

GOVERNOR'S DESK

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in previous administrations, public pressures and the road's very presence will assure it.

However, other questions remain. When will we take over? To what extent should it be opened? How can public services and public safety be assured? Who should pay for services and maintenance?

The haul road's entire stretch is but a crow hop compared to the monumental giant step required to span the gap between differing public attitudes on such questions. On the extremes, some urge we not accept the road and pay whatever penalty is imposed. Others insist the road be open to all traffic and maintained fully by the State. Most Alaskans, however, seem to believe that

while the road should be open, it should be open in a limited basis only; that a toll should be imposed; that off-highway access by all-terrain vehicles be severely curtailed and restrictive hunting and fishing regulations along the corridor be adequately enforced. These attitudes were brought out in state-wide public meetings held by the Alaska Growth Policy Council.

I have directed State agencies involved in provision of required services to provide cost estimates and plans to meet their obligations under various scenarios. The Department of Highways estimates, for example, that operating expenses for summer only for 1978, would be about \$4 million by contrast to an estimated \$15 million for

year-round operation. These figures include the costs of equipment acquisition. An estimated \$9.9 million in first year capital improvements would also be required. However, in 1979, the cost estimates decline to \$2.3 million for summer operations only and \$10.3 million for year-round.

While these would be the major costs, the State would probably need to provide certain public facilities and as well absorb costs for increased burden on the Departments of Public Safety, Community and Regional Affairs, Fish and Game, and Environmental Conservation.

I have asked that recommendations based on cost

evaluations and public input be made to me by September 1, 1976. Very shortly thereafter a decision will be made as to the use of the road once it is finally turned over to the State in mid-1977. This decision will, of course, be for interim use of the road prior to the long-term use policy decision resulting from the combined planning efforts of the Federal-State Land Use Planning Commission, the Alaska Task Force and State agencies.

Since the initial decision will be interim in nature, it will be conservative. Better to cautiously "crack" the road open and then provide greater accessibility as funds deem permissible and resource development deems necessary rather

than opening the road wide to all and later attempting frantically to impose additional constraints as experience or costs dictate.

Ground rules must be established now. They should be restrictive, and to the greatest extent possible place the cost of service and maintenance on those who directly derive benefits from the road.

State transportation systems already requires annual subsidies of multimillions. Under the most

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BIA conducts study on drop out problem

To assist native students who have left school before graduating from the 12th grade, the Bureau of Indian Affairs has been conducting a phased three-part study of the drop out problem. Presently college students from the University of Utah's School of Social Work are working under contract with BIA Social Services and traveling throughout the state to interview students who are interested in re-entering a school system, acquiring a general equivalency diploma (GED), or participating in technical training beyond the 12th grade level.

The first phase of the study began in December 1975, when the education division of BIA conducted a survey of all Alaska natives between the ages of 14 and 21 years of age. More than

14,000 questionnaires were mailed to young natives in Alaska and throughout the rest of the United States. The questionnaire requested information regarding past and present school attendance, and whether the student desired to continue if he, or she, had dropped out.

The second phase, in operation at the present time, involves the counselor-interviewers who are scheduled to meet and interview over 1,000 individuals, who in responding to the questionnaire, expressed an interest in obtaining help in terms of their future education plans. The counselors are traveling to BIA agency headquarters in Bethel, Fairbanks, Juneau, Nome and Anchorage. From these points they will travel to small villages either by airplane or boat.

The third phase will include establishing a data retrieval system to be coordinated between BIA Education, Social Services and Employment Assistance to facilitate planning in the areas of placement for those who wish to return to school or take training, and the development of a drop out prevention program. BIA Education Specialist Bertha Lowe is coordinating the data collected by the interviewers.

In discussing the program, Specialist Lowe explains, "The project has two major objectives, the first objective is to provide the drop out student with an individual counselor contact which hopefully will assist in making concrete plans. Once the student has initiated the plan, it will be processed through a referral system. The

second objective concerns the gathering of data on drop out students to facilitate program planning in the area of prevention."

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Summer on St. Lawrence Island

By GRACE SLWOOKO

This month, July 1976, it has been so nice out here on St. Lawrence Is., with wild flowers blooming, days long and cozy and cool mornings to sleep in, oh everything is happening. So once more we have been enjoying summer.

Some people are out at their camps for summer, fog and misty weather doesn't bother us here, as long as it is summer. After the harsh winter it is always good in this season.

On July 18, the young couple, each from a large family, got married. It was a beautiful wedding with people from their families participating, in the Presbyterian church.

In about a week later, everyone was excited again. A ship came, a beautiful vessel with red and white paint.

Everyone ran around asking and telling about it. It was a passenger boat. After the custom's man was in and done with the passengers, about 90 of them came ashore. We had a very nice time with people, showing them around.

It was a tourist ship, Lind-

blad Explorer, from Panama and South America. I asked Francisco Erize of Argentina, expedition leader, he said that it goes different places and now it has made its way to here. It has been going on since December of 1969.

Some tourist passengers were different language speaking people. We really had a good time with them, it was good weather, too so we got to visit the ship, too. They showed

many people that went on the ship around. They were going back and forth with people.

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NOTICE
Shareholders of
Bristol Bay Native Corporation

The 3rd Annual Shareholders' Meeting of Bristol Bay Native Corporation will be held at 1:00 p.m. at the Dillingham High School in Dillingham, Alaska, on Saturday, September 25, 1976.

Please watch your mail for Notice of Meeting, Proxies, and Annual Report. If you do not receive these by September 10, 1976, please contact Bristol Bay

Native Corporation at 445 East 5th Avenue, Anchorage, or P.O. Box 198, Dillingham, Alaska or by calling Anchorage (907) 277-9511, or Dillingham (907) 842-3070.

Registration will start at 9:00 a.m. to 12:00 noon, on September 25th. Please show up to register as early as possible so the meeting can start on schedule.