

Anaktuvuk Pass Head Man Says Village Not Moving

The president of the village council at Anaktuvuk Pass, Bob Ahgook, stated in a letter to the Tundra Times that the people of Anaktuvuk Pass have settled down and are not about to move. His letter was in response to a story appearing in the Tundra Times on May 13 concerning the fuel situation in the small village

located deep in the Brooks range. The village now has oil supplies sufficient to carry it through the fall, according to Bureau of Indian Affairs spokesman. Through arrangements made by the BIA, the village has been receiving fuel free of charge but, after the current supply runs out, must secure funds to pay for fur-

ther supplies, the spokesman said. If forced to absorb the fuel costs in their individual budgets, the villagers will be able to do so only with difficulty. About four years ago the village considered moving to another location where fuel would be more easily obtained.

"The village has become a corporation and is now working with the BIA about the fuel supply," the president wrote. "The population of the Anaktuvuk village is now one-hundred and twelve (112) and have settled down and they're not about to move. They are here to stay." The story stated that the population of the village was about 80. Also, the president wrote, "our weather don't come to 50 degrees below zero. Coldest we got this year is 42 degrees below zero for only a few days. But we

always have a lot of wind." The paper stated that the vil-

lage has minus 40 and 50 degree temperatures in the winter.

No Out of State Workers

Senator Mike Gravel today protested the U.S. Navy's decision to use out of state workers on a building renovation at Barrow, Alaska. In a wire to Defense Secretary Melvin Laird, Senator Gravel said, "The Federal Government simply cannot move workers into areas of extreme unemployment, taking jobs that rightfully should go to local people."

The job in question is the renovation of the old Arctic Research Laboratory at Barrow, operated under a U.S. Navy contract.

Senator Gravel said skilled craftsmen working on the job are from California.

"Electricians, carpenters and members of a number of other trades are sitting on the bench in union halls throughout Alaska

waiting for work," he said. "They are understandably outraged," Senator Gravel continued, "that people would be imported from California to do work they are qualified to perform."

Senator Gravel said that it is "cruel public policy and it must be changed in Alaska, and immediately at Barrow."

California Indians Suing Police For Brutality, Discrimination

On May 20th four Indians from Big Pine, on their own behalf and for all other Inyo County Indians, brought a civil rights lawsuit against Inyo County Sheriff Merrill Curtis, one of his deputies, James Douthitt, and the County of Inyo.

The suit was brought in Fresno Federal Court. It seeks damages totalling \$410,000 and an injunction restraining Sheriff's officers from beating, intimidating and harassing plaintiffs and Inyo County Indians in general.

It alleges specific acts and a pattern of misconduct against plaintiffs because they are Indians.

An 8 by 10 color photo of plaintiff Tiffany Hill is attached to the papers filed with the court. It shows a bloody head wound which required 17 stitches to close.

Infliction of this wound by Deputy Sheriff Douthitt is the basis of one of the claims in the suit.

The question of relations between the Sheriff's office and the Indian community in Big Pine is also the subject of an inquiry by the Inyo County grand jury.

The County District Attorney was disqualified by the Inyo County Superior Court from conducting the grand jury investigation on the ground that it would have been a conflict of interest for him to prosecute the Indian complainants, investigate their grievances and defend against their civil rights suit.

The motion to disqualify the District Attorney and the Federal suit were filed by George Duke, Director of California Indian Legal Services, an OEO program.

Debate . . .

Continued from page 2 state funds for the haul road. He says the problem is one of priority, with the state needing other public works facilities more at this time.

He maintains the pipeline companies when they get a permit to construct a pipeline and when they know where the pipeline will go, will pay for the cost of constructing a haul road between the Yukon River and Prudhoe Bay.

Carr said that Egan has consistently backed Republican Governor Keith Miller's request that the state fund the road.

Nerve Gas . . .

Continued from page 1 acceptable to the people of Alaska."

Pointing out that the gas is so deadly a mere one-tenth of one drop on the back of a person's hand would kill him with in ten seconds, he said "one can readily imagine the horrendous toll that would be taken in human life were there to be an accident releasing even a small quantity of this lethal substance."

The Senator urged that the gas "either remain in Okinawa or be detoxified and destroyed. "Under no conditions," he said, "should it be shipped to Alaska or anywhere else."

Here in Alaska Gov. Keith Miller expressed firm opposition to Defense Department plans for transporting a quantity of nerve gas.

"Under no circumstances will I condone this action," Miller said. "I will oppose the plans with every means at my disposal."

Miller said he did not want the federal government to use Kodiak as a "dumping ground" for the nerve gas just because plans to store it in Umatilla, Oregon have met with still opposition.

"The opposition will be just as stiff in Alaska," he said.

In his telegram to Defense Secretary Melvin Laird, Miller said, "The proposed shipment poses potential danger to the residents of Kodiak, Alaska's largest commercial fishing port and the second largest in the nation. Urge you to consider detoxifying and destroying the gas, rather than moving it to another location."

Borbridge Raps State . . .

Continued from page 1 Court for a rehearing on the basis that the district court should have considered native claims to the land based on use and occupancy before making its decision.

The appellate court suggested that the lower court, however, hold the case in abeyance pending the resolution of the Native Claims by Congress.

The State then petitioned the U.S. Supreme Court for a writ of certiorari, which was recently denied. Then May 20 the State announced that it plans to push for a rehearing in the District Court.

Concerning this latter action, Borbridge wrote, "The native people wish to reiterate and to emphasize strongly that we remain firmly of the view that legislation is without question the best means of justly and

equitably settling the aboriginal rights of the natives."

"Although the decision of the Ninth Circuit Court of Appeals shows that there are alternative means available to the natives to protect their rights, resort to them would very likely take years of enervating administrative and judicial proceedings, which would serve the interest of neither the State, the nation, nor the natives.

"I think that the State undoubtedly can best serve the cause of advancing the land rights of its native citizens by awaiting the termination of the Congress."

Borbridge added that he felt very proud of the fact that, in this, the native peoples are choosing to avoid unnecessary judicial proceedings.

Mrs. Paul Dies . . .

Continued from page 2 couple moved to Seattle in 1957. Known as an organizer, Mrs. Paul was the president of the Alaska Tuberculosis Association. She wrote a book on home care of tuberculosis patients.

Along with belonging to numerous organizations, she was a life-long member of the Presbyterian Church. She was a Sunday school teacher for some 60 years.

Survivors include her husband, sons William, Frederick, Robert, and daughter Mrs. Frances De-Germain, eight grandchildren, all of Seattle.

Mrs. Paul was buried last Monday. Memorial services were held at the First Presbyterian Church in Seattle under the direction of Johnson and Sons. Memorials were directed to Seattle Indian Center.

HUD Seeks Way . . .

Continued from page 1 HUD's new housing programs, unlike their earlier ones, could meet Alaska's unique housing situation. If this is the case, the Senator said, Alaska's rural areas could have more housing than the Remote Housing Program could provide.

Pushing toward this end, Stevens arranged the meeting in Anchorage between HUD and State officials.

According to Robert Schenker, the Executive Director of the ASHA, "the HUD officials left Alaska with a much greater appreciation of our housing problems."

The representatives, he said, visited Nome, Kotzebue, and Shismaref and studied deplorable housing conditions. In Shismaref, 22 houses had been com-

Pipeline Exploration . . .

Continued from page 1 kon River last winter, Noldan said, because it was largely concerned about the road to accompany the pipeline.

TAPS' request raises many questions about the role of the Bureau of Land Management in the construction of the pipeline and haul road.

According to Noldan, the BLM is responsible for protecting public lands, which most of the pipeline will cross north of the Yukon River.

Thus, he added, the agency is concerned about how TAPS will move the pipeline to the construction site, where they will put the road, where they will put the pipeline, and how they will move material for the construction of the road.

Concerning drilling this summer, the engineer stressed that he would like to see a lull until next fall because there is not much that can be done without tearing up the soil in the summer.

Drilling usually involves a tracked vehicle with the drilling equipment, a caterpillar to assist the vehicle in rough places, and a personnel carrier vehicle - all weighing a total of about 30,000 pounds.

TAPS, he added, has tentatively proposed sending 15 to 20 such units north of the Yukon this summer.

Noldan went on to discuss some of the dangers that would be presented by such a team.

To cross the numerous streams in the area, a CAT would have to cut down stream banks and could possibly damage wildlife in the stream. Permafrost might be exposed as the equipment tears up the earth in its path. And, trees will have to be knocked down.

During the summer, fires are a real hazard and a spark from the machinery or a cigarette butt accidentally tossed to the ground could damage many acres of land.

A lull during the summer, Noldan added, would guard against such dangers and close examination of the plans for the proposed haul road.

TAPS has proposed where it would extract the gravel for the haul road along the proposed route, but the BLM has not looked to see if the gravel is there and if it can be extracted without damaging the environment, he said. The exact site of the gravel pits has not been determined and a method for excavating the sites so that they are hidden from the road has not been agreed upon, Noldan added.

BLM engineer, James Hender-shot, explained that TAPS and the BLM learned quite a bit in

the construction of the recently completed 55-mile road from Livingood to the Yukon River.

The contractors learned to stay away from permafrost, which runs in streaks, as much as possible and now know better how to work with it when necessary. The BLM, he added, realized the need to closely supervise clearing for the road and opening of the gravel pits in order to minimize damage to the land.

The construction companies, Noldan said, will eventually be required to smooth over and revegetate the areas from which the gravel was taken. Possibly, the Bureau has said, some of these cleared areas can later be used for recreation and camping sites.

Noldan stressed that any road built to accommodate large trucks carrying pipeline equipment would be durable enough for campers to use after the pipeline is completed.

For construction of the pipeline south of Fairbanks, TAPS has planned to use existing highways - mainly the Richardson Highway, he said. Such a plan will require the construction of feeder roads from the pipeline to the main highway. Noldan added that the BLM has asked TAPS for information on the location of these feeders but has not yet received any.

Another area of concern for the BLM has been the construction camps along the proposed route of the pipeline.

When it appeared that the permit for the road north of the Yukon would be issued, the BLM issued eight camp permits at various intervals along the route. Most of the camps are now complete and have sufficient equipment to finish the haul road. The BLM recently took a group of newsmen on a plane trip along the route of the pipeline and stopped in the Dietrich Camp in the Brooks Range for a first-hand look. There, as at other camps, heavy machinery was lined up, standing idle waiting for construction on the road to begin.

At the camp designed to handle about 300 men, only 40 were there.

Most of these are putting finishing touches on the camp. During the winter, the center line for the road was surveyed and some soil samplings were taken for the road. In these camps the BLM is responsible for seeing that both the exploration and construction work on the camps damage the tundra as little as possible.

One supervisor handles each of five construction companies stretched from the Yukon River to Prudhoe Bay, and thus in most cases, has a large amount of territory to cover. Green Construction Company has three camps and Burgess Construction Company two, but both have only one supervisor apiece. The staff, Noldan said, will need to be increased to seven 3-man crews once the road construction starts. TAPS, he added, is supposed to reimburse the BLM for the costs of this supervision, but no agreement has been worked out yet.

Under the BLM permit system, when the road and pipeline are built, the camps will be pulled out, and the companies will have to restore the land or act as otherwise authorized. They can pull out their utilities system and housing facilities, which are basically large mobile units, but much or part of the facilities might be left behind for camping areas.