

January 31, 1972

Cordova-February 1, 1972
 Kodiak-February 2, 1972
 Kotzebue-February 3, 1972
 Nome-February 4, 1972
 Barrow-February 7, 1972
 Dissolution of Chena-February 7, 1972

Labor and Management Committee Public Hearing, HB 543		1:00 p.m. January 31, 1972
Public Hearing on the Plumbing Code		February 1, 1972
Rules Committee	Room 2	3:30 p.m. January 31, 1972
S/H Rules Meeting		8:30 a.m. February 1, 1972
State Affairs Com- mittee, HB 92, HB 550, SB 283	Room 2	3:15 p.m. January 31, 1972
Commerce Committee	Room 2	8:30 a.m. February 1, 1972
Public Hearing Dental Hygienist Bill	Room 2	2:00 p.m. January 31, 1972
Finance Committee HB 8, 247, 334	Room 425	1:30 p.m. January 31, 1972
Chairman's Meeting	Majority Room	8:30 a.m. February 1, 1972

ADJOURNMENT

Mr. E. Miller moved and asked unanimous consent that the House adjourn until 9:00 a.m., February 1, 1972. There being no objection, the House adjourned at 11:55 a.m.

Constance H. Paddock
Chief Clerk

January 1972

JOURNAL
SUPPLEMENT

 SENATE AND HOUSE - SUPPLEMENT NO. 7

January 31, 1972

ADDRESS BY SENATOR MIKE GRAVEL BEFORE THE ALASKA
STATE LEGISLATURE

AS EACH OF US KNOWS, IT IS REGRETTABLY THE CASE THAT THOSE DECISIONS ABOUT MANY ALASKA MATTERS THAT AREN'T MADE IN THE STATE TEND TO BE MADE IN WASHINGTON, D. C. BUT THAT'S AT LEAST BETTER THAN HAVING THEM MADE IN NEW YORK, TEXAS, OR SEATTLE, BECAUSE YOU ARE REPRESENTED THERE. TODAY, I WANT TO REPORT ON WHAT'S HAPPENING IN WASHINGTON THAT BEARS DIRECTLY OR INDIRECTLY ON OUR STATE -- AND I DON'T REFER TO THE PRESIDENTIAL CAMPAIGN!

EVEN BIG ISSUES SOMETIMES GET RESOLVED, AND WE ARE GLAD THAT THE NATIVE CLAIMS SETTLEMENT IS BEHIND US, AT LEAST LEGISLATIVELY. IN MY THREE YEARS IN WASHINGTON NOTHING HAS COMMANDED AS MUCH OF MY TIME AND ENERGIES AS THE CLAIMS LEGISLATION. I ESTIMATE FULLY HALF OF MY OFFICE RESOURCES WERE DEVOTED TO IT.

THIS IS AS IT SHOULD BE SINCE THE CLAIMS LEGISLATION WAS PROBABLY THE THIRD MOST SIGNIFICANT POLITICAL EVENT IN ALASKA'S HISTORY . . . PURCHASE AND STATEHOOD BEING THE ONLY MORE IMPORTANT POLITICAL GOVERNMENTAL OCCURANCES.

THE TASK NOW, OF COURSE, IS TO IMPLEMENT WHAT WE DID IN THAT LEGISLATION. IT WILL REQUIRE HIGH ORDER SKILLS IN PUBLIC ADMINISTRATION AND A HEAVY DOSE OF GOODWILL ON ALL SIDES. IT IS IN EVERYONE'S INTEREST TO MOVE ON WITH IT.

IN WASHINGTON, WE WILL APPROPRIATE \$12.5 MILLION AS THE FIRST INSTALLMENT ON NATIVE COMPENSATION AS PROVIDED IN THE LAW. JUST BEFORE CHRISTMAS I WROTE THE PRESIDENT REQUESTING THAT MONEY BE TEMPORARILY MADE AVAILABLE FROM HIS CONTINGENCY FUNDS SO THAT NATIVE GROUPS COULD IMMEDIATELY BEGIN TO ORGANIZE AND GEAR UP FOR THEIR NEW RESPONSIBILITIES UNDER THE ACT. LAST WEEK THE ADMINISTRATION ANSWERED IN THE NEGATIVE. NEVERTHELESS, I WAS PLEASED TO HAVE SPEAKER GUESS'S SUPPORT IN THIS APPROACH.

I ALSO EXPECT TO SEE MONEY FOR THE BUREAU OF LAND MANAGEMENT'S ADDITIONAL SURVEY RESPONSIBILITIES UNDER THE ACT AS WELL AS MONEY FOR THE BUREAU OF INDIAN AFFAIRS FOR ITS ENROLLMENT RESPONSIBILITIES. ADDITIONALLY, WE SHOULD EXPECT NEW FUNDS FOR THE CREATION AND OPERATION OF THE FEDERAL SIDE OF THE JOINT LAND-USE PLANNING COMMISSION WHICH I SPONSORED IN THE SENATE AND WHICH GOVERNOR EGAN AND YOURSELVES SPONSORED AT THE STATE LEVEL.

January 31, 1972

WE WILL BE ARMED WITH A GOOD LAW AND THE MONEY TO MAKE IT WORK: WE NEED ONLY TO GO FORWARD WITH IT.

THE PIPELINE ISSUE WILL CONTINUE AS A PRIMARY ACTIVITY FOR ALL OF US. THE ACQUISITION OF A PIPELINE PERMIT, SO TO SPEAK, FREE AND CLEAR OF ANY INJUNCTION OR ENCUMBRANCE, IS THE GOAL OF US ALL, AT A PRICE THAT ALASKANS FEEL IS FAIR TO THEMSELVES AND TO THE FUTURE WELL-BEING OF ALASKANS.

I BELIEVE THAT ALASKA IS HEADED IN THE RIGHT DIRECTION BY EXPLORING ALL THE OPTIONS BEFORE IT ON THIS ISSUE AND BY EXAMINING THE VARIOUS METHODS BY WHICH IT CAN CONTROL ITS OWN DESTINY.

IN WASHINGTON, THE PIPELINE ISSUE IS UNDER THE CLOUD OF TWO INVESTIGATIONS. ONE IS POTENTIALLY SERIOUS AND THE SECOND SEEMS TO BE AN ANNOYANCE OF SECONDARY IMPORTANCE UNLESS IT UNCOVERS SOMETHING COMPLETELY UNEXPECTED. THE SERIOUS INVESTIGATION IS THAT ASSOCIATED WITH ANIT-TRUST LAWS. SOME OF THE FACTS INVOLVED LEND CREDENCE TO THE POSSIBLE SERIOUS IMPLICATIONS TO THE STATUS QUO WHICH NO RESPONSIBLE ELECTED OFFICIAL CAN IGNORE.

THE SECOND INVESTIGATION, WHOSE SPONSOR IS UNKNOWN TO ME, IS THAT BY THE U. S. GENERAL ACCOUNTING OFFICE INTO THE COSTS ASSOCIATED IN PREPARING THE ENVIRONMENTAL IMPACT STATEMENT.

THERE HAS BEEN AN UNDERCURRENT OF DISSATISFACTION OVER THE RESPONSIBILITIES OF GOVERNMENT AND OF INDUSTRY RELATED TO THE COSTS OF DETERMINING THE ENVIRONMENTAL IMPACT OF THE PROPOSED PIPELINE AND ITS ASSOCIATED ALTERNATIVES.

THE MOST VISIBLE DISSATISFACTION HAS BEEN IN THE HOUSE OF REPRESENTATIVES. BUT IN VIEW OF THE OPPOSITION THAT HAS MANIFESTED ITSELF IN THE SENATE, IT IS REALLY IMPOSSIBLE AT THIS TIME TO PINPOINT THE SOURCE OF THE GAO INVESTIGATION.

AT THIS TIME IT IS MY BEST BELIEF THAT THE GAO INVESTIGATION WILL NOT AFFECT ALASKA AND IS DIRECTED MORE TOWARD RESOLVING THE MECHANICAL ISSUES OF "WHO" SHOULD BE PAYING FOR "WHAT."

I EXPECT THAT THE FINAL PIPELINE STIPULATIONS WILL SOON BE ISSUED. I AM NOT AS SURE THAT THE FINAL IMPACT STATEMENT WILL BE ISSUED AT THE SAME TIME, NOR HAS THE ADMINISTRATION IN WASHINGTON ADMITTED THAT THE FINAL ENVIRONMENTAL STATEMENT WILL BE ISSUED SOON THEREAFTER. I AM SURE THAT YOU WOULD LIKE TO HEAR POSITIVE STATEMENTS, NOT QUALIFIED BY THE WORDS "PERHAPS," "MAYBE," "POSSIBLY," OR "PROBABLY." THE ADMINISTRATION IS ENGAGING IN "REACTION" TO EVENTS OUTSIDE OF THE ALASKA PIPELINE. IT ISSUED NEW ALTERNATIVES AS THE RESULT OF THE LOUISIANA OFF-SHORE LEASE INJUNCTION. IT IS NOW REWRITING, AGAIN, THE FINAL STATEMENT BECAUSE OF THE U. S. COURT OF APPEALS AGREEMENT WITH THE INJUNCTION.

I BELIEVE THAT THE WHITE HOUSE HURT THIS STATE WHEN IT APPEALED THE LOUISIANA INJUNCTION BY DRAGGING THE ALASKA PIPELINE INTO THE AGREEMENT. THIS MOVE SEEMED SO BLATANT AS TO APPEAR TO BE DELIBERATE IN TRYING TO SHELVE THE PIPELINE ISSUE UNTIL AFTER NOVEMBER, 1972.

THERE ARE ALTERNATIVES THAT ALASKA ITSELF MUST INSIST ON EXAMINING TO BE SURE A PIPELINE ROUTE WILL BE APPROVED, TO BE

January 31, 1972

No. 7

SURE PIPELINE STIPULATIONS MEET OUR OWN DEMANDS, TO BE SURE THAT PRODUCTION ON THE NORTH SLOPE WILL CORRESPOND TO GOOD PUBLIC POLICY, TO BE SURE THAT THE FISCAL AND TECHNICAL MONITORING WILL MEET ALASKAN STANDARDS AND RESPONSIBILITIES. THIS IS BEING FORCED ON ALASKA BECAUSE THE COURSE OF THE FEDERAL ADMINISTRATION IS A PRECIPITATE ONE, LEADING TO CONTINUAL FRUSTRATION AND TO CONTINUAL DISAPPOINTMENT, AND TO CONTINUAL SETBACKS.

OUR TASK IS DIFFICULT INDEED FOR THOUGH THE ISSUE TOUCHES EVERY ASPECT OF OUR STATE'S WELL-BEING, IT IS A GREAT NATIONAL, AND FOR THAT MATTER, AN INTERNATIONAL ISSUE. OUR PIPELINE IS THE CUTTING EDGE OF AN INDUSTRIAL ENVIRONMENTAL CONFRONTATION NOW FACING OUR SOCIETY.

THE DECISION-MAKING PROCESS ON THIS ISSUE DOES NOT LIE IN THE CONGRESS. IT MAY YET BE THROWN INTO THAT ARENA . . . IF SO, I THINK YOUR DELEGATION CAN MEET THAT CHALLENGE.

THUS FAR THE ONLY LEADERSHIP EXHIBITED HAS BEEN AT THE STATE LEVEL WITH THE IMAGINATIVE ACTION OF GOVERNOR BILL EGAN AND THE SOPHISTICATED APPROACH BY YOURSELVES, THE LEGISLATURE, THROUGH YOUR COMMITTEE SYSTEM.

I ONLY WISH WE HAD HAD THAT LEADERSHIP IN THE INTERIOR DEPARTMENT AND IN THE PRESENT ADMINISTRATION. I AM CONVINCED THERE WILL BE A PIPELINE . . . WHEN . . . WILL DEPEND ON HOW RAPIDLY WE DEVELOP A DECISION-MAKING PROCESS TO SATISFY ALL REASONABLE ELEMENTS TO THIS INDUSTRIAL ENVIRONMENTAL CONFLICT. THOSE WHO SHRILLY DEMAND RESULTS . . . MAKE NO CONTRIBUTION TO SOLVING THE PROBLEM. I HOPE YOU WILL CONTINUE TO APPLY YOURSELVES TO THE PROBLEM.

HEARINGS WHICH HAVE BEEN HELD IN WASHINGTON AND OTHER CITIES IN THE NATION BY THE SENATE INTERIOR AND INSULAR AFFAIRS COMMITTEE CONCERNING REVISING THE PUBLIC LAND LAWS WILL BE HELD IN ALASKA THIS SPRING.

THESE HEARINGS WHICH WERE ORIGINALLY SCHEDULED FOR NOVEMBER WILL BE HELD TO CONSIDER BILLS PENDING BEFORE THE COMMITTEE DEALING WITH MANAGEMENT OF PUBLIC LANDS AND REVISIONS OF THE MINING LAW OF 1872 AND THE MINERAL LEASING ACT OF 1920.

WITH OVER 90 PER CENT OF ALASKA'S LAND IN THE PUBLIC DOMAIN, WITH MANY ALASKANS EARNING THEIR LIVELIHOOD THROUGH MINERAL RESOURCES EXPLORATION AND DEVELOPMENT AND WITH THE CRITICAL DECISIONS WHICH MUST BE FACED IN CLASSIFYING LANDS FOR ALTERNATIVE LAND USES, I CANNOT STRESS TOO FIRMLY THE IMPORTANCE OF THESE HEARINGS AND THE IMPENDING LEGISLATION TO ALASKA.

ASIDE FROM EXPENDITURES BY THE FEDERAL GOVERNMENT IN ALASKA, THE ECONOMIC BASE OF THIS STATE RESTS WITH THE UTILIZATION AND DEVELOPMENT OF HER NATURAL RESOURCES.

IF THESE RESOURCES ARE PRUDENTLY UTILIZED, ALASKA CAN MAINTAIN A REASONABLY HIGH STANDARD OF LIVING. ONCE A REASONABLE SCALE OF RESOURCE DEVELOPMENT IS IN PROGRESS, ECONOMIC BARRIERS SUCH AS TRANSPORTATION COSTS WILL BE LOWERED THUS ENABLING THE SECONDARY PROCESSING OF THE REMAINING DEPLETABLE AND THE RENEWAL RESOURCES.

THE PRUDENT USE OF ALASKA RESOURCES INVOLVES, AMONG OTHER

THINGS, THE COEXISTENCE OF THE FISHERIES INDUSTRY, THE WOOD PRODUCTS INDUSTRY, THE MINING INDUSTRY, THE OIL AND GAS INDUSTRY AND THE TOURIST INDUSTRY IN REASONABLE HARMONY, WITH OUR NEW LOCAL AND NATIONAL ENVIRONMENTAL AWARENESS.

IF LOGGING CANNOT BE CONDUCTED WITHOUT SILTING SALMON STREAMS OR SPOILING CHERISHED SCENIC VISTAS, THEN IT IS DEBATABLE WHETHER THIS ACTIVITY SHOULD BE ALLOWED TO TAKE PLACE.

IF OFF-SHORE DRILLING CANNOT TAKE PLACE WITHOUT SPILLS THAT AFFECT THE FISHERIES, OR THE RAFTING OF LOGS OR THE USE AND APPEARANCE OF BEACHES, THEN IT IS QUESTIONABLE THAT SUCH AN UNDERTAKING SHOULD BE PERMITTED.

IF WILDERNESS AREAS CAN BE DESIGNATED WITHOUT ASSESSING THE SUBSURFACE VALUES OF ALL THE RESOURCES AND WITHOUT COMPREHENSIVE PLANNING WHICH TAKES INTO CONSIDERATION SUCH ELEMENTS AS LONG-TERM THOROUGHFARES, THEN THIS ACTION, TOO, MAY BE DETRIMENTAL.

BUT THE SOLUTION IS NOT SO MUCH THE DENIAL OF THE VARIOUS USES, IT IS RATHER A THOROUGH KNOWLEDGE OF ALL RESOURCES AMONG WHICH I COUNT THE ENVIRONMENT, THE DEVELOPMENT OF REASONABLE PLANS, THE DESIGNATION OF PRIORITIES AND THE COMPATIBILITY OF VARIOUS USES.

IF WE ARE TO PROSPER AS ALASKANS, LOGGING AND FISHING AND MINING AND RECREATION AND WILDERNESS MUST BE MADE TO COEXIST SIDE BY SIDE WITHOUT HAVING AN UNDULY ADVERSE EFFECT UPON EACH OTHER OR UPON US WHO INHABIT ALASKA.

THE RESOURCES WE HAVE ARE NOT LIMITLESS. THERE IS A LIMIT TO THE NUMBER OF TRULY MAGNIFICENT GLACIERS OR MAJESTIC MOUNTAINS OR MILES OF PLACID INLAND PASSAGE. AND PAST EXPERIENCE HAS SHOWN US THAT PLANTS AND ANIMALS CANNOT BE TREATED WITH ABANDON JUST BECAUSE THEY ARE A RENEWAL RESOURCE, BECAUSE THEY CAN BE LOST FOREVER. OF THE FORESTS ONLY A RELATIVELY SMALL PORTION IS ECONOMICAL TO HARVEST AS A RESOURCE AND, CONTRARY TO POPULAR OPINION, THERE IS NOT A BONANZA UNDER EVERY ROCK. THE DEPOSITS WITH ECONOMIC POTENTIAL ARE USUALLY WIDELY SEPARATED EVEN IN HIGHLY MINERALIZED REGIONS AND COMPOSE A VERY SMALL PART OF THE OVERALL LAND USE.

THE DEVELOPMENT OF LEGISLATION FOR THE MANAGEMENT OF PUBLIC LANDS MUST FIT THE ALASKA SITUATION AND THE LEGISLATION MUST CONSIDER A MUCH HIGHER LEVEL OF MINING ACTIVITY THAN PRESENTLY EXISTS.

THE GEOLOGY OF ALASKA INDICATES THAT MANY OF THE MINERALS DEMANDED BY INDUSTRIES THROUGH THE WORLD LIE UNFOUND OR UNDEVELOPED IN ALASKA.

I AM CONFIDENT THAT AS WE HAVE SEEN THE BEGINNING OF ALASKA AS A MAJOR OIL PRODUCER THAT WE WILL SEE ALASKA AS A MAJOR HARD ROCK MINERAL PRODUCER WITHIN THIS DECADE CONTRIBUTING SEVERAL BILLIONS OF DOLLARS TO OUR GROSS PRODUCT.

AS YOU RECALL, HEARINGS WERE HELD IN FAIRBANKS, ANCHORAGE, BETHEL, AND NOME THIS PAST APRIL BY THE SENATE PUBLIC WORKS SUBCOMMITTEE ON ECONOMIC DEVELOPMENT TO CONSIDER REVISING AND EXTENDING THE AUTHORIZATION OF THE PUBLIC WORKS AND ECONOMIC DEVELOPMENT ACT OF 1965.

THE RESULTS OF THESE HEARINGS WILL BE THE REWRITING OF THE BASIC NATIONAL LEGISLATION DEALING WITH ECONOMIC DEVELOPMENT TO MAKE IT MORE RESPONSIVE TO STATE AND LOCAL GOVERNMENT. THE FIRST DRAFT NOW IN PREPARATION WILL SERVE TO RE-ESTABLISH STRONG, ACTIVE, AND COMMITTED STATE AND LOCAL GOVERNMENT IN THE ECONOMIC DEVELOPMENT AREA.

ALASKA WAS WELL-REPRESENTED IN THE RECORDED TESTIMONY WHICH IS BEING USED AS A BASIS FOR REWRITING THIS LEGISLATION. OUT OF TEN CITIES THROUGHOUT THE NATION IN WHICH TESTIMONY WAS RECEIVED FOUR WERE IN ALASKA.

THIS ECONOMIC DEVELOPMENT LEGISLATION IS EXTREMELY IMPORTANT TO ALASKA IN THAT IT IS DESIGNED TO AID REGIONS OF SUBSTANTIAL AND PERSISTENT UNEMPLOYMENT AND UNDEREMPLOYMENT BY ASSISTING IN THE PLANNING AND CONSTRUCTION OF NEEDED PUBLIC WORKS PROJECTS. IN FACT, AT THE PRESENT TIME ALL LABOR MARKET AREAS IN ALASKA, WITH THE EXCEPTION OF JUNEAU, QUALIFY FOR THIS PROGRAM WHICH HAS ASSISTED ALASKA SEWER AND WATER SYSTEMS, COLD STORAGE PLANTS, FISHERIES COOPERATIVES, HOSPITALS, DOCKS AND MANY OTHER ACTIVITIES IN THE PAST.

I AM OPTIMISTIC THAT MY COLLEAGUES IN CONGRESS WILL SEE THE WISDOM OF ALASKA BEING ADMINISTERED AS A REGION UNTO ITSELF UNDER THIS PROGRAM.

I ALSO BELIEVE THAT THE ALASKA TESTIMONY WILL WEIGH HEAVILY IN FAVOR OF EXPANDING THE AUTHORIZED ACTIVITIES AND THE FUNDING SO THAT WE MAY ENGAGE IN AN ACCELERATED PROGRAM FOR THE CONSTRUCTION OR UPGRADING OF BUSH AIRPORTS, AIR VEHICLE ROUTES AND COMPREHENSIVE UTILITY AND FACILITY DEVELOPMENTS.

IT WILL PROVIDE US WITH THE OPPORTUNITY TO HAVE ALASKA NATIVE VILLAGES PARTICIPATE IN THE INDIAN PROGRAMS ON THE SAME FUNDING BASIS AS RECEIVED BY INDIAN RESERVATIONS, 100 PER CENT IN MOST CASES.

WITH THE NEW ENVIRONMENTAL PROTECTION AGENCY STANDARDS BEING APPLIED TO ALL NEW ECONOMIC DEVELOPMENT PROJECTS, I BELIEVE THAT NOW MORE THAN EVER BEFORE WE NEED ADVANCES FOR PUBLIC WORKS PLANNING REINSTITUTED TO PROVIDE PRELIMINARY ENGINEERING FUNDS TO ECONOMIC DEVELOPMENT ACT AREAS TO ASSIST THESE AREAS DEVELOP WORTHWHILE PROJECTS.

BECAUSE OF THE OBVIOUS IMPORTANCE OF THIS LEGISLATION TO ALASKA AND THE FACT THAT I WAS PRESENT AT THE HEARINGS IN OTHER PARTS OF THE NATION, WILL PERMIT ME TO PLAY A MAJOR ROLE IN SHAPING THIS LEGISLATION.

I AM AWARE THAT THERE IS A GOOD BIT OF SUPPORT FOR SOME SORT OF PREFERENTIAL HIRE LEGISLATION FOR ALASKANS. AS WE ALL KNOW, THIS IS A VERY TOUCHY AREA FOR POLICY MAKING. THE PROBLEM OF LEGISLATING MOST KINDS OF LOCAL-HIRE ARRANGEMENTS IS THAT THE PRACTICE RUNS INTO CONSTITUTIONAL AND LEGAL QUESTIONS ABOUT THE RIGHT OF ANY UNITED STATES CITIZEN TO WORK ANYWHERE IN THE COUNTRY.

FURTHERMORE, PERSUASIVE ECONOMIC ARGUMENTS CAN BE MADE THAT FROM THE NATIONAL STANDPOINT WE SHOULD NOT ERECT ARTIFICIAL BARRIERS TO LABOR MOBILITY AS ECONOMIC OPPORTUNITIES SHIFT FROM REGION TO REGION AND STATE TO STATE.

FOR THESE REASONS I BELIEVE THE PRACTICAL REALITIES IN

January 31, 1972

WASHINGTON ARE THAT IT IS EXTREMELY UNLIKELY THAT ANY LEGISLATION PROVIDING GENERALLY FOR RESIDENT PREFERENTIAL HIRE WOULD GET OUT OF COMMITTEE, TO SAY NOTHING OF PASSING THE CONGRESS AND BEING SIGNED INTO LAW.

THIS DOES NOT MEAN, HOWEVER, THAT NOTHING CAN BE DONE IN THIS DIRECTION. IT THINK THERE CAN BE. A GOOD AVENUE I CAN EXPLORE IS THE EXTENT TO WHICH WE MIGHT WRITE SOME SUCH PROVISION INTO THE ECONOMIC DEVELOPMENT ACT WHICH WE ON THE PUBLIC WORKS COMMITTEE ARE PRESENTLY REVISING.

I WOULD THINK THERE IS A GOOD CHANCE WE COULD MAKE SPECIAL PROVISION FOR STATES AND COMMUNITIES HAVING PERSISTENT AND UNUSUALLY HIGH UNEMPLOYMENT; I. E., TO SET UP THE CRITERIA IN A WAY THAT DEFINES THE ALASKA CASE.

THE RECENT CAPTURE OF THE TWO RUSSIAN VESSELS BY THE UNITED STATES COAST GUARD POINTS UP TWO FUNDAMENTAL PROBLEMS THAT HAVE LONG WORRIED ME REGARDING THE VIOLATION OF OUR TERRITORIAL WATERS BY SHIPS OF OTHER NATIONS.

FIRST, THE UNITED STATES HAS NEVER PLACED GREAT IMPORTANCE ON SITTING DOWN WITH REPRESENTATIVES OF OTHER NATIONS TO MUTUALLY WORK OUT PROCEDURES AND GUIDELINES WITH RESPECT TO TERRITORIAL LIMITS. WHEN INTERNATIONAL CONFERENCES ON THIS SUBJECT ARE CONVENED, THE UNITED STATES TYPICALLY SENDS MILITARY REPRESENTATIVES, NOT THOSE WHO REPRESENT THE COMMERCIAL AND DIPLOMATIC INTERESTS INVOLVED.

SUCH AN APPROACH DOES NOT FURTHER THE AIMS OF SUCH A CONFERENCE, WHERE A GIVE AND TAKE BETWEEN THE FISHERMEN OF THE NATIONS INVOLVED IS NECESSARY IF A WORKABLE AGREEMENT IS TO BE REACHED.

SECONDLY, THE COAST GUARD IS INADEQUATELY EQUIPPED TO PROVIDE EFFECTIVE SURVEILLANCE OF THE TERRITORIAL WATERS OFF ALASKA. THIS IS BECAUSE THE BUDGETARY PROVISIONS FOR THE COAST GUARD ARE INSUFFICIENT. I HOPE THAT THE PRESENT INCIDENT WILL MAKE THE NATIONAL ADMINISTRATION MORE AWARE OF THIS PROBLEM AND WILL PROMPT AN INCREASE IN THE ALLOTMENT FOR THE COAST GUARD IN THE BUDGET WHICH WAS JUST PRESENTED TO US. I HAVE BEEN URGING SUCH AN INCREASE FOR SOME TIME.

WHO KNOWS HOW MANY FOREIGN VESSELS ENTER OUR WATERS FOR ILLEGAL PURPOSES? WE ONLY HEAR ABOUT THOSE THAT ARE REPORTED AND ACTUALLY APPREHEND ONLY SOME OF THOSE. THERE IS NOT THE SLIGHTEST DOUBT IN MY MIND THAT THE COAST GUARD NEEDS TO BEEF-UP ITS RESOURCES IN ALASKA.

FOR MR. NIXON'S NEW BUDGET TO SLIGHT THIS CRUCIAL PROTECTIVE NEED AT HOME WHILE SPENDING UNTOLD BILLIONS OVERSEAS WOULD BE ANOTHER EXAMPLE OF MISPLACED PRIORITIES.

IN THIS LAST CONNECTION, BUT IN A BROADER CONTEXT, I AM WRITING THE SECRETARY OF THE NAVY TO ASK FOR A FULL AND OPEN REPORTING ON THE STRATEGIES AND MISSIONS OF THE NAVY IN THE NORTH PACIFIC RIM AREA AND HOW ALASKA RELATES TO THEM. IT WOULD SEEM, FOR EXAMPLE, THAT IF THE NIXON DOCTRINE MEANS A WINDING BACK OF COMMITMENTS OVERSEAS, THEN ALASKA'S GEOPOLITICAL POSITION ON THE EDGE OF ASIA MIGHT LOGICALLY BE THE RECIPIENT OF FORCES REDEPLOYED IN A FORWARD POSITION BUT ON OUR OWN SOIL.

IN A SIMILAR VEIN, I AM WRITING THE SECRETARY OF STATE TO

TRY TO FIND OUT EXPLICITLY WHAT THE NATIONAL POLICY REALLY IS TOWARD THE PROSECUTING OF FOREIGN FISHING CAPTAINS CAUGHT IN ALASKA WATERS. WE KNOW WHAT THE PRACTICE IS: IT IS TO GENERALLY LET THE OFFENDERS OFF WITH A LIGHT FINE.

AND I BELIEVE ALASKANS COULD UNDERSTAND THIS IF THE NATIONAL GOVERNMENT WOULD MERELY SAY WHAT THE RATIONALE FOR LENIENCY IS; WHAT OTHER U. S. INTEREST IS BEING SERVED BY SO DOING; WHAT IS THE QUID PRO QUO? I BELIEVE WE ARE AT LEAST OWED AN ARTICULATION OF JUST WHAT IS GOING ON AND WHAT WE CAN EXPECT AS THE FEDERAL STANCE IN THESE MATTERS.

WHILE IN A LETTER WRITING MOOD, THERE IS ONE MORE THAT I AM PREPARING IN THE HOPES OF GETTING ACTION ON ANOTHER FRONT -- RURAL COMMUNICATION. IN REVIEWING WITH THE DEPUTY ASSISTANT SECRETARY OF THE AIR FORCE LAST WEEK, THE STATUS OF THE RCA EXPANSION AND CAPITAL IMPROVEMENT PROGRAM I FOUND THAT A MAJOR CURRENT OBSTACLE IS THE INACTION OF THE FEDERAL COMMUNICATIONS COMMISSION. THE FCC HAS YET TO ACT ON THE LICENSE APPLICATIONS MADE LAST SUMMER FOR TOLL SERVICE TO 19 NATIVE VILLAGES WHERE RCA HAS ALREADY INSTALLED THE NECESSARY EQUIPMENT AND ALL THAT IS REQUIRED IS AUTHORITY TO TURN IT ON.

ALL IN ALL, ANOTHER 120 VILLAGES WILL BE PROVIDED IMPROVED SERVICE OVER THE NEXT COUPLE YEARS. IT IS UNACCEPTABLE THAT THE BOTTLENECK TO THESE FORWARD STEPS BE A LETHARGIC REGULATORY BODY. IN INVESTMENT TERMS, THIS HAS MEANT THAT RCA HAS SPENT OR CONTRACTED ONLY \$800,000 OUT OF A COMPANY AUTHORIZED \$2.3 MILLION AND A PROMISED \$4.5 MILLION FOR IMPROVED SERVICE TO THE BUSH.

I ALSO INTEND TO KEEP THE PRESSURE ON THE FEDERAL COMMUNICATIONS COMMISSION TO COME UP WITH THE MUCH OVER DELAYED DECISION ON DOMESTIC COMMUNICATIONS SATELLITES. THIS ISSUE AFFECTS ALASKA MORE THAN ANY OTHER STATE INCLUDING HAWAII. I HOPE THAT ALASKA'S REGULATORY MECHANISM TO COPE WITH THE IMPLICATIONS OF COMMUNICATIONS WILL CONTINUE TO BE STRENGTHENED, EVEN THOUGH THE STATE HAS MADE SEVERAL IMPORTANT STRIDES IN THE LAST TWO YEARS.

THE COMMUNICATIONS SATELLITE CORPORATION INTENDS TO TRANSPORT ITS SMALL SIXTEEN-FOOT EARTH TERMINAL TO ALASKA, POSSIBLY BY EARLY MARCH. BECAUSE OF SOME LITIGATION BEFORE THE FCC, COMSAT MAY BE FORCED TO REAPPLY FOR PERMISSION FOR THE ALASKA TESTS IN SEVERAL OF OUR COMMUNITIES AS A COSPONSOR WITH RCA. COMSAT HAS INDICATED IT WOULD LIKE TO BRING THE TERMINAL FIRST TO JUNEAU WHILE YOU ARE IN SESSION SO THAT YOU MIGHT WITNESS THE QUALITY OF COLOR TELEVISION RECEPTION DIRECTLY THROUGH THE NEW PACIFIC INTELSAT IV SATELLITE. IT IS THIS SATELLITE WHICH WILL TRANSMIT TELEVISION COVERAGE OF THE OLYMPICS AND THE PRESIDENTIAL VISIT TO MAINLAND CHINA.

WE HAVE HAD SOME SUCCESSES THIS YEAR IN THE PASSAGE OF LEGISLATION FAVORABLE TO GOVERNMENT EMPLOYEES. CHIEF AMONG THESE WAS THE PAY RAISE, BOTH CIVILIAN AND MILITARY IN WHICH I PLAYED A ROLE. HOWEVER ONE PARTICULAR INEQUITY THAT I'VE WORKED TO RECTIFY, UNFORTUNATELY UNSUCCESSFULLY, IS THE DISCRIMINATION IN PAY BETWEEN ALASKANS SERVING ON MILITARY DUTY IN ALASKA AND THOSE MILITARY PERSONNEL FROM OUTSIDE THE STATE WHO ARE ON DUTY HERE. THE SECOND GROUP RECEIVES EXTRA PAY AND OUR OWN PEOPLE DON'T.

MY BILL S. 1292 WOULD TREAT THEM ALL EQUALLY, AND I HAVE

January 31, 1972

SEVERAL TIMES ATTEMPTED TO TACK IT ONTO ONE OR ANOTHER MILITARY BILL COMING THROUGH THE SENATE. I CAN PROMISE YOU WE WILL EVENTUALLY GET THIS CORRECTED.

ON THE CONSERVATION FRONT I CAN REPORT THAT HEARINGS HAVE BEEN HELD ON MY BILL TO MAKE THE STATE FISH AND WILDLIFE AND PARK AND RECREATION AGENCIES ELIGIBLE TO RECEIVE FEDERAL SURPLUS PROPERTY -- MACHINERY AND EQUIPMENT -- ALONG WITH THE DEFENSE AND EDUCATION AGENCIES ALREADY ELIGIBLE. GIVEN THE EXTENT OF OUR NEEDS AND THE AMOUNT OF SURPLUS FEDERAL PROPERTY PARTICULARLY IN THE DEPARTMENT OF DEFENSE, THAT CAN BE MADE AVAILABLE I FEEL MY ADMENDMENT MAKES EMINENT GOOD SENSE. THE STATE GOVERNMENT TESTIFIED ABLY TOWARD THIS END, AND I HOPE TO SEE A FAVORABLE OUTCOME.

EARLIER THIS YEAR, I CO-AUTHORED THE EMERGENCY UNEMPLOYMENT COMPENSATION AMENDMENT, WHICH WOULD HAVE PROVIDED AN ADDITIONAL 26 WEEKS OF UNEMPLOYMENT BENEFITS IN STATES WHERE THE UNEMPLOYMENT RATE EXCEEDS 7.5 PER CENT. THE SENATE APPROVED THE MEASURE BY A 46 TO 31 VOTE. THE HOUSE HAD A DIFFERENT VERSION, AND BY THE TIME IT WAS SIGNED INTO LAW THE BENEFITS WERE CUT TO AN ADDITIONAL 13 WEEKS AND THE TRIGGERING RATE OF UNEMPLOYMENT WAS DROPPED TO 6.5 PER CENT.

THE AMENDMENT WILL BE OF ENORMOUS ASSISTANCE TO ALASKANS, WHERE WE HAVE AN UNUSUALLY HIGH UNEMPLOYMENT RATE. SPECIFICALLY, THE AMENDMENT PROVIDES THAT WHEN UNEMPLOYMENT EXCEEDS THE LEVEL OF 6.5 PER CENT IN A STATE, THE UNEMPLOYED ARE ELIGIBLE TO RECEIVE AN ADDITIONAL 12 WEEKS OF INSURANCE AFTER THE EXISTING BENEFITS RUN OUT. THIS ADDITIONAL COVERAGE WILL BE FUNDED ENTIRELY BY THE FEDERAL GOVERNMENT, PLACING NO FURTHER BURDEN ON THE STATES.

TWO THINGS CAN BE SAID ON HIGHWAY MATTERS. ONE IS THAT WE WILL AGAIN RECEIVE AN ADDITIONAL \$20 MILLION OUT OF THE HIGHWAY TRUST FUND UNDER THE SPECIAL PROVISION I WAS ABLE TO PASS LAST YEAR MAKING MONEY AVAILABLE FOR THE FIRST TIME FOR ROADS IN THE VILLAGES AND THE MARINE HIGHWAY SYSTEM.

THE SECOND IS THAT TALKS ARE NOW GOING ON BETWEEN U. S. AND CANADIAN OFFICIALS ON THE OLD ISSUE OF THE ALASKA HIGHWAY. THE RENEWAL OF THESE TALKS IS A DIRECT RESULT OF THE PROVISION WRITTEN INTO THE FEDERAL-AID HIGHWAY ACT. I AM HOPEFUL THAT AN AGREEMENT CAN BE REACHED.

NO ONE LIKES TO DWELL ON THE SUBJECT OF AIRLINE DISASTERS, YET EVERYONE WORRIES ABOUT THEM WHEN WE FLY. OUR RECENT BAD ONE IS ALL TOO VIVID A MEMORY. THIS WAS A MAJOR TRAGEDY WHICH HAS BEEN ATTRIBUTED -- IF NOT EXPLAINED AWAY -- TO "PILOT ERROR."

IT WAS ALSO AN "AGENCY ERROR" AND A "PUBLIC POLICY ERROR" BECAUSE THE NAVIGATIONAL AIDS AT ALASKA'S CAPITAL AIRPORT ARE INADEQUATE, DESPITE AIR TRAFFIC WHICH AVERAGES SOME 90 FLIGHTS DAILY (30 AIRLINE FLIGHTS AND 60 ITINERANT FLIGHTS). JUNEAU AIRPORT HAS NO RADAR SERVICE AND NO INSTRUMENT LANDING SYSTEM. ONLY AFTER THIS SAD ACCIDENT DID THE FAA MOVE TO AT LEAST PARTIALLY RECTIFY THESE DEFICIENCIES AT JUNEAU.

HOW MANY MORE JUNEAU-TYPE TRAGEDIES ARE WAITING TO HAPPEN, AND WHAT KIND OF WAY IS THAT TO MAKE AGENCY POLICY? I CITE THE ALASKA CASE ONLY BECAUSE IT WEIGHS SO HEAVILY ON ME. THE PROBLEM IS THAT WE ARE NOT PROCEEDING FAST ENOUGH IN PROVIDING NAVIGATIONAL AIDS TO COMMERCIAL AIRPORTS IN ORDER TO BRING AIR

January 31, 1972

No. 7

TRAVEL TO AN ACCEPTABLE LEVEL OF SAFETY.

I AM TOLD THAT IN THE LAST DECADE THE FATALITIES FROM NON-PRECISION APPROACH ACCIDENTS HAVE BEEN ABOUT TEN TIMES THOSE ASSOCIATED WITH ILS APPROACHES (NOT TO MENTION THE ADDITIONAL ADVANTAGES OF INCREASED SERVICE RELIABILITY, MINIMIZING PASSENGER INCONVENIENCE, AND LESSENING AIRLINE OPERATING COSTS WHICH DERIVE FROM THE INSTALLATION OF ILS EQUIPMENT).

THE ACCIDENT RATE ITSELF (DISREGARDING WHETHER OR NOT DEATHS WERE INVOLVED) WAS ALMOST FIVE TIMES GREATER AT NON-ILS PROTECTED AIRPORTS AS AGAINST THOSE EQUIPPED WITH THIS PARTICULAR NAVIGATIONAL AID.

I UNDERSTAND FURTHER THAT AT THE PRESENT PACE OF FAA PROGRAMMING IT WILL TAKE TEN YEARS TO INSTALL ILS FACILITIES TO THE POINT OF COVERING HALF THE RUNWAYS USED BY THE SCHEDULED AIRLINES.

I NOTICE THAT THE AIRLINES PILOTS ASSOCIATION (ALPA) PUBLISHED A VERY RESPONSIBLE PROPOSAL LAST FALL FOR THE ACCELERATED INSTALLATION OF VARIOUS CRUCIAL SAFETY FACILITIES AROUND THE COUNTRY'S AIRPORTS. THE PROPOSAL IS IN TWO PHASES WITH ONE PHASE PRESENTING A TWO-YEAR PROGRAM AND THE OTHER PHASE A FIVE-YEAR PROGRAM. THE PROPOSAL MAKES EMINENT GOOD SENSE TO ME AND I WILL BE PRESSING FOR ITS IMPLEMENTATION BY THE CONGRESS IN THE INTEREST OF SAFETY.

THE AIRLINE PILOTS ASSOCIATION STUDY INCLUDES A STATE-BY-STATE AND AIRPORT-BY-AIRPORT INVENTORY OF THE AVAILABILITY OF KEY NAVIGATIONAL FACILITIES. THESE FACILITIES AND DEVICES ARE THE FOLLOWING: TOWERS, RADAR SERVICE, RUNWAY AND APPROACH LIGHTS, INSTRUMENT LANDING SYSTEM (ILS), RUNWAY AND IDENTIFIER LIGHTS (REIL), VISUAL APPROACH SLOPE INDICATORS (VASI). LET US REFER NOW ONLY TO WHAT THE ACTUAL SITUATION IS COMPARED TO THE NEEDED FACILITIES AND THEIR ESTIMATED COST IN THE CASE OF ALASKA'S AIRPORTS.

OF ALASKA'S 26 COMMERCIAL AIRPORTS WE FIND THAT ONLY 9 HAVE CONTROL TOWERS AND ONLY 4 ARE EQUIPPED WITH RADAR. OF 72 RUNWAYS NEEDING APPROACH LIGHTS ONLY 20 ARE IN PLACE: 6 RUNWAY END IDENTIFIER LIGHTS ARE IN SERVICE, BUT 46 MORE ARE NEEDED. ALASKAN AIRPORTS HAVE A TOTAL OF 6 INSTRUMENT LANDING SYSTEMS, BUT 66 ARE NEEDED. VISUAL APPROACH SLOPE INDICATORS CAN BE FOUND AT 22 RUNWAYS, BUT 50 MORE SUCH SYSTEMS ARE NEEDED.

THE TOTAL COST OF THIS WHOLE PACKAGE TO MAKE AIR TRAVEL IN ALASKA SIGNIFICANTLY MORE SAFE IS ESTIMATED AT \$80 MILLION, WITH THE FIRST PHASE INSTALLATION ACCOUNTING FOR ABOUT \$30 MILLION. SURELY THIS IS A REASONABLE PRICE TO PAY FOR AIR SAFETY IN ALASKA. NO AMOUNT OF MONEY CAN MAKE RIGHT THE ALASKA AIR CRASH OF LAST SEPTEMBER 4. BUT \$80 MILLION IS NOT MUCH IF IT HELPS PREVENT THE RECURRENCE OF SUCH A DISASTER IN THE FUTURE.

AND IT IS SURELY NOT MUCH WHEN MEASURED AGAINST OTHER DIRECTIONS OF FEDERAL SPENDING -- LIKE THE VIETNAM WAR. I RECENTLY LOOKED UP THE INVENTORY OF NAVIGATIONAL AIDS TO BE FOUND AT 22 AIRFIELDS IN VIETNAM WHERE THE U. S. PRESENTLY CONDUCTS OPERATIONS (THERE MAY BE MANY MORE). I FOUND THAT ALL 22 HAVE TOWERS; 19 HAVE RADAR; 9 HAVE RUNWAY APPROACH

January 31, 1972

LIGHTS; AND 6 HAVE VASI. AGAIN IT IS ANOTHER EXAMPLE OF MISPLACED PRIORITIES TO BE EXPENDING (SURELY NOT INVESTING) MILLIONS OF DOLLARS ON THE OTHER SIDE OF THE WORLD IN AN INSANE WAR IN WHICH WE DON'T BELONG WHILE URGENT NEEDS AT HOME GO BEGGING.

I FOR ONE BELIEVE IT IS NO LONGER ACCEPTABLE FOR AN ADMINISTRATION, THE CONGRESS, OR AN AGENCY TO SAY, "WE JUST DON'T HAVE THE MONEY" WHEN CALLED TO ACCOUNT FOR DEFICIENCIES IN AIR TRAFFIC SAFETY -- DEFICIENCIES WHICH ALLOWED THE TRAGIC JUNEAU AIR CRASH AND OTHERS LIKE IT.

I FEEL COMPELLED TO COMMENT ON THE ALASKA AIR SERVICE INVESTIGATION BECAUSE OF ITS CRITICAL IMPORTANCE TO ALASKA. I WILL NOT COMMENT, AS I HAVE NOT IN THE PAST, ON ANY INDIVIDUAL CARRIER, BUT I WILL COMMENT ON THE SITUATION AS IT AFFECTS THE PEOPLE OF ALASKA.

I BELIEVE THAT THE FREQUENCY AND QUALITY OF AIR SERVICE ARE THE PRIMARY CONSIDERATIONS OF THE ALASKA PEOPLE AND THOSE TRAVELING TO ALASKA. HOWEVER, IT APPEARS THAT THE OVERRIDING FACTOR IN THE CAB DECISION WAS SIMPLY GETTING ALASKA CARRIERS OFF THE FEDERAL SUBSIDY ROLLS IRRESPECTIVE OF THE COST IN PUBLIC SERVICE.

FRANKLY, THIS APPROACH WAS NOT ADAPTABLE TO THE ALASKA SITUATION FROM THE BEGINNING AND IT WAS THE PRIMARY REASON FOR MY OPPOSITION TO THE EARLIER EXAMINER'S DECISIONS.

I AGREE WITH BOTH THE EXAMINER AND THE CAB THAT ECONOMIC CONSIDERATIONS MUST BE TAKEN INTO ACCOUNT. HOWEVER, THE FACT THAT A KEY TO THE ECONOMIC DEVELOPMENT OF AN UNDERDEVELOPED AREA IS CAPITAL INVESTMENT, ESPECIALLY IN THE AREA OF TRANSPORTATION, MUST BE A PART OF THIS ECONOMIC CONSIDERATION.

ALASKANS DO NOT CHOOSE AIR TRANSPORTATION AS AN ALTERNATE. DUE TO ALASKA'S STATE OF DEVELOPMENT AND GEOGRAPHY, AIR TRANSPORTATION IS AN ABSOLUTE NECESSITY.

THE FEDERAL SUBSIDY PROGRAM IS FUNDAMENTALLY A PROGRAM OF ECONOMIC ASSISTANCE. IT WAS DESIGNED TO ASSIST PEOPLE IN A CIRCUMSTANCE SUCH AS EXISTS IN ALASKA RATHER THAN ASSIST AIRLINES. AIRLINES CANNOT BE PERMITTED TO TRADE SUBSIDY RIGHTS AND BENEFITS FOR MONOPOLY RIGHTS UNLESS IT HAS BEEN UNEQUIVOCALLY PROVEN THAT BETTER AIR TRANSPORTATION AT MORE REASONABLE RATES WILL ACCRUE TO THE PEOPLE. MONOPOLY SERVICE MAY PRODUCE A PROFIT FOR A CARRIER AND ALLEVIATE THE FEDERAL GOVERNMENT FROM SUBSIDY PAYMENTS; BUT, IF PAST PRACTICE IS AN EXAMPLE, THERE CAN BE NO GUARANTEE THAT THE LEVEL OF SERVICE OR THE FREQUENCY OF SERVICE WILL BE MAINTAINED.

IN ALASKA THIS SUBSIDY WAS AN INVESTMENT BY THE FEDERAL GOVERNMENT IN THE FUTURE OF OUR STATE. SUBSIDIES WILL NOT CONTINUE INDEFINITELY. IN THE LONG RUN, ALASKA, AS WITH OTHER WESTERN STATES IN THE PAST, WILL NOT REQUIRE SUBSIDIES.

I ESPECIALLY OBJECT TO THE CAB VIEW OF THIS FEDERAL SUBSIDY PROMOTING DUPLICATIVE, WASTEFUL, OR OTHERWISE INHERENTLY UNECONOMIC OPERATIONS. ALASKANS HAVE VIEWED THESE SUBSIDIES AS A MEANS OF PROVIDING MORE FREQUENT SERVICE AND INSURING QUALITY SERVICE BY CREATING COMPETITION.

IN ITS ESTIMATES OF FUTURE TRAFFIC GROWTH TRENDS, I

January 31, 1972

NO. 7

BELIEVE THE BOARD WAS UNDULY PESSIMISTIC. THEY CHOSE TO ANALYZE HISTORIC GROWTH RATES IN THE CONTEXT OF THE CURRENT (OR CLEARLY FORESEEABLE) ECONOMIC CLIMATE. THIS AGAIN REFLECTS AN ALMOST INCONCEIVABLY CAUTIOUS APPROACH. IF THE FEDERAL GOVERNMENT, THE STATE, AND THE PRIVATE BUSINESS SECTOR FORECAST AND PREPARED FOR GROWTH IN DEVELOPING AREAS SUCH AS ALASKA ON AN HISTORIC BASIS IN THE CONTEXT OF THE CURRENT ECONOMIC CLIMATE, MANY GENERATIONS WOULD PASS BEFORE DEVELOPMENT OF ANY SCALE WOULD BE REALIZED.

THE FEAR OF LIVING OR WORKING OF EXPLORING OR PRODUCING IN THE NORTH IS FINALLY DISAPPEARING. THE IGNORANCE WHICH AT ONE TIME CHARACTERIZED ALASKA AS A "LAND OF ICE AND SNOW" HAS GIVEN WAY TO THE REALITY OF ALASKA AS "THE GREAT LAND."

I SPEAK OFTEN ABOUT ALASKA THROUGHOUT THE NATION. HOWEVER, EVEN WHEN I SPEAK ON VIETNAM OR ENERGY OR A NUMBER OF OTHER SUBJECTS, I AM ALWAYS ASKED QUESTIONS ON ALASKA -- UNFORTUNATELY TOO OFTEN ON THE PIPELINE AND AMCHITKA.

PEOPLE ARE BECOMING MORE INTERESTED IN ALASKA -- NOT JUST THE DREAM OF LIVING HERE. PEOPLE ARE FINALLY CONCLUDING THAT ALASKA IN TERMS OF DEVELOPMENT OF ITS RESOURCES IS NO MORE DIFFICULT AN OPERATION THAN CANADA OR AUSTRALIA OR SOUTH AMERICA OR CENTRAL AFRICA.

THE MYTH OF ALASKA AS THE UNPENETRABLE LAND OF ICE AND SNOW IS DEAD.

I FOR ONE AM VERY OPTIMISTIC FOR WHAT LIES AHEAD.

THANK YOU AND GOOD LUCK.