

Barrow, Agencies . . .

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Friday and discussed with Barrow councilmen and other spokesmen of the region current and future needs of the area.

The villagers want to meet certain pressing needs as soon as possible. However, they also want to be prepared for the future because they feel that the oil industry will probably have a permanent effect upon their area.

The 800-mile pipeline proposed by TAPS is slated to run through their region where large oil deposits have already been discovered.

The area referred to covers the northern part of Alaska and includes, in addition to Barrow, Wainwright, Barter Island, Point Hope and Anaktuvuk Pass representing a total population of about 3,000. All are members of the Arctic Slope Native Association.

There have been plenty of plans in the past for the North Slope area but the residents charge that they have been consulted on few, if any, of the decisions although they were often significantly affected by them.

Furthermore, the spokesmen say that the various agencies have not coordinated their efforts in the area often resulting in duplication and conflicting plans.

For these reasons the city of Barrow held the Interagency Forum.

The people so vitally affected by the programs want the one hand to know what the other is doing and they insist that they be informed and consulted before any moves are made.

With these overriding purposes in mind, representatives of Barrow and the Arctic Slope Native Association discussed specific needs with the agency spokesmen.

Some of the agencies represented were the Bureau of Land Management, the Bureau of Indian Affairs, the U.S. Public Health Service, the Alaska State Housing Authority, the Federal Field Committee, the Office of the Governor, the State Division

Claims . . .

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The AFN has requested title to 40 million acres.

Jackson, in opposing a large land grant, said that he did not want to see large Native enclaves in Alaska.

"That would be bad for the Natives and the growth of all people in Alaska.

This is not to deny the conveyance of some land, he added, but how much is the question.

Jackson is the chairman of the Senate Committee on Interior and Insular Affairs which is now considering the native land claims issue.

The budget bureau told the committee that spreading \$500 million over 20 years would insure a steady flow of capital into the proposed Native corporation at a rate which will give the Natives time and opportunity to adjust to the problems and demands of operating such an enterprise.

Hickel and his department voiced support for a single state-wide corporation for this purpose rather than a multiplicity of such groups.

The AFN has requested regional corporations that would vary in operation with the needs of the region.

Jackson's target date for getting the bill out of the Senate committee and passed by the Senate is before Easter, March 29.

The bill must then be approved by the House and a final compromise bill approved by both the House and the Senate.

of Welfare and the Arctic Research Laboratory.

They all endorsed several recommendations presented by the villages and Barrow.

According to Eben Hopson, executive director of the Slope Association, most of the participants felt the meeting was useful and especially those representing Barrow since its problems were discussed in detail.

Favorable reactions also came from Bureau of Indian Affairs' spokesmen.

Most left the meeting with some feeling of unity at least in approach, Peter Three Stars of the BIA commented.

The discussion was very free, he continued, and the representatives got a further realization of the need for maximum cooperation of all efforts there.

But will the endorsements be followed by concrete actions to improve the living conditions in the area?

Probably so, according to one representative at the meeting.

For one thing, the Federal Field Committee which was present supported the recommendations and volunteered to encourage state agencies to act. It is charged with the responsibility of coordinating all federal programs in Alaska.

Furthermore, this is an election year and the Arctic Slope Native Association has political power that it can use toward achieving certain goals.

Another interagency meeting is tentatively set for April to maintain and to add to the momentum gained at this first meeting.

Major recommendations endorsed were:

- housing for all four communities.
- electricity for both Barter Island and Anaktuvuk Pass.
- long range planning for the development of the coal mines at Wainwright.
- consideration of the improvement of the water supply for all communities.
- recommendations for ways to improve the fuel supply at Anaktuvuk Pass. The village has exhausted its timber resources and is currently using a supply of oil that will soon run out.
- post office buildings for both Barter Island and Wainwright, and perhaps Anaktuvuk Pass.

Most of these recommendations were included in a resolution presented by the Arctic Slope Native Association which was also endorsed by the interagency group.

Other parts of the resolution called for upgrading the Court System, development of a regional high school program, support of the AFN land claims position, and a supplement for satellite communications for rural areas.

The association's resolution had earlier been sent to the State legislature requesting that the lawmakers consider it and provide the necessary funding for implementation.

Also, at the meeting the following topics were discussed but no action taken on them: employment needs, the need for direct contact with TAPS by the local development corporation, air service for Barter Island on a more regular basis, recreational facilities, roads to the Point and to the Will Rogers-Wiley Post monument for the local people and tourist travel, graveling of the townsites of Barrow and Wainwright, recommendations for erosion problems, raising the lagoon dam and spillway in order to raise the water for future use by the whole community, borough organization for the area and a water and sewage disposal system.

Judge, Food Stamps Ft. Yukon

The Food Stamp Program must be made available to the residents in the Fort Yukon area or must be discontinued through-out the State of Alaska.

Such was the ruling of Judge Raymond E. Plummer of the U.S. District Court for the Dis-

trict of Alaska in a summary judgment handed down Feb. 10.

The suit was originally filed Aug. 20, 1969 by Alaska Legal Services Corporation on behalf of their clients, Mr. Elliott Johnson, Jr., Mrs. Leah Roberts, Mr. Richard Martin and all others in

the area who had been denied access to the Food Stamp Program by the Department of Health and Welfare.

In the judgment, Plummer directed the counsel for the villages to prepare, serve, and submit an order directing that the department "within 75 days initiate and make available to all eligible plaintiffs the benefits and provisions of the Alaska Food Stamp Program on the same basis as for all other eligible persons now participating in the program or that the Alaska Food Stamp Program be discontinued as to all persons residing in the State of Alaska." The order was submitted to the judge on Tuesday for approval.

The attorneys for the area charged that the department had introduced the program in most of the other areas of the State since 1967, but had refused to do so in Fort Yukon and the surrounding villages of Arctic Village, Beaver, Birch Creek, Chalkyitsik, Rampart, Stevens Village and Venetie.

Near the Arctic Circle, the Fort Yukon area has a population of about 1,300.

Many of the people depend upon the land for their food because of their low incomes, the villagers said.

The Food Stamp Program is designed to increase food consumption and to raise nutritional levels among the poor more nearly to a level of adequacy.

Larry Carr

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to live and that the problems that we have can be solved and must be solved, so that we can get the most out of our state.

He is strongly in favor of land claims legislation and unlike Governor Keith Miller, thinks the state government must contribute to the settlement.

During the last few months, Carr has traveled through Southeast Alaska, the Bethel area, Nome, Kotzebue, Fairbanks and many villages. In all areas, Carr has met in small groups with local people.

"I've done a lot of listening," Carr said. "I think that one problem is that many people in public office don't listen to the people."

Carr said during the campaign he will develop programs he thinks should be adopted by state government to benefit people.

"All the good will in the world won't solve problems, unless we develop the right programs, and then manage the government to see that the programs work."

Carr is married to the former Wilma Mosely who was raised in Ketchikan. The couple live in Anchorage and have three children, Gregory 18, Jacqueline 17, and Brian 15.

Potlatch

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Notti of the Alaska Federation of Natives and John Borbridge, president of the Tlingit and Haida Central Council. Other area dignitaries have also been invited.

Cooking will be done by the members of the FNA and volunteers from other sources. Chicken and ham will be cooked by the Universal Services of the University of Alaska.

Sam Kito said that FNA members will be approaching local merchants for donations toward the potlatch.

The annual FNA feast is held to coincide with the annual North American Championship Sled Dog Races in Fairbanks when heavy influx of people come to the city.

Oil, Charter Tiff . . .

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had a lease and should not be made to move.

The notice went out the last of August, Garland said, and all of the owners moved their planes except for Wright.

Wright, who owns three planes, has said that he would be glad to move if the airport could provide a space with adequate facilities for him to operate his business.

The space made available for him and the other light aircraft owners is on what is called the East Side of the airport—the other side of the main runway from Airport Way.

Two charter companies and most of the private owners ordered to move have relocated there.

In the meantime, the airport has leased the two lots that Wright has been renting for five years to British Petroleum and the International Mud Corporation, which supplies oil industries with a material for the drilling rigs.

Both companies are storing cargo on the lots and Wright is in the middle of the two. Monday, Wright could not get his airplanes to the runway because one of the companies had parked a trailer in the way. Thus, he said, none of his three charter flights could not run and he lost quite a bit of money.

According to him, the company had been ordered by their Anchorage office to park the trailer so as to block his access way.

In an effort to prevent other such occurrences, Wright plans to file a petition for a restraining order in the Superior Court this week. His attorney, Warren Taylor, explained that after the petition is filed, the judge will call for a hearing on the matter.

If granted, he continued, the restraining order would be to prevent the companies from molesting Wright or "interfering in his use of the lots on which he has a valid lease."

Wright and about 15 other airplane owners wrote to Governor Keith Miller protesting the move from the North to the East side.

However, the letter was referred to the Commissioner of Public Works who replied to the airplane owners.

However, Wright felt that nothing was accomplished by this correspondence.

Wright has questioned the moving of British Petroleum and International Mud to an area that had long been used by light aircraft.

According to the airport manager, the small aircraft owners had long complained about their location because large planes taxiing down the runway next to them often threw oil and gravel onto their planes. Also, not long ago, the brakes of a heavy aircraft failed and it crashed into a light airplane parked nearby.

For these reasons, Garland continued, the State had approved plans to move all light aircraft to the other side of the runway where there is more room, freeing the space where they had been parking for cargo storage.

Thus, he continued, the airplanes were given notice to move.

Shortly thereafter, Garland added, British Petroleum and International Mud lost their short-term leases to store cargo

on the South end of the airport and needed a lot to move to. The lots to be vacated by the small aircraft had been slated for cargo storage use so the land was leased to them. They plan to construct a direct access way to the runway and load the cargo directly onto freight airplanes.

And, they do not want Al Wright and his airplanes in the middle of their cargo because such will shoot their insurance rates up.

And Wright does not want to move for several reasons.

First, his office and waiting room are directly across from his parking area on Airport Way on land owned by him.

If forced to move to the other side, he said there would be no place close by where his customers could wait to board the airplanes.

There is a road leading to lots on the other side, and he has agreed that his passengers could wait in his office and then ride to the other side.

But, he added, it is a four-mile drive one way from the office over an extremely rough road.

Garland admitted that the road is in poor condition and said that a request for money to pave the road has been submitted to the State legislature. He expects the money to be appropriated and the paving to be done this summer.

Secondly, Wright and the others who wrote Gov. Miller contended that the East side is hazardous for light aircraft operation because "it is not a stable dust free area."

The apron or parking area there expanded last summer, Garland said, and the expansion is not paved. Similarly, money for paving has been requested and the project should be carried out this spring, he added.

Thirdly, the aircraft owners have said that the area does not contain minimum facilities such as tie-downs, private gasoline supplies, and electricity.

According to the airport manager the tie-downs will be installed this summer when the parking area is paved.

One commercial fuel pit is on the East Side now and another will be installed. The owners, he said, can use this gasoline supply.

Or, if they lease one of the lots rather than merely renting a space in the parking area, they can install their own gasoline tanks and run electricity lines to their property off main lines already in the area.

Garland added that this is what two of the charter companies that had to move have done.

Wright stressed that the cost of doing such, plus the cost of preparing the lot so that it can be used would run into a lot of money, even though part of the money for developing the land would be refunded over a period of years by the airport.

Garland said this week that since no settlement could be reached at the Fairbanks level the issue has been placed, more or less, in the hands of the state and the Commissioner of Public Works is working on the problem.

Taylor, Wright's attorney, sees the situation as a "bald-faced robbery," and "flagrant abuse of a man's rights."