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UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF THE SECRETARY

File No. 9 1 99
(Part #1)

DIVISION OF TERRITORIES AND ISLAND POSSESSIONS

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ALASKA

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ALASKA FIELD STAFF & ALASKA FIELD COMMITTEE

ADMINISTRATIVE
MINUTES OF MEETINGS
GENERAL

IMPORTANT

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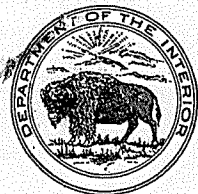
Officials and employees will be held responsible for failure to observe these rules, which are necessary to protect the integrity of official records.

Harold L. Jones

Secretary.

Nov. 10, 1948
to
Feb. 28, 1950

U. S. GOVERNMENT PRINTING OFFICE 6-7385



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

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25, D. C.

FEB 28 1950.

<i>Gading</i>

Memorandum

To: The Director
From: Chief, Alaska Branch
Subject: Comments on the Minutes of the January Field Committee Meeting

*1-99
minutes
of meeting*

1. Six-Year Report

A candid statement in connection with discussion of the Six-Year Report is worthy of note. According to the Minutes, "Several members of the Committee expressed the view that too large a portion of the estimated total funds of the Alaska Program was being requested by the Alaska Native Service. However, everyone agreed that only the A. N. S. was in a position to know its own needs." (emphasis supplied). If we are to presume that this comment would apply to the estimates of all of the other bureaus concerned, it raises an interesting question as to the function of the Field Committee in reviewing programs and submitting reports of this type to the Program Committee.

2. Power

No new information concerning the Taiya Project appeared in the Minutes. The statement was made that the Dorothy Lake Project (near Juneau) is being held in abeyance because of the lack of a market for the power.

3. Roads

The question of right-of-way through the Tetlin Indian Reservation has been resolved with the granting of a permanent right-of-way to the Alaska Road Commission over which it will have complete control.

In connection with the car-ferry program, it was reported that Steve Homer of Port Chilkoot plans to extend his service from

*Copy on
1-24
Program*

Haines and Juneau on to Prince Rupert but doubt was expressed that he would be able to carry through.

Colonel Noyes has taken a sound step in formally requesting the Bureau of Land Management to assist in determining the location of farm roads, and the Bureau of Mines and Geological Survey in locating mining roads. It was reported also that the Territorial Road Commission has agreed verbally to a procedure for standardizing the handling of suburban road construction on a 50/50 matching basis with local interests.

4. The Alaska Railroad

Micker reported to the Committee on the discussions concerning the possible opening of Whittier for civilian traffic.

5. Mining

A report was made to the Committee concerning the proposed action in eliminating a portion of Katmai National Monument to permit the mining of pumice. The Geological Survey were requested to cooperate with the Bureau of Mines in making an analysis of the availability of materials for a light-weight aggregate in the Anchorage area. It was stated that efforts are being made to secure for Alaska the briquetting laboratory which is being planned by the Bureau of Mines and the suggestion was made that, if successful, it be located at the University of Alaska.

The Windy Cement Plant was interred by the Committee on the basis of the Hutton report, although a recommendation was made that investigations of raw materials resources and the economics of the project should be continued in order to complete the analysis for the record.

6. Fish and Wildlife

Little new information was brought out in the Minutes. However, if correctly reported, the information that there are only three reindeer herds left which it is intended to maintain at a combined total of 7,000 head, is a shocking commentary on the destruction of an important resource.

7. Border, Wayside and Townsite Planning

In connection with discussion of the proposed border facility, both Noyes and Kadow indicated that they were opposed to the Government building tourist facilities along the highways of Alaska.

8. Reservations and Withdrawals

The Committee, by formal motion--with one member abstaining--voted to request that it be permitted to consider orders establishing reservations in advance of action by Washington, and stated that in their view, action of the type taken in the recent case has weakened the Department's position in the Territory and jeopardized the Department's over-all Alaska program.

9. Administrative Problems

A report was made to the Committee that candidates are being examined by the Solicitor's Office for the position of legal counsel for the Department in Alaska.

The members of the Committee were unwilling to accept a proposal that McGrath (Kadow's Staff Assistant) handle all news releases for Interior Department agencies in the Territory. Considerable discussion concerning public relations activities, functions, and policies is reported.

10. Water Law

No report.

11. Development Items

No action was reported on the Alaska Development Administration Bill but "Kadow stated that he was immensely gratified with the almost universal backing of Alaskans to the legislation in its present form as contrasted to the violent objections of Alaskans to the September draft."

Next meeting scheduled for Fairbanks in April.

(Sgd.) Jos. T. Flakne

Jos. T. Flakne
Chief, Alaska Branch

MWGoding:ggc
2/28/50

JH
Call any important points to
my attention)



UNITED STATES
DEPARTMENT OF THE INTERIOR
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JUNEAU, ALASKA

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TERRITORIES

January 31, 1950

MEMORANDUM to Alaska Field Committee

Subject: Minutes of Field Committee Meeting.

Enclosed are copies of the minutes of the sixth meeting of the Alaska Field Committee held at Kotchikan, Alaska, on January 10, 11, and 12, 1950. Sixty copies have been furnished to the Program Staff in Washington for distribution.

(Sgd) Ken

Kenneth J. Kadow
Chairman

Distribution:

Gov. Gruening	3
Mr. Rhode	2
Mr. Puckett	2
Mr. Lorain	2
Mr. Reed	15
Mr. Ruhl	2
Col. Johnson	2
Col. Hoyes	2
Mr. Foster	2
Mr. Morgan	2
Mr. Tverhovel	1
Mr. Goding	2
Mr. Davis	1
Mr. Seymour	60

MINUTES OF THE ALASKA FIELD COMMITTEE MEETING

The sixth meeting of the Alaska Field Committee convened on Tuesday, January 10, 1950, at the Fishery Products Laboratory, Ketchikan, Alaska. The following were present:

Reinholt Brust, Alaska Native Service
John R. Noyes, Alaska Road Commission
D. H. Nucker, Alaska Railroad
Lowell Puckett, Bureau of Land Management
S. H. Lorain, Bureau of Mines
Joseph M. Morgan, Bureau of Reclamation
Dan H. Ralston, Fish and Wildlife Service
George Sundborg, Governor's Office
John C. Reed and William S. Twenhofel, Geological Survey
Alfred C. Kuehl, National Park Service
Kenneth J. Kadow and George Megrath, Secretary's Office

Mayor Jack A. Talbot, representing the City of Ketchikan, extended a welcome to the Committee members.

Non-Scheduled Airline Operations

After hearing Sundborg, who spoke for both the Alaska Development Board and the Governor's Office, outline the importance of air travel to the development of Alaska and point up the importance specifically of both bush operations and non-scheduled carriers, the Committee listened to Herbert Hilscher of the Alaska Development Board and to Amos E. Meacock of the Air Transport Associates, Incorporated. The minutes covering this presentation are being distributed to all interested individuals, and additional copies will be available upon request to the Alaska Field Staff. The following telegram was sent to the Department in Washington:

"At request of Governor Gruening Alaska Field Committee has heard members of Development Board review Civil Aeronautics Board United States Alaska Service Case Report Docket Number three two eight six et al and particularly report thereon of Examiner William F. Cusick, exceptions to which we note must be filed with Secretary of the CAB in Washington not later than today January tenth. Field Committee recommends that Department as an official intervener in case request CAB extend time for filing exceptions inasmuch examiner's report not generally available to interested parties in Alaska as yet. Field Committee feels that nonscheduled and bush operations are very vital to President's Alaska development program. We urge Department arrange full review contemplated CAB operations and take any steps required including sponsoring of new legislation if necessary to bring this very important problem to a solution consistent with Alaska's needs. Minutes of presentation to this group will be forwarded to you in a few days but in view of expiration today of time limit for exception filing we urge immediate presentation this Committee's views to Civil Aeronautics Board."

The items of the agenda were discussed as follows:

1. Six-Year Report

The Six-Year Report was discussed in detail bringing into the program the suggestions and ideas advanced by the Program Committee and members of the Field Committee. The programs were approved as revised after which a prolonged discussion of the intangible but vital item of program balance took place. The decisions reached were as follows:

Dollar expenditures for any given program are not a reliable index of program balance. Instead, the relative importance to the development of the natural and human resources of Alaska must be the basis on which balance is attained. Some programs achieve this goal with small expenditures while others require a very large sum of money.

Each agency head should plan his program and budget requests on the basis of reasonable needs rather than maximum desirable.

Several members of the Committee expressed the view that too large a portion of the estimated total funds of the Alaska program was being requested by the Alaska Native Service. However, everyone agreed that only the Alaska Native Service was in a position to know its own needs. Kadow explained how he had requested Foster and the Alaska Native Service to reduce the amounts called for in last year's program and was quite surprised when members of the Program Committee expressed the opposite view. This year's presentation of the Alaska Native Service's six year needs is actually greater than last year's, but there is no doubt that the functions indicated are needed if a permanent long range solution to the economic and social well-being of Alaska's natives is to be attained.

There was general agreement that expected budget cuts in Alaska's overall program should affect least of all those agencies which have a direct bearing upon the economic well being of the Territory and whose services are vital to such development. The three mentioned specifically in this regard were the surveying function of the Bureau of Land Management, the Bureau of Mines and the Geological Survey. The funds requested in the Six-Year Report for these agencies are vital to the economic development of the Territory.

All agreed that most of Alaska's problems could only be met satisfactorily in the long run through sound economic development. The six year program of the Department reflects this reasoning and places emphasis upon those functions which have a direct bearing on it.

Details of the program discussions which lasted a day and a half are reflected in the revised six year report which will be available shortly.

2. Power

A. Taiya Project

The Committee Chairman called upon Sundborg and Morgan for reports on the Taiya project. Sundborg stated that he had recently conferred with officials of the Aluminum Company in Pittsburgh who told him that they wanted to develop Taiya as a private project without the assistance of any Government agency. Secretary Chapman told Sundborg that he would look into the matter and let the Governor's Office know his view. Sundborg further stated that the Aluminum Company felt that the Bureau of Reclamation would be unsuccessful in obtaining funds for a project which would require their expenditure mostly in Canada. He also reported that within the past two weeks the City Council of Skaqway was asked to vacate an alley which is on land owned by the Aluminum Company to allow the company to do some building at once. Sundborg requested that the Department of the Interior take no steps beyond the studies authorized. Kadow explained that departmental policy was set forth by Assistant Secretary Warne at the September meeting of the Field Committee. The Department is interested in ascertaining the true power and mineral potentials of the area. He further stated that he knows of no contemplated action which would determine at this time who would build the facility. He said that the Department's interest at this time was purely exploratory and that when the facts of this exploration were placed before them, further policy decisions would then be made. Puckett pointed out that the Aluminum Company could get only 160 acres of land under the Public Land Sale Bill and wondered what their total needs would be. Sundborg said they would require approximately 30,000 acres and that they contemplated going to Congress for the land. Morgan reported that preliminary information developed by investigations of his Bureau carried on under Secretary Krug's instructions, had supplied the basic information for a conference with the Canadians at Ottawa. This conference produced great interest by the Canadians and an agreement on their part to spend approximately \$100,000 this summer as their part of a joint effort to properly appraise the Taiya project. They also agreed to set up a Canadian-American four-man engineering board to direct these investigations. Secretary Chapman has instructed the Bureau of Reclamation to continue its studies for the coming year and designated Assistant Secretary Warne to represent the Department of the Interior on the joint Canadian-American policy committee concerning this project. Mr. G. L. Beard will represent the Corps of Engineers. Both the Department and the Canadian Government have requested that no publicity be given to this project in order not to jeopardize other Canadian projects currently under consideration.

B. Dorothy Lake Report

Morgan reported that the Dorothy Lake project was being held in abeyance because the lack of a market for the power does not justify

going to Congress for construction authority at this time. He also indicated that certain basic information lacking in the report as it now stands will be supplied when the report is revised.

C. Six-Year Report

The potential power projects scheduled for investigation by the Bureau of Reclamation in their six year program were discussed and approved. A considerable discussion resulted between the Bureau of Mines and the Geological Survey on the one hand and the Bureau of Reclamation on the other as to the wording of the Six-Year Report as it relates to the use of coal versus water resources in the manufacture of power. The agency heads agreed to work out wording satisfactory to all.

3. Roads

A. Right-of-Way through Tetlin Indian Reservation

In the February 1949 meeting of the Field Committee, the problem of establishing a right-of-way through the Tetlin Indian Reservation was brought up. This problem had two distinct phases: the right-of-way and the modification of the boundaries of the reservation. The Committee Chairman read a letter from Don Foster under date of January 6, 1950 indicating that the Alaska Road Commission would be given a permanent right-of-way through the Tetlin Indian Reservation over which they would have complete control. This solution is satisfactory to all concerned. Nothing is proposed at this time relative to the boundaries of the reservation.

B. Car Ferry Program

Noyes reported the car ferry program was faced with many problems over which his agency had no control. The outlook for the development of adequate road outlets in Canada was dismal at this time, Canadian officials have indicated that from three to ten years would be needed to complete the connection required at Prince Rupert and at Haines. He said that he was in constant touch with Canadian officials and was urging all possible consideration of the plan. The design of the boats required for the service was being studied by the National Defense establishment who were interested in such a service and might be willing to bear a portion of the cost. Noyes further indicated that he was thinking in terms of Government ownership of facilities with their lease to private management with option to buy. However, if the car ferry program could be installed with both private ownership and management, this would have the Road Commission and Field Committee's support. Sundborg brought out the fact that Steve Homer hoped to expand his present service from Haines to Juneau on to other Alaskan towns and to Prince Rupert. Homer was negotiating for a mail contract

the granting of which would help him bring this about. The Committee agreed that the Department should give all possible support to Homer's plan, but they doubted his ability to bring this about.

C. Feeder Roads

In a discussion of feeder roads, Noyes requested the assistance of the Bureau of Land Management in determining where farm roads should go, and of the Bureau of Mines and the Geological Survey in locating mining roads. At the present time such determinations are being made by the Road Commission, but Noyes felt that his agency did not possess adequate information to make these determinations without the help of the agencies mentioned above. The Bureau of Land Management, the Bureau of Mines, and the Geological Survey agreed to cooperate with the Road Commission in so far as they were able.

D. Suburban Roads

Noyes, Chairman of a subcommittee composed of Sundborg and Metcalf, reported that the following recommendations were being made to the Territorial Road Commission as a basis for standardizing the procedures for handling suburban road problems. Since the Alaska Road Commission's funds must be applied only to the construction, improvement, and maintenance of the main road system, these recommendations were as follows:

In any suburban development where local interests are willing to contribute, the Territory should stand ready to match these funds on a fifty-fifty basis for the construction of suburban roads.

Maintenance should be assumed one hundred per cent by the Territory until such time as the suburban developments are incorporated within the boundaries of municipalities.

Metcalf has agreed to this verbally, but no written reply has been received. Noyes agreed to follow through and report at the next Committee meeting of any progress made.

E. Roads within Small Unincorporated Townsites such as Tok Junction

Puckett and Kuehl raised questions about building roads in small unincorporated townsites such as Tok Junction in order to carry out townsites plans developed for these areas. Noyes said that as long as the suburban development was not privately sponsored, there was no reason why the Alaska Road Commission could not build a limited number of roads in these areas to carry out the Department's plans until such a time as the townsites became incorporated.

F. Withdrawals for Road Rights-of-Way

At a recent Field Committee meeting several proposals concerning the establishment of rights-of-ways versus easements for roads were discussed and followed up by a recent meeting in Washington which Noyes attended. The following agreement between the Bureau of Land Management and the Alaska Road Commission was reached which offers a more satisfactory basis for meeting this very complicated problem:

The areas reserved for roads would continue to be administered as withdrawn areas in accordance with the provisions of Public Land Order 601 dated August 10, 1949.

The withdrawn rights-of-way would make it mandatory to restrict entries to include areas located only on one side of a road, as lands in entries must be contiguous.

The Bureau of Land Management would determine the center lines of the constructed roads in those areas which have been previously surveyed under the rectangular system of surveys and where title was still in the Government in order that supplemental plats might be prepared to show areas and designations for the public lands bordering on the rights-of-way.

The Bureau of Land Management, in executing new cadastral surveys, would, where necessary, determine the center lines of the constructed roads as the proper basis for platting them through the sections. The plats representing the cadastral surveys would give the areas and designations of the lands abutting on the withdrawn area.

The Alaska Road Commission would reimburse the Bureau of Land Management for the cost of the field work in those cases where it was necessary to determine the center lines of the constructed highways as the basis for computing the areas of the public lands adjacent to the reserved area for highway purposes.

The Alaska Road Commission would proceed as rapidly as possible to prepare maps of definite locations for all constructed roads in Alaska and file copies of those maps with the Regional Administrator, Bureau of Land Management, at Anchorage, Alaska.

4. Alaska Railroad

Nuckor said the Army and the Department of the Interior were having a high level discussion in the near future in Washington to definitely decide whether Whittier was to remain an Army port exclusively or whether it was to be opened for civilian use. Going on the assumption

that Whittier would remain a closed port, the Railroad's budget in the Six Year Report provides for the rehabilitation of the line from Seward to Portage.

5. Mining

A. Coordination between the Bureau of Mines and the Geological Survey

Sundborg asked what efforts were being made to coordinate more thoroughly the work of the Bureau of Mines and the Geological Survey. Reed indicated that their local representative in Juneau would be given more authority to cope with such problems, but that the organization of the Geological Survey was satisfactory for handling its problems. He felt that the benefits of having him in Washington outweighed the disadvantages. The acceptance of the Geological Survey's Alaskan program would seem to confirm this. Lorain felt that a closer liaison between Reed and himself was necessary and indicated he had already begun working closely with Twenhofel. One of the obvious shortcomings, according to Reed, was that there has not been enough detailed consideration given to the need for teamwork in developing each agency's work program. As a rule a geologist and a practical mining man get the best results when they work together as a team. More of this type of planning was required and both Lorain and Reed agreed to undertake it. As far as actual projects go, the Geological Survey recognized the Bureau of Mines' need for a certain amount of geologic advice as projects progressed and would mold their program to fit into the development phases of the Bureau of Mines' activities in so far as possible. Kadow complimented Lorain on the manner in which he had taken hold of the Bureau of Mines' activities and expressed great satisfaction with the results which were being obtained. He said this illustrated once more the value of a regional organization and the granting of reasonable authority to the Director.

B. Pumicite

The Chairman read the following telegram from Assistant Secretary Warne indicating the action the Department wished to take on the matter of making available the pumicite deposit at Katmai National Monument:

"Supplementing my letter of December 28, BLM has advised most feasible method to make Katmai pumicite available under Act July 31, 1947, 61 Stat. 681, is by deletion of lands from Monument by proclamation and simultaneous temporary withdrawal from disposition under Mining Laws. Deposit best suited for use and removal situated near head of Kukak Bay and location favored by NPS. Desirable Kuehl and you report to Regional Director Tomlinson for concurrence, size and description of minimum area Kukak Bay to be deleted by proclamation."

This information indicates a possible development of a light aggregate for the building industry in Anchorage. The Chairman, the National Park Service and the Secretary's Office have been working together on it and expect to have it available this summer. After a discussion on the possibility of finding supplies of pumicite closer to Anchorage than that available in the Katmai National Monument, Kuehl moved that the Geological Survey, in cooperation with the Bureau of Mines, be requested to make an analysis of the availability of materials for a light weight aggregate in the area of Anchorage. The Committee concurred with the exception of Reed who abstained from voting. Kuehl is to prepare a map and wire the necessary information to Washington so that the action proposed in the telegram could go forward without delay.

C. Briquet Laboratory

Lorain brought out the fact that a briquetting laboratory was under consideration by the Bureau of Mines for installation in the States and that he is making an effort to get this plant for Alaska. He asked for and was given assurance of the Field Committee's support. Kadow suggested that Lorain investigate the possibility of locating this laboratory at the University of Alaska since it might constitute the basis around which a general coal research effort could develop. Lorain agreed to explore this matter with University officials.

D. Mining Laws

The Chairman introduced a discussion concerning a revision of the Mining Laws. He stated that he had received instructions from the Secretary's Office to keep this discussion completely within the family. Lorain said that if the proposals made were adopted, they would keep prospectors off the public domain according to the mining industry; that the proposed changes were discussed at a meeting of the American Mining Congress last September at which about 1500 members of the industry were present and that the Congress voted overwhelmingly against it with only one dissenting vote. Reed reported that the Geological Survey was studying these revisions; that until his agency had officially taken a stand, he could not discuss the subject. However, his Director wanted him to call the Committee's attention to the difference between the Leasing Laws and the Mining Laws and that people were inclined to lose sight of the fact that these were different laws. Lorain expressed the opinion that the best way to amend the mining laws would be to make individual amendments to individual articles. Kadow felt that this subject was highly specialized and he doubted the qualifications of most Committee members to pass on the proposed revisions. Puckett suggested the discussion be tabled since the matter was obviously being handled on a higher level. The Committee concurred.

E. Windy Cement Project

Morgan reported on the recommendations of Major S. E. Hutton concerning the cement project for Windy which he considered uneconomic. Considerable discussion took place as to the validity of some of the assumptions made by Hutton in the rough draft of his report regarding raw materials, wages, and size of the market. However, everyone agreed that the basic conclusions in the Hutton report were sound. Both Reed and Lorain pointed out that inadequate data was presently available; that sound conclusions could not be made on the raw materials; that the cement project should not be turned down flatly at this time; that the Bureau of Mines should continue their investigations for another season to complete a true picture of the raw materials for future reference. It was pointed out by Lorain that conditions in the Railbelt were changing and that it was his Bureau's job to get the information before and not after the need was determined. The Committee thought that Hutton's report which was necessarily based on incomplete data should not be allowed to give the cement project a black eye for all time. Lorain made the following motion which was seconded and passed unanimously:

"The logic of the rough draft of Hutton's report of January 7, 1950 points to the installation of the bulk cement handling facilities at Anchorage as being the best solution at the present time; that a cement plant at Windy, from data available, seems uneconomic and should not be built at this time. However, investigations of raw material resources and the economics of the entire project should be continued to complete the appraisal of this project for the record."

Further discussion took place concerning the bulk cement operation. Kadow reported that a private company was negotiating with both the City of Anchorage and the Military for a lease of land suitable for the installation of facilities to handle bulk cement. Nucker indicated that the City of Anchorage and the Railroad had now reached a satisfactory basis for turning the land over to the City and that the lease was to be consummated soon. He hoped this would be in time to allow the cement project to go forward without delay. Kadow reported that according to General Twining the Army was trying to introduce language into their negotiations that would limit the profits of this arrangement. Lorain pointed out that Hutton's cement report indicates no great savings can be expected from the bulk handling of cement unless the facilities are government owned and operated under a controlled lease or by the government itself. Further discussion of this point took place and the Committee instructed the Chairman and the Railroad to pursue the matter of bulk cement handling and to keep the Committee posted on developments. The bulk operation is considered highly desirable.

6. Discussions Related to Fish and Wildlife

A. Controlled Burning of Forest Lands

During a Fish and Wildlife discussion Ralston introduced the idea of instituting a program of controlled burning of some of the submarginal forest lands in order to facilitate the feeding and development of wildlife. No decision was reached on this matter, but the Fish and Wildlife Service was instructed to make its recommendations at a future meeting if such a program, after careful consideration by the Bureau of Land Management and the Fish and Wildlife Service, appeared to have merit.

B. Reindeer Herds

A Committee member asked the Fish and Wildlife Service and the Alaska Native Service to explain exactly what the present situation was regarding the reindeer problem. Brust indicated that there were three reindeer herds now, one at St. Michael, one at Kotzebue, and one at Nunivak. Those at Nunivak and at Kotzebue are to be maintained at 3000 head and those at St. Michael at 1000 head. The Nunivak herd was at 30,000 head, but is being reduced to 3000 head due to the very serious pasture problem. Brust pointed out that under community management by the natives, the reindeer problem became very serious, but that now they were turning over the herds to individuals and find that the management is much more satisfactory. Ralston said the Fish and Wildlife Service works closely with the Alaska Native Service in a program to combat predators and that good control is being obtained.

C. Program of the Fishery Products Laboratory, Ketchikan, Alaska

Mr. Norman Wigutoff, Fishery Marketing Specialist of the Fishery Products Laboratory and Mr. Jack Mendenhall, Secretary of the Fisheries Experimental Commission (a territorial body which cooperates in operating the laboratory) spoke to the Field Committee on the work being done at the laboratory.

The first item covered was the commercial possibilities of the utilization of salmon waste. Wigutoff brought out that one-third of the salmon was wasted, amounting to an annual waste of 100,000,000 pounds per year. This waste has great nutritional value. Dumping of it at the cannery constitutes a health hazard. Such dumping has already been prohibited by the Territorial Department of Health at Pelican and it is anticipated that similar action will take place for other spots in the Territory. Up to this point, utilization of waste has been difficult due to several factors: (1) the isolated location of canneries makes it difficult to get the waste together for economical processing, (2) the short season during which waste becomes

available makes it necessary to process it quickly or preserve it since it is highly perishable and (3) the high cost of transportation, labor, etc. The Fishery Products Laboratory has studied this problem from three points of view: (1) the development of a means of handling and storing waste so that it could be used at a more convenient rate and in such a fashion that its nutritive characteristics are not destroyed, (2) the development of products which could be made from the material such as fish hatchery feed, fur farm animal feed and biologicals (vitamins, and amino acids) and (3) the possibility of a floating salmon reduction plant for processing the waste providing adequate storage facilities were available at the canneries. Wigutoff brought out the fact that interest in reduction of salmon waste was increasing since it was very possible that canneries would soon have to start paying to have it hauled away instead of dumping it in front of their cannery. Because of this two or three of the companies large enough to have research facilities are studying the matter. Ralston brought out the fact that they had not made enough studies to know whether salmon waste could be used for commercial products on a small plant basis, but that in his opinion such operations are practical. Wigutoff said that the traditional method of producing salmon meal and oil would require a plant investment of about \$40,000 to \$50,000. However, they've been working on methods which would require a smaller plant investment. Also in line with the conservation approach, there is a growing feeling that all or none of the salmon should be utilized. However, methods of complete use are being studied, but complete results are not available. Two reduction plants were in operation last year, one at Ward's Cove near Ketchikan and the other at Seldovia. Sundborg stated that a plant was being considered for Petersburg. Wigutoff stated that a few years ago funds were made available for research by independent, State and Territorial agencies. Studies made at that time resulted in the publication of two reports. The program started at that time cannot be brought to fruition unless additional funds are made available to continue the experimentation.

The second item covered by Wigutoff was their butter clam toxin work. This was started in 1946, but the 1951 budget includes no money for it. The Laboratory has been working to reduce the problem of toxicity in the Alaskan butter clams by specialized canning methods and has made real progress in this effort. Also, as a result of studies completed by the Laboratory which indicated the human tolerance to the toxin, the Food and Drug Administration has unofficially raised the tolerance level from 200 to 1200 units. Since butter clams are considered a good off-season industry requiring only a small investment, experimental work and the collection of data on the geographical distribution of the toxicity of clams are being continued by the Fish and Wildlife Service.

Wigutoff stated that last year the Fish and Wildlife Service started what will be continuous exploratory fishing for king crab, bottom fish, tuna, etc. A new boat has just been built for this purpose and is expected to supply basic data for the development of new fisheries.

7. Border, Wayside and Townsite Planning

A. Border Facility

The question was raised by the Chairman as to the type of facility that was being planned by the Park Service for the Alaskan-Yukon border. Kuehl indicated that according to present plans the first units of this facility would be budgeted in the first year and would be general office requirements for the Alaska Highway Patrol, Customs, Immigration, Fish and Wildlife Service, Bureau of Land Management as well as a post office, weighing scale, some housing, water system, sewerage and a checking station. He further stated that there would be limited facilities for those people who were required to remain overnight at the border because the Custom's office was not open or because of irregularities in their papers. Five hundred thousand dollars was being budgeted in each of three years to bring this border development about. At this time there was no way of knowing what the actual cost would be until the requirements of the various agencies concerned were received. Noyes raised considerable objection to asking for more than \$250,000 to \$300,000 for the entire facility and suggested that no tourist facilities be provided by the Government anywhere on the highways. He thought these should be provided by private enterprise. Kadow stated that in the neighborhood of the border and along all of the main highways of Alaska, facilities which tourists can use are being developed with private funds. These are not high class facilities, but if more money was spent on them, they would be uneconomical at this time. It would not be fair to have the government competing with private enterprise. The Department would be criticized if it did. Kuehl reiterated that facilities of this nature built by the government would be operated on a concession basis by private enterprise, but he thought a good facility would set the pattern along the highway.

B. Wayside Facilities

Kuehl advocated the development of road wayside park facilities at three sites on the Highway. The policy of wayside parks is a common policy in many States of the Union and he saw no reason why Alaska should not follow such a policy. He said that the standard of present facilities is of a low quality and definitely inadequate. He further stated that the building of some government facilities along the

Highway would serve as a measure for private enterprise to follow and also as a stimulus for facilities provided by private enterprise. However, only the border facility has been budgeted.

C. Townsite Planning

A discussion of townsite planning and the problems associated with it took place. Kuehl suggested that the Department investigate the possibilities of securing legislation that would permit it to zone townsites prior to their incorporation as villages. Puckett doubted that such legislation could be obtained. Kuehl stated that without zoning, town planning loses much of its effectiveness. It was recommended that some zoning legislation adequate for this problem be developed by the Solicitor's Office for consideration by the Field Committee and later by the Department since it is desirable to zone and control the release of land for townsites up to the point where a town becomes incorporated. The Chairman was instructed to follow through on this.

8. Reservations and Withdrawals

A. Indian Reservations

Sundborg introduced the subject of reservations by stating that all five members of the Alaska Development Board had authorized him to protest to the Committee against a reservation policy for Alaska. He said that they feel the policy is wrong; that the greatest harm was being done in starting such a system; that once it was started, nobody knew how far it would go; that if reservations were created for all Indians, there would be very little land left for anybody else; that such a policy would be destructive of development plans of groups that are trying to push Alaska ahead; that from the standpoint of the Department of the Interior, the manner in which this news came out constituted quite a cross for Interior's Alaskan representatives to bear. A lively discussion of this subject took place which in general brought out the vein of Sundborg's comments, after which the following motion was proposed by Sundborg:

"In view of the widespread public criticism in Alaska of Secretary Krug's Barrow, Hydaburg and Shungnak Reservation Orders and the feeling of the majority of the members of this Committee questioning the wisdom of adopting an Indian reservation policy for the Territory as a means of settling Indian claims, the Alaska Field Committee respectfully recommends to the Secretary of the Interior that this Committee, as a policy recommending instrument for the Department on Alaskan problems, should be permitted to consider such proposed orders in advance of action by Washington.

We feel that the view of most Alaskans on the Indian reservation and aboriginal rights question is such that actions similar to Secretary Krug's in this matter materially weaken the position of the Department in the Territory and because of this weakening jeopardizes the Department's overall Alaskan program. The policy of creating reservations as a means of settling the Indian claims problem in Alaska is one moreover, in our opinion, that requires much additional careful consideration and discussion, especially on a field level, since nearly every agency of the Department is affected and the views of each should be available for detailed consideration. We urge that before any more Indian reservations are ordered that the Alaska Field Committee be consulted in each specific case prior to action and that Alaskans likewise be given the opportunity to weigh and express themselves on the merits and demerits of the contemplated action."

All present voted for the motion except one member who abstained from voting. Brust wished the following statement inserted in the minutes:

"Each individual claim or case should be decided on its merits - either as to land or cash settlement - by the properly constituted authority. There are spots in which giving Indians land would be better than giving them cash and vice versa."

After Sundborg's motion passed, the Chairman summed up the views of the Committee by saying that the Committee did not presume to pass judgment on the legality of aboriginal rights and Indian claims but emphatically expressed its views against reservations as a means of settling them. Also, they experienced embarrassment by the announcement of such withdrawals from Washington without any previous knowledge or explanation of them. The majority of the Committee members indicated that an early settlement of this very important problem by the courts of the United States should be sought. Such a settlement in their opinion would be accepted without question throughout Alaska by Whites and Indians alike.

B. Goose Lake Withdrawal

The Chairman raised the subject of the Goose Lake withdrawal by indicating that the Alaska Housing Authority had requested land in the area for the development of its housing program. He stated that the Fish and Wildlife Service had reported that they were not interested in the approximately 125 acre piece of patented land now under lease (revokable at will) to the Railroad by the Army who holds title. He explained that the Army was willing to turn it over to any agency suggested by the Interior Department without cost if they could find an agency who had a permanent use for it. Kadow's recommendation to turn

the land over to the Alaska Housing Authority was acted upon favorably by the Committee with the following recommendations:

That the Alaska Housing Authority work with Puckett and Kuehl in developing an overall plan for the entire acreage of the Goose Lake withdrawal including the area now under lease to the Railroad. This plan is to be approved by the Interior Department and paid for entirely by the Alaska Housing Authority.

That the area of this plan set aside for housing could be made available to the Alaska Housing Authority under the conditions of the Alaska Housing Act. Any saving in the cost of land thus obtained should be reflected in the ultimate cost of the housing constructed.

That ample land should be set aside in the plan for the broad objectives of the original withdrawal. It was suggested that at least 200 acres be saved for the city, territorial, and federal government building needs; that at least 100 acres be set aside for a public park and playground area; and that at least 200 acres be reserved for future government needs not specifically stipulated above. This would leave approximately 490 acres of the total for housing developments of various types under the direction of the Alaska Housing Authority. It was suggested that the Alaska Housing Authority would be an ideal agency to get title from the military to the land now held under lease by the Alaska Railroad. However, the area is to be developed with the overall plan.

That the Alaska Housing Authority should assume full responsibility for carrying out the development of the Goose Lake area in line with the plans approved by the Interior Department.

Although lands of the area will be turned over to the Alaska Housing Authority only on the basis of their needs, which at the moment appear to be somewhere between 125 to 130 acres, the Committee instructed Kadow and Puckett to clear these recommendations with Washington and to carry out Washington's recommendations in the above spirit.

C. Military Withdrawals

Puckett indicated that as a result of the meeting on transportation and communications held in Juneau on November 30 and December 1, 1949, conversations have progressed with the Military on the subject of land withdrawals in a very satisfactory vein with few exceptions. He reported that in a meeting called by General Scott between the members of his organization and the Military, General Scott voluntarily

instructed representatives of the Military as to what specific lands should be included in new applications and demonstrated willingness to cooperate with the Interior Department on this overall problem. He further stated that the requirements of the Military would probably be whittled down materially in line with the policy to request no more land than they actually need. The Military agreed to cease requesting land for recreational withdrawals except for the amount of land needed for the actual buildings involved.

Puckett further reported that the situation at Kodiak was to be worked out between his office and the Navy; that the outlook at the moment was not as favorable as the one reported above. According to Puckett the Navy is requesting a lot more land than they need. Admiral Wagner is quoted as having said that once the withdrawal is made, the Navy will return the parts which are not needed. Puckett, with the support of the Committee, is against the policy of withdrawals of more land than is required particularly since restorations to the public domain are very slow and create many administrative problems that would not be created if the land wasn't taken out in the first place. Puckett also pointed out that there were several farms on Kodiak Island grazing cattle, and that the Navy wished to administer the leases. Puckett is against this procedure since the grazing area doesn't interest the Navy for its own uses and the function of security does not seem to be involved, but simply gives the Navy control of the area under question. Puckett indicated that the grazers may come up with permit requests which he expects to issue. Once they are issued, he presumes that official attention will be focused on the problem, and it will be clarified. The Committee generally supported the views of Puckett and instructed its Chairman to assist Puckett in bringing about a satisfactory solution to the problem as a whole.

D. General Withdrawal Matters

The general subject of withdrawals was taken up by introducing a letter from Assistant Secretary Warner under date of January 5, 1950 which is quoted below:

"I have your November 7 letter stating the recommendations on land withdrawals, agreed on by the Alaska Field Committee.

I agree with the first two recommendations, i. e., that withdrawals made to aid the Settlement Bill be lifted as soon as areas are found unsuitable for the purposes of the bill, or, if the bill does not pass at the 2d session of the 81st Congress, as rapidly as classification studies are completed. It certainly is not the Department's intention to tie up lands unnecessarily or for unduly long periods in connection with the Settlement Bill.

The third and fourth recommendations contemplate that withdrawal requests will be filed in the appropriate land office and that the requests will be publicized before withdrawals are made. This is at variance with the present departmental procedure which was recently promulgated (Departmental Order No. 2541 of November 15, 1949, 14 F. R. 7048). The present procedure ordinarily would provide that publicity be given and objections invited at the time of the publication of the withdrawal order. Hearings would thereafter be scheduled, if warranted.

As a result of your letter, however, a draft of an amendment to Order No. 2541 is being prepared to provide that the Secretary or other officer authorized to make withdrawals will have published in the Federal Register his determination as to whether or not the withdrawal should be revoked or modified as a result of any protests received or hearings held. Such determination will be published within six months from the date the notice of the withdrawal order appears in the Federal Register or within six months from the date of the hearing if one is ordered.

It is feared that giving publicity prior to the issuance of the withdrawal order would cause a rush to make locations and settlements in the areas to be withdrawn, nullifying or impeding the purpose of the withdrawal. The Bureau of Land Management is presently trying to work out a procedure whereby agencies could file withdrawal requests in the land offices and thereby segregate the land from entry or location. Some objections to such a procedure have been raised in the Department of Justice, and we are not certain that we shall be able to adopt it. Until it can be adopted, I believe that a procedure along the lines of Order 2541 is preferable."

9. Administrative Problems

A. Legal Counsel

Kadow reported that the Solicitor's Office was actively examining candidates for the position of Legal Counsel for the Department in Alaska vacated by Judge Folta several years ago. He said that it was intended that the bureaus who use his services would pay for them at least until such a time as a direct appropriation was made for the activity. Some of the agency heads raised the question as to whether or not a man with sufficiently broad training could be found to meet the varied needs of the various agencies. Kadow explained that a progressive forward looking attitude on the part of the lawyer was in his opinion more important than his specific experience in any one field. A good aggressive liberal lawyer was a fundamental requirement for the job. He stated that this appointment was entirely up to the

Solicitor's Office and that they had complete knowledge of the requirements of the job. He, therefore, saw no reason to doubt that they could fill it adequately and wisely.

B. Press and Public Relations

In a general discussion of the functions and workings of the newly created position of Staff Assistant to the Field Committee, the whole matter of press and public relations was reviewed and may be summarized as follows:

Megrath made the suggestion that a central clipping service might prove useful to the various bureaus of the Department in Alaska. Discussion of this point brought out the fact that nearly all agencies had their own clipping service and preferred it that way. The Bureau of Mines wanted clipping service. Noyes said he was interested in clippings of other agencies. Megrath agreed to work it out to Lorain's and Noyes' satisfaction.

Megrath suggested that all releases emanating from Washington concerning Alaska be reviewed by the agency head in the field before release. He cited examples of problems which had been created by not following this procedure. It was suggested that Washington releases be directed to the Field Staff and that Megrath be responsible for clearing them with the agency head in the field. After considerable discussion, the Committee agreed this was desirable, but doubted that it could be brought about effectively.

Megrath suggested that all news concerning each agency of the Interior Department should be released from one source. It was his contention that the press and radio would soon learn to lean on this source and that with connections to all newspapers and press, much more adequate and reliable service could be developed. Such a procedure would produce uniform statements of the Department's policy. Megrath proposed to produce articles for each agency doing whatever research and composition is required, but never to release anything without the agency's approval and only under the signature of the agency head. The Committee disapproved the idea of channeling all news through one source. The Committee members pointed out that most of the news they produce is done through personal contact with reporters when they are travelling throughout the Territory. They were willing, however, to produce news items and special articles as suggested by Megrath. Kadow felt that the best way to work out the information job was to have Megrath contact each agency head about his particular needs and that there was no blanket formula for the information program. Megrath stated

that the nature of releases concerning the Department's activities in Alaska should remain informative. If the Department succeeds in presenting the facts, we have done our job. No amount of subtlety or cajolery is going to prevent the building up of a case against the Department by the opposition. An honest presentation of the facts is the limit of our responsibility. The Committee as a whole accepted this observation. Some Committee members* agreed with Nucker that quite frequently the function of a public relations man was to keep the Department out of the newspapers rather than getting it in. It was suggested that occasional features on the work of each agency would be helpful in calling our program to the people's attention and getting it on record. These could be handled by friendly writers, by each agency itself, or by the public relations office. The press liaison of the Field Staff and the Washington Information Office could be very useful in placing such material. The Committee as a whole agreed to this.

It was agreed that routine press conferences should be held at Field Committee meetings and at other meetings in which government agencies were involved which warrant that amount of press coverage. Megrath explained that it was much easier to invite the press in and answer their questions than to leave them out and answer for their reporting. The Committee agreed to give this procedure a trial.

At the second meeting of the Field Committee in October 1948 the Committee took the stand that only the Chairman was authorized to make releases for the Committee as a whole. This policy is now being followed by the Committee.

Nucker asked to what extent the position was created to sell Alaskans on broad departmental policies. Kadow replied that up to the present time he had received no instructions on this matter but assumed that the policies of individual agencies and broad departmental policies were identical. He did not know, however, to what extent the Department wished to flavor the activities of the individual agencies with broad objectives as contrasted to informative services of the agency itself. He expressed the belief that the service was intended to develop informative news relative to the Department's Alaskan activities. Broad statements of policy will undoubtedly be enunciated by the Secretary and other high Department officials authorized to speak for him as has been the case heretofore. He promised to clarify this and other matters of policy when he is in Washington in the near future and report to the Committee prior to or at the next meeting.

Another item discussed was the manner of the payment of Megrath's salary. Several members of the Committee raised the question as to who had requested this particular function. They did not remember any discussion of the position or authorization of it by them. Kadow was of the opinion that the position had been discussed at one of the early meetings of the Field Committee and that the idea for its creation had originated in the Secretary's Office. He was instructed to check through the minutes and to report in detail the background of the action at the next Field Committee meeting. Some of the Committee members, especially Reed, expressed the view that they had no need for such service and did not wish to make any contribution to it. Kadow agreed to make a full report at the next meeting, but pointed out that since the position had already been created by action of the Secretary's Office, he thought that any action to the contrary by the Field Committee would not be appropriate at this time. Reed moved that the Field Committee pay for the new publicity service in the same manner in which they recommended paying for the lawyer; that is, those agencies using the service would pay for it. The motion was accepted by the Committee. However, it was agreed to table it until such time as the facts were obtained.

C. Per Diem

Kadow reported that Washington was making a study of the variations in the payment of per diem among the agencies in Alaska, and that discussions in the Field Committee should be tabled for the time being. However, he brought out the fact that he would still like all agencies to supply information on their per diem policies which had been previously requested of each bureau.

10. Water Law

A report of the Water Law Committee was requested by the Chairman. Morgan indicated that the General Counsel had done nothing about the matter and that he would follow it up and see whether a report couldn't be available in time to submit it to the next Field Committee meeting.

11. Development Items

A. Alaska Development Administration Bill

Under discussions related to development, Kadow explained that the Alaska Development Administration legislation was listed for discussion at this meeting, but would not be taken up because the Secretary's Office has not completed the Department's legislative program. No action has been taken yet on the latest draft of the

Alaska Development Administration Bill or on the comments of the Field Committee at its special session on December 2, 1949. If the Department goes ahead with this legislation, it will probably not come before the Field Committee until after Washington has produced the bill it wants. Kadow stated that he was immensely gratified with the almost universal backing of Alaskans to the legislation in its present form as contrasted to the violent objections of Alaskans to the September draft. The public indignation was brought about by the Fairbanks Daily News Miner's publishing a rough draft after they already knew the draft they obtained was a dead duck. In recent weeks many editorials, letters, and phone calls have requested that the Department produce a bill to help finance the sound business expansion of the Territory.

B. Boat Repairs

Kadow reported that businessmen in Juneau and Ketchikan had asked him why the boats of the various agencies of the federal government were not being repaired in Alaska, thus creating desirable off-season jobs. Brust replied that the Edgumbe had been reconditioned in Alaska, but that there were no ways large enough to handle the North Star. Other smaller vessels of the Alaska Native Service are repaired in Alaska. Ralston indicated that the lack of repair parts in the Territory created a situation which meant long delays in getting boats repaired and usually made such repairs cost considerably more in the long run. The idea of repairing boats in the Territory is very good. The Fish and Wildlife Service has obtained part of the Army Support in Juneau and intends to establish its own repair facilities to handle their 45 boats operated in Alaskan waters. They feel that they can perform such services cheaper than contracting them out.

Next Meeting of the Field Committee

It was decided to hold the next meeting at Fairbanks in April providing suitable accommodations and a meeting place were available; otherwise, it will be held in Juneau. Also, the Committee requested Kadow to acknowledge an invitation from Palmer to hold the next meeting there, and inform them that previous commitments had been made for the April meeting. If the invitation still holds for the July meeting, it will be held in Palmer.

The Field Committee meeting adjourned on January 12, 1950 at 5:00 P.M.



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

*Noted
JPD
The Alaska
Files
1-99
Adm.
Minutes
Minutes*

Memorandum

FEB 28 1950

To: The Director
From: Chief, Alaska Branch
Subject: Comments on the Minutes of the January Field Committee Meeting

1. Six-Year Report

A candid statement in connection with discussion of the Six-Year Report is worthy of note. According to the Minutes, "Several members of the Committee expressed the view that too large a portion of the estimated total funds of the Alaska Program was being requested by the Alaska Native Service. However, everyone agreed that only the A. N. S. was in a position to know its own needs." (emphasis supplied). If we are to presume that this comment would apply to the estimates of all of the other bureaus concerned, it raises an interesting question as to the function of the Field Committee in reviewing programs and submitting reports of this type to the Program Committee.

2. Power

No new information concerning the Taiya Project appeared in the Minutes. The statement was made that the Dorothy Lake Project (near Juneau) is being held in abeyance because of the lack of a market for the power.

3. Roads

The question of right-of-way through the Tetlin Indian Reservation has been resolved with the granting of a permanent right-of-way to the Alaska Road Commission over which it will have complete control.

In connection with the car-ferry program, it was reported that Steve Homer of Port Chilkoot plans to extend his service from



Haines and Juneau on to Prince Rupert but doubt was expressed that he would be able to carry through.

Colonel Noyes has taken a sound step in formally requesting the Bureau of Land Management to assist in determining the location of farm roads, and the Bureau of Mines and Geological Survey in locating mining roads. It was reported also that the Territorial Road Commission has agreed verbally to a procedure for standardizing the handling of suburban road construction on a 50/50 matching basis with local interests.

4. The Alaska Railroad

Nucker reported to the Committee on the discussions concerning the possible opening of Whittier for civilian traffic.

5. Mining

A report was made to the Committee concerning the proposed action in eliminating a portion of Katmai National Monument to permit the mining of pumice. The Geological Survey were requested to cooperate with the Bureau of Mines in making an analysis of the availability of materials for a light-weight aggregate in the Anchorage area. It was stated that efforts are being made to secure for Alaska the briquetting laboratory which is being planned by the Bureau of Mines and the suggestion was made that, if successful, it be located at the University of Alaska.

The Windy Cement Plant was interred by the Committee on the basis of the Hutton report, although a recommendation was made that investigations of raw materials resources and the economics of the project should be continued in order to complete the analysis for the record.

6. Fish and Wildlife

Little new information was brought out in the Minutes. However, if correctly reported, the information that there are only three reindeer herds left which it is intended to maintain at a combined total of 7,000 head, is a shocking commentary on the destruction of an important resource.

7. Border, Wayside and Townsite Planning

In connection with discussion of the proposed border facility, both Noyes and Kadow indicated that they were opposed to the Government building tourist facilities along the highways of Alaska.

8. Reservations and Withdrawals

The Committee, by formal motion--with one member abstaining--voted to request that it be permitted to consider orders establishing reservations in advance of action by Washington, and stated that in their view, action of the type taken in the recent case has weakened the Department's position in the Territory and jeopardized the Department's over-all Alaska program.

9. Administrative Problems

A report was made to the Committee that candidates are being examined by the Solicitor's Office for the position of legal counsel for the Department in Alaska.

The members of the Committee were unwilling to accept a proposal that Megrath (Kadow's Staff Assistant) handle all news releases for Interior Department agencies in the Territory. Considerable discussion concerning public relations activities, functions, and policies is reported.

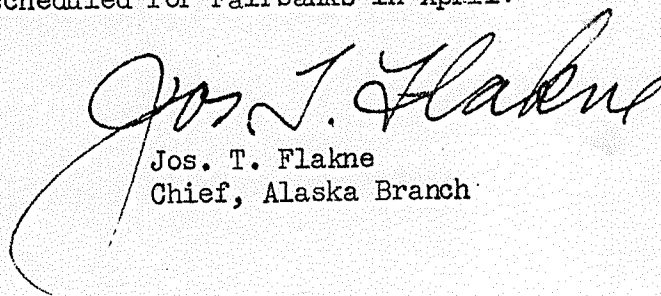
10. Water Law

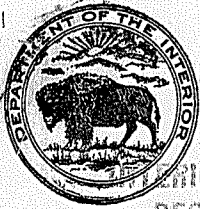
No report.

11. Development Items

No action was reported on the Alaska Development Administration Bill but "Kadow stated that he was immensely gratified with the almost universal backing of Alaskans to the legislation in its present form as contrasted to the violent objections of Alaskans to the September draft."

Next meeting scheduled for Fairbanks in April.


Jos. T. Flakne
Chief, Alaska Branch



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

*Program
Territory*

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FEB - 7 1950

DEPT. OF TERRITORIES

FEB 2 1950

ASST. SECRETARY

February 3, 1950

To Initial Date

To	Initial	Date
Davis	JED	2/5
Flahue	JH	2/7
ker	JK	2/6
FILES		

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

Dear Bill:

Enclosed please find two copies of the minutes of the January 1950 Field Committee meeting held at Ketchikan recently. Also enclosed are separate letters covering the specific recommendations which the Field Committee made at that meeting.

*1-99
minutes
of meetings*

Sincerely yours,

Kenneth J. Kadow
Director



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

File
D

February 2, 1950

1-99
Minutes
of Meeting

MEMORANDUM

To: The Director
From: Chief, Alaska Branch *J.F.*
Subject: Meeting of Federal, Territorial and Military Officials held in Juneau on November 30 and December 1, 1949.

Following are the comments I have to offer on the minutes of the above meeting:

The first paragraph of the minutes apparently refers to statements made prior to the time Colonel Johnson reported on his position.

Paragraph 16 -- reference is made to greater use of diesel locomotives. It seems to me that if we are to purchase new locomotives, we should be certain that diesel operation will in all phases be cheaper than steam, because until the time comes when we produce our own diesel oil in Alaska we should attempt to use local coal insofar as possible.

Paragraph 17 -- I doubt very much if the two crossing signals are enough at this time. I think further consideration should be given to proper safety devices on all railroad crossings.

Paragraph 18 -- I think it might be well for Colonel Johnson to check further on the advisability and practicability of a railroad to Haines to tie in with a car ferry service that might be developed to that port.

Paragraph 20 -- I think it might be well to call the Park Service's attention to CAA plans referred to in this paragraph, in order that we do not have a duplication of hotel facilities and so that plans for such facilities are properly coordinated.

Paragraph 25 -- I think we should urge continued studies for the establishment of port improvements.

Paragraph 27 -- I favor urging the military to build a good all-purpose dock at Haines at the earliest possible time.



1849 A Century of Conservation 1949

MINUTES OF MEETING OF FEDERAL, TERRITORIAL AND MILITARY OFFICIALS
HELD IN JUNEAU, ALASKA, ON NOVEMBER 30 AND DECEMBER 1, 1949

A meeting of military, federal and territorial officials was held in Juneau, Alaska, on Wednesday, November 30 and Thursday, December 1, in the Senate Chambers. Present at this meeting were the following:

MILITARY

Lt. Gen. N. F. Twining, Commander-in-Chief, Headquarters Alaskan Command
Maj. Gen. Stanley L. Scott, Commanding U. S. Army, Alaska
Rear Adm. Frank D. Wagner, Commander of the Seventeenth Naval District
Brig. Gen. Frank A. Armstrong, Jr., Commanding Alaska Air Command
Capt. J. D. Shaw, USN
Col. James Glore, USA
Col. Carl A. Addington, USAF
Col. Fred P. Andrews, Commanding Officer, Alaska Communications System
Capt. N. S. Haugen, Acting Commander, 17th Coast Guard District
Lt. Col. Joseph Alexander, Acting Adj. Gen., Alaska National Guard (second day)
Lt. Col. Noel T. Cumbaa, USAF
Capt. H. V. Leonhardt, USAF
Capt. W. H. McVey, USAF
Capt. Svend C. Hansen, Juneau Sector Commander, Alaska Communications System

FEDERAL GOVERNMENT

Kenneth J. Kadow, Director, Alaska Field Staff, Dept. of Interior
B. Frank Heintzleman, Commissioner of Agriculture, Dept. of Agriculture
Col. John R. Noyes, Commissioner of Roads for Alaska, Dept. of Interior
Col. J. P. Johnson, Gen. Mgr., Alaska Railroad, Dept. of Interior
Robert O. Kinsey, Director, Alaska Office, Civil Aeronautics Board
Walter B. Plett, Regional Administrator, Civil Aeronautics Authority
Paul S. Warber, District Supt., Railway Mail Service, Post Office Dept.
Don C. Foster, Gen. Supt., Alaska Native Service, Dept. of Interior
Lowell M. Puckett, Regional Admin., Bureau of Land Management, Dept. of Interior
H. A. Stoddard, Div. Engineer, Bureau of Public Roads
U. M. Culver, Civil Aeronautics Authority
D. H. Nucker, The Alaska Railroad
S. H. Lorain, Regional Director, Bureau of Mines, Dept. of Interior (second day)
Clarence Rhode, Reg. Dir., Fish & Wildlife Serv., Dept. of Interior (second day)
George Megrath, Alaska Field Staff, Dept. of Interior
Carl D'Epiro, Alaska Field Staff, Dept. of Interior

TERRITORIAL GOVERNMENT

Lew M. Williams, Acting Governor of Alaska
Ralph Browne, Assistant Manager, Alaska Development Board
Frank A. Metcalf, Territorial Highway Engineer
W. E. Hixson, Communications Supervisor for the Terr. Aeronautics and Comm. Com.

For the general information of the group, each of the operating heads present was asked to introduce himself and to outline briefly the function and/or program or his unit in Alaska. Functions only of the following were outlined in preliminary introductions and are not briefed herein: Civil Aeronautics Board, Territorial Dept. of Communications, Alaska Native Service, Coast Guard, Bureau of Public Roads, Post Office, Bureau of Land Management and Territorial Highway Department.

Program goals were outlined as follows: Twining said the military was interested in providing more adequate housing, in construction generally throughout the Territory, and in supporting civilian programs to the end that they would indirectly aid the military. Also, they backed the development of shipping, railroads, highways, airways and airway aids, and were convinced that at least two all-weather, dispersed, rail connected ports must be maintained.

Williams outlined the Territory's goals as statehood, improved transportation, and improved communications.

Andrews stated that the Alaska Communications System anticipates steady growth in the communications system and will convert to a higher frequency type of operation as quickly as funds become available.

Browne told the group the Development Board was attempting to establish basic industries in Alaska through development of its natural resources and pushing both the recreation and tourist trade potential.

Heintzleman stated that Agriculture's aim is to put a sound agricultural base under the Territory related directly to its population. In this connection, they are aiding settlers by research programs and by advice and some financial assistance. In Southeastern Alaska, stress is placed on the development of timber resources by private enterprise.

The Civil Aeronautics Authority program, outlined by Plett, is to improve existing aids to air navigation making them more economical to operate, to provide adequate housing for their employees, and to change existing low frequency and medium high frequency radio communication circuits to a very high frequency radio communication network which will provide static free transmission together with multi-channel voice and radioteletype operation, utilizing one radio frequency at each station. This method of communication will allow great savings to be made through operating personnel reductions which further reflects into housing and maintenance requirements.

Kadow outlined the broad Interior Department development program as follows: to triple the population through settlement and development of the economic and human resources within the next 10 years; to develop the tourist trade and mining industry; to further develop and conserve the fish and wildlife resources; to develop Alaska's principal power potentials; and to assist Agriculture with its effort to develop the pulp industry. Also, to streamline its administrative activities towards a more efficient use of its funds and a more decentralized operation, the latter point to reflect more nearly the views of Alaskans in shaping policy. Kadow asked Johnson and Noyes to outline the program objectives of their units.

The railroad policy, outlined by Johnson, is the rehabilitation of the railroad to the extent that operating expenses can be met out of revenues.

Noyes presented the Alaska Road Commission road program which calls for paving of the present roads from Fairbanks to Anchorage to the Alaska Boundry, and the paving of the Tok Cutoff and the road to Valdez. Beside maintenance of existing roads, new roads contemplated include Anchorage to Kenai Peninsula; Kenai to Homer; and from the Alaska Highway to Eagle. Also recently presented

to the Interior Department in Washington for approval was a plan to install a ferry system for Southeastern Alaska, which would call for an extension of existing Southeastern Alaska roads.

The construction of the Copper River Highway, from Cordova to Chitina, over the old railroad bed, was urged by Metcalf and Heintzleman because of the mineral and oil possibilities, and because it would provide an additional gateway. Noyes pointed out that maintenance of the road, if built, would be very difficult and that only a single track road could be constructed with turnoffs. 39 miles of the road would be in the National Forest. Interior is studying the mineral possibilities and waiting for a cost estimate on the road to be completed. The result of this cost estimate will determine the direction in which the Road Commission will proceed. There is a possibility that the most feasible answer might lie in tying in both Valdez and Cordova with the proposed ferry system. Twining was asked for the military attitude towards the construction of this road and said it was considered desirable but unnecessary for military requirements at this time. Other roads should come first in their estimation and Scott expressed satisfaction with the priority of road construction set out in the Road Commission "Plan for Alaska Roads." The basic military program is that mainland bases be connected with each other and with ports. They suggest surveys on the feasibility of roads into Whittier and Portage to determine estimates of cost, after which the method of obtaining money should be gone into.

A question was raised by Plett as to whether any action had been taken to reroute the Palmer Highway which presently runs through the military reservation at Fort Richardson. Noyes said that arrangements were being made for Aviation Engineers to relocate the road according to Road Commission specifications, after which it would be turned over to them.

At this point, Gen. Twining said the military was interested in any sound civilian developments which would benefit the Alaskan economy, even though they were not directly related to the military program.

The Alaska Coachway bus operation at Fairbanks was discussed in detail. It was brought out that this company faces possible bankruptcy because of what the company alleges is unfair competition from the military within the base. Kadow stated that this bus line was a vital development instrument in the Territory and that all steps possible should be taken to keep it in operation. As a result of the discussion, Noyes and Metcalf were to get together with Gen. Armstrong to see what could be done to save it. Hiring of the bus line by the military appeared to offer one possibility for solution.

Johnson explained the railroad policy and told the group that the Department of Interior eventually ^{wants} stateside rates on the railroad. He asked for the military attitude toward the railroad in general. Scott said they supported the rehabilitation of the railroad; that they considered it necessary for military operations; that it insists that two ice-free ports be maintained, one of which should be for the military. The maintenance of Whittier as a military port exclusively is the policy of the Alaskan Command. If Seward is abandoned, another civilian port should be constructed to carry out the general policy of two ice-free ports.

Johnson said that it is estimated it will take 15 million dollars to rehabilitate Seward against an estimated 38 million to construct a new port at Shotgun Cove. In view of this, the railroad supports the Seward rehabilitation. Johnson asked Scott whether he would support the railroad's contention that if Seward is rehabilitated that it be equipped with diesels rather than steam for more economical operation and that a policy of equal rates from both Whittier and Seward should be put into effect. Scott thought the diesel operation could be supported but indicated that the matter of equal rates would be academic in view of the Interior policy of striving for stateside rates. Twining wondered whether any serious trouble was contemplated after the rehabilitation at Seward was completed. Johnson thought not, and said that operating expenses could be cut in half with a diesel operation. It was generally agreed that the railroad should press first for the rehabilitation of Seward, then for a reduction in the rate structure. Not including Seward, a total of 76 million is needed for rehabilitation of the railroad, 14 million of which is yet to be appropriated. When asked for support on the railroad's sea train proposal, the military stated that they would take no stand on it until more data was available. Johnson said that the railroad feels they face unfair competition from both the highway truckers and airlines inasmuch as both are subsidized to the extent of having roads and air fields maintained by the Road Commission and Civil Aeronautics Authority, where the railroad must maintain their own road bed.

Noyes asked for comments on whether flashing signals were necessary at the six major crossing of the highway with the railroad. Because these signs are estimated to cost \$8,000 each, it was decided to erect only two at the most dangerous crossings at this time--one at the Anchorage-Lake Spenard crossing and the other on the Palmer Highway near Eklutna. Noyes asked the cooperation of all concerned in discouraging the practice of using road signs for target practice.

The proposed Canadian-Alaskan Railroad project was discussed briefly. Twining said that they consider this railroad most desirable but do not feel that they can support it at this time as essential to the military. Johnson suggested that a railroad connection from Fairbanks to Haines be built to form a circle rail route through the interior. This would be a very attractive trip for tourists by water and rail. It would also be an asset to military as well as commercial development of the interior. This to be built prior to and in addition to the Canadian-Alaskan railroad.

The Road Commission stated they were still trying to improve the Haines Cutoff and to keep it open the year around.

Plett reviewed the CAA Airport Program. He said the program was fairly well underway now that the Territory had passed enabling legislation to provide funds for the sponsors' share of airport development cost. He said that indications were that funds would be actually made available for work by the Territory in 1950. The CAA is not budgeting for monies to construct any other airports other than the International Airports at Anchorage and Fairbanks as the feeling in Congress now is that the FAAP Program should be used for further airport development in Alaska. Public Law 647 provides authority

to CAA to budget for monies required for developing airport operating facilities such as hotels, restaurants, gassing facilities, etc. These facilities are planned to be developed in three ways: (1) by private capital who will build and operate them; (2) by Government who will build and lease them; (3) by Government who will build and operate them. The method is determined by potential business volume. One of CAA's budget problems in justifying airway development in Alaska is the comparison of traffic on airways in Continental United States and Alaska. Any assistance from the Department of Interior to further strengthen the necessity of aviation in the development of Alaska by facts and figures would be very helpful during appropriation hearings. Platt further advised that the Airport Program (FAAP) was being administrated so that airport installations would be made at points to serve areas of potential economic development.

The airplane in Alaska is comparable to the covered wagon used to pioneer Western United States. It is the modern mode of transportation both for developing new areas and servicing established communities with regular mail, freight and passenger accommodations. After new areas have been settled sufficiently to require heavy freight shipments and passenger service, then highways and railroads should be built to supply these services. Construction of small airports is the most economical method of providing service to small remote settlements. This has been proven by Bush Pilot operation in Alaska.

Platt repeated a previous statement that CAA was attempting to convert low and medium high frequency communication channels to very high frequency operation as soon as possible to provide the required instantaneous communication services for adequate airway traffic. This system is readily and economically expandible to take care of future traffic loads of civil and military agencies. Gen. Armstrong said that the military policy is to support the CAA Airport Program (being mainly interested in Anchorage and Fairbanks), as well as the Airway Aid Program.

Kinsey explained that the Civil Aeronautics Board is attempting to bring up to date the route structure of the various air carriers in the Territory. The structure on which they are now operating was established in 1938 and is badly in need of overhauling. Several of the carriers in the Territory are experiencing financial difficulties. A study is being made in this connection to determine what can be done to aid them. Warber said that since this was a bidding year for Alaska mail contracts, there was a possibility that some of these contracts could help some of the struggling carriers. Kinsey took the occasion to express amazement at the bad press the CAB had received recently regarding non-skeds, stating that the Board was merely carrying out the intent of the law by insisting on minimum safety regulations. He said the best method to use for influencing CAB policy was to petition the board for the right of an intervener. He said that any agency interested in helping out an Alaskan carrier was welcome to look over a history of past cases to enable them to present a more effective case. Also, the CAB would be very glad to help in any way possible to make the presentation effective.