

UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF THE SECRETARY
DIVISION OF TERRITORIES AND ISLAND POSSESSIONS
WASHINGTON 25, D.C.

Mr. Flatline

March 25, 1946.

[Handwritten signature]
9-1-48
Post War Planning

MEMORANDUM for Mr. Arnold.

In response to your memorandum of March 4, requesting a summary of recommended programs for the development of Alaska during the next five years, the following is submitted:

The preparation of a five-year plan for Alaska is, for the most part, a repetition of old ideas and suggestions.

The construction of new highways, improvement and maintenance of present roads; rehabilitation and improvement of The Alaska Railroad, including its river boat service and McKinley Park tourist hotel, are all recognized necessities that must be completed before any appreciable Territorial development can be expected.

Without sufficient transportation facilities, agricultural, forestry, mining, and inspiring scenic areas will remain inaccessible and undeveloped; consequently the Territory's growth will not progress.

These are known factors which require Congressional approval and appropriations. There are, however, known needs for Alaska's development which can be accomplished without special funds. Listed below are proposed suggestions to stimulate growth through the promotion of:

1. Good will and understanding,
2. Residential employment,
3. Year-around payroll,
4. Resident veterans tourist business,
5. Auxiliary farming,
6. Forest products industry.

GOOD WILL AND UNDERSTANDING

At the present time, due to misunderstanding, full cooperation between the people of Alaska and the Department of the Interior has not been obtained. This misunderstanding leads to slower progress in the Territory's growth. To develop cooperation through full understanding and "good will" it is proposed:



JUN 11 1946

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Box 507

1. That careful consideration be given the qualifications of an individual before he is sent to Alaska on any Interior Department assignment. The person selected for such work should be the type that will command the respect of the people of Alaska by ability to listen to and understand their problems. He should be able to explain Interior Department plans, policies, and the complicated problems involved in the development and carrying to completion of Alaskan development programs. A person on such a trip should be supplied with news material for use in local papers or at civic meetings which he may be called on to attend.

2. There should be closer coordination and understanding between the various Interior Department divisions as to eliminate duplication of effort and to assure cooperation toward completion of the same over-all plan.

3. All correspondence should be pleasant in tone and every possible effort should be extended to assure prompt replies to letters of inquiry.

If better understanding is reached, the people of Alaska will be more appreciative of what the Interior Department is doing for them and will cooperate to a greater degree, which in turn will create good will and better consideration by Congressional groups toward Territorial development needs.

RESIDENTIAL EMPLOYMENT

Jobs in Alaska are often filled by non-resident workers even though qualified local personnel could be obtained. People who would establish permanent homes in Alaska go outside to insure reemployment in the next season. Slow Territorial development is considered by many as largely responsible for this factor. This is a matter that should receive Interior Department attention because a permanent population is dependent on its ability to earn a livelihood.

1. To aid in overcoming this problem it is proposed that all Interior Department agencies be instructed to employ resident workers whenever obtainable and that no personnel be imported until written statements that qualified residents are not obtainable have been received from Alaska representatives of the United States Employment Service and the Civil Service Commission, and that all other Federal agencies be requested to adopt a similar policy.

2. That the Civil Service Commission be requested to assist in filling Alaskan job openings with resident workers.

3. That a promotional program be developed to encourage resident employment and to improve union understanding of the plan and obtain union cooperation.

While all agencies should assist and cooperate, the promotional plan should be the principal responsibility of the United States Employment Service.

4. Apprentice training; training within industry, and trade school programs should be extended to and developed in the Territory.

YEAR-AROUND PAYROLL

The seasonal nature of many Alaskan industries causes great peaks and dips in workers' earnings.

These variations in seasonal payrolls ^{are} ~~is~~ detrimental to the Territory's development, because wasteful spending develops when earnings are high resulting in loss of credit and purchase power which leads to hardships during periods of low earnings or unemployment, they add to merchandising problems and cause family troubles.

It is proposed that attempts be made to develop uniform pay periods for the entire year by adoption of a plan similar to the Hormel Plan, i.e., estimated seasonal earnings are determined before operations are resumed and instead of the employee being paid high earnings for a few weeks or months the individual receives his pay in equal amounts on given pay days throughout the entire year.

The development of such a plan would encourage the establishment by more people of permanent residence in the Territory.

A plan of this nature might best be developed along with the program to promote greater employment of resident workers.

The Interior Department should request the cooperation of all Government departments in promoting this plan and through its Bureau of Mines and Fish and Wildlife Service attempt to secure mining and fishery employers cooperation. The United States Employment Service might best promote the plan through labor organizations.

RESIDENT VETERANS TOURIST BUSINESS

It is a general belief that tourist trade may become the Territory's greatest industry. To date this has been retarded due to the lack of transportation and hotel accommodations. Assistance should be given in promotion plans proposed by the National Park Service, General Land Office, The Alaska Railroad, Forest Service, Fish and Wildlife Service, and other agencies. As a step toward developing a tourist trade in cooperation with plans by these agencies, at the same time promoting employment and new business opportunities for Alaska Natives.

This is considered an ideal time to encourage the establishment of a sight-seeing and boat charter service by Alaskan Natives.

It is proposed that the Alaska Native Service assist veterans in securing surplus property such as boats, camp equipment, and buildings

for the development of tourist business. Attempts should be made to obtain transfer of these surplus goods from the Army, Navy and Coast Guard to the Alaska Native Service without cost.

The Alaska Native Service then should sell or rent these goods to responsible people interested in catering to tourist trade. Special consideration and assistance should be given to veterans. When funds are required veterans should receive aid in securing a G.I. loan.

This type of business would also be able to transport people to outlying canneries and mines not now served by other transportation services, thus helping in the development of such business. Alaskan Natives are good boatmen and guides, and as Natives they add to the romantic expectations and desires of tourists.

The Native veteran played an important part in rescue work during the war. He served on the types of boats now being declared surplus property and which are suitable for tourist charter service and should therefore be assisted and encouraged in business.

Establishment of Lodges, Camps, and other Resort and Recreational Facilities:

A program should be undertaken to stimulate and promote the construction of recreational and resort facilities in Alaska in order to take advantage of the great national interest in the Territory as a vacation land. Tourist and recreational travel is expected to be one of the most important economic assets of the Territory in the years immediately ahead. Prior to the war steamships provided the only means of travel to Alaska. With the completion of the Alaska Highway and the establishment of commercial air services, Alaska will be accessible to a vastly larger number of travellers than ever before. The volume of correspondence from interested persons and private surveys indicate that the potentialities of this recreational travel are many times as great as before the war.

The program which is suggested to provide accommodations in Alaska should be based as much as possible on securing the active participation of private capital to build and operate the necessary facilities. However, there should be a coordinated program in which the Federal Government does its full part by developing and making accessible the national parks and monuments and selected recreational sites along the road system and in areas adjacent to cities and towns located in the national forest areas.

AUXILIARY FARMS

It is the belief of many informed persons that too much publicity has been given to large scale farming in the Homer, Kenai, and Kodiak

areas. These people believe large scale farming should be encouraged in the Matanuska and Tanana Valleys where profitable farming has been proven and marketing facilities established. The production of more products in these areas would insure the merchant of a sufficient local supply of goods, thus enabling him to stop shipments from the States and in this way aid local industry.

The Cook Inlet, Homer and Kodiak areas could best be developed as auxiliary farms on which people could establish nice homes, raise their own agricultural food products and receive their principal income from fishing and cannery employment.

This part of Alaska is ideally suited for such development as the climate makes a favorable place to live, the scenery is beautiful, and the fishing season is short but usually profitable and comes at a time when crops would not suffer from lack of care. The stronger members of a family could do the heavier fishing and women and youngsters could work in the canneries.

The establishment of this kind of permanent homes with assured labor supply would be beneficial to the fishing and canning industry. The settlers would have fine places to live and earn a good livelihood. Many products raised on these auxiliary farms in excess of their own needs could be sold to the canneries, thus lessening their need to import such produce from the States at higher cost and use of needed shipping space. The farmers could further increase their earnings by serving as guides, furnishing pack trains, or other services to hunting parties going into the Kenai country for moose and mountain sheep or to Kodiak for the large bear. This type of settlement could be accomplished through proper guidance, aid in securing loans to build homes and improved communications.

This appears to be an ideal place to assist veterans in establishing the type of homes so many of them are hoping to find.

In this area, nice homes can be built where living is assured by the home production of most common foods, including fresh and salt water fish and game animals. Fuel is easily obtained and employment assured in the fishing, cannery, guiding and tourist businesses.

FOREST PRODUCTS INDUSTRY

Establishment of at least one production unit of a modern pulp and paper industry in Southeastern Alaska, to be integrated with an expansion of allied forest products industries, ply-wood production, et cetera.

This is essentially a "selling job." It is one in which the Division could actively participate in cooperation with the Forest Service. If, as present data indicate, the industry, if established in Alaska, would now be able to compete economically, and the world demand is to

continue at a high level, it should be possible to convince some pulp and paper interests or large newsprint consumers to undertake the establishment of plants in Alaska.

Following are the direct construction plans proposed. Action taken by the present Territorial Legislature may greatly affect this plan and the action of this legislation may call for immediate revision:

FISCAL YEAR 1947

A. ALASKA ROAD COMMISSION:

New Road Construction Projects.

1. Anchorage-Kenai Peninsula Road.

a. Anchorage-Potter Road -----\$ 240,000

To be undertaken and completed during the 1947 fiscal year. Surveys to be completed in first part of fiscal year.

b. Kenai Lake-Homer Road --to be initiated during the 1947 fiscal year as a three-year construction program to cost a total of -----\$3,125,000

Amount requested for expenditure during the 1947 fiscal year, \$800,000. Surveys to be completed during first part of fiscal year.

2. Tanacross-Eagle (Forty-Mile Road) to be initiated during the 1947 fiscal year as a three-year construction project to cost -----\$2,300,000

Amount requested for the first year's program \$560,000. Surveys to be completed during first part of fiscal year.

3. Richardson Highway-McKinley Park Road, to be initiated during the 1947 fiscal year as a three-year construction project to cost -----\$3,875,000.

Amount requested for the first year's program, \$700,000. Surveys to be completed during first part of fiscal year.

4. Additional Surveys for new routes to be completed during last half of 1947 fiscal year:

- a. Fairbanks-Chena Hot Springs Road (81 miles).
- b. Livengood-Wiseman Road (165 miles)

5. Completion of Reconstruction of Richardson Highway to be accomplished during the year.

B. THE ALASKA RAILROAD

1. Rehabilitation of roadbed, equipment and structures. Part of a three-year program.
2. Addition to McKinley Park Hotel.
3. New motive power and rolling stock.

C. NATIONAL PARK SERVICE

1. Construction of lodge and facilities at Bartlett Cove, Glacier Bay National Monument.

FISCAL YEAR 1948

A. ALASKA ROAD COMMISSION

1. Anchorage-Kenai Peninsula Highway. Continuation of construction on Kenai Lake-Homer Road and branches.
2. Tanacross-Eagle Road. Continuation of construction.
3. Richardson Highway-McKinley Park Road. Continuation of construction.
4. Initiation of construction on Fairbanks-Chena Hot Springs road, to be completed in two seasons of work--approximately \$800,000 required for first fiscal year.
5. Additional Surveys for new routes.
 - a. Engineering study and survey for conversion of Chitina-McCarthy rail line into a motor road.
 - b. Engineering study and survey for conversion of Nome-Shelton tram line into motor truck road.

B. THE ALASKA RAILROAD

1. Rehabilitation of roadbed, equipment and structure.
2. Construction of Wonder Lake Lodge, two-year program.
3. Completion of program of replacing motive power and rolling stock.

C. CARE AND CUSTODY OF THE INSANE.

1. Construction of new mental hospital in Alaska to be taken over and maintained by the Territory.

FISCAL YEAR 1949

A. ALASKA ROAD COMMISSION

1. Completion of Kenai-Lake-Homer section of Anchorage-Kenai Peninsula Highway.
2. Completion of Tanacross-Eagle Road.
3. Completion of Richardson Highway-McKinley Park Road.
4. Completion of Fairbanks-Chena Hot Springs Road.
5. Initiation of Livengood-Wiseman road project as a three-year construction program.
6. Additional surveys for new highway routes:
 - a. Nome-Teller road.
 - b. Wasilla-Susitna-Rainy Pass-McGrath road.

B. THE ALASKA RAILROAD

1. Completion of general rehabilitation of roadbed, equipment and structures.
2. Completion of Wonder Lake Lodge and Park facilities.

FISCAL YEAR 1950

A. ALASKA ROAD COMMISSION

1. Continuation of construction on Livengood-Wiseman road.
2. Chitina-McCarthy Road. Initiation of conversion of old Copper River and Northwestern Railway line into motor road as a two-year construction project.
3. Nome-Shelton Road. Initiation of conversion of tram line into motor road as a two-year construction project.
4. Nome-Teller Road. Initiation of construction as a two-year project.
5. Additional surveys of new roads:
 - a. Poorman-Ophir
 - b. Flat-Georgetown
 - c. Takotna-Flat.

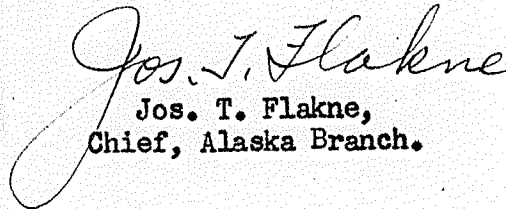
FISCAL YEAR 1951

A. ALASKA ROAD COMMISSION

1. Completion of Livengood-Wiseman Road.
2. Completion of Chitina-McCarthy Road.
3. Completion of Nome-Shelton Road.
4. Completion of Nome-Teller Road.
5. Poorman-Ophir Road. Initiation of construction as a two-year project.
6. Additional surveys of new routes:
 - a. Fairbanks-Nenana
 - b. Rampart-Seward Peninsula.

The Interior Department should aid in improving the Territory's educational systems, especially agricultural research and other scientific studies of Arctic conditions.

Since most of this work is the responsibility of other agencies, our part will have to be that of encouragement, cooperation and promotion of the plans.


Jos. T. Flakne,
Chief, Alaska Branch.

FILE COPY
Surname
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THE SECRETARY OF THE INTERIOR
WASHINGTON

Rewritten

Fahy
Under Secy.

OCT 22 1945

My dear General Fleming:

Governor Gruening and I have discussed the need for a coordinated program of postwar construction for the Territory of Alaska. I understand that Commissioner George H. Field of your office has also expressed interest in the program as well as in the proposal to introduce enabling legislation.

Governor Gruening has written to various agencies in Alaska requesting them to prepare and send to his office lists of the projects that might become a part of the over-all program. The Department is instructing its agencies in Alaska to proceed with this compilation. When all of the information has been received and transmitted to the Department, I should like to consult with you regarding the more important phases. The Department will then draft an appropriate bill for submission to the Congress.

Because of the Department's over-all responsibility for Alaskan affairs and of the activities of its various bureaus in Alaska, we propose, of course, to take the initiative in formulating and carrying out a development program. It is clearly desirable to bring about the closest possible working relationship between Federal, Territorial and municipal agencies in the preparation and execution of such a vital construction and development program as is now contemplated. With this objective, I hope that the Department may count on the advice and support of your Agency in the formulation of the necessary legislation. The construction program should, of course, be under the jurisdiction of this Department.

Sincerely yours,

(Sgd.) HAROLD L. ICKES
Secretary of the Interior.

Maj. Gen. Philip B. Fleming,
Administrator, Federal Works Agency.



COPY FOR BUREAU OR OFFICE

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Box 507



THE SECRETARY OF THE INTERIOR
WASHINGTON

OCT 22 1945

MEMORANDUM for Heads of Bureaus and Offices Operating in Alaska.

I understand that under date of September 15 Governor Gruening wrote to your field headquarters in Alaska requesting a list of postwar projects. I am deeply concerned with the necessity for such a program. I feel that the Department must bear its full share of responsibility in the sound and lasting development of the Territory. For this reason, I request that you instruct your Alaskan field offices to lend full cooperation in compiling the construction projects data in order that the Department may prepare appropriate legislation and assume full responsibility for the program. The construction program should, of course, be under the jurisdiction of this Department.

Harold L. Ickes

Secretary of the Interior.

Director, Division of Territories
and Island Possessions.

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

April 4, 1944

MEMORANDUM for the Director of Information.

The following statement with regard to post war plans for Alaska, has been prepared in response to the request in your memorandum of March 16. In order to avoid duplication, the statement omits reference to specific activities on which, presumably, reports will be furnished by other bureaus and offices with responsibilities in Alaska.

In his letter of March 8, 1944, to the Secretary of the Navy, the Secretary said, "The development of Alaska in the post war years is a matter of paramount national strategic importance."

In the opinion of this Division, it is essential to the development of the Territory and its potentialities during the post war years that we include in our planning such fundamentals as: (1) The improvement and expansion of transportation facilities from the States to Alaska, and within the Territory itself; (2) the classification and development of potential agricultural areas; (3) improvement and expansion of health, education, and general cultural facilities throughout the Territory; and (4) the fostering of ideas and proposals which look to the growth of a diversified year-around economy to replace the past and present Alaskan industrial and occupational economy which is of a highly seasonal character.

It is essential that new settlers intending to seek a new way of life in Alaska receive assurance that if they possess industry, courage, ability to meet and overcome pioneer conditions, and similar attributes, they will be able to make a satisfactory living for themselves and their families. It is important, also, that they find increasingly in the Territory those social and cultural facilities which will encourage them to remain in Alaska permanently.

Post war planning with respect to transportation within Alaska envisages the building of new roads from agricultural areas to markets and to centers of population. As an example, a road from the Homer region on Kenai Peninsula to Seward and Anchorage is projected. New roads from present transportation arteries to new mining areas in interior and southern Alaska are of equal importance. New roads to make scenic and recreational areas more readily available to tourists are essential.

In this connection, the proposal to connect the Richardson Highway with the Mt. McKinley National Park area is a case in point. The



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expansion of facilities and activities of The Alaska Railroad and the Alaska Road Commission in the post war years have been a matter of study on the part of these agencies and this Division. The encouragement of existing industries and of new industries, both related and unrelated to them, is advocated by the Division, which believes also that the formulation of a liberal land policy which will assist new homesteaders to become established, the development of the forests in southeastern Alaska, including the establishment of paper pulp industries, and the further development of coal and mineral production, including minerals required in peace time manufactures, and those essential to the prosecution of war, are basic to the development of the Territory on a foundation of permanent self-sufficiency and economic independence.

It is not possible to make any accurate estimate of the number of men that could be employed on the post war projects above referred to. However, it is estimated that the construction of new roads and the improvement of existing roads already programmed for the post war period by the Alaska Road Commission could probably utilize the services of 1000 additional men for approximately three seasons. The number of persons who will go to Alaska after the war with the intention of making their homes there, will be to a certain degree dependent upon Government policy in regard to the amount of direct and indirect encouragement it is determined to provide. It is anticipated, however, in view of the mounting national interest in Alaska, as reflected by the numerous inquiries received in the Department, that new home seekers may be numbered in the thousands and that they will include many ex-service men. The development of farms, mines and various types of new businesses and industries in Alaska, together with an increase in the permanent population of the Territory, will be of inestimable value to the country as a whole, strategically and economically. The abandonment of a policy which permits of a form of colonial exploitation, in favor of a sound policy based on the principle of economic self-sufficiency is essential to the healthy growth of the Territory itself. The further development of Alaska's many and varied resources, their conversion in Alaska, insofar as possible, to Territorial use as well as for export purposes, and the possible increase in her permanent population by immigration to Alaska of energetic forward looking young American men and women, imbued, in the best American Tradition, with a desire to convert the wilderness to a new homeland for themselves and their descendants, are matters of the utmost national importance. They are worthy of the serious attention of all of us who are concerned with the important issues involved in the implementation of our national foreign policy in the crucial years which immediately follow the war.

B. W. Thoron,
Director.

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UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF THE SECRETARY
DIVISION OF TERRITORIES AND ISLAND POSSESSIONS
WASHINGTON 25, D. C.

FEB 28 1949

MEMORANDUM

To: Mr. Marion Clawson, Director, Bureau of Land Management

From: James P. Davis, Director *(Sgd.) J.P.D.*

Subject: Withdrawing public lands for highway purposes in Alaska.

This will reply to your memorandum of February 23, 1949, on the above subject.

We have discussed this matter with Col. John R. Noyes, Commissioner of Roads for Alaska. He is very anxious that we attempt to get approval of the order as originally drawn. He pointed out that from time to time the classes of roads might be changed thus necessitating an amendment to the order. He feels that it will be much more flexible if we could get approval of an order which would simply define the several (widths of) right-of-way in terms of roads of certain classes without mention of specific roads and then authorize the Alaska Road Commission to designate the roads belonging to the respective classes.

If it is impossible to get such a general order of approval, we will send a wire to Alaska requesting the latest (classification of) roads.

HRL:adg
2/25/49

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UNITED STATES DEPARTMENT OF THE INTERIOR BUREAU OF LAND MANAGEMENT WASHINGTON 25, D. C.

INTERIOR DIVISION TERRITORIES

FEB 23 1949

MEMORANDUM

To: Director, Division of Territories and Island Possessions. From: Director, Bureau of Land Management. Subject: Withdrawing public lands for highway purposes in Alaska.

Pursuant to the instructions of Assistant Secretary Warne, a public land order has been prepared withdrawing public lands in Alaska for highway purposes. Originally it was intended to define the several widths of right-of-way in terms of roads of certain classes without mention of specific roads and to authorize the Alaska Road Commission to designate the roads as belonging to the respective classes. The order has been so drawn. However, it now seems better procedure to incorporate in the withdrawal order a list, by classes, of the several roads in Alaska affected by the order, since this order in its present form may not receive the approval of the Department of Justice.

By memorandum of September 27, 1948, the Commissioner of Roads for Alaska suggested a classification of Alaskan roads. If this list or an amended list could be included as part of the order I believe that we would have much less trouble getting the order approved by the Department of Justice. Will you please inform me as soon as possible whether this list, with the exception of the Alaska Highway, is suitable for inclusion in the order, or furnish me with an amended list.

Marion Clawson

Director.

Attachment

Copy m. 9-1-55 Roads Trails Rev.

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COPY

DEPARTMENT OF THE INTERIOR

Alaska Road Commission

Juneau, Alaska

September 27, 1948

MEMORANDUM TO: Mr. Ike P. Taylor

SUBJECT: (Classification of Roads)

There is attached a copy of a press release I have prepared on the above subject.

We discussed this matter briefly yesterday. The following is suggested as a classified list:

<u>Through Roads</u>	<u>Feeder Roads</u>	<u>Local Roads</u>
Alaska Highway	Steese Highway	All roads not classified as Through Roads or Feeder Roads
Richardson Highway	Elliott Highway	
Glenn Highway	McKinley Park Road	
Haines Highway	Anchorage-Potter-Indian Road	
Tok Cut-Off	Edgerton Cut-Off	
<i>Anchorage - Seward Road</i>	Tok Eagle Road	
	Ruby Long Poorman Road	
	Nome Solomon Road	
	Kenai Lake Homer Road	
	Fairbanks College Road	
	Anchorage Lake Spenard Road	
	Circle Hot Springs Road	

It is requested that you review the above list and recommend any changes you consider desirable in it.

It is requested that you formulate a set of construction and maintenance standards for adoption by the Alaska Road Commission suitable for roads in each of the three categories. For the present such standards need be formulated only in general terms.

John R. Noyes
Commissioner of Roads for Alaska

JRN/lcs
(Copied:mg)

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Box 457

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PRESS RELEASE

Subject: Classification of Roads

For the purpose of determining Alaska Road Commission standards of construction and maintenance requirements for rights-of-way, marking, and other purposes, the roads of Alaska other than those in national forest areas are classified on a basis of use into three categories as follows:

Through Roads
Feeder Roads
Local Roads

Through Roads are defined as principal roads of primary importance forming connecting links in the main highway system of Alaska.

Feeder Roads are defined as principal roads of importance only secondary to through roads, which lead from or are used in conjunction with the through roads as a part of the main highway system of Alaska. These roads will include principal roads constructed to new areas of development.

Local Roads shall include all other roads constructed or maintained by the Alaska Road Commission.

As occasion requires, roads may be reclassified between the above categories to conform to changed conditions of use.

(Copied:mg)

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RECEIVED
JUN - 1 1950
TERRITORIES

UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF THE SECRETARY
ALASKA FIELD STAFF
JUNEAU, ALASKA

Mr. William E. Warne
Assistant Secretary
Department of the Interior
Washington 25, D. C.

May 29, 1950

Goetz *mwg*

To	Initial	Date
Davis	gds	6/1
Flahm		9/27/61

Dear Bill:

Recently you asked me to give you a full report on the status of our review concerning land withdrawals, reservations, refuges, etc. I am always reluctant to beg off on any particular assignment but I must confess that to date we have made very little progress in coming up with the type of information the Secretary's Office has been after for the last two years.

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pen.

It seems to those of us on this end of the line that the problem is so complex and has so many ramifications that there are only two logical courses of action open to us. They are as follows:

1. A thorough review of all the executive orders and public land orders which set the various reservations up in the first place should be made in Washington and properly listed. Once a list of these is made it should be possible to segregate them as to agencies involved at which point the job should be returned to the field and a detailed check made with each agency to determine whether or not they have any knowledge of the withdrawal and whether or not they have any plans for it or are presently using it. This would, of course, be by far the most thorough appraisal of the situation. It would however require a great deal of time by somebody both in Washington and here. It does practically no good at all to try to do a study like the one indicated above from this end of the line unless we have a complete list to work from. Such a list is apparently not available in the field. Some agencies have fairly complete lists but none have a complete one.

2. The second method is by far the quickest and probably in the long run just as satisfactory. This represents a review of withdrawals of all types by each agency of the government. One person from this end of the line could be designated to work on the problem constantly and to nettle the agencies into producing the desired list. The review by each agency would produce a list of the withdrawals that they are using or contemplating using in the future, or which they are willing to

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return to the public domain. There would of course be many reservations in many agencies which would not be on such a list at all simply because there was no record of them out here. With the list produced by each agency we could then have issued an executive order which would say in effect that all reservations, withdrawals, refuges and etc, not adequately recorded as of such and such a date, would automatically return to the public domain. With such an executive order we could wipe the slate clean and begin officially from the list that was compiled as of that date.

Puckett, Leonard Berlin and Megrath who have been working on the problem for this office and I all agree that the second method would be the most desirable and would accomplish the result most rapidly. Whichever method is followed someone should be assigned to this problem to work on it full time. This would be a research job in the Washington files and a follow-up job in the field, or it would be a netting job here in the field if the second method were used. Because of the interest of the Secretary's Office in this problem the Staff Assistant of the Field Committee could be assigned to it if all agreed with the suggestion.

I would appreciate a careful review of this by your office with instructions so that we may proceed as soon as possible. Best personal regards.

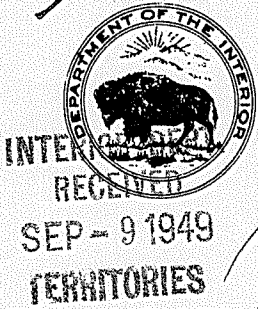
Sincerely yours,

[[Sgd]] Kenneth J. Kadow

Kenneth J. Kadow
Director

cc: Lowell Puckett
James F. Davis
Marion Clawson

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UNITED STATES
DEPARTMENT OF THE INTERIOR
THE ALASKA RAILROAD
ANCHORAGE, ALASKA

*Mailed
9-7-49
D.B.
L.W.P.
756.*

7/29

September 6, 1949

*9-1-68
General*

Mr. Jos. T. Flakne
Chief, Alaska Branch
Division of Territories & Island Possessions
Department of the Interior
Washington 25, D.C.

Dear Joe:

I have been so much on the go that I have not had a chance to sit down and get a proper reply off to your letter asking about land and other matters. I did not get through with escorting the Overhauser party until Thursday night, September 1, and it was pretty nearly impossible to do any business when traveling with the party.

Friday, I found in one-half day I was not going to be able to finish up here, so I took the afternoon train down to Seward in order to look over the road jobs on Kenai Peninsula during the long weekend. It certainly is a satisfaction to see the progress that is being made. Saturday, the District Engineer of the PRA took me up to their camp at Mile 58, and there we took a power wagon and covered the greatest part of their job--some of it on foot. They are doing a first class job in every respect and the bridge structures in particular are very impressive.

Sunday, left Seward early in the morning and drove to Kenai, Kasiloff, and south as far as the construction on that highway would permit. We got about 10 miles south of the Kasiloff River. The Alaska Road Commission is doing a splendid job on this highway and expect to have the grading completed through so that the road will be useable this winter all the way to Homer. Altogether we drove a total of 290 miles roundtrip on the highway Sunday.

I had a good conference with Lowell Puckett Friday morning, and in answer to your questions, he gave me the following information:

1. Yes, there is land available along the Alaska, Richardson,

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and Glen Highways at the present time.

2. He does not have any recent information about the land settlement agreement with the Indians as to reservation lands along the Alaska Highway and Tok Cut-off. That matter is being handled by the Alaska Native Service.
3. Fairly good progress is being made with land surveys, and a number of them have been completed, particularly, the Tok Junction townsite.
4. People are settling along the highways at a gradual pace-- not much settlement on the Alaska Highway, and somewhat more settlement along the Glen Highway. I also noticed that there was a fair amount of settlement along the Kenai Peninsula Highway.

Discussions with Puckett and some of the Railroad officials indicate that the Public Land Sales Bill is apparently not required in order to dispose of the lots on Government Hill. They feel that the Alaska Railroad Townsite Act and Regulations will make it possible to dispose of the lots on the most workable basis. Puckett, in particular, is not at all displeased with the Senate version of the bill. In fact, he said that it is more in line with what he had recommended than the House version.

Puckett also stated that they are making very substantial progress in catching up with the backlog of processing land applications. However, there is still a very large backlog of work.

I am going to have to cut this short, because I am going to do my best to get cleaned up here today and will leave for Juneau tomorrow morning and expect to be there two days, and then proceed to Denver to see the family. Right now it looks as though it will be about the 20th before I get back to Washington if I am able to take three or four days off in Colorado before starting to drive home. Will drop another note along the route. In the meantime, you might get mail to me in care of the Lakewood, Colorado, address.

Best wishes to everyone.

Sincerely,

Wil Goding



TERRITORY OF ALASKA
OFFICE OF THE GOVERNOR
JUNEAU

INTERIOR DEPT.
RECEIVED
JUL 21 1949
TERRITORIES

July 16, 1949

To	Initial	Date
Flaherty		

Mr. James P. Davis, Director
Division of Territories & Island Possessions
Department of the Interior
Washington, D. C.

Dear Mr. Davis:

This will acknowledge receipt of your letter of July 11th, together with memorandum of July 6th from the Bureau of Land Management, concerning proposed withdrawals of public lands for the Department of the Army and recission of reversionary clauses in various Public Land Orders.

Repeated proposals for continuing withdrawals and invitations for our comment must inevitably liken such comment to a broken record. We protest repeatedly but in vain. Protests are filed. Local hearings in advance of withdrawal are seldom arranged notwithstanding department policy enunciated in Alaska by none other than the Secretary himself.

It is time that the Department took cognizance of its public relations in Alaska. The Department of the Interior, charged with the paper work incident to withdrawals made at the instance of other agencies, should on every such occasion put the requesting agency on its proofs by demanding full-dress local advance hearings on the question of necessity. The Department's simply undertaking the paper work in routine accommodation of all agencies seeking withdrawals results in Interior's shouldering the full responsibility for such withdrawals and inviting for itself the full local reaction thereto. Residents of Anchorage, for example, who are aware of the population pressure and the scarcity of available nearby land, will first associate the proposed withdrawals with Interior, with the Army only secondarily. In obliging other agencies without adequate regard to nearby residents' views, the Department simply makes of itself a target for the outraged citizenry. So much for the department aspects of the matter.

For specific comment, I protest effectuation of any of the proposed withdrawals without provision for prior hearings in Anchorage. Moreover, I take vigorous exception to the withdrawal of any numbered "school sections" for the reason that there are altogether too few school sections of appreciable rental value and no machinery as yet for lieu selections.

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Mr. James P. Davis

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July 16, 1949

As to Section 18, T 14, R 2 W, SM, it would appear that none of it lies south or east of the Alaska Railroad, unless the road has there been re-routed since publication of the latest maps available to us.

As to the reversionary clause, I note that Public Land Order 576, of March 29, 1949, deletes said clause from Public Land Order 253, of December 7, 1944. If the language there quoted is uniform in the several Public Land Orders in question it would make little difference from a settlement standpoint whether the omnibus deletion were effected or not, for the reason that the lands concerned would still be withdrawn from appropriation notwithstanding expiration of Army jurisdiction. However, I favor retention of a reversionary clause if only to require the agency concerned to defend, periodically, its continuing need for the land withdrawn. This process should serve to re-open hearings from time to time and might possibly operate to make some withdrawals less than permanent.

Sincerely yours,

Ernest Gruening

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 25, D. C.

File Number *1-68*
General

Date
Aug. 8, 1950.

CROSS REFERENCE

To:

Subject:
EXTRACT:

Re road rights-away 300 feet less be administered by ARC.

"You will recall Field Committee position that road rights-of-away 300 feet and less be administered by ARC. On Alaska Highway ~~inner~~ 300 feet be administered by ARC and outer 150 foot fringe on each side be administered by BLM. Would appreciate knowing if Department has adopted this position. I am assuming that ARC then would deal with all trespassers except those in outer fringe of Alaska Highway. Please ascertain if Department's position is that no special use permits be granted within rights-of-away 300 feet or less. I believe that was the recommendation of Field Committee".

Signed: James P. Davis, Director

See File Number: 1 55 - BRIT. COL.-ALASKA HIGHWAY

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