

14-13

BOARD OF ROAD COMMISSIONERS FOR ALASKA

VALDEZ, ALASKA

Nome, Alaska. Jan. 17, 1916.

From: Chas. D. Jones, acting Sup't. Alaska Road Commission.

To: Lieut. J. C. Mehaffey Engineer Officer Alaska Road Commission.

Subject: Report of inspection trip to Dime Creek and recommendations.

1. I left Nome on Nov. 16. and arrived at Dime on the 22nd. following the Overland mail trail to Isaacs Point a distance of (130.36) one hundred and thirty six hundredths miles, having to lay up one day at Gelevin on account of bad weather. From there we go to Cacheses a distance of eight miles, which course is followed by the mail teams until such time as it is safe to cross the bay. From there to ### the mouth of the Koyuk a distance of nine miles we followed the shore of the bay, thence over Star Mountain to the Landing on the Koyuk a distance of eighteen miles, which point is distant from the diggings seven and one half miles.

2.

The miners had already staked a trail from the Landing to the diggings and I arranged to have the trail staked from the Cacheses to the Landing at the rate of three dollars (\$3.00) per mile. I hired it done by a native as the white men were all busy in the woods cutting wood and I could not have gotten a fair break on calling for bids. I have had a report from the U. S. Marshal, the Agent for the suppression of the Liquor Traffic and several freighters who are freighting in there and everyone reports that he has done fine work.

3.

Enclosed you will find a copy of resolutions passed at a miners meeting on Dime Creek relative to the necessity for road construction there.

4.

While at Dime I talked with Mr. Wallace Porter who is in the freighting business there and questioned him as to the tonnage he had hauled and the conditions to contend with. I also observed the country with a view as to the location of a summer road and in conversation with him he confirmed my tentative location, which is a long ridge running from Haystack mountain to Discovery on Dime, which would get them to Dime in a ten mile haul, but would avoid practically all of the tundra. I do not know yet whether the camp warrants any extensive construction but they are entitled to some help.


Acting Sup't. Alaska Road Commission.

RESOLUTION

Whereas there are on Dineo Creek over one hundred persons engaged in prospecting ^{and} mining, and
Whereas, the placer mines on Dineo Creek are a distance of eight to ten miles from boat navigation on the Koyuk River, and
Whereas there were transported up the creek over one hundred and fifty tons of machinery ^{to date} and other supplies during the season of 1915, with no roads, causing much delay and at a great expense, and,

Whereas it is necessary for the best development of Dineo Creek that some aid to transportation be given, and

Whereas, a road built up Dineo Creek, would if extended serve Smeepetanus Creek ^{and} Bear Creek both of which are also producing creeks,

Therefore be it resolved, that the miners of Dineo Creek, pay the expense of at least ten thousand dollars by the Alaska Road Commission, for the survey ^{and} construction of a road up Dineo Creek, and

Be it further resolved that a copy of this resolution be sent to the Superintendent of the Alaska Road Commission and the Chamber of Commerce, both of Nome, Alaska.

The undersigned hereby certify that the within ^{is} foregoing is a true and exact copy of a resolution passed at a mass meeting of miners held on No. 1 above Discovery on Dineo Creek on the evening of Dec. 2, 1915.

Dineo Creek, Alaska Dec 3, 1915
J. W. [Signature] Chairman
[Signature] Secretary

August 17, 1916.

Disbursing Officer of the Board.

Mr. Harry H. Brown, Warden, Alaska Fisheries Service,
Dillingham, Alaska.

Trail markings for winter travel in Western Alaska.

Dillingham Trails

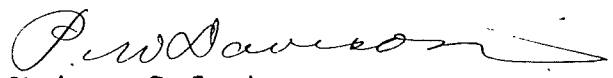
1. Your letter of May 2, 1916, addressed to the Bureau of Fisheries, Washington, D. C., has been referred to this office by the War Department for consideration by the Board.
2. Outside of the trail from Dillingham to Koggiung it is too indefinite to receive practical consideration at the present time as the points from where and to where a trail is desired or required by the traveling public are not stated, nor is any necessity shown for such trails. In order, however, to stake the main trail from Dillingham to Koggiung this year I am inclosing proposals for bids for the work of completely staking that route, and I request that you distribute them to parties liable to submit bids to do the work whom you consider entirely responsible to enter into a contract for the same. I request that you also place one of these proposals in the postoffice and such other public places where you think the public in general will have access to them. In order that these bids may be received at this office by September 15th and work started this year I request that you personally urge all possible bidders to send their bids without delay.
3. Owing to the lack of transportation and the expense of sending any of our foremen to take charge of the work it is desired that you recommend some responsible person who will volunteer to see that the work is properly performed, and on completion make a certificate to that effect to this office.
4. It is expected that if the work is paid for by the Alaska Road Commission, the general public at Dillingham will be sufficiently interested to appoint a committee or designate some person who will volunteer without compensation to oversee the work and act as our superintendent during the progress of the work and to see that the same is substantially and well done. Recommendations from you will be appreciated. A recommendation from you also in regard to other winter trails traveled, with a sketch showing towns to be connected by staked trails is desired so that they may receive consideration by the Board. It is not

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desired, nor is it practicable with the money at hand to stake trails which are occasionally traveled and which are not main routes of travel. It is desired, however, to facilitate travel and make the same safe where the amount of travel over a trail is sufficient to justify the expense. Before the Board can act intelligently and prevent a useless expenditure of money, it will therefore be necessary for you to send an approximate location of trails considered necessary, the amount of travel expected over such trails, and, if possible, the total amount necessary to stake such trails

5. Please acknowledge receipt of this letter and forward any additional information you may have so that proper steps may be taken without delay to protect winter travel.

PWD/JB
Inclos.


Major, Infantry.

Copy

PUBLIC NOTICE

CIRCULAR PROPOSAL

OFFICE ALASKA ROAD COMMISSION

Valdez, Alaska, August 17, 1916, 191.....

SEALED PROPOSALS will be received at this office until 11 o'clock a. m. Sept. 15, 1916.
at which time and place they will be publicly opened, for furnishing the articles and services below specified.

PROPOSALS must be signed by the bidder, inclosed in sealed envelope, addressed to the undersigned, and marked "Proposals for staking trail Dillingham - Koggiung, Alaska,
to be opened September 15, 1916."

The quantities may be increased or diminished.....per centum. Bidders must state time of delivery. The articles must be of the brands, qualities, etc., as specified, or equal to them in every respect; in the latter case bidder will fill in descriptions or specifications (and submit samples if practicable) of what he proposes to furnish. The articles to be of the best quality unless otherwise specified.

Award will be made upon the whole or a part of the bid, as may be deemed best for the interests of the United States. The Government reserves the right to reject any or all bids, and to waive any defects.

P. W. Davison, Major, Infantry,
Disbursing Officer, Alaska Road Commission.

In accordance with the above advertisement and the specifications herewith.....agree to furnish any (or all) of the above articles at prices named, and to deliver the same f. o. b. at (place)..... within.....days from date of order.

(Bidder's Signature).....

QUANTITY	ARTICLES AND SERVICES	UNIT PRICE	AMOUNT
	<p>For staking winter trail between Dillingham and Koggiung, Alaska, approximately 60 miles, more or less. Doing all the necessary work, purchase of material, placing substantial stakes or tripods and determining the proper course for winter travel from Dillingham to Koggiung. Stakes or tripods to be securely set in ground one quarter of a mile apart and to stand at least 8 feet above the tundra and to have a red flag or streamer conspicuously displayed on top. All angles of the trail to be staked and to bear pointers to enable travelers to locate approximate position of succeeding stakes. All work to be satisfactory to acting superintendent appointed by Board of Road Commissioners for Alaska to make final inspection of completed work.</p> <p>Bids to be submitted in duplicate.</p>		

2436353

1st Ind.

War Department, A. G. O., July 25, 1916. - To the President, Board of Road Commissioners for Alaska, Valdez, Alaska, for the consideration of the Board.

By order of the Secretary of War.

J. Murphy
Adjutant General

1 Incl.

JEF:YL

DEPARTMENT OF COMMERCE
OFFICE OF THE SECRETARY
WASHINGTON

July 19, 1916.

Sir:

There is inclosed herewith a copy of a letter received from Warden Harry H. Brown of the Bureau of Fisheries, dated Dillingham, Alaska, May 20, 1916, in regard to the need for marking trails for winter travel in western Alaska. It is thought that Mr. Brown's communication will be of interest to the Board of Road Commissioners for Alaska.

Respectfully,

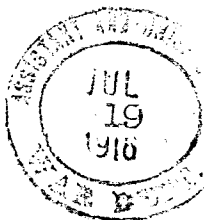
William Redfield
Secretary.

The Secretary of War.

Inclosure.

Received A.G.O.

JUL 19 1916



COPY

Billingham, Alaska, May 20th, 1916.

Bureau of Fisheries,
Washington, D. C.

Trail Markings for Winter
Travel in Western Alaska.

Trail markings for winter travel in the Alaskan Peninsula and Bristol Bay regions, --- and likely throughout all Western Alaska, --- would often be of supreme advantage to dog teams and mushers.

As it now stands there is not a single marking I know or have heard of defining any trail in Western Alaska. The country is, in the main, a wilderness region and a traveler passing from point to point often goes scores of miles without coming in the neighborhood of either white or native habitation. So there are no houses at which to secure information. In a general way the traveler knows his directions, but in a trip of even 50 or 100 miles he is likely to go miles out of his course, and often gets lost. I could multiply instances of people getting lost and wandering for days before getting back on the trail, or of getting lost and bringing up at points different to that to which they intended to go, and one of the common occurrences of trail travel is for the traveler to get out of his course and wear himself and his dogs out by the time he finds it.

While I could give numerous cases I will only submit the following happenings experienced during the past winter by government employes, which will illustrate the exigency of the situation:

Mrs. Corinne Call, Government school teacher at Billingham, and Mrs. H. J. Paulsen, wife of the US. Deputy Marshal here, attempted with three Eskimo girls and two Eskimo guides to go from Billingham to Kogiung during the holiday vacation. After being

out over a week the party brought up at Billy Hurley's trading post far up the Nushagak river, the guides having lost their way.

On the first trip in with mail last winter the mail carrier got lost in making the trip from Kogiung to Dillingham and was over two days locating himself.

The two wardens of the Bureau of Fisheries lost their bearings by making too long an angle in crossing the portage from Iliamna lake to the lower end of Kaskanak flats, met with an impassable barrier in the shape of a stream that could not be forded with their dog team and lost two days' time.

In fact these vast tundras are so cut up with creeks, ravines and small rivers, and dotted with such a multiplicity of lakelets, all of which closely resemble each other, that it requires an adept at path-finding to make a trip of any consequence without losing time and adding miles to the journey.

A simple system of trail marking would solve such difficulties.

The condition here is rather curious.

For example, - In the summer all the travel is by water. The winter tundra trails are not traveled or used by anyone whatever. The tundras are virtually impassable on account of creeks, sloughs, marshes and lakes, not taking into account the deep blanket of tundra moss covering the ground everywhere and making in itself such a hardship of travel that no one attempts it.

With the approach of winter conditions exactly reverse themselves. Water travel is utterly impossible and all circulation goes on by land. Lakes, sloughs, creeks and rivers are frozen solidly over. Everywhere the frozen tundra moss bears up the weight of one, and with the first snow dog team travel becomes general.

But there are no trail markings, and often, following a snow, a mere tyro at dog team travel will be the first to make the trip between two given points and with the best of intentions he makes impossible angles

over the tundra and evinces a sorry knack in selecting country to travel through. Or it may be a team with a poor lead dog that is bedeviled with a tendency to wind to and fro across the course the team is traveling. In either case they travel miles out of their course, and the dog teams that come after always follow their sled tracks, for the leader of a dog team invariably hangs to a sled track however it may wind or keep in rough territory. These things make big travel hardships.

As it now stands it is hazardous for one who has not been over a route to attempt to travel that route without a guide. This does not refer to a trapper or prospector for they rarely get lost, and don't worry if they do.

I have submitted the following to many white residents and old timers with whom I have talked during the past six weeks and, with one exception, they have approved of the suggestions:

(1).-That all trails between points where the region traversed is a wilderness one be marked with stakes not more than one-quarter of a mile apart, such stakes to stand eight feet at least above the tundra and to be painted some color that will make them brilliantly distinguishable in a snow landscape.

(2).- Trail courses to be determined by competent guides.

(3).-Stakes at curves or angles of the trail or at points where vision is restricted by barriers to bear pointers enabling travelers to instantly place the approximate location of the succeeding stakes.

There is one other feature of this matter that I will take up in a later letter to you, but if such stakes alone were placed, winter travel would be made vastly more comfortable and safe, the number of people traveling would increase and the monotony and isolation of this region during the winter rendered more endurable. The cost of such marking would

1000

not be great and it would be of great advantage to the Department of Justice, the Bureau of Education, the reindeer service, and the Bureau of Fisheries,

Harry H. Brown

Warden Alaska Fisheries Service.

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Bear Creek July 21 . 1921.

FILE

Alaska Road Commission

Juneau, Alaska.

Gentlemen ;

I hereby wish to call your attention to the urgent need of the trail being permanently staked between Haycock (Dime Creek) and Candle, via Bear Creek, for summer travel between here and Haycock, and all the year travel from here to Candle,

According to Govt. reports Bear Creek has for a number of years produced about 1/6 of the annual production in the Fairhaven District and all that has been spent for improvements of trails and roads for here is less than \$300.00 which was spent last summer, from Candle down the Keewalik to a bar where teams can cross, and it really is more help to Candle than to Bear Creek.

I do not expect a road built out here as the distance is too far (about 40 miles) but I do feel justified in asking that the trail be staked and some improvements could be made at crossings of a number of small streams that the trail crosses.

In the summer time one can fairly well follow the wagon tracks to Candle, but from here to Haycock, no two hardly follow the same track, and a trip with wagon was never made before this summer over that route, this summer to date 21 persons have come over from Haycock and those that had not been over before had to have a guide, two different men started out by them selves and were lost several days, and last summer a man left here on the 22 of July and finally staggered in to camp again on Aug, 23 nearly starved to death, the hills are bad and that trail should be staked, as people will travel that way and now it is the only practical way to get in to Candle early, from Nome, in the spring.

U.S. Geological Survey Bulletin 692 Plate X shows plainly the route I speak of, my camp is at Split Cr, from there down Bear Cr, to Cub Cr, up the right limit of Cub Cr, and over in to the head of Peace River, down the right limit of Peace River and over in to Spring Cr, across Sweepstake and down Moon Cr, across Peace River and over to Dime Cr, that is the way the team came over this spring with a wagon and the only way as far as we know at present.

I have not, nor will I, ask Mr. Jones to have this work done, as I feel certain that nothing will be done by him, in this section, perhaps there is a shortage of funds but I can see where savings could be made on the Candle end and just as much good work accomplished, but I guess that is none of my business, however I think that a Federal and Territorial Dollar should have the same earning capacity as any other Dollar and for that reason helped to pass the Territorial Road Law two years ago, thinking that there would be more efficiency and better results, but the political hangers on still seem to have the preference, I think that if a man is trusted with the judgement of spending several thousand dollars on roads he should be able

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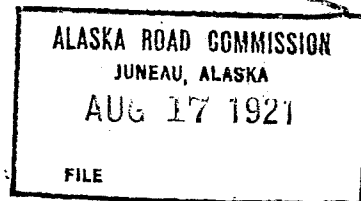
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also to do the book-keeping for that amount, and quite a saving would be made right there, I am for roads and trails and not for political jobs, and I feel sure from my talks with Major Gotherall last fall, you will agree with me on that point, I am an operator and appreciate the value of a road and a trail staked, and I will never believe that the Alaska Road Commission and the Territorial Road Commission were created to give soft snaps to a favored few, and I am positive that its intentions are not to send men out in the country under pay, to insult people, get drunk, arrested and fined for same.

Trusting that this matter will get your consideration
I am yours respectfully.

Oliver R. Rydeen

Candle, Alaska.



Dr. K.L.Gravem
1536 Milvia St.
Berkeley, California.

December 15th, 1921.

Col. James Steese

Juneau, Alaska.

Dear Sir: -

As I did not arrive in Nome in time to attend the meeting in the District Court, held for the purpose of discussing the road development needs for the Seward Peninsula, I take the liberty of addressing you now.

I have spent 13 winters and 21 summers in the Kougarok Precinct, on Coffee Creek and at Shelton or Lane's Landing, am on speaking terms with most of the "Nigger Heads", snow drifts, hills, rivers and lakes and natural conditions in ~~that~~ the Precinct and should have a fair idea where the roads should be located in order to best serve the district as a whole.

I believe that the road or roads should, as far as practicable, ~~should~~ be located where the valuable minerals have been found, where the people are and where the mail route has been established.

The early pioneers found the easiest and most natural access to the very heart of the Kougarok thru Grantly Harbor, Tuksuk River, Imuruk Lake and the Kuzitrin and Kougarok Rivers and its tributaries where valuable minerals have been located. For many years, up to the time when the Seward Peninsula Rail Way was built, all the freight and passenger traffic came this way and Mary's Igloo, only 10 miles below Shelton, was the head of navigation. I wish to call your attention to the fact that the ~~xxxxx~~ same steamers that supply Davidson's Landing also supply Igloo and that the freight rates are the same. The depth of water, about 3 feet, is the same at both places. A 10 mile road, connecting Igloo, head of navigation, with the Rail Road and the proposed extension at Shelton, is absolutely essential to the economical development of the known minerals at Coffee, Dahl, Quartz Creeks and the entire length of the Kougarok River and would serve the upper Kougarok better than from Davidson's Landing. The distance is about the same and the grade is much easier from Igloo. Another point in favor of

*Feb. 11/22
J.L. Gravem*

Col. J.S. 2)

Igloo is the fact that the Kuzitrin River freezes over later in the fall, than Mary's River at Davidson's, and opens up earlier in the spring. This is no doubt due to its larger volume of water. Davidson's Landing is situated on a still inlet of Imuruk Lake that freezes early in the fall and the ice from the Kuzitrin River and Lake is forced in there and kept there late in the spring.

For the distribution of mineral deposits I refer you to Geological map "Bulletin 642 Plate I", and others. You will notice that the red crosses are placed at Coffee, Dahl and along the entire length of the Kougarok River. The people naturally are where the minerals are and the mail route should be where the people are. On the other hand you will fail to find a single indication of mineral deposits on the entire length of the more than 40 miles from Davidson's to Taylor Creek. The history of this road is briefly this. The Taylor Creek Ditch Company and the Kougarok Mining Company established their winter quarters at Davidson's Landing in spite of our endeavor to persuade them to locate at Igloo and make an united effort to obtain means to improve and build a road from Igloo thru Shelton, Coffee, Dahl to Taylor, where the people have always traveled and always will. This Davidson route then was a private one and intended for winter use only and has been of no benefit to anybody else, but these companies, as in the summer time, particularly, it leads to nowhere and the employees of these companies go and come by Dahl, Coffee and Shelton to Nome. According to the teamsters of these companies the grade on Cocco Hill is so steep that they have to double trip it, whereas an easy grade can be obtained from Igloo to Taylor.

The Igloo - Taylor route has been sidetracked for two main reasons. 1. Opposition by the Davidson's Landing Outfits. 2. The Chamber of Commerce in Nome, composed largely of merchants, do not like the idea of losing any of their business altho they admit that the heavier articles must go thru Teller. When one considers that the freight rates from Seattle to Igloo is about the same as to Nome, the difference between a 10 mile haul from Igloo to Shelton and a 84 mile haul from Nome to Shelton becomes apparent. A 10 mile road from Igloo to Shelton instead of a 40 mile road from Davidson to Taylor and a connecting link between the two, which I understand is proposed, would save the construction of some 45 miles of roads and incidentally save thousands of

dollars, when dollars are hard to get. Ofcourse a road connecting Davidson's Landing with Shelton as well as with Taylor would be of some service, no doubt, but they would pass over, as far as is known, barren soiland would be of minor benefit to the greatest number of miners and operators. I have no ax to grind and am not in politics, but have endeavored to give a fair idea of the needs of the Kougarok Precinct and am eagerly looking forward to the time when I can again bring my family back to Shelton, where I was married and where our two boys were born. ~~xxxxxxx~~The oldest one, as far as I know, being the first white boy born in the Kougarok. I am not alone in this. There were several families there when the Rail Road was running and they will come again and others with them as soon as transportation facilities will permit of so doing.

I earnestly hope that you, in the interest of the smaller operators, miners and prospectors, ^{who} cause I am pleading, will instruct your representative in Nome to look into these matters next summer and if he or you can find anybody, who is interested in the Kougarok problems, not politics, ~~the~~ ^{who} can disprove my contentions on the main issues, I wont say another word. You have in Mr. Blake a fair, impartial individual who is not afraid of the "Nigger Heads" and who will view conditions from a standpoint of fairness to all concerned. There are thousands of acres of Dredging ground, patented and other wise, on Coffee, Dahl and along the Kougarok River waiting for this road and cheaper transportation.

In recapitulation I offer the attached rough scetch with notes.

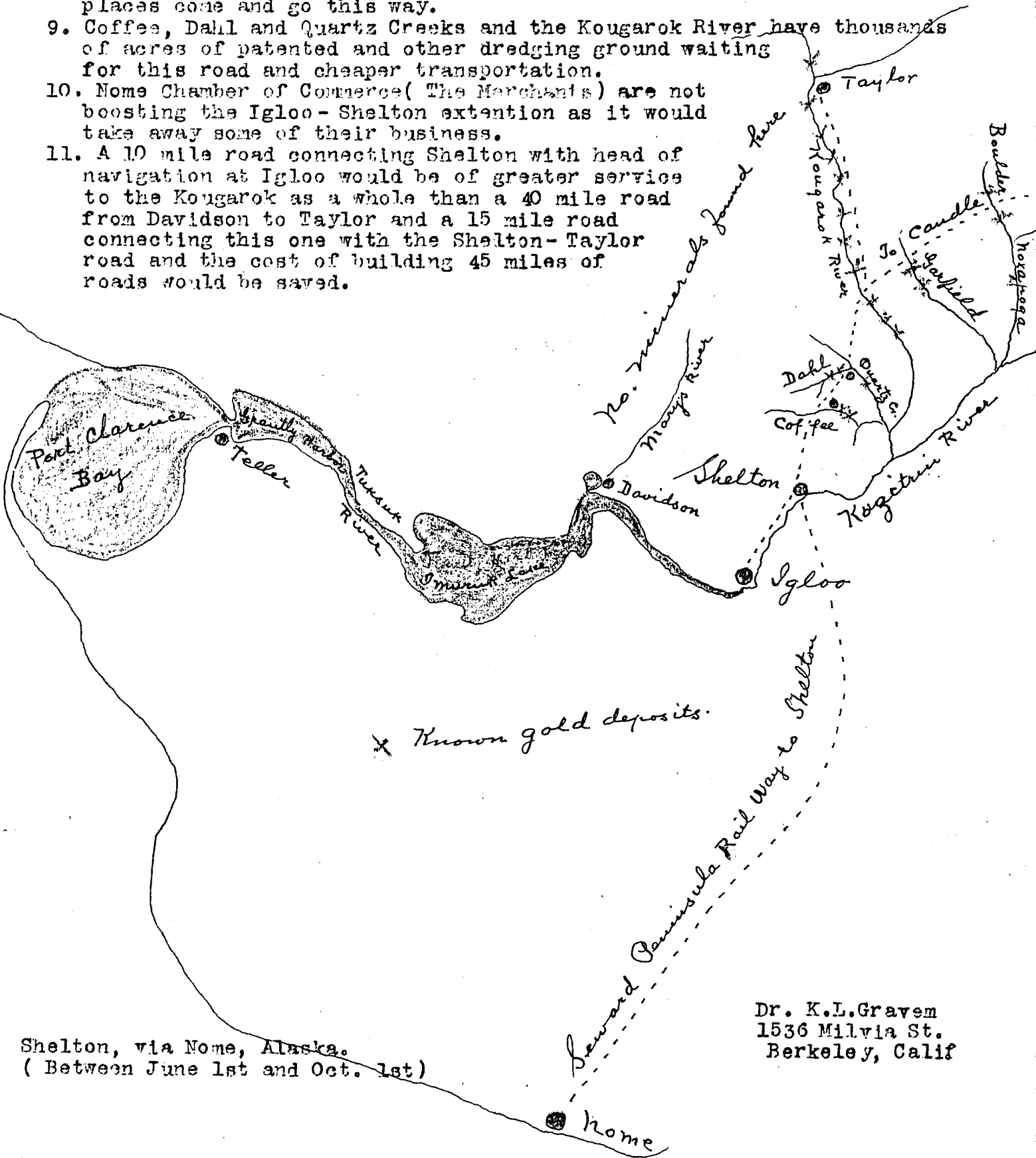
Respectfully yours

R.L. Graven

Igloo - Taylor Road.

Davidson - Taylor Road.

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| <ol style="list-style-type: none"> 1. Distance about 40 miles. 2. Known gold deposits along 30 miles of its length. 3. Serves everybody. 4. Easy grades obtainable 5. River at Igloo freezes over later in fall and opens earlier in the spring. 6. Freight rates and depth of water, about 3 feet, are the same. 7. Has always been, is and very likely will be the mail route as the people are located here. 8. The people from Candle, Deering, Innachuk and other places come and go this way. 9. Coffee, Dahl and Quartz Creeks and the Kougarok River have thousands of acres of patented and other dredging ground waiting for this road and cheaper transportation. 10. Nome Chamber of Commerce (The Merchants) are not boosting the Igloo - Shelton extension as it would take away some of their business. 11. A 10 mile road connecting Shelton with head of navigation at Igloo would be of greater service to the Kougarok as a whole than a 40 mile road from Davidson to Taylor and a 15 mile road connecting this one with the Shelton - Taylor road and the cost of building 45 miles of roads would be saved. | <ol style="list-style-type: none"> 1. Distance about 40 miles. 2. No valueable deposits found along its entire course. 3. Serves only two companies at Taylor, which can be better served the other way. 4. Passes over hills with steep grade necessitating double tripping. 5. Davidson situated on still inlet, which freezes early in the fall and opens up late in the spring. 6. Freight rates and depth of water, about 3 feet, are the same. 7. Nobody along its course and no mail service. |
|--|---|



Shelton, via Nome, Alaska.
(Between June 1st and Oct. 1st)

Dr. K.L.Gravem
1536 Milvia St.
Berkeley, Calif

DEPARTMENT OF THE INTERIOR

BUREAU OF EDUCATION, ALASKA DIVISION

ALASKA NATIVE SCHOOL, MEDICAL, AND REINDEER SERVICE

Cape Prince Wales, Jan. 17, 1922.

Mr. Chas. D. Jones,
Sup't Alaska Road Commission,
Nome, Alaska.

Dear Sir:- I have been requested by the residents of Cape Prince Wales, Cape York and Shismareff sections to take up with you the needs in this section for staked trails and shelter cabins.

The permanently staking of the trail from Teller to Lost River has been a wonderful benefit and we respectfully request that it be continued to Cape Prince of Wales a distance of thirty three miles.

Our reasons are as follows:- Lost River is one of the worst sections on the coast for storms. The belt in which these storms occur is about twelve miles wide. Three miles has already been permanently staked and the remaining nine miles is an extremely dangerous storm belt where it is impossible to travel on the ice and the overland trail is through a section where there are no landmarks of any kind and no shelter can be obtained.

Between York and Cape Prince of Wales is a distance of fifteen miles, eight miles of which is through a belt where no landmarks or shelter of any kind is to be had and where the wind blows continually.

DEPARTMENT OF THE INTERIOR

BUREAU OF EDUCATION, ALASKA DIVISION

ALASKA NATIVE SCHOOL, MEDICAL, AND REINDEER SERVICE

-2-

Teller is the supply point for this whole section and this winter the biggest part of the supplies are being hauled from Teller and the lack of staking has added materially to the cost by causing layups in weather that had the trail been staked freighters could have traveled.

Beach wood is easily obtained for all this staking but from Tin City to Wales a distance of nine miles the stakes would have to be hauled from Tin City.

Between Wales and Shismareff a distance of sixth five miles there is a lot of travel and some supplies are hauled from Shismareff for at Cape Prince Wales it is so stormy in the summer that it is often impossible to land supplies there and in addition the natives do all of their hunting and fishing at or near Shismareff, trading for supplies there which they haul to Wales in the winter.

There is a good cabin half-way between Wales and Shismareff that could be bought reasonably and should be equipped with a stove, axe, saw and bunks. A dogbarn should also be constructed, material for which could be easily obtained as there is plenty of drift wood at this point.

The trail should be staked for the entire distance and at the crossing of the lagoon just north of the cabin mentioned arrangements should be made to temporarily stake it every year, a distance of fifteen miles avoiding a detour of thirty miles.

This section of the trail should be staked very cheaply as drift wood is easily obtained for the entire distance.

In this section of the country the natives trap and hunt the entire winter and several lives have been lost as the country is low and flat and very stormy with no shelter to be had and no landmarks of any kind what so ever.

There is no regular mail route between Wales and Shismareff, as all of the mail is brought to Wales for Shismareff and all travelers going to Shismareff take the mail over that is in the Wales Post Office when they are leaving.

The cabin at Lost River which is used as a shelter cabin is in danger of being burned at any time due to the bad condition of the stove pipe. It is a good cabin but a dog barn is badly needed.

These are the imperative needs of this section and anything you can do towards doing this work either all or in part will be very much appreciated and money well spent.

I am

Respectfully yours,



Local Sup't.

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WAR DEPARTMENT
BOARD OF ROAD COMMISSIONERS FOR ALASKA
JUNEAU, ALASKA

Nome, Alaska, Feb. 17, 1922.

From :- Chas. D. Jones, Sup't Alaska Road Commission.
To :- Col Jas. G. Steese President of Board A. R. C.
Subject:- Work on route 67.

1:- There has been considerable complaint this winter as to the staking on route 67. Penny River Teller. I recommended that this route be gone over from Nome to Teller in my general recommendations and am at this time taking it up with you specifically after making all the inquiries possible as to the general conditions prevailing on this route and from men in whose judgement I would place confidence.

2:- No work has been done on this route for years and it must be gone over for the entire distance. Between Nome and Penny River over half of the stakes are gone and the rest of them are leaning and need resetting. This from my own personal inspection. The same condition I am told exists on many stretches of the trail between Penny River and Cape Douglas.

3:- For most of the work drift wood can be obtained along the beach and at hand for the work but some hauling will have to be done.

4:- I would like to permanently stake the trail to Gold Run at the same time, cutting out the temporary staking each winter and for the entire project request that \$3,000 dollars be appropriated which should do all of the work required and would last for years.

Chas D Jones
CHAS. D. JONES, SUPERVISOR

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Nome, Alaska, Jan. 21, 1922.

From: Chas. D. Jones Sup't Alaska Road Commission.

To: Col. Jas. G. Steese, President Board.

Subject: Inc. letter asking for trail and cabin work.

FILE

1;- Inclosed you will find a letter from Mr. T. P. Killeen requesting permanent staking in the Cape Prince of Wales section.

2;- The Alaska Road Commission has never done any work in th this section and I made no report of work here in my recommen- dations.

3;- I can confirm his statements from my own knowledge of some of the conditions existing and feel that if possible some al- lotment should be made for some of the work.


Sup't Alaska Road Commission.

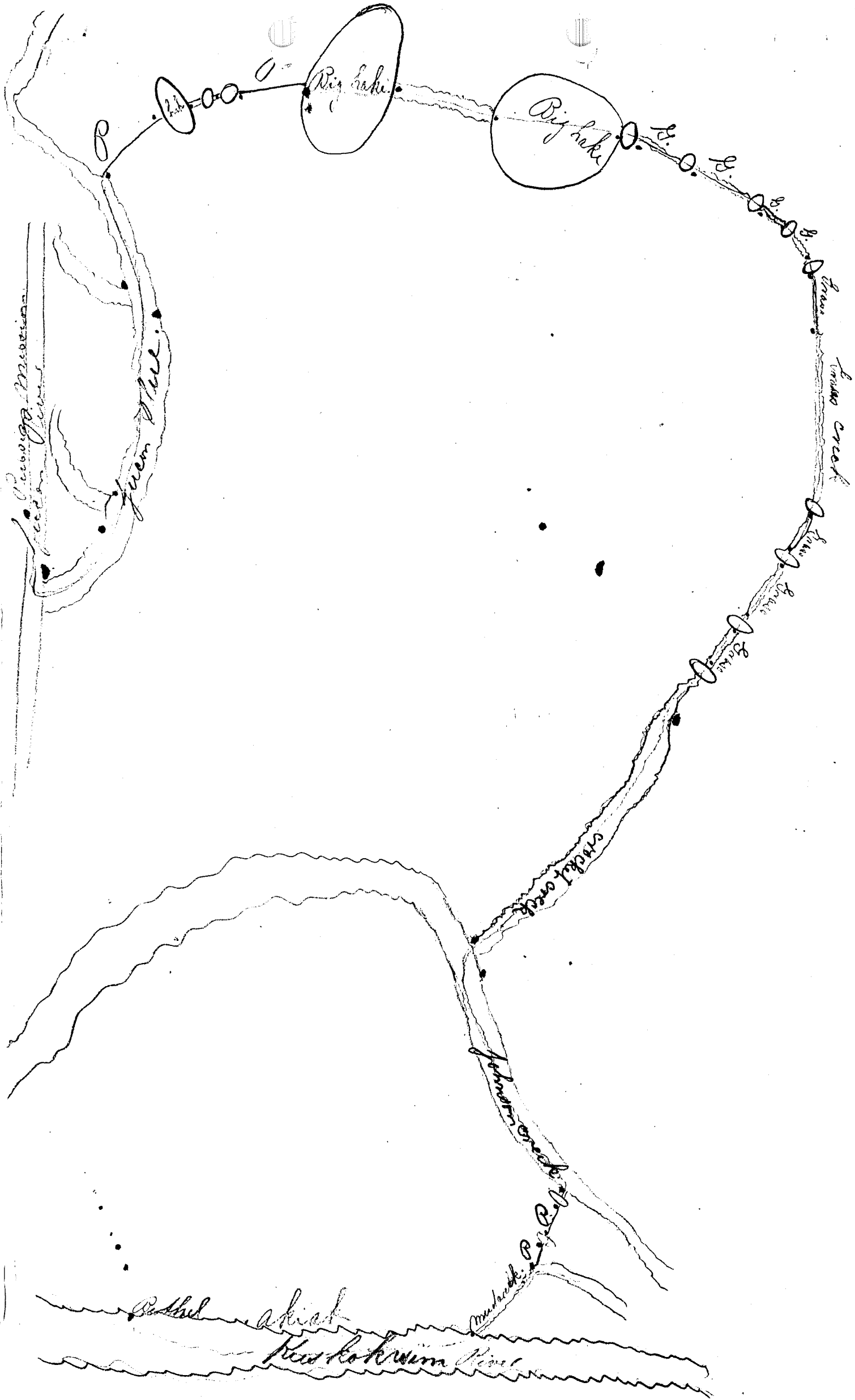
ALASKA ROAD COMMISSION
JUNEAU ALASKA
JUN 10 1922
FILE

Retired appt.
C. L. Shreve Juneau Alaska.

Dear Sir. Am inclosing a Drawing of The
Sumner Pit. The Pit is about
thirteen meters; The Red marks indicated
where stakes should be placed to
guide a person through without
trouble. Will take about 40 stakes
10 or 12 feet high; perhaps a few more
stakes as indicated may be needed
on upper end of creek creek, as
water flows all over in June breakup; make
it hard to follow creek without a
few marks. Mark P. is bottom, mark T. is
Creek. Trusting this will reach you
in time I remain Respectfully
Oscar Comstock.

Mail carrier, Bethel, Alaska.

RG 30 FRC 65637
Seattle, Washington



WAR DEPARTMENT
ALASKA ROAD COMMISSION
JUNEAU, ALASKA

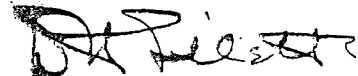
February 16, 1929

Subject: Yukon-Kuskokwim Portage.

To: Mr. Donald MacDonald, Asst. Supt., A. R. C.

1. Upon arrival at Juneau you will confer with Lt. Christiansen, who will furnish you drawings and other details of the Yukon-Kuskokwim Portage. You will please familiarize yourself with all details connected with this project and, pending the arrival of Major Elliott from the south, you will please prepare all requisitions for materials based upon the detailed plan on the general assumption that the Alaska Road Commission will furnish all iron and special squared lumber and also explosives and other materials necessary to procure outside; that we will handle the canal on the second portage ourselves with dynamite and that all the other work will be done by local contract, using materials furnished as above, contractor to furnish all other materials--timbers and the like. There will be a separate contract for each portage, canvassed in Bethel and vicinity for the third portage, Russian Mission and vicinity for the first portage and probably both for the second portage.

2. We expect to handle this entire job from the Fairbanks office, sending down one local engineer and one or two assistants, who will do the dynamite work on the second portage and then travel back and forth checking up on the contractor for erection of ~~at~~ derricks, etc. You will therefore, please submit a letter recommending the exact number of men to be sent down from Fairbanks, plan for quartering and feeding them, estimate of time and equipment required and a recommendation as to the most auspicious time to start the operations.



D. H. Gillette,
Engineer Officer.

DHG:IH

Enc. 2 (File 13/136-6 and dynamite book)

13/136-6

WAR DEPARTMENT
ALASKA ROAD COMMISSION
JUNEAU, ALASKA

July 26, 1928

Subject: Report of Investigation of Yukon-Kuskokwim-Russian Mission
Portage.

To: The President of the Board.

1. Itinerary. Left Nenana June 23, 5:30 p.m.; arrived Russian Mission June 27, noon. Left Russian Mission with mail carrier June 28, 10 a.m. Left mouth of Mud Creek 2 p.m. June 30; arrived Bethel 3 a.m. July 1.

2. Made trip with regular mail carrier, Charlie Jacobsen, who used the following equipment:

- (a) Russian Mission to Portage One, small launch.
- (b) Portage One to Portage Two, row boat with Johnson motor.
- (c) Portage Two to Portage Three, row boat with Johnson motor.
- (d) In lake in Portage Three, row boat.
- (e) Mud Creek to Bethel, row boat with Johnson motor.

At all portages Lieut. Garges and I took elevations by hand level and made measurements by tape. Data contained in Taylor's report of October 21, 1927, was verified and corrected herein where necessary. (Paragraph numbers arranged to agree with that report for ready reference).

3. Description of Route. Corrections noted as follows:

(a) Russian Mission to First Portage. Total distance estimated at least 40 miles. At least two signs needed at branch sloughs to indicate direction (one at Mile 22, one at about Mile 30).

(b) First Portage. Measured and tripoded a line 2425 feet long with two curves. Total lift 54 feet, drop 27 feet.

(c) First Portage to Second Portage. No corrections.

13/136-6

(d) Second Portage (Item 1). Distance 3,000 feet. Determined difference of elevation between lake levels to be approximately 4 feet. Proper treatment of this situation would be to excavate as recommended in Taylor's report to level of Big Lake (Kulik Lake), leaving a natural dam at west end of ditch, near Second Lake, crossing same by means of a roller ramp and winch. The lower, or Kulik end of the ditch should also be crossed by means of a roller ramp and winch. If ditch were made open to Kulik Lake the wind would very soon build a natural dam at that point. It should be particularly noted that Second Lake should by no means be connected with Kulik Lake as otherwise all the water in Second Lake would drain into Kulik Lake, and the whole project would be ruined.

(e) Portage Two to Portage Three (see Taylor, Item 4). Recommend that nothing be done to the channel between Kulik and Kukaklik Lakes. If this channel is widened, too much water will flow out, and if a gate or dam should be put in, it is believed that the channel would tend to silt up, and the channel is satisfactory as is, with a very limited amount of brushing. The upper 4 miles of Crooked Creek should be marked and brushed out in limited manner, as recommended in Taylor's report.

(f) Portage Three. Checked new route, and laid out and measured a line to give best ground. This measures 4,000 feet, in practically a straight line. NOTE: Sufficient time was not available to cruise out another location. It was not believed that anything would be gained by so doing as ties and poles were already in place at one end of the line, and any small saving in distance would probably be offset by the cost of moving the ties and poles. The proper treatment for this portage is a derrick at Johnson Creek, and a roller ramp at Mud Creek.

(g) Portage Three to end. Did not have sufficient instruments to measure fall in Mud Creek. Apparently the slope is negligible, and it is believed that a dam with a crest elevation of 4 feet above elevation of top of old dam would provide at least 18 inches of water at all times at the Mud Creek end of Portage No. 3. This dam could be of very rough construction,

brush, earth and cribs, but might be provided with a gate or valve, so that some control can be had over the pool elevation. The mail carrier stated that ice and current effects would be negligible. The crossing of this dam by derrick is recommended.

4. Work Recommended.

A. LAND IMPROVEMENTS.

Portage No. 1 (2,500 feet of tram).

Steel rails

1.	2500 feet track (12# rail & fittings) f.o.b. Seattle....	\$492.00
2.	Freight on rails and fittings to transite.....	820.00
3.	840 ties 7' long, 5" thick, with minimum 3" face, spaced 3' centers @ 50¢ ea.....	420.00
4.	120 poles , 16' long, min. diameter 4" @ 75¢.....	90.00
5.	2 hand power winches @ \$250 ea.....	500.00
6.	Irons for one stiff leg derrick, including chain blocks, 2 ton capacity.....	200.00
7.	1580 lin. ft. $\frac{1}{2}$ " cable @ 20¢.....	316.00
8.	1 roller bearing push car.....	150.00
9.	Freight on items 5, 6, 7 and 8, Seattle to site.....	150.00
10.	Labor.....	<u>2,000.00</u>
	Total.....	\$5,138.00

Portage No. 3 (4,000 feet of tram).

Steel rails

1.	4,000 feet track (12# rail & fittings) f.o.b. Seattle..	793.00
2.	Freight on rails and fittings to transite.....	960.00
3.	1240 ties - 7' long, 5" thick, minimum 3" face, spaced 38" 75 centers, @ 60¢ ea.....	744.00
4.	740 poles 16 feet long, minimum diameter 4", @ 25¢....	185.00
5.	2 hand power winches @ \$250.....	500.00
6.	Irons for one stiff leg derrick including chain blocks, 2 ton capacity.....	200.00
7.	1000 lin. ft. $\frac{1}{2}$ " hoisting cable @ 20¢.....	200.00
8.	Roller ramp (1).....	200.00
9.	1 roller bearing push car, standard gauge.....	150.00
10.	Freight on items 5, 6, 7 and 9, Seattle to site.....	200.00
11.	Move Second Cabin to Johnson Creek.....	200.00
12.	Labor.....	<u>3,000.00</u>
	Total.....	\$7,332.00

B. WATER IMPROVEMENTS.

1. Portage No. 2.
 Construction of 3,000 lin. ft. of canal,
 6 ft. wide, 3 ft. deep, connecting
 Lake Two with Kulik Lake, 2,000 cubic
 yards at \$1.00 a yard.....2,000.00
 N.B. Believe that this could be done,
 using dynamite, by three men in three
 weeks, providing that frozen ground
 is not too near the surface.
 2 winches, etc. with cable..... 550.00
 4 roller ramps.....800.00 3,350.00

2. Widen and deepen 300 feet of channel between First
 and Second Lakes..... 200.00

3. Mud Creek. Two large snags to be removed, channel
 to be widened in places, construction of dam near
 mouth with gate, derrick at dam.....4,000.00

4. Provide increased depth and width in places along
 channel between large lakes..... 500.00

5. Clear, widen and mark where necessary channel
 between last large lake and junction with
 Johnson Creek.....4,000.00

- Total.....\$12,050.00

5. Desirability of Improvement. It is believed that if this portage is improved, many persons will enter and leave the Kuskokwim as passengers. The situation is that in order to get out of the area the local inhabitants are practically obliged to use the portage, as the air-plane fare to Anchorage is \$500 and to Fairbanks is \$750. Also the TUPPER arrives too late and leaves too early to do prospectors and trappers much good. The mail service over the portage connects with the Nenana River boats and it is believed that the improvement of this portage would give a much needed relief to the locality, and that the benefits to be derived would be entirely commensurate with the cost of the improvement.

6. Basis for Cooperation. It is believed that an equitable basis of cooperation would be that the Alaska Road Commission and the Territory should each pay half of the total cost of this improvement, i.e., about \$15,000 should be allotted from each source as above estimate is approximate only. To cover the above, a suggested amendment to Chap. 51 of 1927 Session Laws is incorporated directly in our office copy.

OK
m

D. H. Gillette
 D. H. Gillette,
 Engineer Officer.

DEG: IH
 CC Fairbanks.

WAR DEPARTMENT
ALASKA ROAD COMMISSION
JUNEAU, ALASKA

G
File

October 21, 1927

Subject: Report of Investigation Yukon-Kuskokwim. Russian Mission Portage.

To: Major D. H. Gillette, Engineer Officer.

1. Itinerary. Left Fairbanks September 1st 8:00 a. m., arrived Russian Mission September 7th, 11:45 p. m. Left Russian Mission over Portage September 8th, 10:00 a. m. Arrived mouth Mud Creek on Kuskokwim September 10th, 1:00 p. m. Returned to Fairbanks via Takotna. Arrived Fairbanks September 23rd, 7:00 p. m.

2. The trip over the portage was made with the regular mail carrier. There is a mail contract requiring a round trip between Russian Mission and Bethel once every two weeks. Good weather was encountered so that the trip was made in good time.

3. Description of Route-

Leaving Russian Mission one proceeds by small gas boat down the Yukon River 6 miles to the mouth of Tatlawuksuk Slough, thence up this slough approximately 30 miles to point where the first portage starts. At the time of this trip there were numerous places in this slough over the last ten miles before reaching the portage, where the depth of water would not exceed $1\frac{1}{2}$ feet. Thence over first portage, hereafter known as Portage No. 1, a distance of $\frac{1}{2}$ mile. Here a shelter cabin built last year is located. Thence by row boat propelled by outboard motor across small lake approximately one mile, thence through a narrow channel 300 feet long, across second small lake, approximately one mile. At this point at present it is necessary to portage a distance of 4,000 feet to large lake beyond. These lakes are connected by a grass slough, practically dry at the time of this trip. In the past it has been possible at times to drag a boat through this slough, which has at times had a little water in it. From observation with a hand level only, it appeared that these lakes were at or nearly the same level. If this proves true, a ditch large enough to accommodate the small boats making this trip could be constructed between these lakes without changing the depth of water in either. Should there prove to be a slight difference in elevation, the present relative levels could be maintained by use of a gate. Thence by another row boat, propelled by outboard motor, across lake two miles. This lake has a depth of not over 5 feet and shallows up on the edges to a depth of not over one foot for a distance of 300 feet from shore. Leaving this lake, a winding channel is followed for a distance of one mile.

3000

NO.
4

Yes
at 6-12
miles

1927
10/21/27

By lake to Grand L. Iron IV

would not up

Rec. have above

Grassy

Yes

Asy line

Yes

Yes

OK

→ This channel has a slight current, is very crooked and partly filled with grass and water lilies. The controlling depth is one foot. While some deepening, widening and clearing of vegetation would be desirable, it is doubtful how much of this work could safely be done without increasing the flow and lowering the lake. Here again a gate control may be found possible. This channel enters another large lake which is crossed, a distance of two miles. Like the previous lake, the depth of water does not exceed four feet with shallows near the shore. Leaving this lake the route follows narrow grass grown channels connecting small lakes. Like the channel first described, these connections are all grass grown but have fairly good depth of water, 2 to 3 feet. The entire country for several miles is covered with these small lakes and connections. There are several alternate routes, all of which should be investigated and the best selected. This route should then be well marked and improved by widening and straightening. The amount of such work, however, must be limited so as not to greatly increase the flow out of the lake. There is approximately four miles of this type of channel which is the headwater of Crooked Creek. Crooked Creek is followed for about 20 miles downstream. The channel is narrow, crooked and grass grown. Considerable small brush grows along the banks near the water's edge which partially impedes progress. Little could be done toward straightening or widening. A few of the sharper turns might be widened some, however. The brush should be cut along the water's edge in the narrow sections. Leaving Crooked Creek at the junction with Johnson Creek, the route follows up Johnson Creek approximately 8 miles to the beginning of the next portage. No work is necessary on Johnson Creek. The route at present leaves Johnson Creek and crosses a small swamp lake, very shallow, to beginning of actual portage, thence over 3,000 feet of portage to small lake, where the shelter cabin constructed last year is located, thence across lake by row boat 300 feet, thence over 200 foot portage to Mud Creek. With the idea of the construction of a tram, a new route was cruised out from good water on Johnson Creek to a point on Mud Creek approximately one-half mile below present end of portage on Mud Creek. It was found that 3700 feet of tram would be required. The channel of Johnson Creek is very crooked and it is possible that by mapping a short section, say 2 miles of both Johnson and Mud Creeks, a shorter route might be found. Leaving this portage, hereafter called Portage No. 2, the route follows down Mud Creek 5 miles to a deep water slough of the Kuskokwim. This portion of the route is as troublesome as any of the water portion of the route. The water is very shallow the entire distance, in short sections the depth being not over six inches at the time of this trip. The channel is also very narrow in places and has some snags and brush that should be removed. The stream has a very light gradient and it is believed that a dam at the mouth, made of brush and earth and six or eight feet high would back the water up to the present portage. Part of such an old dam still remains in the mouth. This was built some years ago to float out logs, according to information obtained, and was later partly removed to allow the passage of boats. A survey should be made to determine the feasibility of this. Should such a dam be feasible, a stiff leg derrick with hand winch could be used to elevate boats over it. In any case, it is believed the improvement of this part of the route is very important.

4. Work Recommended-

The work recommended is divided into two sections (a) construction of trams and appurtenances; (b), Improvement of water portions of the route.

(a) Either of two types of tram may be used--wooden rails on hewed or sawed ties or steel rails on hewed or sawed ties. In this connection, while the steel rail tram is slightly more expensive in ~~one~~ case, it is believed this type will prove most permanent and satisfactory in a remote locality, as the cost and necessity for maintenance will be much less and the fire risk, which is great on a wooden rail tram, is reduced to the minimum. It is recommended that hewed ties be obtained, as sufficient timber is available near the site. On portage No. 1 it will be necessary to lay poles longitudinally to support the ties over a section of very soft ground, for a distance of 600 feet. On portage No. 2, it is recommended that this method be used throughout, since the entire route is over very soft ground. The cost of these poles has been included in the estimate below. It will be necessary, however, to obtain the ties and poles in winter, as they must be delivered on the snow. Should this prove impossible, sawed ties could be obtained and shipped to the site by water. In connection with the trams, it will be necessary to provide a means of getting the boats onto and off the cars. Also it will be necessary to provide power for pulling the car up inclines on both locations, such inclines being unavoidable without unduly extending the length of the trams. It is recommended that a hand power winch be used for this purpose. This winch could also be used for operating the stiff leg derrick. The derrick is recommended as it is believed it would not be feasible to sufficiently submerge the car to float the boat onto it as the water at the ends of both trams is very shallow. Standard gauge track is recommended as offering less tendency for overturning with topheavy load. In computing steel rail trams, the price of new 12# rail at Seattle is used--second hand 20# rail can be obtained at Anchorage from the railroad for \$25 per ton, but since the rate from Anchorage to Russian Mission is the same as from Seattle to Russian Mission, the heavier rails would be more expensive. It is believed, for the service required, 12# rail will be sufficiently heavy.

ESTIMATED COST OF TRAMS.

Portage No. 1 (2,500 feet)

Steel rails

1.	2500 feet track, (12# rail & fittings) f.o.b. Seattle.	.\$ 492.00	✓
2.	Freight on rail & fittings to transite	320.00	✓
3.	340 ties - 7' long, 5" thick, with minimum 3" face spaced 3' centers @ 30¢ ea.	672.00	420
4.	120 poles, 15' long, min. diameter 4" @ 50¢ ea.	60.00	90
5.	Three hand power winches @ \$250.00 ea.	750.00	
6.	Irons for two stiff leg derricks, including blocks, 2 ton capacity	400.00	
7.	600 lin. ft. 3/8 inch cable @ 20¢	120.00	
8.	1 roller bearing push car	150.00	—
9.	Frt. on items 5, 6 and 7, Seattle to site	150.00	
10.	Labor	2,000.00	
	Total	\$5,514.00	

ESTIMATED COST OF TRAMS. (Con't.)

Portage No. 1 (2,500 feet)

Wooden Rails

Rail to consist of 2, -2" x 6" with broken joints

1.	10,000 ft. B.M. 2" x 6" fir @ \$20	\$ 200.00
2.	Frts. on lumber to site	625.00
3.	1250 ties 7' long 5" thick, min. 3" face--2" centers @ 30¢	1,000.00
4.	120 poles, 16' long, min. diameter 4" @ 50¢ ea.	60.00
5.	Three hand power winches @ \$250.00 ea.	750.00
6.	Irons for two stiff leg derricks, including blocks, 2 ton capacity	400.00
7.	600 lin. ft. 1/2 inch cable @ 20¢	120.00
8.	1 roller bearing push car	150.00
9.	Frts. on items 5, 6 and 7, Seattle to site.	150.00
10.	300 lbs. 30d com. nails-landed at site	21.00
11.	Labor	2,000.00
		<u>\$5,476.00</u>

Portage No. ⁴⁰⁰⁰3 (3,700 feet)

Steel Rails

1.	⁴⁰⁰⁰ 3,700 feet track (12# rail & fittings) f.o.b. Seattle.	733.00	1773 ⁰⁰
2.	Freight on rail & fittings to transite	888.00	960 ⁰⁰
3.	1240 ties - 7' long, 5" thick, minimum 3" face @ 80¢ ea. (spaced 3" centers)	992.00	720 ⁰⁰
4.	740 poles 16 ft long, minimum diameter 4" @ 50¢	370.00	135 ⁰⁰
5.	2 hand power winches @ \$250.00	500.00	✓
6.	Irons for two stiff leg derricks including blocks, 2 ton capacity	400.00	200 ⁰⁰
7.	400 lin. ft. 1/2" hoisting cable @ 20¢	80.00	
9.	1 roller bearing push car, standard gauge	150.00	
10.	Freight on items 5, 6, 7 and 8	150.00	100 ⁰⁰
11.	Labor	2,775.00	
		<u>7,038.00</u>	

8 1 Roller bearing 200⁰⁰ 38.75

4000' Portage No. 2. (3,700 feet)

Wooden rails

Rails to consist of 2-2" x 6" with broken joints

1.	14,800 ft. B.M. 2" x 6" fir @ \$20	\$ 296.00
2.	Freight on lumber to site	1,480.00
3.	1,850 ties - 7' long, 5" thick, minimum 3" face, 2' centers @ 80¢	1,480.00
4.	740 poles 16 ft. long, minimum diameter 4" @ 50¢	370.00
5.	2 hand power winches @ \$250.00	500.00
6.	Irons for two stiff leg derricks including blocks, 2 ton capacity	400.00
7.	400 lin. ft. 1/2" hoisting cable @ 20¢	80.00
8.	1 roller bearing push car, standard gauge.	150.00
9.	Freight on items 5, 6, 7 and 8	150.00
10.	500 lbs. 30 d com. nails, landed at site.	40.00
11.	Labor	<u>2,775.00</u>
	Total	\$7,721.00

(b) The improvements in the water portion of the route are listed in their relative importance. Estimates of the cost in most cases must be considered very approximate as the work to be done is rather indefinite and the cost of doing such work is uncertain. Based upon an estimated cost of \$12,652.00 for the trams, under the existing Territorial law not to exceed \$6,326.00 of Territorial funds would be available for the improvement of the waterway. This is inadequate to perform the most desirable work.

3000'	1.	Construction 4,000 lin. feet of canal 6 feet wide, 3 feet deep, straight sides, connecting small lake with large lake (see description of route) 2,667 cu. yds. @ \$1.00	2,667.00
	2.	Widen & deepen 300 ft. channel between 1st and 2nd lakes... .	200.00
	3.	Clear out brush along Mud Creek, widen channel in places, construct one dam near mouth to provide greater depth, and make provision for passage of boats over dam	4,000.00
Ramp			
No	4.	Provide increased depth and width in places along channel between large lakes.	500.00
	5.	Clear, widen and mark where necessary channel between last large lake and junction with Johnson Creek	<u>4,000.00</u>
		Total	\$11,367.00

High

10/21/27

Yes
Under item (3) it is assumed that one dam at the mouth of Mud Creek would back up water to the portage. It may prove impracticable to build a dam of height necessary to accomplish this. If the latter is true, a second or even a third dam could be constructed at proper intervals.

Under items (4) and (5) as stated before, the amount of clearing, widening and deepening in these channels should be controlled by the effect on the flow in the channels and the tendency to lower the lakes. This could be prevented by gate or brush dam control.

5. Desirability of Improvement.

At present, traffic over this route is relatively light. There is a mail trip each way every two weeks. In addition to the mail, which will amount to probably 4,000 lbs. a season, very little tonnage is moved this way. A total of probably 40 people crossed the portage last season aside from the mail carriers.

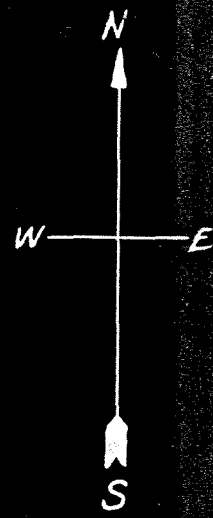
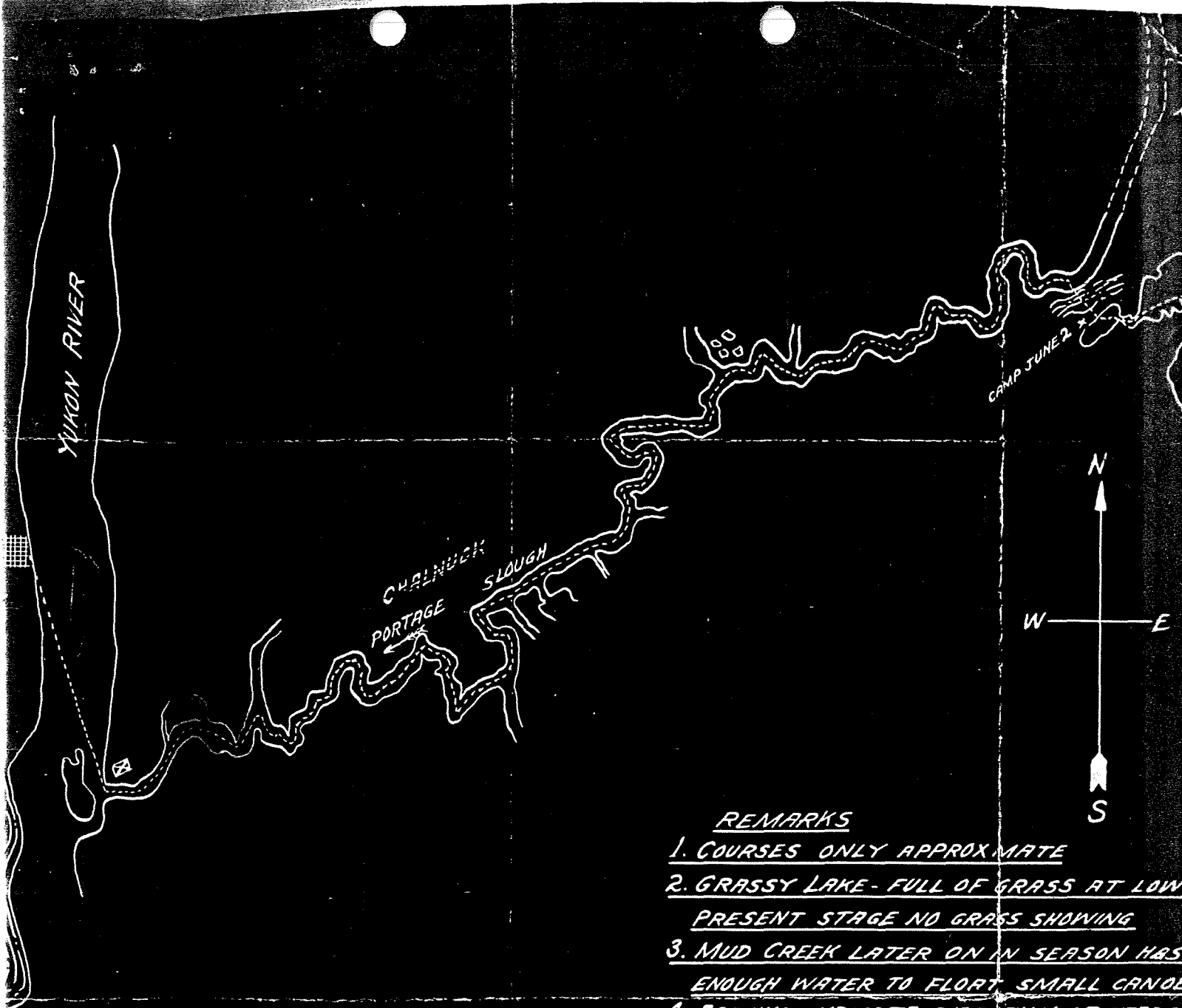
The present situation is such that anyone going into the Kuskokwim area can get in by water from the Yukon more easily than any other way except by plane. There is a bi-weekly service to Russian Mission on the Yukon, while there are only two ocean steamers a season from Seattle to Bethel and only two river steamers a season from Bethel to McGrath.

Undoubtedly if the recommended improvement is made, there will be a slight increase in number of persons travelling this route, and it is probable that a small tonnage in perishables would be moved from the Yukon to lower Kuskokwim River points.

Ike P. Taylor
Ike P. Taylor
Ass't. Chief Engineer

IPT:VM
CC Fairbanks

see attached map.



..... TRAIL
 ~~~~~ WATER  
 \_\_\_\_\_ CONTOURS

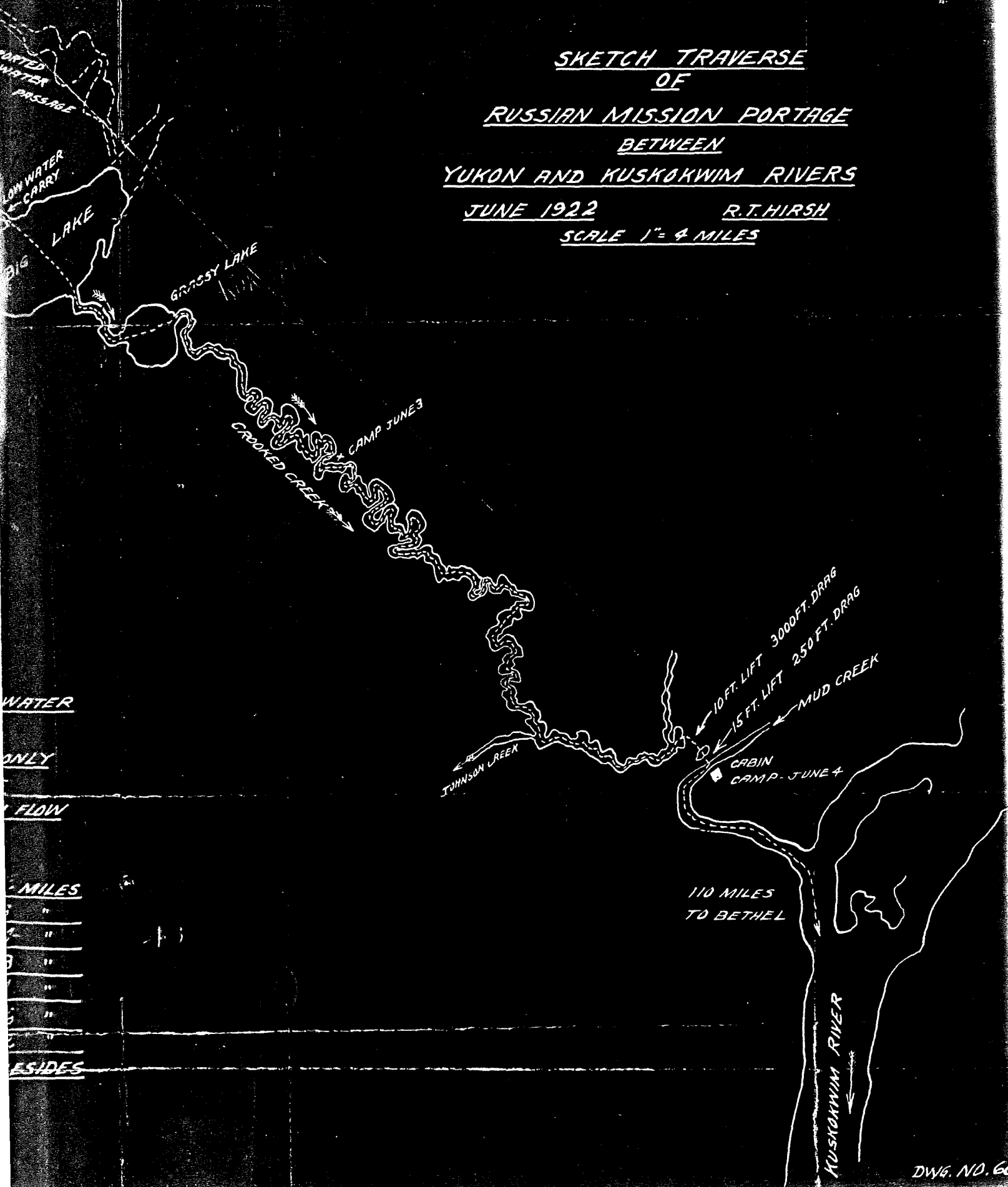
REMARKS

1. COURSES ONLY APPROXIMATE
2. GRASSY LAKE - FULL OF GRASS AT LOW PRESENT STAGE NO GRASS SHOWING
3. MUD CREEK LATER ON IN SEASON HAS ENOUGH WATER TO FLOAT SMALL CANOES
4. ARROWS INDICATE DIRECTION OF STREAM
5. DOTTED LINE INDICATES TRAIL
6. DISTANCES

|                              |    |
|------------------------------|----|
| YUKON TO FIRST PORTAGE       | 5  |
| FIRST PORTAGE TO CROOKED CR. | 1  |
| CROOKED CREEK                | 3  |
| UP JOHNSON CREEK             |    |
| PORTAGE TO MUD CREEK         |    |
| MUD CREEK                    |    |
| TOTAL                        | 11 |

7. THERE ARE SEVERAL OTHER PORTAGES - THIS ONE.

SKETCH TRAVERSE  
OF  
RUSSIAN MISSION PORTAGE  
BETWEEN  
YUKON AND KUSKOKWIM RIVERS  
JUNE 1922 R.T. HIRSH  
SCALE 1" = 4 MILES



Re request contract route 78153, Bethel to Holy Cross, for improvement portage between Yukon - Kuskokwim.

Post Office Department  
DIVISION OF RAILWAY MAIL SERVICE  
OFFICE OF SUPERINTENDENT THIRTEENTH DIVISION  
RAW/D SEATTLE, WASH.

September 7, 1923.

Honorable Scott C. Bone,  
Governor of Alaska,  
Juneau, Alaska.

My dear Sir:

Herewith a request from Mr. Oscar Samuelson, of Bethel, Alaska, the contractor route 78153, Bethel to Holy Cross, through Chief Clerk, Railway Mail Service, Nenana, Alaska, for the improvement of the portage between the Yukon and Kuskokwim Rivers over which the United States mails are transported during the summer season from June to October, inclusive.

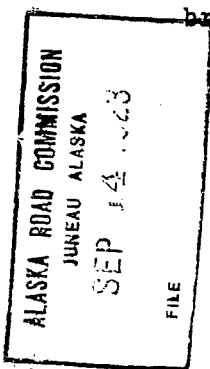
It would seem that this is a matter that might properly be brought to the attention of the Alaska Road Commission.

Respectfully yours,

*W. C. Anderson*  
Superintendent.

Governor's Office,  
Sept. 13, 1923.  
Referred to the Alaska Road  
Commission.

S. C. B.  
MC.



Office of Chief Clerk  
Railway Mail Service,  
Nenana, Alaska, Aug. 18, 1923 ( Davis )

Superintendent, RMS.,  
Seattle, Wash.,

My Dear Sir:

I am in receipt of the following letter dated at Helycross Aug. 15, 1923 signed by Oscar Samuelson contractor of above numbered route.

" Please help us in getting some improvment made on the Kuskukwim -- Yukon Portage, it is almost impessible to make the trip across there any more with out some improvment. "

Mr Samuelson was met at Helycross on the date above mentioned and in reply to inquiry stated that the only improvment or work done on this portage to his knowledge was that during last or the present summer the route had been staked.

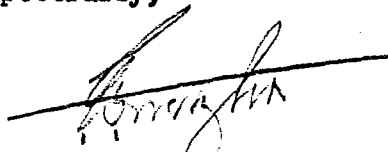
A summer mail route has been maintained between Helycross and Bethel across this portage for many years and will be required for some years in the future, this route has always been expensive and at present costs the Department fifty one cents per pound to move mail either way on the route which is approximately 238 miles one way.

It is understood that the approximate distance between the Yukon and Kuskukwim rivers is fifty five miles and in this distance the carrier makes FIVE portages of from one quarter to one mile in length, which means that the mail must be carried on the carriers back between the boats at each portage.

Mr Samuelson informed me that it is necessary for him to maintain two gas beats, one for use on the Yukon and one for use on the Kuskukwim rivers and also five row boats, two of which are equipt with Evinrude motors, these row boats are used between the portages.

It is recommended that Mr Samuelson's request be referred to the Governor of Alaska for such action as may be possible.

Very respectfully,



Chief Clerk.

37

Anchorage, Alaska, May 28, 1925.

Walter W. Lukens  
Takotna, Alaska, via Mc Grath.

Yukon-Kuskokwim Portage examination authorized to include both Russian Mission and Paimute routes. Stop. Make after arrival of Kinney and your relief by him. Authorized expend three thousand dollars and must cover the cost of bringing you out. Stop. Obtain profiles for short distances only over portages. Stop.

Sketched alignment with distances suitable and in general following instructions given to you last year. Take all photographs possible.

STEESE

JGS-h  
OB - ARC

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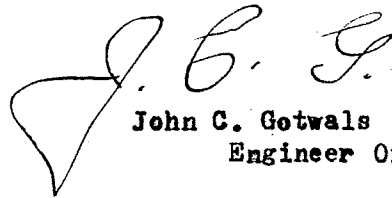


Anchorage, May 21st, 1923.

Col. Steese:

The enclosed telegram has not been forwarded to Lukens. He is still inaccessible. It was my plan to wire him about May 25th when he should be accessible from McGrath. The following telegram is suggested to him:

"Yukon-Kuskokwim Portage examination authorized. To include both Russian Mission and Paimute routes. Make after arrival of Kinney and your relief by him. Authorized expend three thousand dollars and must cover the cost of bringing you out. Obtain profiles for short distances only over portages. Sketched alignment with distances suitable and in general following instructions given to you last year. Take all photographs possible."



John C. Gotwals  
Engineer Officer

JCG-E

March 15, 1929

Mr. R. J. Sommers  
Territorial Highway Engineer  
Juneau, Alaska

My dear Mr. Sommers:

Receipt is acknowledged of a proposed bill providing for the construction of the Yukon-Kuskokwim portage reading as follows:

"A BILL

"For An Act: To provide for the construction of tramways and water ways on the Portage between the Yukon and Kuskokwim Rivers, and declaring an emergency.

"BE IT ENACTED BY THE LEGISLATURE OF THE TERRITORY OF ALASKA:

"Section 1: That the Federal Board of Road Commissioners for Alaska, with the consent and approval of the Territorial Board of Road Commissioners, are hereby authorized and empowered to construct, equip and maintain tramways, dams, derricks and ramps and water ways, and to clean out and dredge the sloughs, lakes and streams connecting the Yukon River and intermediary lakes with the Kuskokwim River at the place known as the "Portage", being a place below Holy Cross; Provided the Federal Board of Road Commissioners, known as the Alaska Road Commission, shall contribute funds necessary for land improvements, all water way improvements to be performed by Territorial funds made available under this Act.

"Section 2: That, when constructed, the tramways, waterways, etc. constituting the improvement to the Portage, shall be, until otherwise provided by law, under the management, control and regulation of the Federal Board of Road Commissioners.

"Section 3: For the purpose of carrying out the provisions of the Act, there is hereby appropriated from the general funds of the Territory, not otherwise appropriated, the sum of Fifteen Thousand Dollars (\$15,000.00), or so much thereof as may be necessary for the construction of such tramways and water ways.

12/126-4

Mr. Sommers

3/15/29

"Section 4: That, when completed, said improvements to the Portage shall be maintained, repaired, kept in condition, or extended, without any special appropriation from the Territory of Alaska, jointly by the Alaska Road Commission and the Territorial Board of Road Commissioners, and any funds which have hitherto been made available or which shall hereafter be made available for the construction of roads, trails, bridges, or ferries in the Fourth Division and which may not otherwise be required for immediate use therein, or in the construction and maintenance or illumination of airplane landing fields and hydroplane moorings may be used for the maintenance, repair or extension of said improvements to the Portage.

"Section 5: An emergency is hereby declared to exist and this Act shall be in full force and effect from and after its passage and approval."

Please be advised that the Alaska Road Commission agrees to cooperate in this project in accordance with the terms of the above proposed act.

Yours very truly,

Malcolm Elliott,  
President.

ME:IH

March 31, 1928

Territorial Board of Road Commissioners  
Juneau, Alaska

Dear Sirs:                      Subject: Yukon-Kuskokwim Portage.

Chapter 51, Session Laws 1927, appropriated the sum of \$15,000.00 from the general funds of the Territory for the purpose of improving the portage connecting the Yukon River with the Kuskokwim River below Holy Cross, with the proviso that the Alaska Road Commission should contribute not less than two-thirds of the amount required to carry out the purpose of the act.

While the Alaska Road Commission would approve a reasonable expenditure of Federal funds for the improvement of this portage on a cooperative basis, we regret to inform you that under the provisions of the law as it now stands, the initiation of work on this project would not result in completion of a through route for the following reasons:

(1) Improvement of this route is estimated to cost a total of about \$24,000.00, of which amount \$12,000.00 is necessary to improve land communications and \$12,000.00 for water communications.

(2) It is an established policy of the Road Commission, based upon law, that we can not undertake waterway improvements. Therefore, as the Road Commission could, at best, properly expend only \$12,000.00 on the land part of this improvement, there would then be available, under the provisions of Chapter 51, only half enough funds to do the water part with Territorial funds. Under the circumstances this would mean a very large expenditure of funds from both boards with little or no resultant benefit.

Much as we regret this situation, the Road Commission feels that the project, although worthy of Federal cooperation, can not be undertaken until the law is amended so as to permit the proper division of funds. A situation of this kind, regrettable from every viewpoint may be avoided hereafter if the Legislature will consult the Alaska Road Commission on all projects in which the expenditure of Federal funds is contemplated. There was no such consultation in connection with this project. The Road Commission is always ready and willing to cooperate with the Territory in the construction of worthy projects of general benefit, and we stand ready at all times to offer to the Territorial Legislature, as well as to your board,

12/150-4

1 IN THE HOUSE

By Mr. Donnelly<sup>2</sup>  
^

2

House Bill No. \_\_\_\_\_

3

IN THE LEGISLATURE OF THE TERRITORY OF ALASKA

4

NINTH SESSION

5

A BILL

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For An Act: To provide for the construction of tramways

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and water ways on the Portage between the

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Yukon and the Kuskokwim Rivers, and declar-

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ing an emergency.

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BE IT ENACTED BY THE LEGISLATURE OF THE TERRITORY OF ALASKA:

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Board of Road Commissioners, are hereby authorized and em-

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be, until otherwise provided by law, under the management,

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control and regulation of the Federal Board of Road Commission-

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ers.

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Section 3: For the purpose of carrying out the provi-

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sions of the Act, there is hereby appropriated from the

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general funds of the Territory, not otherwise appropriated,

1 the sum of Fifteen Thousand Dollars (\$15,000.00), or so much  
2 thereof as may be necessary for the construction of such  
3 tramways and water ways.

4 Section 4: That, when completed, said improvements to  
5 the Portage shall be maintained, repaired, kept in condition,  
6 or extended, without any special appropriation from the Terri-  
7 tory of Alaska, jointly by the Alaska Road Commission and the  
8 Territorial Board of Road Commissioners, and any funds which  
9 have hitherto been made available or which shall hereafter be  
10 made available for the construction of roads, trails, bridges,  
11 or ferries in the Fourth Division and which may not otherwise  
12 be required for immediate use therein, or in the construction  
13 and maintenance or illumination of airplane landing fields  
14 and hydroplane moorings may be used for the maintenance, re-  
15 pair or extension of said improvements to the Portage.

16 Section 5: An emergency is hereby declared to exist  
17 and this Act shall be in full force and effect from and after  
18 its passage and approval.

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October 25, 1927

Mr. Hawley W. Sterling  
Supt., Alaska Road Commission  
Fairbanks, Alaska

Dear Sterling:

13/136-6

Herewith Taylor's report on Examination of Yukon  
Kuskokwim Portage for your information.

Please let us have your opinion in general as to  
the feasibility of the plan and as to best arrangement for  
carrying out the work. We are now arranging here for pro-  
curement of ties and poles this winter, to be delivered at  
site by contractor - full particulars of this transaction  
will be furnished you later.

Very truly yours,

D. H. Gillette  
President

DHG:VM  
Enc. 1 (report)

13/136-4

August 5 1927

Mr. Hawley W. Sterling,  
Supt. A.R.C. Fairbanks, Alaska  
Dear Sir:-

The last session of the Territorial Legislature passed an act providing for the improvement of the Yukon-Kuskokwim portage from Russian Mission. A copy of the act is inclosed.

It is desired that you arrange for a reconnaissance over this route with the idea of obtaining the information necessary to carry out the provisions of the act. An estimate will be made of the cost of the trams and the type of tram to be used determined. The availability of local material and labor should be investigated. A careful study will be made and the cost estimated with a view to the improvement of the water section of the route so that a small gas propelled launch may be taken through at all stages of water. The possibility of deepening the small channels connecting the lakes should be investigated, with consideration for the possible effect of such deepening on the water level of the lakes.

A full report will be submitted, giving estimates of the cost of the various items and recommending methods and procedure. Enough information should be secured so that if it is decided to perform the work, arrangements can be made and the entire job accomplished next season.

There are enclosed two Juneau office files on this project. (13-136-2 and 602/17-1B). After these files have served your needs they will be returned to Juneau.

Very truly yours

D. E. Gillette  
Chief Engineer

13/136-4



Akiak, Alaska  
April 25, 1927

Alaska Road Commission,  
Juneau, Alaska.

Gentlemen:

\*\*\*\*\*

(Wilfrid Reno)

In January and February he worked on the trail between the Kuskokwim and the Yukon, restaking portages from Akiak to Philip's Igloo and from Akiachak to Philip's Igloo, then restaking the trail from there, via Tundra George's, to Russian Mission, and from Tundra George's to Bennett's Point, a total distance of 128 miles. He erected 113 new tripods and 18 new beacons; he put up and repaired 46 tripods that had fallen down; he hauled out 138 poles and used them in strengthening tripods that were still standing but weak; making a total of 348 tripods and beacons repaired and put up new on this trail. In addition to this he widened the trail through 11 miles of brush, putting the entire trail in very good shape. Besides his own labor on this job, he paid out \$200 for help.

\*\*\*\*\*

Earle M. Forrest

Original filed 13/150-11 .

Terr. Board.

- 2 -

3/31/28

the benefit of any information that we may have procured with regard to the details of costs, etc. connected with any proposed improvements.

Altho the Alaska Road Commission has the funds available and would have been willing to contribute a reasonable amount to this project, in view of the above we regret to inform you that, under the circumstances, we will be unable to offer any financial support to this project this season, and so have allocated these funds to other projects.

Very truly yours,

Malcolm Elliott,  
President.

DHC: IH

WAR DEPARTMENT  
ALASKA ROAD COMMISSION  
JUNEAU, ALASKA

FAIRBANKS, ALASKA,  
November 3, 1927.

Major D.H. Gillette, President,  
Juneau, Alaska.

Dear Sir:

I am in receipt of your letter of October 25th with Mr. Taylor's report of the Yukon-Kuskokwim portage attached. Having never been over the ground I am not in a position to make any intelligent remarks concerning the plan, but after reading the report several times would say that it sounds entirely feasible.

From the report I would judge that the material for one tram would be landed on the Yukon while the material for the other would be landed on the Kuskokwim. Judging from the descriptions of the shallow and very crooked channels, the cost of landing this material may prove more costly than is anticipated.

I am strong for the idea of steel rails as against wooden rails.

I know of no material <sup>in that section</sup> that will stand vertically except rock and peat and in the latter case the material removed from the channel would have to be carried back far enuf to prevent the weight of it from laying on the edge of the channel. If the channel spoken of must be six feet wide, it would probably mean that the banks would have to be sloped, thus increasing the yardage and consequently the cost. I judge the material in that part of the country is a moss or near peat.

The work to be done is of such a variable nature that it cannot satisfactorily be contracted, aside from the ties and poles for the trams. It should be handled for account by a resourceful foreman, preceded <sup>by</sup> and instructed on the ground by an engineer after a very careful examination of the entire route. We can supply both the engineer and the foreman from this office if the Juneau office will attend to the landing of materials.

Yours very truly,

*Hawley W. Sterling*  
Hawley W. Sterling, Supt.

13/36-4

YUKON-KUSKOKWIM RUSSIAN MISSION PORTAGE MacD. Feb 29

part of July. It is anticipated that only eighteen inches of thawd ground would be developed; there would then remain one thousand yards to remove by hand after it had been allowed to thaw until the middle of August. The ditch could then be completed by the entire crew in about ten days.

If the above condition exists it would seem advisable to construct all structures and improvements included in the first forty eight miles before starting excavation on the ditch. Then shoot the ditch, clean out the debris to the frost line proceed to the Third Portage complete the work there and then return to the ditch completing it the last thing. The use of this method would depend on whether it was anticipated that water accumulation would render the final excavation impossible. In this event the whole ditch would have to be completed at once with two shootings

Attached herewith requisitions for materials and list of timbers etc required to be handled by contract etc.

YUKON KUSKOKWIM RUSSIAN MISSION PORTAGE D. Mac D. Feb 29

Amount and Distribution of ~~Native~~ Timber to be let by Contract

| KIND  |         |      |          |                           | Lin.Ft |
|-------|---------|------|----------|---------------------------|--------|
|       |         |      |          |                           | Total  |
| 840   | lin ft. | logs | 8" diam. | not less than 16 ft. long | 840    |
| 700   | only    | logs | 6" "     | 16 ft. long               | 11200  |
| 14    | "       | "    | 12" "    | 8 ft. long                | 112    |
| 110   | "       | "    | 6" "     | 6 ft. long                | 660    |
| 308   | "       | "    | 8" "     | 6 ft. long                | 1848   |
| 36    | "       | "    | 6" "     | 8 ft. long                | 288    |
| 2     | "       | "    | 6" "     | 12 ft. long               | 24     |
| 2     | "       | "    | 6" "     | 6 Ft. long                | 12     |
| 50    | "       | "    | 8" "     | 16 ft. long               | 800    |
| Total |         |      |          |                           | 15784  |

The above list of timbers to be distributed as follows

FIRST PORTAGE APPROX 36 Miles to Russian Mission at North End of Portage.

|     |        |      |         |                                   |      |
|-----|--------|------|---------|-----------------------------------|------|
| 120 | lin ft | logs | 8" diam | at small end not less than 16 ft. | 120  |
| 100 | only   | logs | 6" "    | 16ft long                         | 1600 |
| 44  | "      | "    | 8" "    | 6 " "                             | 264  |
| 2   | "      | "    | 12" "   | 8 " "                             | 16   |

AT FIRST PORTAGE SOUTH END APPROX 36 $\frac{1}{2}$  Mi. from Russian Mission

|     |        |      |         |                                   |      |
|-----|--------|------|---------|-----------------------------------|------|
| 120 | lin ft | logs | 8" diam | at small end & not less than 16ft | 120  |
| 100 | only   | logs | 6" ""   | 16 ft long                        | 1600 |
| 44  | "      | "    | 8" ""   | 6 " ""                            | 264  |
| 2   | "      | "    | 12" ""  | 8 " ""                            | 16   |

AT SECOND PORTAGE, NORTH END OF DITCH MILE 38.9

|     |         |      |         |                               |      |
|-----|---------|------|---------|-------------------------------|------|
| 240 | lin.ft. | logs | 8" diam | and not less than 16 ft. long | 240  |
| 200 | only    | logs | 6" " "  | 16 " "                        | 3200 |
| 64  | "       | "    | 8" " "  | 6 " "                         | 384  |
| 2   | "       | "    | 12" " " | 8 " "                         | 16   |

At Second Portage South End of Ditch Mile 38.5

|     |        |      |         |                               |      |
|-----|--------|------|---------|-------------------------------|------|
| 240 | lin ft | logs | 8" diam | and not less than 16 ft. long | 240  |
| 200 | only   | logs | 6" " "  | 16 " "                        | 3200 |
| 64  | "      | "    | 8" " "  | 6 " "                         | 384  |
| 2   | "      | "    | 12" " " | 8 " "                         | 16   |

AT THIRD PORTAGE NORTH END PRPSD TRAM MILE 76

|    |      |      |         |            |     |
|----|------|------|---------|------------|-----|
| 24 | Only | logs | 8" diam | 6 Ft. long | 144 |
| 2  | "    | "    | 12" " " | 8 Ft. "    | 16  |
| 55 | "    | "    | 6" " "  | 6 Ft. "    | 330 |
| 18 | "    | "    | 6" " "  | 8 Ft. "    | 144 |
| 1  | "    | "    | 6" " "  | 12 Ft. "   | 12  |
| 1  | "    | "    | 6" " "  | 6 Ft. "    | 6   |

YUKON KUSKOKWILIA RUSSIAN MISSION PORTAGE D.MAC D. FEB 29

AT THIRD PORTAGE SOUTH END OF PRPSD. TRAM MILE 77

|     |              |          |              |                   |    |      |
|-----|--------------|----------|--------------|-------------------|----|------|
| 120 | lin .ft logs | "8" diam | at small end | and not less than | 16 | 120  |
| 100 | Only logs    | 8" diam  | 16ft long    |                   |    | 1600 |
| 44  | Only logs    | 8" " "   | 6 ft "       |                   |    | 264  |
| 2   | " "          | 12 " "   | 8            |                   |    | 16   |

At MUD CREEK DAM SITE MILE 82

|    |           |         |           |               |  |     |
|----|-----------|---------|-----------|---------------|--|-----|
| 24 | only logs | 8" diam | 6ft. long |               |  | 144 |
| 2  | " "       | 12 " "  | 8ft. "    |               |  | 16  |
| 55 | " "       | 6" " "  | 6ft. "    |               |  | 330 |
| 18 | " "       | 6 " "   | 8ft. "    |               |  | 144 |
| 1  | " "       | 6 " "   | 12ft. "   |               |  | 12  |
| 1  | " "       | 6 " "   | 6ft. "    |               |  | 6   |
| 50 | " "       | 8" " "  | 16ft. "   | (Dam Timbers) |  | 800 |

Timbers to be delivered at sites and piled in such place and manner as to avoid flood risk this risk to be assumed by contractor. All timbers to be in place by June First Inspection and acceptance to be at a date subsequent to June 15th. Timber to be equal to Alaska Road Commission Standard specifications for native spruce logs.

April 23, 1929

Subject: Yukon-Kuskokwim Portage.

To: Mr. H. G. Haslem, Superintendent, A. R. C., Fairbanks, Alaska.

1. With reference to previous correspondence, there is inclosed herewith the following matter connection with the Yukon-Kuskokwim Portage:

a. Draft of instructions to foreman. It is believed that this covers the situation fairly completely but you should study it over and add to it wherever you deem it necessary.

b. One set of four blue prints showing work to be done. These are being forwarded for your information and other copies will be sent forward for use in the field, at a later date.

c. One copy each of "Farmers' Handbook of Explosives" and "Blasters' Handbook", which will be useful in the construction of the canal at Portage 2. These should be kept in your files upon completion of the job.

d. Printed matter as follows:

Picture of No. 19 Winch  
" " No. 11 Crab  
2 Photographs showing derrick installation  
3 Articles on ditch blasting, from  
current periodicals.

2. Your attention is invited to the fact that the law authorizing the territorial appropriation for the Yukon-Kuskokwim Portage has not yet been passed; in fact, there is some doubt as to its final passage. Therefore, no expenditures should be incurred until you hear definitely from this office. Ties and poles are at present piled at the Yukon end of Portage 1 and the Bethel end of Portage 3. The distribution of these along the line will involve some difficulty. Timber is very scarce on Portage 2; in fact, it is not believed that there is any timber in the near vicinity. On the other hand, very little is required and it probably would be best to fabricate the roller ramps at Portage 1, shipping same in ready to set up from vicinity of the first portage. It might be advisable for you to get in touch with Chris Betsch at Russian Mission and Charley Jacobsen at Bethel, giving them advance notice as to the number

6-92/20  
12/126-7

Mr. Haslem

- 2 -

4/23/29

of men that will be required and the dates when work will commence and finish, to find out whether or not labor will be available. There are plenty of Indians in the vicinity but when I went through last June most of them were just about finishing up the fishing season.

3. You should arrange with Mayben some system of receiving messages. Secondly, he can arrange to camp in the cabins at Portages 1 and 3 but will probably have to take a tent for work at Portage 2 and he should note that mosquitoes and flies are very bad in this vicinity at certain seasons.

4. As you will note from the inclosed, our information as to details is, at best, meagre. We will order from Juneau all materials necessary to accomplish what the blue prints show but the point should be stressed to Mayben that what we are aiming at is a route which will enable a stranger to start at one end and go through the whole portage in the same boat without unloading it, the only limitation being that boat and cargo should not weigh more than about two tons. Mayben is authorized to make any minor modifications that he considers necessary.

5. The matter of powder is still receiving attention and it may be that we shall order 50% dynamite specially for this work and have it shipped through direct to Russian Mission.

6. It might be well to cut out of Sheet 4 (Blue print) the location sketch in the upper left hand corner and frame this under glass and put one permanently at each end of the portage for the information of strangers, with a note at the bottom stating that two tons is the limiting load over the portage.

D. H. Gillette,  
Engineer Officer.

DHG:IH

Inc. 14 (4 blue prints, 4 pictures, 3 articles, 2 handbooks,  
1 draft of instructions)

*Ordered  
No. 2638*



WAR DEPARTMENT  
ALASKA ROAD COMMISSION  
JUNEAU, ALASKA

April 22, 1929

Draft of Instructions to Foreman - Yukon-Kuskokwim Portage.

There is handed you herewith a copy of the complete file on the Yukon-Kuskokwim Portage.

From the information available, a set of four drawings have been prepared, which are expected to serve you as a guide on this improvement. While it is not desired that the plans be rigidly adhered to where actual conditions differ from those indicated on the drawings or referred to in these instructions, your attention is invited to the fact that the estimates, supplies and equipment have been based on these plans, hence no radical departure should be made. Under these conditions, it is suggested that immediately after your arrival on the ground, you make a thorough survey of the project, check the plans and incorporate the necessary modifications into your program. You should plan to take with you two rough carpenters and complete your crew from labor locally available.

As will be noted from the blue prints, ties and native round timber are to be secured in the immediate vicinity. Bids can be secured and contracts let for delivery of these materials at the sites, ready for inspection and acceptance on your arrival. All other materials are being shipped in via Russian Mission and Bethel.

The following additional notes and recommendations are furnished in connection with the drawings:-

Sheet No. 1 - Portage No. 1

Between Tutlaweesuk Slough and Small Lake.

Estimated distance 2,425 feet.

Project requirements consist of one ramp out of Tutlaweesuk Slough, 2,345 feet of connecting tramway and a ramp at Small Lake with two winch installations at the positions indicated on the drawing.

Sheet No. 2 - Portage No. 2

Between Small Lake and Big Lake.

Estimated distance 3,100 feet.

Project requirements consist of a double ramp approx. 60 feet long from Small Lake level to canal level, 3,000 feet of canal, and a double

*Handwritten notes:*  
Copy  
Chas. ...  
...

ramp to Big Lake. Water surface in canal and Big Lake are to be same elevation and the canal may be extended direct to the Lower Lake (Big Lake) obviating this ramp and equipment. Since the canal will immediately silt up near the lake shore, boats will have to be hauled thru from the lake into the canal, however this may prove as desirable as the ramp, considering the short distance involved. In any event provision must be made for flooding the canal from Big Lake.

Sheet No. 3 - Portage No. 3

Between Johnson Creek and Mud Creek.

Estimated distance 4,000 feet.

Project requirements consist of a stiff leg derrick installation at Johnson Creek, 4,000 feet of connecting tramway with 3 winches and a ramp at Mud Creek and in addition thereto the construction of an earth fill crib dam slightly above the site of the old dam to regulate the water level in Mud Creek and the erection of a second stiff leg derrick at the dam site.

Sheet No. 4 - Details of derrick assembly.

Actual framing details will accompany the hardware and fittings. Sawn lumber will be used in the construction.

Miscellaneous Notes -

Ramp Construction.

Slope not to exceed 1 vertical to 5 horizontal.

Top of roller track at tramway connection to be above top of rail at level of top of car.

Estimated average length of ramp, 40 feet.

Grade to be prepared 16 feet wide and on uniform grade.

Corduroy - 15 feet long by 6 inches in diameter, to be laid alternate butts and tops.

Roller track to be tied to at least two corduroy poles each  $2\frac{1}{2}$  feet. Wire loops to be tied on top of roller track and securely stapled. Spiked to corduroy at 2 foot intervals with 12 inch wire spikes. Joints in roller track to be 24 inch splice. Holes for roller pins to be bored  $1\frac{3}{4}$  inches in diameter and 4 inches deep to accommodate pipe bearings for roller pins.

Rollers of size indicated. Dowel holes in rollers should be centered and bored with 1 inch in diameter bit to full depth.

Ends of rollers to have 5 turns of #9 wire spaced approx.  $\frac{1}{2}$  inch

between turns and securely stapled before dowel pins are driven. Cut washers are provided to insure clearance between rollers and track.

Piles, ramp extensions and bulk-heading at tram connections to suit conditions.

#### Tramways.

Grading - very little required, care should be exercised to avoid excessive breaks in grade and alignment should be tangent between ramps and winches, as indicated on the drawings. Sharp curves may be introduced at winch locations. Foundation poles have been provided in order to reduce the grading necessary, but considerable additional timber will be required to span bog holes and other irregularities of the ground.

Track laying -

Ties - 3'-3" c. to c.

Rail - 12" section, laid either opposite or broken joints. Since fish plates are used, joints should be supported.

Guage- Std. - Car used is usual M.C.B. tread and flange so it is recommended that guage be made  $\frac{1}{2}$ " oversize or 4'-9" to avoid binding or rail climbing.

Spiking and bolting - full - 4 bolts/joint  
4 spikes/tie

Track level -  $\frac{1}{2}$ " variation permissible.

#### Winch Installations.

Location - when at angle points, preferably on outside of curve. Clearance 6 feet from center line and drum parallel to track or ramp.

Foundation - on tramway installations, 15' ties should be used instead of the standard 7' tie, and these to act as sills for the winch. The same procedure to be adopted on ramp installations. (The platform so provided is similar to the usual water barrel platform on railroad bridges).

Cable and fittings - the length of cable at each installation should be checked. Swivelled hooks are provided on the car. A loop should be spliced in each cable to fit these. A snatch block is to be located at the center line of track or ramp opposite the center line of the winch. This block may be either made fast at center line or attached to a short pennant to permit proper spooling of long lines. The method used will depend on the location.

Miscellaneous - a small removable box or cover should be built for each winch and should carry a sign reading:- "Property of A. R. C. Reel up cable and replace cover after using."

## Canal Construction - Portage #2.

If frost line  
is near  
surface  
watch out for  
freezing of  
powder

The water surface in Small Lake is approximately 4 feet higher than the level of Big Lake. The proposed water level in the ditch is to be the same as that of Big Lake. While it may prove advisable to extend the ditch into Big Lake instead of using the 40' ramp as shown on sheet #2, no water connection can be made between the ditch and Small Lake as this would drain Small Lake and thus destroy the value of the entire project. A ramp must be constructed to connect Small Lake with the north end of the ditch. The ditch is to be constructed 6 feet wide at the bottom, by three feet deep, and it is believed that the most economical method for its construction will be by blasting. There are furnished you with this file, several references from which you can secure reliable information as to procedure. It would appear that the holes should be put down about 30" deep in two staggered rows about 3'-6" apart or 21" each side of center line, holes to be spaced 24" and loaded with 2 sticks. The propagation system of firing is recommended. Tests should be made and short distances handled in order to determine the best loading and spacing. Soil punches, core punches and augers are included in the powder shipment as well as electric caps, wire and blasting battery.

Center line and levels over the ditch location should of course be established before actual trenching begins.

The ditch should be flooded from Big Lake and provision should be made to insure water connection in the event that the ramp between the ditch and Big Lake is constructed.

## Channel between Portage #2 and Portage #3.

No work is contemplated between Big Lake and Grassy Lake.

A few of the sharper turns in Crooked Creek can be somewhat reduced, but no attempt should be made to shorten distances by cutting thru bends as this would increase the gradient of the stream. Some of the narrowest places may be widened and brush cut along the waters edge.

No work appears necessary on Johnson Creek.

In addition to the dam and derrick on Mud Creek some brushing and snag removal should be done.

## Mud Creek Dam.

This dam is intended to raise level at Mud Creek end of Portage #3. It is believed that a crest elevation four feet above the top of the old dam will provide at least 18" of water at the end of Portage. This dam is of log crib and earth fill construction. A derrick is necessary at the point to handle boats over the dam. The design shown is merely to give approximate dimensions. You may depart from this design if you see fit, noting that the old dam probably went out

because of erosion of banks at upper side of each end. To avoid this, we show a spillway in the center of the crest. In addition you should protect these banks by brush mat or the like for about four feet above crest and about ten feet each way up and down stream. It might be necessary to grade the banks down some.

Derricks.

Two required - one at Johnson Creek end of Portage #3 and one at Mud Creek dan. Identical design. Detailed plans accompany iron work. Sawn lumber for masts, booms, sills, stiff legs and counters are shipped in. A two drum crab of the type shown on the attached photograph is furnished for each installation.

Boat <sup>SLINGS</sup> slugs are to be made with chains as noted on the drawings, with spreaders of native round timber. Two photographs are also attached showing a somewhat heavier installation intended for similar use.

Miscellaneous.

Arrange to have 3rd Portage cabin moved to Johnson Creek derrick on snow. Davidson at Bethel has offered to do this for \$150.

JT:GW

*J. H. Pelletier*  
*supr. off*

November 8, 1928

Subject: Yukon-Kuskokwim Portage.

To: Mr. J. G. Christiansen, Rodman, Alaska Road Commission, Juneau.

1. Reference to Par. 1 (7) of our letter of November 6, 1928, you will receive from Junior Engineer Cummings a tentative tracing of the improvements on Yukon-Kuskokwim Portage. In general we intend to carry out the construction as follows:

(a) Construct each of the trams and ramps by local contract, the portage canal to be constructed by explosives, using hired labor under an Alaska Road Commission foreman with one general foreman covering the whole improvement.

(b) His party should also either erect or supervise the erection of the derricks.

(c) The dam in Mud Creek to be constructed under contract.

2. What is desired from you is a complete set of papers that can be handed to the superintendent of the district concerned, giving a drawing showing all details, requisitions for material required, letter of instructions to general foreman covering any points not made clear in the drawing, estimate of time, cost and crew required, etc., etc.

3. It should be noted that the ties and poles for the trams are already at the site and that the cabin at the Mud Creek portage should be moved over during the winter of 1929-30 by contract from Bethel.

4. You should consider the advisability of buying a set of plans for one of these flat bottom speed boats suitable for outboard motors, light enough to be carried across the portage by not more than two men. This would be for the use of the foreman and should be inexpensive and simple to construct, capable of making 20 miles an hour or better and seaworthy enough to carry 3 or 4 men with their baggage. You can find advertisements of these in motor boating journals.

D. H. Gillette,  
Engineer Officer.

DHG: IH

13 / 196-7

In two pages

YUKON KUSKOKWIM RUSSIAN MISSION PORTAGE D. MacD FEB- 29

The total cost of this project is approximately \$25000. Of this amount slightly more than half is a labor charge. It appears that the larger part of the labor to be performed is of too indefinite a nature to let by contract. Developments during the progress of the work may render change of plan advantageous. Such changes are of course difficult to arrange on a contract basis with <sup>out</sup> misunderstandings and friction. It is doubtful whether contractors sufficiently able can be obtained in the vicinity. For the volume of labor susceptible to contract it would appear that any saving gained would be more than offset by the cost of engineering inspection and superintendence and the risk of unsatisfactory result, friction and misunderstanding. It is therefore recommended that the whole job be done by Road Commission Force with the possible exception of cutting and delivering to the site, ramp and dam timbers

Approximately \$13000 is chargeable to labor. The working season is about one hundred days. It appears therefore that the project would require the services of twelve men including cook and foreman. This outfit should consist of foreman, two timber men and a cook to be recruited in Fairbanks and transported to and from the site. The remaining eight laborers can be picked up at Russian Mission. They should be on the site on or before June tenth. Material such as camp equipment powder etc should be obtained at the Fairbanks District. Such material as may be required at the first and second portage and Crooked Creek improvement should be shipped to Russian Mission. It is probable that two flat bottom twenty to twentytwo foot boats without board motor could be engaged at Russian Mission for transportation of the crew and incidental freighting and transportation during the work. It would be advisable to submit this item to bid. The supplies for the third portage including tram, dam etc. may be routed via Bethel. Road Commission gas should be shipped to both points

In the absence of data as to whether proposed canal excavation at Second Portage falls within the frost limit it is difficult to forecast the procedure. The technique for ditch blasting is vague varying with the amount of ice content in the soil. It is contended by some that it is better to blast while the ground is one frozen mass, doubling the powder charge and reducing the distance between holes. Experiment should be made immediately upon landing on the job as to the efficiency of this method. If the results are unsatisfactory it would seem advisable to allow the full thawing effect of the season before shooting in the general hope that sufficient depth would be reached by that time. The limit of thaw should be reached by the latter

WAR DEPARTMENT  
ALASKA ROAD COMMISSION  
JUNEAU, ALASKA

November 6, 1928

Subject: Outline of Duties.

To: Mr. J. G. Christiansen, Roadman, A. R. C., Juneau, Alaska.

1. Your duties for the next few months are summarized as follows, to be completed approximately in the order given:

(1) \*\*\*\*

(2) \*\*\*\*

(3) \*\*\*\*

(4) \*\*\*\*

(5) \*\*\*\*

(6) \*\*\*\*

(7) Complete the design and plans for the Yukon-Kuskowim Portage to include the preparation of all necessary requisitions, preparation of contracts for construction of each tram, complete instructions to foreman, etc., etc.  
(See separate letter).

2. \*\*\*\*\*

Malcolm Elliott,  
President.

DHG:IH  
Encls.

Original filed 23A/34



-----  
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July 9, 1928

DuPont Powder Co.  
Juneau, Alaska

Dear Mr. Abbott:

We are contemplating the excavation of a 3000 foot ditch of approximately the following dimensions: depth 3 feet; bottom width 5 feet; side slopes; one on two, (or as convenient).

This ditch is in tundra country, and is to be at the bottom of an old slough about 50 feet wide and 5 feet deep. The ground is a wet loam, covered with moss six inches to one foot deep. The purpose of the ditch is to provide a passage for row-boats fitted with Johnson motors. It is believed that this work can be done with dynamite, and we are particularly desirous that it be done in this way, as the work is at an isolated locality where it would be impracticable to place machinery of any kind.

We would appreciate an estimate from you covering the following points:

- a. Type of explosive.
- b. Depth, spacing and loading of holes.
- c. Equipment required.
- d. Number of man-days required for completion (assuming all labor, equipment, and materials available at site).

Please address reply to Juneau office at your early convenience, inclosing any printed matter you may have, giving complete data on ditching by dynamite.

Yours truly,

D.H. Gillette  
Engineer Officer, A.R.C.

ALASKA DEPARTMENT OF COMMERCE  
JUL 20 1928  
JUNEAU ALASKA

13/136-1

2171  
②

March 9, 1933

Mr. Frank Nash  
Superintendent, A. R. C.  
Fairbanks, Alaska

Dear Sir:

In the belief that better results will be secured, it is now planned to have your district handle the Yukon-Kuskokwim Portage work including the payment of all bills. As discussed with you, Foreman Mayben should be reserved to handle this job because of his familiarity with it.

Following is the work to be accomplished:

(1) In place of the present sign on the bank of the Yukon on the left limit of Portage Creek, place a sign twice as large reading, in large letters, "Kuskokwim Water Portage". Place a similar sign on the bank of the Yukon on the right limit of Portage Creek at a point from which it can be plainly seen by a boat coming up the Yukon River.

(2) At a point approximately 3 miles from the Portage Creek portage on the left limit of Portage Creek (right bank going upstream) there is an old unintelligible sign placed on the left limit of an incoming slough. This should be destroyed and a good plain sign placed on the opposite bank of this slough with arrow pointing up Portage Creek--the sign to read "3 miles to first portage".

There are other signs on Lower Portage Creek which are confusing to a total stranger.

(3) Extend rollway 10 feet at first portage. It is difficult to get a boat onto the rollers in low water. The same is true of the Mud Creek Rollway.

(4) Place a 4-foot wooden arrow on each pole bearing the large signs on each side of each big lake. This arrow to point exactly at the sign on opposite side of the lake. Two of these signs cannot be seen without field glasses.

(5) It is difficult to find the mouth of the very small stream which one enters on leaving the second big lake. Definite pointers should be placed and the best channels marked all the way through to a point where the stream is large enough so one does not get confused as to the proper channel to take.

(6) On the Yukon side of the second big lake a small shelter harbor made with spruce poles and lagging has been built at the mouth of the

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connecting canal. This harbor is open to the lake and is completely filled with dead grass, roots and vegetation which has been blown in by the wind from the lake. This affair is to be extended approximately as shown on Sheet 6 of attached sketches. If there is any indication of the debris sifting thru the lagging, old canvas should be firmly tacked to the outside.

(7) Tracks to be leveled and realigned on both portages.

(3) A dam to be constructed on Mud Creek at the location of the stiff lag, about 300 feet from the mouth of the creek. This dam to be constructed in conformance with sketches attached.

This dam should be the last part of the work, giving the creek bottom a chance to thaw so that the planking can be driven.

The bill of material for the dam is shown on Page 5. It should be checked over and discussed with Mayben. It is possible you may have on hand some of the required bolts. There may be some at Russian Mission. Bolts and wire not available should be ordered by requisition thru this office at earliest date and marked for delivery to mouth of Mud Creek on the Kuskokwim River.

Lumber requisition should be sent direct to Northern Commercial Company at Bethel at once in order that they may order these particular sizes cut if not on hand. A blank Government bill of lading should be inclosed to cover shipment from Bethel to the mouth of Mud River and instructions to Mr. John "Dixie" Hall for handling. As the river boat makes only two trips and as the second trip would be too late, this lumber will have to be shipped on the first boat leaving Bethel about June 1st. Safeguard should be made by explicitly stating by letter to the Northern Commercial Company that lumber is to be placed well above high water and as near as possible to the stiffleg derrick 300 feet up Mud Creek. Signature for delivery on the bill of lading should not be given until Mayben notifies you materials have been received.

Funds for this work are short. Transportation of a cook from and back to Fairbanks is out of the question. Mayben will of necessity be doing a large share of the work himself. Indian labor can be hired at Russian Mission if no whites are available. One of the laborers will have to act as cook along with other duties. Motor boat can be hired at Russian Mission.

Mayben should leave Fairbanks about June 15 and should go gauge his work as to finish in time to be sure to get up river before the last

Nash

3/9/33

*JM* → boat leaves. The work should be finished, if at all possible, and Mayben should be authorized to exceed the allotment if necessary in order to complete the job. He should notify you as soon as he is able to definitely estimate the probable increase in allotment needed. Everything of any value belonging to the Alaska Road Commission at Russian Mission is to be returned to Fairbanks. It is requested that you bring this matter to my attention in Fairbanks before Mayben leaves.

Very truly yours,

Ike P. Taylor,  
Chief Engineer.

Inc. 6 sketches  
HS:IW

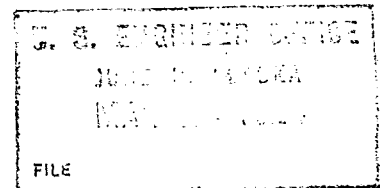
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WAR DEPARTMENT  
BOARD OF ROAD COMMISSIONERS FOR ALASKA  
JUNEAU, ALASKA

February 9, 1924

Subject: Improvement Yukon-Kuskokwim Portage for present local travel.

To: Engineer Officer of the Board.



1. Recommendations Russian Mission Portage from Yukon to the Kuskokwim River. Purpose for betterment of local U. S. mail carriers and all other travelers.

Recommended by wire as follows from Holy Cross, Alaska, dated October 8, 1923: "Major Gotwals, Anchorage, Alaska. Advise amount one thousand dollars be expended on Russian Mission Portage this fall clearing out creeks of brush and tundra for present relief next summer mails work to be executed early this fall should money be available Present mail service to Kuskokwim this route could then be made two mails per month limit raised to one thousand pounds as follows Bethel four hundred McGrath six hundred Present mail carrier expressed his willingness make emergency bid above services provided portage improved" signed Lukens.

To date did not receive any reply as to what action was taken if any, or to whom it should have been let. This improvement should be made for immediate use as several years shall have elapsed, even though a canal is constructed, should it be considered advisable to do so. There is very heavy brush growing out over the creeks in various sections on this portage. I strongly advised at the time that this work should have been accomplished early in the season of 1923 after the freezeup.

Further advise that during the early spring and summer of 1924 approximately three thousand dollars should be expended clearing small streams, sloughs, and lakes of grass-sod which has closed most of the shallow waterways completely and the remainder partly, thus making it very difficult to

Improvement Yukon-Kuskokwim Portage for present local travel.

no  
navigate this waterway with its present condition. Some of the creeks could be improved by placing small dams composed of willows, grass and mud to compare with a beaver dam. This would impound the water at such places. Then a skidway or slide could be constructed on which boats and canoes could be drawn up over and let down by means of a hand windlass and small steel cable. There are six locations which would greatly improve the present waterway at a minimum cost by means of such dams.

no  
There are two land portages, one very low, the other quite high, and each are about one mile in extent. Advise that a tram be provided for each of the portages. This was reported by wire October 10, 1923, as follows: "Major Gotwals, Anchorage, Alaska. Retel yours ninth should portage be improved for present mail service advise this work be given charge Oscar Samuelson who is very reliable also will place good men on work who have worked with mail trips This work should be accomplished immediately after freezeup before snow drifts channels full stop Early next summer also two sections of tram should be laid across two of longest portages each approximately one mile long", signed Lukens.

no  
The portages, two in number, each about one mile long, should be provided a section of tram equalling the distance of each portage which is about one mile long, thus requiring approximately two miles of tram. Each of these trams can be constructed on a very low gradient, therefore eliminating any heavy hauls or machinery to perform that duty which otherwise would be required for traction power. The trams could also be laid directly upon the ground surface and eliminating excessive cost constructing roadbed. There is plenty of timber adjacent to the location where each tram should be constructed, should this plan be carried out. This native timber could be used for all superstructures. I would advise that Douglas fir be used for all track ties.

Beg to suggest a standard width track be laid and common light hand push cars with four wheels be the type used for hauling the U. S. mail, small amounts of express, freight and baggage; also there are many small boats transported from time to time.

Improvement Yukon-Kuskokwim Portage for present local travel.

Yes | Under the present condition travel is much lighter than it would be providing this portage was improved, so that the trip from one river to the other could be made with less difficulty, and for improvements along this line would further suggest the construction of three shelter cabins for summer portage travel. Estimate the cost of each cabin to be on an average of three hundred fifty dollars. The cabins should be about twelve feet by fourteen with door and window. The material could be partly brought in from each river, therefore greatly reducing the cost of construction. Location of the cabins; there are high banks where the cabins could be erected at somewhat equal distances apart.

Yes | Piamute Portage; recommend that this portage be staked with high beacons so that the travel over this portage could also be made with less hardships.

Estimate staking this portage would cost approximately five hundred dollars.

Yes | Further recommend that two shelter cabins be constructed on this portage for relief of travelers, as this portage permits only of very shallow draft vessels such as small row boats, and also canoes. Therefore persons making this trip usually travel as light as possible regarding dead weight, also would hasten ones travel regarding transporting excess baggage over the portages. Improvements on this portage would also prove very useful should the River and Harbor Board decide to make any further surveys or examination of this portage.

No | The Piamute portage creeks should be cleared of brush and grass, also two small lakes should be cleared along one shore to permit the free passage of small boats.

✓ Shelter cabins to be located approximately equal distances apart on the Piamute and Russian Mission Portages of the above proposed betterment work.

Improvement Yukon-Kuskokwim Portage for present local travel.

Russian Mission-Yukon-Kuskokwim Portage

|                                                                       |                    |   |
|-----------------------------------------------------------------------|--------------------|---|
| Clearing brush from creeks.....                                       | \$ 1,000.00        | X |
| Clearing streams and lakes of grass and sod...                        | 3,000.00           | X |
| Constructing three shelter cabins.....                                | 1,050.00           | ✓ |
| Constructing two miles standard gauge light tram. Item not estimated. |                    |   |
| Total less cost of tram.....                                          | <u>\$ 5,050.00</u> |   |

Piamute Portage

|                                                |                           |   |
|------------------------------------------------|---------------------------|---|
| Two shelter cabins.....                        | 700.00                    | ✓ |
| Erecting high markers or beacons.....          | 500.00                    | ✓ |
| Clearing brush and grass from lakes and creeks | 600.00                    | X |
| Total amount suggested expended this portage   | <u>1,800.00</u>           |   |
| Russian Mission Portage.....                   | 5,050.00                  |   |
| Grand total.....                               | <u><u>\$ 6,850.00</u></u> |   |

Respectfully Submitted,

*Walter W. Lukens*

Walter W. Lukens,  
Assistant Superintendent

WWL-LB

*Approved for Russian Mission Piamute Beacons + stables*

|          |      |
|----------|------|
| 3 cabins | 1050 |
| 2 ..     | 700  |
| 2 ..     | 500  |
| <hr/>    |      |
|          | 2250 |

*JWJ*  
*Suspended 5/1/24 JWJ*  
*2/25/24*



February 15, 1939

Mr. Ted R. Lambert  
Fairbanks, Alaska

Dear Sir:

Will you kindly furnish us with a  
reply to our letter of August 10, 1938 in regard to  
the Yukon-Kuskokwim water portage?

Very truly yours,

Hawley Sterling  
Assistant Chief Engineer

HS:IN

*Applied in  
person + nothing  
to be done until  
more available  
H*

ALASKA ROAD COMMISSION

Fairbanks, Alaska.  
August 10, 1938.

Mr. Ted R. Lambert,  
Bethel, Alaska.

Dear Sir:

Your letter of July 10th together with the thoro report on conditions and needs of the Yukon-Kuskokwim water portage has been received.

As all funds have been allotted for this season and as it is getting late in the season anyhow, it seems the best thing to do would be to plan on making such repairs as are required during summer of 1939.

From your account I would say that that the principal work to be done is the replacing of signs and markers. This would require the services of some one who uses and is thoroly familar with the route.

We would appreciate knowing if you would be interested in taking care of this work next season. It might be done in connection with your other work. Also would like to know what you think the approximate cost would be. In case you are to be otherwise occupied, do you know of some reliable man at Bethel who would do it? As it is only a small job it would not mean a full summers work. We would rather not furnish any tools except some which may be on hand at Bethel.

Yours very truly,

Hawley Sterling.

P.S. Thanks very much for your interest in the matter.

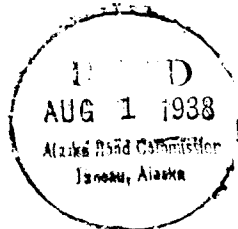
HS

CC Fred Spach - Takotna.



Bethel, Alaska  
July 10, 1938.

Mr. Hawley Sterling,  
Asst. Engineer. A. R. C.  
Juneau, Alaska.



Dear Mr. Sterling.

A year or so ago, in writing to Mr. Frank Millard, I happened to mention passing through the Yukon - Kusokovim Water Portage. In referring to its need of repair in certain places I inquired whether there were funds available for this purpose, since the equipment on the portage was put in by the A. R. C. I believe he referred the matter to you and I was informed that you would be interested in knowing the present condition of the portage.

I regret this long delay in replying. Having been extremely busy I neglected the matter. This summer, in early June, I returned across the Portage to the Kusokovim, and found a few places where the exceptionally high water of last summer had done still further damage — though no considerable loss nor damage to equipment.

I am enclosing a report of the route followed across the portage, giving the condition of equipment and sign posts or markers enroute, along with what other information I thought might be of use. I hope it is not too long winded!

It is my belief that the number of prospectors and other travelers that still use this waterway justifies the comparatively small outlay in labor and material that it would require in putting it in good condition again. Altho there is not the general travel and freighting nowadays as there was twenty or so years ago when the equipment was put in, nevertheless, many still use it — prospectors still taking out fits across occasionally who could not afford air transportation. The A. R. C. originally invested a great deal in putting this route through — and since the equipment is in as good shape now as when put in, it is too bad to abandon the route just for need of a little maintenance to keep it open.

But if the route is to be maintained, the necessary repairs should be done within another year or so. The tracks especially need attention. They are settling in places into the muskeg. They can be repaired comparatively easy as yet, but if some of the ties and trestling is allowed to collapse into the swamp, the cost of repairing or replacing would probably be too excessive to attempt.

As to the number of travelers still using this route annually, that is hard to estimate. No one lives on the route that would know. The nearest white-living to the Portage is Chris. Betsch, trader, at Russian Mission. From my own observations and in talking to others, travel across the route fluctuates according to the mining + prospecting being carried on at the lower ends of the two rivers. This year, in crossing in early June, I met only natives along the route. They informed me one other white had crossed up to that time (June 6<sup>th</sup>)

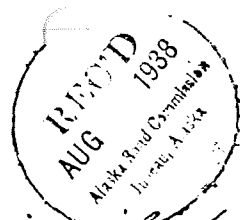
Last year when prospecting was going strong down at Goodnews Bay, I met five different outfits — consisting of a total of twenty three men, in making a crossing in middle June. Most of these individuals were heading for Goodnews Bay. Of the five outfits, only one boat of six men, had stopped in at Russian Mission. The Bureau of Fisheries agent has used this route in going to, and returning from the Kuokswin river, since 1926. It is in that capacity I came over the portage this summer.

I hope the enclosed data may be of some use. Being familiar with the route and interested in seeing it maintained for the public, I shall be glad to offer any further information that you might wish concerning it, to the best of my knowledge.

Respectively

Ed R. Lambert

Bethel, Alaska,



## Portage Slough -

Portage Slough is entered six miles below Russian Mission and on the opposite side of the Yukon river from which the village is situated.

There used to be a signboard about 4 by 5 feet at the entrance to the Slough. It was yellow and lettered: "Entrance, Yukon - Kuskokwim Water Portage" with an arrow indicating the slough. This sign was taken out by the high water of last year.

Five miles up Portage Slough from its mouth the stream splits into two equally sized channels. There used to be a sign about 1 1/2 by 3 feet located on the right hand channel going upstream. It was lettered "Yukon" and "Kuskokwim" with arrows pointing the directions of the respective rivers. This was taken out by last years high water.

Most of the other markers and signboards on Portage Slough are up - - at least the most important ones. But they are sagging or have been temporarily propped upright by travelers. They should be repaired by placing the signboards on tripods. There is plenty of spruce for tripod poles right in the locality - of the signboards needing attention.

Distance from the mouth of Portage Slough to the High Tramway is 50 miles.

## High Tramway or First Land Portage.

The distance which the tracks are laid overland from Portage Slough to the first of a chain of lakes is about 1/2 mile. The track is light narrow gauge laid on ties over the muskeg for the first quarter mile. Then an ascent of 50 feet is made, after which the track is laid on firm high ground the remainder of the distance to the lake. Boats are put on small cars and pushed along the track, and pulled up the steep ascents by means of windlass or cable.

The windlasses (three of them) and cables are in good condition. The two cars are in good condition. The two rollers leading up from Portage slough, and from the lake, to the track is in good condition.

The track from Portage Slough for a distance of about four or five hundred feet is in very bad condition and unless repaired within another year will probably have sunk into the muskeg enough in places to put this tramway out of commission. Timber for cross-ties, sills and stringers can be obtained right on Portage Slough, within eight to ten miles and rafted right to location for use. Aside from this piece of track above mentioned the rest is in good condition.

The D. R. C. relief cabin (frame building about 12 x 20 feet) located at the high end of the tramway on the first lake is in good condition. Though frequently used by natives from Russian Mission, they keep it in good shape and clean. Stove is ok.

### First Lake.

In leaving the high portage one travels a small lake to a hidden, narrow canal. The marker for this canal is something that was put up as a makeshift - a pole with a shingle nailed to it - which is harder for a stranger to find than the entrance to the canal itself. A larger marker should be placed here.

After passing through this canal one enters a long lake. The markers are all standing along this route, but some of them may need placing on tripods later, as they are leaning.

Leaving this long lake midway down it on the right, the route follows a canal dug through the muskeg for about three-quarters of a mile. Here a set of rollers and a winch are situated for hauling boats over a low dam. This dam marks the division of waters between

the Yukon and Kuskoquim rivers.

The rollers are in good condition. The dam is in good condition.

The winch needs bracing with some new timbers. The old ones are nearly rotted out and the winch cannot be made to take much strain without breaking it loose from the foundation timbers.

After passing the rollers over the dam one continues on down a dug canal for six or seven hundred feet to where it empties into Kulik Lake. This lake is marked on the A.R.C. Map of the Yukon - Kuskoquim District (Map # 3). The point where this canal enters Kulik Lake is plugged up with moss and muskeg for about two hundred feet. This necessitates dragging a boat out of water and packing it overland to the lake for that distance. Travelers familiar with the Portage usually pack along a shovel for this canal as it frequently has the entrance way plugged with moss to some degree - but normally only for a few feet. Last years high water filled this canal with debris and unless cleaned out it will only be a matter of a year or so before the entire canal as far as the rollers is overgrown with moss and muskeg. The best time to work on this canal is in middle June when there is still frost under the rubbish and moss to stand on. Later on when the frost is all out there is little solid bottom anywhere along here - just a "soupy" muskeg that a pole may be shoved down into for ten or more feet. Two men should put this canal in good condition again in two or three days work.

There used to be a high marker at the entrance way to this canal for those coming across the lake from the other side. This marker is laying down in the muskeg

at present. It is a sign of about three by four feet painted yellow, and fastened to a pole twenty feet in length. It is one of the most important markers along the route. It could be reset as is by bracing it upright with a tripod.

After leaving the canal the route crosses Kulik Lake. The distance across this lake is about three miles. A large marker, similar to the one described above, is located near the entrance to the canal, — or rather a creek — which flows from Kulik Lake. This marker stands erect and is O.K.

Upon entering this creek from Kulik Lake the route follows on downstream for about two miles. Here the creek empties into Kukaklik Lake. The marker for the entrance to this creek from Kukaklik Lake is leaning badly and is propped up temporarily. It will probably be down in another year unless repaired with a tripod.

Leaving the creek the route crosses Kukaklik Lake. Distance across the lake about four miles.

(These lakes described are very shallow, averaging in depth between five and six feet, and no place over seven feet. Because of their shallowness a squall can make them very rough in a matter of only a few minutes — to the extent a small boat caught out on them at such a time would be swamped. For this reason the markers that are down should be erected at the entrances to the canal and creek. It is not safe at present for one unfamiliar with the route to have to explore several miles along a lake in bad weather for one of these entrances. The entrance ways seldom can be seen until one is almost in them because of the brush and grass — and often they are the only place where a traveler can get safely in from the lakes without swamping when there



is an onshore wind.)

### Crooked Creek.

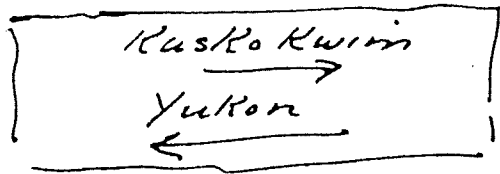
After crossing Kukablik Lakes the route enters on the head of Crooked creek. The marker for this point is o.k. and stands erect.

The upper six or seven miles at the head of Crooked creek is the place where the traveler is most likely to become lost of the entire route - and this is the most poorly marked, - most of the original markers being down.

The route here passes through a region of numberless small muskeg lakes and creeks. Seasoned guides and mail carriers in the early days, accustomed to traveling the route many times a season, often became lost through this region before the A.R.C. marked out the route to be followed. Now, with most of the markers down, it is nearly as hard to follow as formerly.

Having several times crossed the Portage I find in this distance there are about five or six strategic places where the markers are very important. The first place occurs about two miles down Crooked from the lake. Here most of the water in the creek goes into a large lake and to no-one-has-found-out-where, but the proper route to be followed turns off <sup>to the right</sup> before this lake is reached. One has to pole a canoe down this hidden stream for some distance. A marker is at this point, but is nearly down. It needs a tripod. The other places have had markers there, but they are either down or leaning so low in the swamps they cannot be seen from any distance. The route needs to be followed out and from six to a dozen tripods erected. The route as formerly marked, was done by driving poles down into the muddy bottom - and

nailing signboards to them. The signs were about ten x eighteen inches lettered:



The signs were alright - whenever the poles had remained. There are few standing. The poles soon fell down or rotted at the waterline. Tripods should be set instead of poles if work is done in remarking the route through this locality.

After the first six or seven miles at the head of Crooked creek, the remainder of the way down creek needs no markers. The creek becomes confined to one channel until it reaches Johnson creek.

The distance down Crooked from Kukablik Lake to its juncture with Johnson creek is thirty-two miles. The stream is very crooked and in that distance only makes six miles actually across country.

There are two large signboards erected at the point where Crooked creek flows into Johnson. They are important markers as here the traveler turns and goes upstream on Johnson.

Both these markers in good condition.

### Johnson Creek.

This stream is confined to one channel and has no markers except at the point above mentioned where Crooked enters. The A.P.C. map of this district is incorrect in the minor detail that shows Crooked creek heading in Piamute Lake. It is Johnson creek that heads in Piamute Lake - Crooked being only a smaller tributary.

The distance traveled on Johnson creek from the point where Crooked empties into it, up to the Johnson creek - Mud creek tramway is sixteen miles.

## Johnson creek - Mud creek Tramway -

There is a derrick and boom erected alongside the track where boats are lifted out of Johnson creek and set on the cars. The winch, cable and derrick itself is in good condition. The foundation of the derrick needs a little attention. Some of the lagging (timbers about the size of railroad ties) has been taken out from under the sills by high water and the derrick is settling.

The distance between Johnson creek and Mud creek, over which the track is laid, is about three-quarters of a mile. Of this distance about 800 feet of track is laid on trestling over a swampy area. The foundation timbers are settling sideways along this stretch, and unless repaired the track will soon be in the swamp. If this occurs repairs would probably be considered too costly to replace this stretch. Aside from this one place, and a few spots where the track might be leveled by shimming up on its present foundations, this track is in fair condition.

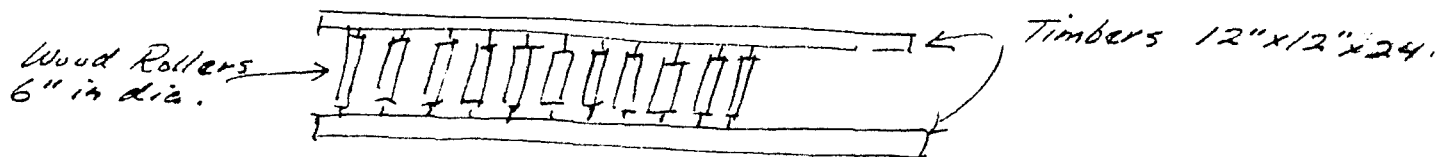
The two cars used on the track are in good condition.

The winch used for hauling boats out from Mud creek is OK.

The A. R. C. Relief Cabin on Johnson creek (frame building same as Relief Cabin on High Portage) - is a wreck and it is advisable to leave it so. Natives from up around Kalskog use it for trapping headquarters during the spring months, and leave it in an indescribably filthy condition. The A. R. C. stove that used to be in there has been packed away. Because of the condition of this cabin, travelers over the Portage never count on using the cabin, but camp on the Mud creek and in timber.

If work of putting the track in condition is considered, there is plenty of standing timber sufficient in size for ties, stringers, posts etc. for trestling, right on Mud creek practically at the end of the track.

The set of rollers between the rails and Mud creek, used for raising and lowering boats between same, were taken out by the high water of last summer. These rollers consist of two heavy timbers about 24 feet long with about a dozen wooden rollers in between them:



These rollers have come loose from the two drift piers that held them in place to the track, and floated down Mud creek about a mile where they hung up in the sand. The rollers are lying there now intact and with no further damage done them. When passing through East mouth, I tied them to a tree with a rope just in case of a freshet this summer. That night otherwise drift them down the Kumbuk River. This fall I shall take some heavier line and fasten them more securely against freshets next spring. All that would be necessary to get them back in place would be to launch them on skids into the creek, about fifty feet and tow them back up to the rails again.

As it is now, no heavier draft may be taken over the Postage than can be dragged by hand up over the steep bank from Mud creek to the rails without keep rollers hung in place.

### Mud creek —

Normally a shallow, sluggish stream with just enough water in it to float a good sized log down the five miles from the dam to the Kumbuk dam river. It runs rapidly on a good and steady as rapidly, fluctuating in depth on the average from three to twelve feet.

There used to be a dam just inside the mouth of this creek to keep the level of the creek higher, up as far as the dam to the dam. There was a dam and barn on the dam for getting sand over the dam. This equipment has all been taken out by high water for many years past. Since little heavy freight is now being done over the Postage, this dam and mill with present level and is not necessary to replace to put the route in good condition. The longest boats now that go over the Postage do not exceed 30 feet in length, 4 foot beam and should not draw over a foot or fifteen inches of water at most. The equipment in its present condition handled a load of 1000 lumber and weighing 1500 pounds easily. Travelers using a boat not in excess of these dimensions and weight always find enough water in Mud creek to get down it one way or another without the dam.

The large driftwood marking the entrance to the Postage (Mouth of Mud creek) from the Kumbuk dam bridge, is excellent in good condition.

T. P. Lambert.

ALASKA ROAD COMMISSION

Takotna, Alaska.  
August 23, 1932.

|                  |  |
|------------------|--|
| Gov. Office      |  |
| Chief Engr.      |  |
| Asst. Chf. Engr. |  |
| Chief Clerk      |  |
| .....            |  |
| Suspense.....    |  |

Alaska Road Commission,  
Juneau, Alaska.

Gentlemen:

Regarding the condition of Route 92E, Yukon-Kuskokwim summer portage, I have the following to report:

At the mouth of Portage Creek on the Yukon, a larger sign is needed as it cannot be read from a boat in the river. All that one can see is a sign. Also one should be placed on both sides of the creek so it can be seen coming up stream. Some brush needs clearing away.

About 4 miles from the mouth Portage Creek splits. Larger and less confusing signs are needed here.

At a point about 3 miles from the first portage there is an unintelligible sign placed on the wrong side of a slough. This should be taken down, replaced with a larger sign on the opposite side of this slough. Sign conditions are OK for one who has been over the route but to a stranger are confusing.

~~XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX~~ Rollers at first portage should be extended ten feet as it is difficult to get boat onto the rollers in low water.

The route between the first and second portages needs more and larger signs of direction. Some of them are down. On one lake, the sign on the opposite shore cannot be seen at all because it is not large enough.

The mouth of the channel coming into the big lake from the Yukon side is blown full of decayed moss, roots etc to such an extent that it is necessary to dig out the channel, unload the boat and "hoss" it thru. A wing dam about 60 ft. long is needed to prevent this coming in, - with a narrow entrance for the boat on the windward side of the enclosed harbor.

The track needs <sup>aligning</sup> ~~relining~~ and leveling on both portages.

10/13/32 - 9

Page 2.

The track on the Mud Creek side needs extending one rail length.

A small dam is needed near the mouth of Mud Creek to back the water up. Usually in the summer, this creek is entirely dry or so near so that boat has to be dragged over soft mud bottom. The dam which was <sup>put</sup> in at the mouth went out because it was too high, so I am told. The dam would have to be so constructed as to withstand pressure from both directions as when the Kuskokwim is high, the water backs up this creek as far as the portage. Levels should be run to determine just how high this dam must be in order to provide the necessary amount of water at the portage in dry weather. The present stiff leg derrick at the dam site would not be needed; only the winch.

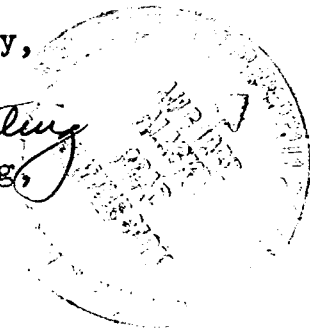
\$ 400 was allotted for this route this year and I have instructed Wilfrid Reno to expend this money in aligning the track and leveling it up and to try to fix the channel at the big lake. However, I am inclined to believe that it will require most of this money for the track. He will do this work next month. I took some pictures of track conditions etc which will be forwarded after they are developed.

Intended to run levels from Mud Crk dam site to portage but had nothing but a hand level and the water was very high. This work can be done best in early winter by running up the crk on the ice.

\$ 2500 should be appropriated next season to do the above work and put this route in good shape.

Yours very truly,

*Hawley Sterling*  
Hawley Sterling,  
Asst. Supt.



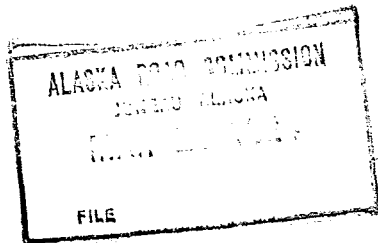
WAR DEPARTMENT  
BOARD OF ROAD COMMISSIONERS FOR ALASKA  
JUNEAU, ALASKA

February 26, 1924

Subject: Improvement Yukon-Kuskokwim Portage for  
present local travel.

To : Engineer Officer of the Board

Herewith revised table for page 4 of  
report on above subject, which was submitted  
February 9, 1924.



*Walter W. Lukens.*

Walter W. Lukens  
Supt., A.R.C.

WWL/fme  
Encls. 1

*gms*

13  
136/2

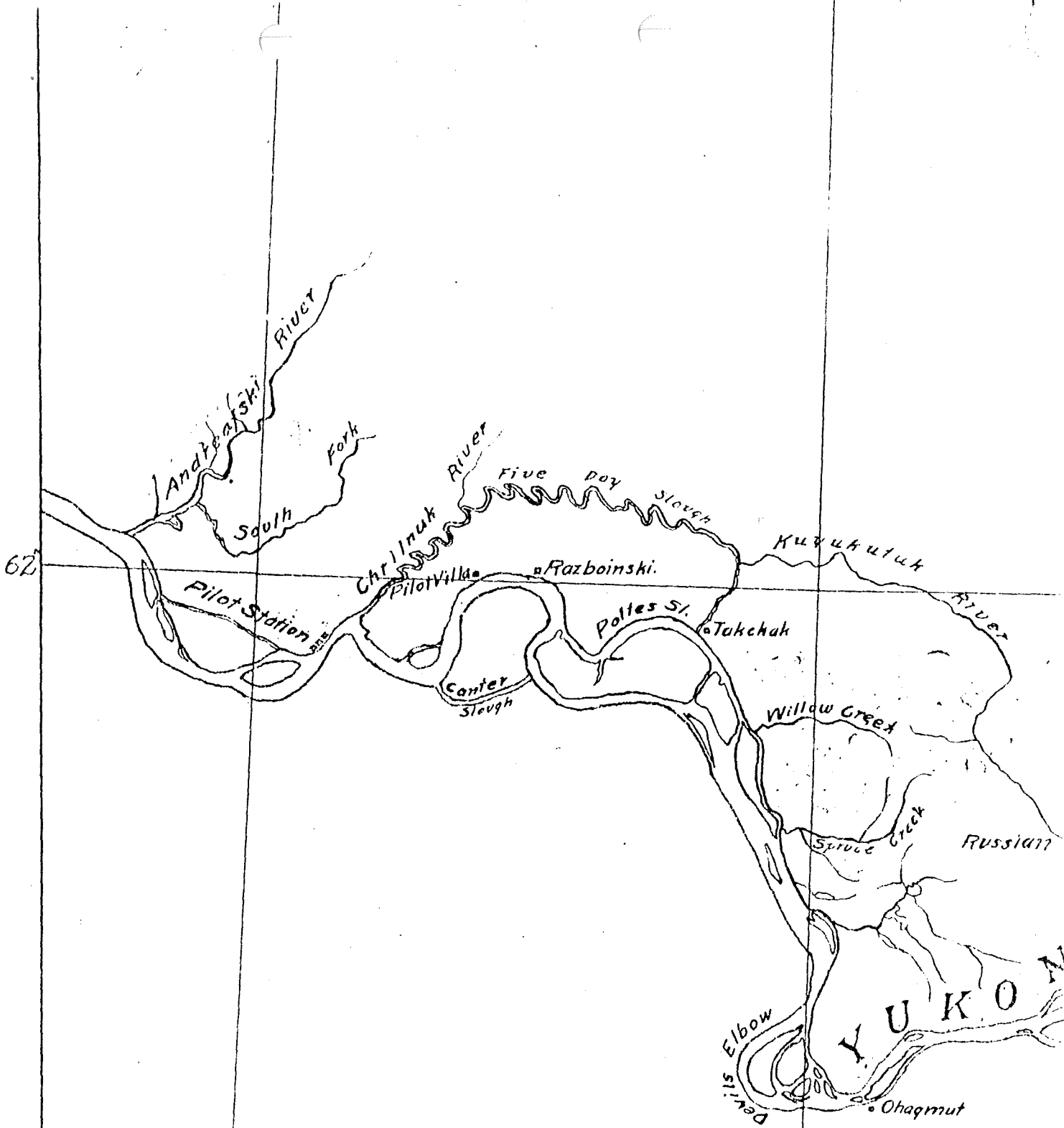
RUSSIAN MISSION- YUKON - KUSKOKWIM PORTAGE

|                                                     |                       |
|-----------------------------------------------------|-----------------------|
| Clearing brush from creeks.....                     | 1,000.00              |
| Clearing streams and lakes of sod<br>and grass..... | 3,000.00              |
| Constructing three shelter cabins.....              | 1,050.00              |
| Constructing three shelter cabins.....              | <u>14,000.00</u>      |
| Total estimated cost                                | <i>TAMS</i> 19,050.00 |

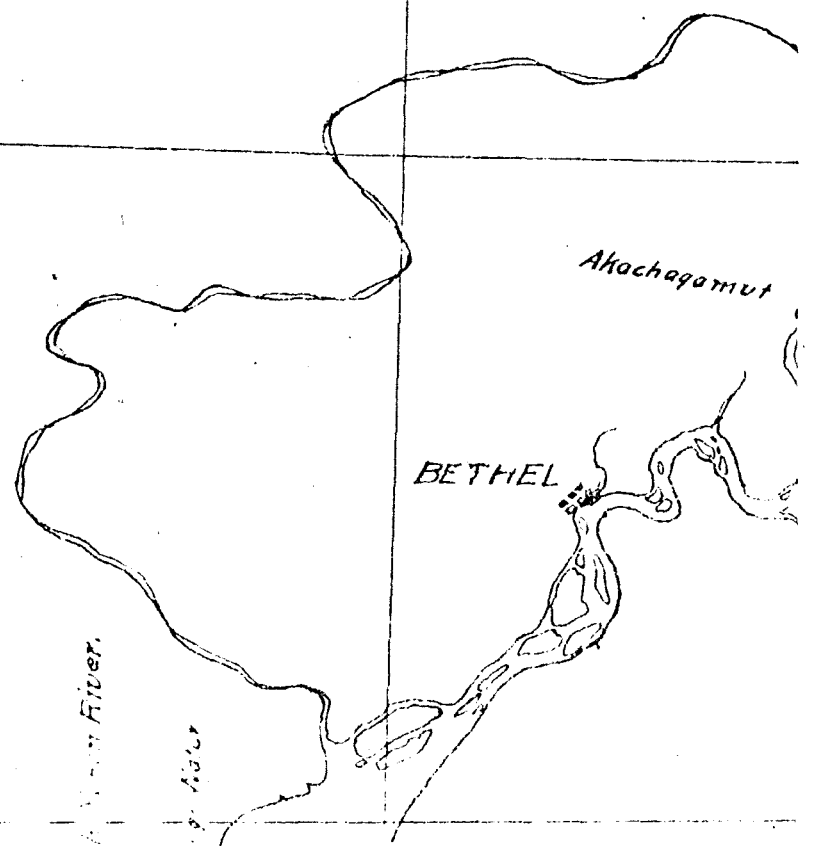
PIAMUTE PORTAGE

|                                                       |               |
|-------------------------------------------------------|---------------|
| Two shelter cabins.....                               | 700.00        |
| Erecting high markers on beacons.....                 | 500.00        |
| Clearing brush and grass from<br>lakes and creek..... | <u>600.00</u> |
| Total estimated cost                                  | 1800.00       |

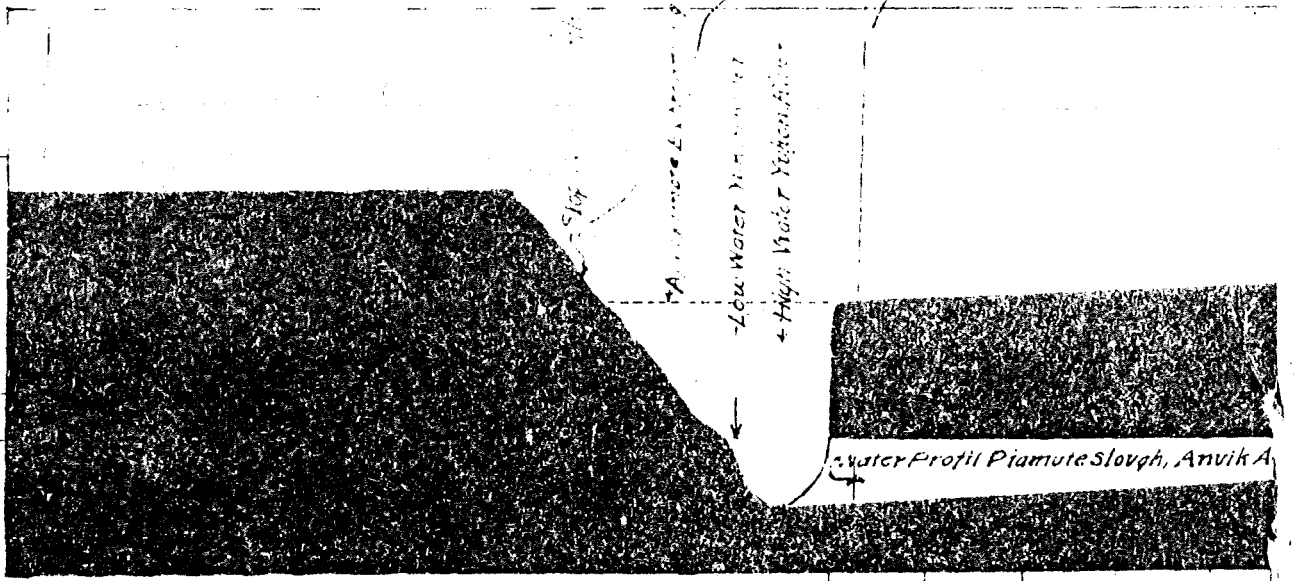




61°

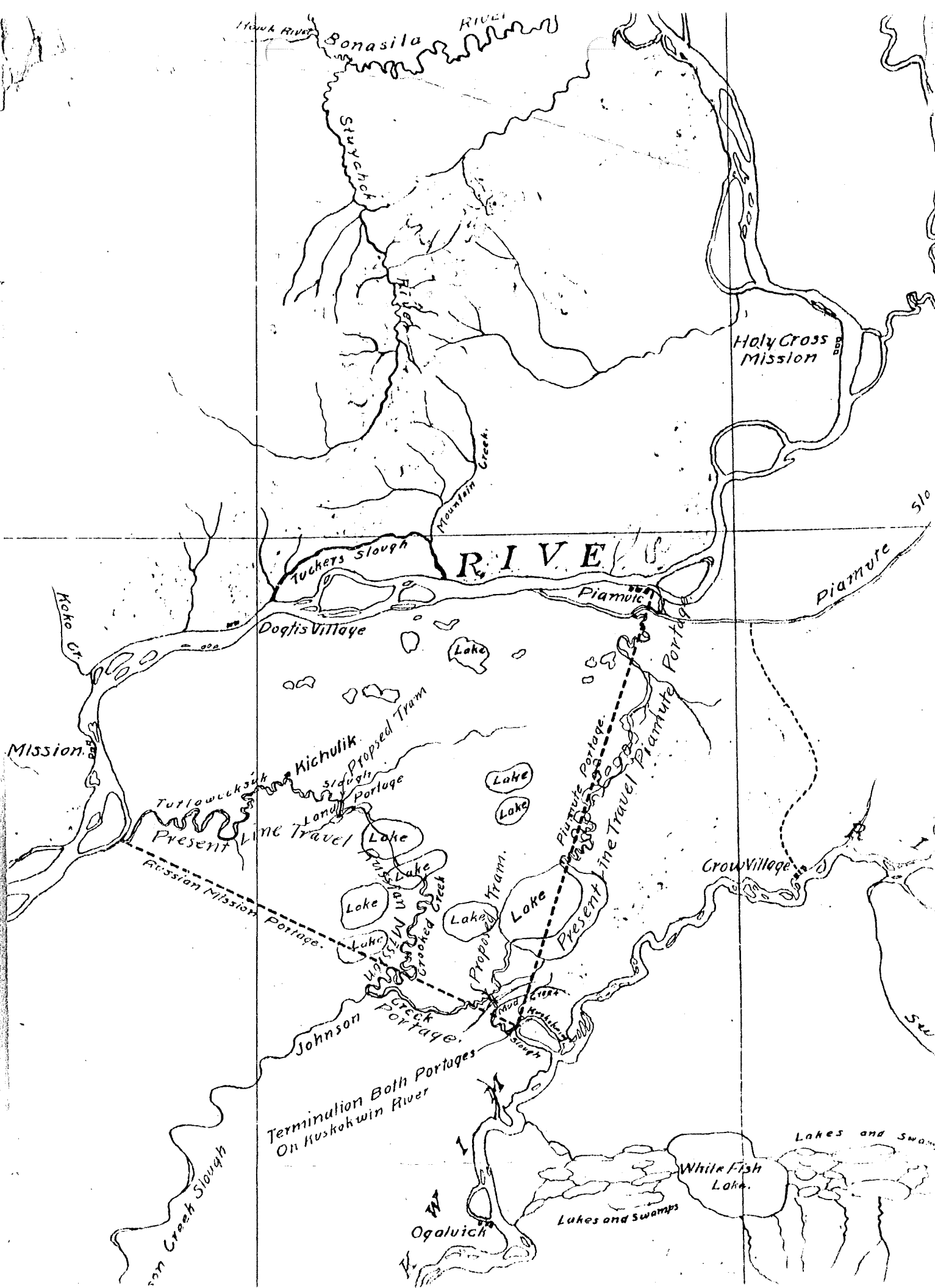


- Elev. 110'
- Elev. 100'
- Elev. 90'
- Elev. 80'
- Elev. 70'
- Elev. 60'
- Elev. 50'
- Elev. 40'
- Elev. 30'
- Elev. 20'
- Elev. 10'
- Elev. 0'



SECTION OF PAMUTE VILLAGE.

0 1 2 3 4



Husk River

Bonasila RIVER

Sturchev

Holy Cross Mission

RIVER

Piamute slo

Tuckers Slough

Dog's Village

Piamute

Mission

Michulik

Tutlowckskuk

Present Line Travel

Proposed Tram

Land Portage

Lake

Lake

Lake

Lake

Lake

Lake

Lake

Johnson Creek Portage

Termination Both Portages  
On Huskokwin River

Proposed Tram

Present Line Travel

Piamute Portage

Crow Village

Johnson Creek Slough

Ogalvich

Lakes and Swamps

White Fish Lake

Lakes and Swamps

Termination Both Portages  
On Kuskokwim River

Lakes and Swamps

White Fish  
Lake

Lakes and Swamps

Ogaluich

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K

Granite  
Creek

Tuluksak  
River

River

Fog

River

Akiak

Johnson Creek Slough

CONDENSED

of

YUKON KUSKOKWII

Showin

Plains Kuskokwim And Re

Proportional Distance

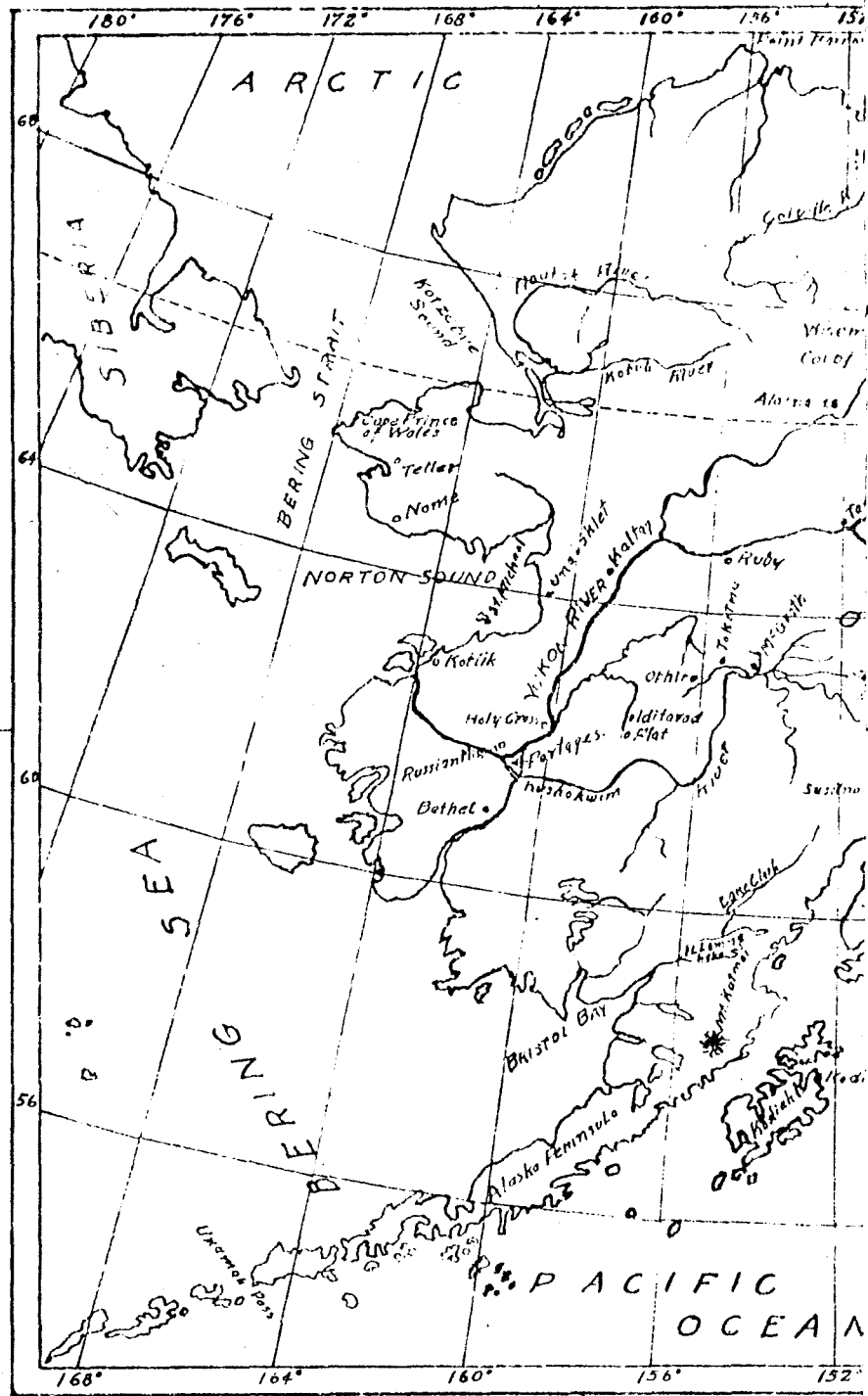
Highest Point River on Mission Portage.

Highest Point on Portage, Point.

East of Kuskokwim and Kuskokwim Rivers

Med Creeks.

1 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20



Ruindeer River

Dr. Imoko

Russian Mission

Aniak River

Creek

Holmakof  
Aniak P.O.

Miloukuk River

Deestock cr

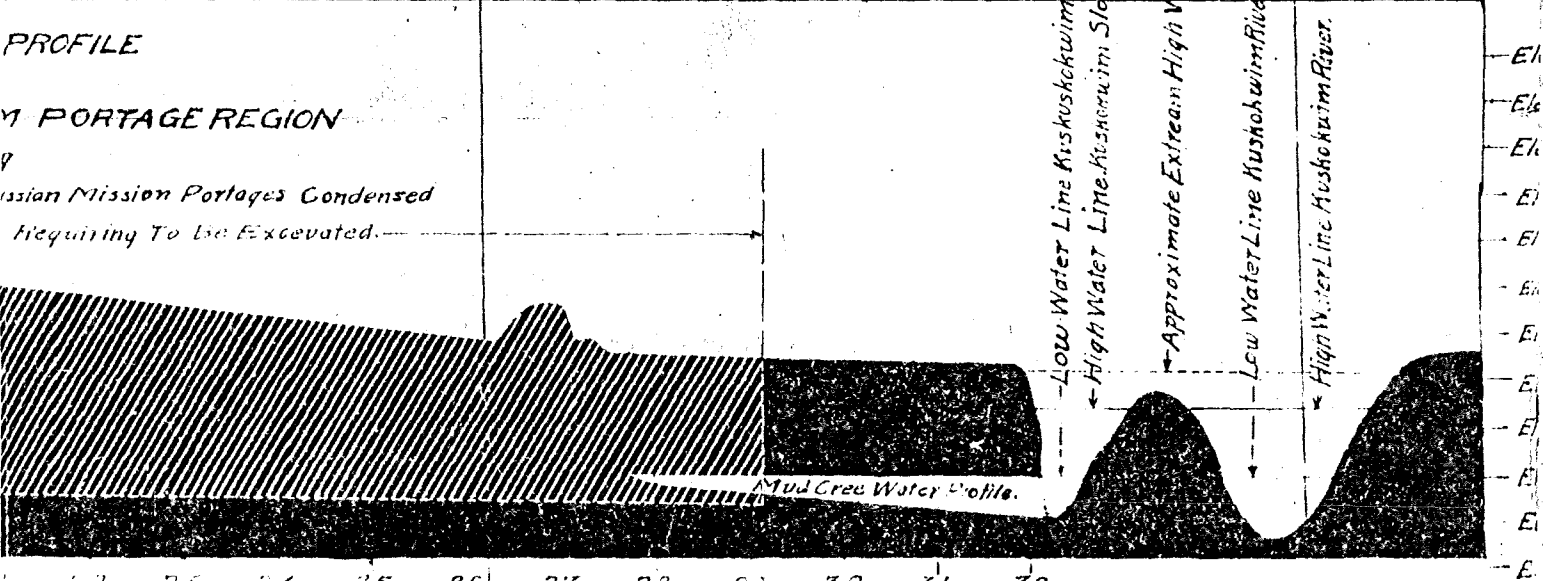
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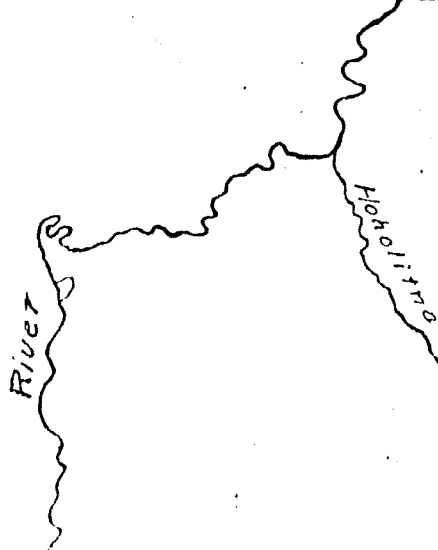
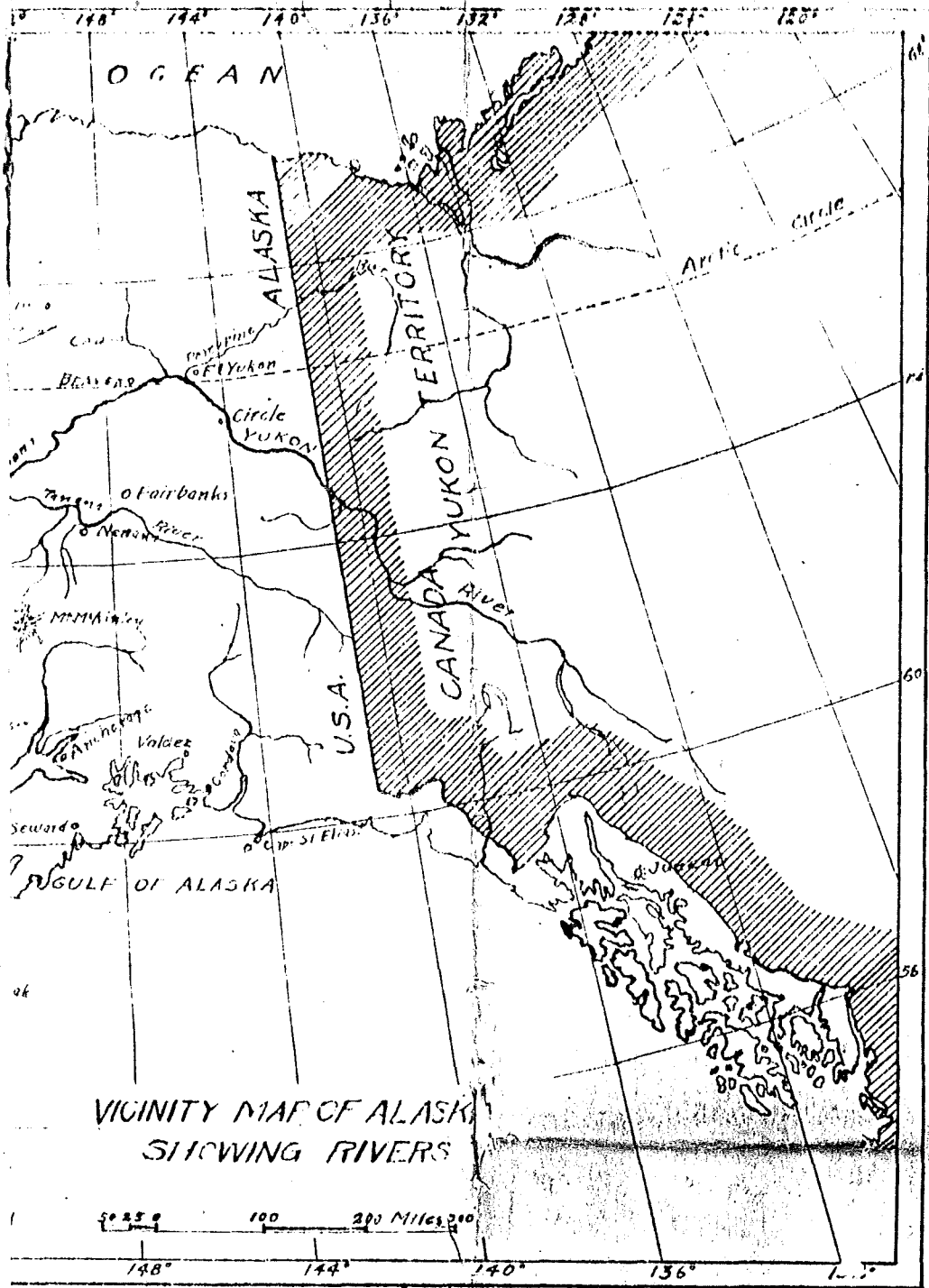
**PROFILE**

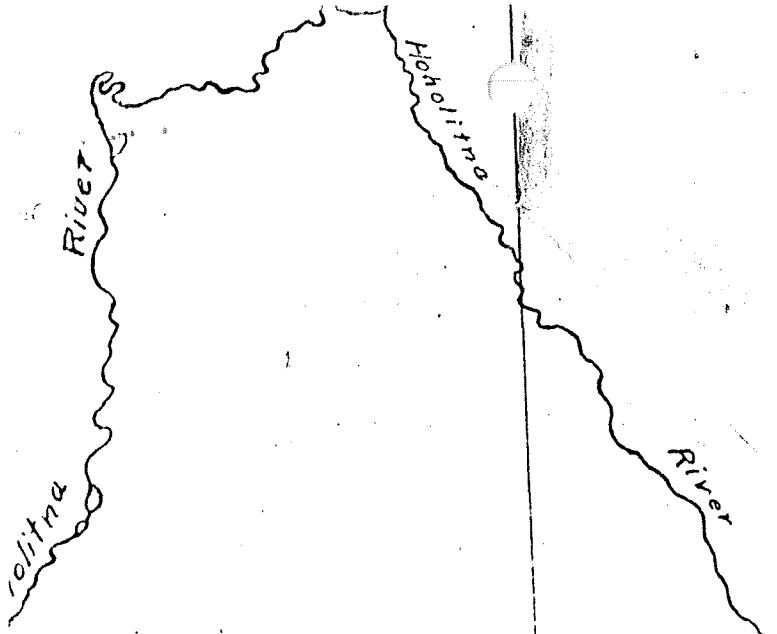
**M PORTAGE REGION**

*ussian Mission Portages Condensed  
Requiring To be Excavated.*



24 25 26 27 28 29 30 31 32





61°

10,130'  
 9,120'  
 8,110'  
 7,100'  
 6,900'  
 5,800'  
 4,700'  
 3,600'  
 2,500'  
 1,400'

# YUKON KUSKOKWIM PORTAGE

SHOWING

VICINITY MAP OF ALASKA AND LOCAL  
 AREA YUKON KUSKOKWIM LAND PORTAGE

In, 1 Sheet

Scales Shown On Drawing of 1000 Sheet No. 1



U.S. Engineer Office, Juneau Alaska.

1924

Submitted:

Approved:

Corps Of Engineers.

Corps Of Engineers.

Drawn By



# Work on Portage Is Described by A. R. C. Officer

## Studies Proposed Iditarod Improvement—Chang- ing Channel has Isolat- ed Town

Improvement work on the Yukon-Kuskokwim portage is progressing at a very satisfactory rate and by the end of the year it is expected that the project will be 80 per cent completed, according to Major Douglas H. Gillette, engineer officer of the Alaska Road Commission, who returned here recently after making a trip to the lower river.

Major Gillette left here August 14 and traveled to Holy Cross from Nenana on the steamer Jacobs. Due to breakage of the Alice's shaft he had to lay over at Holy Cross a day and then journeyed to Russian Mission on a launch. There he was met by Charles Mayben, in charge of work on the portage.

The major made a round trip across the portage and was pleased to find the work going smoothly. Lots of progress has been made despite unfavorable weather throughout the greater part of the summer. Foreman Mayben has a crew of only five or six men under him. Mrs. Margaret Robinson, who is doing the cooking, has become famous in the country for her fine meals and her fortitude in staying there in one of the worst years for mosquitoes ever known. The portage country is known by oldtimers as the original home of the pests but they are said to have been worse this year than for a long time.

When improvements have been completed the portage can be crossed in less than 12 hours without unloading of boats, Major Gillette stated. Under former conditions the trip took three days, the distance being approximately 110 miles. The rigging has been arranged in such a manner that one man can transfer a loaded boat from a waterway to the tram cars.

Three portages are necessary. These are crossed by a canal and two rail lines each nearly a mile in length.

Next year a crew will be sent down to finish up the work. Some contract work will be done during the coming winter. The Mud creek relief cabin will be moved to Johnson creek; ways will be built at the end of the railroad tracks and Crooked creek will be brushed out. Bids have been called for in the locality but no contracts have yet been let.

Pilot A. A. Bennett picked up Major Gillette at Flat and took him to Flat. Carl Lottsfeldt, A. R. C. superintendent in the Kuskokwim, was also a passenger on the trip. "There was a heavy storm over the Innoko river valley in the vicinity of Shagnuk on the day he was to come to Holy Cross," the major said, "and Bennett had to go 15 miles up the Yukon and spend the night on a bar. Waves in the Yukon were so high that it was impossible to bring a boat across the river for him."

Major Gillette found the road between Flat and Iditarod to be in good shape and he said there was no longer any chance for vehicles to become bogged down.

With Superintendent Lottsfeldt and Harry Donnelley, Major Gillette looked over the contemplated Iditarod river improvement. This work will be done under an act passed by the last legislature to restore adequate water transportation to Iditarod. The river has cut a new channel, leaving the town on a slough one mile from the main channel and it is now impossible to reach Iditarod with the shallowest draft boats. Ten thousand dollars was appropriated for the work, which is to be done for the Territory by the A. R. C.

Major Gillette made sufficient measurements and gathered sufficient data to figure what can be done to help the town out and to estimate how much the work ought to cost. The task is described as a very complicated one, as is always the case in attempting to divert rivers in alluvial ground. "It will take some study to devise a system of control that will have a chance of permanence," the major said. Timber cannot be obtained within many miles and rocks would have to

be transported about a mile.

After the Alaska Road Commission has given the matter study a complete analysis and recommendations will be submitted to the Territorial board of road commissioners for their consideration.

When this survey had been completed Major Gillette looked over the road at Takotna and the airplane fields at Ophir and McGrath. "The McGrath field is in very good shape," he said. Foreman Rice is now opening up the south end of the field so it will thaw and drain and a very small amount of work will put it in good shape again in the spring.

"I then flew back from McGrath to Fairbanks with Bennett in the 'Zenith,' the major said. "We had a very nice trip in spite of stormy weather and a low ceiling. We saw six or eight moose and several bear, one with four cubs."

150 -

**BOARD OF ROAD COMMISSIONERS FOR ALASKA**  
VALDEZ, ALASKA

Nome, Alaska, Jan. 6<sup>th</sup> 1922.

From: Chas. D. Jones, Sup't Alaska Road Commission.

To: Col. Jas. G. Steese, President of Board.

ALASKA ROAD COMMISSION  
JUNEAU ALASKA  
MAY 5 1922  
FILE

Subject: Request of Harry Lawrence for work on Holy Cross Mail Trail.

L

1;- I am in receipt of a letter from Harry Lawrence the mail carrier between Holy Cross and Kaltag a distance of two hundred and twenty miles, asking for relief in staking the trail between these points.

2;- He states that he stakes this trail every year at a cost of about one hundred and fifty dollars, that he derives the most benefit from the trail but that it has been the means of saving several lives, that the Commission stakes the trails to Kaltag but has never done anything on this section of the trail.

1/17/22

3;- I have written Mr. Lawrence that I have taken the matter up with you and will advise him upon receipt of your reply.

4;- To my knowledge no one from the Commission has ever made the trip over this section in the winter so I have no data in this office in regard to it.

Sup't Alaska Road Commission

L

222S1SE 34 OB

Fairbanks Als Aug 30 1922

Gotwals Juneau Als

Following from Taylor on Kokrines Melozi HotSprings trail  
fourteen miles those interested ask for winter trail supply  
camp winter reindeer headquarters and few prospectors stop  
one thousand dollars needed easy country for winter road

Sterling

927A 31

Forwarded to Major Gotwals Anchorage 8-31-22

13  
123/0

Kokrine-dash  
April 2<sup>nd</sup> 1922

To the Surveyor General  
Juneau Alaska  
Dear Sir

Enclosed please find Petition which I  
circulated coming down from Farrana but  
as there will not be any way to get it back to  
the Postoffice after I go out to the head tomorrow  
I am sending it to you from here with out  
the boys signatures that are out with the head  
hoping you will give us a good  
liberal allowance I am most respectfully yours

A. D. Williams

P.S. There are fourteen people over at the Springs at  
the present time so I am told and have bin many  
more at difesent times during the winter

A.D.W.

7-26-22-

Rec'd from Secty' Alaska  
Acknowledged by him.  
Held for investigation.

J. B. G.

ts of Kokrines, Alaska,  
ge than an allowance  
of constructing a  
al Hot Springs, a distance  
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nefit to the community  
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ommunity to make their  
take delivery on the

Wm. J. ...  
W. J. ...  
R. W. ...  
Al ...  
Eric ...  
Chas ...  
A. B. ...  
W. G. ...  
T. B. ...  
G. F. ...  
Joseph ...  
R. ...  
John ...  
David ...  
Mark ...

Wm. ...  
Chas ...  
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Wm. ...  
Al ...  
C. K. ...  
Mrs H. E. ...  
A. ...  
G. B. ...  
Geo. ...  
George ...  
Alex ...  
Wm. ...

Julius ...  
W. Murray ...  
Michael ...  
Louis ...  
Sam ...  
J. ...  
C. L. ...

W. P. ...  
Fred ...  
John ...  
B. R. ...  
Frank ...  
J. M. ...  
Alfred ...

Dear Emerson

Henry Wirth

Albury

W. H. Carney

W. J. Brown

Joe Eglar Prospector

P. Stigeborn

Frank Linder Miner

John Wood dep. U.S. Marshal

John P. O'Connor

BB Autors

Petr Katerine

W. Blautski

Mrs. Rosie Katerine

Peter Katerine

Wagge Katerine

Mrs. Katerine

Mrs. Anna Keogh

W. H. Keogh

W. S. Thompson

W. G. Gail

Dave Corning

Katherine G. Kane

Ed. Gander

Mrs. M. Giles

Sammy Brooks

Ira Smith

Mrs A. V. Hoines

Mrs. A. M. Dent

Lynd Lemmon

John Monaghan

H. J. Pitka

J. F. MATHEWS  
182 EAST FOURTEENTH STREET  
PORTLAND, OREGON

ALASKA ROAD COMMISSION  
JUNEAU ALASKA  
MAR 26 1923  
FILE

February 12, 1923.

Major J.C. Gotwals

Juneau

Alaska

Dear Sir:-

As per your verbal instructions and agreement I call your attention to the subject of REPAIRING the Davidsons Landing and Taylor Road.

Six miles of this road at the head of Marys River was washed out and destroyed by a cloud-burst July 26, 1922.

I have written to my men in camp directing my letter to Chris Olson at Taylor, Alaska, who is now at Coco Camp (he is the party you mentioned that was recommended by Mr. Daily to do the work) I suggested J.S. Nielsen my head teamster to do the job, either will be perfectly satisfactory to me and I will GUARENTEE their work to be satisfactory and economically performed in every way, I have authorized either one to use any and all of our stores equipment, and teams and men, should they be authorized by your instructions to proceed with this repair work, from mile 18, out of Davidsons Landing to the Summit at mile 24,

I recommend that this work should start around the first of June 1923, as the ground will not be thawed before that time and it could be completed in time to get our repair parts that will go forward on first boat over this road, otherwise we have to snake them across the Tundra over the winter trail, Jim Kelliher is in the same fix and we use this road jointly.

I have instructed my boys to use brush freely and the plows and scrapers these fills stay put and hold up you can always depend upon a bottom and get out, without brush you cannot get anywhere with a load. \$1500.00 would help us a lot in getting over this washout.

Very respectfully,

Behring Dredging Corporation

By

*J. F. Mathews*

Manager

72  
May 11, 1916.

Secretary of the Board.

Mr. Edmond J. Brose, Nome, Alaska.

Road from Davidsons Landing to Taylor.

*Road 49*

1. Your letter of March 24, 1916, in reference to the necessity for a road from Davidsons Landing to Taylor has been received; also a letter from the Nome Chamber of Commerce with reference to this same project. The matter has already been taken up with the Nome Chamber of Commerce and they will be notified as to what probably can be done the coming summer for the benefit of this road.

2. Colonel Richardson has not yet returned from Washington, but as soon as he arrives at Valdez your letter, in connection with the letter from the Nome Chamber of Commerce will be submitted to him for his consideration.

*1/5  
133/10  
###*

Very sincerely yours,

*P. W. Davidson*  
Major, Infantry.

FWD/JB



May 11, 1916.

Secretary of the Board.

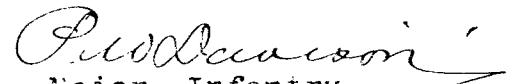
Mr. A. Polet, President Nome-Seward Peninsula  
Chamber of Commerce, Nome, Alaska.

Allotment of road funds.

1. I beg to acknowledge receipt of your personal letter dated March 20, 1916, and also a letter from the Nome Chamber of Commerce dated March 21, 1916, and signed by you as President, in reference to allotment of funds for road work in Seward Peninsula.
2. Colonel Richardson has not as yet returned from Washington nor is it known at present what amount of funds will be appropriated by Congress for roads in Alaska this year. However, on Colonel Richardson's return to Valdez I will present your letters to him and I am sure that, as in the past, your district will receive its full share of the appropriation.
3. It is not on account of lack of desire on our part that the roads you mention have not been built but the fact that they have not been built is due solely to the fact that appropriations have not been available for the necessary work. It is fully realized that the development of the country depends mainly on good wagon roads, and you can be assured that we will do everything in our power to do the best we can with the funds on hand.
4. Thanking you for your letter setting forth in a logical way the most urgent needs of your territory, and assuring you that the subject will be taken up with Colonel Richardson as soon as he returns to Valdez, I am

FWD/JP

Very sincerely yours,

  
Major, Infantry.

To: v Alaska  
March 24 1916

Dear Sir:

I have been mining in the Upper Kougerok for the past fourteen years, and am thoroughly conversant with the conditions in that mining section. The Kougerok country has the greatest extent of proven mining ground in Alaska tho not high grade. The reason that it has not been a great producer is that transportation is extremely high. At present there are two Dredgers working, a number of Hydraulic propositions and numerous small operators working with <sup>the</sup> pick & shovel method. Your commission has done very little in this section and I can not impress to strongly on you the necessity of good roads. You have excellent roads in other sections of this division which have been of inestimable value to the Operator and Miner of those sections. Hoping you will be able to see your way clear to build the road from Davidson's Landing to Taylor which is our greatest need. I remain yours truly

Edmund J. Brose.

5/11/16  
AWO

# NOME-SEWARD PENINSULA CHAMBER OF COMMERCE

NOME, ALASKA, March 21, 1916 191

## BOARD OF DIRECTORS:

Antonio Polet.  
E. W. Carleton.  
Carl J. Lomen.  
R. J. Downing.  
J. A. Bachelder.  
W. J. Rowe.  
C. E. Darling.  
Judge J. F. Hobbes.  
F. M. Ayer.

## COMMITTEES:

### FINANCE:

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R. J. Downing.  
C. E. Darling.  
Ed Young.

### MEMBERSHIP:

F. M. Kiesele.  
J. Kristan.  
M. M. Ravenkilde.  
Geo. E. Lomen.  
A. S. Kemp.

### ENTERTAINMENT:

Dr. J. H. Mustard.  
Wm. Webb.  
D. E. Crowley.  
Henry Burgh.  
F. M. Ayer.

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G. A. Adams.  
F. C. Dean.  
G. R. Jackson.  
A. J. McConnell.  
Thos. McGann.

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Jos. Chilberg.  
L. W. Fromm.  
Jas. P. Daly.

### HARBOR AND WATERWAYS:

A. Polet.  
Dr. J. H. Mustard.  
G. P. Goggin.  
A. H. Kellogg.  
E. W. Carleton.

### SHIPPING AND TRANSPORTATION:

E. W. Carleton.  
Alfred J. Lomen.  
P. Gervais.  
Ira M. Rank.  
Phil Murphy.

### LEGISLATIVE AND JUDICIARY:

G. J. Lomen.  
O. D. Cochran.  
A. Z. Watson.

### MINING: PLACER:

L. Stevenson.  
Chas. A. Cavey.  
M. O. Solberg.

To The Alaska Road Commission.  
Valdez. Alaska.

Gentlemen:-

We the Nome-Seward Peninsula Chamber of Commerce, representing the people of Seward Peninsula, do earnestly petition your honorable body to give greater consideration to the urgent need of Seward Peninsula and the Second Division of Alaska for more and better roads.

Roads are of vital consequence to us in the prospecting for and development of mines because without good roads over which to transport coal, oil, lumber, machinery and food, the essentials in mining; we cannot develop or mine the large areas of low grade placers in the interior of the Peninsula, which as yet constitute our principal source of mineral wealth.

For years this Peninsula has languished for want of cheaper transportation to the interior, In the vicinity of Nome the Commission has provided us with some good roads, which have met all requirements and have enabled hundreds of miners to profitably work their holdings.

## QUARTZ:

A. J. Mueller.  
Martin Strand.  
Wm. Stipek.

## DREDGING:

C. E. Kimball.  
Dr. A. N. Kittilsen.  
Joe Ernst.  
E. E. Powell.  
Andy Anderson.

## NEW INDUSTRIES:

Ralph Lomen.  
H. S. Riley.  
T. Lehmann.  
Lloyd Botta.  
Geo. Prosser.

## MUNICIPAL AFFAIRS:

J. W. Segers. rom.  
Dr. J. L. Wesley.  
Robt. James.  
L. Seidenverg.  
Frank Meilke.  
J. M. Streeten.

## PUBLICITY:

Phil Ernst.  
E. C. Divine.  
Gus Lynell.  
Thos. A. Ross.  
Jos. McDougall.

## CONVENTIONS AND TOURISTS:

Geo. S. Maynard.  
J. A. Swartzell.  
F. W. Rose.  
Geo. Modini.

Chairmen of  
Committees of  
Outlying Districts.

## ST. MICHAEL:

H. J. Lee.

## DIME:

J. B. Ross.

## BLUFF:

D. P. McDonald.

## GOLOVIN:

H. S. Chester.

## COUNCIL:

Ed Pfaffle.

## SOLOMON:

T. Shaughnessy.

## TELLER:

M. R. Hirschberg.

## TAYLOR:

D. W. Johnston.

## SHELTON:

F. H. Thomas.

## CANDLE:

Hilkey Robinson.

## KOTZEBUE:

Tom Berryman.

## DEERING:

A. S. Kepner.

## KIANA:

Sam Magids.

## BARROW:

Chas. Brower.

Without the present roads, many of the mines would be idle because the cost of transportation is at once doubled or trebled where there are no available roads.

As the Commission is no doubt well aware, this country is very largely but not all of a swampy wet character, and such as to preclude the moving of heavy loads over it without first making a proper roadbed of either corduroy, broken stone or gravel. Many miles are almost impassable in summer yet must be crossed in some manner so as to transport freight to its destination.

The lessening of the cost of transportation is pur great problem. All fuel either coal or oil must be transported from sea coast to mine, for except in a few small districts, the Peninsula is treeless.

Coal or oil is indispensable in mining here, either for thawing, driving machinery and cooking. After the determination of the gold values in ~~the~~ a placer property, the fuel costs and its transportation are the factors which at once decide whether the property can be mined or not.

We reiterate that it is low grade placer ground upon which practically all our mining is at present done, principally by dredging, drifting and open cut work, and therefore the margin of profit is very small. The operating costs especially in transportation must be made as low as possible to enable the mining industry on this Peninsula to thrive.

A certain amount of freight carrying is done along the coast line by small vessels, when weather conditions permit, but except where mining is done on or near the coast the need of roads for the further carriage of freight is as urgent as ever.

Storms are frequent and vessels are often delayed for days awaiting favorable weather to proceed of discharge cargo. This

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This militates against the mining industry especially when the open season never exceeds 120 days.

The Second Division has not received such consideration in the distribution of the moneys received by you from the Alaska fund and appropriations from Congress as it deserves, considering its mineral resources and the part it has taken in the mining industry of the Territory. A reference to Mr Brooks' report (Bulletin.No328,1908.U.S. Geological Reports) on the value of its enormous auriferous gravel deposits will prove to you that they have hardly been touched and the gold production will increase for generations to come, under modern and more extensive methods of mining. The forty or fifty gold dredges now operating on the Peninsula are but the commencement of that method of mining. The success of the Diesel and semi-Diesel types of engines for furnishing power for dredging has reduced the fuel costs from 75 to 80 per cent (pp.23 Territorial Mining Inspector's Report to the Governor,1915.). This great saving if it could be combined with low freight rates would result in at least doubling the number of dredges in the next few years.

In our judgement the most important road construction needs at this time is a highway from Nome to Candle and Deering on Kotzebue Sound, via Shelton and the Inmachuk River, a distance of approximately 185 miles. Of this there is now built 15 miles up the Nome River valley and 19 miles in the Inmachuk River valley, of ordinary earth construction. The projected Nome-Candle-Deering road would tap several of the richest mining sections of the Peninsula, situate on the Kugruk, and Inmachuk rivers, Iron Creek and upper Nome river, as well as the coal mines on Chicago Creek which have been supplying the miners of Candle and the Inmachuk

sections with coal for many years. There are over fifty miles of ground on the main Kougarok River alone that will pay for dredging with two dredges operating in that section at present, two on the Innachuk, one on the Kugruk and one on Candle Creek. We have not mentioned the numerous gold bearing tributaries of the above mentioned streams but they have many which will be large producers under lower cost of operation.

The output of gold from the Candle-Deering districts since 1902 has exceeded \$3,600,000.00. No one can estimate the future yield of gold of these districts but judging from the large areas more or less prospected but otherwise untouched, it will be very large.

This trunk road to the Kotzebue Sound Country will be of great service to the general public, and also to the Federal Government as a military and post road to the Arctic country where enormous fields of high grade bituminous and anthracite coal exist, in and around Cape Lisbourne. This road would be extremely valuable in the future aside to its present great value to the people of Seward Peninsula.

A road about 40 miles in length is very badly needed in the Kougarok section, where the Commission has done practically nothing, and this projected road which is from Davidson's landing at Tide water on Mary's River, near Salt Lake, to Taylor, would be the means of assisting miners who are operating under the most difficult conditions on the Peninsula, owing to the inaccessibility of the Kougarok country and no roads. The freight rate from the Landing to Taylor in Summer is from five to ten cents a pound, depending on whether it is before or after the rainy season sets in. Most of the miners ship in their supplies to Davidson's Landing in summer to be hauled in winter when the rate is from forty to fifty dollars a ton, which necessitates ordering supplies almost a year ahead, and in the case of the larger

operators, a large investment of money which is tied up for almost a year.

The Kougarok has produced about two millions in gold, most of it in the last few years. It has probably a larger area of proven placer ground than in any section of Alaska, that awaits but cheaper transportation to be developed. Within five miles of Taylor there are two dredges and several hydraulic plants, and numerous small outfits in operation.

The road now under construction by the Commission along the coast from Nome to Solomon and continuing to Council is also greatly needed by our miners and merchants, we sincerely hope it will be completed at an early date. It is the connecting link between Nome the local supply point and one of the richest mining sections. Of this road the part between Nome and Solomon, a distance of 33 miles, is the hardest to travel and the most in need of attention. Five miles of it is very good road, the remaining 28 miles is either heavy sand or wet marshy tundra, over neither can any reasonable loads be drawn in summer.

A road about ten miles in length will be very badly needed from a point on the Koyuk river to Dime Creek, this coming summer. The Dime Creek diggings were discovered about a year ago, and development has proven that section will be a large producer for many years to come. The enterprise of men who go into the wilderness and by their investment in machinery, and supplies and their labor open up and develop a new mining country should be encouraged by Federal assistance for roads, post-office, recording office etc.

An extension of the Snake River road is needed from a point near Boulder Creek to the head of Snake River, of about 24 miles. This road is built and in fair condition from Nome to Boulder about 12 miles.

This extension would reach a well mineralized district in which

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there is at present working, one large gold dredge on Bangor Creek-hydraulic mines on Last Chance and Gold Bottom Creeks and other streams, besides quartz mines, one having a three stamp mill, and one producing antimony mine. All the above are in full operation during the summer months. In addition several streams have a large area of untouched dredging ground which will require years to work, and which only await cheaper transportation to become producers.

There is also required a light cable foot bridge over the mouth of Cripple River where there is no ferry installed to accommodate foot travellers along the coast. This river is deep enough and swift enough to be impassable for foot travellers nearly all summer.

In recapitulation our most urgent needs are, first, a trunk road from ~~Sand~~ Nome to Candle; second, the construction of a road from Taylor to Davidson's Landing; third, the completion of the Nome-Solomon-Council Road; fourth the construction of a road from navigable waters on the Koyuk river; fifth, the building of an extension to the Snake River road.

Good work has been done by your Commission considering the amount of money allotted to this Division, but the allotment has been niggardly compared with that given to other Divisions.

Now that the Federal Government is building a railroad from tide water on the Pacific to Fairbanks, there should not be such great necessity for diverting most of the funds at your disposal for the purpose of improving the Valdez-Fairbanks road. The Territorial Legislature allotted us one fourth of the money at their disposal for roads, and we cannot understand why you can not do the same.

We hereby commend the course pursued by you in regard to the proposed new Snake River Bridge.



We are most sincerely Yours

NOME-SEWARD PENINSULA CHAMBER OF COMMERCE.

By. A. Cole  
President.

Down Town Store  
Phone Main 104

P. O. BOX 134

Up Town Store  
Phone Main 62



**A. POLET**



**WHOLESALE AND RETAIL  
GROCER.**

Nome Alaska Mar. 20 1916

Alaska Road Commission

Valdeze  
Alaska.

Gentlemen.

This letter may not get there in time for the time of the apportionment of the Road Funds but if it comes that our petition and other letters will arrive in time would please give this part of Alaska a better share than we have received in the past.

This section is remaining dormant all areas within reach are being worked out we must have roads to get into the heart of the peninsula and on transportation rest the solution of our difficulties, Will you help us.

Our proposed Nome-Kougarouk-Deering-Candle Road would mean a salvation for us.

Our Nome Seward Peninsula Chamber of Commerce will endeavour to enlist all help toward getting funds for the commission in order for us to have a fair share of same.

Thanking you in advance for all that you see your way clear to do with best wishes I beg to remain yours very Resp.

*A Polet*

*Mar 27/16*

*Bennets Cut-Off*

October 13, 1922.

Mr. Chas. Heckman,  
Marshall (Fortuna Ledge),  
Alaska.

My dear Mr. Heckman:

Receipt is acknowledged of your letter of August twenty-fourth, through our Superintendent, Chas. D. Jones, of Nome, concerning staking of trail between Bennetts and the Kuskokwim.

In reply I have to advise that contract was let for this work sometime ago to Mr. Chenas of Akiak, in accordance with proposals advertised last summer.

Your interest in this matter is appreciated and it is hoped that you will get in touch with our Superintendent, Mr. Jones, when he arrives at Marshall on his investigation of trail conditions this winter on the Lower Yukon.

Very truly yours,

Jas. G. Steese,  
President.

JGS:D

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*1591*