

E. L. BARTLETT  
ALASKA

## United States Senate

WASHINGTON, D.C.

April 2, 1959

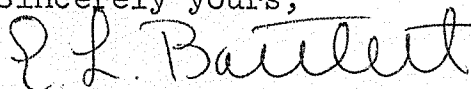
Mr. Paul F. Royster,  
Assistant to the  
Federal Highway Administrator,  
Bureau of Public Roads,  
Department of Commerce,  
Washington 25, D. C.

Dear Mr. Royster:

Reference is made to your letter to me of October 31, 1958, File No. 23-10, relative to the clearing of snow from Gateway Lodge at Glenallen, Alaska, as requested by Mrs. Blanche C. Dykes.

Recently I received a communication from Mrs. Dykes on this subject, and I am enclosing copy of her letter. I am also going to send copy to Mr. Frank A. Metcalf, Commissioner, Department of Highways and Public Works, Juneau, Alaska, to whom the petition mentioned by Mrs. Dykes will also go. I am aware, of course, that the Board of the Alaska Highway and Public Works Department in its press release of October 22, 1958, announced that it had agreed to the policy of the Bureau of Public Roads not to plow snow any place except on the public highways of the established Federal Aid System. However, I am wondering if the experience of this last winter has been such as to warrant a review of this whole subject. I am especially interested in having any information you might send me in response to Mrs. Dykes' contentions.

Sincerely yours,



E. L. Bartlett

CC: Mr. Frank A. Metcalf

PR 4016

C O P Y

GATEWAY LODGE  
AND TRADING POST

B. Dykes - Proprietor

GEENALLEN \* ALASKA

March 16, 1959

Honorable E. L. Bartlett  
U. S. Senate  
Washington, D. C.

Re: Snow Flowing by B. P. R.  
Their reply, Oct. 31, 1958.

Dear Senator Bartlett:

We, the people along highways in Alaska who have invested money to build much needed accommodations for the traveling public, and who have weathered all the hardships, feel we are due some consideration from you, our senior representative in Washington.

We ask you to get together with Senator Ernest Gruening, and Arizona's Senator Barry Goldwater, whom I have written, in obtaining an immediate reversal of the Bureau of Public Roads' new policy whereby they refuse to clear snow from driveways of lodges serving the public. Two things are needed:

1. Obtain immediately, an Executive Order authorizing the Bureau of Public Roads to continue removing snow from driveways of lodges serving the public, along highways in Alaska.
2. Rush through an amendment, placing any money collected for this work in a revolving fund rather than to "Miscellaneous Receipts in the U. S. Treasury," as it now stands.

I am enclosing a copy of a "press release" issued by the Bureau of Public Roads in Alaska, the last paragraph of which, shows clearly one of the "real" reasons they object to doing this work. I quote:

"Funds received for such reimbursable work must be deposited by the Bureau to Miscellaneous Receipts in the U. S. Treasury, and thus are lost to Alaska."

I wonder if the official issuing this press release ever considered the fact that every time a car is forced to pass by driveway because the snow is too deep, the money they would have spent at our lodge is "lost to us forever." Money that could have been spent building up Alaska.

Another reason they are fighting doin any thing for us, is that once Alaska is settled, they will be out of a job. I understand that Washington has appropriated millions of dollars in the form of a grant, to help finance Alaska until it is settled sufficiently to stand on it's own feet. That day will never come unless assistance is given those of us who are trying to settle the country. It is an intolerable situation that should have the interest of every senator in Washington, D. C. I intend to pursue this injustice to its utmost.

C O P Y

- 2 -

Our Government subsidises the farmer, the airlines, and loans billions to even communistic countries. The B. P. R. snow plows must pass each place while plowing the road any way, it would be a small matter to open driveways as they went. When the future of the country depends on settlement, an agency such as the B. P. R. should not be permitted to lay down a policy like this that will cost every tax payer in the United States so long as it exists. You senators in Washington must appropriate this money, you should have something to say about the policies set up by them.

To suggest this need, I am enclosing a petition which as you can see, contains signatures from almost every major lodge from near Anchorage to the Canadian border. This petition was obtained just prior to the abolishment of the old Alaska Road Commission. Realizing it would be useless to send a petition to an out-going agency, and feeling sure the Bureau of Public Roads would solve our problems of snow plowing and brush removal, I held this petition in abeyance. These people now urge me to send it to you. It was rumored that the old die-hard Road Commission bunch would go, and that a completely new organization of top personnel would be in charge. However, only the top man was changed and the same old bunch is hindering and haphazardly the development of Alaska in every way they can. Their new policy refusing to plow driveways, as well as plowing our entrance-ways full of snow as they go by, and leaving it there for us to get out the best way we can, is make testimony to this fact.

In November, during the campaign season, I wired you for assistance regarding the Bureau's refusal to plow snow from our driveway. Apparently you were busy, as your secretary took the matter up with the B. P. R. office in Washington. A copy of their reply to you was forwarded to me in Phoenix, Arizona, where I had to take my husband for medical treatment after a serious cancer operation. This letter, written by Mr. Paul F. Royster from information received from their Alaska office, contains some mis-statements. They are as follows:

a. Jerome G. Leubke, referred to therein as plowing snow commercially at Glegallen, is a regularly employed Bureau of Public Roads employee at Glenallen. He can not work for the Government and plow snow for pay at the same time. This would be dual employment and prohibited by law. Nor can he plow snow after work in the dark. Nor can businesses close their doors until he has a day off, or gets good and ready to plow us out. His equipment is old discarded B. P. R. equipment (sold on bid), totally inadequate for snow plowing, and for which I understand he has no license to travel on the highway. I understand Mr. Leubke recently bid on a job to make roadside parks for tourists and was turned down because of poor equipment. As stated before, there is no one plowing snow commercially in this area.

b. The third paragraph of Mr. Royster's letter says he is advised there are eight lodges in this area. This is erroneous; there are only four, and two of them can scarcely be called lodges, containing three or four meager log cabins with no inside plumbing.

c. The second paragraph of Mr. Royster's letter states this action became necessary because of the increased number of driveways. This is

C O P Y

- 3 -

a mis-leading statement and one easily clarified. Since there are few if any, more businesses, considering that several have burned, than there were six or eight years ago, Mr. Royster must have counted the homesteaders in with his "increased number of driveways." Certainly you can not put the business man serving the public, in the same category with the homesteader whose livelihood does not depend on his being plowed out. And without accommodations for those traveling the highway, there would be no need for Bureau of Public Roads employees to plow the road, or supervisory personnel in Juneau.

d. Mr. Royster refers to the "time required for such snow removal and the necessity for devoting more and more time to removal of snow from the main traveled routes. This is a mis-statement. Since there are about the same number of vusinesses now as there were six or eight years ago, and since the time required to open a driveway is ten to fifteen minutes, the "time" is negligibile. In order to hold on to key employees for summer work, all B. P. R. camps such as Glenallen, are over-staffed in winter. It is a well-known fact that the Bureau has a difficult time finding jobs for all of them. These men do not object to plowing driveways, they would be glad to cooperate in this respect. With regard to devoting more and more time to snow removal on main roads, this is a feeble excuse that does not stand up. There are no more roads now than before, they are the same width and there is no more snow than before. The plain truth is that they are trying to shirk theur duty and prolong their jobs. To say that Mr. Royster has been ill advised and mis-informed, is the under-statement of the year.

And, because of the B. P. R.'s refusal to plow my driveway this winter, I am now in a state of emergency. Upon returning home March 1st, the party managing our lodge this winter said the only thing available for snow removal was a truck with a blade in front that barely skimmed the surface. As a result I now have about two feet of packed snow and ice on the level on my driveway, and huge piles of snow next to my main building and in front of my cabins. This packed snow will melt any day now and flood my buildings and cabins and septic tank~~s~~. Since we built here in 1950, the B. P. R. built the road bed up higher than my driveway, and the snow they have piled up from the road all winter will also run down into my building. I hired a man to make some pictures of it yesterday, and will forward some prints to you as soon as they are developed.

I have tried unsuccessfully since March 1st to find some one with heavy enough equipment to move this snow. Having equipment is one thing, and having a way to transport it is another. I even went to see Jerome G. Leubke, whose wife sand she would tell him I needed sone snow plowed and would have him call me. Mr. Leubke never called, which means he refuses to do the work.

Snow plowing commercially will not be feasible until the country is settled. No one can afford to have good equipment and a way to haul it, for the few driveways. Lodge owners can not afford to pay \$15,000 for equipment, and most of us could not operate it if we could afford it. This work can not be done by another ~~of~~ lodge owner if and when he chooses to do the work. The B. P. R. snow plows go by after such snow any way, and should be forced to continue plowing our driveways.

C O P Y  
- 4 -

I would greatly appreciate hearing from you as soon as possible as to what dispensation you plan to make in this important matter. I sincerely hope that you and Senators Greuing and Goldwater will cooperate, and that the lodge owners can be relieved of this day to day worry.

Very truly yours,

/s/ Blanche C. Dykes

# Gateway Lodge and Trading Post

B. DYKES - Proprietor

GLENALLEN ☆ ALASKA

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PR 4016

PH 4018

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3. Jerome G. Leubke, referred to therein as plowing snow com- Alaska office, contains some mis-statements. They are as follows: written by Mr. Royter from information received from their medical treatment after a serious cancer operation. This letter, forwarded to me in Bozart, Arizona, where I had to take my husband for the B. P. H. office in Washington. A copy of their reply to you was apparently you were busy, your secretary took the letter up with me regarding the Bureau's refusal to plow snow from our driveway. In Royter's closing paragraph, I asked you for assist-

fact. there for us to get out the best we can, as wife tending to this plowing our entrance-way full of snow as they go by, and leaving it way they can. Their new policy relating to plow drivers, as well as old bunch is interfering and hampering the development of Alaska in every would be in charge. However, only the top man was changed and the same bunch would go, and that a completely new organization of top personnel send it to you. It was rumored that the old day-old road construction removal, I held the petition in abeyance. These people now urge us to Bureau of Public Roads would solve our problem of snow plowing and brush unless to send a petition to an out-going group, and feeling sure the appointment of the old Lake Road Commission. Realizing it would be to the Canadian border. This petition was obtained just prior to the see, contains signatures from almost every major lodge from near Anchorage. To support this need, I am enclosing a petition which if you can

get about the policies set up by them. Washington must appropriate this money; you should have been asking to the States so long as it exists. Don't let it not be permitted to pay for it. The fact that it will cost every county depends on settlement; as long as the B. P. H. should rather to open driveway to my want. Don't let the Bureau of the pass each place while plowing the road and say it would be a bill-ions to even commensurate counties. The B. P. H. snow plows must Our Government subsidizes the former, the latter, and joins

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