

ADDRESS REPLY TO
ALASKA ROAD COMMISSION

UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF THE SECRETARY
DIVISION OF TERRITORIES AND ISLAND POSSESSIONS
WASHINGTON

9-1-55
a r c
Begin
with enclosed
rights of way

March 3, 1942.

MEMORANDUM for the Commissioner,
General Land Office.

Reference is made to your memorandum, dated February 7, to this Division relative to proposed legislation reserving a right-of-way for the future construction of roads and highways in Alaska, and particularly to the proposed reservation or withdrawal of right-of-way for the Palmer-Richardson Highway. A copy of your memorandum was transmitted to the Alaska Road Commission, Juneau, Alaska, for its information and such comments and suggestions as the Chief Engineer might wish to submit.

I am now in receipt of a letter dated February 21 from Mr. Ike P. Taylor, Chief Engineer of the Alaska Road Commission, in which he comments on your memorandum of February 7. Mr. Taylor enclosed with his letter a map showing the approximate location of the Palmer-Richardson Highway between the sections covered by maps previously transmitted to the General Land Office. A copy of his letter of February 21 and of the map which was attached thereto are transmitted herewith for your information. Inasmuch as we have no other copies of this map, it would be appreciated if the map could be returned to this Division after it has served your purpose.

Mr. White or Mr. Thomas of the Alaska Section would be glad to discuss this matter further with representatives of your office should you so desire.

(Sgd.) RUTH HAMPTON

Ruth Hampton,
Assistant Director.

DET:pdf
Attachments.

copy on
9-1-55
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Glenn
Newy

RG 126, Off. of Territories
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DIVISION OF TERRITORIES & ISLAND POSSESSIONS
DEPARTMENT OF THE INTERIOR
WASHINGTON, D. C.

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UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
JUNEAU, ALASKA

February 21, 1942

Mr. Guy J. Swope, Director
Division of Territories & Island Possessions
Department of the Interior
Washington, D. C.

Dear Sir:

Reference is made to your letter of February 11 enclosing a copy of memorandum dated February 7 from the Commissioner of the General Land Office.

*copy of map
note on 9-1-55
arc
Glenn Hwy*

Reference item (2) in this memorandum: By letters of December 3 and January 5, maps showing the location of a part of the Glenn Highway were forwarded to the Division for transmittal to the General Land Office. These maps definitely tied in the location of the road with the rectangular net of the Public Survey Office. There is enclosed a map on which has been placed the approximate location of the road between the sections covered by the above-mentioned maps. Definite location has been actually placed on the ground over the greater part of this distance but the maps have not yet been compiled.

It was my understanding during the conference with the General Land Office that a reservation for right of way could be made if satisfactory ties for both ends of the routes could be shown, the right of way being described by reference to the road as constructed between these points. In other words, in the area where rectangular surveys have not been made the physical feature of the located road would be the determining description of the reservation. A right of way 200 feet in width--that is, 100 feet each side of the center line of the road as constructed--is desired.

With reference to item (5) as stated in the memorandum, the Alaska Road Commission has no interest in any part of the railroad property except that from Chitina to McCarthy.

Apparently no further comment is necessary on the other items.

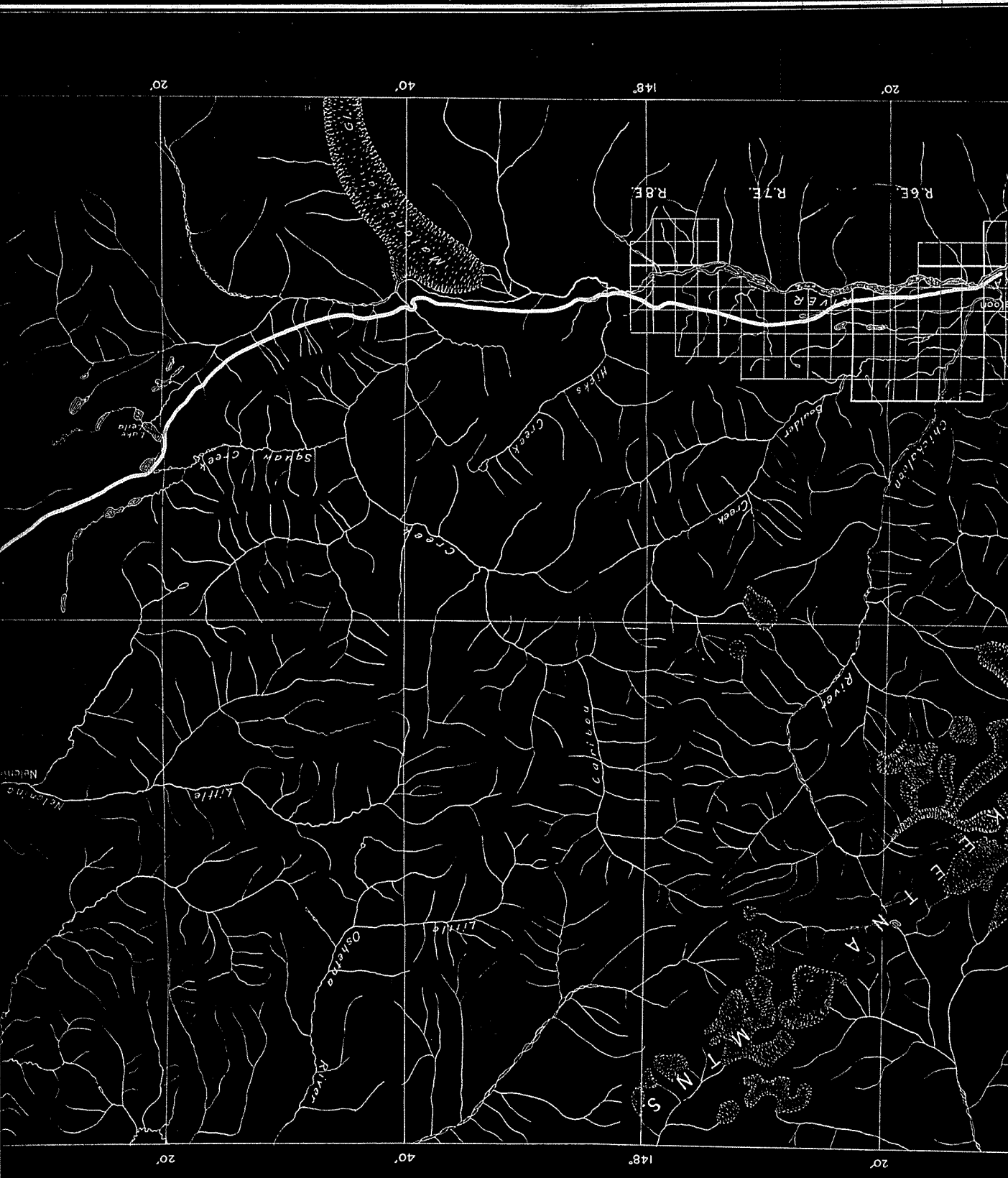
Very truly yours,

Ike P. Taylor
Ike P. Taylor
Chief Engineer

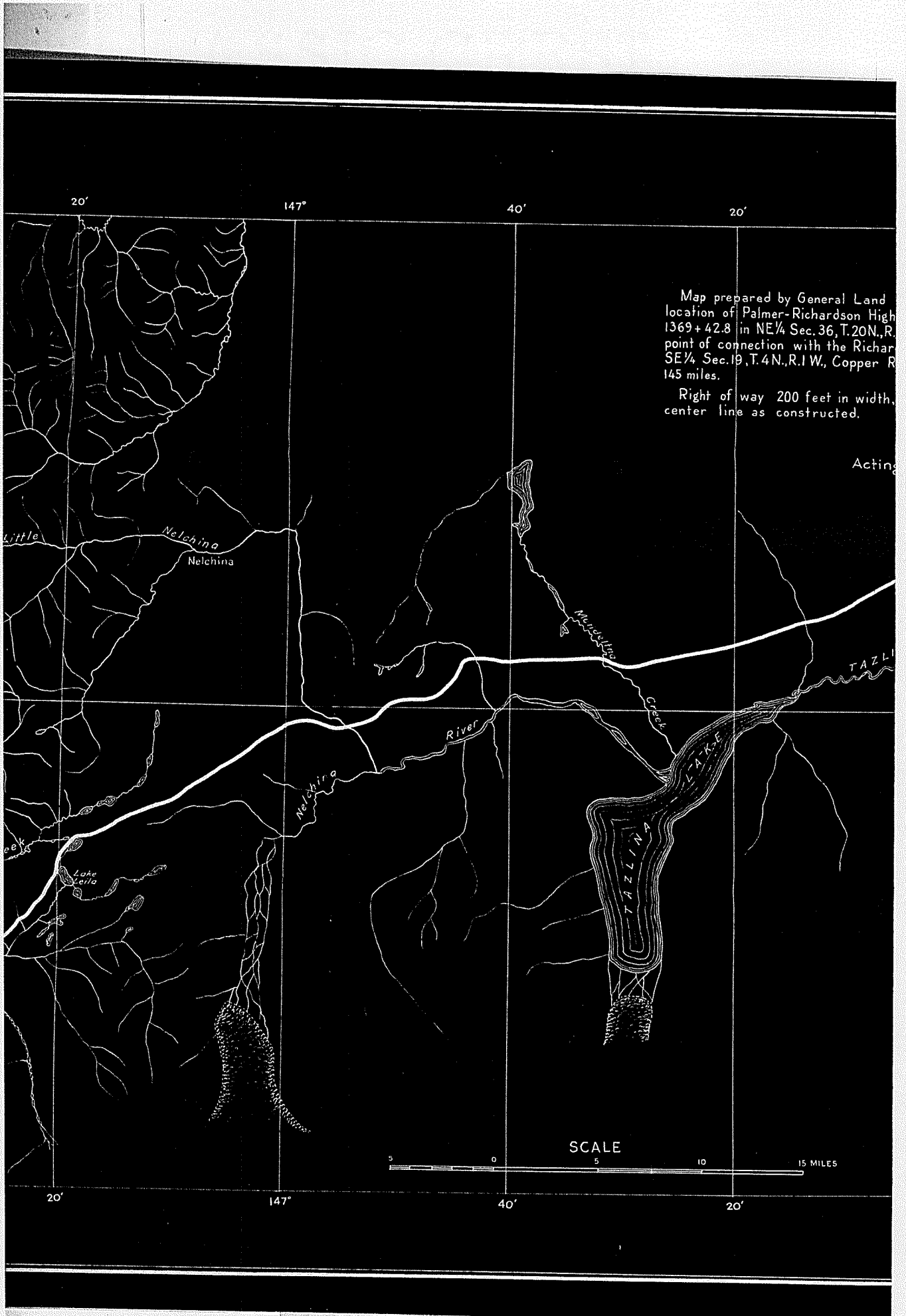
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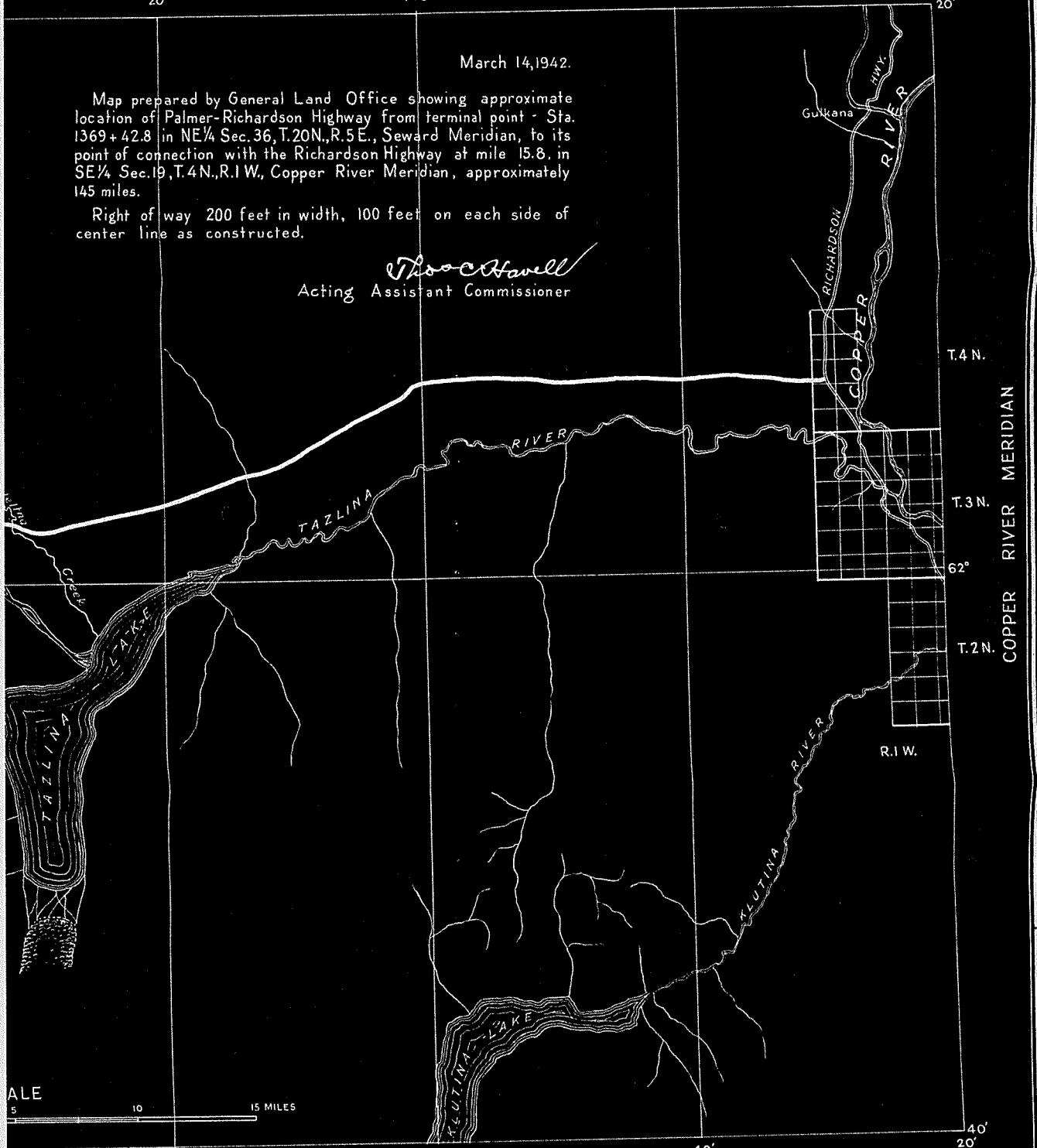
20' 146° 40' 20'

March 14, 1942.

Map prepared by General Land Office showing approximate location of Palmer-Richardson Highway from terminal point - Sta. 1369+42.8 in NE 1/4 Sec. 36, T. 20N., R. 5E., Seward Meridian, to its point of connection with the Richardson Highway at mile 15.8, in SE 1/4 Sec. 19, T. 4N., R. 1W., Copper River Meridian, approximately 145 miles.

Right of way 200 feet in width, 100 feet on each side of center line as constructed.

Thos. C. Howell
Acting Assistant Commissioner



SCALE
5 10 15 MILES

20' 146° 40' 20'

Based upon map showing approximate location of Palmer-Richardson Highway submitted by Chief Engineer, Alaska Road Commission, with his letter dated Feb. 21, 1942.

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1640

February 21, 1942.

BLUE PRINT MAP

Based upon map showing approximate
location of Palmer-Richardson Highway
submitted by Chief Engineer, Alaska Road
Commission with his letter dated Feb. 21, 1942

9 1 55
A.R.C.
LEGISLATION
PROPOSED
RIGHTS OF WAY

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UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF THE SECRETARY
DIVISION OF TERRITORIES AND ISLAND POSSESSIONS
WASHINGTON

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Proposed
Rights of Way

February 11, 1942.

Thomas
Whitney
Alaska
Sawyer

Mr. Ike P. Taylor, Chief Engineer,
Alaska Road Commission,
Juneau, Alaska.

My dear Mr. Taylor:

There is transmitted herewith a carbon copy of a memorandum, dated February 7, from the Commissioner of the General Land Office to the Director, Division of Territories and Island Possessions, relative to a conference held last October between representatives of the General Land Office and of the Alaska Road Commission. This memorandum discusses five matters which were presented at the conference mentioned, as follows:

- (1) Proposed legislation reserving rights-of-way for the future construction of roads and highways in Alaska.
- (2) Reservation or withdrawal of right-of-way for the Palmer-Richardson highway.
- (3) Matanuska-Chickaloon branch of Alaska Railroad.
- (4) Mineral claims.
- (5) Rights-of-way of the Copper River and Northwestern Railroad Company.

Please study this memorandum carefully and secure and forward to this office promptly such additional information, maps, etc., as will be of assistance to the General Land Office and to this office in connection with the several matters discussed therein. I would be glad to have also any suggestions or comments which you may care to submit and which, in your opinion, would serve to clear up any questions in the minds of the various persons and agencies who are interested.

Sincerely yours,

(Sgd.) GUY J. SWOPE

Guy J. Swope,
Director.

Thomas/pdf
Enclosure.

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Sawyer

RG 126, Off. of Territories
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REFER TO:

ADDRESS ONLY THE
COMMISSIONER OF
THE GENERAL LAND OFFICE

UNITED STATES
DEPARTMENT OF THE INTERIOR
GENERAL LAND OFFICE
WASHINGTON

1877260 "F"

FEB 7 - 1942

MEMORANDUM for the Director,
Division of Territories and Island Possessions.

Reference is had to the conference held last October between representatives of this office and the Alaska Road Commission. With the view of obtaining such information and data as might be of use and value to this office and the Commission in solving the problems which were presented at the meeting, a further examination and study of the record and other matters pertaining thereto was made by this office. In the light of the information revealed as the result of this further examination and study, I wish to submit for your consideration the following comments on the matters discussed and in the order in which they were presented during the conference mentioned:

- (1) Proposed legislation reserving rights-of-way for the future construction of roads and highways in Alaska.

In case of rights-of-way appropriated for ditches and canals over private lands pursuant to reservations made under the act of August 30, 1890 (26 Stat. 391), such rights-of-way are not acquired through condemnation proceedings. It appears that where an irrigation canal or ditch is to be extended over patented lands impressed with a reservation under the act of 1890, the owner of the land is merely notified of the fact that the canal or ditch is coming through, and if any damage is done to crops or other property on the right-of-way so appropriated, payment is made therefor. While the act does not provide for the payment of damages in such cases, payment is made, however, under rulings of the Department. See 47 L.D. 158 and 53, I.D. 399, 404; also "Manual of the Bureau of Reclamation," Edition of 1938, pages 256 and 265.

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(2) Reservation or withdrawal of right-of-way for the Palmer-Richardson highway.

In our memorandum of July 12, 1941, the Alaska Road Commission was advised that in the absence of a map showing the location of the highway or such other data as would serve to identify the lands to be reserved, it was not seen how such a withdrawal could serve any useful purpose. I do not find that the Commission has yet filed a map of definite location or of general route for that portion of the proposed highway from Chickaloon to the point of connection with the Richardson highway. I would, therefore, suggest that a map be furnished showing the definite location of the road where it has been constructed and the location of the general route where not yet constructed. A withdrawal may then be made for the right-of-way for the constructed portion of the highway and also for the unconstructed portion; the withdrawal for the latter to be so made as to take effect upon actual survey of definite location or construction, as I believe it was suggested in the conference. Such map or maps should show or specify the width of the right-of-way desired to be reserved.

(3) Matanuska-Chickaloon branch of Alaska Railroad.

Originally consideration was given only to the matter of right-of-way for the Palmer-Richardson Highway from its point of connection with the Richardson Highway at "Mile 115.8", to a point of junction with the Matanuska-Chickaloon branch of the Alaska railroad at "Mile post 134", at or near Chickaloon. It was, however, brought out at the conference that the highway is now or will be extended on or along the abandoned railroad right-of-way from Chickaloon to or near the junction of the Eska Spur line.

June 4, 1919, the Department transmitted to this office a map filed by the Alaska Engineering Commission (850410-3-291-69), showing the location of the Matanuska-Chickaloon and Eska Spur line, constructed under the act of March 12, 1914 (38 Stat. 305), bearing the affidavit of the Chief Engineer, Alaska Engineering Commission, dated March 14, 1919. The right-of-way was properly noted on the records of this office and appears to be still intact. The records of this office do not show any abandonment of the right-of-way for railroad purposes. Under date of January 24, 1942, the Acting Director, Division of Territories and Island Possessions, transmitted a copy of a map showing the definite location of this section of the proposed highway, beginning from a point in the SE $\frac{1}{4}$ sec. 9, T. 18 N., R. 2 E., and extending northeasterly over surveyed lands to a point in the NE $\frac{1}{4}$ sec. 36, T. 20 N., R. 5 E., S.M., at or near the town of Chickaloon, Alaska, a distance of approximately

1877260 "F"

25 miles. Immediate consideration will be given to the matter of the reservation of the right-of-way for this section of the highway and to the notation thereof on the records of this office and those of the district land office.

(4) Mineral claims.

With respect to mining location or claim, it was held by the Supreme Court of the United States, in *Wilbur V. Krushnic* (280 U.S. 306), that such a location or claim perfected under the law has the effect of a grant by the United States of the right of present and exclusive possession and such claim is property in the fullest sense of that term. It is alienable, inheritable and taxable. For a further discussion of the subject see 48 L.D. 5; 53 I.D. 195 and 295 U.S. 639.

As to the effect of failure to complete annual assessment work upon a valid mining claim in Alaska, reference is made to the case of *Thatcher V. Brown* (190 Fed. 708). See also the acts of May 4, 1934 (48 Stat. 663), and March 26, 1934 (48 Stat. 465), relating to mining claims in Alaska.

Invalid mining claims may be declared null and void by the Department (38 L.D. 59; 252 U.S. 450).

(5) Rights-of-way of the Copper River and Northwestern Railroad Company.

I believe that we have all agreed on securing from the Company a conveyance under the act of July 15, 1941, the rights-of-way, station and terminal grounds lying between Orca Inlet (Cordova) and Kennecott, acquired under grants made by Congress. The road having been abandoned, we should accept nothing less than what the Government would obtain by cancellation of the grants on voluntary relinquishment or by forfeiture proceedings, that is, a conveyance covering all the rights-of-way and grounds granted and evidenced by the approved maps, of which there are a number, excepting however, such portions of the right-of-way as may have been legally conveyed to the town of Cordova, for street purposes (Act of May 25, 1920, 41 Stat. 621; Circ. 1237a) or may otherwise be legally acquired under existing law as hereinafter referred to. In case of such a conveyance, those persons who are occupying the rights-of-way or grounds under authority of the Company or otherwise, will have to be taken care of by additional legislation, since the special act of 1941, does not provide for the disposal by the Secretary of the lands so conveyed. Congress would undoubtedly have to restore the lands so acquired to the public domain before they would be subject to acquisition under the general public land laws.

A further study has been made of the right-of-way acquired by the Company under the act of May 14, 1898, evidenced by the map approved October 29, 1907, particularly that part between the south boundary line of U.S. Survey No. 1686 (North addition to Cordova town site), and terminal point on Orca Inlet. This portion of the right-of-way crosses U.S. Surveys Nos. 1686, 829, and 878, patented subsequent to the railroad right-of-way grant.

The lands desired by the town of Cordova, for street and highway purposes, according to the proposed "Dimond" bill, H. R. 5262, is confined to this portion of the railroad right-of-way located on these patented lands. I understand that the Company now owns the lands in Survey Nos. 829 and 878 and it appears that it has conveyed to the town of Cordova, a portion of its right-of-way over survey Nos. 829 and 878, and has leased to the Standard Oil Company, for a period of 25 years, a tract of land located in part within Survey Nos. 829 and 878, including therein a part of the railroad right-of-way.

In view of the foregoing and of the fact that the Alaska Road Commission does not appear to be interested in acquiring or retaining this portion of the railroad right-of-way, may we not suggest that the Company execute and file a voluntary relinquishment to the United States of that portion of the right-of-way acquired under map approved October 29, 1907, from its terminal point on Orca Inlet to the south line of Survey No. 1686. Upon cancellation of the grant on relinquishment, the right-of-way over Survey No. 1686 (patented townsite), would enure to the town of Cordova and that portion over patented Survey Nos. 829 and 878 would enure to the owner of the land (the railroad company), by virtue of the act of March 8, 1922 (42 Stat. 414). The Company may then convey to the town such portion as may be desired for street or highway purposes. This procedure would seem to be more practicable than having the Company convey the right-of-way to the United States under the special act of 1941, with certain apparent exceptions and reservations, and then its subsequent conveyance to the town of Cordova, by the United States, as contemplated by the proposed bill, H.R. 5262. It is believed that the bill should be amended accordingly, and provisions made therein to take care of the private claimants in the event a conveyance of the remaining rights-of-way be secured under the act of July 15, 1941.

Fred W. Johnson
Commissioner

UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
JUNEAU, ALASKA

9-1-46
gen

December 3, 1941

Mr. Guy J. Swope, Director
Division of Territories & Island Possessions
Department of the Interior
Washington, D. C.

Dear Sir:

There is enclosed a plan showing the location of approximately three miles of the new Palmer-Richardson Highway road westward from its connection with the Richardson Highway and showing ties to the rectangular surveys of the Public Survey Office. This map is furnished for the information of the General Land Office in connection with the request for a proposed Executive Order reserving a right of way 200 feet wide (100 feet each side of the center line) of the road as constructed. Information contained on this map will serve to definitely tie in the east end of the new road.

A map showing the location of the west end of this road will be furnished as soon as the field data is compiled.

Very truly yours,

Ike P. Taylor
Chief Engineer

Enc. map
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arc
Glen Hwy

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ANTHONY J. DIMOND
DELEGATE FROM ALASKA

Congress of the United States
House of Representatives
Washington, D. C.

November 8, 1941

Hon. Guy J. Swope,
Director,
Division of Territories and Island Possessions,
Washington, D. C.

Dear Mr. Swope:

Further reference is made to your letter of October 31 with which you sent me draft of a bill providing that in all patents for lands hereafter located in Alaska, reservations shall be made of a right-of-way, etc.

So far as I am now able to judge, the measure as drafted will have my approval. However, I suggest that it be sent through usual channels to the Speaker of the House of Representatives.

Thank you for giving me an opportunity to see this proposed measure.

Sincerely yours,

A. J. Dimond

Anthony J. Dimond
Delegate

AJD/mlc

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ANTHONY J. DIMOND
DELEGATE FROM ALASKA

Congress of the United States
House of Representatives
Washington, D. C.

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November 3, 1941

Hon. Guy J. Swope,
Director,
Division of Territories and Island Possessions,
Washington, D. C.

Dear Mr. Swope:

Thank you much for sending me, with your letter of October 31, draft of a bill providing that "In all patents for lands hereafter taken up, entered or located in the Territory of Alaska there shall be expressed that there is reserved from the lands in said patent described, a right-of-way thereon for roads, roadways, highways, tramways, trails, bridges and appurtenant works or structures constructed or to be constructed by the authority of the United States."

I shall give this matter careful attention at an early date.

Sincerely yours,

Anthony J. Dimond
Anthony J. Dimond
Delegate

AJD/mlc

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UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF THE SECRETARY
DIVISION OF TERRITORIES AND ISLAND POSSESSIONS
WASHINGTON

9-1-55
D. K. C.
Please
forward
R/D
Kendall
H. W. J.

October 31, 1941.

Hon. Anthony J. Dimond,
House of Representatives,
Washington, D. C.

My dear Mr. Dimond:

Apropos of Mr. Gordon's telephone conversation with you concerning the text of a draft of a bill submitted to Congress by the Department on April 10, 1940, covering rights of way for the Alaska Road Commission, I enclose a copy of the draft. Should you care to comment on the objectives of the draft or upon its form I should be glad to have your views.

As explained to you by Mr. Gordon, the Department to date has not taken steps toward having the bill introduced during the current Congress.

Sincerely yours,

(Sgd.) GUY J. SWOPE

Guy J. Swope,
Director.

PWG:hbg
Enclosure.

RG 126, Off. of Territories
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BILL

To amend an act entitled "An Act providing for the transfer of the duties authorized and authority conferred by law upon the board of road commissioners in the Territory of Alaska to the Department of the Interior, and for other purposes," approved June 30, 1932.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That Section 2 of the act entitled "An Act providing for the transfer of the duties authorized and authority conferred by law upon the board of road commissioners in the Territory of Alaska to the Department of the Interior, and for other purposes", approved June 30, 1932 (47 Stat. 446), is hereby amended by adding thereto the following, namely:

In all patents for lands hereafter taken up, entered or located in the Territory of Alaska there shall be expressed that there is reserved from the lands in said patent described, a right-of-way thereon for roads, roadways, highways, tramways, trails, bridges and appurtenant works or structures constructed or to be constructed by the authority of the United States.

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BILL

(02931194)

To amend an act entitled "An Act providing for the transfer of the duties authorized and authority conferred by law upon the board of road commissioners in the Territory of Alaska to the Department of the Interior, and for other purposes," approved June 30, 1932.

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UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF THE SECRETARY
DIVISION OF TERRITORIES AND ISLAND POSSESSIONS
WASHINGTON

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ARC
Regulation
Proposed
R/W

[Handwritten signature]

February 25, 1941.

Hon. Ernest Gruening,
Governor of Alaska,
Juneau, Alaska.

My dear Governor Gruening:

I have received your letter of February 1 concerning legislation to reserve rights-of-way for roads in Alaska.

May I say that during the last Congress we attempted, through letters to the Speaker of the House and the President of the Senate, to secure the introduction of a bill calculated to remedy this situation. A copy of the proposed bill is enclosed. We were not able to secure introduction either in the House or the Senate. The possibility of renewing our attempts during the present session was discussed with the Departmental Legislative Committee which decided that the Department should not attempt to secure the introduction of the legislation at this session.

There are a number of angles involved, one of which is the belief that a provision in patents reserving rights-of-way would retard development. Moreover, even with such a provision, it would be necessary often to take legal steps to secure the right-of-way desired and compensation would be due the land holder for improvements or damages. This has been the history of the Reclamation Service which has a similar provision in the Act of August 30, 1890 (26 Stat. 391) reserving rights-of-way for canals. All in all, I understand that the Act of August 30, 1890 has not been particularly helpful.

Sincerely yours,

(Sgd.) RUPERT EMERSON
Rupert Emerson,
Director.

PWG:hbg
Enclosure.

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DIVISION OF
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TERRITORY OF ALASKA
OFFICE OF THE GOVERNOR
JUNEAU

February 1, 1941

Mr. Rupert Emerson, Director
Division of Territories & Island Possessions
Department of the Interior
Washington, D. C.

Dear Mr. Emerson:

I have just noted the Alaska Road Commission's file on the subject of legislation to protect rights of way for highways; those contemplated and those already constructed. I presume no action was taken on the bill referred to in your letter of October 24, and suggest further effort during this Congress.

The importance of legislation to remedy the present situation can hardly be overstressed. While the Commission operated for many years without experiencing any difficulty with the pioneer population of the Territory with respect to all needed rights of way for roads in those limited areas where the land had been appropriated, the recent large influx of settlers now presents quite a different picture. Timely legislation on the subject will undoubtedly save to the Government considerable future expenditures for rights over areas which it now owns, and, similarly result only in benefit to the communities which the roads are designed to serve.

Sincerely yours,



Ernest Gruening
Governor of Alaska

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UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF THE SECRETARY
DIVISION OF TERRITORIES AND ISLAND POSSESSIONS
WASHINGTON

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Proposed
Right of Way

File Number

Date
December 16, 1940.

CROSS REFERENCE

To: MEMORANDUM for Mr. Kamerman.

Subject: Legislative program of the Division.

As to Item No. 5, draft of bill attached, providing for the reservation in patents to lands in Alaska of rights-of-way for the purpose of the Alaska Road Commission, Mr. Burlew is opposed to including rights-of-way privileges in land patents as he believes that settlement in Alaska would be retarded by such a provision.

Signed: Ruth Hampton, Acting Director.

See File Number: 9-0-22 - GENERAL -

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UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF THE SOLICITOR
WASHINGTON

November 8, 1940

MEMORANDUM for the Director of the Division of Territories:

In a memorandum of October 24, you requested that an effort be made to secure the introduction and passage of the Department's proposed legislation relating to reservations of rights-of-way in patents to lands in Alaska. During the three-day recesses legislative business has been at a standstill, and it is reported that the Congress will adjourn sine die within a week or ten days. Therefore, it is unlikely that there will be any action on the proposed bill. I suggest that the bill be included in the Division's legislative program for the 77th Congress, pursuant to the Secretary's memorandum of November 2.

David J. Speck

David J. Speck,
Assistant Solicitor.

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BILL

To amend an act entitled "An Act providing for the transfer of the duties authorized and authority conferred by law upon the board of road commissioners in the Territory of Alaska to the Department of the Interior, and for other purposes," approved June 30, 1932.

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In all patents for lands hereafter taken up, entered or located in the Territory of Alaska there shall be expressed that there is reserved from the lands in said patent described, a right-of-way thereon for roads, roadways, highways, tramways, trails, bridges and appurtenant works or structures constructed or to be constructed by the authority of the United States.

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UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF THE SECRETARY
DIVISION OF TERRITORIES AND ISLAND POSSESSIONS
WASHINGTON

File Number

9-1-46
Gen.

Date

April 28, 1941.

CROSS REFERENCE

To: Mr. Ike P. Taylor,

Subject:

For opinion of George W. Folta, Counsel at Large, regarding the authority of the Alaska Road Commission to acquire land by purchase or donation, and erect buildings thereon to shelter and protect the road building machinery, equipment and supplies

SEE

Signed: George W. Folta, Counsel at Large.

See File Number: 9 - 1 - 55 Roads & Trails - ALASKA ROAD COMMISSION - ADMIN. -
GENERAL -

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UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF THE SECRETARY
DIVISION OF TERRITORIES AND ISLAND POSSESSIONS
WASHINGTON

October 24, 1940.

MEMORANDUM to Mr. Speck,
Office of the Solicitor.

On April 10 the Secretary transmitted to the Speaker of the House a draft of a bill, copy attached, which would provide for rights-of-way for the Alaska Road Commission across lands in the Territory which might hereafter be patented. An identical draft was submitted to the President of the Senate.

To date, however, if my information is correct, no bill has been introduced in either House. This matter is quite important to the Alaska Road Commission and it is becoming more and more important because of the increased population in the Territory and the resulting industrial developments.

May I urge that every effort be made to secure the introduction and passage of this legislation?

(Sgd.) RUPERT EMERSON

Rupert Emerson,
Director.

PWG:abc.

Attachment.

Emerson

9-1-55
PPE
Legislation
Proposed
Pt. of way

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UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF THE SECRETARY
DIVISION OF TERRITORIES AND ISLAND POSSESSIONS
WASHINGTON

London

October 24, 1940.

Hayden

Mr. Ike P. Taylor,
Chief Engineer, Alaska Road Commission,
Juneau, Alaska.

My dear Mr. Taylor:

Reference is made to your letter of October 11 to the Division concerning legislation to provide rights of way for the Alaska Road Commission across lands in the Territory of Alaska.

A draft of a bill, copy of which was submitted to you on March 22, was sent to the President of the Senate and the Speaker of the House, but we have not yet been able to have the bills introduced either in the Senate or the House. It seems out of the question, therefore, to secure the passage of any such legislation during this session of Congress.

Sincerely yours,

(Sgd) RUPERT EMERSON

Rupert Emerson,
Director.

PWG:abc.

RG 126, Off. of Territories
E. 3, Central Files, 1951-71
Box 129

ADDRESS REPLY TO
ALASKA ROAD COMMISSION

UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
JUNEAU, ALASKA


October 11, 1940

Mrs. Ruth Hampton, Assistant Director
Division of Territories & Island Possessions
Department of the Interior
Washington, D. C.

Dear Mrs. Hampton: (THRU Office of Governor of Alaska.)

Kindly refer to your letter of March 22 concerning legislation to provide right of way for the Alaska Road Commission across lands in the Territory which may hereafter be patented. Is it possible to advise at this time what if any action is likely on this legislation during this session of Congress? In view of the present increased rate of development throughout the Territory, early action seems very desirable.

Very truly yours,


Ike P. Taylor
Chief Engineer

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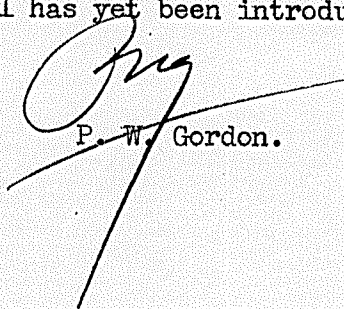
UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF THE SECRETARY
DIVISION OF TERRITORIES AND ISLAND POSSESSIONS
WASHINGTON

9-1-55
AKC
Legislation
Proposed
Rights of Stay

September 13, 1940.

MEMORANDUM for the Files.

Reference is made to the letter of April 10 to the President of the Senate, transmitting a draft of a bill to amend the Alaska Road Commission Act of June 30, 1932 in order to provide for rights of way. I was informed yesterday by Mr. Speck that although the draft had been sent both to the President of the Senate and the Speaker of the House, no bill has yet been introduced.


P. W. Gordon.

✓
Public Domain

9-1-55
Legis.
G.W.

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9-1-46
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Juk

UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF THE SECRETARY
DIVISION OF TERRITORIES AND ISLAND POSSESSIONS

WASHINGTON

June 22, 1940.

MEMORANDUM for Mr. Andrew Markhus,
Chief, Reclamation and Land Grant Division,
General Land Office.

Reference is made to your memorandum of June 7, file Anchorage 09675 "F", asking for my consideration on application No. 09675, Anchorage series, filed by the Goose Bay Wharf and Trading Company, Incorporated, for a right-of-way for a wagon road extending from a point on the northerly shore of Goose Bay, Alaska, to a point in the former village of Knik.

No one in this office is personally familiar with the situation surrounding this application or any of the details in connection with the road for which the application is submitted. We, therefore, radioed Colonel O. F. Ohlson, General Manager of The Alaska Railroad, and Mr. Ike P. Taylor, Chief Engineer of the Alaska Road Commission. I enclose copies of our radiograms to these officials dated June 12 and 18, and copies of replies dated June 14, 15 and 20.

You will note from these radiograms that the application covers a road which is already constructed from funds other than Federal funds, presumably moneys of the Goose Bay Wharf and Trading Company or of persons intimately associated therewith. You will note, however, that Mr. Ike P. Taylor states that this road was under construction at the time Mr. Elliott, mentioned in your letter filed on his homestead and is the only road available to him in traveling to Knik. From the reports submitted to me I would recommend that the application be granted with the understanding that Mr. Elliott would be allowed the free use of the road. The linen tracing of the map locating the road which was submitted with your memorandum of June 7 is returned.

(Sgd.) RUTH HAMPTON
Ruth Hampton,
Acting Director.

PWG:hmg
Attach.

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Signal Corps, United States Army

Received at

**War Department Message Center,
Room 3441, Munitions Building,
Washington, D. C.**

8-0818 U. S. GOVERNMENT PRINTING OFFICE

22 WVD S 50 INT

JUNEAU ALS 1040A JUNE 20 1940

HAMPTON DIVN TERRITORIES INT

DEPT OF INT WASHN DC

YOUR TEL EIGHTEENTH ROAD FROM GOOSE BAY TO KNIK WAS CONSTRUCTED
BY PERSONS ASSOCIATED WITH THE GOOSE BAY WHARF AND TRADING CO
STOP NEITHER THE ALASKA ROAD COMMISSION NOR SO FAR AS WE KNOW ANY
OTHER FEDERAL AGENCY HAS AT ANY TIME EXPENDED ANY FUNDS EITHER IN
CONSTRUCTION OR MAINTENANCE

TAYLOR

250P

Handwritten:
6/20/40
9/1/50
a k e
J. W.

Handwritten:
RG 126, Off. of Territories
E. 3, Central Files, 1951-71
Box 129

9-1-46
gen.

UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF THE SECRETARY
DIVISION OF TERRITORIES AND ISLAND POSSESSIONS
WASHINGTON

P.W.Gordon
Ext. 665

Division of Territories and
Island Possessions

Alaska Road Commission

XXXXXXXXXXXXXXXXXXXXXXXXXXXX

VIA RADIO--ROUTINE

WASHINGTON DC JUNE 18, 1940

GOVT. INT. IKE P TAYLOR
CHIEF ENGINEER ALASKA ROAD COMMISSION
JUNEAU ALASKA

REYRAD JUNE FIFTEEN GOOSE BAY ROAD period WAS ROAD CONSTRUCTED WITH PUBLIC
FUNDS IF SO IS ROAD COMMISSION NOW PERFORMING MAINTENANCE

(Sgd.) RUTH HAMPTON

HAMPTON

DIVISION OF TERRITORIES

PWG:abc.

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DIVISION OF
OPERATIONS
DEB YB LK
U

Signal Corps, United States Army

Received at

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Room 3441, Munitions Building,
Washington, D. C.

8-0813 U. S. GOVERNMENT PRINTING OFFICE

32WVD VR 107 INT

JUNEAU ALS 1230 PM JUNE 15TH 1940

HAMPTON DIVN TERRITORIES INT DEPT

WASHN DC

REFERENCE YOUR TEL TWELFTH CONCERNING APPLICATION OF GOOSE BAY WHARF AND TRADING CO FOR RIGHT OF WAY GOOSE BAY TO KNIK IT IS MY OPINION IT WOULD NOT BE INJURIOUS TO PUBLIC INTEREST ALTHOUGH IN ABSENCE OF ACTUAL SURVEY WOULD SAY THAT ROUTE THEY PROPOSE IS ONLY PRACTICABLE ONE BETWEEN THE TWO POINTS EXCEPT AT GREATLY INCREASED DISTANCE STOP AS FAR AS KNOWN THE ROAD OF THE GOOSE BAY WHARF AND TRADING CO IS THE ONLY ROAD EVER CONSTRUCTED BETWEEN GOOSE BAY AND KNIK IT WAS UNDER CONSTRUCTION AT TIME ELLIOTT FILED ON HIS HOMESTEAD AND IS THE ONLY ROAD AVAILABLE TO HIM IN TRAVELING TO KNIK

RAYLOR

645 PM 15TH

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Signal Corps, United States Army

9-1-46
Jen
Hed

Received at

War Department Message Center,
Room 3441, Munitions Building,
Washington, D. C.

3-9313 U. S. GOVERNMENT PRINTING OFFICE

31WVD VR 25 INT DFR

MCKINLEY PARK ALS JUNE 14TH 1940

HAMPTON DIVN TERRITORIES INTERIOR DEPT

WASHINGTON DC

REURAD TWELFTH ROADWAY BETWEEN POINTS MENTIONED ALREADY CONSTRUCTED
GRANTING PERMIT WOULD NOT BE INJURIOUS TO PUBLIC INTEREST BUT
MAINTENANCE WORK SHOULD BE BORNE BY APPLICANT

OHLSON

634 PM 15TH

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11/11
11/11

9-1-46
gen.
G. W. M.

UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF THE SECRETARY
DIVISION OF TERRITORIES AND ISLAND POSSESSIONS
WASHINGTON

Gordon
Ext. 665

DIVISION OF TERRITORIES
AND ISLAND POSSESSIONS

ALASKA ROAD COMMISSION

XXXXXXXXXXXXXXXXXXXXXXXXXXXX

WASHINGTON, D. C. - JUNE 12, 1940.

VIA RADIO--ROUTINE

GOVT INT IKE P. TAYLOR
CHIEF ENGINEER ALASKA ROAD COMMISSION
JUNEAU ALASKA

✓ GOOSE BAY WHARF AND TRADING COMPANY UNDER SECTION SIX OF THE ACT
OF MAY FOURTEENTH EIGHTEEN NINETY EIGHT HAS APPLIED FOR RIGHT OF WAY
FOR WAGON ROAD FROM A POINT ON NORTHERLY SHORE OF GOOSE BAY ON KNIK ARM
TO THE FORMER VILLAGE OF KNIK period PROTEST HAS BEEN FILED BY CHARLES
✓ ELLIOTT HOMESTEADER AT GOOSE BAY WHO STATES THIS ROAD IS THE ONLY ROUTE
OVER WHICH HE CAN TRAVEL FROM HIS HOMESTEAD TO KNIK period CAN YOU
ADVISE US ON THIS POINT period ALSO ADVISE US WHETHER OR NOT IN YOUR
OPINION GRANTING THE PERMIT WOULD BE INJURIOUS TO PUBLIC INTEREST.

PHG:hhg

HAMPTON
DIVISION OF TERRITORIES

(Sgd.) RUTH HAMPTON

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