

Law School Offers Scholarships

For the fifth year the University of New Mexico School of Law will offer a Special Scholarship Program in Law for American Indians. Designed to encourage American Indians to attend law school and to assist them during their law school career, has been termed by Senator Fred Harris of Okla. as "one of the most exciting and most useful programs having to do with American Indians that I have come in contact with."

Approximately 35 applicants will be selected to participate in the summer portion of the program which consists of a special eight week session in which the students will receive an introduction to legal studies.

Regular law school courses

Flora . . .

(Continued from page 1)

entation schedule.

"I miss all the girls already," she said of the other contestants who obviously thought the same of her.

During the week long pageant preparation and presentation the girls spent most of their time at the Anchorage Westward Hotel busily rehearsing their parts in the performance. At the end, exhausted, Flora was elated after the exciting experience of wearing the unique Eskimo Olympics crown in the pageant.

On Thursday, April 1, she returns to her native village of Allakaket in time to attend the spring dog races.

This year, the Allakaket races will honor Flora's father, Edward Bergman, who died last fall.

Jessen Dies . . .

(Continued from page 1)

He became a partner in the Seward Gateway and served as editor for 16 years.

Jessen married Catherine Mary Jones 61 years ago in Seattle. Mrs. Jessen worked with him on newspapers in Cordova, Anchorage, Seward and Fairbanks as a linotype operator.

On January 23, 1942, Jessen's Weekly began operations at a time when Alaska was bracing for a Japanese invasion. Despite warnings it would not last the paper continued. A fire on Thanksgiving Day of 1948 destroyed the \$80,000 offices, but did not destroy the weekly newspaper.

After the fire, Jessen's published with the help of the News Miner and later moved into a quonset hut. In 1950, Mr. Jessen was featured in an article in Reader's Digest.

Mrs. Jessen became ill in 1959 and the paper was sold, but Jessen had to repossess the paper two years later. During the first months of Tundra Times operations in 1962, the native bi-weekly published in the Jessen's plant.

During the 1967 flood the newspaper plant was inundated and for the first time Jessen's Weekly missed its schedule. It was sold to other interests and came out as a morning daily in December 1967 - a daily which lasted only a year.

Despite Jessen taking over again and resumed publication, difficulties with Internal Revenue closed the paper in August 27, 1969.

On July 3, 1970, the All-Alaska Weekly began publication, co-published by Ernest Jessen and Thomas Snapp.

Jessen was a member of the Anchorage Igloo of the Pioneers of Alaska and had been honored by being named to the Alaska 49er Hall of Fame.

He is survived by his widow; two daughters, Mrs. Edward (Lois) Sandbeck of Fairbanks and Mrs. Kay Van Cleve of Anchorage, two grandsons and a granddaughter.

will be offered along with special courses designed to develop skills necessary for superior law school performance. Individual attention will be given each participant to assume that he is obtaining the maximum benefit from the program.

The summer session will commence on the 14th of June, 1971, and run through August 6, 1971.

For the summer session, single students will receive a stipend of \$500 for living expenses. Married students will receive \$800 with additional allowances for married students with children.

There will be no charge for books or tuition and a travel allowance will also be available.

During the academic year those selected to continue may enroll as regular law students at the University of New Mexico School of Law or any other accredited law school to which the participant has been accepted.

During the subsequent summers the student will be invited to work with agencies or law firms having an interest in Indian affairs.

For the academic year the living expense stipend will be

based upon need but will not exceed \$2400 for a single student. Allowance for each dependent will not exceed \$500.

Thus, a married student with three children would be eligible for up to \$4400 for living expenses during the academic year.

Any American Indian who has completed at least three years of college may apply. There is no prescribed undergraduate program and students may apply no matter what their college major has been. Individuals who have graduated from college within the past ten years are encouraged to apply.

However, since most law schools require a college degree for admission, only those who have completed college will be eligible to enter law school in the fall of 1971.

Selection for the summer session will be based upon the applicant's college record, his apparent aptitude for law and his interest in the program.

For application forms and any additional information write to: Mr. Vincent Knight; University of New Mexico; School of Law; 1117 Stanford N.E.; Albuquerque, New Mexico 87106; or call collect (505) 277-4840 or 277-2828.

Bush Air Routes . . .

(Continued from page 1)

fares are extremely higher."

If the CAB can subsidize service to other small communities in the lower 48 which do have alternate means of travel and communication, the examiner noted in his opinion, the Alaska case with its lack of alternatives is certainly qualified.

Of the various possibilities outlined by groups who testified at the Civil Aeronautics Board Alaska Route Hearings in Washington, D.C., Anchorage, Fairbanks and Ketchikan, the examiner favored continued certification of regional carriers to serve bush routes.

"Service by the regional carrier directly or through equitable subcontracts with the air taxis is the best available at minimal cost.

"The regional carrier has sufficient size to minimize its unit costs and it has the sufficient strength and revenues to either provide the necessary service or to provide back-up support for a subcontracting air taxi."

The examiner questioned, however, whether the CAB now exercises enough control over the many bush routes Wien Consolidated and Alaska Airlines subcontract to smaller carriers.

"In any event, the board should review all Alaskan air taxi subcontracts to see whether they provide adequate protection for the public and the air taxis in accordance with the policies and principles herein set forth."

These policies include provisions for contracts which would not only comply with present CAB insurance regulations for air taxis but be of sufficient duration to justify investments by the air taxis in equipment and facilities; provide that the air taxis be paid sufficient subsidy to support adequate service; provide that the certificated carrier furnish back-up support; and that the public be informed of the air taxi operation and given opportunity to voice its views.

The examiner orders two further investigations.

The first is an ancillary rate proceeding to determine the future subsidy needs of Wien Consolidated Airlines, Inc. and Alaska Airlines, Inc. Both of these airlines received increased trunk route operating authority in the examiner's decision which may affect their future needs for

federal subsidies.

Second, a proceeding is instituted to "determine whether subcontracts by certificated carriers to Alaska air taxis for the operation of bush route segments provide adequate protection for the public and the subcontracting air taxis."

Another bush procedure in question is the present '25 mile rule' which allows bush carriers to serve any point not already served within 25 miles of their routes.

This flexible service and the irregular route authority allow airlines to change their service as small communities move to serve mining camps, hunting camps and other mobile population groups.

Its weakness, the examiner suggests, is that the method provides service at the discretion of the carrier alone and might better be replaced by more flexible procedures for authorizing changes in bush service.

An operating certificate owned by Howard J. Mays is cancelled in the examiner's decision. This affects Munz Northern Airways, now operated by Richard Gallagher in Nome which will continue to operate under state authority.

Larger communities—the towns and cities in Alaska—are affected by the CAB examiner's decisions on major trunk routes which realign the airline route structure serving Alaska.

The decision suspends Pan American Airline's Portland-Seattle-Fairbanks route and other Alaskan routes except for its New York-Alaska-Tokyo global route. It also suspends Western Airlines' Southeast Alaska air routes and replaces both with increased routes to Alaska Airlines and Wien Consolidated Airlines.

Wien Consolidated Airlines also received more permanent authority to serve the Alaskan North Slope and Deadhorse oil production areas from Fairbanks—an area which Wien has traditionally served and which it has been serving under temporary operating authority.

At the present time, the examiner's decisions are under appeal to the full board and will not be implemented until the Board examines the proposals and reaches a final decision.

Hosp. Planning Fund Asked by Stevens

A total of \$2.6 million in planning funds for hospital facilities at Anchorage, Bethel and St. Paul has been requested by U.S. Senator Ted Stevens.

Alaska's senior senator, speaking before the Senate Interior Appropriations Subcommittee, said the replacement of present facilities at the three communities is needed.

At Anchorage, a 275-bed replacement for the native health service facility is a necessity, the Senator said. Estimated cost of the new hospital would be \$24.3 million.

The present hospital, a concrete building, was built in 1953 as a tuberculosis center. Since then, reductions in the tuberculosis bed requirements have resulted in a modernization of the facility to meet new health care needs, he said.

The earthquake of 1964 caused extensive damage to the hospital and the bluff behind it. A study of possible modernization of the present hospital

would cost approximately 90 per cent of the cost of replacing the facility, Stevens observed.

At Bethel, Stevens said the present hospital is in "terrible condition" and should be replaced with a \$980,000 facility. The 75 bed replacement would replace a wooden hospital that has serious problems with its pile foundation.

Cost of repairs have been high at Bethel, the Senator observed. Examples of recent expenses were a \$180,000 roof, \$70,000 sprinkler and fire detection system and emergency repairs ranging from \$69,000 to \$130,000 a year.

At St. Paul, the current wooden hospital would be replaced with a six-bed facility capable of handling out-patient and field health activities. The present hospital has constructed in the 1920's. Cost of new facilities is estimated at \$1.2 million.

Estimated cost of the planning programs for the three facilities would be \$1.5 million for Anchorage, \$980,000 for Bethel and \$90,000 for St. Paul.

Tanacross Relocation . . .

(Continued from page 1)

in the village. Otherwise, there is some money from summer firefighting but not much since a new BLM policy has cut out most of the recruitment in local villages.

So, the people in the village are almost invariably the old and the very young. Few of the families are headed by young men. Most of the village council speaks little English.

Alone, there is not much the people of Tanacross can do to rebuild the unspeakably bad housing. Yet, who would bother rebuilding a cabin on land which may be beneath the river level in not too long.

Who would bother rebuilding homes in an area where the wells are contaminated and which is cut off from the mainland as much as two months of the year by ice flows or high water. Each spring, at high water, the water level reaches to a foot below the street level—Highway department experts have reported a bridge to the village is prohibitively expensive.

So, the villagers of Tanacross are trying to move their village—as Minto moved and Dot Lake moved to new homes on dry land near the Alaska Highway.

Last Wednesday, more than 30 representatives of various state and federal agencies descended upon the village at the request of the village council to meet with them to discuss their proposed move to the other side of the river. The purpose of the meeting was to raise funds, and plan a new village for the people of Tanacross.

Oscar Isaac, the village chief, opened the two day meeting by explaining the reasons the village wants to move.

The village is on an island, Isaac explained, where erosion decreases its land constantly. During freeze up and breakup, the older children who go to school in Tok cannot get across the river to reach the school bus.

Then, there is tuberculosis, caused by the unspeakably bad housing and sanitation conditions in the village.

"We wish to change our life through a new village, better housing," Oscar Isaac told the agency representatives who came from such diverse federal and state agencies as ASHA, BIA, Rural CAP, State Schools, Development and Planning, the BLM, SBA and Public Health

Service.

Andrew Isaac, traditional Chief of the United Crow Bands of the Athabaskan Indians of the Upper Tanana has pushed for a move for the village since the late 1950s.

At present, the aged Chief lives in Dot Lake, in one of the seven sparkling new homes completed in December.

"In my time, Tanacross used to be the number one native village in Alaska," the chief told the agency representatives. Back in 1912, the village people moved to Tanacross from Mansfield Lake - to be closer to the Mission and trading post.

At that time it was high land and there was no Tok, no Alaska Highway. Now, they must move again.

Before he dies, the old chief would like to see his people relocated and with renewed hope.

The land on which the village wishes to build is State Selected land which the State of Alaska has agreed to utilize to house the village.

In order for the villagers to obtain the land on tax exempt status, changes must be made in its title. One possibility is to return land title to BLM, which will arrange for trust status.

On April 9, representatives of the Bureau of Indian Affairs, Alaska State Housing Authority and the Public Health Service return to Tanacross to discuss a move this summer. Tanacross wants to begin construction in 1971.

However, ASHA has already ordered materials for the more than 300 homes they plan this summer and the new fiscal year does not begin till July - a late date to begin planning construction in Alaska.

By the April meeting, representatives will know to what extent funding is available and will agree on some kind of organizational plan with the village council. Contracting to the village council, hiring a resource man such as Carl Charles of Dot Lake who supervised the building there or hiring an outside coordinator are all possibilities.

Unless funding can be found at this late date, the people of Tanacross will add another long, illness and hardship filled winter to the many they have waited through to move.