

What others say...

CRISIS line open in Alaska

To the editor:

Effective now, C.R.I.S.I.S., Inc. has opened the crisis line to the state of Alaska with a small grant received from Alascom.

We are in the process of making and sending brochures around the state to let people know of this service. Although we have not had a toll-free line before, many rural Alaskans from places as distant as Nome, Cold Bay and Kake have called us just to talk. Now they can call free of cost.

We are a nonprofit agency that has been in existence for over 16 years. C.R.I.S.I.S. operates phones 24 hours day every day in the year. These phones are answered by trained volunteers, helpers coming from almost every walk of life. Our services are free to everyone.

The crisis line is there for anyone needing to talk to someone about any problem they may have. It is not there for therapy or any kind of long-term counseling, but deals with crisis intervention.

The volunteers who answer the phone listen, assess and, when ap-

propriate, make referrals if long-term help is needed. Our service is confidential in that we do not require callers to give us their names unless they want to share that information.

Over the past year, we answered more than 20,000 calls covering a wide range of human problems. About 20 percent of these calls are suicide related, people who may be suicidal, but are still reaching out for help or people who want to know how to help a friend or family member who is struggling with suicide. The volunteers are specially trained to handle suicidal callers.

Again, the crisis Line is there for anyone who would like to use the service. We can't solve another person's problems, but we can provide a listening, caring ear. Let us know if we can answer any questions or provide any additional information. Our goal is to help. Our toll-free number is 800-478-1600.

Sincerely,
Rosali Nadeau
Anchorage

'Amerika' has important analogy

To the editor:

Lately I've been watching the television series "Amerika," not because I haven't anything better to do but because there are some rather poignant parallels between what the Soviets did in the new Amerika and what "Americans" are doing to the Yupik and other Native peoples in Alaska and elsewhere.

While viewing "Amerika," I have been experiencing some very intense emotional reactions. It is the first time

I imagine I have come close to feeling the way reflective Alaska Native people must feel towards the imposition of a foreign pattern of life on their own.

I hope that while watching this mini-series viewers have not missed feeling this important analogy and that on feeling it they begin to act to prevent further disintegration of cultures that are but one expression of the infinite beauty of diversity in the creation.

Frank Keim
Scammon Bay

Support from Peat Marwick

To the editor:

I have just read the editorial in the Feb. 16 issue of the *Tundra Times* and, on behalf of the people at Peat Marwick, including myself, who have worked with the Board of Directors and staff of the *Tundra Times*, I would like to thank you for the favorable mention in your editorial.

We believe that the ongoing existence of the *Tundra Times* is impor-

tant and pledge our continued support and assistance. It is nice to know that it is appreciated.

You are to be commended for your efforts as well as your dedication in carrying forward the tradition of the *Tundra Times*.

Very truly yours,
John E. Stenehjem, Partner
Peat, Marwick, Mitchell & Co.

Al Adams discusses transportation

To the editor:

At the request of the Alaska Air Carrier's Association, and after discussion with several individual air carriers in my district, I recently introduced HJR 11 "Relating to transportation of mail to mainline and bush communities in Alaska."

According to the Alaska Air Carrier's Association, the current U.S. Postal Service mail distribution policy is causing severe problems for most of the major airlines and bush carriers in Alaska.

Specifically, the policy of allocating

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What others say...

Adams asks rural Alaskans to comment on transportation

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mail to cargo-only carriers, which bypass the regional hubs, i.e., Bethel, Nome, Dillingham, Galena and others, has removed critical mail revenue from the vast majority of carriers who also provide passenger service to rural Alaska.

This loss of revenue has forced many carriers to reduce passenger service and/or increase passenger fares, which is not in the best interest of rural residents.

This problem is further compounded by the large reduction and likely

elimination of the federal essential air service subsidy to Alaskan carriers.

It seems inappropriate that the federal government has been paying a subsidy to improve passenger service through one agency, the U.S. Department of Transportation, hindering it through the policy of another agency, the U.S. Postal Service.

Also, the proposed 8.1-percent reduction in the intra-Alaskan mail rate by the Federal Department of Transportation would further diminish the pool of mail revenue available to Alaskan carriers.

The carriers which serve my district that have taken past positions in support of the issues raised in HJR 11 in-

clude Barrow Air, Cape Smythe Air, Frontier Air, Mark Air, Alaska Airlines, Audi Air and King Air. There are many other carriers outside of my election district which also support this measure.

In addition, other organizations which have voiced support for the position taken in HJR 11 include the Alaska Federation of Natives, the City of Barrow, the Barrow Chamber of Commerce, the City of Dillingham and the Dillingham Chamber of Commerce.

I must also point out that a similar resolution was passed by the Alaska State Senate last year.

I recognize that there are some

benefits to bush residents receiving direct mail flights, but the benefits lost are potentially much greater. Continued reliable scheduled passenger flights at reasonable rates is extremely important to all of us. It does not seem prudent to risk this for more direct mail service.

I appreciate hearing from all rural Alaskans on this issue and welcome further information in this regard. A hearing on the resolution will be scheduled in the House Transportation Committee in the near future.

Sincerely,
Al Adams

Chairman, House Finance Committee