

Hopson Interview...

(Continued from Page 10)

Fairbanks. I am saying that my constituency are Alaskans whether they are Native, white, black or otherwise. I like to think that my past record of public service — the territorial legislature, the state legislature for 10 years, having served in other capacities in the governor's office — that throughout my history I have never at any point categorized the extent of my constituency. I work for a Native person as well as I can and non-Native if they have a problem. That was demonstrated back when I was in the governor's office. I did a lot of things from the governor's office that were pointed out to me, some by Native people, some non-Natives. I like to think that because of my past record that when it comes to working for the interest of certain groups I am completely color blind. I'm completely color blind. In essence I like to think that the success of this election does not depend on Native people nor does it depend on the majority of the white people in Anchorage. The success of this campaign is going to depend on all Alaskans to go out and vote for a candidate.

Q: Could you give your views on the clear-cutting issue in the national forests?

A: I'm sorry that is one area where I need to get fully informed on and I am not informed enough to make an intelligent statement on it.

Q: Your opponent has proposed adding 51,25 acres to the existing federal lands system and 16 million acres to a scenic reserve system. He also proposes establishing corridors across federal lands. What is your reaction to this? Do you have a plan of your own?

A: I don't have a plan of my own. If corridors are needed to further develop our resources I would have no objection to that if they are needed. There's a tremendous value to having title to a piece of property. I think title to Alaskans is more important than for us to agree to federal ownership. The federal government already owns all of Alaska anyway. If 50 million acres to that extent means taking title away from private ownership, I think basically it is wrong. We need to develop the whole state and I would be in favor of the state's ownership as compared to federal ownership as far as all the lands in Alaska are concerned. I also say that ownership by individuals or corporations is very important because that is the only way the whole system operates. So if it came to the point of whether I am in favor of additional ownership by the federal government to the federal system, I would have to evaluate the purposes behind such arrangement. If they are needed I would probably go for it but I need to be convinced that they are needed.

Q: Do you have any opinions on that 16 million acre reserve system?

A: I'm aware of it, but I haven't really focused on the matter.

Q: Do you support the idea of the post of the commissioner of Indian Affairs being made into an assistant secretary of the Interior?

A: I think that's one thing that most of the American Indian people particularly in the Lower 48 have been wanting for many, many years. If it continues to be that I would

be in favor of elevating the commissioner of Indian Affairs to an assistant secretary. If that's what's needed, I would be for that.

Q: Could you briefly describe your qualifications for this office?

A: I've been involved in public service for some 30 years. I've served on the city council, the last two years of the Alaska Territorial Legislature. I've served 10 years in the Alaska Senate since statehood. I've served in other capacities, executive director of the Arctic Slope Native Association as well as the first executive director for the Alaska Federation of Natives which is a statewide organization. Following that I served for a year and a half as a special assistant to the governor in Juneau. During the last four years I have served as North Slope Borough mayor which is an education in itself, because we are the only home rule municipal government in the state dealing with the oil industry. A lot of our tax base happens to be the pipeline up in Prudhoe Bay. So I bring to my candidacy quite a varied variety of experience that I think leads to my qualification to represent the state in the Congress.

RARE GEESE ON CHAIN

Colorful geese are winging southward from Alaska wearing the latest in Aleutian fashions — green/yellow or blue/green plastic leg bands. Several are setting a new style trend with gray plastic neck collars. They are an endangered species, the Aleutian Canada goose.

Biologists of the U.S. Fish and Wildlife Service color marked these birds in hopes of monitoring the population — estimated at about 1,000 — and determining its migration route. Only two years ago bands helped trace these elusive geese to wintering sites in California. More of their secrets need to be learned to remove these birds from the endangered species list. Band sightings and/or bands reported to the Fish and Wildlife Service help add vital information to the recovery effort. Leg bands of orange, light blue, yellow, green, orange/green, and yellow/green also mark some of the birds.

The wild geese nest only on one tiny island near the Asian side of the 1,100-mile-long Aleutian Islands National Wildlife Refuge, Alaska. They used to breed on most of the islands until foxes introduced for fur-farming in the early 1900's wiped them out. No foxes were dropped off on Buldir Island, thus the geese had one sanctuary against extinction.



TRIBAL DEFINITION — Ray Paddock, president of the Tlingit and Haida Central Council (right) discusses the problems of the definition of an Indian tribe as it applies to Alaskan Natives in several pieces of legislation with U.S. Sen. Ted Stevens. The senator received a commitment from members of the Senate Interior Committee that the definitional problems in the Indian Health Care Improvement Act would be resolved before the bill goes into effect in October, 1977.

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North Slope Borough
Department of Public Safety
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LEGAL NOTICE

INVITATION FOR BIDS
STATE OF ALASKA
DEPARTMENT OF HIGHWAYS

Sealed bids in single copy for furnishing all labor, materials and equipment, and performing all work on Project RS-0785(4), Taylor Highway Bridges and Approaches described herein, will be received until 2:00 p.m. prevailing time, November 1, 1976, in the Commissioner's Office, Department of Highways, Island Center Building, Douglas, Alaska.

This project will consist of construction of five (5) prestressed concrete bridges and re-decking one (1) treated timber bridge all located at six locations on the Taylor Highway between Mile 43 and Mile 82. Included in the work will be graded approaches to all structures. The project is located northerly of Tok Junction, Alaska.

Principal items of work consist of the following: 52,000 cubic yards of unclassified excavation; 86,000 cubic yards of borrow; 4,500 cubic yards of subbase "C"; approximately 102 cubic yards of Class A Concrete, 8,800 pounds of reinforcing steel, and 7.8 MBM of treated timber, lump sum, all required; 12 each precast pier sections; 40 each, prestressed concrete structural members (16 each 80" Bulb-T and 24 each 110" Bulb-T); 6 each prestressed concrete abutments; 2,900 linear feet of structural steel piles; 1,900 linear feet of metal bridge railing; 2,300 linear feet of beam type guardrail; 4,100 cubic yards of riprap, class I and class II; and miscellaneous items of work. All work shall be completed in 300 Calendar days.

In accordance with requirements set forth by the "Federal Highway Administration," the following provisions are made a part of all advertisements or highway construction contracts:

"Bidders must submit certifications stating whether or not they intend to subcontract a portion of the work and, if so, that they have taken affirmative action to seek out and consider minority business enterprises, as potential subcontractors. Each bidder intending to subcontract a portion of the contract work shall make contact with potential minority business enterprise subcontractors to affirmatively solicit their interest, capability, and prices, and shall document the results of such contacts. A bidder's failure to submit this certification or submission of a false certification shall render his bid non-responsive."

Certification form (14-60) and a Directory of Minority Business Enterprises will be included with the bidding documents. Plans and specifications may be obtained by all who have a bona fide need for them for bidding purposes from the Chief Road Design Engineer, P.O. Box 1467, Juneau, Alaska 99802 at a charge of \$10.00 (non-refundable) for each assembly. Checks or money orders should be made payable to: State of Alaska, Department of Highways. Plans may be examined at Department of Highway Offices in Anchorage, Fairbanks, Valdez.

H. D. Scougal
Commissioner of Highways
Pub.: Oct. 20, 27 & Nov. 3, 1976