

RG 22 FISH AND WILDLIFE SERVICE
BUREAU OF BIOLOGICAL SURVEY
GENERAL CORRESPONDENCE, 1890-1956

Reservations
Indian Key (Tampa Bay Group) - General
Information, 1921-34
Kenai, 1945-60

BOX NO. 75

E162

RG 22, FWS
E. 162, Gen. Corr, 1890-1956
Box 75

H

KENNAI

1945-1960

Z

RG 22, FWS
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Box 75

Ackerknecht
Ball
Pisano
Remer
Taylor
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Kenai
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Regional Director, Juneau, Alaska

The Director

FEB 16 1955

Kenai National Moose Range - Road maintenance responsibility

Reference is made to Mr. Baltso's memorandum of February 3 relating to the maintenance of roads within the Kenai National Moose Range.

The access roads to the public recreational sites which have been established on the Kenai National Moose Range are considered to be a part of the public highway system as distinguished from roads which would be used primarily for refuge management purposes. In the circumstance, they should be maintained by the agency responsible for public highways in the locality, which in this instance would be the Alaska Road Commission.

This office, therefore, concurs in your proposal that a formal request should be submitted to the Alaska Road Commission for maintaining these roads as a part of the public highway system.

(SGD) JOHN L. FARLEY

John L. Farley
Director

Copy to: Branch of Lands
Branch of Engineering
Branch of Wildlife Refuges

WEAckerknecht: cb
2-11-55

MAILED FEB 16 1955

RG 22, FWS
E. 162, Gen. Corr, 1890-1956
Box 75

Mr Ball

As I see it, this
is no different from
the County ~~maintaining~~^{maintaining}
a county road thru
a refuge. I
suggest we OK a
formal request.
Further - we've got the
road - we asked for it -
and we aren't going
to close it at any time.

WLB

Office Memorandum • UNITED STATES GOVERNMENT

TO : Director, FWS, Washington, D. C.

DATE: Feb. 3, 1955

FROM : Regional Director, FWS, Juneau, Alaska

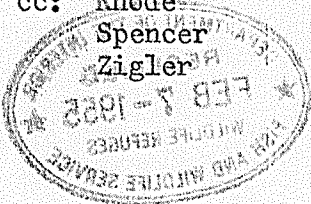
SUBJECT: Transfer of Road Maintenance Responsibility - Kenai National Moose Range

Question arises as to whether it is permissible to officially request the Alaska Road Commission, Department of the Interior, to take over recreational access roads on the Kenai Moose Range and maintain them as part of the public highway system. You will recall that the two roads into Skilak Lake and one into Hidden Lake from the Sterling Highway were and are being built by ARC under FWS financing. The road agency is willing to accept this total of 3½ miles in its routine maintenance responsibilities, but formal request from the Service is necessary to support the additional mileage in ARC's budget request.

Refuge Supervisor Spencer (see memo dated January 21 attached) and this office concur in wishing to be relieved of the trouble, effort and expense of road upkeep and repair, a function foreign to primary refuge activity. It will still be necessary for the Service to take care of the campground areas themselves, but that will not be near the problem of keeping the roads in good condition. However, some loss of control over refuge use may be inherent in a transfer of custody of this kind, so Central Office blessing is requested before proceeding further. It should be noted that Spencer has excellent local relations with ARC, as do we here with their headquarters in Juneau; so some special concession may be negotiated if deemed advisable.

Anticipating further, ARC recommends that in any future road-building deals such as the Skilak and Hidden Lakes jobs we start out from the beginning of construction on the premise that the road is ARC's and that FWS finances as a "contributor". Subsequent maintenance follows automatically. This is the usual procedure where public roads are built with other than specifically appropriated funds.

Attachment

CLARENCE J. RHODE
Regional Directorcc: Rhode
Spencer
ZiglerBy: C. Howard Bally
Acting Regional DirectorRG 22, FWS
E. 162, Gen. Corr, 1890-1956
Box 75

2-8-55

Mr. Acherbuecht:
What are your
thoughts on this?
[Handwritten signature]

Regional Director, FWS, Juneau, Alaska

January 21, 1955

Refuge Supervisor, FWS, Kenai, Alaska

Maintenance of campground access roads.

Reference is made to Mr. Elkin's memo of January 12, 1955, above subject.

It is our suggestion that a formal request be made to the Alaska Road Commission to maintain the two Skilak Lake and the Hidden Lake access roads. Our present equipment is adequate for work in the campgrounds areas but not for upkeep of the 3 1/2 miles of road leading to them. Grading, ditching, graveling when needed and an occasional culvert repair or installation are jobs we could not accomplish with the D-4 tractor economically. It would be necessary for us to hire the Alaska Road Commission to do the work. Cost of the maintenance either by hiring or by using our own personnel and equipment would cause quite a drain on our funds unless compensated for in future allotments.

Satisfactory working arrangements can probably be set up between this office and the local Alaska Road Commission foreman so that maximum control of the areas would be retained by the Service if the Central Office so desires.

David L. Spencer



RG 22, FWS
E. 162, Gen. Corr, 1890-1956
Box 75

Regional Director, FWS, Juneau, Alaska

January 21, 1955

Refuge Supervisor, FWS, Kenai, Alaska

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David L. Spencer



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Chief, Division of Wildlife Refuges

September 4, 1947

Chief, Sec. of Operations, Div. of Wildlife Refuges

Report on Inspection of Alaskan Existing and Prospective Wildlife Refuges.

Itinerary

On the morning of July 22, 1947 the writer, accompanied by Mr. Richard E. Griffith, Chief of Habitat Improvement of the Wildlife Refuge Division, set out from Chicago in Game Management Division Seabee aircraft NC-740 for the purpose of delivering the aircraft to Alaska and to inspect existing and prospective wildlife refuges in the territory and to determine the biological and administrative problems incident thereto, in accordance with letter of travel instruction dated July 10, 1947. The route was planned to include a stop at Gillette, Wyoming to check the progress of the work being performed by the Casper Flying Service on Predator & Rodent Control Division Cessna aircraft NC-704. We arrived in Gillette on July 23 and proceeded from there to Seattle via Billings, Montana, arriving in Seattle on the evening of July 24. Enroute the Turnbull National Wildlife Refuge was inspected from the air and a small fire of approximately 2 acres extent and well under control by the refuge personnel was observed. On July 25 a standard 30-hour check and necessary adjustments were made to the aircraft by Northwest Air Service at Boeing Field, Seattle. Mr. Griffith and the writer spent the day contacting Fisheries and Game Management Division officers and Mr. Knott and Mr. Lochhard of the State Fish and Game Department. Mr. Brooks of the War Assets Administration was contacted and information obtained relative to surplus equipment available.

Work on the aircraft was not completed until the afternoon of July 26. Departure from Seattle was at 2:40 PM. An aerial survey was made enroute of the Dungeness Spit Refuge and the proposed Snohomish Refuge north of Seattle and a refueling stop was made at Vancouver, British Columbia. The next stop was at Port Hardy, B.C. at 7:25 PM. Here it was discovered that the propeller oil seals were leaking badly and it was not considered safe to proceed further without having these seals replaced. New seals were ordered from Seattle but did not arrive until July 29. They were immediately installed and we departed from Port Hardy at 3:30 PM. for Annette Island. Pilot Freimuth and Regional Fisheries Supervisor Scudder met us at the Annette Island airport in another Seabee and we followed them to Ketchikan, arriving there at 8 PM. on July 29. Assistant Director James and Regional Director Hynes arrived in Ketchikan aboard the vessel Brandt during the night and discussions were held with them during the morning of July 30 relative to the refuge problems and our proposed itinerary. Mr. Hynes suggested that we keep the Seabee NC-740 for our entire inspection trip.

Arrangements were made to depart from Ketchikan on the afternoon of July 30 but these plans were inadvertently changed when the propeller refused to go from reverse pitch to forward pitch as we backed away from the Ketchikan docks. This resulted in our ending up among the piling on the far side of the harbor. Fortunately the only damage was a bent right elevator, which was readily straightened. An examination of the propeller mechanism disclosed that the piston was approximately two inches out of line and upon taking it apart it was found that the three piston guides were sheared at the base of the cylinder. A replacement propeller and mechanism were available at Juneau and this was

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immediately ordered. The defective cylinder and piston were later forwarded to the factory for replacement and this was done without cost. July 31 was spent with Game Management Agent Banta and a visit was made to the Ward Cove Wildlife Refuge on the Tongass Forest north of Ketchikan. On August 1 Pilot-mechanic Bob Meeks arrived in the third Seabee with the new prop. The propeller and control mechanism were installed and a satisfactory test flight made. On August 2 we set out from Ketchikan for Juneau. Enroute an aerial inspection of the proposed Stikine Flats Wildlife Refuge was made. A stop was made at Petersburg and a conference held with the Alaska Game Commission chairman Earl Ohmer on Alaskan Refuge problems and the proposed operations. We arrived in Juneau at 4:55 PM. on August 3. A conference was held with Regional Director Hynes and Regional Game Management Supervisor O'Connor in regard to refuge operations and our prospective itinerary. During the afternoon a familiarization and fisheries patrol flight was made in the vicinity of Juneau with Regional Director Hynes. August 4 was devoted to discussions with Mr. Hynes, Mr. O'Connor, Mr. Furness, Mr. Freimuth, and Army Signal Corps and CAA representatives. The plane was serviced and placed in condition for departure on August 5. August 5 - We took off from Juneau stopping at Yakutat and Cordova for refueling enroute to Anchorage. An effort was made to contact Alaska Fisheries Chief, Seton Thompson, and Alaska Fisheries Division pilot Hedlund, at Cordova, but they were out on aerial patrol and time would not permit awaiting their return. We arrived in Anchorage at 6:40 PM. Alaska Aircraft Supervisor Rhode was in the field but contact was made with Game Management Agent Larsen.

The morning of August 6, accompanied by Game Management Agent Larsen, Mr. Griffith and the writer made a thorough aerial and ground inspection of the Kenai Refuge and burned area. A stop was made at the town of Kenai and the Fish and Wildlife Service residence there inspected. We proceeded south to Homer, thence to Lakeview, where a conference was held with Alaska Game Commissioner Simons on refuge matters. We returned to Anchorage at 7:25 PM. On August 7 a 30-hour check was performed on the aircraft at Anchorage and conferences were held with WAA Assistant Administrator Sharp and Mr. Louis, Mr. Mathews, and Mr. Morrison of his staff in regard to the availability of surplus property in the territory. August 8 - Aircraft Supervisor Rhode returned to the Anchorage Office and the morning and part of the afternoon was spent in conference with him on Alaska aircraft problems. The writer and Mr. Griffith departed from Anchorage in NC-740 at 4:15 PM; remained overnight at McGrath. On August 9 we departed from McGrath at 9:15 AM. and inspected the prospective refuge area along the Inoekø River West of McGrath to the Yukon River. A gas stop was made at Anziak and the prospective waterfowl refuge area between the Kuskokwim, at Yukon and Bethel were inspected from the air and stops were made in some of the lakes to determine the available aquatic and emergent vegetation. We arrived at Bethel at 5:30 PM.

The weather was unsuited for flying during the morning of August 10. Conditions improved in the afternoon and we departed from Bethel for Nunivak Island at 1:40 PM. Enroute the Kuskokwim Delta area from Bethel west and southwest to Kinakek Bay and northward to Tununuk. A landing was made at Tununuk and we arrived at the village of McKorryk, Nunivak Island, at 6:10 PM., where we were met by Douglas Gray, Acting Regional Refuge Supervisor. Discussions were held

with Mr. Gray and with the Reindeer Service's representative, Mr. McClellan, during the evening. August 11 was devoted to flying over Nunivak Island. Landings were made at Nash Harbor and discussions held with Refuge Manager Frank Beals and Mr. Gray.

The morning of August 12 was spent in further aerial reconnaissance of Nunivak Island in company with McClellan of the Reindeer Service. A landing was made at Nash Harbor and further discussions held with Refuge Manager Beals and Mr. Glaser. A conference was held with Gray and McClellan and we departed for Bethel at 5:35 PM. Enroute to Bethel a reconnaissance was made of the prospective waterfowl area in the Yukon-Kuskokwim Delta from Tununuk north of Hazen Bay and eastward to Bethel. We arrived at Bethel at 7:50 PM. Mr. Belcher of the Juneau Office of Indian Affairs was contacted at Bethel and Nunivak operations discussed with him. On the morning of August 13 we departed from Bethel for Fairbanks, arriving there at 4:25 PM. Contact was made with Frank Dufresne Jr. and his program discussed with him.

The morning of August 14 - a check for an oil leak disclosed loose crankcase nuts. These were tightened and we departed from Fairbanks at 10:35 AM., accompanied by Messrs. Griffith and Dufresne for the Big Delta. An aerial survey was made of the proposed Big Delta buffalo range. A refueling stop was made at the Army Base at Big Delta and we returned to Fairbanks at 4:30 PM. Alaska Game Commissioner Forbes Baker was contacted and discussions held in regard to the Alaskan refuge program. Conferences were held with Mr. Irving Read and Jack Warwick in regard to the muskoxen. A conference was held with Frank Dufresne Jr. in regard to his work for the remainder of the summer and disposition of his equipment. August 15 - Our departure for Anchorage was delayed until 10:30 AM. because of weather and it was necessary to proceed via Big Delta, Gulbanaa and Palmer into Anchorage, as the other passes were closed by weather. We arrived in Anchorage at 3 P.M. Aircraft Supervisor Rhode was in the field with Assistant Secretary Warne and a Congressional party. Discussions were held with pilots Hedlund and Bragg and George Kelz and Dr. Rounsafell of Fishery Biology. Seabee NC-740 was turned over to Alaska Amphibious Airmotive for a 100-hr. check.

On August 16 Grumman Goose NC-710 was test-flown. Accompanied by Messrs. Griffith, Kelz and Rounsafell we departed in NC-710 from Anchorage at 4:35 PM. for Kodiak, arriving at Kodiak Naval Air Station at 6:30 PM. On August 17 an aerial survey was made in Grumman Goose NC-710 of Kodiak Island, accompanied by Messrs. Griffith, Kelez, Rounsafell and Fisheries Agent Marcus Myers. Landings were made at Karluck Lake and Olga Bay where fisheries operations were inspected. Returned to Kodiak Naval Air Station at 8:20 PM. Minor damage resulted to the left wing float when the wet brakes failed to work after landing and it became necessary to use the port engine to keep the aircraft straight on the landing roll. The morning of August 18 was spent in making contacts with Captain Blaisdell of the 17th Naval District Supply Corps and other naval officers in regard to surplus materials. We departed from Kodiak at 12:45 PM. with Messrs. Griffith, Kelez and Rounsafell and landed at Brooks Lake. Messrs. Kelez and Rounsafell were left at Brooks Lake and the writer and Mr. Griffith returned to Anchorage at 6:50 PM. August 19 was spent making contacts at Fort Richardson in regard to available surplus equipment. These

contacts were not completed until late afternoon and weather conditions would not permit departure that day. August 20 - we departed from Anchorage at 8:15 AM. in Seabee NC-740, refueled at Yakutat and arrived in Juneau at 3:55 PM. Discussions were held with Messrs. O'Connor, Freimuth and Furness. The morning of August 21 was devoted to conferences with Messrs. O'Connor, Hynes and Seton Thompson. At 2:40 PM. Mr. Griffith and the writer departed from Juneau via Pan American Airways, arriving in Seattle at 8:15 PM. On August 22 we departed from Seattle via Northwest Air Lines and arrived in Chicago at 10:15 PM. that evening.

During the period of this trip approximately 13,000 miles were covered by air in 32 days, including commercial transportation from Juneau back to Chicago. Of these 32 days, 9 full days were spent on the ground performing administrative duties, for mechanical reasons, or because of weather. 5 of these 9 days were attributed directly to mechanical work. 2 were chargeable to a combination of administrative duties and mechanical work; 1 may be chargeable directly to administrative duties; and one to a combination of administrative duties and weather.

John N. Ball

JNB:es

Refuge Inspection Report

Kenai National Wildlife Refuge

General

The Kenai Refuge includes approximately two-thirds of the Kenai Peninsula. It is accessible to Anchorage and Seward. A new road is in process of construction which will make the area readily accessible. This road extends from the town of Kenai more or less paralleling the Kenai River north of Skilak Lake, thence to Kenai Lake, Seward, and northward along Turnagain Arm and Chickaloon Bay. The north end of the refuge is timbered with spruce, aspen, birch, and willows, the climax being spruce. This northern area is covered with myriads of lakes and sloughs and traversed by the Chickaloon River, Swanson River, and the Moose River. The lakes vary considerably as to the amount of aquatic and emergent vegetation. The north end of the refuge north of the Kenai River and Skilak Lake is generally flat with occasional ridges. The area is a terminal moraine build up.

The Kenai River cuts through the approximate middle of the refuge and extends from Skilak Lake westward to Cook Inlet at the town of Kenai. This river is navigable to Skilak Lake for a small boat although there are several stretches of fast water. It, as well as Skilak Lake afford good trout fishing. The water in both Skilak Lake and Kenai River is relatively clear with only a slight color from glacial silt.

South of the Kenai River to Tustumena Lake the lands are wooded but do not have the lakes found to the north of the Kenai River. There are, however, numerous sloughs and bogs. The principal rivers in this area are the Killey and the Funny, both flowing into the Kenai River. Lake Tustumena is a very large lake but the water is very chalky from glacial silt. South of Lake Tustumena the country rises and changes from forest to range, vegetation becoming mountainous meadow lands. In the vicinity of Homer in the southwest end of the Peninsula some farming and hay lands are found. The east half of the Peninsula rises sharply into rugged mountains and glaciers in excess of 6000 ft. elevation.

Kenai Fire

The whole of the Kenai Peninsula west of the mountains was given a thorough aerial coverage at an average altitude of approximately 150 feet above the ground. The burned-over area is located primarily north of Skilak Lake and the Kenai River, although some small patches were burned south of the Kenai River. The fire was completely extinguished; the weather was clear; and we were afforded an excellent view of the entire area. The burned-over the entire area was spotty rather than solid. Within the periphery of the burned-over area it is estimated that not over 25% was burned. Much of the cover around the lakes and the sloughs was left untouched by the fire even though the periphery extended northward almost to Chickaloon Bay and westward to the vicinity of Cook Inlet. The fire apparently originated along the highway approximately 16 miles west of Kenai Lake. Much of the burned-over area was spruce lands which have no food value for moose.

A landing was made on one of the lakes in the approximate center of the burned area and a ground reconnaissance was made. Fresh moose tracks, bear tracks,

and coyote tracks were observed in the burned areas and a grouse was flushed. The fire did not seem to have been excessively hot in most places since the moss was only charred on the surface and the soil apparently was not harmed. The bleached skull of one small animal, probably a mink, was found but this could well have been dead prior to the fire. No other indication of losses to wildlife was observed either on the ground or from the air, although undoubtedly there was some bird and small animal life lost. No remains of moose could be found. Moose were difficult to observe but one cow moose with calf was observed from the air within the periphery of the burned area.

It is felt that the fire will prove generally beneficial to the moose by increasing the desirable food and cover and the destruction of large tracts of spruce which were beginning to take over much of the range. This spruce will be replaced by aspen, birch and willow, which will afford valuable moose browse. It is felt that sufficient unburned area remains within the periphery of the burned to provide the necessary food and cover to carry the present moose population through the winter without undue hardship.

Recommendations

The Kenai Refuge presents the most pressing problem of any of the areas in the Territory. The area requires and is well adapted for management, both for moose and for waterfowl. This management should include control burning to maintain the necessary moose habitat and prevent the climax spruce from taking over the range.

The north end of the Peninsula is potentially an important waterfowl area. The many lakes now support a light population of ducks and swan, but it is felt that with the proper cover management and the establishment of more desirable aquatic feeds the waterfowl usage can be materially increased. Mountain sheep and goats were observed along the ridges on the extreme east side of the refuge and on the ridges overlooking the west end of Kenai Lake.

The project is accessible and becoming more so through the completion of the road which is already passable to Alaska's largest city of Anchorage and to the town of Seward. The area affords excellent recreation in the form of fishing on Skilak Lake and the Kenai River, and for moose hunting. The opening of the road presents serious problems of trespass and of squatters moving in. There is already some indication of squatters setting up cabins within the area. The Kenai Peninsula has much to offer for settlement and it is anticipated that increasing pressure will be exerted to open up more and more of the Peninsula for homesteading.

For the reasons as outlined above, it is felt that the Kenai Refuge should be treated as a management area with controlled hunting as conditions warrant and that it be placed under immediate administration. The Fish and Wildlife Service owns a good 7-room house in the town of Kenai adjacent to the Kenai airport. This would be the logical location for refuge headquarters. It is accessible both by air and by water. In order to properly handle the immediate management and patrol problems it is felt that a minimum of a refuge

Kenai - 3

manager and assistant should be assigned to the area without delay. The Fish and Wildlife Service house at Kenai is being occupied on a month-to-month basis by a road commissioner engineer and it is recommended that he be given notice so that the refuge manager assigned may take over the dwelling. Warehouse facilities are necessary. The Service owns a small log cabin in back of the dwelling which would be suitable for a stable and limited storage space. The Army has some Quonsets located on the Kenai airfield near our dwelling and a request should be made for two of these units, together with the site location, to be used for storage purposes. This request may be addressed to District Engineer, Alaska District, Corps of Engineers, Anchorage, Alaska, attention of Real Estate Division.

The equipment required to place this project under administration should include a D-4 tractor with angledozer, 2 saddle horses, a LCVP landing craft, cartop boat or canoe with small outboard motor, 1 panel truck, one 2½ or 3 ton stake truck, one 1½ ton combination stake and dump truck, 1 2½ KW generator, 1 snomobile, two-way radio set up on 3207.5 kc., one 6 - 8 cu. ft. refrigerator, snow shoes, skis, miscellaneous small tools, portable fire pump, hose and other equipment & oil heating stoves. Much of this equipment may be obtained from surplus and Acting Regional Refuge Supervisor Gray has been directed to make every effort to obtain same at Dutch Harbor and along the Aleutian chain.

Any delay in placing the Kenai under active administration and management will make the problems increasingly difficult and it is urged that this project be given immediate attention and priority over other refuge projects within the Territory. It is further urged that a specific request be made to Congress for funds to place this area under active management. It is felt that the time is now appropriate for making such a request since the Kenai has been brought forcibly to public attention as a result of the recent fire.

RG 22, FWS
E. 162, Gen. Corr., 1890-1956
Box 75

UNITED STATES
DEPARTMENT OF THE INTERIOR
GENERAL LAND OFFICE
Public Survey Office

Juneau, Alaska,
February 13, 1941.

Commissioner of the
General Land Office,
Washington, D. C.

Sir:

I am enclosing a copy of my telegram of even date in reply to your wire of February 12th. I believe most of the important points are covered in my telegram.

I am advised that this matter is under discussion by the Alaska Game Commission now in session in Juneau and they are endeavoring to suggest another site for the bomb range.

I am not informed as to the requirements for a bombing range; consequently, any suggestions that I make must be considered in that light. It occurs to me that a possible solution of the entire problem would be to transfer the proposed bombing range to the area surrounding the mouth of the Susitna River where there are great stretches of tide flats and unoccupied public land. If this would be satisfactory to the War Department then all of the unsurveyed lands north of the Kenai River could be included in a moose reserve without in any way retarding development on the Kenai Peninsula in the vicinity of Cook Inlet. The area south of the Kenai River would be open for settlement and classification of the lands could proceed as funds are available.

I know that plans have been suggested for connecting by highway the agricultural districts on the south end of the Kenai Peninsula with the road system already constructed north of Seward in Turnagain Arm. The Bureau of Public Roads, Territorial Highway Engineer, and the Alaska Road Commission have collaborated in investigations of the several projects. If the area south of the Kenai is included in an absolute reserve there will not be sufficient area remaining on which settlers could make entry to justify the expenditure of funds for roads or other necessary facilities.

I feel that a solution along these lines would be fair to all interests involved and would not interfere with possible development.

Very respectfully,

/s/ GEO. A. PARKS

Geo. A. Parks,
District Cadastral Engineer.

Enc. 1

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Box 75

TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

GOVERNMENT PRINTING OFFICE 6-7134

FROM INTERIOR DEPARTMENT

BUREAU _____

CHG. APPROPRIATION _____

JUNEAU ALASKA FEB 13 1941

RED
COMMISSIONER OF THE GENERAL LAND OFFICE
WASHINGTON D. C.

RETEL TWELFTH MOOSE RESERVE WE HAVE SURVEYED IN GROUP FIFTY ONE TOWNSHIP FIVE NORTH RANGES EIGHT NINE AND TEN WEST ALONG KENAI RIVER GROUP FIFTY TWO TOWNSHIP FOUR SOUTH RANGES TWELVE THIRTEEN AND FOURTEEN WEST AND TOWNSHIP FIVE SOUTH RANGE TWELVE WEST STOP THE ENGINEERS REPORT GOOD AGRICULTURAL LAND IN SURVEYED TOWNSHIPS AND OUR PROGRAM INCLUDES ADDITIONAL AUTHORIZED SURVEYS IN ABOVE GROUPS SOUTH OF KENAI RIVER STOP PLANNING COUNCIL RECOMMENDS LAND USE SURVEYS IN HOMER AND KENAI REGION AS SECOND IN IMPORTANCE IN FUTURE AGRICULTURAL DEVELOPMENT IN ALASKA STOP ROAD COMMISSION HAS CONSTRUCTED ROAD FROM HOMER TO FRITZ CREEK WITH BRANCHES NORTH FOR SEVERAL MILES STOP THERE ARE KNOWN COAL DEPOSITS NORTH OF KATCHEMAK BAY SUGGEST CONSULT GEOLOGICAL SURVEY FOR DATA STOP TERRITORY HAS INTEREST IN SCHOOL LANDS IN SURVEYED TOWNSHIPS STOP REPORTS INDICATE APPROXIMATELY EIGHTY PER CENT OF SURVEYED LANDS IN TOWNSHIP SIX SOUTH RANGES TWELVE THIRTEEN AND FOURTEEN WEST HELD UNDER LOCATION AND MANY

COPY

TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

GOVERNMENT PRINTING OFFICE 6-7134

FROM INTERIOR DEPARTMENT

BUREAU _____

CHG. APPROPRIATION _____

LOCATIONS IN TOWNSHIPS FOUR AND FIVE SOUTH SAME RANGES STOP MY OPINION THAT AREA SOUTH OF KENAI RIVER OFFERS ONE OF THE BEST AND MOST DESIRABLE POSSIBILITIES IN ALASKA FOR FUTURE DEVELOPMENT EITHER BY INDIVIDUALS OR GROUPS PERIOD PROPOSED RESERVATION WOULD RESTRICT SETTLEMENT TO SUCH LIMITED AREA THAT ROADS AND OTHER NECESSARY FACILITIES WOULD NOT BE JUSTIFIED STOP IN ANY EVENT THE SURVEYED LANDS SHOULD NOT BE INCLUDED IN RESERVATION STOP PORTIONS OF WESTERN AND SOUTHERN BOUNDARIES ARE IN SURVEYED AREA AND SHOULD BE DESCRIBED BY RECTANGULAR SURVEY STOP THE PENINSULA NORTH OF THE NORTH BOUNDARY OF TOWNSHIP FIVE NORTH CONTAINS MORE THAN ONE THOUSAND SQUARE MILES OF PUBLIC LAND AND EXCEPTING THE SURVEYED LANDS ALONG THE SHORE HAS LITTLE KNOWN VALUE EXCEPT FOR A MOOSE RESERVE MOREOVER IT IS A NATURAL HABITAT FOR THE MOOSE STOP THE PROPOSED WAR DEPARTMENT RESERVE DOES NOT INCLUDE SURVEYED LANDS ALONG THE KENAI RIVER NOR ANY LANDS SOUTH OF THE RIVER AND WOULD NOT NECESSARILY RETARD DEVELOPMENT THERE.

PARKS

District Cadastral Engineer, P.S.O., Dept. Interior.

RG 22, FWS
E. 162, Gen. Corr, 1890-1956
Box 75

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well

Regional Director, Juneau, Alaska

~~Acting Director.~~

Proposed Highway, Kenai Moose Range.

Reference is made to your memorandum of January 7 concerning the proposed construction of a highway through the heart of the Kenai Moose Range.

The location of the proposed highways as outlined on the map transmitted with your memorandum would have a most adverse effect on the value of this area as a moose range. The east-west stretch of the highway would create an artificial barrier between the natural summer and winter range of the moose. That part of the proposed highway which traverses the area between Skilak and Tustumena Lakes crosses some of the best range on the refuge. In the circumstances, the Service should take a definite stand in opposition to the location of the highways as proposed.

There will undoubtedly be considerable demand for a road to the Homer area and for this reason we should be in a position to offer an alternate proposal. If the demand for a road is great enough, the Service should indicate that a road located to the east of Skilak and Tustumena Lake, skirting the base of the mountains would be satisfactory.

[Handwritten signature]
Director.

[Handwritten note] LRR 20-25-10-11

Copy Mr. Crouch

RG 22, FWS
E. 162, Gen. Corr, 1890-1956
Box 75

ALASKA COMMUNICATION
SIGNAL CORPS U. S. ARMY

ALASKA COMMUNICATION SYSTEM
SIGNAL CORPS U. S. ARMY

ALASKA COMMUNICATION SYSTEM
SIGNAL CORPS U. S. ARMY

ALASKA COMMUNICATION SYSTEM
SIGNAL CORPS U. S. ARMY

*Resolution protesting highway
on Kenai Moose range except to
Kenai Village thru to Homer along
coast line, passed com.*

*file
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FROM FURNESS FISH & WILDLIFE SC JUNEAU ALASKA 011807Z

TO FRANK W HYNES FISH & WILDLIFE SVC FAIRBANKS ALS

12

GRNC

GABRIELSON SAYS THAT THE PROPOSED HIWAY CONSTRUCTION THROUGH HEART
OF KNAI MOOSE RANGE AS INDICATED ON MAP YOU SUBMITTED WOULD HAVE MOST
ADVERSE EFFECT ON REFUGE AND THAT SERVICE SHOULD TAKE DEFINITE STAND
IN OPPOSITION TO THE PROPOSED LOCATION STOP IN VIEW OF ANTICIPATED
DEMAND FOR ROAD TO HOMR AREA SERVICE SHOULD INDICATE THAT A ROAD
LOCATED TO THE EAST OF SKILAK AND TUSTUMENA LAKE SKIRTING THE BASE
OF THE MOUNTAINS WOULD BE LESS DISASTROUS

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RG 22, FWS
E. 162, Gen. Corr, 1890-1956
Box 75

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Kenai
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JAN 17 1946

Regional Director, Juneau, Alaska

Acting Director.

XXXXXX

Proposed Highway, Kenai Moose Range.

Reference is made to your memorandum of January 7 concerning the proposed construction of a highway through the heart of the Kenai Moose Range.

The location of the proposed highways as outlined on the map transmitted with your memorandum would have a most adverse effect on the value of this area as a moose range. The east-west stretch of the highway would create an artificial barrier between the natural summer and winter range of the moose. That part of the proposed highway which traverses the area between Skilak and Tustumena Lakes crosses some of the best range on the refuge. In the circumstances, the Service should take a definite stand in opposition to the location of the highways as proposed.

There will undoubtedly be considerable demand for a road to the Homer area and for this reason we should be in a position to offer an alternate proposal. If the demand for a road is great enough, the Service should indicate that a road located to the east of Skilak and Tustumena Lake skirting the base of the mountains would be ~~satisfactory~~ *less disastrous*.

(Sgd) IRA N. GABRIELSON
Director.

WTK:rk

cc: Mr. Crouch

MAILED JAN 17 1946

RG 22, FWS
E: 162, Gen. Corr, 1890-1956
Box 75

Central

Office Memorandum • UNITED STATES GOVERNMENT

1. Mr. [unclear]
 2. Mr. [unclear]
 3. Mr. [unclear]

TO : The Director, Washington, D. C.
 FROM : Regional Director, Juneau, Alaska
 SUBJECT: Proposed Highway, Kenai Peninsula.

DATE: January 7, 1946

Wes

We have been informed by Mr. Ike P. Taylor, Chief of the Alaska Road Commission, that one of the important projects of his agency slated for action as soon as funds become available, is the construction of an automobile highway on the Kenai Peninsula following the approximate route outlined in red on the enclosed map.

The purpose of this road is to open the farm lands in the vicinity of Homer and to provide highway facilities to the residents of Kasilof, ~~Ninilike~~ and Homer.
 NINILIKE

The matter has been discussed with Game Management Supervisor O'Connor and he has written a memorandum, copy of which is attached hereto, objecting to the project on the ground that it would permit too easy access of hunters to the Kenai Moose Reserve.

While there can be no doubt that the longer this area remains in a wilderness state the better chance there is for the moose population to increase, it is probably inevitable that settlers will enter the region by boat or pack trail whether a road is built or not. A road would provide a means for our agents to carry on patrol and there is definite need of more patrol in the area than we have been able to provide heretofore. Our plan is to station a man at Seward and his chief duty will be guard the Kenai Reserve. I believe the small airplane is decidedly more of a menace to the moose and other big game than is the automobile traveling over fixed routes easily patrolled.

Mr. Taylor said he would soon be called to Washington to appear before the House Sub-Committee in regard to appropriations for road construction and would appreciate having your opinion as to what the attitude of the Service is likely to be in regard to the Kenai project.

Frank M. Hynes

Regional Director, Juneau, Alaska

January 7, 1946

Jack O'Connor, Game Mgmt., Supervisor, Juneau, Alaska

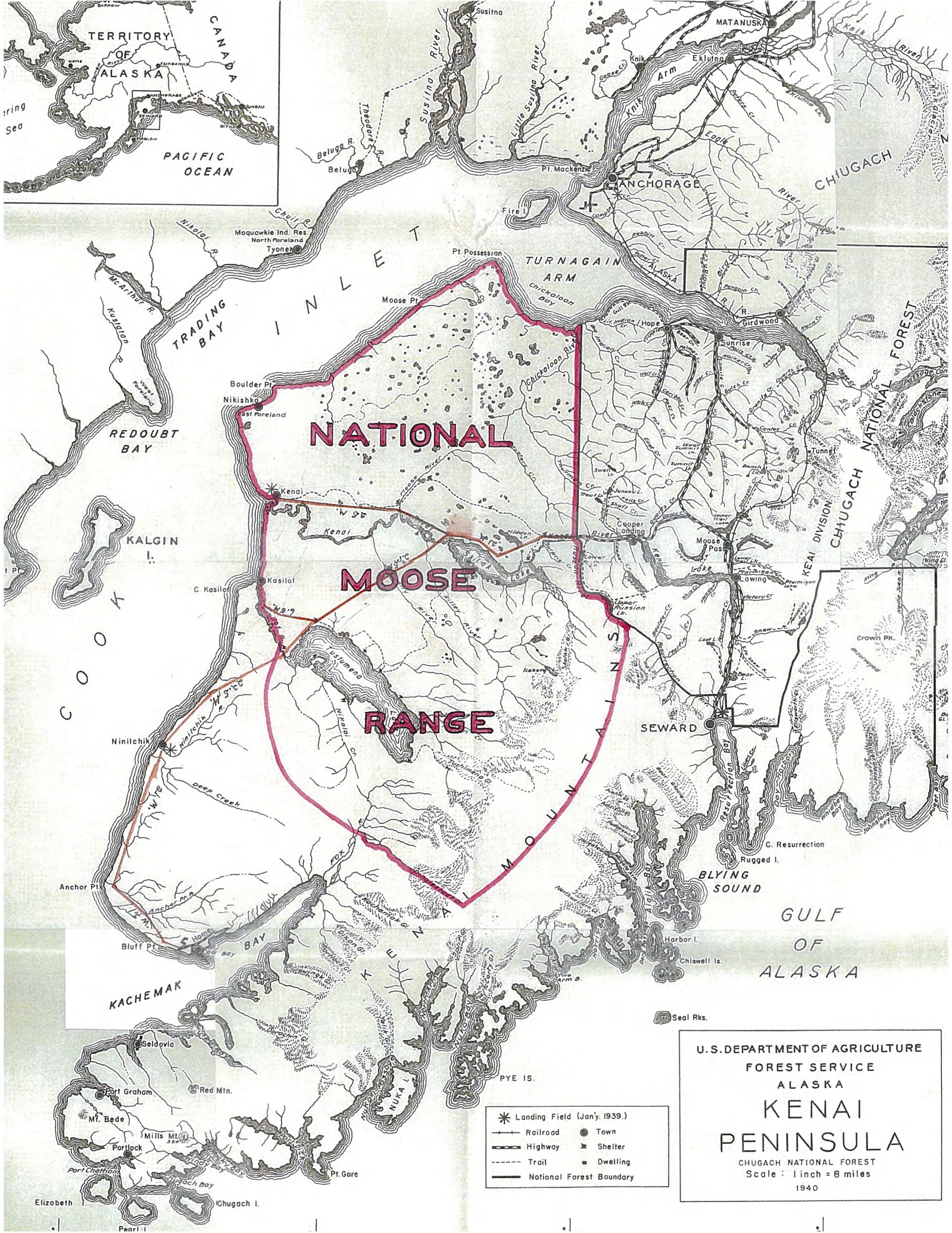
Map of proposed road through Kenai National Moose Range.

Reference is made to our conversations on the proposed road to Homer from the Seward highway which is tentatively laid out to run through the heart of the Kenai National Moose Range.

If such a road is built it will no doubt mean the end of the greatest moose herd in Alaska, and I feel that we should object to having the road built in order to hold the country as enclosed in the National Moose Range for the purpose established, namely as a sanctuary for moose.

O'C:md

RG 22, FWS
E: 162, Gen. Corr, 1890-1956
Box 75



**NATIONAL
MOOSE
RANGE**

- * Landing Field (Jan'y. 1939.)
- Railroad
- Highway
- - - Trail
- National Forest Boundary
- Town
- Shelter
- Dwelling

U.S. DEPARTMENT OF AGRICULTURE
 FOREST SERVICE
 ALASKA
**KENAI
 PENINSULA**
 CHUGACH NATIONAL FOREST
 Scale : 1 inch = 8 miles
 1940

Seal Rks.