

"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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Writer Discusses Alternate for Pipeline

By ALFRED GRANT

I am writing to your paper about a very serious concern which involves our people and their long treasured environment.

In the years of 1968 and 1970 I spent in the State of Arizona. On the way there we flew into the sprawling metropolis of Los Angeles. As we approached this enormous city one could see a dirty grey and brownish blanket of smog covering the city. It was terrible to see after leaving Alaska. In my lifetime while I am able I will try to combat any effort that may be made to modernize our beautiful state.

At the present time, there is a big push to make the pipeline a reality. Those in high offices, who are supposed to be representing us, are trying to see to it that it is built right away. I ask if this is true representation. I should say not. If they want to do this in a democratic way they would let us Alaskans, who have to live with such a monster, vote on it. If this happens I'm sure that it would be defeated. Naturally, you will wonder why I have come to such a conclusion. These are some of my reasons.

(1) At the present time I know of no program in Alaska that is trying to train us Alaskans to be prepared to work on the pipeline also to train anyone to maintain it after it is completed. So naturally the skilled workers will be imported, leaving us Alaskans out of jobs. I keep hearing people say, "I sure wish they'd begin construction right away so I can go to work."

Sure there will be a lot of work, but again I ask. Are you skilled for this type of work? Are you a trained welder? Are you able to operate the complex machinery that will be used to lay the pipeline? Man, think about these things before it is too late. I say if Tanana Chiefs was on the ball as an organization that is supposed to represent us Natives of the Interior, they would be working towards a training program to prepare us for these highly skilled positions. If they are doing it, I for one is not aware of any efforts toward this goal.

(2) How about the line after it is constructed. I am wondering if it will truly be spill proof? Would they be able to control it if it should spring a leak? And how soon? Perhaps after thousands of gallons have drained into our unpolluted streams. This reminds me of the untold damages that were caused by the mining industry to Minto Flats. Minto people were never reimbursed for this damage to their land. Personally, I would like to see Mother Earth stay undamaged. It's too bad animals were made so they can't speak for themselves. Why does man whom God made to have dominion over this beautiful world has to be so money hungry. I can't help but envy my forefathers who lived in their natural habitation undisturbed. I still say they were smart as they only killed what they could eat. Which reminds me of the damages my so-called civilized white brothers are doing to our game in Alaska. Just image one killing a moose just for the head trophy. And oft times they would leave 1300 to 1400 pounds of prime meat lying right on the spot of the kill. This could keep an average Native family fed for a whole month. Great game hunter, does this make you feel world famous? I hope the guilty parties that kill for trophies, and not the meat for food, sleep well. I imagine hunters killing ducks just for the meat that covers the breast of the bird. The rest is thrown away. This is common practice. They catch fish in the Minto Flats and leave it lay to rot when our Natives are trying so hard to catch this for food.

On our highways, there's a \$500 fine if one is caught litter-bugging. I wonder if those who litter our streams and land think about this as they leave our grounds with trash lying all over. I for one would certainly hate to see any more highways built if man has no respect for what God made for them to use. This is where the law should be enforced more strongly. Everytime we citizens make a complaint all they would say is that they don't have enough game wardens, or "we don't have the money" to hire more airplanes and more game wardens. Money you talk about that we're short of, yet billions is being spent on wars overseas. And, also, I can't see spending umpteen millions shooting man to the moon. If God wanted man on the moon, our famous astronauts would have had a welcoming committee, wouldn't they? If there are people on Mars I sure wouldn't want our litter-bugging earthmen to go up there unless they learn to keep their own beautiful earth pollution-free.

Another thing that will attract outside undesirables is fast money which the pipeline construction would bring. I don't think

Letters from Here and There

Telida Neglected For a Century

Koyukon Development Corporation, Inc.
Galena Center
Box 72
Galena, Alaska 99741
October 20, 1972

Dear Editor:

I was dumfounded and unable to believe during the Board Meeting of the Koyukon Development Corporation, which is a RurAL CAP organization, to find that in the history of Alaska and its purchase by the United States more than a century ago, there is a village where 18 people are living under conditions that existed more than a hundred years ago. The village is Telida and the people still make it their home.

Telida is one of the oldest, inhabited villages in the Interior of Alaska, and nothing has been done for its people. This should bring attention to all senators, representatives, state and federal government agencies, and the governors of Alaska.

They have no Post-Office and postmaster, schools, clinic, stores, airfields, and no way of communicating.

The present airfield was hand-made by Karl Seseui and the only tools he used was an axe and a shovel. He spent two years of his lifetime making this airfield, believing that his people might get a Post-Office, and other agencies could eventually come in with their projects, but only to find that it cost the village \$70 or more to charter a plane which brings their supplies and mail. Karl Seseui and

his people are paying a dollar or more for a letter for their mail service. The Post-Office Department make him and his people pay the necessary postage on their letters to move their mail, but refuse to give them the mail service, as well as any isolated village in Alaska, that other United States citizens are given. Proper mail service is desperately needed in these areas as it is the only link with the outside world, and the people can benefit from it like the other places in Alaska and the United States.

I ask all of you to make it an all-out effort to see that the village of Telida get their mail service at least once a month, and that the Post-Office Department establish a Post-Office in Telida, and also, appoint a postmaster.

I request that the present Governor of Alaska to check the State Agencies as their responsibility to see that the village of Telida gets a school, so their children won't have to be sent by poor transportation conditions to a nearby village called Nikolai to go to school. The children should be able to live in their own village and learn.

The BIA should have responsibilities to see that Telida gets a school, and a co-op store.

Every village is entitled to a clinic and radio communications, and so is Telida.

The Department of Aviation should start working on an airfield that will make it possible to have transportation and freight adequate to the other villages. Instead, they had to wait for 76 year old Karl Seseui with his old axe and shovel to make the airfield.

I, as the Regional Director of the Koyukon Development Corporation, will demand an answer

from every agency, except for Tundra Times of course, and to whoever this letter is addressed to.

Yours very truly,

James Huntington
Regional Director

cc: Sen. Mike Gravel
Gov. William Egan
Morris Thompson
Bryan Motlock, Local Affairs
Dept. of Aviation
Dept. of Education/
State Operated
Schools/Anch.
Post-Office Dept./Anch.
Tanana Chiefs Conference
Tundra Times
Public Health Services

Heads Swollen, Writer Claims

October 16, 1972

V-3 Division
USS Oriskany CVA-34
FPO San Francisco, California 96601

The Tundra Times
Box 1287
Fairbanks, Alaska 99707

Dear Sirs:

An open letter to the members of the Alaska Federation of Natives seems appropriate at this time.

Now that the land and money have been allotted to the AFN, it is beginning to fall apart. Differences were with the Federation from the beginning but that did not prevent the leaders from making a united stand. They compromised their differences. But now, their heads have swollen. Now, they do not look for the several answers to the problem. No, there is only one right answer to the problem and anyone that has a different solution is wrong (so it seems). Where are the compromisers that got us our settlement? Are they too big to compromise any farther?

When leaders begin bringing suits against each other, the followers begin to question the intentions and sincerity of their leaders. Are they doing what is best for us? Or are they doing what is best for themselves? Are they trying to protect public images? Are they trying to protect reputations? Are they doing anything worthwhile at all?

Reputations and public images have a way of complicating business matters. A person trying to protect an image or reputation has two questions to answer . . . "Is this the best for the people?" . . . and . . . "How will this make me look in public?" People with images to protect will more likely than not, protect the image than do what is best for the people they are serving. The Alaska Federation of Natives has too big a responsibility to the Native peoples of Alaska to be bothered by "reputations" and "public images." My advice is to go go ahead with the office cleaning and get rid of the reputations and public images in the way.

Respectfully,

Fred Sagoonick

the present law enforcement force could cope with any added crime increase. Look and read into our past American history and you will learn how big money attracts the scum of society. Look at Anchorage for instance. As it grew into a fairly big city, it also grew in crime rate and I'm sure not one of my Alaskans want to inherit such a society amongst our midst.

Why can't the richest and most industrialized nation in the world build a railroad line to ship all that reserve oil stateside? They could use this line to haul millions of tourists. And in the event of war, we could sure use such a line, too. Railroad tracks can be replaced real fast like if bombed. Whereas a pipeline if bombed can catch fire and take millions of dollars up in smoke. And imagine the destruction to the environment in this event. I hope that this letter will make those that are in a position to do something constructive about this grave problem that is confronting us, would become aware before it is too late. I urge all my fellow Alaskans to write to their representatives and congressmen and people in high places about the pipeline.

Remember this — we are the ones who are going to have to live with this for as long as the oil flows. And if it should no longer be used for oil could they dismantle it and cover up the ground they tore up. And would they plant trees to cover up the scar which would be across Alaska?

As a veteran and an American citizen, I feel I have every right to speak up for our rights which were written in our constitution. If Smokey the Bear could talk, I believe he would be behind me 100 per cent in my beliefs.

I say, America, keep railroading. Or as the young people say, "Keep trucking."

Traffic Safety Record

Alaska's traffic safety record for the first eight months of 1972, rated first in the nation in percentage decrease in highway deaths, a spokesman for the Department of Public Safety said.

Alaska had seven less traffic deaths with a figure of 32 or a decrease of 18 per cent from the toll of 39 for 1971. Alaska's traffic deaths per 100,000 population rated second low in the country with a 15.3 percentage.

Lowest figure was the District of Columbia with 11.1 per 100,000 population.

Highest amount of traffic deaths per 100,000 population was Wyoming with 63.5. Second highest was Montana with 58.3 per 100,000 population.

Montana had the highest death rate per 100,000,000 vehicle miles with 7.0. Next was Mississippi with 6.9. Alaska had no figures in this category.