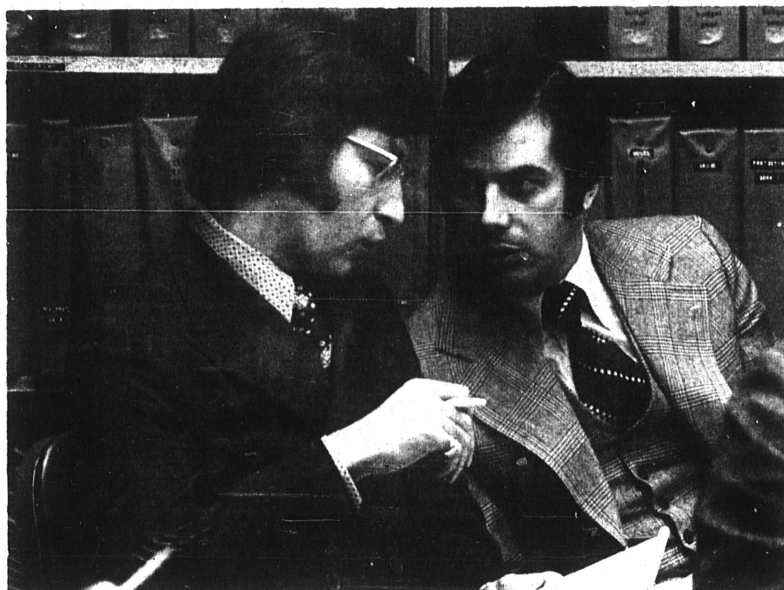


# PASS IMPASS CONTINUES



**LEGISLATORS CONFER** — State Senator Willie Hensley, D - Kotzebue, confers with Senate President Terry Miller, R - Fairbanks, during a committee hearing in Juneau last week. Tuesday, Hensley called upon the state to withdraw a right of way granted for the Hicel Highway through Anaktuvik Pass. If the right of way is withdrawn, Hensley indicated, both

## Hensley Asks Right of Way Withdrawal

**JUNEAU** — State Senator Willie Hensley, D-Kotzebue, said Tuesday that state action may be needed to resolve a dispute over use of Anaktuvik Pass in the Brooks Range by an Alyeska Pipeline Company truck convoy.

Hensley has asked State Highway Commissioner, Bruce A. Campbell, to review the matter. If not settled soon, the dispute could delay the convoys and jeopardize the time table for construction of the Trans-Alaska Pipeline.

"The real issue is not Alyeska's trucks, but the existence of a state right of way through the Pass that the village people fear will soon become a permanent state highway," the Kotzebue Democrat said. "A permanent road could dispute the peaceful, secluded way of life that the village people want to retain."

The Alyeska convoy is carrying heavy equipment for construction of a pipeline access gravel road. A delay in moving the equipment north through the pass would jeopardize completion of the road, which will follow the pipeline route through Dietrich Pass, east of Anaktuvik.

Hensley said that his investigation of the dispute showed no insurmountable obstacles for Alyeska in reaching an agreement with the village. "Alyeska has offered to compensate the village people for any damages," he said.

The real problem seems to be the state right of way. The

state has claimed a right of way ever since construction of a winter haul road, also known as the Hicel Highway, was established in 1970. "The village people are concerned that there will be trucks using the pass every winter, and that this will soon bring construction of an all-year gravel highway into their valley," Hensley said. "I doubt that the state will ever need two North Slope Highways," he said.

"The Alyeska Pipeline Highway, 40 miles east of Anaktuvik, will be a public road when the pipeline is finished. We will have the use of this highway and there will be no justification for the second road," he said.

Hensley suggested a withdrawal of the Anaktuvik right of way so that Alyeska can reach an accord with the village. He said that he would ask Campbell to review the matter.

"Most Alaskans are committed to an orderly development of our petroleum resources and construction of the Trans-Alaska Pipeline in a matter that is consistent with the interest of Alaskans," Hensley said. "The roles of individual Alaskans and Alaska's society will no doubt conflict with the activities of various oil and pipeline companies from time to time and reasonable solutions will have to be found," he said.

## Bureau Budget Reflects Contracting Preparations

By Karen Ducheneaux

Washington, D.C. - (AIPA) The Bureau of Indian Affairs hopes to contract out to Indian tribes, organizations, and individuals nearly \$159 million, or one-fourth of its \$634,682,000 appropriation request to the Congress for the coming fiscal year submitted by President Richard M. Nixon.

To achieve this end, a "new look" has been given to the BIA's budget for fiscal year 1975. In the categories of Education, Indian Services, Tribal Resource Development, General Management and Facilities Operations and Construction, a new line item has been added which reads "Direct Indian Operation."

The dollars shown next to the phrase are the amount of that program the BIA hopes to contract to Indians. Thus, the BIA is requesting \$219 million for Indian education. The BIA will control \$119,234,000 of that amount, and \$67,675,000 will go into "Direct Indian Education Operations" to be controlled by Indians through contracting.

Although for bookkeeping reasons, say BIA budget officials, "Direct Indian Operations" does not appear under the category of Road Construction, the BIA does hope to contract with Indians for \$3,486,000 of its fiscal year 1975 Road Construction operation.

The only BIA program area for which Indians will not be able to contract is Trust Responsibilities and Services, because

these programs involve the approval function over the disposition of trust assets - a function which has to be performed by an employee of the federal government.

### Positioning

The new look of the BIA budget, coupled with the 10 percent rollback in BIA Area Office and Agency personnel announced by Indian Commissioner Morris Thompson on Jan. 7 are only attempts to "position" the BIA so that tribes which desire to do so will find it easier to contract to run BIA programs, insists the Nixon administration.

This "positioning" is stressed repeatedly in the new fiscal year budget. For example, under Education in the BIA budget one finds the following phrases:

"In accordance with the policy of self-determination, funds estimated for direct tribal operations but, at the discretion of the tribes, not used for direct Indian education operations, will be otherwise expended by the BIA to carry out programmed and budgeted work. Any tribe decides against contractual arrangement, the services which they would have otherwise received will not be terminated or diminished."

President Nixon in his January State of the Union message to the Congress also underscored this point, stating: "Looking forward, I shall ask that the BIA make specific plans to accelerate the transfer of significant portions of its programs

to Indian tribal management, although I repeat my assurance that, while accelerated, these transfers will not be forced on Indian tribes not willing to accept them."

### Administrative Costs

It is also stressed by the Nixon administration and BIA budget officials that "appropriate administrative costs incurred by the tribe, organization or individuals in carrying out the work" will be included in that contract.

However, the ability of the BIA to include administrative

(Continued on page 5)

## Revenue Sharing Differential Asked for Living Costs

By MARGIE BAUMAN

Juneau Correspondent  
JUNEAU To State Rep.  
Chuck Degnan, D-Unalakleet, it

boils down to a simple matter of "Equalizing the buying power of the dollar."

Lack of transportation, compounded by communications problems, has resulted in a higher cost of living all over rural Alaska, says Degnan, in support of legislation to amend state revenue sharing provisions to reflect area cost-of-living differentials.

The Democrat from Unalakleet, where the cost of living climbs far above the Anchorage area, introduced legislation in the State House last year to distribute state aid to local governments recognizing appropriate area cost-of-living differentials.

It cleared the House Local Government Committee, then emerged from judiciary with some proposed changes in the form of a committee substitute bill attached House Finance Committee Chairman Oral Freeman, D-Ketchikan, scheduled a hearing on the matter Tuesday, Feb. 25.

Degnan feels that not only

(Continued on page 8)

## Editorial Comment— Uncertain Terms

It seems to us that each time Native groups act to defend their rights, they are accused by large economic interests and the conservative press of acting selfishly and in haste, and without forethought and without warning. This reaction is somewhat disconcerting to us, but we are learning to live with it.

We recall one such example of this typical reaction during one of the most crucial phases in the fight to obtain a just settlement of the land claims. Remember statements a number of interests made prior to settlement of the land claims? The same people who now say that it is just dandy that the Natives are able to finally get a piece of the action were, at that time, accusing Natives of being "greedy" and "arbitrary" and made use of other such terms which weren't especially flattering.

(Continued on Page 2)