

spent in reducing the two sharp switchbacks over Gardner ridge on the present road, which could easily be done, would eliminate any possible excuse for the proposed new section of road.

I understand that this whole project was started by a few Motel owners in Lake City, Colorado, one of whom is a county Commissioner, with the idea that the new road would draw tourists past the three deeded ranches on the present road. My place is a Resort Hotel and those selfish individuals are aware of the fact that I have started a large addition to my place which will enable me to greatly increase my facilities. They also know that the other two places might eventually be resort places and they are afraid that places like that which have private fishing (which they do not have) will hurt their business. As well it might eventually, but tourists who are fishermen will not long remain in any place which has no fishing, and Lake City is rapidly reaching that stage, from all reports that I have had. I honestly feel, Mr. Weeks, that this project is a useless and silly waste of the peoples money and will serve no really definite purpose. Certainly all the reasons I have heard for the new road are absurd and silly even if a tremendous expense was not involved.

The proposed change would considerably lower the value of my property but if I could see that the new road would be a real improvement I would be the first one to support it. That is an absolutely true statement. I belong to the Colorado and Rocky Mountain Hotel Associations affiliated with the American Hotel Association. I think I am the only member of the Hotel organizations in Hinsdale County and you will find my place listed as "Ponce Quiet Valley Ranch" Creede Colorado R.F.D. in the Red Book of the AHA. I cannot afford the expense of a major lawsuit to stop this project but believe it could be stopped in that manner. No actual work has been done on that deal either with the exception of some surveying and mapping.

Again apologizing to you for bothering you with such a minor detail but assuring you that I am right in the stand I am taking, with all best wishes and kindest regards, I am,

Very sincerely yours,

/s/ Frank P. Ponce

23-10

January 21, 1958

Mr. Warren R. Stanley  
Box 21  
Hard Cove, Alaska

Dear Mr. Stanley:

Your letter of January 11 addressed to the Secretary of Commerce, has been forwarded to this office for reply.

We are indeed very sorry to hear of the unfortunate occurrence which resulted in the death of your two sons and wish to extend our deepest sympathy to you and Mrs. Stanley.

The details of the proposed road in the Tongass National Forest which you describe as one which would provide access to your homestead are not available in our files. We are, therefore, asking our regional engineer at Juneau for a report on the situation. We will communicate with you again as soon as we have received additional information.

The need for additional roads in Alaska, as in many other places, is acute and as you are aware funds made available for road construction are limited. It has been and must remain the policy of the Bureau of Public Roads to utilize the funds for which it is responsible where the results will be most beneficial.

Please be assured that your request for assistance will be given full consideration.

Sincerely yours,

P. F. R.

Paul F. Royster  
Assistant Commissioner  
for Operations

EEErhart:nk

Control No. 40598

cc - Files (2)

Federal Hwy. Projs. Div. ✓

Mr. E. H. Swick (2-cc) - ad. to Swick same date

Secretary of Commerce

CC Unit - Room 6019

Mr. Royster - Room 6019

January 11, 1958

Dear Sir:

The subject matter of this letter is a rather complicated affair because it deals with so many agencies, both United States Government and the Territory of Alaska. However I will try to make my point clear in this one writing, as the time element is now all important.

To begin with, I was issued a Homesite Permit for a tract of land within the bounds of the Tongass National Forest, Southern. This Permit was issued on March 16, 1949. At that time I found it necessary to write to the Chief of the Forest Service in Washington, before I could receive any consideration concerning this homesite. From that time right up till now the Forest Service here in Alaska has done everything in its power, formally and informally, to discriminate against me, discourage me, and cause me to give up this Homesite. The Forest Service has gone all out in their plan to regain this Homesite, they have enlisted the aid of the Bureau of Public Roads (Dept. of Commerce), the Bureau of Land Management (Dept. of Interior), the Alaska Road Commission, Juneau; the Superintendent of Alaska Public Works, Juneau; and even some Government Officials of the City of Ketchikan, Alaska.

At the time I took this Homesite there was no Hiway access to it, although there had been a road survey made many years before. During the summer of 1952 it was surveyed again, and also in 1954 and 1956. Funds were made available in time for construction of this road in the summer of 1956, but the Forest Service would not order the construction, and shifted the funds to another project. When I questioned the Forest Supervisor about this, he told me to remove myself from his office because I was getting into his hair. I was also told to stop my petty bickering and that they would run this Forest the way they wanted to and didn't need my help. Since this is my year round residence and there is no Hiway access to this Homesite, travel by boat is a necessity. Materials for my home and all its furnishings and supplies have to come by water. This body of water called Clover passage is not a calm lake, but a part of the ocean. My work is at a steady job and that means two trips a day in the boat. In the early morning of December 15, 1956, my wife, two sons and myself were returning home from a shopping trip to town. The sea condition was poor, while in the boat the sea condition worsened, a swell caught the boat by the stern and filled it with water. What happened then is difficult to describe; it was a few minutes later when my wife and I crawled ashore, each with a dead son in our arms. This is part of the price we have paid for the privilege of owning a piece of this land, someday, MAYBE!!!

In the Spring of 1957 the Superintendent of Alaska Public Works announced that funds were again available for the construction of this road, to be called the Lunch Creek Section of the North Tongass Hiway, Ketchikan. He also announced that construction would begin in the spring of 1958. The Forest Service is now refusing to let the Bureau of Public Roads build this Hiway. During a conversation with the Superintendent of Alaska Public Works, on December 26, 1957, in Ketchikan; he stated that the Forest Service and the Bureau of Public Roads were in dispute about constructing this hiway and to settle the matter, the funds were to be transferred to another project, as they were in 1956.

This other project was to be within the City of Ketchikan, as some of the City Officials of Ketchikan had requested of the Forest Service. He went on to say that on the 17th of January, 1958, there is to be a meeting in Petersburg, Alaska. Those present will be representatives of the Forest Service, the Alaska Road Commission, the Bureau of Public Roads, and the Superintendent of Alaska Public Works. It is at this meeting that they plan to shift the funds to the other project. As I have said in the opening of this letter, time is all important.

The improvements of this Homesite represent all my savings, I couldn't leave if I wanted to. I have invested all I have in the development of this Homesite and the Territory of Alaska. I suppose a dozen other people would have given up and left by now, but I feel that as a citizen of this country and a veteran of one of it's wars that I am entitled to this piece of land. It would be a wonderful thing to have the Road Building Program revised so as to serve the people who are trying to serve and develop their country. I am not exempt from any of the taxes imposed on any other American citizen, why should these Government Agencies have the right to dominate and dictate to me and the other people who must deal with them? If you have any doubt about the popularity of the Forest Service in Alaska, you need only ask any logger or homesiter. They will all give you the same bitter story.

In the past eleven years the Forest Service has built seven roads to this area, some long, some short, but they all go to the same place, NO WHERE!!! None of these seven roads serve any residents, they just go off into the muskeg and stop. The oldest of these is eleven years, it has never been used and is now grown over with brush. The newest is one year old and the land adjacent to it is not available for settlement. This is how the Forest Service is throwing money away, and yet where it will do some good, they put in their personal comment that "you don't need a road".

This letter to you is a call for HELP!!! My Government called on me to help in World War 2. I served with the Fifth Army in Italy and was Honorably Discharged. I'm now calling on my government to help me in this bitter struggle with the people who are abusing the honor and title of the office they hold. If you cannot help me I will have to recourse to the United States Congress, in the hope that an investigating committee will look into the activities of the Forest Service in Alaska. Almost discouraged, I await your answer,

Respectfully Yours,

Warren R Stanley  
Box 21  
Ward Cove, Alaska

BUREAU OF PUBLIC ROADS

C-O-P-Y

February 3, 1958

To: Mr. Paul F. Royster, Assistant Commissioner  
for Operations, Washington, D. C.

From: E. H. Swick, Regional Engineer  
Juneau, Alaska

Subject: Alaska Congressional Correspondence

Enclosed for your handling is a reply to a letter of January 29 from Delegate Bartlett, concerning correspondence from a Mr. Warren R. Stanley, which also was the subject of your memorandum of January 21. The report requested in the latter memorandum will be forwarded this week. Please note that we are advising Delegate Bartlett that a copy of your reply to Mr. Stanley will be supplied him.

BUREAU OF PUBLIC ROADS

Region 10  
Juneau, Alaska

C  
O  
P  
Y

February 3, 1958

Honorable E. L. Bartlett  
Delegate from Alaska  
House of Representatives  
Washington, D. C.

Dear Mr. Bartlett:

The letter of January 11 from Mr. Stanley of Ward Cove which you forwarded on January 29 essentially is a duplicate of letters addressed by Mr. Stanley to the President and the Secretary of Commerce, both of which were referred to Public Roads for investigation.

Our Juneau District is preparing a report for use by the Public Roads headquarters in replying to Mr. Stanley. We shall ask that you receive a copy of the reply. We also shall coordinate our studies with those being made of the situation by the Forest Service.

Sincerely yours,

/s/ E. H. Swick  
Regional Engineer

Mr. Egan

Pls prepare  
a reply to Mr. Barker,  
based on the attached

AR 7.0

BUREAU OF PUBLIC ROADS  
FEB 1 1958  
FED. HIGH. PROJ. DIV.

from the desk of

PAUL F. ROYSTER

BUREAU OF PUBLIC ROADS

Office Memorandum • UNITED STATES GOVERNMENT

TO : Mr. Paul F. Royster, Assistant Commissioner  
for Operations, Washington, D. C.

DATE: February 6, 1958

FROM : E. H. Swick, Regional Engineer  
Juneau, Alaska

SUBJECT: Alaska Congressional Correspondence

In response to your memorandum of January 21, 1958, there is attached a report by the Juneau District on a complaint of Mr. Warren R. Stanley of Ward Cove to the President and the Secretary of Commerce, as to road conditions in the Ketchikan Area. We direct your attention to our letter of February 3, 1958, to Delegate Bartlett, in which he was told that you would advise him further on the same complaint.

Attachment

*2-3-10 / Edward*  
*2-6-58*

RECEIVED  
HIGHWAY ADMINISTRATION  
OFFICE OF THE FEDERAL  
ROADS  
FEB 10 10 5 21  
BUREAU OF PUBLIC ROADS

mf



Mr. E. H. Swick, Regional Engineer, Region 10  
Juneau, Alaska

January 30, 1958

Chr. F. Wyller, District Engineer  
Juneau, Alaska

Alaska Congressional Correspondence - Complaint of W. R. Stanley re  
Clover Pass - Lunch Creek Section, Ketchikan Area

In response to your memorandum of January 28, 1958, we submit the following report on the road situation in the Ketchikan area, as it relates to Mr. Warren Stanley's letter of January 11, 1958, addressed to the Secretary of Commerce.

The road discussed in Mr. Stanley's letter is a section of Tongass Highway, Forest Highway Route No. 1, north of Ketchikan. It is also a section on the Secondary Federal-aid System, Route No. 920. A preliminary survey of the Forest Highway route was made in 1930. This survey was 17 miles long and in 1934-1938, two sections, totalling 5.5 miles, were constructed bringing the highway to its present terminus at Clover Pass. The next logical construction section is the so-called "Clover Pass - Lunch Creek Section" which is the road discussed in Mr. Stanley's letter. The outbreak of the war stopped all further road construction throughout Southeastern Alaska and it was not until 1948 that funds again began to become available for construction.

In about 1950 the Forest Service raised the question as to the location of the Clover Pass - Lunch Creek section. The original survey is located along the beach back of which the country rises very abruptly to elevation 100. The Forest Service desires the location placed above the steep bank and far enough back so that homesites may be laid out on both sides of the highway. In 1952 a survey was made swinging the line back up the hill. Because of the very steep grades and generally poor alignment the Bureau of Public Roads did not favor this location and, after further discussion with the Forest Service, it was decided to run a third line between the 1952 line and the beach line. This was done in 1955.

In the third paragraph of Mr. Stanley's letter, he makes the statement that funds were made available for construction of this road in the summer of 1956 but that the Forest Service shifted the funds to another project. This is not correct. Because of the very high cost involved and because the limited funds available were needed on other urgent projects of higher priority, the Clover Pass - Lunch Creek section was never reached on any Forest Highway program.

In 1956 Federal Aid became available to Alaska and in the spring of 1957 the project was included in the Federal-aid Secondary Program in the amount of \$789,000. Design was then in progress on the 1956 line, or the so-called "middle line" and, when this design was completed and an estimate made, it was found that the total cost would be approximately \$1,200,000, including the cost of two major structures. The section is only 3.27 miles long, and the design is based on a considerably less refined standard than that later adopted for secondary roads in Alaska, although on the same roadway width. It was not practical to reduce the length of the section to stay within the funds programmed since the only available source of suitable gravel is located at Lunch Creek in the far end of the section.

The project was cancelled by Alaska Highway and Public Works Board in a meeting held in October, 1957, and the funds returned to the unprogrammed balance for reallocation to other projects. Contrary to Mr. Stanley's statement in the first paragraph of page 2 of his letter, the Forest Service had nothing to do with this cancellation since the funds in question were entirely Federal-aid Secondary funds. Nor were the funds transferred to the project in the city of Ketchikan, since this proposed project is to be financed from Federal-aid Primary funds.

The Petersburg meeting, mentioned by Mr. Stanley, was a meeting called by the Territorial Board Member from Southeastern Alaska on January 17-18 and was a public meeting to which representatives from all city administrations and Chambers of Commerce from Southeastern Alaska had been invited. Representatives of the Alaska Department of Public Roads, the U. S. Forest Service, and the Bureau of Public Roads, were also present. It was an opportunity for representatives from all over Southeastern Alaska to present their views and highway needs in the various communities to the Board Member and the allocation of funds to any specific project was entirely outside the authority of the meeting and was never even mentioned.

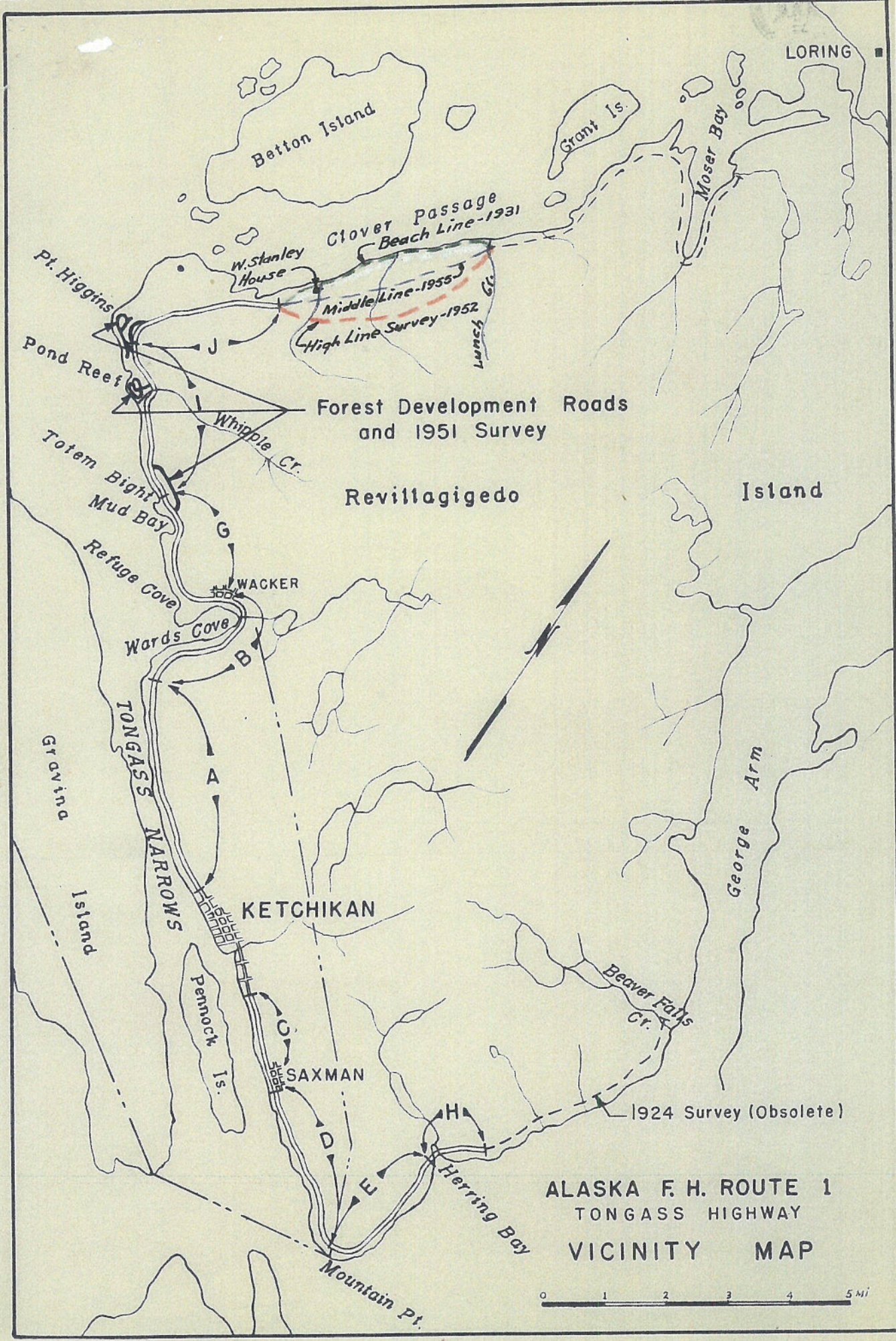
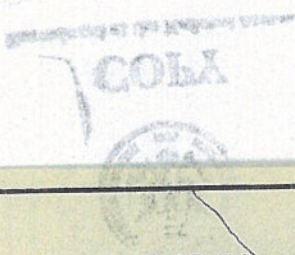
The reason the project was cancelled by the Alaska Public Works Board was that there were not sufficient funds available and the high cost was not justified by the immediate benefit of the improvement. Besides Mr. Stanley, there is only one other homesite owner on the section, although it is likely that, once constructed, there would be additional settlers moving in to the area.

The District Office feels that it will be possible to reduce the overall cost of this section considerably by constructing on the original survey along the beach. How much can be saved cannot be determined before a complete design is made on this location. At the present time there are no funds available for this design. The Forest Service has also indicated that they will make a re-examination of this location early this coming spring. It is planned that a representative from the Juneau District will accompany the Forest Service engineers on this re-examination.

The Forest Service roads, referred to by Mr. Stanley in the third paragraph of page 2 of his letter, are roads that were originally on the Forest Development Road system but are now all within a recent elimination from the forest. The vacant land is under the jurisdiction of the Bureau of Land Management which has surveyed sub-division and, as far as we know, a number of the lots have already been taken. On two of these roads the adjacent land is as yet not available for settlement because the Bureau of Land Management desires to effect a timber sale on the hillside above the road before the land is sub-divided for settlement. In any case, the funds used for these roads were Forest Development Road funds and not available for construction on the main highway system.

DEPARTMENT OF AGRICULTURE  
BUREAU OF LAND MANAGEMENT

FEB 2 1 54 PM 1958



ALASKA F. H. ROUTE 1  
TONGASS HIGHWAY  
VICINITY MAP



BUREAU OF PUBLIC ROADS

January 21, 1958

Mr. E. H. Swick, Regional Engineer  
Juneau, Alaska

Paul F. Royster, Assistant Commissioner  
Washington 25, D. C.

Attached is a copy of a letter from Mr. Warren R. Stanley,  
Ward Cove, Alaska, also a copy of our reply.

Please let us have a brief report on the project about  
which Mr. Stanley is concerned. From information available here  
we are unable to positively identify it as a Forest highway  
project.

Your early reply will be appreciated.

Attachments

EEErhart:mk  
Control No. 40598  
cc - Files (2)  
Federal Hwy. Projs. Div. ✓  
CC Unit - Room 6015  
Mr. Royster - Room 6019



2/19/58

For info. from constituents  
in Illinois re: Alaska travel  
see "Illinois".

23-10

FEB 14 1958

Honorable E. L. Bartlett  
Delegate from Alaska  
House Office Building  
Washington, D. C.

Dear Mr. Bartlett:

You were informed by Regional Engineer E. H. Swick, Juneau, Alaska, in his letter dated February 3 that a report was being prepared for use by this office in replying to Mr. Warren Stanley of Ward Cove and that a copy of the report would be forwarded to you.

A copy of our letter to Mr. Stanley is enclosed. This letter contains a report of the circumstances which have necessitated the delay in the construction of the project about which Mr. Stanley has written to the President and to the Secretary of Commerce. You will note that in addition to the fact that funds have been insufficient to undertake the work there is the matter of determining the most suitable location for the road. You will also note that further field investigations are scheduled for this coming spring. We hope that upon the completion of this investigation a final decision as to location can be made.

Sincerely yours,

Paul F. Royster

Paul F. Royster  
Assistant to the  
Federal Highway Administrator

Enclosure

- see letter to Mr. Stanley 2/14/58

EEErhart:nk

Control No. 40598 (2/14/58)

cc - Files (2)

Federal Hwy. Projs. Div.

Mr. E. H. Swick (2-cc)

Mr. B. D. Tallamy

CC Unit - Room 6015

Mr. Royster - Room 6019

23-10

FEB 14 1958

Mr. Warren R. Stanley  
Box 21  
Ward Cove, Alaska

Dear Mr. Stanley:

In response to your letter of January 11 we asked our regional engineer for a report on the road project in the Tongass National Forest to which you referred. We now have that report.

The road about which you are concerned is known as the Clover Pass - Lunch Creek Section of the Tongass Highway, Alaska Forest Highway Route 1, north of Ketchikan. It is also included in the Secondary Federal-aid System for Alaska as Route 920. A preliminary survey of the route was made in 1930 and at the outbreak of World War II construction had been completed to the road's present terminus at Clover Pass.

Since 1950 there has been considerable discussion about the proper location for the section in question. Several alternate routes have been studied for the purpose of determining the road location that would permit the most advantageous development of the area at the least construction cost for adequate road shoulders. However, no firm decision has been reached at this time. Generally speaking the locations considered have been one following the beach and one above the steep bank that rises abruptly from the beach. Further studies are scheduled for the coming spring.

Forest highway funds have never been programed for the construction of the Clover-Pass - Lunch Creek Section. The project was included in the Federal-aid secondary program in 1957 but because of indicated high cost in excess of the programed amount the project was canceled by the Alaska Highway and Public Works Board at it's October 1957 meeting. Consideration was given to decreasing the length of the project to meet the programed amount but this was not feasible because the only available source of gravel is located at Lunch Creek.

Cancellation of the project was not brought about by action of the Forest Service as you indicated in your letter nor is it correct that upon cancellation of the project that the funds were transferred to a project within the City of Ketchikan. In the



First instance Federal-aid secondary funds were involved while the project in Ketchikan is to be financed from Federal-aid primary funds.

The January 17 - 18 meeting in Petersburg which you mentioned was a public meeting called by the Territorial Board Member from Southeastern Alaska. The meeting was attended by representatives of the Alaska Department of Public Roads, the Forest Service and the Bureau of Public Roads. The meeting furnished an opportunity for representatives from the entire Southeastern area to present their views of highway needs. The allocation of funds to any specific project was not mentioned.

The Forest Service roads to which you made reference in the third paragraph of the second page of your letter are roads that were originally on the Forest Development system. Recent revision of the National Forest boundaries has resulted in placing these roads outside the Forest and under the jurisdiction of the Bureau of Land Management. The latter agency has subdivided the area and we understand that a number of lots have been taken. Thus it appears that development of the land is not being restricted as you have indicated.

The total road needs in Alaska, as is the case in the continental United States, are in excess of funds presently available for construction of roads. Every effort is being made to allocate highway funds that are available in the most equitable manner possible with the object of securing improvement of the established system in an orderly manner in accordance with the needs. The road in which you are interested will be quite expensive to build and for this reason, plus the fact that the exact location has not been determined, the actual construction of the project has not been undertaken.

We trust that the information furnished above will provide you with a clear understanding of the problem. Please rest assured that the Bureau of Public Roads policy is to secure the utmost benefit to the people of Alaska from highway funds over which it has jurisdiction.

Sincerely yours,

Paul F. Royster

Paul F. Royster  
Assistant to the  
Federal Highway Administrator

23-10

February 13, 1958

Mr. R. E. Dougherty  
Consultant  
Seelye Stevenson Value & Knecht  
101 Park Avenue  
New York 17, New York

Dear Dick:

I have your letter of February 4 in which you refer to a proposed project between Nome and Fairbanks, Alaska. You asked to be advised regarding the jurisdiction of this project and whom you might contact for information.

The Federal-aid highway system for Alaska as approved does not include a route connecting Nome and Fairbanks. Segments of the Federal-aid secondary system extend easterly and northerly from Nome for comparatively short distances. A Federal-aid secondary route extends westerly from Fairbanks. However, in between the ends of these routes as contained in the approved highway system, there is a distance of about 400 to 500 miles for which there is no present plan of highway development.

At present the planning and construction of all major highways in Alaska is under the jurisdiction of the Bureau of Public Roads. Details concerning specific projects may be obtained from our regional office at Juneau by a communication addressed to:

E. H. Swick, Regional Engineer  
Bureau of Public Roads  
Juneau, Alaska

This office will gladly furnish additional information upon receipt of your request.

Sincerely yours,

B. D. TALLAMY

B. D. Tallamy  
Federal Highway Administrator

EEErhart/amm

cc - Files (2)  
Federal Highway Projects Div. ✓  
Mr. E. H. Swick - (2-cc)  
Mr. Royster, Room 6019

U.S. DEPARTMENT OF COMMERCE		DATE
TRANSMITTAL SLIP		2-12-58
TO: Mr. Erhart	REF. NO. OR ROOM, BLDG.	
FROM: P. Beitel	REF. NO. OR ROOM, BLDG.	
<b>ACTION</b>		
<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: Mr. Royster asked that you prepare a draft reply to attached on the Fairbanks and Nome part of letter, ignoring the 2nd paragraph. Please prepare for Mr. Tallamy's signature.		

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 FREDERICK J. KIRCHER  
 ALEXANDER MICHELSON, JR.  
 PHILIP P. PAGE, JR.  
 JACK L. STAUNTON  
 WAYMAN C. WING

February 4, 1958

for

GPO: 1957 O - 414035

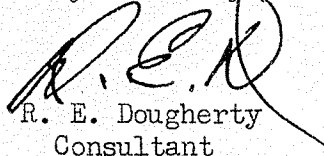
COMM-DC 969

Concerning your various construction programs, I understand that a major project is contemplated between Fairbanks and Nome, Alaska. Would you be good enough to advise me of the jurisdiction and just whom I should contact?

Incidentally, I haven't heard who the successor of Captain Curtiss may be, even temporarily.

With warmest personal regards, I remain

Very sincerely yours,

  
 R. E. Dougherty  
 Consultant

RED:rla

ABLE ADDRESS:  
"ESTEVAL NEW YORK"

TELEPHONE:  
MURRAY HILL 4-2500

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FREDERICK J. KIRCHER  
ALEXANDER MICHELSON, JR.  
PHILIP P. PAGE, JR.  
JACK L. STAUNTON  
WAYMAN C. WING

February 4, 1958

Mr. Bertram D. Tallamy  
Federal Highway Administrator  
Bureau of Public Roads  
General Services Building  
Washington, D. C.

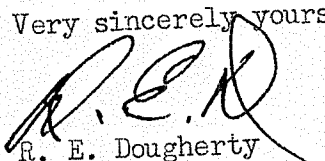
Dear Bert:

Concerning your various construction programs, I understand that a major project is contemplated between Fairbanks and Nome, Alaska. Would you be good enough to advise me of the jurisdiction and just whom I should contact?

Incidentally, I haven't heard who the successor of Captain Curtiss may be, even temporarily.

With warmest personal regards, I remain

Very sincerely yours,

  
R. E. Dougherty  
Consultant

RED:rla

2/5/58

Mr. Mattoon  
AGC, Inc.  
Washington, D. C.

Re: Equipment for Alaska

FILED in Subj. File (Equipment - Alaska)

23-10

January 15, 1958

Mr. C. L. Cloudy  
President  
Alaska Chamber of Commerce  
Juneau, Alaska

Dear Mr. Cloudy:

We wish to acknowledge receipt of your letter of January 10 with copies of a resolution enacted by the Alaska Chamber of Commerce at its annual convention in Juneau in 1957. The resolution states the position of the Chamber with reference to paving of the Alaska Highway and of the Haines Cutoff access road. You urge that favorable consideration be given to this work.

The portion of the Alaska Highway within the Territory of Alaska has been paved excepting for a section about 75 miles in length from the Canadian boundary northwesterly. The paving of this section will be undertaken as funds become available, consistent with the needs for improvement of other Federal-aid primary routes in Alaska.

The portion of the Haines Cutoff Highway in Alaska (Haines to the Canadian boundary) has been paved.

It is assumed that your recommendation with respect to the paving of the portion of the Alaska Highway and the Haines Cutoff within Canada have been conveyed to the Canadian authorities responsible for the construction and maintenance of these highways. It is realized that the completion of these routes within Canada would be of material assistance for Alaska bound traffic.

We wish to thank you for your recommendation.

Sincerely yours,

Paul F. Royster

Paul F. Royster  
Assistant Commissioner  
for Operations

EEErhart:nk  
Control No. PR-R  
cc - Files (2)  
Federal Highway Projects Div. ✓  
Mr. E. H. Swick (2-cc)  
CC Unit  
Mr. Royster - Room 6019

Cleared Through  
Administrator's Correspondence Unit

C O P Y

C O P Y

ALASKA CHAMBER OF COMMERCE  
155 South Seward Street  
Juneau, Alaska

Jan. 10, 1958

Mr. C. D. Curtis  
Bureau of Public Roads  
Department of Commerce  
Washington 25, D. C.

Dear Mr. Curtis:

Enclosed herewith please find a number of copies of a Resolution enacted by the Alaska Chamber of Commerce at its annual convention at Juneau, Alaska in 1957 urging paving of the Alaska Highway and the Haines Cutoff access road.

The Alaska Chamber of Commerce represents all of Alaska and its present membership consists of all organized Chambers of Commerce in the Territory of Alaska.

On behalf of the Alaska Chamber of Commerce I urge that you give full, favorable consideration to this matter.

Respectfully yours,

ALASKA CHAMBER OF COMMERCE

/s/ By: C. L. Cloudy, President

PR-R

1005

# Alaska Chamber of Commerce

PRESIDENT

CHARLES L. CLOUDY  
BOX 1079  
Ketchikan Alaska

155 South Seward Street .

JUNEAU, ALASKA

VICE PRESIDENT-WEST

WIN ERVIN JR.  
Box 133  
Seward, Alaska

SECRETARY-TREASURER

VIC NEKLASON  
Box 17  
Ketchikan Alaska

VICE PRESIDENT-EAST

FRANK RICHARDS  
Sitka, Alaska

## RESOLUTION NO. I

WHEREAS, the Alaska Highway is the only direct highway connection to Alaska; and

WHEREAS, in its present unpaved condition, the Alaska Highway is not fully utilized as an artery for tourists; and

WHEREAS, tourism has tremendous potential for the economy of Alaska; and

WHEREAS, tourist development will not be fully realized until such time when the Alaska Highway is completely paved; and

WHEREAS, efforts to accomplish such work will require good, strong effort on the part of all Alaska;

NOW, THEREFORE, BE IT RESOLVED that the Alaska Chamber of Commerce reaffirm its position urging the paving of the Alaska Highway and the Haines Cut-off access road, and use its good offices to lead the concerted effort by the Territory to successfully accomplish this project.



FORM 1  
23-10

23-10  
January 3, 1958

*Fed Hwy Proj* *X-ref* *copies to Hawaii + Alaska*

Mr. George S. Hannah  
John Day  
Oregon

Dear Mr. Hannah:

Your letter of December 14, 1957, requesting information concerning the administration of highways in Hawaii and Alaska has been referred to this office for reply.

Highways in Hawaii are administered by the Department of Public Works. For information concerning practices followed in weighing vehicles operating on the highways of that Territory, it is suggested that you address an inquiry directly to the office named above whose address is the Territorial Offices Building, Honolulu 10, T. H.

At the present time all engineering, construction and maintenance activities on the Federal-aid highway system in Alaska are performed directly by the Bureau of Public Roads. For details concerning the weighing of vehicles and the type of equipment used, it is suggested that you make direct inquiry to our regional engineer whose address is Mr. E. H. Swick, Regional Engineer, Bureau of Public Roads, Federal Building, P. O. Box 1961, Juneau, Alaska.

If this office can be of further service to you we will gladly do so upon receipt of your request.

Sincerely yours,

Paul F. Royster

Paul F. Royster  
Assistant Commissioner  
for Operations

EEErhart:nk Control No. PR-R  
cc - Files (2)  
Federal Hwy. Projs. Div. ✓  
Mr. S. E. Farin  
Mr. E. H. Swick  
Hon. George T. Moore - Commerce

CC Unit - Room 6015  
Mr. Royster - Room 6019

50-14  
(2-56)

U.S. DEPARTMENT OF COMMERCE

DATE

TRANSMITTAL SLIP

12/30/57

Mr. E. E. Erhart

REF. NO. OR ROOM, BLDG.

Room 6036

FROM:  
Paul F. Royster

REF. NO. OR ROOM, BLDG.

**ACTION**

- NOTE AND FILE
- NOTE AND RETURN TO ME
- RETURN WITH MORE DETAILS
- NOTE AND SEE ME ABOUT THIS
- PLEASE ANSWER
- FOR YOUR APPROVAL
- PER OUR CONVERSATION
- PREPARE REPLY FOR MY SIGNATURE
- TAKE APPROPRIATE ACTION
- PER YOUR REQUEST
- SIGNATURE
- FOR YOUR INFORMATION
- INVESTIGATE AND REPORT

**COMMENTS:**

Please prepare reply.

*copy for Mr. Moore*

GPO: 1957 O - 414035

COMM-DC 969

OF THE PRESIDENT

THE BUDGET

ON 25, D. C.

DEC 20 1957

December 14, 1957, from  
y, Oregon, requesting  
ghway programs in Alaska

if you would refer this  
c Roads for appropriate

ent to Mr. Hannah is

Sincerely yours,

(Signed) J. J. Eigenmann

J. J. Eigenmann, Acting Chief  
Commerce and Finance Division

Honorable George T. Moore  
Assistant Secretary  
for Administration  
Department of Commerce  
Washington 25, D. C.

Enclosures

EXECUTIVE OFFICE OF THE PRESIDENT  
BUREAU OF THE BUDGET  
WASHINGTON 25, D. C.

DEC 26 1957

My dear Mr. Moore:

Enclosed is a letter of December 14, 1957, from Mr. George S. Hannah, John Day, Oregon, requesting certain information on the highway programs in Alaska and Hawaii.

It would be appreciated if you would refer this letter to the Bureau of Public Roads for appropriate handling.

A copy of my acknowledgment to Mr. Hannah is enclosed.

Sincerely yours,

(Signed) J. J. Eigenmann

J. J. Eigenmann, Acting Chief  
Commerce and Finance Division

Honorable George T. Moore  
Assistant Secretary  
for Administration  
Department of Commerce  
Washington 25, D. C.

Enclosures

COPY

John Day, Oregon  
December 14, 1957

Public Information Service  
Division of Public Inquiries  
Bureau of the Budget  
Washington, D. C.

Dear Sir:

I would like to obtain information as to the highways in Hawaii and Alaska. Also who they they come under, or if they are set up in departments like the States. If they do have highway departments, who would one get into touch with to find out if they have a weigh master section there, if they do not have a weigh master section, or a highway department, how are weight and measurement laws determined, if they have these laws.

I am curious to find out, as the Black and Decker People, makers of loadometers, say they sell their portable scales, to every State in the Union, plus Hawaii and Alaska. Thank you.

Sincerely,

/s/ George S. Hannah  
Weigh master - John Day, Oregon