



Congress and federal lands

TVA report summary—

Transportation

By SUE GAMACHE

The Fairbanks Town and Village Association for Development, Inc. has just completed a report that outlines the major transportation services that were available to rural communities in 1975.

The report covers air transportation and freight service, river transportation (barge service), and highway transportation and freight service.

Two aspects of air transportation that are of concern to rural Interior communities are the frequency of air service and the type of aircraft used for scheduled flights.

According to Rural Impact Information Program interviews last spring a number of persons said that although air service had become more frequent, that service had diminished since the sub-contract of outlying flights to an air taxi operator several months previous.

During the fall of 1973 and the spring of 1974, all non-manlike communities in the Galena sub-region had Skyvan/Otter service at least two days per week. By the spring of 1975, all outlying communities were served by aircraft owned by an air taxi operator.

The report found that by the fall of 1973, all communities in the Fort Yukon sub-region were served by an air taxi operator under contract to Wien Air

Alaska. A comparison of the frequency of service during the fall of 1973 and the fall of 1975 shows that all outlying communities in this sub-region had the same or increased service.

Allakaket, part of the Fairbanks sub-region, was surveyed by a Wien Skyvan/Otter in the fall of 1973. By the spring of 1974 it had been subcontracted to an air taxi operator, and by the fall of 1975 Allakaket had the most frequent air service that it had ever had.

In the McGrath sub-region a comparison of the fall 1973 and the Fall 1975 schedules shows that all outlying communities served directly by Wien lost one day per week service.

Service to those communities remained at four days per week during the fall of 1973 and during the spring of 1974 and 1975. Service was reduced to three days per week in the fall of 1975.

According to a Polar Airline agent in Fairbanks, in January, 1975, Polar Airlines instituted a flight from Anchorage to Valdez, Gulkana, Big Delta, and Fairbanks, five days per week. In October, 1975, Polar Airlines began stationing aircraft in Fairbanks in order to provide two stops per day along the route to Valdez, six days per week.

Flights to Tok/Tanacross and Northway also increased from

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After withdrawals of committed Lands U.S. will have vast areas

By JEFF RICHARDSON

It's all a matter of little time and great distances.

Congress is faced with deciding the fate of federal lands in Alaska by 1978. Congressmen, each with their own interests, must wade through a deluge of land use proposals and reconcile a variety of often bitter local, state and federal differences over how the land should be used and managed.

In 1971, by way of the Alaska Native Claims Settlement Act, Congress decided that the native Eskimo, Indian and Aleut people of Alaska should retain exclusive title to 40 million acres of land over which they had trod for thousands of years. In addition, Natives were to be paid \$965 million for the lands they had given up or had taken from them.

At the same time, Congress thought it wise to establish a mechanism whereby up to 80 million acres of federal land could be set aside for public use. These lands are commonly called d-2 lands, after Section 17(d)2 of the settlement act.

Alaska is a huge state, by any standards. Its 556,432 square miles are equal to approximately 363 million acres. Approximately 353 million acres were still in federal ownership as of 1973.

The State of Alaska, under its statehood act, is allowed to select nearly 104 million acres of federal land for state ownership and management. Even after the state and the Natives have completed their selections, there will still be vast areas remaining in federal ownership. It is this

remaining acreage, known as public domain, that is now under study and discussion.

The mechanism that Congress established for the study and classification of d-2 lands called



JEFF RICHARDSON
—photo by Sue Gamache

for the Secretary of Interior to submit to Congress his scheme for the division of public domain among the four agencies that manage federal land for

recreation and resource development under a variety of systems. They are the National Park Service (National Parks and Monuments), U.S. Forest Service (National Forests), Fish and Wildlife Service (National Wildlife Refuges) and the Bureau of Land Management (National Resource Lands). In addition, all four agencies are responsible for units of the Wild and Scenic River System in their areas.

The Interior Secretary was to base his plan upon the recommendations of a Joint Federal-State Land Use Planning Commission. Congress has the final say as to how the lands shall be classified.

In August, 1973, members of the Commission, one appointed by the President, four by the Secretary, and four by the Governor of Alaska, submitted their report to then-Secretary Rogers Morton. The report was the result of months of research, public meetings and consideration.

Later that year, Morton sent his recommendations to Congress, calling for 83 million acres to be set aside in federal reserves.

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Sheldon Jackson College students from across Alaska work in Seattle

Ten Sheldon Jackson College students from across Alaska are working in Seattle for three weeks as part of their college experience. The students are part of an Interim class at

Sheldon Jackson College in Sitka called Career Practicum.

After a brief seminar for orientation to the program the students flew to Seattle to experience what it was like to

actually work in their chosen careers.

They are living with families of the University Presbyterian Church and working full work weeks with cooperating

businesses in the area.

Each student receives training in working effectively and job attitudes, and becomes familiar with the non-financial rewards of the career he or she is

interested in entering.

A debriefing is held at the end of the work experience at which time each student will chart the administrative communication

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SJC STUDENTS TRY WORKING IN SEATTLE—Students working and receiving college credit during the January Interim are: front row: Millie Booth, Kotzebue; Irene Nicolai, Tanana; Maggie Charles, Unalakleet; Georgina

Karras, Sitka; and Janis McCormick, Naknek. Back row: Fredericka Brower, Barrow; Crystal Dailey, Sitka; Adam Kashtok, Kipnuk; Flora Chikigak, Alakanuk; and Fritz George, Akiachuk.