

**KAISER STEEL CORPORATION
CERTIFIED REPORT OF CHEMICAL ANALYSIS
AND/OR PHYSICAL PROPERTIES**

①

CUSTOMER'S ORDER NO.	HEAT OR LOT NUMBER	SECTION	SLAB NO.	LOCATION	YIELD POINT P.S.I.	TENSILE STRENGTH P.S.I.	% ELONG. IN 2"	% RED. IN AREA	BEND TEST	PHONO. TEST	C	MN	P	S	SI	CU	NI	CR	MO	VB	AL	
SPECIFICATIONS AND REQUIREMENTS		ASTM A-242 LATEST KALSLOY III SIL. U B PLATE			50000 Min.	70000 Min.			180													
6020	37634	1"x10"x24'			52040	76820	24.5		OK		.12	.72	.013	.024	.62	.26	.30	.15	.04	.07	.007	
		<i>Chicago</i>																				
											<i>Reviewed by D.F.B. July 2, 1955</i>											

Peole, McConigle & Dick

I CERTIFY THE ABOVE INFORMATION TO BE CORRECT AS CONTAINED IN THE RECORDS OF THE COMPANY.

D. F. B.

SUPERVISOR, PHYSICAL TESTING

KAISER STEEL CORPORATION
Fontana, California

RG 30, Bar. of Public Roads
 E. 67, Gen. Corr. Related Recs, 1955-59
 Box 1129

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Tally Number PM 4495

Date 7-3-55

Car Number POLE 41102

Sheet 2 of 2

4 Glenn

KAISER STEEL CORPORATION
CERTIFIED REPORT OF CHEMICAL ANALYSIS
AND/OR PHYSICAL PROPERTIES

②

CUSTOMER'S ORDER NO.	HEAT OR LOT NUMBER	SECTION	SLAB NO.	LOCATION	YIELD POINT P.S.F.	TENSILE STRENGTH P.S.F.	ELONG. IN 2"	RED. IN AREA	SEMI TEST	HOMO. TEST	C	MN	P	S	SI	CU	NI	CR	MO	V
SPECIFICATIONS AND REQUIREMENTS		ASTM A-342 LATEST KBR SIL PLATE			50000 MIN.	70000 MIN.			180°											
6020	83159	7/16"x72"x240"			58940	75610	26.5		OK		.11	.66	.014	.037	.53	.28	.25	.14	.02	.00

Chickaloona

Reviewed July 26 1955

Poole, McGonigle & Dick

3c ja

I CERTIFY THE ABOVE INFORMATION TO BE CORRECT AS CONTAINED IN THE RECORDS OF THE COMPANY.

N. Lilling
SUPERVISOR, PHYSICAL TESTING
KAISER STEEL CORPORATION
Fontana, California

RG30, Bur. of Public Roads
E. 67, Gen. Corr. of Related Recs, 1955-59
Box 1129

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Tally Number PH 5871

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Sheet 2 of 2

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3

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SPECIFICATIONS AND REQUIREMENTS		ASTM A-242 LATEST KINGS PLATE			50000 min.	70000 min.			180		.20 MAX.	.25 MAX.		.05 MAX.								
6020	74619	3/8"x72"x240"			59190	75230	24.0		OK		.11	.60	.014	.034	.52	.28	.23	.15	.05	.05	.022	
"	74787	9/16"x72"x240"			59870	79620	27.0		OK		.13	.85	.007	.037	.64	.30	.29	.15	.06	.09	.012	
"	"	5/8"x72"x216"			"	"	"		OK		"	"	"	"	"	"	"	"	"	"	"	
		<i>Chickalooft</i>																				

5c ja

Poole, McGonigle & Dick

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D. Hilling

SUPERVISOR, PHYSICAL TESTING

KAISER STEEL CORPORATION
 Fontana, California

RG 30, Bar. of Public Roads
 E.G.D., Gen. Comm. Related Recs, 1955-59
 Box 1129

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4769

[Handwritten signature]

30-01

Alaska
Alaska Highway 16

December 12, 1956

Mr. Irving Road
Highway Engineer
Territory of Alaska
Box 2073
Juneau, Alaska

Dear Mr. Road:

This will acknowledge receipt of your letter of November 23 submitting a revised list of questions in connection with extension of Federal aid to Alaska. *-copy*

Following the recent conference in Alaska between Bureau and Territorial representatives, a tentative reply had been prepared to the fourteen questions raised in your September 21 letter. However, the revised statement of questions and explanatory material as contained in your November 23 letter will now necessitate giving the matter further review, but we shall attempt to furnish you with definite answers at the earliest possible date.

Very truly yours,

C. D. Curtis
Commissioner of Public Roads

SKBoothman
CC: Legal
Files (2) ✓

*File copy
of attachment
sent Hunt - 7-57*

TERRITORY OF ALASKA
Office of
HIGHWAY ENGINEER
and
SUPERINTENDENT OF PUBLIC WORKS
Box 2073
JUNEAU, ALASKA

November 23, 1956

Charles D. Curtiss
Administrator of Public Roads
Bureau of Public Roads
Department of Commerce
Washington 25, D.C.

Dear Mr. Curtiss:

On May 21, 1956, this office sent you a letter asking certain questions regarding the then new Federal Aid Highway Act for Alaska. Further questions having arisen after the above letter was sent from this office, I wrote Mr. Sinclair Weeks, Secretary of Commerce, on September 21, 1956, a list of fourteen questions which seemed to me to be pertinent to the above-aid Federal Aid Highway Act for Alaska. On October 22, 1956 a conference was held in the Office of the Honorable B. Frank Reynolds, Governor of Alaska. Those present were: the Governor of Alaska, District Engineer Morton M. Flint, A. E. Ghiglione, William Weeks, and Chr. Wyllie from the Bureau of Public Roads Office here in Juneau, Mr. Frank Turner and Mr. James Allen from your office, and myself. Nothing was accomplished at the conference but to arouse interest and to see if some decisions could not be made I again asked the fourteen questions which were set forth in my letter of September 21 to Mr. Weeks. Answers were forthcoming to these questions at the time.

On October 25, 1956 a conference was held in the Governor's Office between the Governor, Mr. Morton Flint and myself. This was also a ~~meeting~~ meeting as no decisions had been made by Mr. Flint on the classification of the Alaskan roads into the three classes, primary, secondary and urban. However a date was set for another meeting somewhere between November 15 and November 25, 1956. Because of Mr. Flint's very unfortunate death and from the lack of discussion which took place on October 22, I thought it would be best to reword the questions set forth in my letter of September 21 with more explanation to each question. The questions are as follows:

November 23, 1955

The first question to arise in connection with the new Federal-Aid Highway Act for Alaska is regarding titles to road rights of way.

In the past the Bureau of Public Roads has constructed Forest Highways for the U. S. Forest Service in Alaska and it is presumed will do so in the future. However, with the exception of 123 miles of Forest Highway on the Kenai Peninsula and 32 miles out of Cordova almost all of these Forest Highways in Alaska are outside but adjacent to the Tongass and Chugach National Forests.

It is presumed that these Forest Highways will now come under the Federal-Aid Highway Act. However in the past whenever the Forest Service Highways crossed private property the rights of way were purchased by the Territory. Many of the farm (and access) roads within the Territory (and practically all such farm and access roads constructed in the last two years) by the Alaska Road Commission have been by contributions from the Territory with Territorial funds. In fact the Territory for the last two years has taken over the farm (and access) road program since the Department of Interior has not received appropriations for this program for that length of time.

Now comes the questions:

- a. Will titles to the rights of way of the highways and roads previously built by the Alaska Road Commission and the Bureau of Public Roads and to be maintained by Federal-Aid Highway Funds rest in the Federal Government or in the Territory? R/W
- b. Will titles to the rights of way to the highways and roads to be built by the Bureau of Public Roads under the Federal Aid Highway Act for Alaska rest in the Federal Government or in the Territory particularly when that time comes when the Territory takes over the engineering, construction and maintenance of the roads with Federal Aid Highway Funds? R/W

2. The Attorney General of Alaska in an opinion under February 3, 1955 states: "Title 48 USCA 416 cited in your letter as 47-2-97 ACLA 1949 grants authority to the Secretary of Interior to issue permits for rights of way over the public domain to any responsible person or company for road building purposes. It is my opinion that the Territory has the authority to parallel the activities of the Alaska Road Commission and construct roads over the federal public domain provided it receives authority" //
R/W

November 23, 1956

from appropriate federal officials.....If the Territory embarks upon its own road building program it cannot take advantage of the right of way clause found in all patents and deeds issued by the United States since such rights of way are reserved only for road construction by or under the authority of the United States or of any state created out of the Territory of Alaska (48USCA 321d). In summation it can be stated that when the Territory desires to expend monies for road construction over Federal lands it must first secure express permission before such construction is undertaken. Recognition must be given to the fact that only the United States and future State of Alaska have authority to build roads over patented land. It may be however that the United States will authorize the Territory to exercise the Federal Government's rights under its grants but this is a matter of speculation."

Now arise the questions:

- a. On roads to be built by the Territory under the Federal-Aid Highway Act will the Territory have to have "express permission" from the Department of Interior to build such roads across the public domain?
- b. Will the United States extend to the Territory when building roads under the Federal-Aid Highway Act the same rights as the Alaska Road Commission (Bureau of Public Roads) as set forth in 48 USCA 321(d) wherein it is provided that in all patents and deeds by the United States issued for lands in Alaska there must be reserved therein rights of way "for roads.... to be constructed under the authority of the United States or any State created out of the Territory of Alaska", or will the Territory have to use its condemnation proceedings to secure these rights of way?
3. Public Law 627 Section 107(b) states: "Transfer of functions: Effective not more than ninety days after the approval of this Act the functions, duties, and authorities pertaining to the construction, repair and maintenance of roads, tramways, ferries, bridges, trails and other works in Alaska conferred upon the Department of Interior.....". The Act of Congress approved January 27, 1905 (33 Stat., 616) states: "To provide for the construction and maintenance of roads, tramways, bridges, ferries and trails in the District of Alaska". (Emphasis mine). From the foregoing two quotations it would seem that by Federal as well as by Territorial law ferries are considered as roads or parts of a road system.

Southeastern Alaska comprising the First Judicial Division is mostly in the Tongass National Forest and consists of a narrow precipitous coast line divided into short sections by fjords and glaciers. Off this coast line lies

...of the largest islands under the jurisdiction of the United States... tremendous development of pulp, lumber, and, in the near future, oil, is taking place in southeastern Alaska. Tourism is also increasing and the only hindrance to being equal in economic value to other areas is a lack of transportation facilities. At present the only means of transportation is by air and air facilities even as they are of haphazard development. Airplane companies have difficulty in obtaining the passengers, not to mention the weight, load, volume and other transportation system will have to be worked out to take care of the increasing automotive and passenger traffic throughout southeastern Alaska.

The office has presented a plan for a system of roads and ferries connecting the main islands of the island and mainland of southeastern Alaska with the Alaskan highway system at Fairbanks in the north and the Canadian highway system at Prince Rupert, British Columbia, in the south. The question arises which can be only answered by higher authorities in Washington, D.C.

1. May the aforesaid road and ferry system be placed on the Federal Aid Highway Program for Alaska?

2. May the tolls received for ferry operations (which of course will be for passengers, automobiles and trucks only) be placed under the Federal Aid Highway Act into a revolving fund for maintenance of the ferries, or

3. If the operations of the ferry be contracted to private parties, the tolls to be set and operations supervised by the Bureau of Public Roads and/or the Territory?

For further details on reference is made to my letter of September 23, 1955 to the Alaska Road Commission and to the Bureau of Public Roads. A copy of the letter to the Alaska Road Commission is herewith enclosed.

4. The Territorial Board of Road Commissioners has authority under Territorial Statutes Section 41-2-2 ACILA (194) to make matching payments as required under the Federal Aid Highway Act. Will the Territory under the elected highway engineer do the engineering work on such roads as may be designated under the aforesaid Act and gradually take over the maintenance and construction by contract of all roads with Federal Aid Highway funds, or will the methods followed in previous years under the Alaska Road Commission still be in effect without implying the shadow

*Thank
for
info
system*

*Ferry
System
of
Rees*

Fu Puy

*Tolls
for
ferry*

Ferry

*Maintaining
payments*

...any criticism of a splendid organization, I feel that there were weaknesses in the old Alaska Road Commission set-up due to all maintenance work and 17% of all new road construction being done by force account (besides most of the new road construction built with contributions from the Territory with Territorial highway funds). As the Territory gradually works into a major maintenance and construction program, this force account program could be changed to a contractual set-up and the above mentioned weaknesses corrected.

5. Will the Territory be given the right to indicate the standards and methods of construction, and the amount and methods of maintenance (either by force account or by contract) on roads built by Federal-Aid Highway funds?

6. It seems to this office that the operation of scale houses for weighing trucks and other automotive equipment for overloads is part of highway maintenance. As I understand it, in most states scale houses are operated by the state highway patrol which in turn is a part of the state highway department. In Alaska there is no highway patrol under a highway department but a territorial police which operates throughout the Territory irrespective of the highways. In the past the operation of the scale houses has been a joint venture between the Territory and the Alaska Road Commission. The Alaska Road Commission construct and furnished, except for minor items, the scale houses, the Territory paying a greater part of the operator's salaries and running expenses. In the present biennium (1955-1956) the Territory has operated the scale houses, the operators being given the status of deputy police officers. Expenses are paid from the Highway Fund from an appropriated amount upon vouchers approved by the Territorial Highway Engineer. In other words the Territorial Legislature recognized that scale houses and their operation are part of road maintenance but also wished to have the authority of the Territorial Police supporting the. This rather peculiar set-up could be changed by very simple legislation specifying that scale house operators should be screened by the Territorial Police and would have deputy police powers.

Scale House

Now comes the questions:

a. Can scale houses for weighing trucks and other automotive equipment for overloads be constructed and operated from Federal Aid Funds as part of road maintenance by the Territory and/or by the Bureau of Public Roads, with scale house operators screened by the Territorial Police and given the powers of arrest?

Scale House

b. Why is it that, since scale houses may be constructed as part of highway

November 23, 1956

maintenance, the operation of such scale houses is not part of said maintenance? This last interpretation of the status of scale houses has been specified by the Alaska Road Commission during the last biennium.

7. The Territorial Board of Road Commissioners, under Section 50-1-4(b) ACLA 1949, has the power "To erect and maintain upon the public highways such signs and other devices as it shall deem necessary and advisable".

Now comes the questions:

a. Will the Bureau of Public Roads, as has been done in the past by both the Bureau of Public Roads and the Alaska Road Commission, erect and maintain directional signs such as railroad crossing, U. S. route markings, destination and distance information, etc. on highways or will the Territory do so with Federal-Aid Highway funds?

b. Will the aforesaid Board designate and furnish speed limits and other special signs as now, and formerly erected by the Alaska Road Commission, or will the Bureau of Public Roads take over this function with Federal-Aid Highway Funds?

At no time has there been any formal agreement between the Territory and the former Alaska Road Commission or the Bureau of Public Roads as to responsibility for road signs. It was tacitly agreed, and so recognized by the courts, that the Territory, through its Board of Road Commissioners, should designate speed limits and furnish speed limit and special signs. A formal agreement between the Territorial Board of Road Commissioners and the Bureau of Public Roads on road signs under the new Federal-Aid Highway Act for Alaska should be entered into.

8. Is it possible for the Territory to receive credit on Federal-Aid matching funds, Public Law 627, Section 107(a), in fiscal year 1957 for funds contributed to the Bureau of Public Roads after July 1, 1956 on the farm (and access) road program for which Congress did not appropriate funds to the Alaska Road Commission and which the Territory was forced to take over. This matter was tentatively broached at the October 22 conference but the idea was so quickly repudiated by the Bureau of Public Roads officials present that the idea was not pressed farther. I can find no legal reason why the Territory should not be thus credited. It seems to me to be a matter of administrative decision.

Perhaps at this time a further word on the farm (and access) road program

is in order. For a great many years the heads of the Alaska Road Commission had presented to the Alaska Territorial Legislature that, if the motor fuel tax were raised above 2¢ per gallon, Congress could be persuaded to raise the appropriation to the Alaska Road Commission for the construction of roads in Alaska. I personally heard such a presentation to the 1953 (Twenty-first) Legislature. Acceding to the aforesaid presentation the 1955 (Twenty-second) Legislature raised the motor fuel tax on highway using vehicles to 5¢ per gallon. Then in the summer of 1955 the Office of Territories, Department of Interior, announced that since the Territory had raised the motor fuel tax and now would have more funds available for road construction, Congress would not be asked to provide an appropriation for the farm (and access) road program but such a program would be turned over to the Territory--which action of course contravened the original concept of the Legislature and in a sense was an allocation of Territorial funds by a Federal agency. I therefore believe that in all justice to the Territory the funds advanced on the aforesaid farm (and access) road program should be credited to Territorial matching funds under the Federal Aid Highway Act for the fiscal year 1957.

Fuel Tax

9. Must all the Territorial matching funds under the Federal-Aid Highway Act be paid as of July 1 of each year in order to obtain Federal matching funds? This question is probably covered by existing regulations but these are not known to this office.

Matching Funds

In closing I must say again how very disappointed I was in the conferences held on October 22 and 25. The difficulty seems to be in assigning the roads in Alaska on primary and secondary systems. Why this should take so long or be so mysteriously hard to do is beyond my understanding. The old Alaska Road Commission had data covering the condition, length and status of every road that had been constructed under their jurisdiction in Alaska. Copies of these are in my office. Personally I have been over almost every road in Alaska even to most of the short farm and access roads and believe I am qualified to judge the condition of the greater part of them. If the very liberal decisions arrived at at the conference in Denver held September 13, 1956 between yourself, the Honorable B. Frank Heintzelman, Governor of Alaska, and Mr. Frank Turner of the Bureau of Public Roads, are followed it does not seem to me that there should be any difficulty in assigning the roads in Alaska to three classes as specified in the Federal-Aid Highway Act, namely urban, primary and secondary.

*Alaska
Urban
Rural
Road*

As to the proportion of funds to be spent on each road, the Territorial Highway Engineer for Alaska and the Governor of Alaska can only recommend

Commissioner Curtiss

8.

November 23, 1956

to the Secretary of Commerce how these funds are to be divided. The final decision as to this matter rests with the Secretary, as I understand the law.

As a final word, it seems to me that the Territorial Highway Engineer should be appointed by a strong Territorial Board of Road Commissioners rather than be an elected political official. The terrific political pressure put on the office would not then tend to warp the judgement of the Highway Engineer. I hope the coming Territorial Legislature will correct this matter.

*Appoint
Highway Eng.*

Sincerely yours,

IRVING REED
Highway Engineer

cc: Governor Heintzelman

Alaska
Equip & Sup 11

Mr. C. W. Enfield

December 10, 1956

Ross Langdon

Excess property for Alaska

Prior to the transfer of the Alaska Road Commission to the Bureau of Public Roads, a local GSA official in Seattle informed the ARC that after the transfer excess property would not be available gratis under section 108 of Public Law 470, 82d Congress, 2d Session (66 Stat. 445 at 460). Mr. Allen turned the problem over to me on his return from Alaska and I reached the conclusion that legally the GSA local man had misconstrued the statute in the light of section 107(b) of the Federal-Aid Highway Act of 1956. Accordingly I took the matter up informally with Mr. Charles Gasque, Assistant General Counsel of GSA, who after checking the authorities agreed with the legal position of the Bureau.

We then held a conference with Mr. Tuttle, the GSA official here in charge of property disposition. Today I have been informed that Mr. Tuttle wrote to Seattle for an explanation and that the reply was unsatisfactory. Mr. Tuttle left for Seattle yesterday and plans to straighten out the matter while he is there.

RLangdon:je

cc: Mr. J. C. Allen

Files (2)

CWE Legal

P. L.

CONTINUITY REFERENCE

FILE DESIGNATION:

Alaska

FILE DATE:

Dec. 7, 1956.

TO:

C. W. Enfield

FROM:

Clark (40-90) (3 pages)

SUMMARY:

Copper River Hwy. (Sect. C) Alaska, Contract

14-04-002-166-

xx proposed increase in length etc

no attachments

BROUGHT FORWARD TO

Clark

FILE DESIGNATION:

F. H. Alaska Copper River Dam etc.

FILE DATE:

TO:

FROM:

SUMMARY:

BUREAU OF PUBLIC ROADS

FORM CD-14 (10-27-53)	DEPARTMENT OF COMMERCE	DATE 12-13-56
TRANSMITTAL SLIP		
TO: Mr. R. Langdon	REF. NO. (If any)	
FROM: S. K. Booth <i>SKB</i>	REF. NO. (If any)	
ACTION		
<input type="checkbox"/> NOTE AND FILE	<input type="checkbox"/> PREPARE REPLY FOR MY SIGNATURE	
<input type="checkbox"/> NOTE AND RETURN TO ME	<input type="checkbox"/> TAKE APPROPRIATE ACTION	
<input type="checkbox"/> RETURN WITH MORE DETAILS	<input type="checkbox"/> PER YOUR REQUEST	
<input type="checkbox"/> NOTE AND SEE ME ABOUT THIS	<input type="checkbox"/> SIGNATURE	
<input type="checkbox"/> PLEASE ANSWER	<input type="checkbox"/> FOR YOUR INFORMATION	
<input type="checkbox"/> FOR YOUR APPROVAL	<input type="checkbox"/> INVESTIGATE AND REPORT	
<input type="checkbox"/> PER OUR CONVERSATION		
COMMENTS:		
<p>Per our conversation, please prepare draft of answers to the questions affecting your area. We will then integrate the answers into a single legal memorandum to the Commissioner for his consideration in preparing a reply on the policy aspects.</p>		

COMM-DC-3822

RG 30, Bur. of Public Roads
E. G. D., Gen. Corr. & Related Recs., 1955-59
Box 1129

TERRITORY OF ALASKA
Office of
HIGHWAY ENGINEER
and
SUPERINTENDENT OF PUBLIC WORKS
Box 2073
JUNEAU, ALASKA

November 23, 1956

Charles D. Curtiss
Commissioner of Public Roads
Bureau of Public Roads
Department of Commerce
Washington 25, D.C.

Dear Mr. Curtiss:

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2. The Attorney General of Alaska in an opinion under February 3, 1955 states: "Title 48 USCA 416 cited in your letter as 47-2-97 AGLA 1949 grants authority to the Secretary of Interior to issue permits for rights of way over the public domain to any responsible person or company for road building purposes. It is my opinion that the Territory has the authority to parallel the activities of the Alaska Road Commission and construct roads over the federal public domain provided it receives authority