Dillingham Area Says'No'-

Meet on Corridors

From Bristol Bay By-Lines
The Bureau of Land
Management (BLM) sponsored a
meeting at the Dillingham Youth
Center January 28 for public
discussion of transportation and
utility corridors across the land of
Bristol Bay.
The BLM Corridor Planning
Team was headed by Tom
Schoder from Anchorage. The
Department of Transportation,
the U.S. Fish and Wildlife Service
and the U.S. Bureau of Outdoor

and the U.S. Bureau of Outdoor Recreation were also represented

Spokesmen for Bristol Bay spokesmen for Bristol Bay included Eric Treisman, attorney for the Bristol Bay Native Corporation, Harold H. Samuelsen, local Native leader, Samuelsen, local Native leader, Henry Cavalera, attorney for Alaska Legal Services representing South Naknek, Jo Ann Armstrong, representing Armstrong Air Taxi Service and Leo Lutchansky, resident of Dillingham Dillingham.

Mr. Treisman stressed the following points in his presentation:

The corridors being contemplated will be from 1 to six miles wide.
 The Secretary of Interior

does not have authority to make easements of such width across ourland

3. The assumption made by BLM that corridors involving pipeline should also reserve the option to include highway or rail transportation is in gross error. Mr. Treisman pointed out that the assumption directly contravenes the Secretary of the Interiors regulations that there are to be no speculative easements or floating easements.

Mr. Samuelsen stated that the Mr. Samueisen stated that the proposed corridors do not meet with the approval of the people of Bristol Bay. He added that opposition to the proposed roads in Bristol Bay is related to environmental degradation.

"The natural habitat of fish and same will be destroyed by erratic

The natural natural of rish and game will be destroyed by erratic development which makes our rivers and lakes into cesspools."

He noted that the only people who should have the power to decide where a road should be constructed are those who live where the road is going to be He where the road is going to be. He concluded that it was his feeling that the proposed corridor up to 6 miles is the first phase of breaking

miles is the first phase of breaking the agreement between the Mr. Cavalera stated that the people of South Naknek sent him as their representative to say "NO!" to the proposals for easements and corridors. He pointed out that Section 17(b)(3) of the Alaska Native Claims Settlement Act provides for the Secretary of the Interior to reserve easements where necessary.

necessary.

Mr. Cavalera said, "We don't think that it can be proven a necessity for these easements to made anywhere across

Mr. Cavalera stressed that some

Mr. Cavalera stressed that some of the proposals were apparently based on guess work, and the issues involved were so important that they required the most painstaking study and planning. He continued, "We believe that the Federal Leasing Laws do not require the taking of Native lands. The Alaska Native Claims Settlement Act was enacted by Congress to insure that Native people of Alaska could rely on the fact that they would be able to use their lands as they see fit; to protect their heritage, — their culture, their way of life. And that's the purpose for which these laws were given. Now the Government is asking that it be taken back. I think that's in violation of one of the areas that are excepted from the Federal Leasing Laws. are excepted from the Federa Leasing Laws.

"You can't take land s that are necessary to maintain the Native way of life. There is no authority for the corridor that is proposed to go across Bristol Bay, which is uder Section 17 (of the Alaska Native Claims Settlement Act)."

Mr. Cavalera noted that the Bristol Bay Regional Planning Council, which is authorized by Council, which is authorized by the State of Alaska, determined by a study recently that the people of Bristol Bay prefer that the subsistence economy be maintained and that any economic development that takes place in the area should supplement and not replace the supplement and not replace the sistence economy.

Mrs. Armstrong requested that more emphasis be placed on upgrading and maintaining service roads in this area of Dillingham. She pointed out that access to the airport is vital in the movement of it freight, and presengers at all air freight and passengers at all seasons of the year.

Mr. Lutchansky raised the Mr. Lutchansky raised the question, "Are there any energy resources in the area that require transport?" Annitionally, what modes of transport are necessary to carry such resources to make it? Social and environmental

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WANTED

BUSH MESSAGE

ALL DINYEA Village Corp. Shareholders and Board Members
FROM: Gene George, DINYEA oard chairman MESSAGE: A special board of MESSAGE: A special board of directors meeting of Dinyea Corporation will be held on Thursday, February 27, 1975 at 2:00 p.m. in the community hall in Stevens Village, Alaska. The meeting will concern (1) relations between the Stevens Village Council and the Dinyea Corporation, (2) village business corporation land selections and transportation easements, (3) use of federal lands within the Pipeline Corridor and (4) joint Pipeline Corridor and (4) joint projects of the Stevens Village Council and the Dinyea Business Corporation. For further information, please contact Greg Thies in Fairbanks at 452-2226

anytime.

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LEGAL NOTICE

NORTH SLOPE BOROUGH NOTICE OF EXISTING BONDED INDEBTEDNESS

This Notice of Existing Bonded Indebtedness pertains to the bond election being held March 11, 1975 by the North Slope Borough. The following is in compliance with Alaska Statutes 29.58.160 (b) and the Home Rule Charter of the North Slope Borough.

(1) The amount of bonds and purpose of their issuance and length of time within which the bonds shall mature is as follows:

nated Maturity nated Annual Debt Service \$403,241.11 Amount \$5,464,000 Purpose Public Housing Ord. 75-1 Length 30 years

(2) The estimated annual debt service on the proposed bonds at an estimated interest rate of 7% assuming a level debt service for each issue over the maximum maturity of 30 years would be reflected in the last column above entitled "Estimated Annual Debt Service."
(3) The current total general obligation indebtedness of the Borough, including authorized but unsold general obligation bonds is as follows:

Bonds Outstanding \$2,000,000

Notes Outstanding 18,650,000

Notes Outstanding 18,650,000

(4) The current year's debt service on the outstanding general obligation bonds of the Borough is as follows:

BOND ANTICIPATION

od s of the Borough is as follows:

BOND ANTICIPATION

NOTES OUTSTANDING

Notes Due October 29, 1975 Prin & Int -- \$14,810,250.00

Notes Due February 20, 1975 Prin & Int -- \$5,232,5500.00

GENERAL OBLIGATION

NOTES OUTSTANDING

\$108,300 608,300 378,300 363,300 347,700 332,100 316,500 brough //s 1980/81 1980/81 1981/82 (5) The current total assessed valuation within the Bor 259,803,440. Lloyd Ahvakana Borough Clerk

Pub.: Feb. 19, 26, & March 5, 1975

NEW ISSUE

Ratings: Moody's A

\$2,000,000

North Slope Borough, Alaska

(A county type general purpose governmental unit)

6%, 5%, 5.20% & 51/2% General Obligation Bonds, Series A

Dated February 20, 1975

Due February 20, 1977 to 1982

Interest Exempt, in the opinion of counsel, from taxation by the United States of America under existing law.

Priced to Yield 4.25% to 5.40%

according to maturity (and accrued interest)

These bonds are offered when, as and if issued and received by us and subject to approval of legality by Wood Dawson Love & Sabatine, New York City, New York. Such offering is not made hereby but only by means of the Offering Circular, copies of which may be obtained from such of the undersigned as are registered dealers in this State.

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February 18, 1975