

# JAMES BOREN TUNDRA TIMES' BANQUET SPEAKER

By HOWARD ROCK  
Times Editor  
FAIRBANKS — "When in charge, ponder. When in trouble delegate. When in doubt, mumble."  
Such philosophy is credited to this year's Tundra Times

tenth anniversary banquet speaker Dr. James H. Boren. When the banquet begins at the University of Alaska's William R. Wood Center, Dr. Boren will not be sitting at the head table. He will be in a jet aircraft approaching Fairbanks International Airport

from Anchorage. Earlier that day, October 20, in Chicago he will have delivered a speech at the Executives Club of Chicago. He will then board a plane there and arrive in Anchorage at 6:24 p.m. He will then board a Wien

Consolidated Airlines plane and arrive in Fairbanks at 8:19 p.m. Jim Thomas of James Thomas Associates in Washington, D.C., and who is a popular master of ceremonies for the Tundra Times banquets for several years past, persuaded Dr. Boren to be this

year's speaker. When Boren consented he said he "wanted to help the native people up there." The next day, October 21, Dr. Boren will travel to Anchorage and speak at the Tundra Times banquet there at the  
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## Tundra Times

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Tungit  
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Den Nena Henash Our Land Speaks

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Vol. 9, No. 58

Wednesday, October 18, 1972

Fairbanks, Alaska

# NICK BEGICH, BOGGS MISSING



EDITOR GETS POINTERS — Congressman Nick Begich is giving pointers to Tundra Times editor Howard Rock during his (Begich's) visit to Fairbanks. He was particularly concerned with the AFN debt that was amassing interest alarmingly. — Photo by FRANK MURPHY

## Slight Hope Remains As Signal Is Heard On the Admiralty Island

Hope was dimming as to the safety of Alaska Congressman Nick Begich, Hale Boggs, Democratic Majority Leader of the U.S. House of Representatives, Russel Brown and Don Jonz. The four men had become missing last Monday after they took off for Juneau from Anchorage.

But hope was also renewing as a U.S. Coast Guard helicopter reported hearing what is thought to be a distress signal emanating from the north end of Admiralty Island near Juneau.

The plane had taken off in treacherous weather and was believed to have headed for 3,000-foot-high Portage Pass near Whittier on a 3-hour, 30-minute flight to Juneau on Monday.

As the Tundra Times deadline approaches, some 35-plane fleet of rescue planes were being hampered by worsening weather in and around Anchorage, dimming the hope of all for the safety of the plane passengers.

Intense, fast talking and energetic, Congressman Begich has been a tireless worker in his office in Washington as a representative for Alaska. Hale Boggs, who holds the second most powerful position in the U.S. House, left with Begich and others at 9:00 a.m. from Anchorage and were last heard from at 9:12 a.m.

Russell Brown holds the position of a special assistant to

Nick Begich. Don Jonz is the president of the Pan-Alaska Airways.

Nick Begich is greatly known for his tireless style of political campaigning. He was in the middle of such a one when he and Hale Boggs boarded the plane for Juneau.

When Begich was in Alaska recently, prior to his latest visit, he visited the Tundra Times office and expressed concern over the debts of the Alaska Federation of Natives piling up with interest charges.

He said he would try very hard to help to resolve this AFN difficulty. He said he was also worried about what attitude Congressman Wayne Aspinall might have regarding AFN.

At the last report from the news wires, a signal has been detected which might mean something. The signal is said to be around Juneau and reportedly, helicopters are said to be heading for the area for a closer look.

A Coast Guard helicopter is said to be the one that  
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## Future of Arctic Commerce, Marine Transportation

The future of commerce in the Arctic and marine transportation requirements will be the subject of a 15 month study under a contract awarded by the U.S. Maritime Administration.

Senator Ted Stevens, announcing the contract award by the Department of Commerce agency, said the study will involve examining all facets of the development of commerce in the Arctic as related to the production and shipping of oil, gas and hard minerals, and to

determine the volume of ocean and coastal shipping required.

The study will be performed by the Arctic Institute of North America working with the private companies most concerned with resource development, marine systems and supporting services in the Arctic.

Stevens said the primary focus on the study will be on the requirements for marine transportation systems and port facilities in support of Arctic commerce. Specific areas to be

examined are:

Oil and gas industry marine operations; mining industry marine operations; ports and terminals offshore and onshore; tug barge systems and coastal shipping; support services — navigation and communications, environmental prediction, pollution abatement, utilities and labor.

## Hensley Makes Special Report— Amendment Paves Way to Pay AFN Debts

By WILLIE HENSLEY

There are two or three things I want to report to you on, but the main objective of my recent trip to Washington, D.C. was to go and see if we could push through the amendment that would allow for the regions to either guarantee or loan funds to the AFN to resolve the over \$600,000 of indebtedness that we have accumulated.

The primary problem I see that we have is the interest on the principle and the interest on the interest that was bringing us further and further into debt

— and other indebtedness that couldn't fit into other programs, so immediately upon being elected to the presidency by the Board, I had called Senator Stevens about our problem and drafted a letter urging him to do everything that he could possibly do, both from a legislative standpoint and maybe from the standpoint of getting a legal interpretation of the Act, that would allow us to wipe out that indebtedness.

And so he was able to attach an amendment which the BIA solicitor in the Interior drafted at my request, and that was

adopted in the Senate and when Congressman Begich and Senator Stevens were up in Fairbanks I flew up and met with them and discussed it and decided that it was necessary to go to D.C.

And Sam Kito and John Sackett were there and we lobbied the piece of legislation through. We did have some opposition from Congressman Wayne Aspinall and the Interior to some extent, because Assistant Secretary Loesch didn't approve of the language that would have allowed the regions to contribute funds to AFN.  
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## Secondary Native Students Sue Education Commissioner

By JACQUELINE GLASGOW  
Staff Writer

Molly Hootch, age 16, is a secondary school age child, an Alaskan Native, a citizen of the United States, whose community of residence and home is Emmonak, Alaska. She has completed the ninth grade.

During the 1971-72 school year, Molly Hootch was transported approximately 500 miles from her home at taxpayers'

expense to attend Dimond High School in Anchorage.

Molly and twenty-seven other Native teen-agers have filed suit in Superior Court in Anchorage against the Commissioner of Education, Marshall Lind; seven members of the state Board of Education; the director of the Boarding Home Program, James Harper, and the State Operated School System and Stanley Friese, its superintendent.  
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## Editorial Comment— North Star's Dim Future

The North Star III is a legend in all the coastal villages in Alaska. Its termination, possibly in the not too distant future, would be a real blow to the small communities especially those in northern part of Alaska. Its termina-  
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