

# Udall Reviews Indian Omnibus Bill . . .

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educational and political life; and to permit them to exercise greater initiative and self determination. The bill results from considerable consultation with the tribes, themselves.

The main feature of the bill authorizes the appropriation of \$500 million, not

more than \$100 million in the first five years after enactment, for an Indian loan guaranty and insurance fund and for a direct loan revolving fund.

The loan guaranty and insurance fund will be used to guarantee not more than 90% of any one loan or 15% of aggregate loans made by one lender. Direct loans will be made from the revolving fund to Indians who cannot obtain commercial loans either with or without a guaranty.

Economic development of Indians has been impeded by lack of free access to the private financial and credit markets of the Nation and by limitations placed upon Indians which prevent them from managing their land and resources. This bill will enable Indians to enter the money markets of the Nation to secure the capital so essential to individual and community development.

The bill also authorizes the issuance of Federal corporate charters to Indian tribes or groups of Indians in order to give them modern

organizational forms needed to promote economic development. It places Indian tribes on par with State and local governments with respect to financing governmental affairs through tax exempt bonds...

The bill authorizes the Secretary of the Interior, through an Indian Development Loan Authority, or otherwise, to

(1) Encourage the development of industrial, commercial and agricultural enterprises on or near Indian reservations;

(2) Promote Indian ownership and management of such enterprises; and

(3) Provide the best economic use of Indian-owned property and financial resources.

This program will include, among other things:

(1) The preparation of reservation profiles for industrial development.

(2) Grants for economic surveys and project feasibility studies.

(3) Guarantee or insurance

## DEWline . . .

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more efficient than civil service in these matters. Your Department's study of the Alaska Communications System bears this out.

"Finally, the State of Alaska receives over \$500,000 annually in taxes from the contractors. This state, with a small population and a large undeveloped land area in desperate need of state services, relies heavily on corporation taxes. The state can not afford to lose a half million dollars in tax revenues."

"The conversion is only in the study stage at this point. I am just making sure that all the factors are being considered," Pollock added.

of private loans to Indians or Indian organizations if such loans are not otherwise available.

(4) Direct loans to Indians or Indian organizations if private loans are not available.

(5) Interest subsidies when needed to stimulate loans for industrial development.

(6) Leadership and management training for directors, officers and managers of Indian enterprises.

(7) Research, undertaken either directly or by contract.

(8) Technical assistance.

(9) Advice regarding the issuance of tribal tax-exempt bonds or obligations for purposes related to the governmental affairs or operation of the tribe.

(10) Advice on use of tribal funds...

Loans under this bill must bear "reasonable" interest rates to be determined by the Secretary taking into account the range of interest rates prevailing in the private market for similar loans and risks. Whenever the Secretary determines the rate of interest would require a level of interest payments by the borrower that would impair the prospects for successful economic development or other primary purposes of the loan, he may agree with the borrower to pay from the fund up to 25 percent of the interest payments. Loans under the

bill require evidence that financing is not otherwise available on reasonable terms and conditions and that there is reasonable assurance of repayment.

Loans will be available for educational purposes, also, with no interest while the borrower is in school or in the military service...

This bill has been under consideration for many months. It is the first piece of major Indian legislation to be drafted after full consultation with Indian leaders. It is apparent that Indian leadership today is confident of its ability to deal with the challenges of modern society if it has the tools to do the job.

Win without boasting. Lose without excuse.

Albert Payson Terhune

## LEGAL ADVERTISEMENT

INVITATION FOR BIDS  
STATE OF ALASKA  
DEPARTMENT OF HIGHWAYS

Sealed bids in single copy for furnishing all labor, equipment, and materials and performing all work for Project F-935-3(5), Palmer to Cantwell Highway, Little Coal Creek to Alaska Railroad, described herein, will be received until 11:00 a.m. PST., July 11, 1967 in the Commissioner's Office, Department of Highways, Island Center Building Douglas, Alaska.

This project consists of grading and drainage of 5.66 miles of roadway and construction of steel arch bridge, 267 feet long with a clear roadway width of 30 feet, near Cantwell, Alaska.

Principal items of work consist of the following: 350,000 cubic yards of unclassified excavation, 270,000 cubic yards of borrow and selected material; 30,000 cubic yards of subbase, Grading A; approximately 397 cubic yards of Class A concrete; approximately 85,400 pounds of reinforcing steel and 196,000 pounds of structural steel; and miscellaneous roadway and bridge items. All work shall be completed by October 1, 1968.

Plans and specifications may be obtained by all who have a bona fide need for them for bidding purposes from the Commissioner of Highways. Plans may be examined at Department of Highways District Offices in Anchorage, Fairbanks, Juneau and Valdez.

Warren C. Gonnason  
Commissioner of Highways

1st Pub. June 9  
Last Pub. June 16, and 23

## LEGAL ADVERTISEMENT

INVITATION FOR BIDS  
STATE OF ALASKA  
DEPARTMENT OF HIGHWAYS

Sealed bids in single copy for furnishing all labor, material, and equipment and performing all work for Project S-0924 (4), Half Mile Creek to Harris River, described herein, will be received until 11:00 a.m. PST., July 6, 1967, in the Commissioner's Office, Douglas, Alaska.

This project consists of grading and drainage of 10.3 miles of roadway and construction of a composite steel and concrete bridge 81 feet long located on Prince of Wales Island, near Klawock, Alaska.

Principal items of work consist of the following: 118 acres of clearing and grubbing; 469,000 cubic yards of unclassified excavation; 301,000 tons of borrow and selected material; 52,000 tons of subbase, Grading A; 8,500 linear feet of pipe conduit ranging in size from 24 inch diameter to 60 inch diameter; 600 linear feet of structural plate pipe and pipe-arches between 96 inch and 15 feet 4 inch by 9 feet 3 inch; approximately 128 cubic yards of Class A concrete and 52,000 pounds of structural steel; and miscellaneous roadway and bridge items. All work shall be completed by July 1, 1969.

Plans and specifications may be obtained by all who have a bona fide need for them for bidding purposes from the Commissioner of Highways. Plans may be examined at Department of Highways District Offices in Anchorage, Fairbanks, Juneau and Valdez.

Warren C. Gonnason  
Commissioner of Highways

1st Pub. 9  
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## JOB OPPORTUNITIES

If you qualify for any of these jobs, or are looking for a job, contact the ALASKA STATE EMPLOYMENT SERVICE, located at 6th and Barnette, in the State Court and Office Building, Room 131. Their hours are from 8:30 to 12 noon and one to five in the afternoon, Monday through Friday. Call 452-1501.

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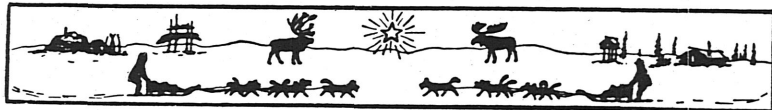
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