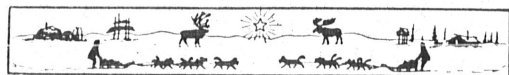


*"I may not agree with a word you say but I will defend unto death your right to say it." — Voltaire*

# Tundra Times



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## Other Voices—

### Interventions

An interesting facet of life in Alaska today is that intervention into local affairs by one group, usually conservationists or federal officials, is greeted with cries of outrage and indignation, while the most flagrant intervention into the issues of the deepest long-range import to Alaskans are overlooked or treated as examples of good citizenship.

Two recent examples of the latter are the intervention by several oil companies in the North Slope Borough decision and the passage of the development cities legislation, in the current Alaska Legislature.

The oil companies are saying in their suit to prevent the formation of the North Slope borough as desired by the local inhabitants that the needs of local government in Alaska must be subordinated to the needs of the outside financial interests who hope to reap tremendous profits from the North Slope oil while paying a minimum in local and state taxes. The last things that these companies want is to have to deal with a local government entity which has the power to represent the needs and desires of the local inhabitants. The suit is nothing but naked economic imperialism of the most flagrant type. It has been relatively unnoticed and unmentioned upon by the rest of Alaska citizens who are vehement in their desires for local government for themselves while equally ready to overlook those who would deny it to their fellow Alaskans.

Likewise, the development cities legislation is primarily designed to bypass local regional governments and to obviate the need for the creation of borough or city government in rural Alaska by creating local governmental entities that would be in large part under corporate control or at best more responsive to the needs of one developer than any government should be.

There can be little doubt that the existence of such legislation in the Alaska statutes will inhibit the growth of local government in the bush.

It is equally amazing that actions of such far reaching import would be undertaken without debate in the areas most affected and without serious consideration of its ultimate effect upon the successful implementation of borough government in village Alaska.

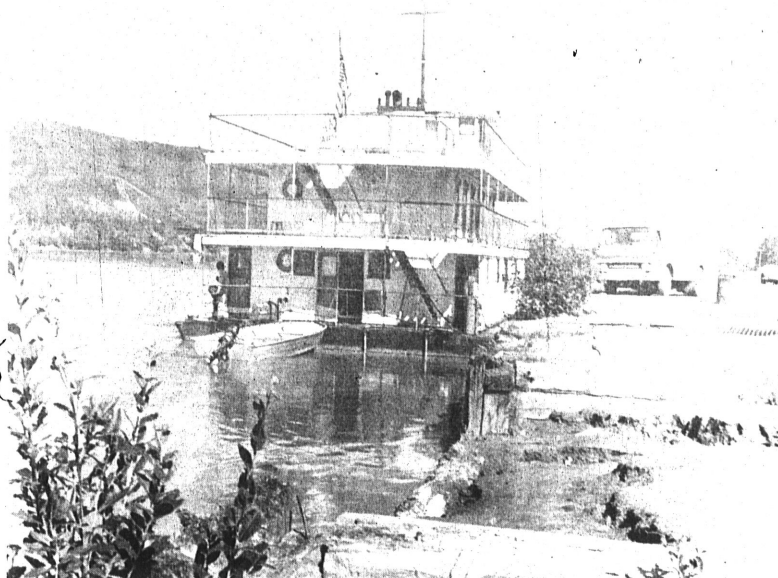
The question that naturally arises is, what concern is this of conservationists and environmentalists? The answer is that pollution control, successful land and resource planning, and every environmental concern must rest ultimately upon the involvement of a concerned government at every level. If Alaska's Natives are to be able to control their environment they must have governmental institutions through which to exercise their desires.

The federal and state government, no matter how concerned or well meaning, cannot take the place of a concerned local government in protecting an area from unwarranted or undesirable private and public projects. A classic example is the recent rejection of the freeway system by Anchorage. Eventually, the rejection of freeways had to institutionalize itself through some medium of government, in this case a triad of city, borough, and state officials working on a new plan.

It is inconceivable that the people of rural Alaska, the inhabitants of the unorganized borough, will be able to achieve a successful implementation of the land claims legislation if they cannot develop local governments or if their local governments are compromised and inhibited by such policies as that which led to the development cities legislation. There is nothing in the provisions contained in that law for land planning controls or resource regulation that could not be achieved by a borough government operating under the same state guidelines that govern all boroughs in pollution control, land planning, or other areas of environmental concern.

It is high time that outside developers were taken to task and called upon to justify their efforts to inhibit the growth of truly representative local government in Alaska.

(Courtesy of Anchorage Daily News)



THE RIVERBOAT TANANA CHIEF — at dock in Nenana. Yukon Transportation Inc. hauls bulk cargo on the Yukon River. Part of the Tanana Chiefs' profit-making ventures, the 65 foot boat pushes a barge ahead of it, loaded with freight, to Galena, Nenana, Tanana, Nulato, and points along the way.

— Photo by JACQUELINE GLASGOW

## Letters from Here and There

### Bicycle Vern Bikes as Far as Dawson Creek

7/23/72 Vernon L. Leifheit  
5344 Talawanda Dr.  
Fairfield, Ohio 45014

Howard Rock, Ed.  
Tundra Times

Dear Alaska friends:

My bicycle ride terminated in Dawson Creek on July 6th after riding 2,409.7 miles in 19 days, and I quit there because I was too uncertain about the length of time it would take to ride the 1,135 miles of gravel. It was a real tough ride up to this point and the head winds I encountered across Canada were a real back breaker. I also tore some stomach muscles loose and I was

in bad pain all across Canada. The hills didn't mess me up. It was the hard winds on the flat praries that did it to me.

Like I said before the gravel, of the Alaska Highway was the question mark of the entire, not so much because of the condition of the road but because of the time it might take to do it. I can ride any thing if I'm sure I have enough time.

So my plans are: —

Around July 1st, 1973 I will get my bicycle hauled to Dawson Creek and then when I do not have to be concerned with the amount of time it will take, I'll finish this damn ride if it kills me.

I will also ride a different kind of bicycle for the gravel. I will probably change to a 3-speed baloon tire bicycle for the trip from Dawson Creek to Fairbanks.

One other thing is the wind direction. I know now it would be far easier to ride from Fairbanks to Dawson Creek then the way I'll be coming due to the wind directions, but I'm too stubborn to do it any other way. In other words, I started the trip from this direction and I'll finish from this direction if it takes ten years or it kills me.

Well, Mr. Rock, you published my letters in your paper and I feel like I let the people of Alaska down, and this letter I hope explains things to them. So tell them I'll be back.

I'll subscribe to the Times for another year and I'll keep in touch with you and let you know around July 1st, 1973 my starting date from Dawson Creek, but I will be there.

It was suggested to me in Dawson Creek that I continue my trip to Fairbanks any way but I turned thumbs down on this idea.

When I get to Fairbanks, it will be on a bicycle, but not till next year.

Your reader friend from Ohio,  
Bicycle Vern

P.S. I seen some beautiful country up to Dawson Creek and I

know yours in the far north is better yet, and by bicycle you can get real close to wild life along the way. In Canada I was able to get within a few feet of wild ducks and at one point I was able to ride within 100 feet of the largest deer I ever saw in my lifetime. I'll be back because I will ride close to bears and moose too. I have a healthy respect for all wildlife and I do not get too close but close enough to see their eyes.

So, if you are disappointed about this ride; so am I, but like I say, I will be back.

Bicycle Vern

### Nulato Salmon Run Good

Nulato, Alaska  
July 15, 1972

Dear Editor:

Well the King Salmon is still running heavy. The best in years but the main Salmon run is less than 1/2 as much as last year.

Well I'm still fishing with net and fish wheel, even though I have no license.

Fred Stickman, Sr.

### Many Gifts for Queens from Local Firms

The Tundra Times would like to thank the following merchants for contributing prizes for the Eskimo Olympics Queen Contest and Native Baby Contest.

Their generous support throughout the years has made the Olympics a major community event, attracting visitors from throughout the state.

Donations for the Queen Contest were made by these businesses: Evelyn's, Estee Lauder, Colorama, cassette player, Let-

(Continued on page 6)

by Robert N. Zimmerman