3) Eagle River-Berners Bay Rd.	12 miles.	\$400,000.	5,400,000	do.	Do.
(4) Thane-Point Bishop Rd.	8 miles.	\$400,000.	3,625,000	do.	Do.
(5) Juneau-Thane, road reconstruction.	4 miles.	\$150,000.	725,000	do.	Do.
(6) North Douglas Highway reconstruction (preparatory to paving).	8½ miles.	\$100,000.	1,050,000	J. Wayne Johnson, councilman.	Do.
(7) North Douglas (Tee Harbor-Eagle River) Glacier Highway loop (Mendenhall loop).	do.	\$50,000.	490,000	{	Do.
Juneau-Thane, paving.	8.2 miles.	\$50,000.	470,000	{	Do.
Mendenhall Bar, connection between 500-ton paper mill site and airport, Anke Bay area.	4 miles.	\$50,000.	230,000	{	Do.
Secondary and local roads:	2 miles.	\$200,000.	500,000	do.	Do.
(1) Fritz Cove Rd., reconstruction.	2.5 miles.	\$200,000.	575,000	do.	Do.
(2) Extension Fritz Cove Rd. (Mendenhall Peninsula loop), Engineers cutoff.	1.3 miles.	\$250,000.	380,000	do.	Do.
(3) Fish Creek-Point Hilda Rd. (also includes some suggestions on maintenance).	13 miles.	\$400,000.	5,900,000	do.	Do.
KENAI, ALASKA					
Extension of the North Kenai Rd. (Kenai-Hope Loop Highway).				Included in Federal aid program.	
AUKU BAY PUBLIC UTILITY DISTRICT					
(1) Southeast Alaska ferry system.				See "City of Juneau," item 2, "Primary highways," Information incomplete.	Anke Bay Public Utility District (Nov. 5, 1959).
(2) Juneau outer drive.				See "City of Juneau," item 3, "Primary highways,"	Do.
(3) Eagle River-Echo Cove construction.				See "City of Juneau," item 1, "Secondary highways."	Do.
(4) Fritz Cove Rd. reconstruction.					

See footnotes at end of table, p. 36.

Recommended farm-to-market and access roads and improvements to existing Federal-aid highways—Continued

Road or improvement requested	Total mileage	Construction cost per mile	Total cost ¹	Remarks	Writer of letter	Letter from—
AUKE BAY PUBLIC UTILITY DISTRICT—continued						
(5) Gastineau Channel causeway.....				See "City of Juneau," item 8, "Primary highways,"	C. R. Nordling, president, board of directors.	Auke Bay Public Utility District (Nov. 5, 1959).
(6) Thane-Point Bishop construction.....				See "City of Juneau," item 4, "Primary highways,"	do.	Do.
(7) Loop road construction.....				See "City of Juneau," item 2, "Secondary highways,"	do.	Do.
(8) Shrine-Eagle River reconstruction.....				Programmed		
(9) Tee Harbor-Eagle River paving.....				See "City of Juneau," item 7, "Primary highways,"	C. R. Nordling, president, board of directors.	Do.
(10) Juneau-Thane reconstruction.....				See "City of Juneau," item 5, "Primary highways,"	do.	Do.
(11) Mendenhall Peninsula.....	2.6 miles	\$200,000	\$625,000	See "City of Juneau," item 3, "Secondary highways,"	do.	Do.
(12) North Douglas-Point Hilda construction.....	0.7 mile	\$200,000	160,000		do.	Do.
Wants graveyard road repaired.....					Evelyn Thomas	Craig, Alaska (Aug. 18, 1959).
Requests extension of Doll Rd.....				Unknown	Mary Bus	Fairbanks, Alaska (Aug. 23, 1959).
Requesting hard-surfacing of Farmer's Loop and the McGrath Rd.....				Included in 6-year program.	Petition from Farmer's Loop Home-maker's Club, Fairbanks, Alaska. Bjarne Olsen, vice president.	
11-page letter listing results of public hearings throughout State.				None		Alaska State Planning Commission (Nov. 4, 1959).
(1) Highway 97, Nome to Fairbanks.....	380 miles	\$200,000	\$92,350,000	This portion not included in Federal aid program.	J. M. Kroninger, chairman, road commission.	Northwestern Commerce (Nov. 5, 1959).
(2) Unalakleet to junction with Highway 97. Secondary roads:	145 miles	\$200,000	\$35,100,000		do.	Do.
(1) Nome-Teller Rd., new construction.....	40 miles	\$200,000	\$9,150,000		do.	Do.
(2) Kougarok Rd.....	25 miles	\$200,000	5,800,000		do.	Do.
(3) Nome-Council Rd., 2 or 3 miles, sections plus 3 stream crossings.....	6 miles	\$200,000	1,400,000		do.	Do.
(4) Dexter realignment, 4-miles section plus Xing Nome River.....	4 miles	\$200,000	1,100,000		do.	Do.
(5) Council-White Mountain from Fox Junction.....	12 miles	\$200,000	2,800,000		do.	Do.

(6) Deering Rd. connection to Taylor way 9.	80 miles.	\$200,000	218,900,000	do.	do.	Do.
(7) Kotzebue-Candle to connection with Highway 9.	160 miles.	\$200,000	237,850,000	do.	do.	Do.
(8) Unalakleet to Coal Mine	10 miles.	\$200,000	2,350,000	do.	do.	Do.
(9) Shungnak to Ruby Creek	18 miles.	\$200,000	4,125,000	do.	do.	Do.
(10) Pilgrim Hot Springs to Highway 97	8 miles.	\$200,000	1,850,000	do.	do.	Do.
(11) Serpentine Hot Springs to Taylor	9 miles.	\$200,000	2,000,000	do.	do.	Do.
Secondary roads needing improvement:						
(1) Nome north on Route 141 (Highway 97) to mile 60, narrow sections need widening to secondary standards.				Included in Federal aid program.	do.	Do.
(2) Same situation on Nome-Penny River section of Route 131 (letter also lists a number of suggestions on maintenance needs).				do.	do.	Do.
CITY OF JUNEAU, ALASKA						
(1) Southeastern Alaska ferry system.				See "City of Juneau," item 2, "Primary highways," Incomplete information.	Robert A. Wells, manager.	Juneau Chamber of Commerce (Nov. 6, 1939).
(2) Juneau outer drive, from south end of city to Norway Point.	4.3 miles.			See "City of Juneau," item 3, "Primary highways."	Robert A. Wells, manager.	Do.
(3) Reconstruction of Eagle River Highway from Shirine Harbor to Eagle River.	13.7 miles.			See "City of Juneau," item 7, "Primary highways."	do.	Do.
(4) Eagle River to Echo Cove.				See "City of Juneau," item 3, "Primary highways."	do.	Do.
(5) Paving of road between Tee Harbor and Eagle River.	3.4 miles.			See "City of Juneau," item 5, "Primary highways."	do.	Do.
(6) Reconstruction of Thane Highway.	2.6 miles.			See "City of Juneau," item 1, "Secondary highways."	do.	Do.
(7) Reconstruction of Fritz Cove Highway.	2 miles.			See "City of Juneau," item 8, "Primary highways."	do.	Do.
(8) Causeway across Gastineau Channel, south of Juneau Airport.	5.3 miles.			Programed.	Robert A. Wells, manager.	Do.
(9) Reconstruction of the loop road between airport and Glacier.	7.5 miles.			See "City of Juneau," item 4, "Primary highways."	do.	Do.
(10) Thane-Point Bishop road.				See "City of Juneau," item 2, "Secondary highways."	do.	Do.
(11) Connecting road between two roads on Men-denhall Peninsula.				See "City of Juneau," item 3, "Secondary highways."	Robert A. Wells, manager.	Do.
(12) North Douglas-Point Hilda.						

See footnotes at end of table, p. 36.

Recommended farm-to-market and access roads and improvements to existing Federal-aid highways—Continued

Road or improvement requested	Total mileage	Construction cost per mile	Total cost ¹	Remarks	Writer of letter	Letter from—
CITY OF DOUGLAS						
(1) Relocation of primary route through Douglas by extension of 3d St. to city limits.	0.8 mile	\$200,000	\$250,000		William E. Boehl, mayor.	City of Douglas (Nov. 12, 1959).
(2) Extension of Douglas Highway to south end of Douglas Island.	7.5 miles	\$400,000	3,400,000		do	Do.
(3) Engineering study and planning for replacement of Douglas Bridge.			150,000		do	Do.
Access road from Barrow Village to Point Barrow airstrip.				On "State" 6-year program.	George B. Rayburn, executive vice president.	Wien Alaska Airlines (Nov. 16, 1959).
CITY OF KETCHIKAN						
(1) Ferry system connecting Prince Rupert with Haines-Skagway.					R. M. Hardcastle, mayor.	City of Ketchikan (Nov. 13, 1959).
(2) Primary route through Ketchikan.				See "City of Juneau," item 2, "Primary highways," Programed.	do	Do.
(3) 5½-mile loop commencing on north at the intersection of 4th Ave. and terminating at Saxman on the south with connecting secondary routes between the primary routes.	5.5 miles	\$400,000	2,500,000		do	Do.
(4) (1961) Extend secondary system between Carlana Rd. and Jackson St.	0.5 mile	\$200,000	175,000		do	Do.
(5) Herring Cove-Jackson St., secondary extension.	4.4 miles	\$250,000	1,275,000		do	Do.
(6) Extension of existing secondary route 1 mile from Herring Cove to Lake Whitman.	1 mile	\$400,000	460,000		do	Do.
(7) Extension of secondary system and construction of approximately 9 miles from Beaver Falls to White River.	9 miles	\$400,000	4,000,000		do	Do.
(8) Extension of secondary system and construction of 12 miles of road between Ward Lake and White River.	12 miles	\$400,000	5,425,000		do	Do.
(9) Extension of secondary system and construction of 12 miles from Lunch Creek to Loring.	do	\$400,000	5,425,000		do	Do.
(10) Construction and improvement of secondary road to connect Hollis-Klawock and Craig.	26 miles	\$400,000	12,900,000		do	Do.
(11) The route covering proposed loop from Herring Cove to an intersection with FAP 96 at Ward Cove, via Beaver Falls, White River, and Ward Lake, from secondary route to primary.				No cost for reclassification.	do	Do.
Lower Sitkine River Rd. to connect Wrangell and Petersburg with Cassiar-Stewart Rd.	50 miles	\$400,000	28,820,000		A. V. Ritchie, chairman, of roads commission, representing town of Wrangell.	Ritchie Transportation Co., Wrangell (Nov. 17, 1959).

Want all-weather farm-type road along southern shore of Big Lake.	NORTHWESTERN ALASKA					Petition (Big Lake).
	(1) Road from Barrow to fresh water supply approximately 2½ miles south of village, with a connecting road of ¼ mile to village dump.	2½ miles	\$200,000	575,000	J. M. Kroninger, chairman, road commission.	Northwestern Alaska Chamber of Commerce (Nov. 19, 1959).
(2) Improvement of existing road between Barrow and airport.		3¼ miles			do.	Do.
CITY OF ANCHORAGE, ALASKA						
(1) Immediate allocation of funds for preliminary engineering and right-of-way acquisition for freeway system proposed in origin and destination report for Anchorage.					George C. Shannon, city mayor.	City of Anchorage (Nov. 20, 1959).
(2) Construction of the portion of the access road to Anchorage port from vicinity of the loop road to port.					do.	Do.
(3) Relocation, widening, and paving of Spenard Rd., from 15th Ave. and L St. to International airport road.					do.	Do.
(4) Construction, widening, and paving of C St., from 16th Ave. to connection with Northern Lights Blvd.	1 mile	\$200,000	350,000		do.	Do.
(5) Widening and paving of Airport Heights Rd., from DeBar Rd. to East 5th Ave.	0.6 mile	\$200,000	200,000		do.	Do.
KODIAK, ALASKA						
Want road being considered to be run via Island Lake district rather than through Kodiak's watershed.					Charles H. Eldris, chairman, committee on roads, lands, and harbors.	Kodiak Chamber of Commerce (Nov. 4, 1959).
CITY OF WRANGELL						
(1) From present road on Wrangell Island across to the mainland at the narrows between the Eastern Passage and Blake Channel, continue into and along the Sitkine River to Kakwan Point; there to connect with the present Sitkine-Metkof Rd., now being programmed.	50 miles	\$400,000	\$28,820,000		Alvin E. Mervyn, city clerk.	Town of Wrangell (Nov. 23, 1959).

See footnotes at end of table, p. 36.

Recommended farm-to-market and access roads and improvements to existing Federal-aid highways—Continued

Road or improvement requested	Total mileage	Construction cost per mile	Total cost ¹	Remarks	Writer of letter	Letter from—
GREATER ANCHORAGE, ALASKA						
Primary highways, regional (new construction): (1) Susitna-Kuskokwin Highway 250 miles in length from upper reaches of Susitna Valley, northwest through Ptarmigan (or Rainy) Pass in Alaska Range down into Kuskokwin Valley to McGrath.	250 miles	\$200,000	Dollars 261,500,000		Larry H. Landry, president, and Jack White, chairman, road development commission.	Greater Anchorage Chamber of Commerce.
(2) Bristol Bay "road and ferry," link from Kenai Peninsula to Bristol Bay area (Dillingham).	220 miles	\$200,000	258,500,000		do.	Do.
(3) Knik Arm Bridge and rerouting of highway (survey and feasibility study on shortening route between Anchorage and Palmer by installation of bridge across Knik Arm and rerouting traffic on west side of Knik Arm into Palmer).			150,000		do.	Do.
Primary highway, local (new construction): (1) Anchorage freeway system, allocation of funds for engineering studies and to expedite construction of system.				Included in Federal aid program.	do.	Do.
Primary, local (reconstruction): (1) Post Rd.: Widening, paving, and general maintenance of present road between Elmendorf Air Force Base and city of Anchorage.				do.	do.	Do.
Secondary road improvements: (1) C St. paving and extension. Extension involves 4 additional blocks south from Firewood Lane to Northern Lights Blvd. and the paving from 16th St. and C St. on through to Northern Lights Blvd.	2,000 feet		200,000		do.	Do.
(2) Airport Heights Rd. paving: Paving of approximately 10 city blocks, consisting of Airport Heights Rd. where it leaves East 5th Ave. near east end of Merrill Field over to DeBarr Rd., and the paving of DeBarr Rd.	0.6 mile	\$200,000	200,000		do.	Do.
TOWN OF VALDEZ						
Primary highways: (1) Richardson Highway FAP Rt. 71 from mile 25.5 to mile 27 (stretch over Thompson Pass Summit), 1.5 miles, raise and realine grade and construct snow sheds.	1½ miles	\$500,000	850,000		Robert W. Kendall, town business manager.	Town of Valdez (Nov. 21, 1959).
Secondary highways and local service roads: (1) Mineral Creek Rd., FAS Route 8151: (a) From Alaska Ave. in Valdez to Valdez city limits; reconstruct and surface with	13.0 miles	\$200,000	3,000,000		do.	Do.

(2) FAS Route 8152, airport road and airport loop road: (a) From Mineral Creek Rd. to Glacier Rd. recreation area, a distance of about 2 miles, lowering of grade from Mineral Creek Rd. to the airport, widening roadbed, gravel surfacing; (b) from fork of road near entrance to Glacier Rd. recreation area to junction at about mile 2 on Mineral Creek Rd., a distance of about 2.5 miles of the airport loop road, complete reconstruction.	4.5 miles	\$100,000	515,000	do	Do.
(3) FAS Route 8153, Robe Lake Rd., extension of present 0.5 mile around north and east sides of lake, a distance of about 2.5 miles, to connect with Richardson Highway at about mile 6.	2.5 miles	\$200,000	665,000	do	Do.
(4) FAS Route 8159, Blueberry Lake Rd., from mile 24 on Richardson Highway to Blueberry Lake, widening, extension, and graveling.	0.5 mile	\$170,000	100,000	do	Do.
(5) FAS Route 8161, Worthington Glacier Rd., continued summer maintenance and gradual extension if face of glacier continues to recede.	do	\$170,000	100,000	do	Do.
(6) Jackson Point Rd., 5.5 miles, reconstruction of roadbed and installation of bridges over Lowe River and several creeks, followed by reconstruction of Solomon Lake access road (2 miles) from Solomon Gulch powerhouse.	5½ miles	\$200,000	1,590,000	do	Do.
Secondary and local service roads:					
(1) Reconstruction and gravel surfacing of FAS Routes 8151 and 8152 from Alaska Ave. in Valdez to Glacier Rd. recreation area.	13 miles	\$200,000	3,000,000	do	Do.
(2) Basic roadbed construction in the following order: (a) FAS Route 8152, airport loop road; (b) mile 5 through 12 of FAS Route 8152, Mineral Creek Rd.; (c) extension of FAS Route 8153, Robe Lake Rd.; (d) Jackson Point Rd. and Solomon Rd.				Same as previous requests.	Do.
(3) All recommendations not covered in list and 2d priority list to be given equal tertiary priority and scheduled as soon as available funds will allow.				(?)	Do.

See footnotes at end of table, p. 36.

Recommended farm-to-market and access roads and improvements to existing Federal-aid highways—Continued

Road or improvement requested	Total mileage	Construction cost per mile	Total cost ¹	Remarks	Writer of letter	Letter from—
HYDABURG, ALASKA						
(1) Road from Hydaburg to their dam.....	2 miles.....	\$200,000.....	\$470,000	-----	George Nix, mayor.....	Hydaburg, Alaska (Nov. 10, 1959).
(2) Road in city (about 4 blocks) serving 5 houses.....	1/4 mile.....	-----	200,000	-----	do.....	Do.
HOMESTEADERS IN FAIRBANKS AREA						
Construction of new section of road from Happy Landing on Sheep Creek in a northerly direction to connect with Steese Highway near Fox at Engineer Creek.	9 miles.....	\$200,000.....	2,050,000	-----	Clarence D. Leab, Post Office Box 893, Fairbanks, Alaska.	Petition from homesteaders in Fairbanks area (Nov. 30, 1959).
Total requests.....	-----	-----	549,590,000	-----	-----	-----

¹ P. E., design, right-of-way, construction.² Including maintenance depots every 40 miles at \$250,000 on long proposed routes.

Federal highways programs—Actual apportionments and allocations to Alaska, and estimated amounts Alaska would have received had they participated in all apportionments on the same basis as other States.

[In millions of dollars]

Fund	Estimated	Actual
1917-33:		
Federal-aid	67.3	
Emergency funds ¹	36.8	
1936-43:		
Prewar primary	48.1	
Prewar secondary	6.1	
1946-48 and 1950-60, including primary	204.8	² 25.2
1950-60:		
Secondary	136.8	² 17.0
Urban	.6	² .2
1959: D funds	16.1	6.2
Subtotal	516.6	48.6
Forest highways	40.8	32.5
Public lands	14.6	
Access road funds, sec. 6	2.5	2.5
Access road funds, sec. 12	1.1	³ 1.1
Subtotal	59.0	36.1
Total	575.6	84.7

¹ 1934-35 public works and work program highway.

² Alaska received their first Federal-aid highway funds under the Federal-Aid Highway Act of 1956.

³ Total approved as of Dec. 31, 1958.

Congressional appropriations for roads in Alaska other than Federal highway programs

Fund:	[In millions of dollars]	Actual apportion- ments
1905-56: Congressional appropriations to Alaska Road Commission ..		187.6
1925-52: Roads and trails, National Park Service		2.5
Total		190.1

Total Federal aid and congressional appropriations for roads in Alaska

	[In millions of dollars]
Federal highway funds, actual apportionments	84.7
Congressional appropriations for Alaskan roads other than Federal aid ..	190.1
Total	274.8

Total missing funds due Alaska

	[In millions of dollars]
Apportionments and allocations to Alaska had the State participated in all apportionments on the same basis as other States	575.6
Actual apportionments and allocations to Alaska under Federal highway programs and other congressional appropriations	274.8
Total due Alaska	300.8

Aid to foreign countries under the Foreign Assistance Act for road construction and maintenance, fiscal years 1955-61

Fiscal year 1955

Far East:

China (Republic of): Traffic safety engineering.....	\$5, 000
Laos: Improvement of and extension of Laotian Highway System.....	1, 370, 930
Philippines: Highway improvement (Barrio Roads).....	3, 789, 000
Thailand:	
Highway development.....	55, 000
Construction equipment training.....	75, 000
Special N.E. Highway project, Saraburi-Korat-Ban Thai Highway.....	3, 130, 000
Expanded aid program highways.....	355, 000
Vietnam: General program for roads and bridges.....	376, 500

Near East, Africa and south Asia:

Egypt:

Highway improvement.....	6, 514, 000
Transportation and communications, highways.....	10, 500
Transportation, asphalt and bitumen training.....	3, 000

Iran: Demonstration and training in use of highway maintenance equipment.....

406, 667

Iraq: Highway development (Edwards, Kelcey, Beck contract).....

176, 496

Israel: For road construction.....

18, 750

Jordan: Roads.....

2, 537, 250

Lebanon: Public roads development.....

5, 700, 000

Liberia: Highway program (PW-5) highway maintenance.....

291, 000

Pakistan:

East Pakistan road development training program.....	4, 660
Baluchistan States Union road projects.....	693, 815
Pakistan Highway System and research development program.....	35, 340

Turkey: Istanbul Arterial Highway study.....

90, 000

Oversea territories, United Kingdom:

Highway economist-engineer.....	6, 000
Road research engineer.....	24, 000
Study of low-cost earth road construction.....	3, 150
U.S. highway economist-engineer to the Federation.....	12, 000

Europe: Spain: American highway practices.....

17, 400

Latin America:

Bolivia:

Transportation (highways).....	5, 328
Observation and seminar program for Latin American public works and highway officials.....	4, 884
Public roads, administration.....	38, 146

Brazil: Transportation, highways.....

18, 500

Colombia: Transportation, roads.....

12, 000

Costa Rica: Highway planning, construction, and maintenance improvement project.....

2, 400

Cuba: Public works and highway training.....

2, 120

Dominican Republic: Specialized training for other departments, Inter-American Highway Seminar.....

1, 200

Guatemala:

Pacific (Slope) Highway—From Popoya through Retalhuleu to Coatepeque and from Retalhuleu to Chamerico.....	3, 675, 000
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 Observation and seminar program for Latin American public works and highway officials.....

1, 100

Haiti: Market roads.....

325, 000

Honduras: Consultation in highways.....

9, 600

Mexico: Observation and seminars for Latin American public works and highway officials.....

3, 000

Aid to foreign countries under the Foreign Assistance Act for road construction and maintenance, fiscal years 1955-61—Continued

Fiscal year 1955—Continued

Latin America—Continued

Paraguay:

Trans-Chaco Road project.....	\$20, 817
Demonstration and training project, road construction and maintenance.....	100, 000

Peru: Bridge construction.....	3, 650
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Oversea territories: British Guiana, transportation, highways.....	2, 600
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Total, fiscal year 1955.....	29, 925, 713
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Fiscal year 1956

Far East:

Cambodia:

Port Highway.....	7, 400, 000
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Highway repair and maintenance.....	765, 000
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Repair, rehabilitation, and construction, bridges.....	650, 000
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China (Taiwan):

East-West Highway construction (RETSEER).....	400, 000
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Heavy construction equipment.....	208, 200
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Highway improvement and administration.....	13, 000
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Indonesian Republic: Highway technical training.....	34, 000
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Korea:

Highway transportation trainees.....	15, 000
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Asphalt hot-mix plant.....	160, 000
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Highway and bridge construction.....	545, 000
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Heavy equipment and spare parts for highway and street construction.....	275, 000
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Laos: Reopening and establishing maintenance on national roads.....	2, 678, 019
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Philippines: Highway improvement.....	2, 419, 000
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Thailand:

Highway development.....	75, 000
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Highway, special northeast.....	6, 212, 000
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Highways, expanded aid.....	2, 302, 900
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Vietnam: Highways and bridges.....	5, 440, 000
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Near East and south Asia:

Egypt: Transportation and communications highway improvement.....	21, 500
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Greece: Training in road design, pavements, and testing material.....	27, 000
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India: Highway transportation.....	8, 000
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Iran: Demonstration and training in the use of highway maintenance equipment.....	354, 900
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Iraq: Highway development (Edwards, Kelcey Beek contract).....	316, 000
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Israel: Road construction.....	25, 000
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Jordan: Roads.....	263, 100
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Lebanon:

Public roads development of Lebanon-Beirut-Maameltein Highway.....	100, 000
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Beirut-Syrian Border Highway.....	3, 200, 000
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Pakistan:

East Pakistan Road development and training program.....	939, 389
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Pakistan Highway System and research demonstration program.....	142, 450
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Turkey: Highway engineering advisers.....	147, 000
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Africa:

Liberia: Highway program, PW-5.....	256, 200
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Overseas territories: United Kingdom—Public works department engineer to United States.....	6, 000
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Europe: Spain: American highway practices study.....	15, 000
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Aid to foreign countries under the Foreign Assistance Act for road construction and maintenance, fiscal years 1955-61—Continued

Fiscal year 1956—Continued

Latin America:

Bolivia:

Administration (Bolivian-American Cooperative Road Service)-----	\$52, 313
Demonstration of equipment maintenance and repair (Servicio Cooperativo Boliviano-Americano de Caminos)-----	32, 187
Demonstration of road maintenance and betterment (Blivian-American Cooperative Road Service)-----	51, 100
Construction and maintenance of road system—Cochabama-Santa Cruz-----	1, 187, 350

Colombia:

Training program in highway construction and maintenance-----	23, 500
Highway construction and maintenance project, Valle, Cauca, and Caldas-----	10, 000

Costa Rica: Highway improvement project-----	27, 960
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Guatemala:

Pacific Slope Highway (Popoja to Coatepeque section)---	1, 700, 000
Atlantic Highway-----	5, 205, 000
Quetzaltenango-Retalhuleu Road-----	950, 000
Pacific Slope Highway, east and west sections-----	1, 206, 000

Haiti:

Voldroque Pourcine Road (completion)-----	423, 740
Anse D'Hainault—Sources Chaudes Market Road (completion)-----	38, 800
Low level bridge across Voldroque River-----	63, 842
Survey and construction of Pestel, Corail Highway-----	222, 000
Survey and construction of Les Anglais, Tiburon Market Road-----	40, 000

Honduras: Consultation in highways-----	39, 076
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Nicaragua: Public roads-----	17, 644
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Paraguay:

Trans-Chaco Road project-----	91, 200
Demonstration and training, Road construction and maintenance-----	123, 700

Overseas territories: British Guiana, highway construction, maintenance and design project-----	18, 000
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Total, fiscal year 1956-----	46, 937, 070
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Fiscal year 1957

Far East:

Cambodia:

Port Highway-----	8, 500, 000
Highway-Bridge rehabilitation and construction-----	435, 000

China (Taiwan):

Highway bridge engineering-----	5, 000
Municipal Road improvement, Provincial Department of Reconstruction-----	6, 000
East-West Highway construction-----	450, 000
Highway improvement-----	5, 000
Highway and traffic engineering training-----	4, 000

Japan: Highway study-----	39, 000
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Korea:

Highway and bridge construction and rehabilitation-----	1, 561, 000
Heavy equipment and spare parts for highway, street paving, bridge construction and repair shop-----	2, 400, 000
Road and street paving rehabilitation-----	913, 000

Laos: Reopening and establishing maintenance on national roads-----	1, 050, 000
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Philippines: Highway improvement-----	3, 579, 000
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Aid to foreign countries under the Foreign Assistance Act for road construction and maintenance, fiscal years 1955-61—Continued

Fiscal year 1957—Continued

Far East—Continued

Thailand:

Highways, Special Northeast.....	\$1, 824, 000
General highway improvement.....	8, 102, 000
Highway Department operations.....	454, 000
Bangkok-Bangkapi Road improvement.....	97, 000

Vietnam: Highways and bridges.....	12, 462, 000
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Near East and south Asia:

Afghanistan: National roads improvement and maintenance.....	2, 132, 000
Ceylon: Highway development.....	965, 000
India: Highway transportation.....	13, 000
Iran: Highway equipment maintenance and repair shops.....	1, 060, 000
Iraq: Highway development.....	304, 000
Israel: Road construction.....	7, 000

Jordan:

Road development.....	7, 000
Roads.....	1, 358, 000
Highway administration.....	16, 000

Lebanon:

Public roads development of Lebanon (coastal).....	1, 000, 000
Highway advisory and training project.....	28, 000

Pakistan:

East Pakistan road development and training.....	79, 000
West Pakistan road construction.....	35, 000
Highway system.....	34, 000

Turkey: Highway engineering advisers.....	173, 000
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Baghdad Pact:

Regional highway project, Turkey and Iran.....	1, 340, 000
Do.....	860, 000

Africa:

Liberia: Highway program.....	343, 000
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Libya: Rehabilitation and construction of provincial and Federal roads.....	907, 000
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Oversea territories: Somalia: Highway improvement.....	2, 000
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United Kingdom:

Road research engineer.....	8, 000
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U.S. highway economist-engineer to the Federation of Rhodesia and Nyasaland.....	4, 000
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Southern Rhodesia, highway planning and construction.....	3, 000
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Europe: Spain: American highway practices studies.....	12, 000
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Latin America:

Bolivia:

Administration (Bolivian-American Cooperative Road Service).....	46, 000
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Demonstration of road maintenance and betterment (Bolivian-American Cooperative Road Service).....	133, 000
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Colombia: Highway construction and maintenance Project Valle, Cauca and Caldas and training of highway engineers.....	24, 000
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Costa Rica: Highway improvement project (training personnel).....	14, 000
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Guatemala:

Atlantic Highway.....	6, 043, 000
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Pacific Slope Highway, east and west sections.....	1, 700, 000
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Project access roads (rural development program).....	700, 000
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Honduras: Consultation in highway development.....	32, 000
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Mexico: Training facilities for operators and mechanics.....	100, 000
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Nicaragua: Transportation, highways.....	14, 000
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Oversea territories: British Guiana: Road development project.....	10, 000
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Total, fiscal year 1957.....	61, 392, 000
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Aid to foreign countries under the Foreign Assistance Act for road construction and maintenance, fiscal years 1955-61—Continued

Fiscal year 1958

Far East:

Cambodia:

Port Highway-----\$6, 111, 000

Highway and bridge repair and rehabilitation-----398, 000

China (Taiwan): East-West Highway construction-----589, 000

Indonesian Republic: Highway construction and rehabilitation-----8, 000, 000

Korea: Highway and bridge construction and rehabilitation-----992, 000

Laos: Reopening and maintenance on national roads-----1, 107, 000

Philippines: Highway improvement-----1, 635, 000

Thailand:

Highways, Special Northeast-----692, 000

Highway Department operations-----154, 000

East-West Highway-----2, 000, 000

Vietnam: Highways and bridges-----14, 944, 000

Near East and south Asia:

Afghanistan: National roads improvement and maintenance-----807, 000

Ceylon: Highway development-----111, 000

India: Highway transportation-----12, 000

Iraq: Highway development-----140, 000

Jordan:

Roads-----1, 200, 000

Highway administration-----402, 000

Highway construction-----1, 045, 000

Lebanon: Highway development of Lebanon-----37, 000

Nepal: Regional projects personnel-----43, 000

Pakistan:

East Pakistan road development and training program-----83, 000

Karachi-Kalat-Quetta Road project-----66, 000

Turkey: Highway engineering advisers-----162, 000

Africa:

Liberia: Highway program-----394, 000

Libya: Rehabilitation and construction of Provincial and

Federal roads-----1, 300, 000

Oversea territories: Somalia, highway improvement-----47, 000

United Kingdom:

Highway engineering-----22, 000

Study of highway maintenance-----2, 000

Europe: Spain:

Training highway construction mechanics and operators-----41, 000

American highway practices study-----15, 000

Latin America:

Bolivia:

Administration (Road Servicio)-----68, 000

Demonstration road maintenance and betterment-----181, 000

Colombia: Transportation, practical training in highway construction and maintenance-----29, 000

Cuba: Public roads training-----5, 000

Guatemala: Project access roads (rural development program)-----675, 000

Honduras: Consultation in highways-----37, 000

Mexico: Training facilities for operators and mechanics-----2, 000

Nicaragua: Transportation, highways-----5, 000

Oversea territories: British Guiana: Roads development project-----17, 000

Asian Economic Development Fund: India-Nepal Roadway-----5, 000, 000

Total, fiscal year 1958-----48, 570, 000

Aid to foreign countries under the Foreign Assistance Act for road construction and maintenance, fiscal years 1955-61—Continued

Fiscal year 1959

Far East:	
Burma: Rangoon-Mandalay Road-----	\$750, 000
Cambodia:	
Port highway-----	2, 246, 000
Highway engineering advisory services-----	6, 000
China (Taiwan): East-West Highway construction-----	33, 000
Korea: Highway and bridge construction rehabilitation-----	1, 057, 000
Laos: Development of Lao National Road System-----	1, 265, 000
Philippines: Highway improvement-----	546, 000
Thailand:	
Highway Department operations-----	403, 000
East-West Highway-----	3, 813, 000
Bangkok-Saraburi Highway-----	115, 000
Korat-Nongkai Highway-----	85, 000
Highway Materials Survey-----	15, 000
Vietnam: Highway and bridge construction-----	15, 282
Near east and south Asia:	
Afghanistan: National roads improvement and maintenance--	400, 000
Ceylon: Highway development-----	151, 000
India: Highways and bridges-----	29, 000
Jordan:	
Highway and management-----	150, 000
Highway construction-----	470, 000
Lebanon: Highway development-----	361, 000
Nepal: Regional project, highway-----	96, 000
Sudan:	
Highway development-----	901, 000
Highway construction demonstration (North Khartoum- Khogalab Road)-----	560, 000
Turkey: Highway engineering advisers-----	132, 000
United Arab Republic: Highway development-----	225, 000
Africa:	
Liberia: Highway program-----	292, 000
Libya: Roads-----	600, 000
Oversea territories: United Kingdom:	
Southern Cameroons, highways engineering training-----	3, 000
Road engineering study courts-----	4, 000
Europe: Spain:	
American highway practices study-----	22, 000
Training highway construction mechanics operators-----	51, 000
Latin America:	
Argentina: Highway transportation, advanced highway engi- neering training-----	4, 000
Bolivia:	
Administration (Roads Servicio)-----	91, 000
Demonstration road maintenance and betterment-----	168, 000
Colombia: Training: Highway construction and maintenance--	38, 000
Costa Rica: Ministry of public works, highway planning-----	7, 000
Cuba: Public roads training-----	1, 000
El Salvador: International Road Educational Foundation training program-----	6, 000
Honduras: Consultation in highways-----	47, 000
Mexico: Training facilities for operators and mechanics-----	31, 000
Nicaragua: Transportation, highways-----	7, 000
Oversea territories: British Guiana: Roads development project-----	19, 000
The West Indies and east Caribbean: Road improvement demonstration and training-----	11, 000
Total, fiscal year 1959-----	15, 226, 282

HIGHWAY CONSTRUCTION PROGRAM FOR ALASKA

Aid to foreign countries under the Foreign Assistance Act for road construction and maintenance, fiscal years 1955-61—Continued

Fiscal year 1960

Far East:	
Cambodia: Highway repair and maintenance	\$32, 000
Republic of China: Highway and road development	150, 000
Indonesia:	
Highway organization staff development	94, 000
Highway construction and rehabilitation, reobligation	4, 700, 000
Korea:	
Highway and bridge construction and rehabilitation	1, 123, 000
Highway and bridge construction and rehabilitation, reobligation	192, 000
Laos:	
Development of Lao National Road System	1, 470, 000
Construction of the Nam Cadinh-Nam Hin Boun Road	8, 650, 000
Philippines: Highway improvement	109, 000
Thailand:	
Highway Department operations	364, 000
East-West Highway	1, 857, 000
Highway Department Operations, reobligations	261, 000
East West Highway, reobligation	600, 000
Vietnam: Highway and bridge construction	10, 165, 000
Near East and South Asia:	
Afghanistan:	
National roads improvement and maintenance	1, 466, 000
National reobligation	100, 000
Ceylon: Highway and rail traffic survey and planning	127, 000
India: Highways and bridges	48, 000
Jordan:	
Roads	834, 000
Highway administration	94, 000
Highway construction	518, 000
Highway maintenance	384, 000
Highway administration, reobligation	16, 000
Lebanon: Highway development of Lebanon	81, 000
Nepal: Regional transportation facilities	89, 000
United Arab Republic: Highway development	13, 000
Yemen: Road construction and training	2, 395, 000
Cento (Central Treaty Organization) regional Turkey-Iran Highway	2, 000
Africa:	
Liberia: Highway program	353, 000
Morocco: Road survey	6, 000
Nigeria: Highway engineering training	9, 000
Somali Republic: Highway improvement	103, 000
Sudan:	
Highway development	718, 000
Highway construction demonstration	1, 059, 000
Tunisia: Road construction equipment	1, 200, 000
Rhodesia: Southern Rhodesia: Highway planning and construction	4, 000
Europe: Spain:	
Training highway construction mechanics and operation	34, 000
Training highway construction mechanics and operators, reobligation	18, 000
Latin America:	
Argentina: Highway transportation, advanced highway engineering training	5, 000
Bolivia:	
Equipment operator	10, 000
Engineering construction units	100, 000
Administration (road service)	78, 000
Demonstration road maintenance	81, 000

Aid to foreign countries under the Foreign Assistance Act for road construction and maintenance, fiscal years 1955-61

Fiscal year 1960—Continued

Latin America—Continued

Colombia:

Highways construction and maintenance	\$24, 000
Pan American highway construction and maintenance, reobligation	250, 000
Costa Rica: Ministry of Public Works, highway planning	5, 000
Guatemala: Bridge construction, reobligation	204, 000
Honduras: Consultation in highways	29, 000
Jamaica: Transportation	4, 000
Mexico: Training facilities for operators and mechanics	23, 000
Nicaragua: Transportation, highways	6, 000
Panama:	
Training and operating of heavy equipment	75, 000
Training and operating of heavy equipment, reobligation	103, 000
Oversea territories: Roads development project	2, 000
Total, fiscal year 1960	40, 437, 000

Fiscal year 1961

Far East:

Burma: Rangoon-Mandalay Road	200, 000
Cambodia:	
Highway repair and maintenance	80, 000
Khmer-American Friendship Highway	1, 900, 000
Indonesia:	
Highway construction and rehabilitation	605, 000
Highway organization staff development	144, 000
Korea: Highway and bridge construction and rehabilitation	2, 347, 000
Laos: Development of Lao National Road System	235, 000
Philippines: Highway and equipment maintenance	87, 000
Thailand:	
Highway Department operations	223, 000
Bangkok-Saraburi Highway	225, 000
Vietnam: Highway and bridge construction	111, 000
Near East and south Asia:	
Afghanistan: National Roads improvement and maintenance	291, 000
Ceylon:	
Highway development	142, 000
Highway and rail traffic survey and planning	20, 000
Jordan:	
Highway construction	618, 000
Highway maintenance	28, 000
Lebanon: Highway development of Lebanon	139, 000
Nepal: Regional transportation facilities	890, 000
Yemen: Highway construction and training	3, 019, 000

Africa:

Ethiopia: Highway economic and feasibility studies	67, 000
Liberia: Highway program	337, 000
Malagasy Republic: Provision, operation, and maintenance, roadbuilding program	316, 000
Mali, Republic of: Roadbuilding	6, 000
Morocco: Road survey	18, 000
Nigeria: Road survey	113, 000
Somali Republic: Highway improvement	32, 000
Southern Cameroons: Technical survey, highways	15, 000
Sudan:	
Highway development	240, 000
Highway construction demonstration	237, 000
Tanganyika: Road materials testing and use	16, 000
Togo:	
Training in equipment selection and specifications	4, 000
Highway equipment inventory training and equipment	583, 000
Tunisia: Road construction equipment	1, 413, 000

Aid to foreign countries under the Foreign Assistance Act for road construction and maintenance, fiscal years 1955-61—Continued

Fiscal year 1961—Continued

Latin America:

Bolivia:

Administration (road service)	\$25, 000
Demonstration road maintenance	30, 000

Colombia: Highways construction maintenance	24, 000
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Costa Rica: Ministry of Public Works, highway planning	5, 000
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Honduras: Equipment and management operation	71, 000
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Mexico: Training facilities for operators and mechanics	16, 000
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Nicaragua: Transportation, highways	5, 000
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Panama:

Training and operation of heavy equipment	117, 000
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Construction of farm-to-market roads	315, 000
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West Indies:

Highway equipment	110, 000
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Road development, demonstration and training	62, 003
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Access roads	98, 000
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Road construction, St. Kitts	85, 000
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Road improvement, St. Lucia	52, 000
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Overseas territories: British Guiana:

Roads development project	17, 000
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Roads, engineering analysis survey	300, 000
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Europe: Spain: American highway practices study	450, 000
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Total, fiscal year 1961	13, 965, 700
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RECAPITULATION

Fiscal year:	Amounts	Fiscal year—Continued	Amounts
1955	\$29, 925, 713	1960	\$40, 437, 000
1956	46, 937, 070	1961	13, 965, 700
1957	61, 392, 000		
1958	48, 570, 000	Total	256, 453, 765
1959	15, 226, 282		

NOTE.—Prepared in the office of Senator Ernest Gruening.

Source: Fiscal years 1955-61 projects by field of activity and country, International Cooperation Administration, Office of Statistics and Reports.

ROAD CONSTRUCTION

Statement of loans made by the International Bank for Reconstruction and Development (the World Bank)

Fiscal year report	Year made	Maturities	Interest rate including commission (percent)	Original principal amount	Part can-celed	Effective loans sold or agreed to be sold		Principal repayments to Bank	Effective loans held by Bank	Principal amount disbursed
						Total sales	Portion matured			
BRAZIL										
June 30, 1957	Apr. 30, 1953	1954-59	4 1/4	\$3,000,000				\$1,800,000	\$1,200,000	
June 30, 1958	do	1954-59	4 1/4	3,000,000	\$18,946			2,381,054	600,000	
COLOMBIA										
June 30, 1957	Apr. 10, 1951	1954-61	3 7/8	16,500,000		\$800,000	\$800,000	5,733,000	9,967,000	
June 30, 1958	do	1954-61	3 7/8	16,500,000		800,000	800,000	8,682,000	7,617,000	
June 30, 1959	do	1954-61	3 7/8	16,500,000		800,000	800,000	10,623,000	5,175,000	\$16,500,000
June 30, 1960	do	1954-61	3 7/8	16,500,000		800,000	800,000	13,063,000	2,637,000	16,500,000
June 30, 1957	Sept. 10, 1953	1956-63	4 3/4	14,350,000				2,297,000	12,053,000	
June 30, 1958	do	1956-63	4 3/4	14,350,000				3,920,000	10,430,000	
June 30, 1959	do	1956-63	4 3/4	14,350,000				5,622,000	8,725,000	
June 30, 1960	do	1956-63	4 3/4	14,350,000				7,405,000	6,945,000	14,350,000
June 30, 1961	do	1956-63	4 3/4	14,350,000				9,274,000	4,726,000	14,350,000
June 30, 1957	June 6, 1956	1959-71	4 3/4	16,500,000		350,000			16,500,000	
June 30, 1958	do	1959-71	4 3/4	16,500,000				491,000	16,099,000	11,893,162
June 30, 1959	do	1959-71	4 3/4	16,500,000				1,508,000	14,992,000	13,135,434
June 30, 1960	do	1959-71	4 3/4	16,500,000				2,574,000	13,926,000	15,117,240
June 30, 1961	do	1959-71	4 3/4	16,500,000						
ECUADOR										
June 30, 1957	Feb. 10, 1954	1958-64	4 5/8	8,500,000						8,500,000
June 30, 1958	do	1958-64	4 5/8	8,500,000	1,000,000			68,000	7,432,000	
June 30, 1959	do	1958-64	4 5/8	8,500,000				744,000	6,756,000	7,500,000
June 30, 1960	do	1958-64	4 5/8	8,500,000				1,974,000	5,526,000	7,500,000
June 30, 1961	do	1958-64	4 5/8	8,500,000				3,262,000	4,238,000	7,500,000
June 30, 1958	Sept. 20, 1957	1962-77	5 3/4	14,500,000		141,000			14,359,000	
June 30, 1959	do	1962-77	5 3/4	14,500,000		141,000			14,359,000	1,327,297
June 30, 1960	do	1962-77	5 3/4	14,500,000		141,000			13,359,000	5,349,464
June 30, 1961	do	1962-77	5 3/4	14,500,000		141,000			14,359,000	9,656,103
CHILE										
June 30, 1961	June 28, 1961	1964-70	5 3/4	6,000,000		(1)				

See footnotes at end of table, p. 49.

Statement of loans made by the International Bank for Reconstruction and Development (the World Bank)—Continued

Fiscal year report	Year made	Maturities	Interest rate including commission (percent)	Original principal amount	Part canceled	Effective loans sold or agreed to be sold		Principal repayments to Bank	Effective loans held by Bank	Principal amount disbursed
						Total sales	Portion matured			
EL SALVADOR										
June 30, 1957	Oct. 12, 1954	1959-66	4½	\$11,000,000			\$250,000		\$10,850,000	
June 30, 1958	do	1959-66	4½	11,000,000					10,850,000	\$10,692,467
June 30, 1959	do	1959-66	4½	11,000,000				250,000	10,516,000	10,829,036
June 30, 1960	do	1959-66	4½	11,000,000					9,308,000	11,042,218
June 30, 1961	do	1959-66	4½	11,000,000					8,046,000	
June 30, 1959	Jan. 7, 1959	1963-74	5¾	5,000,000			(1) (2)			380,998
June 30, 1960	do	1963-74	5¾	5,000,000			300,000		4,700,000	1,405,677
June 30, 1961	do	1963-74	5¾	5,000,000			300,000			
ETHIOPIA										
June 30, 1957	Sept. 13, 1950	1956-71	4	5,000,000					4,639,000	
June 30, 1958	do	1956-71	4	5,000,000				361,000	4,386,000	
June 30, 1959	do	1956-71	4	5,000,000				614,000	4,123,000	5,000,000
June 30, 1960	do	1956-71	4	5,000,000				1,182,000	3,948,000	5,000,000
June 30, 1961	do	1956-71	4	5,000,000				1,437,000	3,563,000	5,000,000
June 30, 1958	June 28, 1957	1961-77	5½	15,000,000			1,491,000		13,509,000	4,105,640
June 30, 1959	do	1961-77	5½	15,000,000					8,203,173	11,252,683
June 30, 1960	do	1961-77	5½	15,000,000						
June 30, 1961	do	1961-77	5½	15,000,000						
GUATEMALA										
June 30, 1957	July 29, 1955	1959-70	4½	18,200,000			576,000		17,624,000	
June 30, 1958	do	1959-70	4½	18,200,000						17,618,443
June 30, 1959	do	1959-70	4½	18,200,000				1,192,000	16,432,000	17,963,303
June 30, 1960	do	1959-70	4½	18,200,000				2,440,000	15,184,000	18,199,066
June 30, 1961	do	1959-70	4½	18,200,000						
HAITI										
June 30, 1957	May 7, 1956	1959-67	4½	2,600,000			413,000		2,187,000	
June 30, 1958	do	1959-67	4½	2,600,000					2,187,000	541,947
June 30, 1959	do	1959-67	4½	2,600,000			386,000		2,214,000	1,673,756
June 30, 1960	do	1959-67	4½	2,600,000					2,214,000	2,230,968
June 30, 1961	do	1959-67	4½	2,600,000					2,214,000	

HONDURAS

June 30, 1957	Dec. 22, 1955	1957-64	41½	4,200,000	872,000	483,000	3,398,000
June 30, 1958	do	1957-64	41½	4,200,000		802,000	3,398,000
June 30, 1959	do	1957-64	41½	4,200,000		872,000	3,750,362
June 30, 1960	do	1957-64	41½	4,200,000			3,143,000
June 30, 1961	do	1957-64	41½	4,200,000			2,685,000
June 30, 1958	May 9, 1958	1961-78	55½	5,500,000	(1)	1,195,000	3,988,363
June 30, 1959	do	1961-78	55½	5,500,000	299,000		4,140,549
June 30, 1960	do	1961-78	55½	5,500,000			4,422,214
June 30, 1961	do	1961-78	55½	5,500,000			2,355,041
June 30, 1961	do	1961-78	57½	5,500,000		97,000	4,094,608

NICARAGUA

June 30, 1957	June 7, 1951	1954-61	41½	3,500,000	29,000	1,213,000	2,258,000
June 30, 1958	do	1954-61	41½	3,500,000			1,791,000
June 30, 1959	do	1954-61	41½	3,500,000			1,791,000
June 30, 1960	do	1954-61	41½	3,500,000			3,500,000
June 30, 1961	do	1954-61	41½	3,500,000			3,500,000
June 30, 1957	Sept. 4, 1953	1957-63	43½	3,500,000		2,673,000	798,000
June 30, 1958	do	1957-63	43½	3,500,000		3,200,000	271,000
June 30, 1959	do	1957-63	43½	3,500,000		214,000	3,286,000
June 30, 1960	do	1957-63	43½	3,500,000		657,000	2,843,000
June 30, 1961	do	1957-63	43½	3,500,000		1,121,000	2,379,000
June 30, 1961	do	1957-63	43½	3,500,000		1,606,000	3,500,000
June 30, 1961	do	1957-63	43½	3,500,000		2,116,000	1,384,000

PANAMA

June 30, 1957	July 12, 1955	1959-64	41½	5,900,000	1,700,000		4,200,000
June 30, 1958	do	1959-64	41½	5,900,000			
June 30, 1959	do	1959-64	41½	5,900,000			
June 30, 1960	do	1959-64	41½	5,900,000			
June 30, 1961	do	1959-64	41½	5,900,000			
June 30, 1961	Aug. 19, 1960	1964-75	53½	7,390,000	542,574		
June 30, 1961	do	1964-75	53½	7,390,000	457,000		6,743,000

PERU

June 30, 1957	Aug. 5, 1955	1958-64	41½	5,000,000	683,000		4,317,000
June 30, 1958	do	1958-64	41½	5,000,000			4,317,000
June 30, 1959	do	1958-64	41½	5,000,000			4,946,356
June 30, 1960	do	1958-64	41½	5,000,000			3,598,887
June 30, 1961	do	1958-64	41½	5,000,000	5,113	713,000	4,994,887
June 30, 1961	do	1958-64	41½	5,000,000	1,033,000	1,456,000	4,994,887
June 30, 1961	Dec. 19, 1960	1965-76	53½	5,500,000	50,000		5,450,000

¹ The Bank has entered into agreements to sell portions of loans shown which are not yet effective. For Chile, \$250,000; El Salvador, \$300,000.

² Agreement providing for this loan has been signed but the loan does not become effective and disbursements thereunder do not start until the borrower and guarantor, if any take certain action and furnish certain documents to the Bank.

³ Agreements providing for this loan have been signed, but the loan does not become effective and disbursements thereunder do not start until the borrower and guarantor, if any, take certain action and furnish certain documents to the Bank.

¹ The Bank has entered into agreements to sell \$299,000 of this loan.

² Repaid 3 loans.

Prepared in the office of Senator Ernest Gruening.

Current credits and loans to foreign governments for highway construction by the Export-Import Bank

Country	Credits authorized		Undisbursed balance	Status of loans			Interest (percent)	Repayment terms
	Date	Amount		Disbursed	Repaid	Outstanding		
Liberia-----	Jan. 20, 1955	\$16,300,000	\$400,313.14	\$15,899,686.86	\$316,100.00	\$15,583,586.86	4¾	35 semiannual payments beginning Sept. 16, 1959.
Do-----	Jan. 11, 1951	5,000,000	-----	5,000,000.00	1,436,250.00	3,563,750.00	3½	36 semiannual payments beginning Sept. 16, 1953.
Bolivia-----	Mar. 6, 1942	10,320,000	-----	10,320,000.00	1,369,411.70	8,950,588.20	3½	\$9,100,588.20; 36 semiannual payments beginning Jan. 1, 1957.
Do-----	Oct. 28, 1949	18,400,000	-----	18,400,000.00	2,464,713.10	15,935,286.90	3½	\$16,235,286.90; 36 semiannual payments beginning Jan. 15, 1957.
Colombia-----	May 24, 1950	2,500,000	-----	2,280,434.84	2,280,434.84	-----	-----	Repaid; \$219,565.16 not used.
Costa Rica-----	Nov. 3, 1955	14,540,000	2,964,977.51	11,575,022.49	2,671,342.00	8,903,680.49	4½	\$9,540,000; 30 semiannual payments beginning May 1, 1957.
Do-----	Apr. 15, 1960	3,000,000	3,000,000.00	-----	-----	-----	5½	\$3,790,000; 30 semiannual payments beginning May 1, 1960.
Ecuador-----	Dec. 18, 1942	8,791,000	-----	8,771,070.10	5,261,723.51	3,509,346.59	5¾	30 semiannual payments beginning May 1, 1960.
Do-----	Oct. 8, 1947	2,720,000	-----	2,720,000.00	791,124.09	1,928,875.91	3½	80 quarterly from dates of notes.
Do-----	Sept. 16, 1963	4,980,000	-----	4,980,000.00	1,554,971.50	3,425,028.50	5	60 quarterly payments from dates of notes.
Do-----	Jan. 10, 1957	250,000	-----	250,000.00	42,030.28	207,969.75	5¾	Do.
Guatemala-----	Jan. 26, 1961	3,600,000	3,600,000.00	-----	-----	-----	5¾	24 semiannual payments beginning Mar. 31, 1964.
Do-----	Dec. 16, 1960	3,000,000	3,000,000.00	-----	-----	-----	5¾	24 semiannual payments beginning July 31, 1964.
Honduras-----	Jan. 17, 1957	1,810,000	510,000.00	1,300,000.00	1,300,000.00	1,189,999.01	5¾	30 semiannual payments beginning Feb. 1, 1960 except advances in excess of \$1,100,000 payable 30 semiannual payments beginning Aug. 1, 1962.
Nicaragua-----	Dec. 12, 1956	2,000,000	245,599.36	1,754,400.64	113,342.00	1,641,148.64	5¾	30 semiannual payments beginning Aug. 1, 1959.
Panama-----	June 14, 1957	12,850,000	6,749,579.00	6,100,421.00	-----	6,100,421.00	5¾	60 quarterly payments beginning July 31, 1962.
Total-----	-----	110,061,000	-----	-----	-----	-----	-----	-----

Prepared in the office of Senator Gruening.

Source: Report to the Congress by the Export-Import Bank of Washington for the 12 months ending June 30, 1961.

ROAD CONSTRUCTION AND MAINTENANCE—DIRECT LOANS

[Dollar amounts in thousands]

Region and country	Borrower	Project	Net authorization or obligation	Date agreements signed (obligations)	Terms				U.S. dollars or U.S. dollar equivalents	
					Interest rate (percent)	Duration (years)	Currency of repayment	Disbursement	Repayments	Interest collected
AFRICA	Imperial Ethiopian Government, Territory of Tanganyika	Road maintenance	\$3,600	Aug. 15, 1961	3½	12	Ethiopian dollars			
		Road construction	1,898.4	Jan. 18, 1961	3½	20	U.S. dollars	\$40		
FAR EAST	Republic of the Philippines, Federation of Malaya	Roads and bridges rehabilitated, Roads and bridges	18,750	June 29, 1959	3½	12	Pesos	1,611		
			10,000	Mar. 18, 1959	3½	10	U.S. dollars	572	\$300	\$13
LATIN AMERICA	Government of Bolivia	Highway maintenance commitments, Highway construction	2,000	(1)						
		do	100,000	Mar. 23, 1959	3½	20	Sucres ²	1,855	100	70
		do	4,636	Nov. 6, 1959	3½	18	U.S. dollars	4,049	20	84
		do	2,100	Jan. 24, 1961	3½	15½				
	Government of Honduras	do	5,400	do	3½	15	Quetzales	2,766	100	61
		do	5,000	May 16, 1958	3½	20	Lempiras			
		do	4,300	Sept. 25, 1961	3½	15	Córdobas			
		do	2,800	(4)						
	Republic of Panama	Feeder roads	5,300	Nov. 10, 1960	3½	15	U.S. dollars			
		Road improvement	2,410	Oct. 29, 1958	3½	15	(5)	2,348	75	92
		do	7,100	Oct. 23, 1961	3½	20	(6)			
		do	4,500	Dec. 19, 1960	3½	15	Soles ⁷	34		
	Government of Peru	Highway construction	1,800	Sept. 8, 1961	3½	20	(8)			

See footnotes at end of table, p. 62.

Development Loan Fund (this agency was abolished and now comes under the Agency for International Development), cumulative status of credit authorization as of Nov. 3, 1961—Continued

ROAD CONSTRUCTION AND MAINTENANCE—DIRECT LOANS—Continued

[Dollar amounts in thousands]

Region and country	Borrower	Project	Net authorization or obligation	Date agreements signed (obligations)	Terms			Disbursement	U.S. dollars or U.S. dollar equivalents	
					Interest rate (percent)	Duration (years)	Currency of repayment		Repayments	Interest collected
NEAR EAST										
Iran	Plan organization.	Highway construction.	\$25,000	Oct. 7, 1959	3½	17	U.S. dollars.	\$25,000	\$100	\$266
Do.	do.	do.	26,200	Dec. 6, 1960	3½	17	do.	9,539		
Do.	do.	do.	12,000	Aug. 14, 1961	3½	17	do.	5,000		
SOUTH ASIA										
Ceylon	Government of Ceylon.	Highway development.	900	July 28, 1958	3½	10	Rupees.	692	75	17
Total			250,994.4							

¹ Allocation commitment.

² 1st ½ in sucres; last ½ in U.S. dollars.

³ Development Loan Fund may, at its option, request repayment in U.S. dollars for installments 19 through 29.

⁴ Allocation.

⁵ First 18 installments (\$1,203,132) in guaranties; remaining 12 installments (\$12,960,808) in U.S. dollars.

⁶ ½ of each payment in guaranties; ½ in U.S. dollars.

⁷ Development Loan Fund may, at its option request, repayment in U.S. dollars for installments 19 through 29.

⁸ 1st ½ in soles; last ½ in U.S. dollars.

Prepared in the office of Senator Ernest Gruening.

Source: Final report of Development Loan Fund, Nov. 3, 1961.

Mr. KLUCZYNSKI. Senator, can you tell us something about the Alcan Highway? This committee is interested in the entire length of the road which will connect Alaska to southern America and to the Central American portion, which this committee has jurisdiction over, and which is almost completed. You know the Inter-American Highway from the southern border of Mexico to Panama, which is about 1,500 miles, is being completed now. So far we have authorized \$132 million. We have only a small portion unfinished, which is in Costa Rica, consisting of about 125 miles. The committee has been down there several times and they are very happy about that road. I am sure that every dollar expended will come back to us through tourists, as you know.

So we would like to know something about the Alcan Highway, which I heard about years ago when we first started to build it, and which connects Alaska with the mainland, as you used to call it some years. Today you are a part of the mainland.

Senator GRUENING. Well, the Alcan Highway was built in great haste after war had been declared, over a route previously unsurveyed or unstudied. In 1938 a resolution was introduced in the House by Warren Magnuson, who was then a Representative from Seattle, to provide a committee which would go up and study the possibilities of a highway to Alaska, with the understanding that the Canadians would arrange a similar committee and that recommendations would be made. Legislation was enacted with a small appropriation and we studied the highway possibilities and recommended a route from the west coast, back of the coast range, which was known as the A route. The Canadians recommended a route somewhat further east. Nothing happened. Both of these recommendations were just sitting there. Finally, after war had been declared, the United States prevailed on the Canadians to allow us to build a road over an entirely different route which the Canadians wanted in order to connect two or three airfields which they had built the previous summer. And that was the route of the Alcan Highway. It was a great feat of roadbuilding and done practically in one season, but it goes pretty far around and has never been paved.

We turned over the entire highway to the Canadians, who have been maintaining it ever since. There has been some talk about paving the highway, and I hope that the Canadians will see fit to pave it. That is the only connecting link now between Alaska and the 48 other States by road.

Mr. KLUCZYNSKI. How about the higher costs of roadbuilding in Alaska?

Senator GRUENING. Everything costs more in Alaska. Everything is higher, partly due to legislation which was passed by the Congress in 1920, which is known officially as the Merchant Marine Act of 1920, but in Alaska is known as the Jones Act. It is named that because the sponsor was the late Senator Wesley Jones of the State of Washington. This is an important revision of shipping legislation which provided that shippers of goods across the country to be delivered across the Pacific or the Atlantic, could ship by either foreign or domestic carriers, foreign meaning Canadian. If the shipper from New York, for example, wanted to ship goods to China, he could ship them all the way across on American railroads or Canadian railroads, or across the Great Lakes on either Canadian or American

ships. At that time there were some Canadian vessels operating there.

When the cargo got to the west coast it could be shipped across the Pacific in either American or foreign bottoms. But at the heart of this legislation Senator Jones inserted two words which were, "excluding Alaska." So that Alaska, of all the areas foreign and domestic, was excluded from the benefits of this legislation. This was in 1920, when Alaska was just an infant in swaddling clothes, but people were quite indignant over this and the 1921 legislature, our fifth Territorial legislature, felt it was a violation of the common clause of the Constitution, which forbids discrimination between the ports of the States. The legislature ordered the attorney general of Alaska to take the matter to court and challenge it.

Of course, the case was defended for the Government of the United States by the Solicitor General, who was a very able Philadelphia lawyer by the name of James M. Beck. In his concluding testimony to the Supreme Court he said that if the Founding Fathers had visualized the acquisition of distant colonial dependencies whose people have ways of life different from ours, would they ever have allowed a consideration of these colonial dependents to outweigh a consideration of the people of the United States—and the Supreme Court so found. The Supreme Court, in an opinion delivered by Mr. Justice McReynolds, said in substance, "Yes, this is discrimination, but we find nothing in the Constitution which forbids Congress from discriminating against the territories." If it had been a State, the discrimination in the Jones Act would have been unconstitutional, but we were a Territory.

And so from that time on we were under the Seattle steamship monopoly, and the effects were immediate. For instance, we had a flourishing small processor of the prevailing timber, Sitka spruce, which was cut in small sections and shipped to the Middle West where spruce was used in airplane manufacture. He had been shipping it to the port of Vancouver at the rate of \$5 a thousand. By virtue of this act he was forbidden to ship through Canada and had to ship through Seattle, where the cost was \$11 per thousand, plus other charges, and that was more than his profit, so he was put out of business.

Ever since that time in Alaska our maritime freight rates have gone up to the present highest freight rates in the world and the cost of living in Alaska has been correspondingly high. It is one of our many problems, which an adequate road system would help to rectify. If we had good connecting roads with the 48 States we could compete with the adverse steamship rates.

Mr. KLUCZYNSKI. Thank you, Senator. Mr. McVey.

Mr. McVEY. Yes, Mr. Chairman. First of all, Senator, I would like to commend you on your presentation this morning.

Senator GRUENING. Thank you.

Mr. McVEY. I have heard you speak in the past and I know you to be an outstandingly good speaker. As a matter of fact, I believe it was on an occasion when you spoke to a convocation at the University of Kansas that I first heard you speak.

Senator GRUENING. Way back then?

Mr. McVEY. Way back then; yes, sir. And I would also like to remark that I was very happy that Alaska gained her statehood even though I was not a Member of Congress at the time of that issue.

There is one thing here in your statement which I think possibly I would like to call attention to because I know you do not want to give a misleading impression. This is on page 2 of the statement where you say that Alaska has received only \$84.7 million since 1916. Actually what you meant by that is, that is the amount of money it received from the Bureau of Public Roads, is it not?

Senator GRUENING. Yes. That does not include, of course, Alaska's Alcan Highway which we don't consider an Alaska highway at all except for the short distance in Alaska. That is included in the larger figure cited elsewhere.

Mr. McVEY. Yes.

Senator GRUENING. And, of course, in addition, that road, being built in great haste, was very, very expensive.

Mr. McVEY. Referring to the subcommittee hearings before the Committee on Public Works of the U.S. Senate, the 86th Congress, 2d session, on S. 2976, on page 49, they sent out the figures there and showed this figure up here: U.S. Bureau of Public Roads, \$85.7 million. And then congressional appropriations to the Alaska Road Commission, 1905-56, \$187.6 million. Roads and trails, National Park Service, 1925-52, \$2.5 million; and estimated expenditures in Alaska on the Alaska Highway, 202 miles, and that was \$13.4 million, or a total of \$288.2 million.

Senator GRUENING. Yes.

Mr. McVEY. One other thing here. Quite a good deal has been said about the amount of taxes that are being paid by the people in Alaska and I think it should be pointed out for the record that Alaska has a peculiar situation, is it not true, because of the vast amount of public lands up there?

Senator GRUENING. I would say we do, because when we became a State 3 years ago, 99 percent, approximately, of Alaska's land was public domain, and not subject to taxation. There were also tremendous Federal withdrawals there, and while we are privileged under the Statehood Act in the course of the next 25 years to acquire 27 percent of that total area, that is all we can acquire, and much of that land which is left to us, which the Federal Government has not taken over, is mountaintops and glaciers and other areas not very valuable for State-revenue purposes. No State in the Union ever had such a large amount of Federal land.

Mr. McVEY. However, while it may mean in the future you have to pay a large sum of money, the fact remains that in the A-B-C program that Alaska has been receiving approximately 95 percent of the cost of it from the Federal Government, while the majority of the States receive only 50 percent.

Senator GRUENING. That has been true for the last 3 years but it is really related to the large area of public domain. Actually, if you stop to think of it, in entering the Union with 99 percent of our land being public domain owned by the Federal Government, we should have 99 percent Federal contribution and not 94.5 percent. You know, the Federal-aid formula is based on several factors, and the total area and the amount of total public domain compared to the rest of the area are the principal factors.

Mr. McVEY. I can't really distinguish in the discussion today as to whether or not this group is primarily seeking funds to take care of their highway needs, or seeking funds for the development of Alaska through the highway program.

Senator GRUENING. Well, you asked that question, and I think that the answer that Mr. Downing gave is correct. I think both are involved. I think in general that transportation and roads have to precede settlement. We have some homesteaders who are fighting nature very hard up there and they have a pretty tough time with so few roads. But they manage to overcome the natural obstacles although sometimes they cannot overcome the bureaucratic obstacles, which are more difficult. You cannot have settlement without roads. Here is a vast area crying for settlement. There are all kinds of people from the States in crowded areas of the East and Middle West who would like to come up there, but they can't do it unless we have roads.

If we stop to think of it, Alaska is more than a State. It is a vast domain and a great storehouse of natural resources. It is certainly true that the United States would like to have it settled and have it become a strong outpost both for defense and of the American idea. This is not only true with regard to roads but it is true of every other field of development such as power development. Less than one-quarter of 1 percent of our tremendous hydro resources have been developed. Across the Bering Strait in Siberia the Russians are going great guns in harnessing their rivers, whereas we have only one Federal power project up there.

Mr. McVEY. Of course I realize all of this. However, I do not know that this body will want to make the State of Alaska occupy a preferential position to all of the other States.

Senator GRUENING. Preferential. We have been discriminated against so long that it will take a long time to get equal.

Mr. McVEY. One other thing here, Senator. We mentioned here a while ago that Alaska had income from taxes of approximately \$40 million. Frankly, I do not feel that the State is ready to embark on an enlarged highway program and to finance its share of the cost under such circumstances.

Senator GRUENING. I think the budget request this year is in the neighborhood of \$70 million. I think \$40 million is in error.

Mr. RIVERS. May I interrupt here on that point?

Mr. KLUCZYNSKI. Yes.

Mr. RIVERS. In addition to tax revenues we have oil and gas leasing revenues and other sources of income. You asked me the question only as to what would the tax structure produce. I have a recent release from the tax department, Mr. Chairman. May I bring that down and place it in the record so it will give us the exact figures?

Mr. KLUCZYNSKI. All right.

(The following was furnished for insertion:)

STATEMENT OF LICENSES AND TAXES COLLECTED BY THE DEPARTMENT OF REVENUE OF THE STATE OF ALASKA FOR THE PERIOD JULY 1, 1960, TO JUNE 30, 1961

Title 48, chapter 2, section 17, ACLA 1949, as amended by chapter 64, SLA 1959, states that the commissioner of revenue shall prepare and annually publish statistics with respect to the revenues derived under the tax laws administered by him. In keeping with this statute the following is submitted for publication:

Revenue—Taxes collected

Account classification	Total collections	Percent of total	Allocation by judicial divisions			
			1	2	3	4
Alaska business licenses.....	\$2,355,754.46	7.57	\$542,814.73	\$85,728.73	\$1,170,174.43	\$557,036.57
Alcoholic beverages excise tax.....	2,338,506.04	7.52	643,970.15	79,877.61	1,188,561.62	470,088.26
Amusement and gaming devices tax.....	1,139,171.44	4.45	23,970.38	4,271.20	686,094.26	24,323.30
Cigarette tax.....	1,407,342.32	4.52	382,131.74	33,333.43	938,091.68	289,913.30
Cold storage and other processors.....	1,98,961.54	3.22	75,101.01	33,221.60	223,814.25	25.00
Corporation income tax.....	1,581,503.18	5.09	441,403.38	113,443.01	653,023.34	363,621.45
Dog licenses.....	51.00	—	—	—	51.00	—
Embalmers' license fees.....	725.00	—	325.00	—	275.00	125.00
Fiduciary income tax.....	5,512.49	—	755.00	126.00	2,559.34	2,071.25
Freezer ships.....	16,252.62	—	806.00	—	11,414.68	—
Individual income tax.....	11,352,845.82	36.51	3,111,332.72	404,467.32	5,303,616.18	2,528,420.00
Inheritance tax.....	62,049.76	—	19,058.86	3,417.42	29,818.29	7,763.19
Interest on liquor bond deposits.....	62,555.93	—	555.93	—	—	—
Liquor license application fees.....	28,025.00	—	6,025.00	525.00	14,375.00	6,900.00
Liquor licenses:						
Beverage dispensary.....	303,050.84	—	56,250.00	12,750.00	167,800.08	66,250.76
Club.....	14,000.00	—	7,200.00	—	3,200.00	1,600.00
Common carrier dispensary.....	1,625.00	—	1,125.00	—	3,500.00	—
General wholesale.....	67,250.00	—	22,000.00	—	24,500.00	20,750.00
Restaurant.....	9,900.00	—	750.00	—	6,150.00	—
Retail.....	166,050.75	—	43,350.25	—	80,700.50	39,000.00
Roadhouse.....	4,125.00	—	75.00	—	1,800.00	2,550.00
Wholesale, malt, beverage, and wine.....	13,600.00	—	7,500.00	—	2,850.00	3,250.00
Log brand fees.....	120.00	—	105.00	—	10.00	—
Lottery permit fees.....	3,447.00	—	1,243.00	156.00	1,551.00	407.00
Mines and mining tax.....	4,634.63	—	—	—	—	4,634.63
Miscellaneous fees.....	3,210.12	—	814.15	—	2,355.97	—
Motor fuel oil tax.....	5,562,368.13	17.89	955,806.97	419,650.35	3,049,326.56	1,137,974.25
Motor fuel refund permits.....	2,625.00	—	63.50	—	38.56	23.50
Motor vehicle dealers' registration fees.....	168,550.78	—	2,125.00	25.00	400.00	75.00
Motor vehicle drivers' licenses.....	38,327.00	—	31,170.75	1,433.00	93,582.00	42,353.63
Motor vehicle lien fees.....	1,922,512.82	6.28	5,743.00	50.00	24,764.00	7,770.00
Motor vehicles registrations.....	99,893.00	—	265,754.38	13,725.45	1,242,616.90	430,416.09
Motor vehicles title certificates.....	26,915.61	—	13,147.00	410.00	64,459.00	21,877.00
Oil and gas production tax.....	42,309.21	—	40,341.33	—	26,915.61	—
Prepaid taxes—Suspense account.....	219,541.06	—	35,352.44	16,478.82	105,929.20	61,780.00
Property tax.....	1,530.00	—	1,220.00	40.00	105,929.20	40.00
Punchboard license tax.....	2,107,556.35	6.78	298,138.07	15,337.91	1,863,329.95	710.42
Raw fish tax.....	891,121.31	2.87	313,476.87	22,733.07	381,884.80	173,026.57
School tax.....	—	—	—	—	—	—
Subtotal.....	31,091,651.77	100.00	7,284,017.51	1,233,868.32	16,301,153.27	6,272,612.67

Revenue—Taxes collected—Continued

Account classification	Total collections	Percent of total	Allocation by judicial divisions			
			1	2	3	4
Transmitted directly from the department of fish and game:						
Commercial fishermen's licenses—Resident.....	\$109,211.41	-----	\$109,211.41			
Commercial fishermen's licenses—Nonresident.....	93,335.37	-----	93,335.37			
Commercial fishing, vessel and gear.....	437,962.41	-----	437,962.41	(1)	(1)	(1)
Sport fishing and hunting licenses.....	771,309.19	-----	771,309.19			
Grand total.....	32,503,470.15	100.00	8,695,835.89	\$1,233,868.32	\$16,301,153.27	\$6,272,612.67

1 No divisional breakdown available.

STATE OF ALASKA,
First Judicial Division:

I, Peter Gatz, commissioner of revenue, department of revenue of the State of Alaska, do hereby affirm that the above statement is correct and true to the best of my knowledge and belief.

PETER GATZ, *Commissioner of Revenue.*

Mr. McVEY. That would be fine. Mr. Chairman, I think at this point I would like to ask the representative from the Bureau of Public Roads if he could introduce a table showing the total apportionment of funds for the Alaska Federal-Air Highway System from 1957 through 1963. I believe this figure of \$84.7 million does not include the funds to be used in the future which have already been apportioned.

Mr. GHIGLIONE. That is correct. I have a table carrying it up to 1963. That table we referred to is one printed in 1959 and 1960 and it carries it up to that point. The table which I have, which I will submit, needs a little clarification because it shows the State matching funds up until 1960. Until we became a State. The State was matching a flat 10 percent but they were only getting one-third, or counting one-third of the Federal domain in Alaska in working up the formula. So the territory of Alaska, we were only getting a fraction of the Federal aid in the territory of Alaska that we would have gotten under a State formula. Of course, subsequent to becoming a State, their matching was more favorable. Even at that when they first did it, it was about 13 percent, and Senator Bartlett's bill last year brought into account the Federal reservations, which changed the formula to 95 to 5. I will leave this table with you.

Mr. McVEY. What is the total figure on that?

Mr. GHIGLIONE. The total apportionment through 1963 is \$159,-698,318.

Mr. McVEY. That is the amount of Federal funds apportioned?

Mr. GHIGLIONE. That's right. That is the apportionment, and the State matching will be \$12,250,140.

Mr. McVEY. Yes. Thank you very much.

Mr. KLUCZYNSKI. Without objection the table presented by Mr. Ghiglione will be made a part of the record at this point.

(The document referred to is as follows:)

Federal-aid highway funds apportioned to Alaska and State-matching funds

Fiscal year	Apportionment	State-match- ing funds	Fiscal year	Apportionment	State-match- ing funds
1957-----	\$1,932,588	\$193,259	1961-----	36,959,431	¹ 2,102,946
1958-----	13,141,599	1,314,160	1962-----	37,165,749	¹ 2,114,747
1959-----	13,448,108	1,344,811	1963-----	37,042,363	¹ 2,118,609
1959 (D funds)-----	6,178,599	1,678,620			
1960-----	13,829,881	1,382,988	Total-----	159,698,318	12,250,140

¹ Based on sliding scale rate of Federal participation of 94.59 percent.

Mr. KLUCZYNSKI. Thank you very much, Senator Gruening. I have heard a lot about you. They told me you're a good man and believe me, you're a lot better than they told me. I really appreciate your testimony this morning. The State of Alaska should be very proud to have such an outstanding man and a good representative of their State.

Senator GRUENING. I would like to suggest that it would be very useful and pleasant if this Subcommittee on Roads would make a visit to Alaska in the near future.

Mr. KLUCZYNSKI. I do not think it would take long to convince this committee of that.

Senator GRUENING. Also you could see us a little better there.

Mr. KLUCZYNSKI. I also want to compliment my good friend, Bob Bartlett, with whom I have served. He has never made an enemy here because he never voted. He had nothing but friends. Bob, too, is doing an outstanding job. Also our good friend here, the sponsor of this legislation, Ralph Rivers, is a really good man. The State of Alaska should be proud to have Mr. Rivers here in Congress representing that great State.

Mr. RIVERS. Mr. Chairman, may I submit one more item of testimony at this point?

Mr. KLUCZYNSKI. You may.

Mr. RIVERS. I do so in behalf of the Governor of Alaska, Governor William A. Egan, who has prepared a statement and sent it down for inclusion in the record as his testimony. I offer the statement.

Mr. KLUCZYNSKI. Without objection it will appear in the record at this point, together with a statement of Phil Holdsworth, Commissioner of Natural Resources of Alaska.

(The documents referred to are as follow:)

STATEMENT BY GOV. WILLIAM A. EGAN OF ALASKA ON SENATE JOINT
RESOLUTION 137

Mr. Chairman, few committees of the Congress are privileged to see the fruits of their labors reflected so directly in the economic growth of our Nation and its individual States and communities, as is your Committee on Public Works.

This committee is appropriately named—for it is legislation of the nature falling within your purview that contributes immeasurably to the backbone of our developing economy. It is indeed a truism to say that through the efforts of this committee, the public works.

The matter before us certainly falls within this category. Alaska today has no need which is as crucial, or as restrictive on the development of our economy, as the lack of roads. Nor can I think of any other need, the solution of which would do more—indeed as much—to offset the handicaps with which Alaska has been faced by reason of statehood having been withheld until only 3 years ago.

It is not my purpose to come here and cry "poor mouth." Alaska is not a poor State. Alaska is a rich State—rich in the pioneering spirit of its people, rich in its natural resources, rich in its promise and rich in will to take a rightful place in the sisterhood of States. We do not want, nor do we ask for special treatment. But, we do want to be placed on an equitable basis with our sister States.

That we have not been given equitable treatment is readily apparent from a quick look at the record.

The Federal aid highway program was initiated in 1916, but it was not until 1956—and then only on a restricted basis—that Alaska first shared in its benefits. Throughout this 40-year period, however, Alaskans were subject to all the taxes imposed to finance this program.

Unusual as it may seem, though Alaska was not included in the program during all these years, the program and its benefits were extended to Hawaii in 1925. Puerto Rico has also long enjoyed coverage under the Federal Aid Highway Act.

I hasten to assure Senator Long, one of the sponsors of Senate Joint Resolution 137, that we in Alaska—envious though we may be—do not begrudge our friends in Hawaii the good fortune that has made it possible for them to keep abreast of their highway needs down through the years. Rather, we congratulate them.

I do suggest that the inclusion of one incorporated territory and the exclusion of another can hardly be classed as equitable.

Even today, with the attainment of statehood and the removal of the formula under which Alaska was accepted as a partial participant in the program in 1956,

Alaska is not a full participant in the Federal-aid highway program, by reason of its exclusion from the interstate program.

It will no doubt be noted by some that during this period when Alaska did not participate in the benefits of the Federal-aid highway program we did benefit by certain direct and indirect appropriations.

This is correct, but a comparison of the amounts which Alaska received in this manner with what it would have received had it been a beneficiary under the Federal-aid highway program shows very distinctly that this special treatment was not in Alaska's favor.

In this connection, I would refer you to the tables prepared by the Bureau of Public Roads, U.S. Department of Commerce, in connection with the hearing by this subcommittee on May 25, 1960, on S. 2976 and reproduced on pages 49 through 54 of the printed transcript of that hearing.

It is obvious from these tables that Alaska was severely handicapped in its greatest development need because of the special treatment accorded the territory's road program over the many long years when Alaska was prohibited from participation in the Federal-aid highway program.

Mr. Chairman, Alaska has a legitimate and justifiable claim to consideration which will place the 49th State on a par with other beneficiaries under the program. Our citizens have always been subjected to the taxation which financed Federal-aid highways, but it has only been recently that we have shared in the benefits.

The figures of the Bureau of Public Roads which I have referred to, point up that because of this uniquely Alaskan exclusion we have suffered substantial losses in construction amounting to more than one quarter billion in dollars.

Now let us turn to the question of need. Did Alaska need that money? Could we have used it?

I would point out that Alaska, equal in land area to one-fifth that of all other States combined, has only 4,174 miles of constructed highways on its Federal aid system. A large portion of this is not of Federal aid standards. A goodly percentage of our Federal aid apportionment—64 percent in 1961—is being allocated to bring these roads up to standard in order to reduce heavy maintenance costs.

Several of our major cities are, in effect, islands of civilization unconnected with their nearest neighbors or other communities by highway. There is an urgent need to build approximately 1,700 miles of highways yet unbuilt on our approved Federal aid system, much of it to link up existing communities.

Alaska, I should add, is not merely standing by looking for the Federal Government to drop the solution to its road problems into an outstretched hand.

Looking toward our need for additional revenues to meet highway needs, Alaska increased its motor fuel tax by 2 cents, from 5 to 7 cents, in 1960. Last year it was increased again by another 1 cent.

In the fall of 1960, the people of Alaska, in statewide balloting, approved a \$23 million general obligation bond issue for a marine highway system and for roads. The initial benefits of that issue will begin to flow this fall with the start of service from Prince Rupert, British Columbia, to Skagway, Alaska, by way of Ketchikan, Petersburg, Wrangell, Juneau, Sitka and Haines. For the first time these communities in southeastern Alaska will be connected with the highway network of interior Alaska and, through Canada, with the United States. In 1963, the Kodiak Island area will be connected with the mainland through inauguration of marine highway system service to that area.

We have, in the past 2 years, appropriated \$1,380,000 over and above other road costs for a pioneer access program designed to open new areas to economic and agricultural development.

The lack of roads places increased emphasis on air travel, and we have made comparable expenditures in that field for the development of pioneer and bush airports and to improve existing facilities to meet the increasing need.

Alaska has its shoulder to the wheel. We will continue to exert our financial resources to the utmost in developing our transportation system. But, we need some help if we are to overcome the handicaps imposed in past years.

Senate Joint Resolution 137, which is the outgrowth of a special Executive message by President Kennedy, provides the tools for a Federal determination as to the inadequacy of the Federal aid highway program to meet Alaska's existing needs. It also provides the means by which this inadequacy can be somewhat rectified.

It is, I believe, what the Senate Interior and Insular Affairs Committee had in mind when, in reporting the Alaska omnibus bill in 1959, it noted "that with

respect to highways Alaska has been inequitably treated in the past and would have entered upon statehood with a highway system much more advanced if it had been treated with respect to Federal aid highway aid on the same basis as the other States and territories."

The Senate Interior and Insular Affairs Committee went on to express its feeling "that the Congress still has a responsibility and a duty to examine this situation in the near future more closely in order to provide for equitable and equal treatment for the new State."

"It is hoped," the committee said, "that the appropriate committees of the Congress will, therefore, study fully this problem and recommend at the earliest possible moment the steps needed to assure Alaska's participation in the highway program on the basis of full equality, taking into consideration its limited past participation."

Consideration of the nature provided by Senate Joint Resolution 137 is urgently needed. I urge that your committee lend favorable consideration to the resolution. Thank you.

STATEMENT OF PHIL HOLDSWORTH, COMMISSIONER OF NATURAL RESOURCES,
ALASKA

Mr. Chairman, by way of supplementing the statements of Governor Egan and Commissioner Downing, the lack of a comprehensive road program throughout Alaska's history, commensurate with its potential for natural resources development in the national interest, should be discussed. The question is asked daily in Alaska, What are we doing to develop our vast natural resources? As a matter of fact we really know little more about the location, quantity, and quality of these resources than we did 45 years ago!

Why is this? We believe the principal reason is because normal road access to resource-rich areas has not materialized at a rate comparable to that of other areas throughout the Nation, nor has it kept pace with the increasing raw materials needs of the Nation. True, a lot can be accomplished in the way of evaluating our resources potential by the use of aerial photography, and airborne geophysical surveys. But the actual evaluation of these potentials as to quantity and quality is impossible without "on the ground" drilling of mineral deposits, sampling of soils, or measurement of timber. This requires highway access, or a combination of airport and road construction.

Proving the existence of much needed raw materials is only the first step. If these resources are to be of any benefit to the Nation, they must be available on the common market, competitive with other sources of supply. Here again, we must have a transportation network, reasonably comparable to that of our sister States, if national and free world self-sufficiency is to be developed to the utmost.

In addition to the raw materials aspects of natural resources, Alaska is wealthy in another resource of national significance—recreational opportunities. This potential has recently been confirmed by the Outdoor Recreation Resources Review Commission in its January 1962 report to the President and the Congress. A sample of the Commission's findings is quoted in part:

"Alaska is a storehouse of recreation opportunities. In this new State, with far less than 1 percent of the total national population, are 31 percent of the lands in the national park system, 65 percent of the wildlife refuge lands, 64 percent of the public domain, and 11 percent of the national forest acreage.

"This generous supply gives some indication of the role Alaska could play in meeting the recreational demands of the people of the other 49 States.

"There are difficult problems to be solved before this great potential can be realized. Alaska is still remote for most Americans seeking outdoor recreation; it takes time and money to get there. The prospect is that over the next 40 years, the public will have more of both and thus visit Alaska more. Advances in travel technology will also help."

These "advances in travel technology" need not be anything new or revolutionary. What Alaska needs most to make these recreation opportunities available to the traveling public is roads. Tourists from all over the Nation, driving to Alaska via the existing highway through Canada, are able to enjoy only the few recreation areas presently reachable by car. Half of the people entering the State by this route are in "campers" or cars with trailers, with the time and desire to experience the varied recreation opportunities Alaska has to offer. This is impossible of attainment without roads.

As Governor Egan has pointed out, Alaska has been given unequal treatment under the Federal aid highway program from the time of its inception until 1956. The resource potential of an area one-fifth the size of the rest of the Nation has, for all practical purposes, lain dormant because of this. The State of Alaska will only be able to contribute its fair share to the support of the Nation's needs when this "inequity" is corrected.

The provisions of House Joint Resolution 522, if put into effect, would provide the answers as to how this inequitable treatment might be corrected. We urge favorable consideration of this legislation by your committee.

Mr. KLUCZYNSKI. The Chair recognizes the gentleman from Missouri.

Mr. HULL. Mr. Chairman, I would like also to join in our compliments to the distinguished junior Senator from Alaska, and to Ralph Rivers, and to our good friend Senator Bob, who is the senior Senator, and with whom you and I served for a number of years. While I didn't vote for the admission of Alaska, Senator Gruening, still the Senator, Mr. Chairman, lives across the backyard from me and we have had many delightful visits. I know of his intense interest not only since he has become a Senator from the great new State of Alaska, but when he was Governor. With his lovely wife we have had many delightful visits. I know of Congressman Rivers' intense interest and his devotion not only to his State but to his Nation, and the outstanding work he has done since he has been here.

Also, of course, I think Senator Bob Bartlett is tops. I think Alaska is most fortunate to have these three outstanding men representing them, and our Nation is fortunate to have you three men representing our new State.

So, again I want to compliment all three of you, Senator Gruening, and I am delighted that you are here. I want to say that since Alaska is a State, I want to see it developed, and I think roads will create development for that great State.

Senator GRUENING. Thank you very much.

Mr. HULL. Just as it has been in this country. Wherever roads have gone they have brought business to those areas and also brought population in. So as far as I am concerned, I am with you 100 per cent.

Senator GRUENING. That is fine.

Mr. HULL. I am delighted to have been able to be here. We are mighty proud of you folks.

Senator GRUENING. I think that the last visit of the House Committee on Roads was back in 1945, and then Paul Cunningham of Iowa, Jennings Randolph, Glenn Beall, and one or two others, came up there. I think it's time for your committee to come up again.

Mr. KLUCZYNSKI. In 1945. Well, we're about due for another one.

Mr. RIVERS. I want to warmly participate in this invitation. I hope I will be up there to show you around.

Mr. KLUCZYNSKI. Fine. Well, we have had a fine hearing this morning and I want to compliment the State of Alaska on the wonderful testimony we have had. We will vote on this in the subcommittee and will report to the full committee in executive session. Thank you, gentlemen. The meeting is adjourned.

(Whereupon, at 11:25 a.m., the subcommittee adjourned.)

