

Limited entry gains support

Meeting in Cordova last week, the RurAL CAP Board of Directors passed a motion supporting the continuation of Limited Entry in Alaska's Commercial Fisheries and urging defeat of the referendum to repeal it.

This action came after the board heard presentations from Hank Ostrosky, and opponent of Limited Entry, and Rich Listowski from the United Fisherman of Alaska, an organization that strongly supports it.

"This isn't a simple issue," stated RurAL CAP Executive Director Phil Smith, "Limited Entry is no doubt an imperfect tool, but it's the only one we have to make sure that hundreds of outside boats don't decimate the fishery before we have an opportunity to rebuild stocks."

Continued Board Chairman

Bilingual . . .

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under state law, bilingual education is required when 15 or more children speak a language other than English, most of these inexperienced school districts will have to deal with it.

Under the decentralization plan, the state department of education is suppose to provide expertise to help districts with bilingual programs, but at this writing no such help is available.

"It's tough sledding for bilingual money in legislature," reports Sam Kito, Alaska Federation of Natives president and legislative lobbyist.

A recent survey of bilingual programs by this reporter showed extraordinary duplication of money, effort and frustration. In Bethel there are the University of Alaska Yupik Language Workshop and the Bureau of Indian Affairs Bilingual Education Center—both doing an excellent job—but duplicating overhead in the extreme.

The North Slope Borough School District's dedicated, under-funded, understaffed bilingual department is struggling over ground already well covered by Bethel agencies. And the Nome Bureau of Indian Affairs bilingual project is apparently not aware that the much needed tests they've been trying to produce (unsuccessfully) already exist for the Kuskokwim Yukon Delta.

Recently the pioneering Alaska Native Language Center (ANLC) has been brought under the arm of Ramos' Rural Education department and is Ms. Ramos' hope this program can be expanded to fit the state.

There is already considerable cooperation between ANLC and other bilingual entities, but until Alaska's myriad of bilingual projects officially have a central office, the state is in for a very expensive "babble" of duplicated effort.

Gordon Jackson, "I'm pleased with this action. It follows the unanimous endorsement of the AFN Human Resources Committee, the Bristol Bay Native Association, the Kodiak Area Native Association, and many fishermen's groups."

"The Washington State

provide more information on the subject to the general public. decision by Judge Boldt could really hurt us, especially in Southeast (Alaska) if we don't keep Limited Entry."

Following the board action, Smith indicated that RurAL CAP would make an effort to

Heritage on trial

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which different animal species may be killed at different times.

At least six people were involved in the kill but Frank drove the truck to haul it, according to evidence in the legal briefs on the case.

Frank's defense lawyers, who are being supported by the state's influential Native corporation Doyon Ltd., want to dismiss the charge against Frank. The defense argues the defendant has "historic, subsistence and cultural rights" supreme to the regulations with which he stands charged of violating.

Further, the defense maintains, the regulations not applicable to Athabaskan Indians, is improperly promulgated and unconstitutional on its face as it applies to Frank.

Monday's hearing in District Court is on the defense lawyers motion to dismiss the charges. It is not a trial. However, about one dozen witnesses are expected to testify about

Frank's beliefs and the importance they play in his life.

Alaska Sen. John Sackett, an Athabaskan and head of Doyon, and Chief Henry Huslia, an Athabaskan are among witnesses to be called.

Further, attorneys Robert H. Wagstaff and R. Collins Middleton of Anchorage have prepared extensive background on the ceremonialism surrounding death among certain Native Athabascans with emphasis on practices today at Minto.

To his knowledge, this is the first case in which the cultural heritage of Alaska Natives is being made the defense, State Atty. Gen. Avrum Gross said.

Other cases elsewhere in the nation have dealt with Indians' treaty rights versus the state law.

(We will have the outcome of the hearings held in Fairbanks in our next issue. Watch for it.)

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 BRS-RS-0130(20), and RS-0130(21), Bonanza Channel and Solomon River Bridges and Jerusalem Creek Structural Plate Pipe described herein, will be received until 2:00 p.m. prevailing time, June 17, 1976 in the Commissioner's Office, Department of Highways, Island Center Building, Douglas, Alaska.

The project will consist of removal of three existing bridges and construction of 1-truss bridge, 1-treated timber bridge, and 1-structural plate pipe on the Nome-Council Road near Nome, Alaska.

Principal items of work consist of the following: 37,000 cubic yards of borrow; 2,000 cubic yards of subbase B; 33,000 pounds of structural steel for abutments; 1,874 linear feet of structural steel piles; Bonanza Channel Bridge Superstructure (210' long), lump sum, all required; 112 MBM treated timber, lump sum, all required; 5,700 square yards of bank protection; alternative bids will provide for either Class 1A riprap or Gabions at the Jerusalem Creek Structural Plate Pipe; and miscellaneous items of work.

All work shall be completed in 200 Calendar days.

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

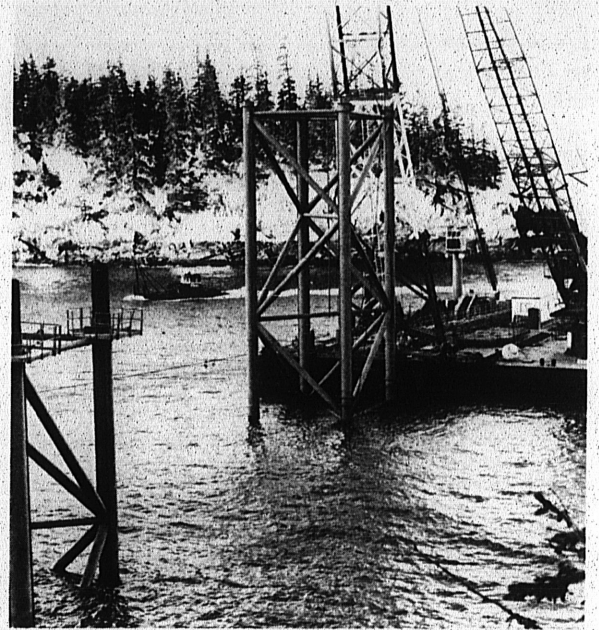
"bidders must submit certifications stating whether or not they intend to subcontract a portion of the work and, if so, that they have taken affirmative action to seek out and consider minority business enterprises as potential subcontractors. Each bidder intending to sublet part of the contract work 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 nonresponsive."

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
Acting Commissioner of
Highways

Pub.: May 19, 26 & June 2, 1976.



A TRESTLE JACKET is lowered into place for one of the tanker berths at the Valdez terminal of the trans Alaska pipeline. Four tanker docking facilities are being constructed for the initial operating capacity of the pipeline of 1.2 million barrels of oil per day.

Alyeska Pipeline Service Company 3/76 VT5-17112

Little town . . .

(Continued from page 2)

A LITTLE TOWN is where business people dig deep many times to help with countless fund-raising projects.

A LITTLE TOWN is where many teen-agers say there's nothing to do and are surprised

to learn that their big-city peers are saying the same thing.

A LITTLE TOWN, when all is said and done, is a nice place in which to live.

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 RF-095-10(7), RF-095-10(8), RS-0987(1), RS-0990(2), and OS-3(004), Haines Area-Wide Improvements described herein, will be received until 2:00 p.m. prevailing time, June 10, 1976 in the Commissioner's Office, Department of Highways, Island Center Building, Douglas, Alaska.

The project will consist of grading, drainage and hot asphalt paving on 10.1 miles of road near Haines, Alaska.

Principal items of work consist of the following: Construction (Engineering by the contractor, lump sum, all required; clearing and grubbing, lump sum, all required; 19,650 linear feet of ditch cleaning; 21,319 square yards of pavement removal; 2,977 linear feet of removal and disposal of culvert pipe; 39,037 cubic yards unclassified excavation; 37,491 tons of borrow; 30,052 tons of crushed aggregate base course, grading C; 22,965 tons of subbase, grading A; 27,410 tons of hot asphalt pavement, Class II; 1,918.7 tons of AR-20 asphalt cement; 51.5 tons of CSS-1 cationic emulsified asphalt for tack coat; 88.2 tons of MC-30 liquid asphalt for prime coat; 328 linear feet of 36" pipe conduit; 76 linear feet of 66" pipe conduit; adjust existing manholes, 34 each; 400 linear feet of beam type guardrail, type I post; 337 cubic yards of riprap, class I; 188 M. square feet of seeding, class I.

All work shall be completed in 180 Calendar days.

In accordance with requirements set forth by the "Federal Highway Administration," the following provisions are made a part of all advertisements for 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 sublet part 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 nonresponsive."

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
Acting Commissioner of
Highways

Pub.: May 19, 26 & June 2, 1976.

Sealed bids in single copy for furnishing all labor, materials and equipment and performing all work on Project M-0544(1), Muldoon Road described herein, will be received until 2:00 p.m. prevailing time June 17, 1976 in the Commissioner's Office, Department of Highways, Island Center Building, Douglas, Alaska.

This project will consist of grading, drainage, and hot asphalt paving on 3.4 miles of roadway. All work is located in Anchorage, Alaska.

Principal items of work consist of the following: 38,700 square yards of pavement removal; 62,200 cubic yards of common excavation; 58,600 cubic yards of muck excavation; 261,200 tons of borrow; 33,800 tons of aggregate base grading "C"; 46,900 tons of subbase, grading "A"; 19,000 tons of asphalt treated base; 34,300 tons of hot asphalt pavement; 3,200 tons of AR-20 asphalt cement; 3,400 linear feet of 12" CMP (Steel); 3,200 linear feet of 12" pipe conduit; 1,300 linear feet of 24" pipe conduit; 2,000 linear feet of 24" reinforced plastic mortar pipe; 1,700 linear feet of 30" reinforced plastic mortar pipe; 1,400 linear feet of 36" reinforced plastic mortar pipe; 20 each, storm sewer manholes; 100 each, inlets; 15,000 square yards of concrete sidewalk; 30,500 linear feet of type I curb and gutter; 575 square feet of standard signs; 374,000 square feet of seeding; traffic signal and lighting systems, painted and thermoplastic traffic markings, and retaining wall (concrete and/or reinforced earth), lump sum, all required; and miscellaneous items of work.

All work shall be completed in 240 Calendar days.

In accordance with requirements set forth by the "Federal Highway Administration," the following provisions are made a part of all advertisements for 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 sublet part 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 nonresponsive."

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
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Highways

Pub.: May 19, 26 & June 2, 1976.

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