

October 13, 1922.

Mr. T. W. Cody,  
U. S. Deputy Marshal,  
Marshall (Fortuna Ledge),  
Alaska.

My dear Mr. Cody:

Receipt is acknowledged, through our Superintendent Chas. D. Jones, of Nome, of your statement concerning the need of repairs and improvements upon the mail trail between Bennetts Point and Bethel. We are indeed glad to have the information you submit.

You will be pleased to learn that we have let contracts for the following work this fall and winter:

- (a) Permanent staking of the trail between Russian Mission and Akiak, by way of Phillips and Big George's.
- (b) Permanent staking of the cut-off from Big George's to Bennetts.
- (c) Erection of two shelter cabins, one at Phillips and one at Big George's.
- (d) Staking of summer portage between the Yukon and Kuskokwim Rivers.
- (e) Construction of a bridge upon the Akiak-Bethel trail which was brushed out and staked last year.
- (f) Staking the trail from Holy Cross to Iditarod, across the flats.

We have also issued instructions to Mr. Jones to visit Marshall and other points on the lower Kuskokwim with a view to determining further improvements necessary or desirable on the Holy Cross-Marshall-Hamilton-Kotlik

October 13, 1922.

Mr. T. W. Cody,  
Marshall, Alaska.

winter trail.

Again thanking you for your interest in this  
matter, I am

Very truly yours,

JGS:D

Jas. G. Steese,  
President.

WAR DEPARTMENT  
BOARD OF ROAD COMMISSIONERS FOR ALASKA  
JUNEAU, ALASKA

Nome, Alaska, September 15th, 1922.

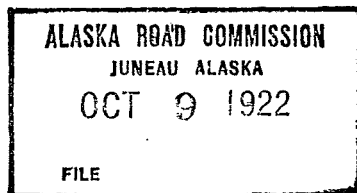
FROM: Chas. D. Jones, Sup't, Alaska Road Commission, Nome, Alaska

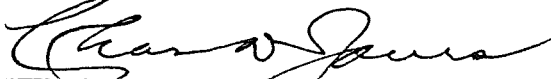
TO: Col. Jas. G. Steese, President of the Board, Juneau, Alaska

SUBJECT: Bennetts Point to Kuskokwim

1. Attached please find a letter from Chas. Heckman which is self-explanatory.

2. This is the trail of which I told you when you were here in 1921 and of which deputy U. S. Marshal T. W. Cody had written a statement, a copy of which is attached. I will investigate the conditions this winter and report on them to you.



  
Sup't, Alaska Road Commission.

Copy

STATEMENT OF T. W. CODY, deputy U. S. Marshal at Marshal in the Wade-Hampton Recording District, Alaska, relative to the needs of staking and making repairs, and improvements on the mail trail between the Yukon River at Bennett's Point and Bethel on the Kuskokwim River.

Bennet's Point is twenty seven miles up the Yukon from Marshal. Between these two points very little work is required. From Bennet's Point the trail should be brushed for about two miles; the trail is then thro timber for about eight miles and very little work is required on it. The next four miles to Johnson Creek is over barren tundra and needs to be well staked. Stakes might be secured from the timber but it is a heavy scrubby timber.

Johnson Creek is about one hundred and fifty feet across, and is a warm creek that glaciers badly, and freezes late in the fall and is the first creek open in the spring. The only type of bridge practicable would be cable suspension bridge on account of the heavy glaciering of the stream which would destroy any pier placed in the stream.

From Johnson Creek to Tundra George's Cabin is about four miles which needs to be well staked for which stakes would have to be hauled, Tundra George is a native at whose cabin travelers can at all times obtain shelter.

From Tundra George's Cabin, the trail is across open tundra and lakes for about fifty miles, for which stakes would have to be hauled. It is through a stormy belt where most of the lives have been lost and where travelers well acquainted with the country have been lost during storms.

This stretch of the trail is divided as follows: From Tundra George's is 22 miles to Phillip's brother's cabin; from Philip's brother's cabin to Philip's Cabin about ten miles; and from Philip's Cabin to Ohogamut about fourteen miles. Shelter can be obtained at Philip's and his brother's cabins. (natives)

Between Ohogamut and Bethel, two cut-offs need to be well brushed and the points of leaving the slough, which is followed between those places, needs to be well marked and the banks graded.

Mail delivery on this trail is twice a month.

The Government has had witnesses brought over this trail three or four times and every time they encountered storms and were forced to lay up.

*Handwritten:* T. W. Cody  
130

COPY

Marshal, Aug 24th, 22

Mr. C. Jones

Dear Sir I heard that you was going to have the Trail staked between Bennett and the Kuskokwim I stake that Trail 3 years ago I think the most of the stakes are on the tundra that I put there will stake it for \$350.00 Also heare there will be two Shelter Cabins will build the 2 for \$800.00 Can give bonds if nessary if there is only one will build it for \$400.00 four hundred dollars if you want no of me Mr A. E. Edwards or Mr Christ Betsch can tell you

Very Truly Yours

Chas. Heckman

Room 2302 Munitions Building,  
Washington, D.C.

December 27, 1923.

Hon. H. N. Keys,  
P. O. Box 1152,  
Fairbanks, Alaska.

My dear Mr. Keys:

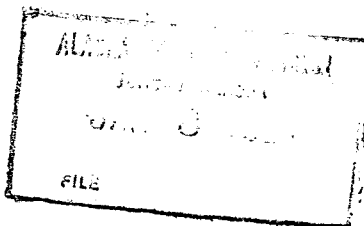
Receipt is acknowledged of your letter of the 27th ultimo forwarded to me from my Juneau office and I wish to thank you most heartily for your holiday good wishes.

I note that you have changed your mind concerning the most desirable route over-land into the headwaters of the Totatlaneka River and will keep this in mind when we get to the point of discussion with Major Gotwals and Superintendent Edmonds' possible work in that section. At the present I am very busy with hearings before various Appropriations Committees of Congress and will not know for some time just what we can count upon for next year.

I am glad to note also that you practical mining men find our new school of mining at Fairbanks of real and immediate use. If prospectors generally find it possible to take advantage of this opportunity we should see the mining game in Alaska advance very rapidly.

Cordially yours,

Jas. G. Stoese,  
President.



U-T-T-10

11/11/23

# Alaska Territorial Legislature

## House of Representatives

Sixth Session, 1923

Fairbanks

Juneau, Alaska

Nov. 27 th. 1923.

Col. James R. Steese,  
Chairman Alaska Road Commission,  
Juneau Alaska

Dear sir:-

You no doubt remember our talk in your office at Juneau last spring regarding the matter of a feasible and practical route for a road into the headwaters of the Totatlaneka River which would best serve the needs of the miners and prospectors of that section of the country.

At the time you had recd. three petitions from various miners and prospectors. One for a route up Healey River another by way of Eva creek and the other by way of Kobi.

The other day I met Val Deibold who had allways urged the route up Lignite Creek as the most practical, but who now is willing to support the application of the boys from Eva creek in their contention that theirs is the most practical route and is circulating a petition which asks for consideration of same by you.

I gladly signed it and believe that it will best serve the interests of a majority of miners in that section of the country.

Of course all depends on the practicability, that is if reasonable grades are practical and all other conditions proper which matters we realize would rest with the Commission to decide.

I expect to see Mr. Edmonds and have a talk with him and I know if he can look over route he will easily be able to tell if it is possible or not.

And I thought having talked with you of the matter and having myself advocated the Kobi route that now having signed this petition that it was due to me that I explain my change of view on the matter or subject.

The last time we discussed the matter I did think that Kobi trail would be the best one, since that time considerable development work on the Eva creek lode mines and I understand very good values shown up and it appears that it is due to become a real mine a genuine producer.

Responsible parties have taken hold and are doing much work in way of opening George (my son) and I are taking the short mining course at the College and School of Mines here. This college is surely going to prove a great asset to Alaska.

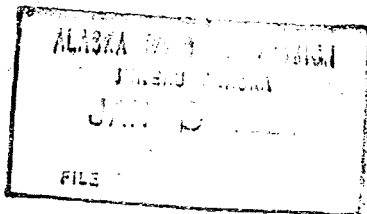
Kindest regards to you and all the good people of Juneau,

Sincerely yours

E. M. Keys.

P.O. Box 1152.

Wishing you a merry Christmas and a  
happy New Year.



12/17/05  
AKR

Anchorage, Alaska,  
July 25th, 1923.

Mr. C. E. Heilig,  
Healy Forks, Alaska.

Dear Sir:

Your letter of June 15th, reference road work in the Totatlanika, received.

The status of the Railroad bridge across the Nenana River at Healy has somewhat changed the line of our investigations for this district. Until a permanent crossing has been provided for the Railroad, it is inadvisable to construct a summer road up Healy Fork.

It may be that the Road Commission could actually build a permanent crossing north of Healy. All of this, with the selection of a route for a winter road for immediate relief in the district, awaits a thorough investigation of the district which, it is believed, we can make this winter.

12/17/05

Very truly yours,

John G. Gotwala,  
Engineer Officer.

JGG:D



NEELY LORRAINE WISDOM  
W. C. F. HOTTOR

1074 SPFF FDBR  
VINDICATE VJGHE

June 15, 1923.

Col. C. J. Gotwald: Juneau, Alaska.

Dear Sir:

Being very much interested in a road petition up Steady or Lignite which I signed last winter would very much like to know if there is a chance of anything being done in that matter. I am placer mining on Thistle Creek a tributary of Totatlanika and as there is enough ground I suppose shall work here the rest of my days. Personally I would prefer a road up Steady not alone that it would be the most practical, but any extension of the R. R. would <sup>make</sup> a road so much shorter. Nearly all of the placer mining in this part is done on the

13/12/21

MAL

XXXXXXXXXXXX

Anchorage, Alaska, June 15, 1923.

Mr. James Muir,  
Healy Fork, Alaska.

Dear Sir:

I have just received your letter petitioning for a road into Marguerite Creek.

We are gathering some additional information on the Totatlanika this season. At present Kobe seems by all means to be the best terminal for a winter road for the majority of the operators. For a summer road, either Mile 371, or Healy, would be satisfactory. The program of the railroad in reference to the Healy Spur will govern the work to be done up Healy Fork. This program is uncertain at present.

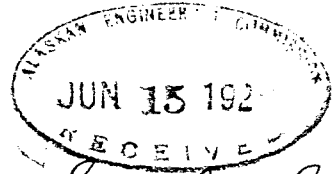
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Assuring you of the utmost consideration of your district and of yourself, I am,

Yours very truly,

Engineer Officer.

JCG-c



Healy Park, Alaska  
May 14, 1923.

Major Gotwals,  
Juneau, Alaska.

Dear Sir:

Last fall I signed a petition for a road into the Totatlanika and Bonrifield districts connecting with the Gov. railway at Lignite or Healy. Since then I learned that another petition has been circulated advising that a road be started from Kobte station. I am located near the head of Marguerite Creek about twenty miles from Healy where there is a Post Office patronized by my neighbors and myself - a point of vital interest when we are petitioning for a road - besides;

the Kola route is out of the question for us to use when we consider the distance between our district and Kola compared with Lignite or Heavy Transportation is one of our most serious problems. I hope you will be able to aid us in this line this coming summer.

Very truly yours,  
James Muir.

WAR DEPARTMENT

BOARD OF ROAD COMMISSIONERS FOR ALASKA

JUNEAU, ALASKA

Fairbanks, Alaska.

August 9, 1922.

From: Fairbanks Superintendent

To: Major Jas. G. Steese, President.

Subject: Bonnifield-Wood River district.

FILE

1. Replying to your letter under date of May 31st requesting information on this district. There are six people living in the district and two hydraulic outfits operating on a small scale. Prospecting has been confined principally to placer though there are indications of prospects. The hydraulic plants operate on Gold King Creek and on a creek of the Totatlinika River, separated some fifteen or twenty miles. The former outfit commenced operations this year while the latter has been operating for a number of years.

2. The region was first discovered in 1906 and the winter trail from Fairbanks about 1908 by The Bonnifield Mining Co., a company which had large placer holdings on Gold King subsequently abandoned on account of lack of water to operate. The equipment of this company was recently taken over by the present company on that creek, consisting of U.S. marshal Stevens and others in the Marshal's office.

3. The trail from here runs practically due south for 65 miles to Gold King creek. It is purely a winter trail being thru a very flat swampy country and being impassable for freight traffic in spring, summer and fall. No work has been done on the trail since the original company quit the country a short time after it had been cut.

4. Though I have not visited this region, from what information I have been able to gather here and from the topographical features of the district, a route from Kobe running almost due east along the base of the hills would be far superior to the present route from Fairbanks. This route passes thru the Totatlinika district and terminates at Gold King. The total distance would not exceed forty-five miles. It is known that dry gravel benches extend several miles from the railroad in the same direction and from all appearances carry thru to Gold King, making it feasible for both a summer and winter route, cutting off the distance by twenty miles and taking in both hydraulic outfits and numerous creeks upon which placer gold prospects have been found.

-----  
*Harvey W. J. [Signature]*  
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May 31st, 1922.

Superintendent,  
Alaska Road Commission,  
Fairbanks, Alaska.

Dear Sir:

It is desired that any information available upon the Bonney Field-Woods River District that may be at hand be forwarded to this office with recommendation concerning the desirability of any work on the old trail from Tanana Landing and upon a new trail to Nenana, concerning which this office has been petitioned this spring.

In accordance with your recommendation of last winter, this Commission will be allowed to make an allotment of \$200 under the same conditions as last year to Keys and Son for the Moose Creek project provided you still recommend this work and profitable agreement can be entered into with Mr. Keys.

Recommendation should be submitted by wire, if necessary, to authorize the work during the most economical season.

Very truly yours,

Jas. G. Steese  
President.

JGS:D

12/10  
1922

Nenana, Alaska,  
June 12, 1922.

Col. James Gordon Steese,  
President of the Alaska Road Commission,  
Juneau, Alaska.

Dear Sir:--

Yours of May 6th received, and am pleased to note that you are giving your consideration and attention to the appeal of miners and prospectors of the Bonnifield and Totatlanika Country for a road into that section and in reply to your inquiry beg to state, that that section to date has produced about three hundred thousand dollars, (\$300,000.00), of which the greater part was taken from the following named creeks, viz., Grubstake, Homestake, Platte, and Gold King Creeks.

There are other creeks in that section undergoing development work at this time, which promise to become producers, especially if some kind of a wagon road is constructed.

Since forwarding you the petition, on March 25th, signed by miners and property owners in that section, two different hydraulic plants have been moved in there from the Railroad, and no doubt with the assistance of your Board there will be added another gold producing section to the Interior of Alaska and which will also be a feeder and supporter of our new Government Railroad.

Yours very truly,

Val. Diebold, et al,  
Per *O. C. Fritz*

P. S.

I have just learned that the Alaskan Engineering Commission is now making a survey for a spur and bridge across the Nenana River between Healy and Lignite, to enter the Coal Fields east of the Railroad, and will say that that would be the natural point from which to start a wagon road and go up Lignite Valley into the districts mentioned.

May 6, 1922

Mr. J. C. Heid,  
Kenana, Alaska.

My dear Mr. Heid:

Upon my return to our Juneau headquarters I find your letter of March 25, 1922, inclosing petition signed by miners and property owners of the Bonnifield and Totatlanika country asking assistance for a road into that section. Conditions in this district will be investigated at our earliest opportunity.

Meanwhile it would assist us greatly if you would furnish us a statement more in detail showing the actual production of this district, machinery plant or other investments actually made and indicate the character of relief desired.

Very truly yours,

Jas. G. Steese,  
President.

JGS-LB



ALASKA ROAD COMMISSION  
JUNEAU ALASKA  
MAY 3 1922  
FILE

Nenana, Alaska, March 25, 1922.

Col. James Gordon Steese,  
President of the Alaska Road Commission,  
Juneau, Alaska.

Dear Sir:--

I am enclosing herewith a Petition signed by twenty-seven miners and property owners of the Bonnifield and Totatlanika country, lying east of Healy and Lignite, on the Government Railroad, asking your assistance for a Road into that section.

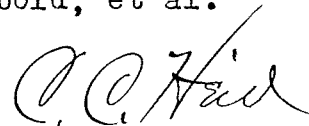
There are many other persons, miners, prospectors and property owners, interested in the country above stated and whose signatures it was not possible to obtain at this time, but who would also much appreciate your assistance prayed for, as a Road is very badly needed.

Trusting that we will learn of the Alaska Road Commission doing something towards giving us a Road into the section above mentioned, this coming Spring or Summer, we are,

Yours very truly,

Val. Diebold, et al.

Per



To the Alaska Road Commission:

We, the undersigned, miners and property owners in the Totatlanika and Bonnifield mining country lying east of Healy and Lygnite on the Government Railroad request assistance by your Commission in constructing a passable trail or road into said mining country from either Healy or Lygnite; this would require only grading and blasting in places, and could be done, in our opinion, at a cost of not over six thousand dollars.

G. B. Stevens

G. A. Lead.

J. D. Beard

D. J. Fairburn

Miss A. Janso

Frank A. Beaton

Mike Stanton

Asp. Ekeland

Val. Dibold

E. V. Boy

J. C. Frid.

Joe A. Fischer

Mr. R. Sherwin

W. B. Reardon

H. Penner

M. A. Johansen

John H. Saylor

Harry Alder

J. M. Miller

over

C. E. Heilig

J. M. Lunt

J. C. Rogers

Heil A. Zell

M. Johnson

James Muir

Paul Popovich

Gas. Street

Akiak, Alaska.

Feb. 4, 1924.

J.W. Felder,

Bethel, Aaa.

Dear Mr. Felder:

I have just received Karl Theille's O. K. for Hansen's work on the Quinhagak-Goodnews Bay trail and the two shelter cabins. You will please pay him \$2300.00 for the trail work and \$1200.00 for the two cabins. I am enclosing signed vouchers. Kindly forward them to Juneau at once with notice that you have paid them and instruct Hansen to wire Col. Steese that he has received payment.

Yours truly,

*E. M. Forrest.*  
Earle M. Forrest.

Anchorage, Alaska,  
May 19th, 1923.

Mr. Earl M. Forrest,  
Superintendent, Bureau of Education,  
Akiaak, Alaska.

My dear Forrest:-

Upon May 5th I wired you at Bethel to accept the bid of H. M. Hanson for two shelter cabins on the Quimhagak- Good News Bay trail for \$1000.00, and advised that I would forward the necessary papers by mail. Upon getting all of these papers together and checking up, I find that Hanson's bid was actually for \$1200.00.

I am enclosing circular proposal in duplicate for him to sign and return confirming his telegram and also our acceptance of his proposal dated May 5th, to be turned over to him.

I have left the amount blank on all these forms in order that you may fill it in in accordance with whatever adjustment you make with Hanson. If the work that he can accomplish for \$1000.00 will, in your opinion, be adequate, let it stand at that; otherwise, allow the full \$1200.00 but arrange for a rigid inspection to see that full value is received.

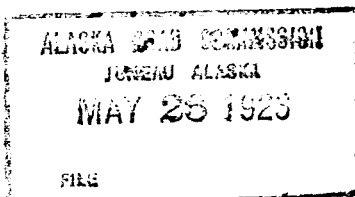
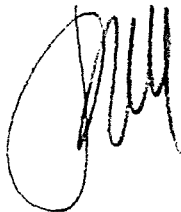
Thanking you for handling this matter for us,  
I am,

Very sincerely yours,

JGS-h

P r e s i d e n t .

Encls: 3



Juneau, May 5th, 1923.

Forrest,  
Bethel.

Yours twenty-sixth, advise Hansen proposal construct shelter cabins  
Quinhagak-Goodnews trail for one thousand dollars accepted. Same  
specifications as Akiak-Russian Mission last year follow by mail.

STEESE

JGS-H  
OB  
File  
Conf.

1507/3

Form 125

SIGNAL CORPS, UNITED STATES ARMY

WASHINGTON-ALASKA MILITARY CABLE AND TELEGRAPH SYSTEM  
**TELEGRAM**

66

RECEIVED at

281 SIW 14 OB

BETHEL ALS APR 26 1923

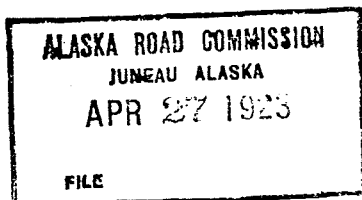
JAMES STEESE

JUNEAU ALS:

HANSEN WISHES TO KNOW WHETHER CONTRACTS WILL BE LET FOR CABINS  
QUINHAGAK GOODNEWS TRAIL

FORREST

9PM



March 7, 1923

Felder and Gale,  
Bethel, Alaska.

Gentlemen:

I am inclosing herewith copy of specifications for permanent staking of the Quinhagak-Good News Bay winter mail trail. It is requested that this be handled in the same manner as previous contracts in your district. Upon receipt of certificate from Superintendent Forrest we will advise you by wire concerning payments to H. M. Hanson.

Thanking you for your assistance in handling this matter, I am

Very truly yours,

JCS-LB  
Incls:  
Copy proposal;  
6 Vous. Form 330.

Jas. G. Steese,  
President.

March 7, 1923

Earle M. Forrest, Supt.,  
Bureau of Education,  
Akiak, Alaska.

My dear Forrest:

I am inclosing copy of specifications for Quinhagak-Good News Bay winter mail trail, confirming my wire of today. It is requested that this be handled in the same manner as previous contracts. I am inclosing herewith several blank vouchers for traveling expenses to be used by you as required for these various inspections.

Thanking you for assisting us in handling these contracts, I am

Very sincerely yours,

JGS-LB  
Incls:  
Copy proposal;  
3 Vous. Form 350.

Jas. G. Steese,  
President.



March 7, 1923.

Subject: Bid on Quinhagak-Good News Bay Trail.

To: H. M. Hanson, Care Felder and Gale, Bethel, Alaska.

1. Confirming my wire of the 6th through Felder and Gale, your bid of December 6, 1922, to perform the following work on the Quinhagak-Good News Bay winter mail trail for the sum of \$2,300.00, is hereby accepted, namely:

- (1) To erect tripods 8 feet high at intervals of 200 feet except across water surfaces;
- (2) To erect beacons with directing arms 12 feet high at edges of lakes;
- (3) To cut down banks at points of ingress and egress from lakes and streams crossed;
- (4) To cut trail 12 feet wide through brush patches or other timber.

2. Work is to begin as soon as practicable and in any case to be finished by December 5, 1923.

3. I am inclosing regular proposal form for your signature, eliminating the other matter contained in your original letter of December 6th, above referred to. Please sign this proposal in duplicate and mail to this office by return mail. Addressed envelope is inclosed for your use.

4. Upon completion of the work it will be inspected by Earle M. Forrest, Superintendent, Bureau of Education, Akiak, Alaska. Upon receipt of his report Felder and Gale will be authorized to make payment for our account.

JGS-LB

Incls:

Proposal in dup;  
Addressed envelope.

Jas. G. Steese,  
President.

Copy to:

Earl M. Forrest, Supt.,  
Bureau of Education,  
Akiak.

Felder and Gale,  
Bethel, Alaska.

39 14

# PUBLIC NOTICE

## CIRCULAR PROPOSAL.

OFFICE ALASKA ROAD COMMISSION

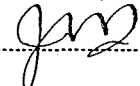
Good News Bay, Alaska, Dec. 6, 1922

SEALED PROPOSALS will be received at this office until 11 o'clock a. m. 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 \_\_\_\_\_ to be opened \_\_\_\_\_"

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.



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.

(Firm Name) \_\_\_\_\_

By \_\_\_\_\_ (Title) \_\_\_\_\_

(Sign with ink, in a legal manner.)

(Address) \_\_\_\_\_

QUANTITY	ARTICLES AND SERVICES	UNIT PRICE	AMOUNT
	<p>For the improvement of Quinhagak-Good News Bay winter mail trail via Jack Smith's, mouth of Indian River and Harry Barnes. Total distance approximately 60 miles. To include:</p> <ol style="list-style-type: none"><li>(1) To erect tripods 8 feet high at intervals of 200 feet except across water surfaces;</li><li>(2) To erect beacons with directing arms 12 feet high at edges of lakes;</li><li>(3) To cut down banks at points of ingress and egress from lakes and streams crossed;</li><li>(4) To cut trail 12 feet wide through brush patches or other timber.</li></ol>		

Juneau, Alaska,  
March 6, 1923

Felder and Gale  
Bethel

Advise H M Hanson his proposal for staking Quinhagak Good News Bay trail for twenty three hundred dollars accepted Instructions follow by mail Decisions concerning shelter cabins same trail will be made May first

JCS-LB

Steese

136

150/3

Greenwood store pipe and safety pipe

Good News Bay Alaska Dec 6/22

Dear Friend Karl

H. M. Hanson

I wrote you a letter in November - your  
Dimitriyak about giving you an estimate on the  
staking of the trail between Dimitriyak and Good  
News. Well Hans is here now and we have been  
going very carefully over what it might or would  
cost to stake the trail Tripods 200 feet apart poles  
eight feet long - My figure the best way from  
Jack Smith's cabin will be to follow the coast  
or the lakes to the mouth of Indian River  
then across the head of Carter Bay across  
to the big lake running parallel with Good  
News Bay and by Henry Barnes. You have  
probably never been that way but it is the way  
I travelled all winter last winter and the trip  
I made this fall was that way and it is the  
only way specially when no snow on the  
ground last winter the tundra was very bare  
all winter the same as it is now and  
our could not travel the tundra it is a little  
farther but much better Mr Forest of Akiat  
was with me on his return journey to Quimback  
after having a hard trip across the tundra and  
thought it was the only way to go.  
The distance is somewhere around sixty miles  
and we figure that it will cost \$2300<sup>00</sup> - Turn  
ty three hundred dollars to stake the trail properly  
and \$1200<sup>00</sup> - Twelve hundred dollars to build  
the cabins double paper double walls six  
feet high double window. Stove to burn  
green wood stove pipe and safety pipe

GEORGE F. MARSH  
U. S. COMMISSIONER  
NOTARY PUBLIC  
FORTUNA LEDGE, ALASKA

*gmj*

Fortuna Ledge, Alaska,  
August 3rd, 1924.

Col. James G. Steese,  
Juneau, Alaska.

Dear Col. Steese:

*See file 30/20*

I am in receipt this date of your letter of the 11th ultimo, and needless to say, was pleased to hear from you.

*file 30/20*

I trust that you have received the information desired on the delayed blueprint by this time. I saw Albert Edwards for a few minutes, during the early part of June. He was on his way outside, but, I did not think to mention the blueprint to him.

We are all swelled up over our Wireless Station. Believe me, it makes some difference to one living in these out of the way places.

The new N. C. boat is giving us a much better mail service, but so far, the freight service has not been improved, other than the rate Via St. Michael. The shipments that came in on the last Victoria have not arrived here yet.

*Yes* ||

By the way, do you still want the freight rates Via the Railroad for the season ~~of~~ 1923, and those Via St. Michael for the season of 1922, for comparison?

There is another matter that I wish to call to your attention, and that is; some road work that is needed in this immediate vicinity: On June 15th I received a letter from Charley Jones, inclosing two circular proposals which he requested me to post. I posted the said proposals and in due time several bids were forwarded to the Nome Office.

On the mail arriving today I received a letter from Charley Jones, advising that all of the bids had been rejected, also, another letter from him, asking for information regarding the Tripod Trail.

I am at a loss to understand why all of the bids were rejected, that is; if the Commission intended to have the work done as outlined in said proposals. I am writing to Charley in the matter, and am taking the liberty of inclosing herewith, a copy of the proposals for bids, and copies of my letters to Charley.

As I feel that I am right in the matter, I am desirous of having you know my views, hence, the inclosures.

I have several claims on lower Willow Creek, which represent an investment of over twenty thousand dollars. If it was not for my holdings on Willow Creek I would not be here. I have been prospecting the said claims for several years, and it is my intention, to open up the property in the next couple of years, consequently,

U.S. COMMISSIONER  
NOTARY PUBLIC  
FORTUNA LEDGE, ALASKA

Col. James G. Steese

August 3rd, 1924

No. 2

would like to see the trails and roads in this immediate vicinity kept up.

I met Major Oliver when he passed through.

Have been informed that Governor Bone and Karl Theile will, either, come up or go down the Yukon on their trip to Nome. Wish that you was coming with them, and that you would stay over here for a couple of days.

Mrs. Marsh joins me in kindest personal regards.

Cordially,

George F. Marsh



4/Enclos.

February 5, 1937

Mr. R. W. Silver  
Nome, Alaska

Dear Mr. Silver:

Your letter of January 21, 1937 concerning your prospects near the Big Hurrah was read with interest. The road and airfield proposition has been discussed with Mr. Taylor, the Chief Engineer.

As you perhaps know our appropriations are not available for airfields. This work is ordinarily done by our organization with funds supplied by the Territory. The airfield is therefore being referred to Mr. Hesse, the Territorial Highway Engineer, for consideration.

As near as is known at this time our road funds will be less than usual and frankly are not enough for thorough maintenance of roads already constructed. It appears that if the work can be done as easily as you intimate, Mr. Kinney might be able to do it from his funds for the Solomon Road. This matter is being referred to him for an estimate of the probable cost.

I am mighty sorry that we can not give you any definite assurances at this time. However, we are interested and after hearing from Mr. Kinney will let you know further regarding the season's plans.

My very best wishes for your success in the development of your property.

Yours very truly,

Hawley Sterling,  
Assistant Chief Engineer.

CC Kinney: Please investigate and report estimated cost.

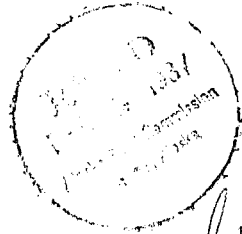
CC Hesse: This proposed airfield appears to have merit.

HS:IN (Copy of Silver's letter to each Hesse and Kinney)  
H.S.

13/132-4

Nome, Alaska  
January 21, 1937

Mr. Hawley Sterling  
Alaska Road Commission  
Juneau, Alaska



Dear Friend:

I have been struggling along trying to develop my quartz property ever since I left Juneau in the Spring of '33 and I have reached a point where I feel safe in putting on a small mill, in order that production will furnish funds for further development. As you no doubt know, I found this property in 1903 and patented three claims in 1907, so it is not a new discovery but every bit of development in the past 3½ years has proved the "prospect" even better than I had hoped for.

As you are probably aware, the Hurrah property is awakening interest, and if the lawsuits between the heirs are settled, it will no doubt get started again.

We should have an airplane landing field in that section and there is no more favorable location, or more centrally located, than on the saddle between the two Black Slate Hills. One on a part of my property and the other about 1500 or 1800 feet North. Not in excess of 3000 feet of road would connect this field with the Solomon River road at a point about 1½ miles above the junction of the Hurrah Creek with the Solomon River.

The crushed slate and quartz now available on each hill is the finest of material for both the field and the road. There is practically no large amount of work in preparing either the field or road and all material is at the top of the saddle and only needs to be leveled and moved down grade.

I have on my property a well established camp supplied with excellent water and could take care of eight or ten men right at the work so it could be done at a minimum outlay.

There would be a small bridge about 12 feet across Quigley's ditch. I am enclosing a sketch, showing my property, the site of the proposed air field and the connecting road to the Solomon River road.

For the present needs, a rough estimate would be that a grader and caterpillar and about five dump trucks could do a fair job in from 7 to 10 days.

I have taken the matter up with Ross Kinney before writing you as I wanted everything to be harmonious, for I have known you both for a long time, and further I don't want you to feel I am asking any favors of you, but simply am stating the facts and what I believe to be the merits of the case. You can talk with B.D. Stewart of the Bureau of Mines as he spent three days with me looking over my property in the Fall of '34'.

I would appreciate very much if you would put this matter before the proper authorities and advise me as to the possibilities of having a survey of the project with a view of putting it in condition this season.

Should there be any other information I can supply let me know. With kindest regards to ~~eng~~ing friends,

Respectfully,

*R.W. Silver*  
R.W. Silver



9000 FT. H.Q. MINE STABLE. -  
Trilby mt.

GOODE-LODE  
S. No. 1888

Camp

SHAMROCK-ONE  
S. No. 1888

Hot Ox  
Survey-324

SHAMROCK  
S-324

SHOUTERN + LODE  
Survey No-324

# AIR-FIELD "SITE"?

Saddle or water shed  
about 3000 ft almost level. - approx. N + S line -  
Elevation about 4400 ft



SLATE-DOME

Quigley Ditch

cabin  
□ ELV. 210'

→ Drive up hill with Car + Ton on more level  
Trail to camp on Trilby Mt. about 1 mi.

X → 1 1/4 mi to Mouth of Kurnak Cr.  
Solomon Road

Nome, Alaska  
March 6, 1935

Mr. Ike P. Taylor  
Chief Engineer, E.R.C.  
Juneau

Dear Sir:

Referring to your letter of February 23rd, proposed  
Solomon-Golovin Bay Road:

Estimated length of road 36 to 38 miles; for  
construction, for useful auto traffic, at least \$160,000.00.

\*\*\*\*\*

Very truly yours,

Ross J. Kinney  
Supt., A.R.c.

Original filed 13/135-1

13/132-4

February 23, 1935

Mr. Ross J. Kinney  
Superintendent, A. R. C.  
Nome, Alaska

Dear Sir:

In this mail there is being forwarded to you a letter to Mr. George Sholin in reply to the petition for a road from Solomon to Golovin Bay. I agree with your conclusions in your letter to Mr. Sholin that there is little real need for a road connecting Nome with Golovin. However, it is necessary for us to consider this along with all other projects for which requests have been received.

It is requested that from your knowledge of the country you advise your best estimate of the cost of construction of a road such as requested. It is my belief that a number of bridges would be required on this route.

It is also requested that you forward your recommendations in regard to matter of making the Safety and Solomon ferries free.

Very truly yours,

Ike P. Taylor,  
Chief Engineer.

IPT:IN

*J. P. Taylor*  
*April 5 ✓*

10/102-4

WAR DEPARTMENT  
ALASKA ROAD COMMISSION  
JUNEAU, ALASKA

Nome, Alaska

February 8, 1935

Mr. Ike P. Taylor  
Chief Engineer, A. R. C.  
Juneau, Alaska.

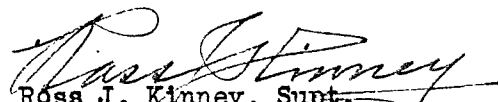
Dear Sir:

Enclosed please find a copy of our reply to Mr. Geo. Sholin, regarding a petition for road work from Big Hurrah to Golovin Bay (Sound) via Spruce Creek, Topkok and Bluff. Mr Sholin has advised me that he sent you a copy of their petition.

On account of leaving soon on an inspection trip I am mailing this copy now in anticipation of a request for our recommendations which might arrive after my departure.

Enc.

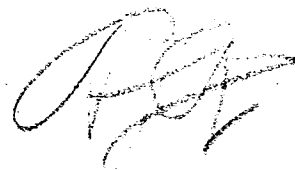
Very truly yours,

  
Ross J. Kinney, Supt.  
Alaska Road Commission.



2910 Fulton Str.,  
Berkeley, California,  
January 5, 1935.

Mr. Roy Kinney,  
Nome, Alaska.



Dear Sir:

On my way south this year, there was quite a number of people interested in road improvements between Nome and Solomon and Bluff. They got their heads together and we are sending a copy of the petition to Alaska Road Commission at Nome; also, to Mr. Diamond, Alaska delegate, also, Mr. I. Taylor at Juneau for consideration. We hope the matter is taken up through proper channels and in the right way so as to get action if possible.

Will the Nome office please do what you can for this matter.

Sincerely,



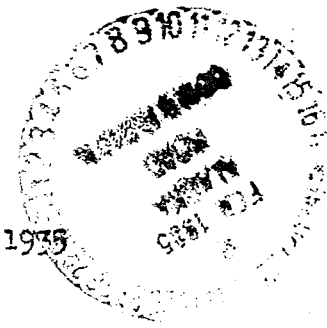
George Sholin, Operator  
H. J. Haney Mining Company

S

*P.S. Not coming in contact much with the head officials of the Road Commission in Nome, I ask if you will please place the copy of the petition in the hands of constituted authorities thereat*



*Copy for Juneau.*



Nome, Alaska  
February 6, 1935

Mr. Geo. Sholin  
2910 Fulton St.  
Berkeley, California.

Dear Sir:

We have your letter of January 5th and a copy of signatures to your petition for the proposed road work up Big Hurrah Creek, thence to some point on Golovin Bay, (I take it for granted you mean Golovin Sound instead of Golovin Bay) via Spruce Creek, Topkok and Bluff.

I am fairly well acquainted with this proposed location as far as Bluff, having walked over the greater part of it several times, and believe the most of it is fairly good formation for road building purposes. Without a doubt a road to Spruce Creek and Bluff would be very desirable to the operators for emergency trips in case of accidents, or break down of equipment, but I doubt very much if any great amount of heavy hauling would ever be done, as the ocean tariff is the same as Nome and the difference in lightering is only \$2.00 and \$3.00 more respectively, and you could not afford to haul freight from Nome. I am not familiar with any promising mining ground between Spruce Creek and Bluff, but there may be plenty of it.

I heartily approve a road up Big Hurrah to the quartz mine if any one undertakes to open up the property again.

Regarding the proposed road from Bluff to Golovin Sound, I doubt very much if the Territorial Board of Road Commissioners would ever consider it. I take it for granted you would want to have the terminus of the road somewhere near the head of the Sound. The water is shallow and I doubt if you could find a good landing. Golovin lands freight almost as cheaply as Nome, have their stores, warehouses and equipment for hauling freight up Fish River points and Council. Surely you would not expect to compete with them by hauling freight all the way from Nome. I don't want to knock your petition, but personally would not recommend a road from Bluff to Golovin Sound.

Your petition has been turned over to the Chamber of Commerce and I understand will be considered at their next meeting, after which their recommendations will be forwarded to the Territorial Board of Road Commissioners at Juneau for their consideration.

Very truly yours,

Ross J. Kinney, Supt.  
Alaska Road Commission.

*Handwritten initials*

February 15, 1955

Mr. Geo. Sholin  
2910 Fulton St.  
Berkeley, Calif.

My dear Mr. Sholin:

Receipt is acknowledged of your letter of January 5 forwarding a petition for a road from Solomon to Golovin Bay.

In talking over this project with Mr. Young I advised him that we would make an effort next summer to have a reconnaissance made over this route.

It is unlikely, however, that we will be able to include it in our plans for new construction next season. As a matter of fact, so far as is known at this time, funds available will be sufficient only for maintenance and no large new projects can be undertaken.

<sup>13/135-0</sup>  
<sup>13/135-1</sup> The matter of ferry charges at Port Safety and Bonanza will be investigated and consideration will be given to revision of these rates for next season.

Very truly yours,

Ike P. Taylor,  
Chief Engineer.

IPT:IN

*CC Kenney*

13/132-4

BOARD OF ROAD COMMISSIONERS FOR ALASKA  
VALDEZ, ALASKA

FILE

From: District Supt. at Fairbanks

To: Engineer Officer of the Board  
District Engineer at Fairbanks

Subject: Fairbanks-Chena Hot Springs Trail

1. A petition has been received and noted asking for \$2000 to grade the bluff 45 miles from Fairbanks and a sufficient appropriation additional to repair all bridges on this trail.
2. Returning from a recent trip over this trail I have the following report and recommendations to make,-  
Necessary grading around bluff amounts to a distance of 3200 feet, 14% of which is solid rock, the estimated cost being \$3200.  
Bridges to be repaired or renewed amount to 14 in number, total lineal feet 470, estimated cost \$800.
3. This is an excellent winter trail leading to the famous Chena Hot Springs and serving as a carrier for a large number of prospectors, trappers and miners during the winter months. Nothing has been done on it by the Alaska Road Commission since it was cut thru in 1910, all of the maintenance having been kept up by local people at their own expense,- knowing it to be a fact that three men spent six weeks last summer without remuneration in doing what work was necessary for the coming winter travel. The spirit shown, deserves due consideration.
4. The \$2000 asked for to grade the bluff around the Chena River, to avoid the open water or thin ice where there has already been several narrow escapes, is not sufficient to do a good job. Past experience shows that a fairly large percentage of the money appropriated for these small jobs is spent in getting to and from the scene of activity. The local people who have kept the trail in repair as a general rule have failed to place the bridges high enough and secured sufficiently, with the result that the spring freshets have usually either damaged or carried away completely the work that had been done the fall preceding.
5. I therefore heartily recommend that \$4000 be allotted to this trail to insure it being kept open with some degree of permanence and safety.

Yours very truly,

*Walter J. Gering*



100

To The Alaska Road Commission,  
Fairbanks, Alaska.

We, the undersigned, residents and owners of property in the BIG CHENOA district, respectfully petition that the present sled road from Fairbanks into this district be improved. These improvements to be made with the view of eventually having ~~ak~~ a wagon road into this district. There is a large amount of good placer ground on the upper Chenoa and tributaries but most of it cannot be worked without a better means of transportation than the existing one. The distance from Fairbanks to the most remote property is approximately 80 miles.

J. Fred Struthus  
G. E. Dunbar  
Joseph Sala  
Frank Miller  
B. J. Kennedy  
John Riding  
John Kreuzer  
A. S. Jones  
Alexander Johnston  
Margaret Johnston  
W. E. Moody  
A. A. Van Yortan  
Catherine Van Butler  
Ed Van Curran  
A. Van Curran  
Joseph [unclear]

1. Sled Road  
File

S  
e/10/61

river and harbor telegram

CHARGE TO  
~~ALASKA COMMISSION~~  
GOVERNMENT RATE.

~~RIGHT TELEGRAM~~

# WAR DEPARTMENT TELEGRAM.

I certify that this message is on OFFICIAL BUSINESS,  
official business and necessary for  
the public service.

WASHINGTON.

March 24, 1924.

Certified by:

James C. Steese,  
President, Alaska Road Commission.

Alaska Road Commission,  
JUNEAU, Alaska.

Yours twenty third allotment eight hundred Chena Hot Springs  
and one thousand Anchorage protection approved also employment Holland  
use Ulaer where convenient or lay off till June first when I will need  
him in railroad area.

~~PLEASE~~

ALASKA ROAD COMMISSION  
JUNEAU ALASKA  
APR 1 1924  
FILE

COPY

WAR DEPARTMENT  
United States Engineer Office  
Room 428 Customhouse  
St. Louis, Mo.

August 18, 1924.

Colonel James G. Steese,  
Juneau,  
Alaska.

Dear Sir:                   personal letter not in files

Your inquiries, as to roads and projects, are answered as follows:

Chena, Hot Springs.

This project, as you know, was taken up in the summer of 1923 by Fairbanks Local Authorities. Mayor Marquam of Fairbanks, was the spokesman of the Fairbanks Authorities.

We agreed to make the location and they agreed to work as far as possible. We carried out our agreement. As to the future, Mr. Marquam was clearly informed that we were not in shape to take up this new additional project. That, until the Chatanika Circle Road was completed, it would be very unwise to take up any project of such large dimensions as the Chena project. I stated that the substantial contribution made in 1923, by the Fairbanks Local Authorities, would, however, encourage the road commission to take up the project at any time that other work and their funds could assume the project. There was absolutely no promise to do any additional work on this project and, following ~~my~~ universal custom, enforced by the method in which appropriations are made, no promise ever could have been made by me to do other than was done during a specific season.

I believe the project is a reasonably good one but only worthwhile after the Chatanika Circle Road had been completed.

The Lake Spenard Loop.

In the case of this road, I believe confusion is had between the fantastic desire to have a loop road around Lake Spenard and the former project of the Otter Lake Loop, now completed.

SEE file 13/48-3  
I have never felt any justification in the present development or prospects of Anchorage for the Federal Government to assume the construction of an expensive and largely economically, useless road such as a loop around Lake Spenard. I have never made any promises for the construction of such a road and the only expression I ever remember having upon it, and that even informally made, was that such a road would be a very handsome drive from Anchorage.

The project is totally unwarranted under present conditions or prospects for Anchorage.

Yours truly,

John C. Gotwals,  
Major, Corps of Engineers

Form 125K

88  
GENERAL CORPS, UNITED STATES ARMY  
WASHINGTON-ALASKA MILITARY CABLE AND TELEGRAPH SYSTEM  
TELEGRAM

GOVERNMENT PRINTING OFFICE

c3-8481

RECEIVED AT

6KM 105 OB

NOME ALASKA DEC 31 1925

OLIVER

ARC JUNEAU

ALL HOLDING FOR INSPECTION A VOUCHER IN FAVOR OF N J NEGUS FOR ELEVEN HUNDRED DOLLARS FOR PERMANENT STAKING FROM MISSION TO BLACK RIVER THIRTY FIVE MILES AT TEN DOLLARS PER MILE THREE HUNDRED AND FIFTY FOLLARS COMMA BLACK RIVER TO SCAMMON BAY THIRTY MILES AT TWELVE FIVE DOLLARS PER MILE SEVEN HUNDRED AND FIFTY DOLLARS STOP TWO BY FOUR EIGHT FEET LONG SPACED FIFTY TO MILE ON SCAMMON BAY SECTION LUMBER FURNISHED BY A R C COMMA AKULARUD MISSION TO BLACK RIVER NATIVE WILLOWS SIX FEET ABOVE GROUND AND SPACED FIFTY TO THE MILE STOP CAN KINNEY RUN FROM UNALAKLEET TO MAKE THIS INSPECTION

BAUER

1150P JAN 1 1926

*[Handwritten signature and initials]*

Juneau Alaska January 2 1926

BAUER  
NOME

KINNEY WILL BE UNABLE INSPECT SCAMMON BAY TRAIL STOP SUGGEST YOU WRITE  
SEVERAL RESPONSIBLE PERSONS IN VICINITY INCLUDING PRIEST IN CHARGE  
AKULARUD MISSION COMMA FATHER DELON AT HOLY CROSS AND EDWARDS OF NOTICE  
COMMERCIAL CO AT OLD FORT HAMILTON REQUESTING INFORMATION WHETHER WORK  
SATISFACTORILY PERFORMED AND MAKE PAYMENT IF REPLIES RECEIVED ARE  
SATISFACTORY

OLIVER

LEO:IN

13/1/26

Fortuna Ledge, Alaska,  
August 3rd, 1924.

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

Dear Sir:

I am in receipt of your letter of the 25th ultimo in re Mail Trail up the Yukon:

The in-coming and out-going mail for up river points, for the past two winter seasons, came in and went out Via Willow Creek, that is to say; the in-coming mail after leaving Ohogamute went to Willow Creek and then to this place. The mail leaving here went to Willow Creek, thence back and on up the Yukon River.

For the past two seasons the Finger Trail has been used in traveling between this point and Willow Creek, on account of the Tripod Trail being obstructed by fallen trees and etc.

The Tripod Trail is the route that would be used if said trail was cleaned out. For one reason; it is shorter, and is in timber all of the way, and can be used each season, earlier in the fall and later in the spring.

The Finger Trail is Via a series of small sloughs, which are overflowed a good portion of the winter, it is also, over open country practically all of the way, and is free of snow early in the spring.

The Tripod Trail is the route over which the wagon road to Willow Creek should have been built, instead of the present Corduroy Road from the landing, as it is over higher ground and is in timber all of the way, - and it would not have taken any where near the amount of corduroy.

Please refer to your letter of April 24, 1924, Subject: Trail Staking etc., paragraph 2, as follows:

"The Board does not feel disposed in view of the slight tonnage which might pass over the corduroy to have it repaired at the expense it would now be, for if the camp continues to be a producer it seems to me the logical thing to do is to make Marshall the terminal of a road to Willow Creek, in which this proposed bridge would be an integral part, as the use of crawling type tractors has shown here their adaptability to most of the conditions one has to contend with in Alaska, and from now on the policy of the Board will be closely along those lines."

It is my opinion, and I feel safe in saying; the opinion of all of the citizens here, who have looked into, and are interested in the matter, that, The Board of Road Commissioners are right, in their conclusions. The Tripod Trail is the only route over which a wagon road from Willow Creek could be built.

I am very sorry that, you did not see your way clear, when you were here last, to make a trip over the before mentioned trails.

Chas. D. Jones

August 3, 1924,

No. 2

Personally, I do not believe it will be much longer before it will be necessary to build a wagon road to Willow Creek, in order to take care of the tonnage.

I believe that within the next couple of years, there will be mining on Willow Creek on a much larger scale than has ever been done in the past. I am basing my conclusions on the prospecting that has, and is being done on virgin ground.

My reason for this lengthy letter is, that I wished to show you the need for repairing the Tripod Trail.

Yours very truly,

George F. Marsh

U. S. Commissioner

Char. D. Jones

August 2nd, 1924.

No. 2

and in the spring and fall of the year it is next to impossible to cross Wilson Creek, that is; unless one goes almost up to Disappointment Creek, and in going that far up Wilson Creek it is necessary to cross Hungry Creek, and that is some job in the spring of the year, as you have to go practically to the head of the creek.

If the Commission intend to do any work in this immediate vicinity, the building of a bridge across Wilson Creek and the repairing of the Tripod Trail, is the work that should be done.

It is my opinion, and I believe, the opinion of the rest of the citizens who are interested, that the Board of Road Commissioners was right in their conclusions, as outlined in your letter of April 24, 1924, which accompanied the circular proposals for bids, to-wit:

"The Board does not feel disposed in view of the slight tonnage which might pass over the corduroy to have it repaired at the expense it would now be, for if the camp continues to be producer it seems to me the logical thing to do is to make Marshall the terminal of a road to Willow Creek, in which this proposed bridge would be an integral part, as the use of crawling type tractors has shown here their adaptability to most of the conditions one has to contend with in Alaska, and from now on the policy of the Board will be closely along those lines."

And, I further believe, the proper way to get results was to ask for bids, as you did, but, as I said before, I am at a loss to understand why all of the bids were rejected, when I know that some of the bids were very reasonable.

If the Commission did not intend to have the work done, as outlined in the circular proposals, at the time the proposals were posted, that is to say; if the proposals were ordered posted merely as a matter of form, with no intention on the part of the Commission of accepting any of the bids, I certainly do not approve of that procedure. It is not fair to ask for bids for projects, when it causes the bidders to lose a couple of days. In this instance, two or three of the bidders came in from Willow Creek to post their bids, causing them expense, loss of time, and necessitating a walk of over twenty miles.

If there is some other reason why the bids were rejected, I, for one, would like to know the reason.

Trusting that I shall hear from you in the matter, at an early date, I am,

Yours very truly,



Fortuna Lodge, Alaska,  
August 2nd, 1924.

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

Dear Sir:

I am in receipt this date, of your favor of the 25th ultimo, in re Rejection of Bids.

I am very sorry that all of the bids were rejected, and am at a loss to understand the reason, why?

If the Alaska Road Commission intended to do the work as outlined in the circular proposals, which you forwarded to me to post, I see no reason why one of the bids was not accepted, especially for building a bridge across Wilson Creek.

The bid submitted by Mr. Jim Douglass, in which he agreed to build the said bridge for \$500.00, according to your specifications, was very reasonable. In fact, Mr. Douglass could not have built the bridge for \$500.00, if he was not the owner and operator of a gasoline propelled scow, and could land the necessary timber and gravel with said scow a great deal cheaper than any one else. As you know, I have been interested in ~~xxxxx~~ various mining ventures in the past 24 years, and am more or less familiar with construction work, and am in a position to know about how much it would cost to build a bridge across Wilson Creek.

The only bids that I saw, were those submitted by Tom Plunkett, J. D. Johnston and Jim Douglass, and, I consider anyone of the three bids reasonable. I do not believe that the Commission could do the work for less than \$1,000.00, by day labor, and I doubt very much if it could be done for that amount.

Mr. Douglass, Mr. Johnston and Mr. Plunkett are all good reliable men, and are in a position to give bonds if necessary.

If you will remember, when you were here, it was the consensus of opinion at the meeting, that, a bridge across Wilson Creek and the repairing of the Tripod Trail, was the work that was needed in this immediate vicinity, and that it would cost about \$500.00 to build a foot bridge across Wilson Creek.

A bridge across Wilson Creek has been badly needed every since this camp has been struck, and more especially this last couple of years, as there is no regular boat running to Willow Landing.

Any one coming from or going to Willow Creek at the present time has to go up Wilson Creek three or four miles in order to cross,

Nome, Alaska, April, 10, 1924.

Col Jas. G. Steese,  
President Board Alaska Road Commission,  
Juneau, Alaska.

Subject:- Trail to Scammon Bay.

1:- The U. S? Marshal at St. Michaels , who made a trip to Scammon Bay to bring witnesses here to a trial called on me and made a statement as to the conditions from the Akularuk Mission to Scammon Bay. I interviewed a trader from Scammon Bay as to the conditions and he confirmed the Marshals statements. The conditions as related are such that I am transmitting them to you for your information along with an offer which the trader at Scammon Bay made.

2:- I have already requested an allotment to be made for staking the trail to the Mission. This trail would leave the Kotlik Marshal trail Route 73A at OldHamilton following the Yukon for about five miles where it strikes across the flats to Kwigamuth a distance of about fourteen miles thence to Kwichuk a distance of about twenty miles most of this distance being on the south fork of the Yukon thence to Alaragamuth still following the Yukon a distance of twelve miles thence over a portage to the Mission.

13/131-3  
Old Hamilton-Akularuk, Scammon Bay Extension

Col. Steese

14

5:- Mr. Negus the trader at Scammon Bay offers to haul the stakes from St. Michaels free of cost to the Commission and to inspect the staking without expense to the Commission, if the Commission will furnish the stakes and have the trail staked.

6:- Mr Depue the Marshal stated to me that he was lost both going to and coming from Scammon Bay and that in the return trip he had hired a native guide but that they were caught in a storm and had to sleep out all night with a falling temperature, as there was nothing to show where they were when the facts were that they had come to within a few miles of Black River village.

7:- Mr Chris Gundmasen a fur buyer told me last winter of the conditions at Scammon Bay and stated that he also had had to sleep out due to one of the sudden storms overtaking him on this section of the trail.

8:- There is quite a bit of travel in this section and as there is only one pass through the mountains which extend eastwards for forty miles from Cape Romanzof all the travel from Nelson Island also has to come through Scammon Bay.

9:- Mr Negus stated that he thought a contract could be let to do the staking for fifteen dollars per mile. The two by fours would have to be shipped from here to St. Michaels as there are none obtainable at St. Michaels and as the rate on lumber from

Nome April 18, 1924

Steese Juneau

. . . . If allotments are to be made for Kako Marshall and Akularuk trail circulars proposals should be sent now exhibit fork same applies Hunt River and Riley Channel shelter cabins stop . . .

Jones

Juneau April 19, 1924

Jones Nome

Yours 18th trails and cabins therein approved allotment will follow. . . . (Orig. tel. 4-18-24 filed 13/31-0)

Steese

Juneau, Alaska, July 9, 1924

Lukens  
Nome

Your wire June twenty sixth and Jones letter April tenth if present authorization for Akularuk Mission trail does not cover extension to Scammon Bay later also authorized provided sufficient balance your reserve to cover All available road and trail funds for Nome district to March first have been already allotted to you therefore all future recommendations after existing reserve or other savings are exhausted must go over until next year. Reference ninth paragraph Jones letter April tenth advise this office any purchases desired from outside Assign route number seventy three C to Old Hamilton Akularuk Mission and seventy three D to Scammon Bay extension.

Steese

JGS/fme  
File  
Conf.  
R.F.

15/131-3

Nome June 26, 1924

Agnew Juneau

Retel Agiapuk trail allotment asked twelve hundred dollars stop regarding previous obligations were made by Jones authorized from Juneau and are as yet to be received bid price of contracts comma estimated as follows Unalakleet St. Michaels three hundred dollars Unalakleet Kaltag five hundred dollars Kako three hundred dollars Akularuk fifteen hundred dollars Foot Hills Bonanza eight hundred dollars Marshall trail two hundred dollars local repairs four hundred dollars total estimate four thousand dollars stop Did not have knowledge of above obligations when reporting this project.

Lukens

(Orig. tel. filed 13/137-2)

August 6, 1924.

Mr. Roel W. Smith,  
Special Assistant to Secretary of the Interior,  
Alaska Railroad,  
Anchorage, Alaska.

My dear Mr. Smith:

Referring to our conference of yesterday I have to advise that I have sent the following telegram to our Hensona superintendent concerning proposed road work to connect the Alaska Railroad with the mines on Eva Creek a distance of twelve miles east of the railroad near mile 372.

"Railroad management will build siding for Eva Creek when required. Therefore expenditure five thousand dollars prior to March first authorized. Allotment will follow from Juneau."

As I advised you yesterday, our proposed road will reach the railroad about one-third mile south of your existing passing track north of Ferry. When shipments begin to arrive it will require a four or five car siding, which our engineer estimates will involve an expenditure on the part of the Alaska Railroad of about \$400.00.

JGS/JB

Cordially yours,

Jan. G. Steese,  
President.

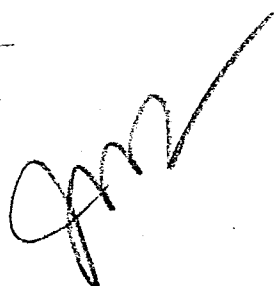
Anchorage, Aug. 6, 1924.

Edmunds,  
Fairbanks.

Advise Haslem railroad management will build siding for Eva Creek when required. Therefore expenditure five thousand dollars prior to March first authorized. Allotment will follow from Juneau.

Steese.





February 14, 1924

Mr. Val. Diebold  
Nenana, Alaska

Dear Sir:

Your letter of January 21st, addressed to Mr. Taylor, has been brought to my attention.

In reply I have to advise that this Board is anxious to afford whatever relief our rescourses will permit and the development of your district may warrant, and to assure you that same will have our due consideration in formulating this season's program.

Very truly yours,

P. A. Agnew  
Secretary

PAA/fme

12/1/13

Ferry, Jan. 21st, 1924.

Mr. Ike Taylor,

Chief Engineer, Alaska Road Commission,

Juneau, Alaska:

Dear Mr. Taylor;

About a year ago I spoke to you about the wants of a wagon road from the Rail Road to the Totatlanika and Bonifield Country, at that time some of us also circulated and signed a petition for a Road from either Healy or Lignite, and I forwarded the same to Major John Gotwals; Since that time things have changed some, The trail we used to travel from Healy, to the mouth of Lignite Creek was totally washed out last summer for a long distance, during the high water in the Nenana River. The land over which we traveled with Pack-Horses, on the right bank of the Nenana, is gone. The River now runs up against a perpendicular bank for a long distance, a cut bank about two hundred feet high, straight up-and-down. Now therefore the cost of a road in that way would be excessive and impractical, and going up Healy Fork for several miles, as we did after the washout last summer, then over the Divide; We found the divide at the lowest place too high and steep for either wagon or sleigh, besides the snowdrifts in some of those high draws and head of those high gulches nearly all summer, and Horses cannot go through those drifted snow-banks, which do not disappear until July and come again the last of August.

Now most all of us in there, have decided to go by way of Ferry, (Mile 371) in the future, it is a little further for some of us, but it is the best and

easiest route. I would write to Major Gotwels and explain, but I know nothing of his whereabouts, nor what position he now holds.

I believe a petition was sent to Colonel Steese, Chairman of the Alaska Road Commission, a short time ago, asking for a Wagon Road from Ferry, Mile 371, via Eva Creek, into the above mentioned country. I hope that Gentleman as well as yourself will treat that with consideration. By way of Eva Creek from the Rail Road, is the natural route into that country, a good bottom all the way and the hills are not steep. Mining and development work going on all along the route, after you get six miles from the Rail Road, especially on Eva Creek.

Should the Road Commission see fit to start on a road here this coming spring, then many of us would be willing to assist; I for one am willing to furnish either a man or a team of Horses, I would gladly furnish both if I could.

Trusting your Commission will see fit to do something for us and the Country lying east of here this coming spring or summer.

T Remain Yours Very Resp.

*Wal. Diebold*

Room 2302 Munitions Building,  
Washington, D.C.

January 31, 1924.

Mr. S. R. Moore,  
Ferry, Alaska.  
(Mile 371, Alaska Railroad)

My dear Mr. Moore:

Your letter of the 6th instant inclosing a petition of the residents of the Totatlanika and Bonni-  
field districts, Alaska, for road work has just been forwarded from our Juneau office. As you know, we have received several petitions urging different routes into these districts. During the past season we had several of these routes investigated and hope by next season to have the best route definitely determined.

Just at present Major Gotwals and I are wrangling with Congress over appropriations and can make no definite plans until we learn what our probable resources are to be.

Meanwhile I wish to assure you that we have not lost sight of the progress of events in the Totatlanika and Bonni-  
field districts and are anxious to afford whatever relief our resources may permit and the development of these districts may warrant.

Cordially yours,

Jas. G. Steese,  
President.

Ferry, Alaska Jan 6 1927  
Mile 371.

Col. James R. Steese,  
Chairman Alaska Road Commission,  
Juneau, Alaska,

Dear Sir:-

I am enclosing herewith, a petition for a road to be built from Ferry, Mile 371, easterly via Eva Creek to the headwaters of the Totatlanika country.

In getting signers for this petition, care has been exercised to secure names only of those actually interested. There are at least two others interested, viz. Messrs. Gleason and Gunn, and who undoubtedly would be glad to sign, but who are out of reach at this time.

In order that it may not be accidentally overlooked, I wish to call your attention to the third page of this petition.

Trusting this will receive your careful consideration, I am,

Very respectfully S. R. Moore

To the Alaska Road Commission,  
Juneau, Alaska.

We, the undersigned, miners, prospectors, mine owners, trappers, and other residents of the Totatlanika and Bonnifield districts, Alaska, do hereby respectfully represent to your honorable Board and petition as follows:

That, in the Totatlanika and Bonnifield districts, situate in an easterly direction from the Alaska Railroad and north of the Alaska Range, there are many promising quartz and placer prospects, but that the deveopment of said country has been greatly retarded by reason of the fact that there have been heretofore no means of getting supplies into that country, except at great expense, as there are no wagon roads to serve that district.

That we are satisfied that, if a wagon road was constructed in such a place as would serve both said districts and lessen the cost of landing supplies and equipment, there would be a great deal of mining activity in that section for many years to come.

That we suggest that the most feasible route for constructing a wagon road and the route that would serve the greatest number of people, with the least outlay for road construction, would be one extending from the government Railroad, at or near the station of Ferry (mile 371), extending thence in an easterly direction to the head of Eva Creek, and thence downstream approximately to the confluence of Eva Creek and McAdam Creek, from which point the road could be constructed in an easterly direction by such route as to your honorable Board shall seem most advisable.

Wherefore, we respectfully pray that you take such steps as may be necessary to cause said road to be constructed at the earliest possible date.

Name:

Address:

Occupation:

Charles Zielke P.O. Mile 371 Mossgate Miner

John J. Murphy Fairbanks Miner Eva ch

Vol. Diebold " Miner Homestead ch.

Fr. Robertson " Miner Moose Creek

George L. Keys " " "

E. W. Keys " " "

Julius Lippmann " " "

J. R. Moore Ferry, Miner - Eva Creek

H. R. Sherwin, Fairbanks Miner Totatlanika

A. C. Field Kenana -

Bessie A. Hering Fairbanks ?

Albert Bernhard " Eva. ch

Geo Jackson	Miner	Fairbanks
Mrs Geo Jackson		Fairbanks P.O.
C. H. Ungethurn,	Miner, Eva creek;	Rx. Fairbanks.
W. G. Powell		Massena, Creek.
A. Janso		Fairbanks
R. F. Robinson		Fairbanks
Nils Wikander	Miner	Fairbanks
James Muir		Healy, Alaska
Mike A. Nepte		Totolanika river, Miner
M. Johnson		Eva creek Nenana
Axel Johnson		Eva, creek Nenana
Peter Sorenson		Eva Creek Nenana
Neil McCall		Eva Creek —
John Cook		Eva creek
Albert Johnson.		

October 31, 1924

Miss C. C. Heid,  
U. S. Commissioner  
Nenana, Alaska

Dear Madam:

Your letter of August 11th to Colonel Steese regarding location of road to be built by the Alaska Road Commission from Ferry to Eva Creek was referred to me for reply.

Mr. Taylor, Assistant Engineer of this Commission, went over the ground with Mr. Haslem this fall and from his report and a sketch of the vicinity sent me by Mr. Haslem I am confident that the best location for the road was selected by Mr. Haslem.

The chief objection which you urge to the location selected is that Mr. Diebold has obtained all the available ground as part of his homestead. The railroad, however, has a right of way 200' wide - 100' on each side of the track - and when they build a ~~spk~~ at this location, as they have promised to do, they will take an additional strip of 100'. This ground will be available for cabins, tents, warehouses, etc., and should be ample for all present or reasonably prospective needs. There is no space equally suitable for this purpose along side the present siding.

The maximum grade on the road as built by Mr. Haslem is ten per cent which is not excessive for a road of this class.



2.

Apparently the miners had a misapprehension as to the extent of the control Mr. Diebold would have over the ground at the terminus of the road. I hope that, with this explanation, you and they will agree with me that the best possible location was selected.

Very truly,

Lunsford E. Oliver  
Engineer Officer

LEO/me  
C.C. to Haslem, Nenana.

WAR DEPARTMENT  
BOARD OF ROAD COMMISSIONERS FOR ALASKA  
FAIRBANKS, ALASKA

October 17, 1924

Major Lunsford F. Oliver  
Engineer Officer  
Alaska Road Commission  
Juneau, Alaska

Dear Sir:

In Reply to your letter of September 15, concerning conditions at Ferry, the Terminus of the new road to the Tetatlanika mining district.

Enclosed please find sketch which I have made from data actually obtained on the ground. This sketch should show at once why I chose my location as I did. The location suggested by Commissioner Heid from an economic standpoint is in my judgement under present conditions out of the question. You will note that at the present siding the main line is in a cut with very steep slope 100' high and that the side track on which it would be necessary to build a freight shed is on a bank from 7 to 14' high, which is only wide enough for the track and slopes directly into a marsh, that is very boggy and sometimes becomes inundated with water.

A spur siding to hold about 7 cars has been promised by the railroad officials as is shown on sketch. The cost of this spur is almost negligible in comparison to the cost of additional road that would have to be built to reach present siding and in either case the U. S. has to stand the cost.

The railroad claims 100' on either side of the center line of the main track, and wherever there is a side track they claim 200' which gives ample room for warehouses etc.

The statement made that I used roads blazed by Crueger and Diebold is wrong. I did follow about the location of Diebold's road on which he had done approximately \$200.00 worth of work, but his grade was so steep that we cut under it from 4 to 10' having to clear away the debris thrown down by him at considerable extra labor.

Diebold heard me mention a year ago when I made an inspection of the road built by Keys that in case a standard road was ever built to the Tetatlanika district, that the proper location would probably be ~~the~~ about where it was afterward actually built. This was merely a discussion with different people located in the vicinity in the interest of sometime building a road that would best serve the major portion of ~~the~~ their needs, and if Diebold has tried to capitalize on it by staking a homestead at the terminus, it doesn't much alter the situation as I am certain that what has been done meets with the approval of the majority.

Trusting this information is adequate I remain

very truly yours

  
H. G. Haslem  
Superintendent

Niggawoods

17832 + 08

M.P.  
371

1140

etc.  
Present Road only  
constructed as far as  
Track

1130

Dry Bank

Heavy Timber  
wet

Dry Ground  
Crugers Winter sled Road  
Swamp

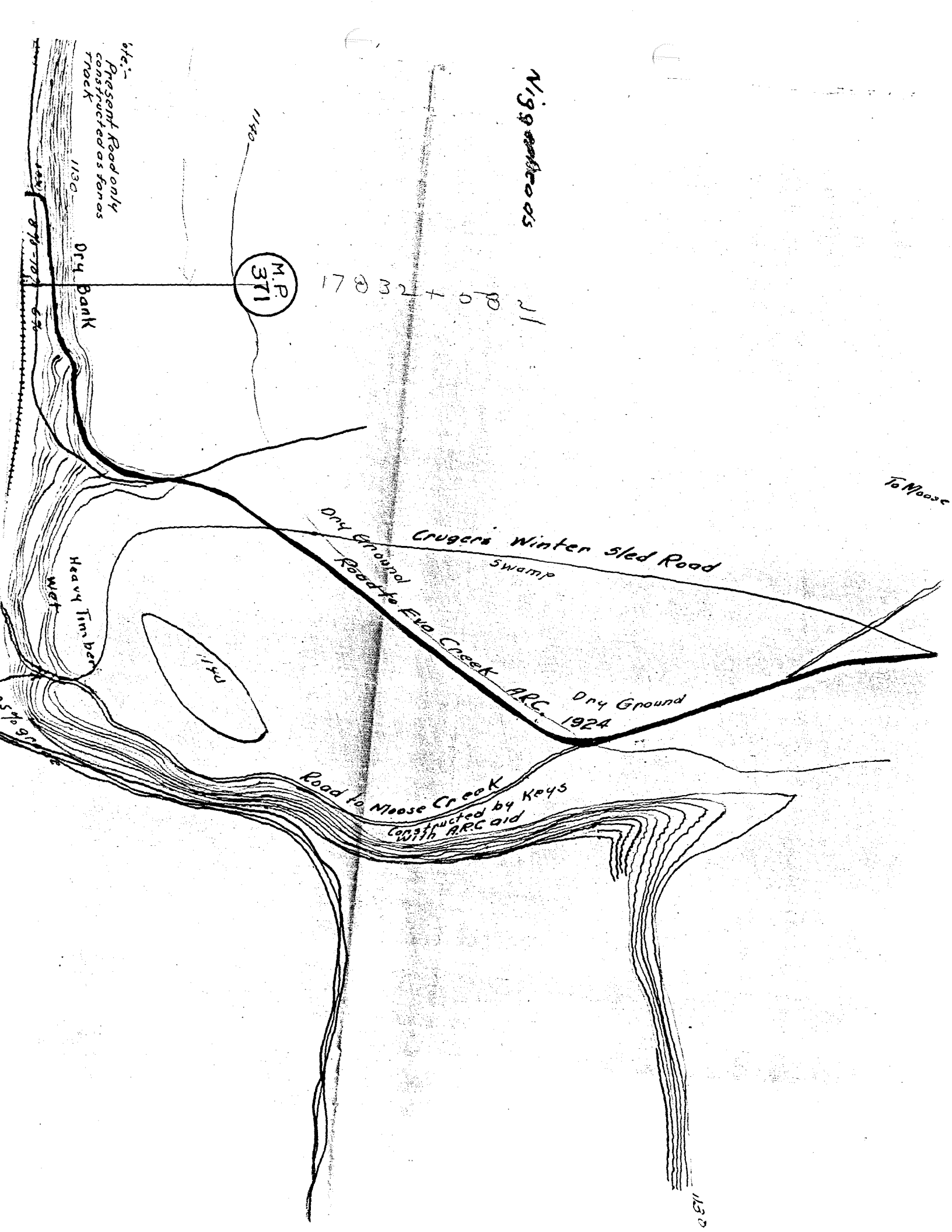
Road to Eva Creek  
ARC  
1924

Dry Ground  
1924

Road to Moose Creek  
Constructed by Keys  
with ARC aid

To Moose

1150



17832

M.P. 371

1140

Dry Bank

1130

Note: Present Road only constructed as far as track

Proposed Siding & Freight Shed

Emb 2.5 high

Diebolds Cabin

Homestead

1/2 mile

17839-25

NORTH

H.O.

Emb 12 high

Ferry Siding

Old Water Tank

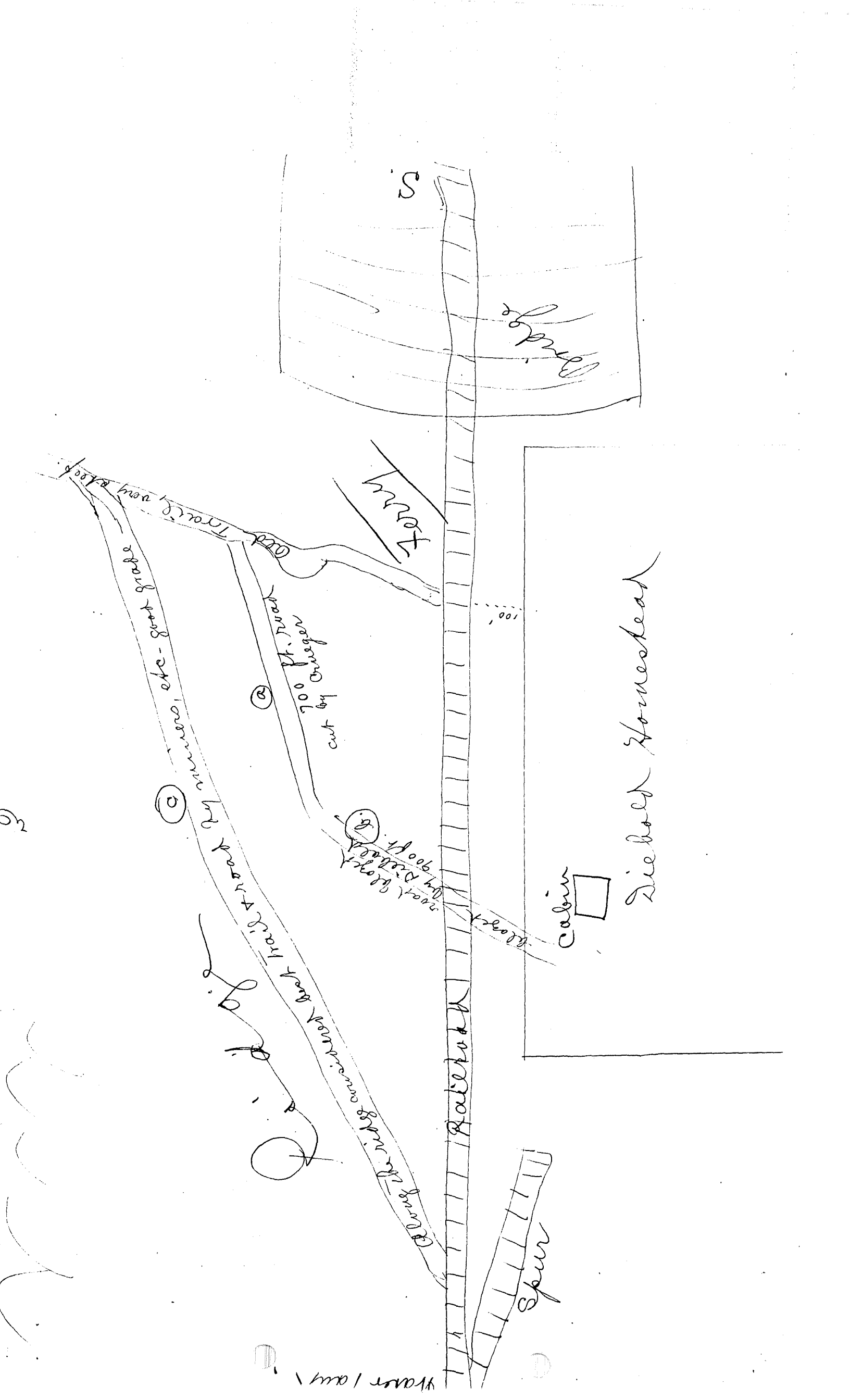
Emb 3 high

Emb 2.5 high

SWAMP

To Fairbon Ks

NEENANA



S

Mud

Mud

Diebold Homestead

Cabin

700 ft. track cut by Overgen

Old Track very steep

Water 100 ft

100 ft

Ratibook

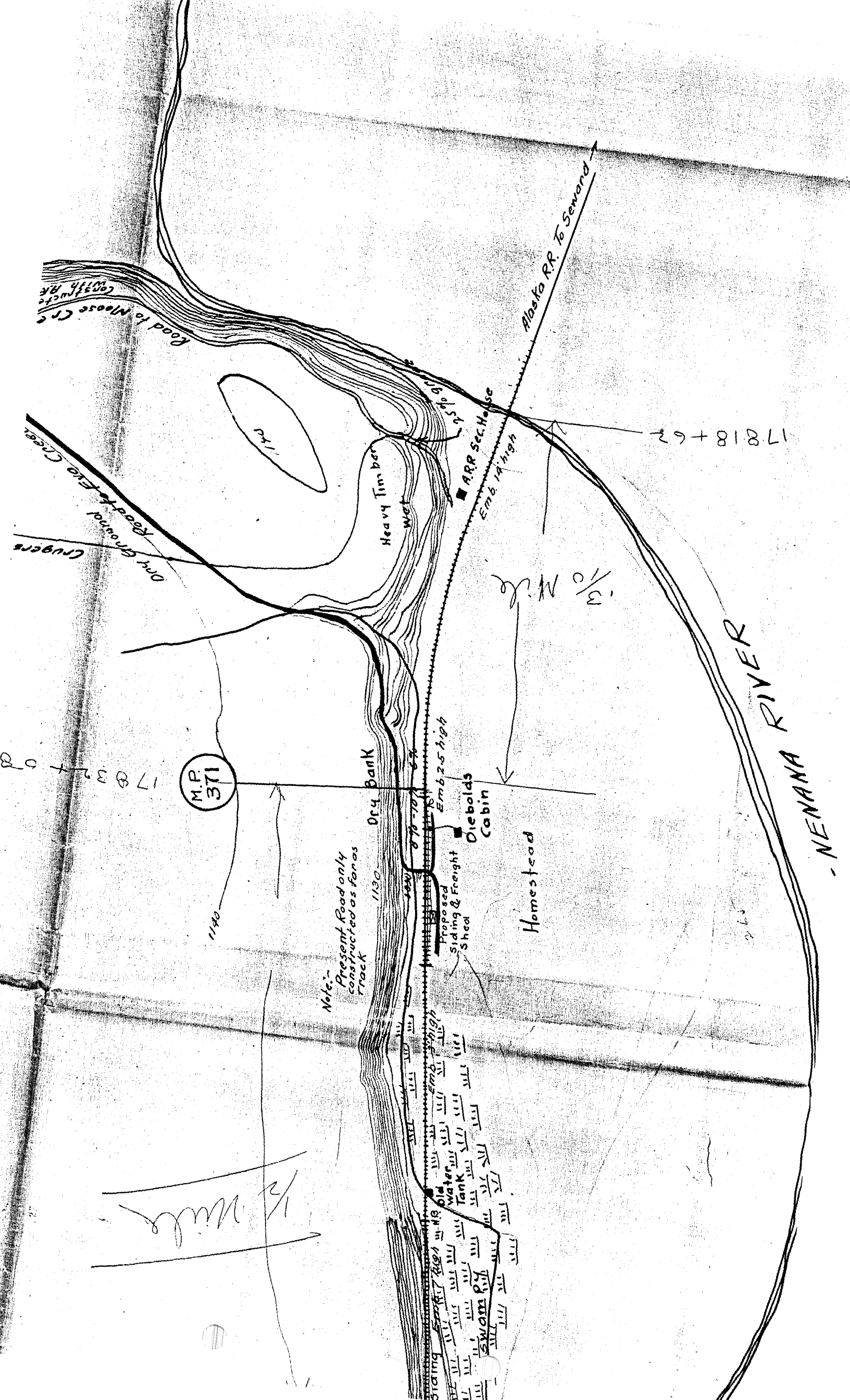
Spur

1

2

3

4



Dry Ground  
Creeks  
Road to Moose Cr  
Cottage RR

M.P.  
371

Note:-  
Present Road only  
constructed as Tamas  
Track

Dry Bank

Emb. 2.5 high

Proposed  
Siding & Freight  
Shed

Diebolds  
Cabin

ARR Sec. House

Emb. 14' high

Homestead

Alaska RR. To Seward

1/3 Mile

1/2 Mile

NENANA RIVER

17818+62

September 15, 1924

Mr. H. G. Haslem  
Asst. Superintendent  
Alaska Road Commission  
Nenana, Alaska

Dear Sir:

I enclose copy of a letter from Mr. C. C. Heid, U. S. Commissioner at Nenana, regarding the road to the Totatlanika district; also copy of a sketch made by him showing conditions at Ferry. Please write me fully regarding the conditions there so that I may properly answer his letter.

Very truly yours,

Lunsford E. Oliver  
Engineer Officer

LEO/fme  
Encls.

13/121-1

Juneau, Alaska, Oct. 23, 1924

Haslem  
Nonana

Request reply my letter September fifteenth regarding

Eva Creek Road

LEO/fme  
File  
Conf.  
R.F.

Oliver

13/121-1



Juneau, Alaska, August 27, 1924

Haslem  
Fairbanks

Yours twentieth allotment number Eva Creek four Y twelve

Route number eighty eight A

Steele

JGS /me  
File  
Conf.  
R.F.

UNITED STATES COMMISSIONER

TERRITORY OF ALASKA

NENANA PRECINCT

NENANA.

August 11, 1924.

Col. James G. Steese,  
Alaska Road Commission,  
Anchorage, Alaska.

Dear Sir: --

During the past winter and spring, and only within the past few weeks, miners and prospectors called at my office, as being U. S. Commissioner, in regard to the proposed road to be built by the Alaska Road Commission, from Ferry, Mile 371, on the Alaska Railroad, to the Totatlanika country, &c. They informed me as follows: --

"That the old, original trail is very steep; that Mr. Crueger cut a road (marked "a" on map herewith), for 700 ft., but which was abandoned as not being practicable, too steep; that Mr. Val. Diebold had located a Homestead along the Alaska Railroad at Ferry, and had taken in every square foot of level ground there; that he had blazed a road from his homestead for 900 ft. (marked "b") to connect with this abandoned road; that Mr. Haslem had made a preliminary survey and that he recommends using this 900 ft. of road blazed by Diebold and connect with the 700 ft. road cut by Crueger; that a far better road and grade could be obtained by keeping up along the ridge (marked "c") and come out on the railroad some 1/4 or 1/2 mile above Diebold's homestead, near the Water Tank on the Railroad; that this place would afford a natural and easy grade; that aside of this, Mr. Diebold having controlled every available foot of ground for his homestead, there would be no space for the miners to put up cabins, tents, &c., to stop while waiting for trains when coming out of, or going into the hills at that point; that they would be at the mercy of Diebold and could obtain permission to use space on the homestead only by courtesy of Diebold; that it would place a hardship on the country to have the road built as now recommended by Mr. Haslem, as it would be quite steep, when coming and going with a pack on their back; that it was the consensus of opinion that nothing would be done in regard to the road this year, otherwise some definite action would have been taken on the part of the miners and prospectors in that section, who are at this time in the hills busily engaged in their work; that in case the Hecla Mining Co. now holding options on many quartz claims on Eva Creek would take them up, there would not be a foot of ground they could acquire there for their own use, such as space for warehouse, cabins, barns, &c.; that the reason why Diebold located his Homestead at

13/121-1

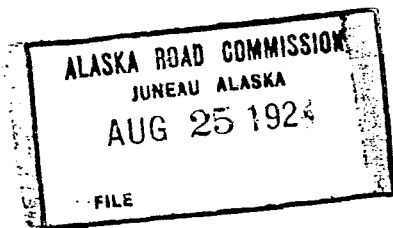
the mouth of the outlet of all that country is quite obvious; and that the best interests of Alaska, of the miners, operators and prospectors would be best served if the Road be built as outlined, to-wit, along the ridge and touching the Railroad near the Water Tank, or thereabouts, where a spur of the Railroad is built.

I take the liberty to acquaint you with the foregoing in sympathy with the many miners, operators and prospectors in the section named, as well as for myself, being interested in some ground on Platte Creek upon which several men have taken a lease for the season of 1924, who also concur with the opinion as herein given, and am placing the matter before you with the hope that you will look into this matter and give it your kind consideration.

Very respectfully yours,

*C. C. Heid.*

U. S. Commissioner.



WAR DEPARTMENT  
BOARD OF ROAD COMMISSIONERS FOR ALASKA  
JUNEAU, ALASKA

Nov. 12, 1925

MEMO TO COL. STEESE:

I am forwarding attached hereto Mr. E. B. O'Connor's letter of Oct. 19th and my reply concerning the construction of a spur on the Nome-Shelton Tram to Pilgrim Hot Springs. This letter was just recently received and as it happened Mr. Lukens visited the office when I had the letter at hand. We discussed the matter in detail and I might say that it was his opinion that the project was worthy.

At the same time I received a group of snapshots from Nome covering the season's work and interesting sidelights. Two of these pictures received were views of E. B. O'Connor's home near Hot Springs. Mr. Lukens called my attention to the fence around O'Connor's place nicely constructed with our winter trail staking laths. You will note the red flannel cloth still sticking to the ends of the laths. Lukens told me that he had visited O'Connor's place early in the spring and just after O'Connor had built the fence. The red cloth was unfaded indicating that the laths which were given him in the early part of the winter for trail staking were not used. <sup>for that purpose</sup> All this is an interesting sidelight on the accompanying letter.

H. E. Fisher  
Disbursing Officer

HEF/RMJ

Incls.

E. B. O'Connor,  
Nome, Alaska,  
April 5th, 1926.

Mr. J. G. Steese,  
2802 Munitions Building  
Washington D.C.,

My dear Mr, Steese;-

It seems quite a joke when I read your letter referring to the pictures of my house with the fence of trail stakes, on account of the history surrounding those stakes of which you could know nothing.

However I will explain, for three years I have been staking the peice of trail just below my home and Salmon Lake and up the river at the head of the lake a distance of over 10 miles, I tried to get stakes from Jones in the summer ~~XXXX~~ of the first winters staking, and proposed hauling them and staking for nothing, I got no stakes from the road commission, therefore decided to try and find some around the shore of the lake as I had noticed quite a few laths and much more drift.

I succeeded in finding over 600 old stakes, but as I was on foot without a boat I simply stacked them up in little piles figuring on getting them later with the boat, which I did not do.

However in the fall when the ice come on the shore I went up with the dogs and sled and gathered up what I could find of them a little over 400, I used them that winter in staking and in the spring I picked up as many as I could as the trail was breaking up on the lake.

This season I got from Jones about 4 bundles of stakes 400 new stakes and staked again that winter, in the spring I saved all the stakes I could again, and as I had made a little garden which the dogs and children could not keep off of, I put up a post abreast of ~~XXX~~ one end of the house about 12 feet from house, then put another post about 15 ft from first post about same distance from house, and as you will see on looking closely at the pictures you refer to you will find no rail or peice of wood to which the laths are fastened, I simply stretched two strings of wire near the top, about the middle and near the bottom of the laths and then set the laths in the wire as if weaving them so they would be all right for the trail again next winter, and do the same thing each summer was my intention, last year I got one bundle of stakes, in all a total of 5 bundles of stakes and staked the trail for three years, also repaired a shelter cabin at Iron Creek and all the recompense I received was an old wrecked car to try and fix up for myself to use on the railroad and this year ~~XX~~ \$32.00 cash, which I consider very economical peice of work, and if others would help as much we would have a little more money to get better roads and trails to the interior of the country. Perhaps you can see the joke as I see it, The fence of salvaged stakes to be used next season as they are undamaged and in a good place doing service in summer as well as winter,

Am very sorry that it looks impossible to get anything done on the Tram but beleive you will do your utmost to do something as soon as possible, and thank you sincerely for the interest you have taken in this subject, I am

Yours truly,

*E. B. O'Connor*  
E. B. O'Connor.

~~XXXXXXXXXXXX~~

2303 Munitions Building  
Washington, D. C.  
January 20, 1926.

Mr. E. D. O'Connor,

Nome, Alaska.

My dear Mr. O'Connor:

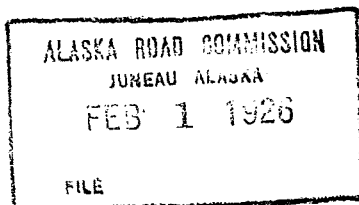
I have recently reached Washington to find your letter of October 19, 1925, and copy of reply of Lieutenant Fisher dated November 12, 1925. I also have two pictures of your home showing a fence constructed out of lath furnished for marking winter trails, the red cloth still being attached to said lath.

With reference to the extension of the Nome-Shelton Tram to Pilgrim Hot Springs, I have to advise that nothing can be done without specific authorization from Congress. There is a bill now in Congress relating to this tram line but even if it should pass it would still require cooperative agreements by the Territory of Alaska and ourselves.

At this time, therefore, we are unable to purchase rail or otherwise consider this project.

Very truly yours,

Jas. G. Steese,  
President, Alaska Road Commission.





see descriptions  
on back

Nov. 12, 1925

Mr. E. B. O'Connor

Nome, Alaska.

My dear Mr. O'Connor:

Receipt is acknowledged of your letter of Oct. 19th directed to Col. Steese, concerning the extension of the Nome-Shelton Tram to Pilgrim Hot Springs postoffice. Col. Steese has gone to Washington to appear before Congressional Committees to obtain further appropriations for next season's work. I am forwarding your letter to him for his reference.

I am unable to venture a guess as to the possibility of obtaining further appropriations during the coming season for the extension of the tramway which you request. The federal government has embarked upon a program of economy and it is very uncertain at this date just what will be the outcome of our various requests for needed appropriations. Your letter on the above matter will be of special interest and an aid to the Colonel in presenting the details of the particular project which you are interested in. Thanking you for your kind information on this subject, I am,

Cordially yours,

H. E. Fisher  
Disbursing Officer

HEF/RMJ

Copy to Col. Steese, with O'Connor's letter.

13/146-12



October 2, 1925.

Mr. E. B. O'Connor,  
Nome, Alaska.

My dear Mr. O'Connor:

Upon my arrival in Washington yesterday, I found a copy of your letter of August 20 addressed to me at our Juneau office with reference to your difficult trip in getting Captain Sundback out from Pilgrim Hot Springs to Nome. As I am personally familiar with that country I can fully appreciate your difficulty.

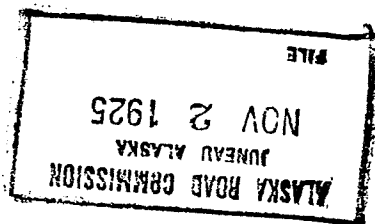
Last summer I received a letter from Captain Sundback through the Governor's office, as a result of which I have directed our Nome Superintendent to submit complete report upon work needed on this trail, availability of surplus rails, etc. This will be followed up by our Juneau office in due course. What relief, if any, it may be possible to afford, will of course depend upon future negotiations with the Territorial Board in the matter of available funds and recommendations received from our Nome Superintendent.

We are especially pleased to learn of the general approval of the work of our representatives during the past several years, Mr. Lukens and Mr. Bauer. I am expecting to come to Nome early next season and trust then to have the pleasure of going over these matters more fully with you.

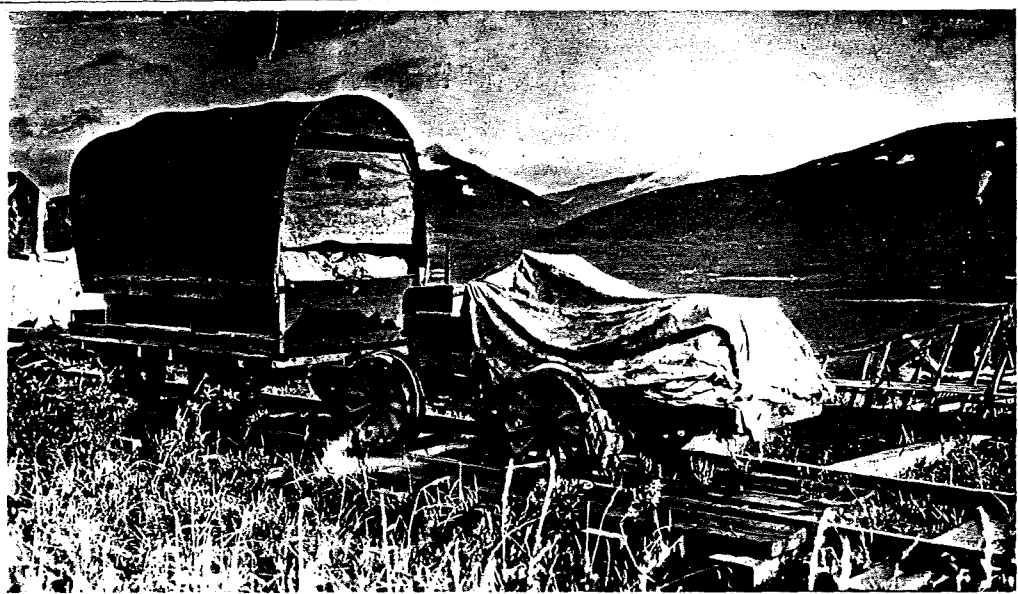
Cordially yours,



James G. Steese,  
President, Alaska Road Commission.



50  
*lead Steese*  
*Steese*



GEO. A. PARKS  
GOVERNOR

TERRITORY OF ALASKA  
OFFICE OF THE GOVERNOR  
JUNEAU

July 20, 1925.

Col. James G. Steese,  
President, Alaska Road Commission,  
Juneau, Alaska


Dear Colonel Steese:-

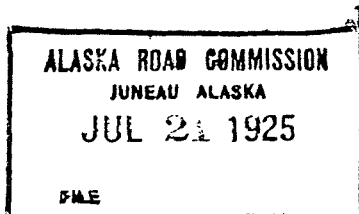
This will acknowledge receipt of your letters of  
July 10th and 13th on the following subjects:

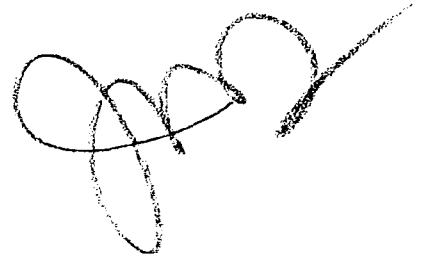
July 10th - Kruzgamapa Hot Springs Tram  
" 13th - " " " "  
" 13th - Tuluksak-Aniak route. — 13/144 ARC  
" 13th - Hearings recently held at Hyder. — 602/22 R+H

Copies of the first two letters have been made and  
forwarded to Captain Sundback, of Nome, for his information.  
The letter regarding Tuluksak-Aniak route has been filed  
and the letter regarding the Hyder hearings, together with  
inclosures has been referred to the Bureau of Public Roads  
for investigation and report.

Very truly yours,

  
Secretary, Territorial Board  
of Road Commissioners



*Hct*  


13/146-12

July 13, 1925

Superintendent  
Alaska Road Commission  
Nome, Alaska.

Dear sir:

I am inclosing herewith copy of a letter from J. Sundback of June 10th last addressed to Gov. Parks, and copy of letter I have addressed to the Governor on this date.

It is desired that at the close of the season you submit a report upon this situation.

Yours very truly,

Jas. G. Steese  
President  
Alaska Road Commission

JGS/EMJ

Incls.

13/146-12

July 13, 1925

Hon. George A. Parks  
Governor of Alaska  
Juneau, Alaska.

My dear Governor:

Referring further to your letter of the 9th inst. inclosing copy of a letter of June 10th from J. Sundback of Nome, and to my reply of the 10th inst. I have to advise that I have just received the following wire from our Superintendent at Nome:

"Retel tenth surplus rails stop No surplus rails stop  
On hand for temporary siding and repairs approximately five  
thousand lineal feet or two thousand five hundred track feet  
forty pound".

This refers to the statement in Mr. Sundback's letter in which he quoted from Father Post:

"Can't you do something with the authorities who have charge  
of the rails that are scattered along the track so as to  
get rails enough together to build a spur from the railroad  
to this place?"

As the distance in question is 7 miles it will be apparent  
from the above telegram that new rail would have to be secured for practically  
the entire distance.

A full report of the entire situation covering probable traf-  
fic, period during which other means of transportation cannot be utilized, etc.,  
will be submitted at a later date.

Cordially yours,

Jas. G. Steese  
President  
Alaska Road Commission

JGS/RMJ

Copy to Mr. Bauer, with inclosure Sundback's letter.

WAR DEPARTMENT

BOARD OF ROAD COMMISSIONERS FOR ALASKA

JUNEAU, ALASKA

October 2, 1925.

MEMORANDUM FOR CHIEF OF ENGINEERS:

Subject: Trail requirements in remote sections.

I am attaching hereto copy of letter and two photographs from Mr. E. B. O'Connor of Nome, Alaska, together with copy of my reply. This letter is typical of conditions throughout widely scattered and remote sections of the territory. It is, of course, impracticable for this Board to provide adequate relief for such special cases, but we are doing a great deal of trail work which affords considerable relief for ordinary travel.

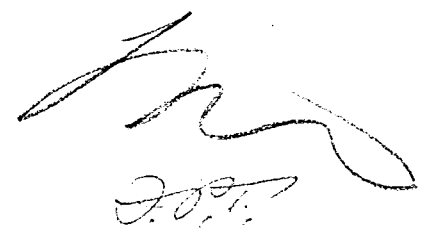
In the instant case it is known that sufficient surplus rails are not available nor would the construction of such road or trail suitable for wheel travel to this small settlement be justified. However, we can and will stake this trail for winter use with dog sled and do such work as may be practicable at small expense to relieve somewhat the arduousness of summer travel over "niggerhead flats".

It might be added that Captain Sundback, a well-known and substantial old-timer on Seward Peninsula, died in Seattle this fall during the amputation of one of his legs. Lack of road facilities was not in any degree responsible for his original condition but no doubt seriously delayed his securing necessary and adequate medical treatment.

  
Jas. G. Steese,  
Pres., Alaska Road Commission.

4 inclos., viz:  
2 photographs;  
Copy of letter from Mr. E. B. O'Connor;  
Copy of reply to Mr. E. B. O'Connor.

*Het*



WAR DEPARTMENT  
BOARD OF ROAD COMMISSIONERS FOR ALASKA  
ANCHORAGE, ALASKA

July 20, 1935

Mr Hawley W Sterling  
Superintendent  
Alaska Road Commission  
Anchorage, Alaska

Dear Sir :

As instructed by you, I left Anchorage July 9th for Nuka Bay, returning to Anchorage July 19th.

Wet and windy weather prevailed thruout most of that time hampering me somewhat in the location of the trail in that locality.

Nuka Bay is 75 miles from Seward and can be reached in 13 hours by gas boat. About half that distance is over unsheltered or unprotected sea which can only be crossed by small gas boats when the weather is reasonably calm.

Pete Sayther( Herring Pete) operates three small gas boats on this run, the largest having a carrying capacity of twelve tons.

Mining developments and prospecting in that locality, are all confined to quartz veins, The chief prospects and mining being on the upper end of Skeen Arm and up the right limit of Nuka River, though several prospectors are developing ore veins on other arms of this bay.

The Alaskan Hills Mining Company has erected a mill of 15 tons capacity daily and employ ten men in mining and crushing ore. This mine is situated about  $1\frac{1}{2}$  miles from tide water on the right bank of Nuka River.

A very poor foot trail had been cut along the hillside between these two points, supplies and machinery having been freighted up the river during the winter months and any additional summer supplies packed up the

river at opportune times, as this river can only be crossed by pack horse occasionally during the summer. Transportation on the river ice is only possible between January 1st and the end of March. Any winter floods destroy the trail and also make this route at times very dangerous and impossible to travel on.

This company has spent \$ 45,000.00 on the construction of a mill and mine development work. A fissure vein varying in thickness from 1 foot to 5 feet has been uncovered for 500 feet and considerable tunnel and stope work done on same. I was informed by manager Andrews that the mine is on a paying basis and will yield much better returns when the treatment of the ore has been solved.

At the upper end of Skeen Arm the valley is approximately a mile wide, Iron Creek following the left bank and Nuka River the right bank of this valley, makes any valley trail location useless. As both these are glacier streams connected at intervals thruout the flat land between them.

Nuka River as shown on the map is only from five to six miles long but prospectors who have been up the valley state that it is over twenty-five in length. This country has not yet been prospected and as the country rock is of the same kind as around Nuka Bay, should also hold good ore bearing veins.

A heavy stand of spruce lumber covers the valley between these two rivers. Spruce trees also grow on both sides to an elevation of 500 feet, above which is thick alder brush and high grass. The snow fall in this locality varies from 3 feet to 6 feet and heavy rains occur at any season of the year. In many places even at this late date, last winters snow still remains.

Skeen Arm is well protected from wind by high mountains, but a long gravel flat prevents gas boats from anchoring near the entrance of the creeks, though exceptionally deep water, as at Seward is obtained in the lower part.

Foreman Moore has pitched camp on a small knoll about a quarter of a mile from Nuka River mouth and close to edge of high tide. A small tent owned by the Alaskan Hills Mining Company is also near this point.



I made a reconnaissance for a trail on both banks, also up the valley, but the only safe and shortest route, the only one that will serve present needs and able to be extended, is along the West bank of Nuka River. As the river follows closely along the foot of a very steep hill side, I located the trail with varying grades to suit the easiest construction.

Commencing at tide water 100 yards below the point where Nuka River enters the tide flat, a grade of 15 % for 100 feet had to be put in to reach the top of a rock bluff from a sheltered point on the tide flat. It was possible to locate the beginning of the trail above this point but there the river is likely to form a deep channel, making the entire trail useless on that account. In the event of this trail being widened for wheel traffic, a short rock fill, the material for which could be obtained from a thorough cut, could be easily built. Slack grade was put in from station 1 plus 00 to 3 plus 00, to take care of this possible work.

At station 4 plus 40 a small creek had to be crossed. Solid rock has to be excavated for 150 feet in this section.

At station 16 plus 00 a much larger creek with a fan delta extending to the river has to be crossed. A minus grade of 8 % for 300 feet was located into this creek and across the moraine.

If the rising grade line was followed along the hill side from station 13 plus 00, very heavy rock work would have to be done as the creek at this elevation is very steep and narrow. Very little excavation <sup>is necessary</sup> from station 13 plus 00 to station 17 plus 10 where the location leaves the creek bottom and rises on 14 % grade to station 25 plus 50. The reason for such a steep grade is that a perpendicular rock bluff 200 feet high projects into Nuka River, and around the base of which no road could be built except at great expense.

From station 25 plus 50 to 30 plus 30, the location for the first two stations is near the rim of this steep bluff, about half the excavation being in solid rock. The remaining stations of this section are around Home Stake Gulch. This gulch is very steep and solid rock is encountered all along these stations.

James H. Foster has a prospect tunnel about 20 feet above the grade line in this gulch. A seam of veined quartz on a sheer zone varying in thickness seems a likely locality for a future mine. He informs me that this 6 inch vein assayed \$ 135.00 per ton.

Otis Harrington has a trail going from his cabin at station 16 plus 00 up the hill to a new mine location on which he intends to install a small mill.

From station 30 plus 30 to station 40 plus 80, the location was made along the side hill with a minus grade of from 6 to 8 %, varying to avoid several points of solid rock that project thru the slide rock. At station 40 plus 80 the location is near the river bank 6 feet above high water mark.

At 41 plus 50 another creek is crossed. This creek has a small delta over which little construction is needed to station 44 plus 10 where a rock slide to station 46 plus 60 has to be dealt with. As this slide shows recent activity on account of the river washing away its base, this section will likely cause considerable upkeep after being benched. No other location is possible over this slide which begins far up the hill side.

From 46 plus 60 a new location was made along the side hill to 50 plus 47 at which station a long dry gravel bar is encountered which extends for a quarter of a mile to the Alaskan Hills Mining Company camp. This camp is situated 300 feet from the mill site and about  $\frac{1}{4}$  of a mile from the mine which is on an elevation of 500 feet above the river bottom.

No location was made beyond station 50 plus 47 as the gravel bar can be used for pack horses, except at high flood intervals thruout the year. Should the Nuka River change its course and invade this section a further location of new trail would have to be made along the bank, but as this section is very steep and rocky, I did not locate any trail there. I was assured by Mr Andrews that the trail ending at that station would meet with their requirements. The entire location is thru heavy alder brush and spruce trees. The rock being a schist can be drilled and excavated fairly easily.

## SUMMARY

Clearing and grubbing 5047 feet  
 Side hill excavation,

Slope varying from  $10^{\circ}$  to  $60^{\circ}$  4097 feet

Solid rock slope varying from 950 feet  
 $20^{\circ}$  to  $80^{\circ}$ .

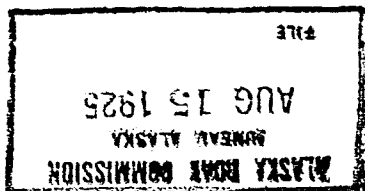
No culverts are necessary on these creeks.

As you informed me that only \$ 2000.00 was available for actual work on this construction, I suggested to Foreman Moore to make the trail as narrow as would possibly be safe over the easy sections keeping the grade line I established at intervals of 30 feet along the entire location, and spending any surplus time on the rock work in the steeper and more dangerous sections. I estimate it will take an additional \$ 1000.00 to make this trail 8 feet wide along this location.

I visited the Little Lode claims owned by Messrs Burman and Carlson on the left side of Iron Creek. Three veins of gold bearing quartz, varying from 1 foot to 5 feet in thickness has been uncovered and a tunnel 30 feet long driven on one of them exposing a well defined ore body. As this prospect is likely to develop into a large mine a trail can be easily built from tide water along the bank of Iron Creek to same. No steep grades would be needed. I estimate the amount of trail that would be required is not more than half a mile in length and could be constructed for \$ 1500.00.

There are 38 prospectors and laborers in Nuka Bay. About half of them are located at and around the upper end of Skeen Arm and on the Nuka River. The remaining are on the several other arms of this bay.

As this field has only been discovered recently, I consider any assistance given by the Commission in the nature of trails, will help its development and help establish a permanent mining camp.



Very truly yours,

*Anton Anderson*

Anton Anderson J. E.

**GEORGE F. MARSH**

U.S. COMMISSIONER

NOTARY PUBLIC

FORTUNA LEDGE, ALASKA

Fortuna Ledge, Alaska,  
September 30th, 1925.

Major Oliver, Engineer Officer,  
Alaska Road Commission,  
Juneau, Alaska.

Dear Major Oliver:

I beg to acknowledge receipt of your radiogram, in which you advised it would be impossible for you to have any work done on the "Tripod" trail this fall, and of course, was disappointed.

We are going to open up on Willow Creek next season and I wanted to haul our plant in over the "Tripod" trail, as it will be impossible to haul it over the present corduroy road from the Landing.

We have already shipped in a tractor and some equipment. Will use the tractor to haul wood on the ground this winter. If the "Tripod" trail was cleaned out and fixed up a bit we could haul our plant over it next spring with the tractor.

Will install a "Dragline Scraper Outfit" and will have some heavy stuff to haul. The hoist will be the heaviest piece, it will weigh seven tons.

We are going to place our order so the plant will be shipped on the first down river boat leaving Nenana on the opening of navigation next spring. Now, if it would be possible, would appreciate it very much, if you would have some work done on the said trail before the opening of navigation next spring.

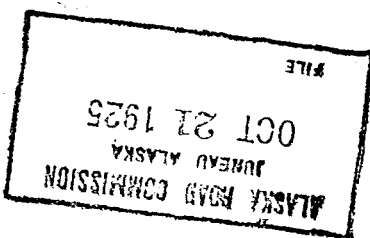
If you had of been here a couple of weeks later this past summer I would have been able to show you some very good prospects. At the present we have, at least, ten years work in sight. Have four claims to work.

Thanking you in advance for your kind attention in this matter, and with kindest personal regards to you and Col. Steese, I am,

Yours very truly,

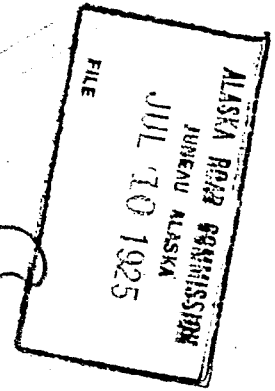
George F. Marsh

*George F. Marsh*



**GEORGE F. MARSH**  
U.S. COMMISSIONER  
**NOTARY PUBLIC**  
FORTUNA LEDGE, ALASKA

Fortuna Ledge, Alaska,  
June 12th, 1925.



Major L. E. Oliver,  
Engineer Officer,  
Board of Road Commissioners for Alaska,  
Juneau, Alaska.

Dear Sir:

Your letter of February 13th, 1925, arrived here while I was down the Yukon holding an Inquest, and I did not get back in time to answer before the opening of navigation.

Your explanation in regard to Bids for Bridge and Trail Work being rejected, fully covers the matter. I can see how it could have happened. It is too bad, as I do not suppose the mistake can be rectified, being the foot bridge has already been built, even if it has been placed where it will not do a great deal of good.

Unless a bridge was placed across Wilson Creek at about the right place there is not much use of fixing the "Tripod" Trail.

It is my opinion that, within the next year or so, and in all probability, next year, there will be considerable activity on Willow Creek. I am interested in several claims which I have been prospecting for a number of years, and we are about ready to commence operations. As soon as we get ready to start, some road work will be necessary, and as I have always contended, believe it should be done on the "Tripod" Trail, which is over high ground, and when once fixed would be permanent. I do not believe that it would be advisable to try and repair the "Corduoy" Road from the Landing. While I do not know a great deal about road building, I believe the "Tripod" Trail could be made into a road cheaper than the "Corduoy" Road could be repaired, and it would be permanent. If the "Tripod" Trail is ever made into a road it will then be necessary to build a bridge across Wilson Creek at a point that will connect.

The property that I am interested in comprises the lower half of Willow Creek, and is all virgin ground. It is our intention, to open up on a rather large scale, consequently, will have to put considerable machinery on the ground, and will need a road that a load can be hauled over, but, as said before, will not do a great deal this year.

There is not a great deal of mining being done on Willow Creek this year, -is practically all "snipeing", two or three men on a claim.

If your Mr. Lukens should happen to pay us a visit this summer, I will be pleased to go out to Willow Creek with him, especially, via the new foot bridge across Wilson Creek. I do not believe it will take him long to see what will eventually be necessary.

Another matter that I beg leave to call your attention to is, the staking of the winter trail between here and Pilot Station: It should be staked next fall by all means. Several got off the trail during the past winter.

Mrs. Marsh joins me in best wishes to yourself and Col. Steese.

Sincerely,

*George F. Marsh*  
George F. Marsh  
FRC 65637

13/131/-2

February 13, 1925

Mr. George F. Marsh  
Fortuna Ledge, Alaska

Dear Sir:

Your letter of December 14th and copy of a letter from Mr. Jones at Nome dated September 15, 1924, have just been received. Meantime you have no doubt received my letter of December 24, 1924, upon this same subject.

I have been racking my brain during the past day in an attempt to make Mr. Jones' letter coincide with my remembrance of what happened at this time. I have talked the matter over with Mr. Lukens, who happens to be here at the present time, and he remembers it as I do. Mr. Richardson requested me while I was at Stuyahok to have bridges repaired on the road leading from Willow Creek to the landing. While at Fortuna Ledge, as I remember, I asked you about this road and you informed me that with the construction of the new bridge for which bids were being asked a new route would be opened into Willow Creek and the road to the landing would fall into disuse. While at Nome I talked this matter over with Lukens and Jones and I remember stating that in view of the fact that this road was to be unused the Road Commission would not be justified in repairing the bridges on it merely for the move which Mr. Richardson contemplated. I do not remember that the question of the advisability of the construction of the bridge for which Mr. Jones had advertised came up at all. It appears that Mr. Jones must have misunderstood me. I stated that I did not believe the repair of the bridges on the old route was justified and apparently he got the idea that I did not think the new bridge for which he had advertised was justified. As to the need for this new bridge I knew nothing at all. I agree with you most assuredly that road work in the vicinity of Fortuna Ledge or in any other locality should not depend upon the meager information that I was able to obtain within the hour or two that I was at Fortuna Ledge.

13/131-2

2.

Mr. Lukens is returning to Nome over the ice in the spring to be superintendent for the coming year. It will be arranged, if possible, for him to visit Fortuna Ledge and go over the situation there thoroughly. Meantime I will be very much obliged if you will write me a letter as requested in my letter of December 24th, outlining the road work that you consider necessary in the vicinity of Fortuna Ledge.

With best wishes to yourself and Mrs. Marsh,

Sincerely,

Lunsford E. Oliver  
Engineer Officer

LEO/fme

**GEORGE F. MARSH**  
U. S. COMMISSIONER  
**NOTARY PUBLIC**  
FORTUNA LEDGE, ALASKA

Fortuna Ledge, Alaska,  
December 14th, 1924.

Major Oliver,  
Engineer Officer,  
Board of Road Commissioners for Alaska,  
Juneau, Alaska.

Dear Sir:

I am in receipt of your letter of September 15th, 1924, in answer to my letter of August 3, 1924, addressed to Col. Steese.

In the third paragraph of your letter you stated that you were unable to tell me why all bids for construction of bridges were rejected, and that you would obtain the necessary information from Nome, and advise me.

Inclosed herewith you will find a copy of a letter I received from Chas. D. Jones, under date of Sept. 15th, 1924.

You will note by Mr. Jones' letter that he infers it was on the information that he received from <sup>you</sup> that he rejected the bids. He further states that, it was upon the showing that one hundred tons was to be moved into the Stuyahok this winter that you made the allotment for the work there. I feel safe in saying; that there will not be over fifteen tons moved into the Stuyahok this winter, let alone one hundred.

The dog and foot bridge that Mr. Pilcher constructed is certainly a joke. The said bridge is away up Wilson Creek, and in order to use it in the spring of the year it will be necessary to build another bridge across another creek, or else, go around the head of the creek, in order to get to the bridge,- a distance of five or six miles. Pilcher lives on Elephant Creek, and he is about the only one who will use the bridge. I would like very much to see someone connected with the Road Commission come here, especially in the spring, and make a trip to Willow Creek Via the said bridge.

I do not know how much the bridge cost, but it must have cost a couple of hundred dollars at least, and is practically useless, whereas, if Mr. Jones had accepted James Douglass' bid, to build a wagon bridge across Wilson Creek about one mile from the mouth for \$500.00, we would have had something that would have been of use to all, and at any time of the year, furthermore, it would have connected with the road that Joe Plein brushed out a couple of years ago, for the Road Commission.

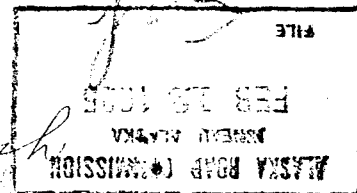
It is not my intention to knock, anything but that; but, I certainly do not like to see public money spent on misinformation, and where it will not do any good.

Wishing you and Col. Steese a Happy New Year, I am,

Sincerely,

*George F. Marsh*  
George F. Marsh

1/Enclos.





WAR DEPARTMENT  
Board of Road Commissioners for Alaska

Nome, Alaska, September 15, 1924

Mr. George F. Marsh,  
U. S. Commissioner,  
Marshall, Alaska.

Dear Sir:

In reply to your letter of August 3rd requesting information as to why the bids for the erection of the bridge at Wilson Creek were rejected will state that as Major Oliver, the Engineer Officer of the Board, came down the river he stopped in at the Stuyahok and went over the situation there and also made inquiries as to the activities along the river, and from information gained along the river he informed me that the horses were to be or had been taken away from Marshall, and that as far as he could learn, the only need of a bridge over Wilson Creek would be to take care of the traffic during the spring and fall and that he did not believe it was necessary to build a wagon bridge there now. Acting upon this information I therefore rejected all of the bids and have made a contract with Mr. Pilcher of Marshall to construct a dog and foot bridge over Wilson Creek.

In regards to the Tripod trail:- after leaving Marshall and upon my return to Nome I received letters from the Wade Hampton District and from one or two of the men who were present the night I asked for recommendations as to the needs of the District, in which the statement was made that the tripod trail was too siding to be of use for freighting at any time and that the travel would be over the Finger trail, Regardless of these statements considering that I had held an open meeting and asked for expressions from the citizenship of the community as to the crying needs and considering that this had at one time been a trail together with the statement that there was about four miles of work to be done, I recommended that if a bid of two hundred dollars was received that I be allowed to have the work done, which would figure at \$50.00 per mile, and if I had received a bid at that figure I could have let the contract, but the closest bid was in the neighborhood of three hundred dollars, so for that reason I had to reject all the bids for this work.

In regard to doing work in any locality, the Board has so many requests for trail and road work that one must be able to show the traffic to get an allotment and it was only upon the showing that one hundred tons was to be moved into the Stuyahok this winter that Major Oliver made the allotment for the work there.

I hope that renewed development does materialize in your section and I will do all in my power to get work done when the evidence of the activity is such that I can show the Board the necessity of my requests, but it is impossible for me to get allotments when residents of your section write the Board "Marshall is a worked out Camp."

Respectfully yours,

Signed: Chas D. Jones  
Sup'T Alaska Road Commission

December 24, 1924

Mr. George F. Marsh  
Fortuna Ledge, Alaska

Dear Mr. Marsh:

Please refer to your letter to Colonel Steese dated August 3rd and to my reply dated September 15th in which I promised to write you further regarding the request for proposals for work at Fortuna Ledge and the rejection of all bids when received.

We sent Mr. W. W. Lukens to Nome as Superintendent for the past season. He arrived at Nome about the middle of June. Jones had already without authority sent out the circulars asking for bids covering this work at Fortuna Ledge. Mr. Lukens' program did not call for this work. He therefore directed Jones to reject the bids when they were received. It was a mistake on the part of Mr. Jones to have sent out requests for bids in the first place and I very much regret that such a thing should have occurred.

I cannot say at the present time whether any work at Fortuna Ledge will be authorized for the present season. Jones seems to feel that Finger trail should be fixed up but that this is the only work in the neighborhood of Fortuna Ledge that is warranted at the present time. A letter from you with regard to work that may be desired at this locality will receive due consideration in the formulation of our seasons program.

With best wishes to yourself and Mrs. Marsh,

Sincerely,

Lunsford E. Oliver  
Engineer Officer

LEO/fme

*File*

13/131-2

WAR DEPARTMENT  
BOARD OF ROAD COMMISSIONERS FOR ALASKA

NOME, ALASKA November 18, 1924.

Captain P. A. Agnew, Disbursing Officer,  
Juneau Alaska.

Subject:- Circ Proposals at Fortuna Ledge.

1:- In the brief replay I gave to your wire as to the reason for rejecting the bids for work at Fortuna Ledge I could not cover the grounds satisfactorily so am writing this letter to acquaint you with all the conditions in order that you can judge fairly of my acts.

2:- On March 6th 1923 when on an official trip down the Yukon, at Marshal or Fortuna Ledge, I called a citizens meeting at which meeting I asked them to state what were their needs for road and trail work in at or near Fortuna Ledge. The meeting was held in Chirs Betsch store and was attended by about ten to twelve men.

3:- The chief spokesman was a man who lived with George Marsh the Commissioner and whom I found out to be a man who lived by fishing and working on the river and in no way connected with mininger the work on Willow Creek. His chief talk was to repair the corduroy road which had washed out and was going to pieces rapidly.

4.-The supplies that are taken over to Willow are hauled in the winter time and the only use that the corduroy is put to is for the natives to travel on in berry picking and some foot passengers in the summer. I have it direct from Lee Moore who is the merchant at Willow that his supplies are hauled in the

winter and as he is the biggest stock carrier there it is mainly his stock which is hauled in. I also investigated from other sources and found that the only horses at Marshal were used on Disappointment Creek and never were near the corduroy. I therefor in my letter to Major Gotwals, giving the conditions at Marshal recommended that no work be done on the corduroy.

5:- A man named Pilcher spoke in the meeting and said that the only essential thing needed to be done at Marshal was a bridge over Wilson Creek to allow the team which was used on Disappointment Creek to come into Marshal for their supplies and to do away with the ferry which had been maintained at or near Fortuna Ledge and which had been a constant source of expense and then not satisfactory.

6:- Representation was made in the meeting that a trail called The Triped Trail should be fixed up. Quite a bit of discussion arose over this trail Marsh doing most of the talking and in the end they agreed with him that it should be fixed up. It was also represented that the mail went over this trail to Willow Creek.

7:- I asked them all to make estimates of what the work could be done for, my purpose being to see just how strong they would go thinking that an allotment would be made to have the work done by day labor. Their estimate on the Corduroy was two thousand dollars, triped trail five hundred dollars, bridge six hundred dollars.

8:- After the meeting was over and I was going to the road house a man stopped me outside the house and said he would take a

contract to repair the corduroy for one thousand dollars. upon my return to Nome I had letters from Fortuna Ledge offering to build a bridge for three hundred dollars and one to stake the trail for forty dollars.

9:- I know these people and I know that the requests for work were made, more with an idea of turning loose some real outside money in the community than with an idea for real betterment <sup>or</sup> ~~the~~ needs of the community.

10:- In my letter to Major Gotwals of April 10 1923, you will find that I covered the ground thoroughly and the bids received were way in excess of my estimate.

11:- Since writing my letter to Major Gotwals the man working on Disappointment Creek has ceased operating and sold or gave the horses away, they were to be shipped to Hely Cross this summer but one of them got loose and could not be caught so the team is still there but will be shipped up the river the first thing in the spring if it is not taken up the river this winter to haul the outfit in for the parties who are going to work in the Stuyahok.

12:- There is need of a bridge at Wilson Creek. A Mr. Pilcher sent in his bid for a bridge that could be used by foot travelers or dog teams. Mr. Luken's suggested a few changes in the design he submitted, he accepted the changes and has agreed to build the bridge and in due time the voucher for its construction will come along.

13:- I acted for the best interests of the Alaska Road Commission in rejecting these bids for until there is some re-

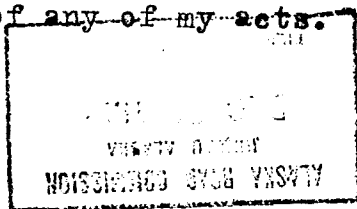
newed developement at Willow Creek or on some of the creeks around Marshal there are other sections which are entitled to have inprevements made before this section is considered.

14:- Mr Marsh is the biggest individual holder at Marshal now, is the Commissioner and confidential man for Chris Batsch who owns the store and trading post. He has done quite a bit of drilling on his holdings and has shown some very good ground which could be worked at a profit and if a dredge could be obtained and placed upon the ground, I believe that it would pay and pay well, but if a dredge were put in there it would be forty percent cheaper to haul it over the snow than to do it in the summer time unless a well built wagon road was constructed from the river to the diggings, which is very improbable.

15:- There may be renewed developement at Fertuna Ledge but I doubt it and personally I would recommend but the slightest expenditures, such as are necessary to keep a well staked trail up and down the Yuken and from Fertuna Ledge to the diggings on Willow.

16:- There is wide divergence of opinion as to where the staked trail should be between Fertuna Ledge and Willow. My opinion is that the Finger trail which is now used should be the one maintained.

17:- If I have not made any of my actions clear I will gladly answer any questions you may cheese to ask and give an explanation of any of my acts.



*Chas. D. Jones*  
Chas. D. Jones,

Sup't Alaska Road Commission.

Signal Corps, United States Army.  
Telegram.

Received at

To

65K X 55 0B

191

NOME ALS NOV 18 1924

AGNEW

JUNEAU ALS.

RETEL EIGHTEENTH WORK AT MARSHALL BIDS WERE REJECTED AS THEY WERE ALL TOO HIGH AND NECESSITY FOR WAGON BRIDGE HAD CEASED TO EXIST STOP I WAS ALSO MISSINFORMED AS TO THE NECESSITY OF THE TRAIL FOR WHICH BIDS WERE CALLED STOP FULL LETTER OF EXPLANATION GOING FORWARD IN THE MAIL WHICH LEAVES HERE OVERLAND TOMORROW

13/131-22

JONES

924 PM.

*[Handwritten signature]*

ALASKA ROAD COMMISSION  
JUNEAU ALASKA  
NOV 19 1924  
FILE

Juneau, Alaska, Nov. 18, 1924

Jones  
Nome

Yours seventeenth our letter September sixteenth substanti  
as follows quote we were advised that during the past summer you sent out  
proposals for road work in vicinity of Fortuna Ledge and after bids were sub  
you rejected them all Stop people that section unable understand reason fo  
this as not our policy request bids merely as a blind with no intention of  
doing the work Stop Please advise us just what the reasons were in this  
instance unquote Please advise fully by wire

PAA/fme  
File ✓  
Conf.  
R.F.

Agnew



E. B. O'Connor,  
Nome Alaska,  
Oct. 19th, 1925.

Mr. J. G. Steese,  
Juneau, Alaska,

My dear Mr. Steese;-

Yours of the 2nd inst at hand and contents noted, I was aware of Cap Sundbacks writing to regarding the subject of this spur or sidetrack to Pilgrim Hot Springs Post Office, but was not aware of his thinking that there may be enough side track and rails and the Second Beach Line and Sunset Line available to put the suggested track to the Springs. It appears that poor old Cap does not understand the situation regarding these side lines that he mentions, the fact of the matter is that these side lines were torn up and are now owned by other parties than the Territory as they were so sold by the Pioneer Co to the present owners before the Territory purchased the road. As to the side tracks, I do not really believe that there enough rails to fill the present needs for siding and repairs let alone put the Spur to the Springs.

I met Mr Baur near my camp on his way on his inspection tour and from what talk I had with him, I am sure that he will corroborate my statements as to the desirability as well as the feasibility and untold benefits that will result from this spur, as a means of persons desiring to avail themselves of the medicinal qualities of the Springs and an inducement for the people at the Springs to increase the production of vegetables to the extent that they can supply Nome district with fresh vegetables all summer at a reasonable rate which they have promised to do if they can get the assistance they ask. You can imagine the benefits accruing to this town alone by such a help, and the truck which they produce there is of such excellent quality, spuds weighing one and a half pounds and cabbage going as high as 25 lbs, and such turnips, and rhubarb, well enough on the benefits, it is up to us to get at it.

Now as I am not posted on your manner of procedure as to the manner of getting at this thing in the quickest possible way, but imagine if there is nothing better to do, it might be good policy to divert enough of the funds for other work, to secure the necessary rails to finish the Spur to the Springs with two sidings of about three rail lengths over passing distance from the spur to enable loaded cars going one way to pass loaded cars going in the opposite direction.

I assisted the boys in their work of repairing the telephone line for about 8 miles each side of my place, although I could scarce spare the time, but I realize that the quickest way to get anything done is to get at it, and assist all you can, and all pull together.

I am sure it will be a godsend to many a weary musher this winter if the weather is as severe as ordinary, and many blessings will fall on all those who helped in getting it through.

Now as you have done so much good work for us, I am inclined to believe you will exert yourself to grant our prayer for his spur.

I would like to suggest, if I may, that you and the Governor of Territory join forces and decide to purchase the necessary rails to complete the work as it should be done and recommended by Mr. Bauer as I feel sure he will do so. He appears to me to be a man posted on the work in hand, and as such I see nothing else for him to do but recommend the purchase of the steel and other necessities to grant the wish of the people of the Springs when they are so willing to do so much to help accomplish the desired results.

Thanking you for what you have done and may do, I am yours truly,

*E. B. O'Connor*  
E. B. O'CONNOR,

E. B. O'Connor,  
Nome, Alaska,  
August, 20, 1925.

Hon. Col. Steese,

Juneau, ..

Alaska, ..

*gm*  
10/1/25

Dear sir;--

I am a resident of Alaska since 1899, and have traveled every winter, on mail trails, and off mail trails, prospecting and freighting, and trading, and in all my experience, one of the worst trails I have ever used, or traveled over with absolutely no effort being made to improve it, and continually going from bad to worse, is the Mail Trail from the railroad track to the Pilgrim Hot Springs Post Office in the Second division.

I have traveled from Skagway, through the Atlin country, down the Yukon and up nearly all its tributaries and on down to Nome. All over the biggest part of this section, and as far as the McKenzie River on the Arctic coast, I was either prospecting, trading, freighting or trapping during my travels all these years, and last spring I was called on to go over to the Pilgrim Hot Springs to make an effort to get old Cap Sundback who was at the Springs to try and improve his health, 'by the doctors orders', and bring him to Nome as he was getting worse instead of better.

I was sent after two other men had failed in an attempt to bring him home, owing to the condition of the trail, I was compelled to get two other men, and by using 19 dogs to haul the sled and a man on each side of the sled to keep it from upsetting, the other man leading the dogs, trying to find a way that would be the easiest for the dogs and old Cap, we finally made the 7 miles after pulling, hauling and lifting and were good and tired when we reached the railroad,

We were Five Hours in negotiating those 7 miles of nigger heads and swamp. Now I understand that the people of the Springs have made a proposition to put in a spur from the railroad to the Springs over this terrible piece of trail providing the Territory will furnish the steel, I would suggest that it would be one of the best pieces of good judgement our Territory could be credited with, in accepting their proposition, both from a financial and beneficial standpoint, as anyone who has ever gone over the trail will testify to as being one of the worst in Alaska.

Am enclosing a picture of the outfit as we were hauling Old Cap across the tundra to the railroad to put him on my covered car as one of the pictures shows the rigs we were compelled to use to get him to Nome.

The picture of the car was taken just after we had taken the sled off at my camp as we had 50 miles more to go to reach Nome, and did not need the sled again on the trip, thanks to the Old Cap himself as being largely influential in getting the Territory to purchase the railroad and get it into shape so quickly, it is now possible its entire length, and Mr. Lukens is the man to be given credit for having it done so quickly, and deserves great credit. He also deserves credit for bringing such an able assistant Mr. Bauer who seems to be a competent man on the job and is a live wire.

*Things*  
*E.B.O.* These men are so noticable, on account of the slow, dillatory manner in which were handled by their predecessors on the job, and the most of us are very gratefull for what you have done for us, Hoping you will be able to see the ~~thing~~ proposition of the people of the Spring in the light that I do, and give them all the assistance you possibly can to encourage them, for they are proposing to tackle a big job, and know they will not quit untill it is accomplished if they can get what they have asked for. They have never yet been known to quit anything they tackle or promise untill they have fulfilled their promise.

Thanking you I am yours truly *E.B.O'Connor* E. B. O'Connor

J. F. Mathews  
182 East Fourteenth St.  
Portland, Ore.

April 7, 1925.

Colonel Jas. Steese  
Road Commissioner  
Juneau, Alaska.

(FILE)

Dear sir:

Relative to Road No. 49 from the head of navigation at Davidson's Landing leading to Taylor on the Kougrok River in the Second Judicial Division Territory of Alaska, a distance of approximately 40 miles, 24 miles of this distance has been measured and marked. This 24 miles is from the Landing to the head of Mary's River on the divide to Coarse Gold Creek which leads into the Kougrok River 10 miles down the river below Taylor, the balance of this road approximately 16 miles leads out of Coarse Gold Creek over a divide to the head of Lincoln Creek thence down Lincoln to Henry Creek and on down Henry Creek to the Kougrok River thence up the Kougrok River around 3 miles to Taylor.

Last season was a very wet stormy season and quite a lot of freighting was done over this road and it is badly cut and washed and some very bad places to get over. I represent the Behring Dredging Corporation and I will ship at least 10 tons of repairs and supplies on the first Victoria and I must have them in camp 3 miles down the river below the mouth of Henry Creek before the Dredge operates this season.

I want to cooperate with the road officials in every way possible and I am asking that as this is about the most isolated road in Alaska and the most expensive to get freight over, and if there are any funds available that they be used on that road at the earliest possible date after navigation opens on the Seward Peninsula so that we can have the benefit of these seasonal repairs before the frost draws out of the ground on these Tundra Divides.

Your very capable man Mr. Walter Lukens understands the situation fully and if he is going back to Nome I am satisfied that all will be done that is possible for the Road Commission to do, and what is absolutely necessary that he does not do we are obliged to do ourselves to get over, fifteen hundred or two thousand dollars should take care of the seasonal repairs on this road in very good shape and repair the worst places.

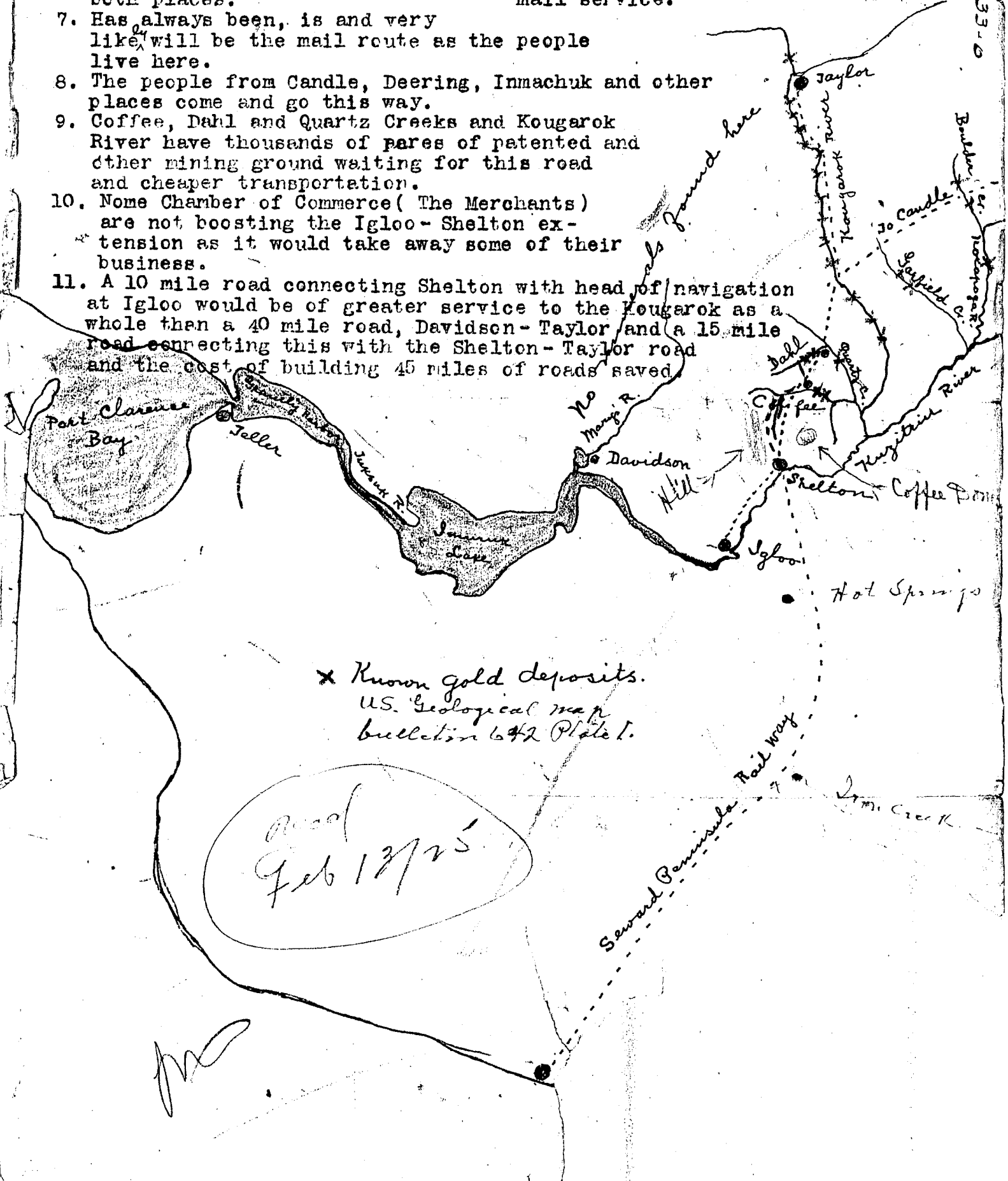
I want to call your attention to a place on Coarse Gold Creek in the Canyon just above the intake of the old Jerry Galvin Ditch there used to be a road the entire length of said creek when the old R. Road was operating of late years very little travel on this creek. Since your Commission has taken hold and repaired this old Tramway if a thousand dollars was expended on this creek it would be a very great convenience to us unfortunates that are obliged to live on the Kougrok River, this particular place I refer to is a point that the creek washed off and left a steep place that needs grading for a hundred paces in order to get by, and many of the crossings are left with abrupt banks, that need scraping down.

Very respectfully,  
Behring Dredging Corporation  
By J. F. Mathews, Manager

Igloo - Taylor Road.

Davidson - Taylor Road.

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|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ol style="list-style-type: none"> <li>1. Distance about 40 miles</li> <li>2. Known gold deposits along 30 miles of its length.</li> <li>3. Serves everybody.</li> <li>4. Easy grades obtainable.</li> <li>5. River at Igloo freezes over later in the fall and opens up earlier in the spring.</li> <li>6. Freight rates are the same and the same steamers supply both places.</li> <li>7. Has always been, is and very likely will be the mail route as the people live here.</li> <li>8. The people from Candle, Deering, Inmachuk and other places come and go this way.</li> <li>9. Coffee, Dahl and Quartz Creeks and Kougarok River have thousands of acres of patented and other mining ground waiting for this road and cheaper transportation.</li> <li>10. Nome Chamber of Commerce (The Merchants) are not boosting the Igloo - Shelton extension as it would take away some of their business.</li> <li>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, Davidson - Taylor and a 15 mile road connecting this with the Shelton - Taylor road and the cost of building 45 miles of roads saved.</li> </ol> | <ol style="list-style-type: none"> <li>1. Distance about 40 miles.</li> <li>2. No valuable deposits found along its entire length.</li> <li>3. Serves only two companies at Taylor, which can be better served the other way.</li> <li>4. Passes over hills with steep grade, necessitating double tripping, Davidson situated on still inlet, which freezes over early in the fall and opens up late in the spring.</li> <li>6. Freight rates and steamers are same.</li> <li>7. Nobody along its course and no mail service.</li> </ol> |
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x Known gold deposits.  
 U.S. Geological map  
 bulletin 642 Plate 1.

Road  
 Feb 12/25

Seward Peninsula  
 Rail way

V3/33-0