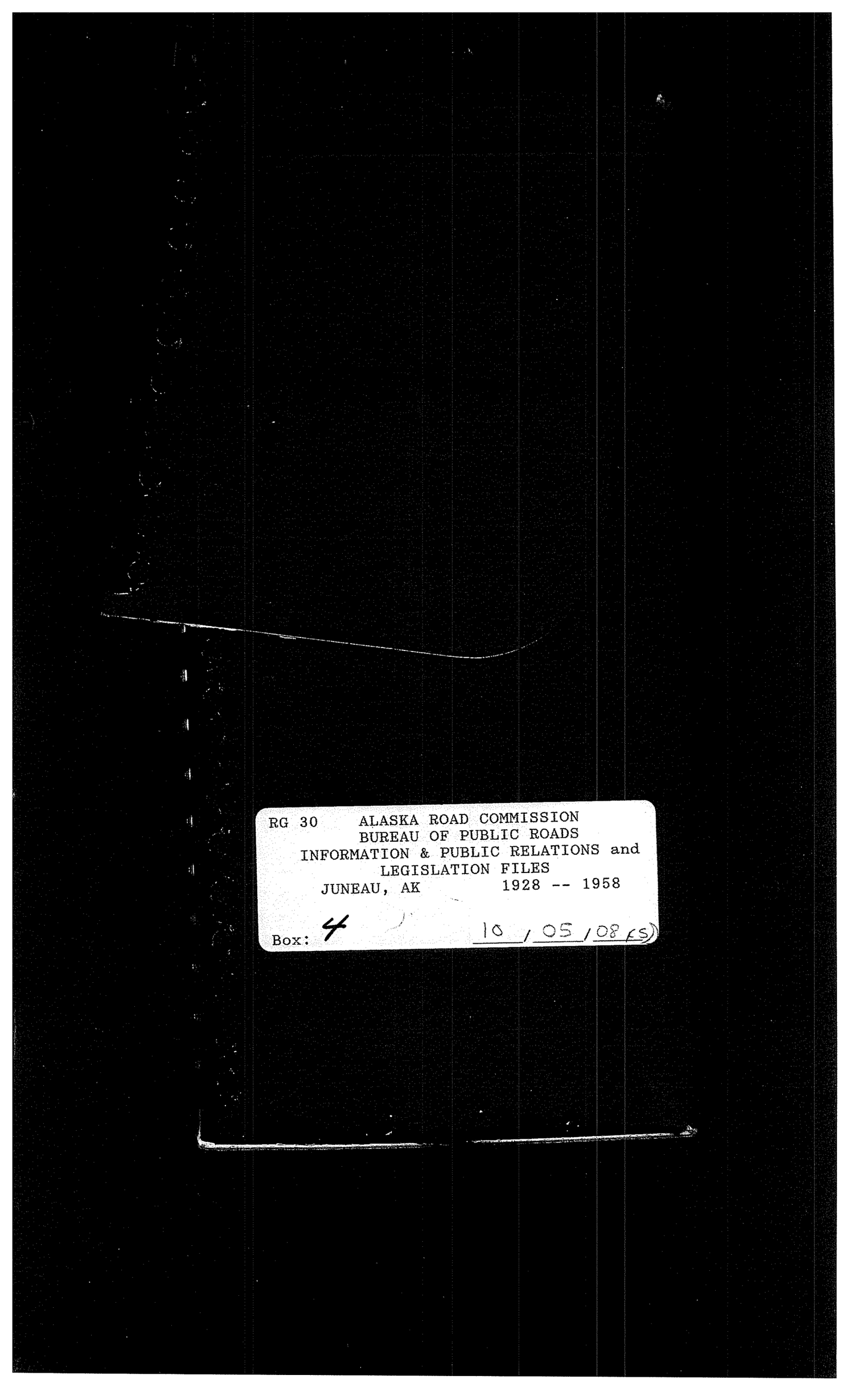
RG 30 ALASKA ROAD COMMISSION
BUREAU OF PUBLIC ROADS
INFORMATION & PUBLIC RELATIONS and
LEGISLATION FILES
JUNEAU, AK 1928 -- 1958
Box: 4
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STANDARD FORM NO. 64

040.

BUREAU OF PUBLIC ROADS

Office Memorandum • UNITED STATES GOVERNMENT

TO : Mr. E. H. Swick, Regional Engineer, Region Ten DATE: May 3, 1957
Juneau, Alaska

FROM : Chr. R. Heiler, District Engineer
Juneau, Alaska

SUBJECT: Resume - Bureau of Public Roads' History in Alaska

Comm. R.
Chf. Engr.
Admin.
Opns.
D. & C.
E. & F. Off.
Const. Br.
Bridge Br.
Contracts
Program Off.
Finance
Surv.
Supply
Pers. Off.
Safety
M. & R.

The following is a short resume of the Bureau of Public Roads' history in Alaska up to September 1956 when Division Ten, now Region Ten, was re-established.

The Bureau of Public Roads' duties in Alaska were in the earlier years almost exclusively in connection with Forest Highways and were, therefore, confined to the areas of Tongass and Chugach National Forests. The first allocation of Forest funds to Alaska appears to have been made in 1919 when these funds were expended within the National Forests by the Alaska Road Commission under a cooperative agreement. On July 1, 1920, a sub-office of the former District One office in Portland was established in Ketchikan and in the fall of 1921 this office was moved to Juneau, the capital of Alaska.

The office remained as a sub-office of District One until February, 1927, when an independent district was established for Alaska. District Eleven, as it was then called, functioned until 1945, when on July 1st of that year the Division Office system was established. Alaska then became a District under Division Eight with headquarters in Portland, Oregon.

In September 1948 Division Ten was established in Alaska with district offices in Juneau and Seward. In cooperation with the Alaska Road Commission and with Department of Interior funds Division Ten surveyed, designed and constructed a major portion of the interior road system as it now exists. This cooperative work was largely completed in 1953 and as of January 1, 1954, Division Ten was abolished and Alaska again became a District under Division Eight in Portland and remained as such until September, 1956.

About 25%

In writing the story on activities of Bureau of Public Roads in Alaska there is one point that I believe should also be brought out. Due to the fact that the Territory has had no organization corresponding to a state highway department, the Bureau of Public Roads' organization has had to assume the functions normally done by a state. The maintenance has been continuous, the Bureau of Public Roads has had to do all the work in connection with right-of-way acquisition, impose load limitations, and in general perform all such administrative functions as are generally associated with a state highway department.

Chr. R. Heiler
June 25

30-01 BUREAU OF PUBLIC ROADS

File 11 23 PPR-1 X040 X570

August 9, 1956

Mr. J. C. Allen, Deputy Commissioner

S.K. BOOTH
Sherwood K. Booth, Acting Solicitor

J&PR 14 History

Legal history of Federal statutes creating the Alaska Road Commission

Section 107(b) of the Federal-Aid Highway Act of 1956 deals with a transfer of functions administered by the Secretary of the Interior in Alaska under the Act of June 30, 1932 (47 Stat. 446; 48 U.S.C. Section 321a seq.) to the Department of Commerce. You have requested advice as to the functions, etc., transferred under the above-mentioned Act. Since the 1932 Act refers to prior acts, herewith is a chronological history of the salient points of the principal laws involved.

On January 27, 1905 an Act was approved "to provide for the construction and maintenance of roads***and for other purposes" such as maintenance of schools and care of insane persons. In Section 1 of that Act, an "Alaska fund" was established in the Treasury Department of the United States into which all monies from liquor licenses, occupation or trade licenses outside of incorporated towns in Alaska were to be placed. After providing for public schools and care of insane persons the residue of the fund (70 percentum plus) was to be devoted "to the construction and maintenance of wagon roads, bridges and trails". This Act is contained in 33 Stat. at 616.

Section 2 established the board of road commissioners composed of an engineer officer of the U. S. Army and two other officers of the Army stationed in Alaska, the appointments to be made by the Secretary of War. The engineer officer was to abide in Alaska during the term of his detail. The powers of the board were set forth in detail. Sealed bids were required if the aggregate cost of construction was in excess of $5,000. The balance of the Act had to do with schools and insane persons.

On May 14, 1906 the 1905 Act was amended (34 Stat. 192). Section 2 dealing with the powers of the road commissioners was amended in toto. The principle change was to raise the $5,000 limit to $20,000. The powers of the board contained in the amended section are set forth verbatim in Exhibit A attached hereto.

The Act of June 30, 1932 (47 Stat. 446) was entitled "An Act Providing for the transfer of the duties authorized and authority conferred by law upon the board of road commissioners in the Territory of Alaska to the Department of the Interior, and for other purposes".

The duties provided for in the 1905 and 1906 Acts and "Acts supplemental thereto and amendatory thereof" were transferred to the Department of the Interior. Appropriations theretofore made or thereafter made were transferred together with equipment, supplies, etc. Under Section 3, with the approval of the President, the Secretary of the Interior was given the power to distribute the duties and authority transferred and to make rules and regulations governing the use of roads, trails, and other works "including the fixing and collection of tolls where deemed necessary and advisable in the public interest".

Cursory research does not reveal any printed or published regulations or rules of the Secretary of the Interior approved by the President issued within a reasonable time after the effective date of the 1952 Act. Unverified information indicates that a Colonel Noyes appointed by the Interior as Chief Engineer and Road Commissioner issued regulations which were never printed.

1932 = 0726

An Act of July 24, 1947 (61 Stat. 418) added a Section 5 to the Act of June 30, 1932. This section provided that in all patents in Alaska and in all deeds by the United States conveying lands re-acquired by the United States in Alaska not included within the limits of any organized municipalities there should be reserved "a right-of-way thereon for roads, roadways, highways, tramways, trails, bridges and appurtenant structures***constructed by***the United States or***any State created***" in Alaska. It also provided: "When a right-of-way reserved under the provisions of this Act is utilized by the United States or under its authority, the head of the agency in charge of such utilization is authorized to determine and make payment for the value of the crops thereon if not harvested by the owner, and for the value of any improvements, or for the cost of removing them to another site, if less than their value".

On October 4, 1948 the Acting Secretary of the Interior issued a Notice concerning the establishment and organization of the Alaska Road Commission (13 F. R. 5954; October 12, 1948) a copy of which is attached hereto as Exhibit B.

Under date of June 15, 1951 the President issued an Executive Order 10250 (16 F. R. 5385) whereby, among other things in Section 2(c) thereof, the authority vested in the Secretary of the Interior by Section 3 of the Act of June 30, 1932 to distribute duties and to make rules and regulations with respect to the use of the roads, trails, and other works including the fixing and collection of tolls in Alaska was given to the Secretary of the Interior "without the approval, ratification or other action of the President."

Under an Act of July 14, 1955 (69 Stat. 321) the third sentence of Section 2 of the Act of January 27, 1905, as amended, (Exhibit A of this memorandum) was changed to read as follows:

> "The Secretary of the Interior, or such officer, or officers as may be designated by him, shall, upon his own motion or upon petition, locate, lay out, construct, and maintain roads, trails, and bridges from any point on the navigable waters of Alaska to and through any town, mining or other industrial camp or settlement, or between and through any such town, camps, or settlements therein, if in his judgment such roads, trails, or bridges are needed and will be of permanent value for the development of Alaska: Provided, That within incorporated towns only roads and bridges which are designated by the Secretary of the Interior as part of the through highway system of the Territory of Alaska may be constructed under this section: Provided further, That no roads or bridges within incorporated towns shall be maintained under this section".

In the legislative history of this Act it is stated that the Alaska Road Commission could not extend a road inside the boundaries of incorporated municipalities. The 1955 Act permitted such extension of construction, not maintenance, if the Secretary of the Interior designated a particular road as part of the through highway system of Alaska (U. S. Code Congressional and Administrative News, 84th Congress, First Session, 1955, Volume 2, page 2454).

No attempt has been made to check all appropriation acts in detail but it is believed that there is no substantive legislation of any real importance contained therein. One provision, probably now obsolete, appeared in the War Department Appropriation Act for fiscal year 1926, (43 Stat. 892 at 930). After appropriating $900,000 for construction, etc., of roads in Alaska the Act went on to provide that "hereafter when an appropriation*** for any fiscal year shall not have been made prior to the first day of March preceeding the beginning of such fiscal year the Secretary of War may authorize the board of road commissioners to incur obligations*** of not to exceed 75 percentum of appropriation*** for the fiscal year then current***".

In the Army Appropriations Act for fiscal year 1922 enacted June 30, 1921 (42 Stat. 90) the Secretary of War was authorized to receive from the Territory of Alaska or other sources, funds contributed to be expended in connection with funds appropriated by the United States for construction, etc., of roads, etc. Such funds were to be deposited to the credit of the Treasurer of the United States and were to be expended in accordance with the purposes for which they were contributed.

No attempt has been made in this memorandum to investigate the imposition of tolls by the Secretary of the Interior on the Richardson Highway. However, it is noted that in the case of Rogge v. United States 128 F. 2d. 800 the C.C.A. for the 9th Cir. upheld the constitutionality of the 1932 Act permitting the Secretary of the Interior to fix and collect tolls. In the opinion, it is stated that this provision of the Act of 1932 was designed to eliminate highway competition from the Alaska railroad. No opinion is expressed in this memorandum as to the power of the Federal Highway Administrator (Secretary of Commerce) to impose tolls in Alaska under the 1932 Act. In view of the provisions of the 1921 Federal-Aid Highway Act (42 Stat. 212) in Section 9 for free highways, prior to any imposition of tolls, a thorough study should be made of this problem. Seemingly, the Rogge case is the only reported federal case dealing with roads in Alaska.

No careful examination has been made of Section 6 of an act of May 14, 1898 (30 Stat. 411, 48 U.S.C.A. Section 416) which authorizes the Secretary of the Interior by permit to issue a right-of-way over public domain in Alaska to any responsible person to construct wagon roads, etc. Regulations concerning issuance of such rights-of-way are contained in 43 C.F.R. Part 74. Since the Bureau of Land Management has jurisdiction over the issuance of such permits, the subject would not seem to be pertinent to this memorandum.

The legislative history of Section 107 of the 1956 Act is the subject of a separate memorandum. The entire section was added by amendment to H. R. 10660 on the floor of the Senate. No place in the legislative history is there any reference to the merger of the Alaska Road Commission and the Bureau of Public Roads.

Attachments

RLangdon/jm

cc: Files (2)
Legal

cc: Mr. E.J.Martin-Earle F. Allen
Mr. Kurt Barker
Division of Engineering
S.K. Booth

ITEM A

Section 2--"The said board shall have the power, and it shall be their duty, upon their own motion or upon petition, to locate, lay out, construct, and maintain wagon roads and pack trails from any point on the navigable waters of said district to any town, mining or other industrial camp or settlement, or between any such town, camps, or settlements therein, if in their judgment such roads or trails are needed and will be of permanent value for the development of the district; but no such roads or trail shall be constructed to any town, camp, or settlement which is wholly transitory or of no substantial value or importance for mining, trade, agricultural, or manufacturing purposes. The said board shall prepare maps, plans, and specifications of every road or trail they may locate and lay out, and whenever more than twenty thousand dollars, in the aggregate, shall have to be expended upon the actual construction of any road or section of road designed to be permanent, contract for the work shall be let by them to the lowest responsible bidder, upon sealed bids, after due notice, under rules and regulations to be prescribed by the Secretary of War. The board may reject any bid if they deem the same unreasonably high or if they find that there is a combination among bidders. In case no responsible and reasonable bid can be secured, then the work may be carried on with material and men procured and hired by the board. The engineer officer of the board shall in all cases supervise the work of construction and see that the same is properly performed. As soon as any road or trail laid out by the board has been constructed and completed they shall examine the same and make a full and detailed report of the work done on the same to the Secretary of War, and in such report they shall state whether the road or trail has been completed conformably to the maps, plans, and specifications of the same. It shall be the duty of said board, as far as practicable, to keep in proper repair all roads and trails constructed under their supervision, and the same rules as to the manner in which the work of repair shall be done, whether by contract or otherwise, shall govern as in the case of the original construction of the road or trail. The cost and expenses of laying out, constructing, and repairing such roads and trails shall be paid by the Secretary of the Treasury, through the authorized disbursing officer of the board designated by the Secretary of War, out of the road and trail portion of said 'Alaska fund' upon vouchers approved and certified by said board. The Secretary of the Treasury shall, at the end of each month, send by mail to each of the members of said board a statement of the amount available of said 'Alaska fund' for the construction and repair of roads and trails, and no greater liability for construction or repair shall at any time be incurred by said board than the money available therefor at that time in said fund. The members of said board shall, in addition to their salaries, be reimbursed in the sums actually paid or incurred by them in traveling expenses in the performance of their duties, and shall be entitled to receive their actual expenses of living while serving as members of said board within the limits of the district and not stationed at a military post."

EXHIBIT B

NOTICES

DEPARTMENT OF THE INTERIOR

Alaska Road Commission

Establishment and Organization

1. Creation. The Alaska Road Commission was established in the Department of the Interior in 1932 to administer the functions vested in the Secretary of the Interior by the act of June 30, 1932 (47 Stat. 446; 48 U. S. C., 1946 ed., secs. 321a-327), relating to the construction and maintenance of roads, trails and other works in Alaska.

2. Purpose. The Alaska Road Commission is responsible for the location, design, construction, repair, and maintenance of roads, bridges, ferries, trails and other works in the Territory of Alaska, except areas within national forest reserves.

3. General description. The Alaska Road Commission, headed by the Commissioner of Roads for Alaska, is composed of a headquarters staff located at Juneau, Alaska, and four district offices located at Anchorage, Fairbanks, Valdez, and Nome.

Headquarters Organization

4. Commissioner of Roads for Alaska. All functions of the Alaska Road Commission are administered by the Commissioner of Roads for Alaska. The Commissioner is responsible for the formulation of policies and programs and for the over-all direction of the work. He is responsible directly to the Secretary of the Interior, reporting through the Director of the Division of Territories and Island Possessions.

5. Chief Engineer. The Commissioner of Roads for Alaska is assisted by the Chief Engineer, who is responsible under his general supervision for the conduct of operations and represents him in his absence.

The Commissioner of Roads for Alaska may exercise the authority conferred upon the Secretary of the Interior by the act of June 30, 1932, with respect to the functions to be performed by the Alaska Road Commission. The Commissioner of Roads for Alaska, the Chief Engineer and the Equipment Engineer of the Alaska Road Commission, and the Director of the Division of Territories and Island Possessions, are authorized, on behalf of the Department of the Interior, to make necessary certifications that equipment, materials, supplies, and buildings, surplus to the needs of the Departments of the Army, Navy or Air Force, or any other agency of the United States Government having title thereto, are essential for the construction, improvement, and maintenance of the Alaska road system.

6. Administrative Division. The Administrative Division is responsible for the conduct of all phases of administrative management, including budget, finance, personnel, administrative reports, office services, and supply and property management. It exercises staff supervision over the conduct of such administrative work as is performed in the several district offices.

7. Engineering Division. The Engineering Division is responsible for the conduct of engineering investigations and the preparation of engineering reports, for the preparation and review of designs, plans, and specifications, and for the collection, evaluation, and utilization of engineering cost data. It exercises staff supervision over the conduct of district office surveys.

8. Contracts Division. The Contracts Division is responsible for supervision of all engineering construction by contract. In conjunction with the Engineering Division, it prepares the engineering features of such contracts, reviews contracts prepared by the Public Roads Administration, architectural and engineering firms or others, and prepares alterations, additions, supplemental agreements and change orders. It also handles contract inspection and priorities, expediting, etc.

9. Construction Division. The Construction Division is generally responsible for all engineering construction and maintenance by force account, utilizing the district organization of the Alaska Road Commission for actual operations. It exercises staff supervision over road and bridge construction, maintenance, and operation of road building equipment, and supply, as well as mess operations. It advises and makes recommendations to the Administrative Division on the types of road building equipment to be purchased. It is also responsible for staff supervision of all maintenance by force account of roads, bridges and other structures constructed or administered by the Alaska Road Commission.

Field Organization

10. Supervision. The headquarters organization of the Alaska Road Commission, in addition to formulating policies and programs, and establishing technical guides concerning the construction of roads in Alaska, has immediate supervision over the work of four district offices and one sub-district office.

11. Districts. District offices are maintained in Valdez, Anchorage, Fairbanks, and Nome, Alaska. A sub-district office is maintained in Haines, Alaska. These offices include the entire Territory of Alaska, except areas within national forest reserves. The District Superintendent

are responsible to the Commissioner of Roads for Alaska for the development and execution of road and related administrative work in their respective districts in accordance with predetermined policies and programs and under the technical guidance of the headquarters staff. Their work includes supervision of survey parties, contract inspectors, force-account supervisors, repair shops, accounts, messes, and all other activities connected with the construction of roads in their respective districts.

October 4, 1948.

William E. Warne,
Acting Secretary of the Interior.

(F. R. Doc. 48-9017; Filed, Oct. 11, 1948; 8:47 a.m.)

January 16, 1952

Mrs. Mariette Pilgrim
Box 1896
Fairbanks, Alaska

Dear Mrs. Pilgrim:

Mr. Ghiglione has given me your recent letter requesting information for use in revising your History of Alaska, as he has had to leave for Washington, D. C.

I have examined a copy of your Revised Edition, 1945 printing, and find that a number of changes are in order, as you state, especially the text and photographs under the heading "Roads", and the frontspiece map.

In looking for suitable material to send you I believe the booklet "Mid-Century Alaska", recently issued by the Office of Territories, Department of the Interior, will be of great interest to you, if you have not already seen it. I am enclosing a copy for your reference. The map inserted at the rear of the booklet should be ideal for a frontspiece for your book, as it appears to be an up-to-date issue of the one in your book, with all roads correctly shown. The description of the Alaska Road Commission as given in the text is brief but comprehensive. You will note that the organization structure has changed, the Commissioner of Roads for Alaska now being the highest authority.

It is believed that any material in the booklet may be reproduced but it is suggested that you first check with the Office of Territories.

We do not publish annual reports that reflect the overall status of roads in the Territory but do release frequent articles to the press on current construction progress and these can be made available to you if you so desire. However, for your purpose I believe that I can outline briefly the most important improvements and changes that have been made in the road system.

The most noteworthy accomplishment has been the paving of the main or arterial system, including the Richardson, Glenn, and Alaska Highways. While not complete at this time, all except a few sections are either under construction or under contract for construction.

Three important links have been added to the main road system within the past two years, namely the Seward-Anchorage Highway, which also will be paved, its main feeder road the Sterling Highway from the Forest Boundary near Kenai Lake to Kenai, Kasilof and Homer, and the Taylor Highway feeding into the Alaska Highway at Tetlin Junction and serving the Eagle-Fortymile area and connecting at Boundary with the road to Dawson. That portion of the Nabesna road between its junction with the Richardson Highway at Big Timber, and its extension to Tok Junction on the Alaska Highway, through Mentasta Pass, has been named as a portion of the Glenn Highway. In other words, the entire route from Anchorage to Tok Junction is now known as the Glenn Highway. The Nabesna Road is now a branch of the Glenn Highway, and extends from the junction at Slana to the Nabesna mine, which is now idle.

Another important development is the year-round maintenance of the Richardson Highway over Thompson Pass, near Valdez, thus providing an additional and important artery to the Interior from the sea coast.

I am enclosing a few recent photographs that you may wish to incorporate in your revision as most of the illustrations show equipment and structures that are now obsolete.

Please feel free to call on us at any time for any other information or material you think we may be able to give you.

Sincerely yours,

B. D. Stewart, Jr.
Chief, Operations Division

Enclosures
BDS:job

UNITED STATES
DEPARTMENT OF THE INTERIOR
Office of the Solicitor
Portland Region
P.O. Box 3537
Portland 8, Oregon

Comm. R.
Chf. Engr.
Admin.
Opns.
D. & C.
B. & P. C.
Road S.
Bridg. S.
Contracts
Proj. Off.
Fin.
Pers.
Supply
Life Off.
Safety
M. & R.

May 4, 1956

Memorandum

To: All Bureaus and Agencies, Department of Interior
Portland Region

From: Regional Solicitor, Portland

Subject: Appointment of Field Solicitor, Juneau

Under date of March 15, I issued a memorandum concerning the assumption of legal responsibilities for the Territory of Alaska. Since that date, Mr. N. Barter Jenkins has accepted other government employment, and in his place, Mr. Ebon H. Lewis has been appointed Field Solicitor of the Juneau Field Office. Mr. Eugene F. Wiles, as designated in my previous memorandum, is Field Solicitor at Anchorage, Alaska.

We continue in our desire to be of service to all the Department Bureaus and Agencies within our region in connection with any problems arising in connection with their operations in Alaska.

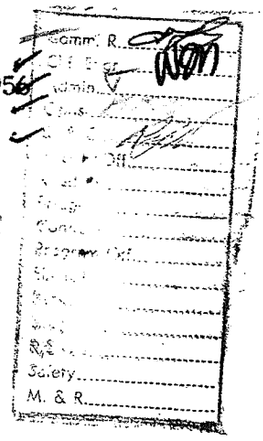
J. Lane Northland
Regional Solicitor

021.

UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF THE SECRETARY
WASHINGTON 25, D. C.

Air Mail

August 24, 1956



Attachment

My dear Gig:

When I came upon the enclosed news release regarding the transfer of your agency to Commerce, it reminded me of the imminence of your departure from the Interior Department. It's too bad that the effort to create a ten-year program for highways in the Territory resulted in your having to leave the Interior family.

In my opinion, you and your staff have done a wonderful job in spite of all the difficulties. It has been a pleasure to work with you and Bill Niemi during the past year, particularly during the times that I have been in Alaska. I wish you the best of success in your association with the Bureau of Public Roads and the Department of Commerce. I am sure they feel fortunate in inheriting a going concern such as yours.

I hope your transfer does not mean that we will lose contact entirely. I hope to hear from you each time you're in Washington. Please give my very best regards to Alice and your family.

Cordially,

Carl L. Junge
Special Assistant to
Assistant Secretary--
Public Land Management

Mr. A.F. Ghiglione
Alaska Road Commission
Juneau, Alaska

Encl.

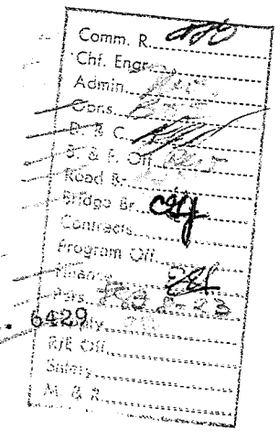
Joint Release: Departments of Interior and Commerce

DEPARTMENT OF THE INTERIOR

INFORMATION SERVICE

OFFICE OF THE SECRETARY

Alaska Road Commission
Juneau Alaska, P.M.Gibson Rm. 6429
Office of Territories
D O



For Release AUGUST 17, 1956

TRANSFER OF ALASKA ROAD COMMISSION FROM INTERIOR TO COMMERCE ANNOUNCED

Secretary of Commerce Sinclair Weeks and Secretary of the Interior Fred A. Seaton jointly announced today the transfer, effective September 16, of the functions, property, personnel, records, and funds of the Alaska Road Commission from the Department of the Interior to the Department of Commerce. The Alaska Road Commission has been an Interior Department planning and construction agency since 1932.

Authority for the transfer is contained in the Federal Aid Highway Act of 1956 which for the first time includes the Territory of Alaska.

The extension of the Federal Aid Highway Program to the Territory has been advocated by the people of Alaska for some time in order to allow long-range planning of the highway system instead of year-to-year programs resulting from annual appropriations. This will contribute substantially to the further economic development of Alaska.

Through the transfer, along with the authorization of an expanding road program, the Department of Commerce will have available to it an organization that has had a long and highly respected record of road-building in the Territory.

The Alaska Road Commission was created 51 years ago as an agency of the War Department. Since its transfer to the Interior Department in 1932, the Commission has added over 3,000 miles to the highway network, of which 1,000 miles are improved and paved.

In addition it has carried out the statutory responsibility of maintaining roads as well as of constructing and maintaining tramways, bridges, ferries, trails and other works in Alaska. Over $165,000,000 has been expended by the Alaska Road Commission since 1932.

Initialed Transmittal
Aug. 24-56

In effecting the transfer, Secretary Seaton said that the Department of the Interior is extremely proud of the substantial contribution the Alaska Road Commission has made to the economic and social development of the Territory of Alaska.

Anticipating even greater achievements under the new program, Secretary Seaton assured Secretary Weeks that the Department of Commerce may look forward to full cooperation from all agencies of the Department of the Interior in Alaska to the end that Alaska's further development will be advanced as rapidly as possible.

The new highway law entitles Alaska to share in Federal-aid primary, secondary, and urban funds similar to Hawaii and Puerto Rico. It provides for use of Federal funds for either construction or maintenance of Alaskan highways.

In recognition that a large part of the area of Alaska is not inhabited at present, and much of it is not susceptible to the building of roads, the formula for computation of Federal funds to be apportioned to Alaska is based in part on only one-third of the area instead of the full area of Alaska.

The formula also provides that the Territorial government contribute to the highway fund an amount equal to 10 percent of the amount apportioned each year from the Federal Government. The net effect is that funds available for Alaskan roads under Federal-aid will permit a roadbuilding program to be launched in Alaska with sufficient continuity to permit long-range planning.

The headquarters of the Alaska Road Commission is located at Juneau, capital of the Territory. Its present Director, A. F. Ghiglione, has served the Road Commission for 25 years, 5 years of those being in his present position. District offices are maintained at Anchorage, Valdez, Fairbanks and Nome, and a subdistrict office at Haines.

Construction and maintenance camps and permanent depots are maintained at approximately one hundred locations throughout the Territory. The peak construction season is now on in Alaska, with the Alaska Road Commission now employing almost 1,100 personnel. These personnel, the functions, property, and records of the Commission will be transferred effective September 16, 1956.

The Bureau of Public Roads of the Department of Commerce is recognized as the principal road building agency of the Federal Government. Its district office in Juneau, Alaska, is under the supervision of District Engineer C. F. Wyller, who has served the Bureau of Public Roads for 30 years in connection with the Forest Highway program in Alaska.

x x x

021 Klondike
Jan 27, 1955

UNITED STATES
DEPARTMENT OF THE INTERIOR
Alaska Road Commission
Juneau, Alaska
P. O. Box 1961

Press Release: 50TH ANNIVERSARY OF ALASKA ROAD COMMISSION
(For release on or after January 27, 1955)

January 27, 1955 marks the 50th birthday of the Alaska Road Commission. It was on that date in 1905 that the Congress created the Board of Road Commissioners for Alaska to work under the direction of the War Department. This Board, appointed by Secretary of War William H. Taft, was charged with the responsibility for location, construction and maintenance of wagon roads and trails in Alaska. Prior to that time Captain W. R. Abercrombie had located and constructed a military trail from Valdez to Eagle in 1901, over which mail was carried twice a month with pack horses in summer and dog teams in winter. In 1904 the Seattle Office of the Army Engineers completed a survey for a wagon road between the same points, Valdez at that time being the northern terminus of the Seattle-Valdez military cable, and Eagle the principal port of entry into Alaska from Canada and the Klondike gold fields.

The first Road Board consisted of Major Wilds P. Richardson, 9th Infantry, 1st Lieutenant George B. Pillsbury, Corps of Engineers, and 1st Lieutenant Samuel C. Orchard, 3rd Infantry, and was directed to hold its first meeting in Skagway on May 15, 1905. Major Richardson, being the senior officer, became the first President of what has since been known as the Alaska Road Commission. The first year's appropriation was $28,000, made available by the Congress from the Alaska Fund derived from trade taxes collected outside of incorporated towns, and from liquor licenses.

Some of the earliest projects included a road from Haines up the Chilkat River to the large Indian villages of the Chilkat Valley, road from Fairbanks to the newly discovered gold camp on Pedro Creek, a tributary of Gold Stream, and short roads at Nome where gold had been discovered at and near the beaches. During this first year of the new Board, the overland route from Valdez to Fairbanks was also scouted out, utilizing the first section of the Valdez-Eagle trail between the coast and Gulkana. Based on these first-year studies of the Board, a direct appropriation of $150,000 was made by the Congress for work in 1906, which permitted start of construction of what is now known as the Richardson Highway, joining Valdez with Fairbanks, and which for years was the only overland route into the heart of Alaska.

The major effort until the late 1920's was directed toward improvement of the Richardson Highway, and construction of mining roads in the vicinity of Anchorage, Fairbanks and Nome. Then followed, in rapid succession, the construction of the Steese Highway from Fairbanks to Circle, the Elliott Highway from Fairbanks to Livengood, the Gulkana-Nabesna Road, and the road from Anchorage to Palmer to serve the colonization project established in 1935 to farm the Matanuska Valley.

The Glenn Highway, designed to connect Anchorage with the Richardson Highway was started in the spring of 1941 and punched through during World War II. It was the following year that construction was initiated on the Alcan Highway (now officially the Alaska Highway), through Canada and Alaska to connect with the Richardson Highway at Delta Junction as well as the Tok Cut-Off to connect the Gulkana-Nabesna Road at Slana with the Alaska Highway at Tok Junction. Following World War II, construction was initiated in 1946 on the Sterling Highway on the Kenai Peninsula and also on the Taylor Highway, linking the Alaska Highway with Eagle on the Yukon River.

In 1948, at the request of the Armed Forces charged with the defense of Alaska, an extensive program of improving and asphalt surfacing of the main highway system was authorized by the Congress, and which included the construction of the important link to join Seward with Anchorage. This program, having an estimated cost of $108,450,000 is now approximately 84 per cent complete with 812 miles of black top surfacing in place to serve the needs of the military as well as to aid in the development of the Territory.

The present system of highways in Alaska consists of a total of 4100 miles, of which 3791 miles are under the jurisdiction of the Alaska Road Commission and the remaining 309 miles, located in Chugach and Tongass National Forests, under control of the Bureau of Public Roads, the road building agency for the U. S. Forest Service in Alaska. The major inter-connected system joining the cities of Seward, Anchorage, Valdez, Fairbanks and the villages of Kenai, Homer, Circle, Livengood and Chitina with each other and the Alaska Highway, totals 1372 miles. The important Copper River Highway, now under construction, will eventually link Cordova with this primary system.

The Alaska Road Commission continued under the jurisdiction of the War Department until June 1932, when civilian personnel and operations were transferred to the Department of the Interior with Mr. Ike P. Taylor as Chief Engineer.

Active heads of the Alaska Road Commission, in order, included:

Major Wilds P. Richardson (later General)	1905 - 1917
Major William H. Waugh	1917 - 1920
Major John C. Gotwals	1920
Colonel James G. Steese (later General)	1920 - 1927
Major Malcolm Elliott	1927 - 1932
Mr. Ike P. Taylor (now retired)	1932 - 1948
Colonel John R. Noyes (Now Brigadier General and Adjutant General of the Alaska National Guard was loaned to the Alaska Road Commission for three years by the U. S. Army to head up the extensive paving program requested by the military.)	1948 - 1951
A. F. Ghiglione, incumbent Commissioner of Roads for Alaska	

November 3, 1955

BRIEF REPORT FOR DAILY DIARY

The following briefly covers the highlights of my recent trip to Washington.

I was ordered to Washington to appear before the Bureau of the Budget to support the 1957 request for Alaska road construction and maintenance. The program requested will provide for continuation of all projects now under construction in Alaska, and adequate maintenance of the entire road system. Considerable interest in the Territory's participation in road construction through their new fuel tax was expressed in the hearings and, I believe this improved situation will be considered in evaluating our budget requests.

While in Washington I obtained approval to maintain open, for the first time in history, the Taylor Highway to the Yukon River at Eagle. This decision was made after meetings in the Pentagon with military officials and with Secretary McKay and his staff, and is justified as aiding the movement of freight to the Arctic for the Dewline projects. This work will be accomplished by Alaska Road Commission men and equipment, however, the Alaska Freight Lines will be billed for approximately one-third of the cost since they will be moving the Dewline freight over this route.

AFC

Numerous conferences were held with the Director, Division of Budget and Finance; Director, Bureau of Land Management; and the Solicitor's Office of the Department, in clarifying legal and personnel problems of the Alaska Road Commission, and assuring that the Alaska Road Commission secures title to the abandoned Copper River Railroad rail for use in extending the highway north from Cordova to the Richardson Highway.

While in Washington I was able to concurrently attend, as a representative of the Alaska Board of Engineers Examiners, the National Meeting of the Council of State Boards of Engineers Examiners, at which all 48 states were also represented, and to also attend the annual meeting of the American Society of Civil Engineers as Chairman of Snow, Ice and Permafrost. The major subject at both of these engineering meets was the critical shortage of civil engineers, and the acute problem of continuing the national public works and highway construction programs which are increasing tremendously. Present

undergrads bee studying civil engineering will barely replace depletion in engineering ranks by retirement and death, and will not meet demands for the new work.

At the request of Governor Heintzleman, I attended the annual meeting of the Pacific Northwest Trade Association when returning through Seattle, and participated in the round table session on transportation problems of Alaska and the Canadian North Country. The result of this meeting gave additional impetus to Governor Heintzleman's program for coordinated efforts between British Columbia and Alaska on highway problems. The Canadians stated that a definite construction program is underway to link the Alaska Highway with Stewart, British Columbia on Portland Canal by way of Nelsons Creek, Dease Lake, Telegraph Creek, and a portion of the "A" route. It is now possible to drive from the Alaska Highway to Telegraph Creek approximately 170 miles, and from Stewart north 20 miles. Approximately 150 miles remains to be constructed of this route and the Canadian representatives estimated it will be completed inside of two years. Of major interest to Alaskans is the fact that approximately 100 miles of this route coincides with the "A" route, which will eventually provide outlets for the Southeastern Alaska cities.

A. F. Ghiglione
Commissioner of Roads
for Alaska

AFGhiglione:ak

UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
JUNEAU, ALASKA

August 15, 1955

PRESS RELEASE

The increasing number of requests for new roads, together with recently-enacted Territorial legislation, now producing additional revenue for road construction and maintenance in the Territory, has prompted the Alaska Road Commission to summarize the authority and responsibilities of the three agencies involved in this work.

The Alaska Road Commission is a Federal agency, operating under the Office of Territories in the Department of the Interior. The ARC constructs and maintains the primary road system in Alaska outside the National Forests, utilizing Federal funds appropriated by Congress. The ARC also maintains the secondary and local road system with a combination of funds appropriated by Congress and funds contributed by the Territory on approximately an 80-20 basis.

The Bureau of Public Roads is a Federal agency under the Department of Commerce, and constructs and maintains the roads within the two National Forest areas in Alaska, the Tongass National Forest in the southeastern panhandle, and the Chugach National Forest in the Seward-Prince William Sound area. Funds expended by this agency are, usually, Forest Service money, though special appropriations have been made to the BPR for specific projects.

The Territorial Highway Engineer, an elected official, and the Territorial Board of Road Commissioners, consisting of one member from

each Judicial Division appointed by the Governor, administer Territorial funds derived from the motor fuel tax law enacted by the Legislature. These funds are either alloted to the Alaska Road Commission and Bureau of Public Roads for construction and maintenance work on the secondary and local road system, or are disbursed directly from the office of the Territorial Highway Engineer in payment for work performed by private individuals on negotiated contracts. The Territory owns no equipment and does no maintenance or construction work with its own forces.

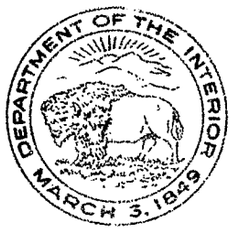
The Federal construction funds available to the Alaska Road Commission and the Bureau of Public Roads are appropriated by Congress for specific projects on the primary road system, are justified in the President's Budget, and can be used only for those projects.

The construction of farm roads, access roads to industrial sites, and the construction and improvement of feeder and local roads adjacent to urban areas is a Territorial responsibility and is financed by Territorial funds. The Territorial Board of Road Commissioners reviews all requests and petitions for such work, assigns the priorities and allocates all funds, with construction, in most cases, performed by Alaska Road Commission forces or contractors. Petitions and requests for construction of roads of this type are initially handled by the Alaska Road Commission and may be submitted to the nearest District Office of the Alaska Road Commission. These offices are located at Anchorage, Valdez, Fairbanks, Nome and Haines, with the Headquarters office at Juneau. The petitions are given a number, the proposed road surveyed, and costs estimates prepared. The numbered petitions and all pertinent data are submitted to the Territorial Board of Road Commissioners annually, in January, for review and determination of the summer's construction program.

The Board, meeting as a whole, determines the allocation of funds to be made to each Judicial Division, and the individual members then decide on the specific projects on which work will be performed within the Divisions they represent.

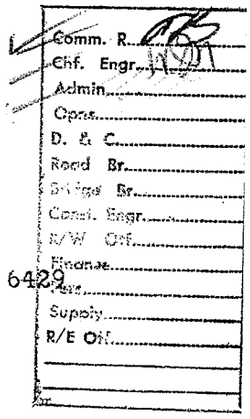
To briefly summarize the situation, the two Federal agencies, the Alaska Road Commission and the Bureau of Public Roads, are responsible for the primary road system inter-connecting the principal cities and communities of the Territory. Federal funds construct and maintain this system, and Budget requests for new construction are based on recommendations of the various communities, military authorities and other Federal agencies concerned with the development of Alaska.

The Territory finances the construction and improvement of secondary, local and access roads, and all decisions as to what projects will be constructed, the order of priority, and the funds available, are made by the Territorial Board of Road Commissioners. The ARC and BPR perform work on these roads only upon receipt of a formal authorization from the office of the Territorial Highway Engineer.



DEPARTMENT OF THE INTERIOR

INFORMATION SERVICE



OFFICE OF TERRITORIES

Alaska Road Commission
Juneau Alaska, P.M.Gibson Rm. 6429
D O Interior

For Release to PM's, JULY 7, 1955

ROAD CONSTRUCTION PROGRAM FOR ALASKA ANNOUNCED

By deferring paving of the last unpaved stretch of the Alaska Highway, the Alaska Road Commission will be able to proceed with its full 1955-56 road program with construction funds of $6,300,000 voted by Congress, Secretary of the Interior Douglas McKay announced today.

The program includes a start on the Fairbanks-Nenana Road and the first phase of paving the Sterling Highway to the Kenai Peninsula.

Paving of the Alaska Highway adjacent to the Canadian Border was deferred last year and is again being deferred, Secretary McKay said, to make possible work on other projects which are believed by Department agencies in the Territory to be more urgent.

The Department's request for an appropriation of $7,800,000 for its 1955-56 road program in Alaska was reduced $1,500,000 by Congress.

The Fairbanks-Nenana Road has been given first priority by agencies of the Territory. When completed, the 55-mile route will provide road access to agricultural areas along the Tanana River and serve the community of Nenana. The new appropriation makes available $500,000 to begin this road, estimated to cost a total of $2,500,000.

The 120-mile Sterling Highway serves one of the principal farming areas of Alaska. Since its completion, traffic has increased to approximately 1,000 cars per day. This growth has resulted from agricultural development and military activities on the Kenai Peninsula. The first work on the surfacing will be done adjacent to the town of Kenai where the present road is overtaxed by traffic.

The $6,300,000 in construction funds voted for fiscal year 1956 also includes $2,400,000 for paving approximately 75 miles of the Richardson Highway and $1,700,000 for construction of the Denali Highway. These funds will carry the Denali Highway project to 75 percent completion. Minor bridges, 36 miles of new grade, and graveling will remain to be completed.

The road construction program also includes $300,000 for preparation of plans, $400,000 for continued construction on the Taylor Highway, $200,000 for local farm and industrial roads, and $800,000 for reconstruction of various roads. Included in the reconstruction items are projected work on the Steese Highway, the Dillingham-Wood River Road; Fairbanks, Anchorage, and Homer local roads; and bridgework totalling $350,000.

The summer of 1955 will be one of the heaviest construction seasons in the history of the Alaska Road Commission. Projects totaling $17,015,529 are scheduled to be under contract.

P.N. 83229

x x x

PRESS RELEASE
Immediate
FOR RELEASE

SUBJECT: Posting of Highways - Right-of-Way Widths.

Recent posting of signs on Alaska highways by the Alaska Road Commission to indicate width of right-of-way has caused some concern among land owners, and considerable conjecture and comment in the public press.

The action is not intended to disturb or question the prior legal rights of entrymen, homesteaders, or other claimants who own properties parallel the highways.

The signs are being installed to alert the public to the existence of Public Laws, Land Orders and Departmental Orders of the Interior Department governing right-of-way widths for highways in public domain, or across lands which have been acquired subsequent to the effective date of such Laws or Orders. For the purpose of defining these widths, the highway system has been classified into Through Roads, Feeder Roads and Local Roads with right-of-way widths of 300, 200, and 100 feet respectively, one-half of such width on each side of the centerline of the road.

Posting will continue on all roads; but consideration will be given to those land owners who are not subject to these recent land laws by placing the signs elsewhere, rather than adjacent to such excepted lands.

WJN:lcs

PRESS RELEASE

The Alaska Road Commission today released a statement which explaines why right-of-way limit signs has been posted along certain highways and roads in Alaska.

William J. Niemi, Chief Engineer, said, "It is regrettable that a certain amount of confusion has been caused by the action of the Commission in posting right-of-way limit signs along some of the highways in the interest of Alaska.

"This action," explained Mr. Niemi, "was not intended to disturb or question the prior legal rights of Entrymen, Homesteaders or other claimants whose properties parallel the highways.

"The Department of the Interior has previously classified the Alaska road system into Through, Feeder and Local Roads, and has assigned a legal width to these classification which apply only to Public Domain lands or lands subject to certain Public Laws, Land Orders or Departmental Orders.

"The Alaska Road Commission," concluded Mr. Niemi, "plans to post all Through, Feeder and Local Roads as soon as possible in order to comply with these Public Laws, Land Orders and Departmental Orders."

UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF TERRITORIES

Air Mail

JAN 30 1952

Mr. A. F. Ghiglione
Commissioner of Roads for Alaska
Alaska Road Commission
Juneau, Alaska

Dear Mr. Ghiglione:

Enclosed, for your information, is copy of a news release on lands excluded from the Chugach National Forest. Should you desire a map of the forest area listed above, I think it can be obtained from Frank Heintzleman.

Sincerely yours,

Jos. T. Flakne

Jos. T. Flakne
Chief, Alaska Division

Enclosure

AFG
WM
BDS

Whiting - Int. 3609

DEPARTMENT OF THE INTERIOR

INFORMATION SERVICE

BUREAU OF LAND MANAGEMENT

For Release PM's, JANUARY 25, 1952

LANDS EXCLUDED FROM THE CHUGACH NATIONAL FOREST

Approximately 76,000 acres have been eliminated from the Chugach National Forest by public land order, Secretary of the Interior Oscar L. Chapman announced today.

The elimination of the lands from the national forest, Director Marion Clawson of the Bureau of Land Management said is a cooperative effort by that Bureau and the United States Forest Service to foster settlement and development in favorable areas along the Anchorage to Seward highway.

The lands extend for 19 miles along the north shore of Turnagain Arm on the south flank of the Chugach Mountains from Alaska Railroad mileposts 71 to 91. The newly completed Anchorage to Seward Highway makes the coastal lands of the area readily accessible by automobile. The western boundary of the area is 24 miles distance from Anchorage.

The lands were examined by the Bureau of Land Management last summer to determine their highest use suitabilities in order to provide for prompt and orderly settlement and development upon elimination. Nearly all the lands adapted to settlement and development lie on the lower wooded terraces of Glacier Creek, Bird Creek, and Indian Creek.

In anticipation of considerable demand for home, cabin, and business sites, Regional Administrator Lowell M. Puckett had 40 small tracts surveyed along the Crow Creek Road in the immediate vicinity of Girdwood in advance of the elimination. These will shortly be made available for lease and purchase under the Small Tract Act. Additional tracts will be surveyed and classified for such purposes at Bird and Indian as need arises. Lands between the highway and the railroad and Turnagain Arm are for the most part reserved for a scenic strip, and certain areas are set aside for public service sites.

A major portion of the remainder consists of rugged, unwooded mountainous terrain rising abruptly from the tidelands of Turnagain Arm to elevations up to 5,000 feet. These lands will be classified and restored at a later date.

Requests for further information concerning the elimination and the availability of the lands should be directed to the Manager, Land Office, Bureau of Land Management, Box 1740, Anchorage, Alaska.

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P.N. 12547

UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
Juneau, Alaska

PRESS RELEASE - FOR IMMEDIATE RELEASE

SUBJECT: Highway Construction and Improvement Activities of the Alaska Road Commission in 1951

During the 1951 construction season the Alaska Road Commission continued its important program of highway construction and improvement throughout the Territory. Efforts were concentrated on the reconstruction and hard-surfacing of the main routes, replacement of narrow bridges on these routes, and on extending the farm and industrial road system.

By the end of the season hard-surfacing of the Glenn Highway between Anchorage and the Richardson Highway was complete except for a 16-mile section in the vicinity of Sheep Mountain. The remaining portion of the Glenn Highway between Big Timber and Tok Junction, formerly known as the Tok Cutoff, was under extensive reconstruction during the entire season and resulted in almost complete elimination of narrow and crooked road. Included in this work was a relocation around the east side of Montasta Lake that shortens the road by approximately nine miles.

On the Richardson Highway between Valdez and Big Delta four contracts for grading were in progress, three of which included hard surfacing. McLaughlin Incorporated, contractor on the section from Valdez to Mile 36, substantially completed grading between Valdez and Thompson Pass. This work included the widening and paving of the tunnel in Keystone Canyon and the elimination of many steep grades and sharp curves.

Between Miles 82 and 130, the contractor, C. F. Lytle and Green Construction Company, completed all grading and placed hard surfacing from the beginning of the section to Milepost 120.

The section from Big Timber to Paxson is under contract to the A. J. Hopper Corporation for grading only. During the past season approximately 15 miles of road

south of Paxson was completed and preparations made to rebuild the remainder during the coming season.

The fourth contract, between Rapids and Big Delta, is held by C. F. Lytle and Green Construction Company and includes both grading and paving. A line change was constructed between Rapids and Donnelly that will eliminate flood damage by the Delta River, and equipment is now on the job to accomplish the remaining grading and hard surfacing.

An important new 128 mile link in the highway system was formally dedicated October 19, 1951, when an impressive ceremony, held at Girdwood, opened the new Seward-Anchorage Highway. Portions of the old Seward-Hope Road, between Seward and Mile 58, are still under reconstruction preparatory to paving, and the section from Girdwood to Anchorage has been placed under contract for hard surfacing. Additional paving contracts are to be awarded during the coming season and will be administered by the Bureau of Public Roads under a cooperative agreement with the Alaska Road Commission.

Under a similar agreement the Bureau of Public Roads is administering a contract covering re-grading and paving of the Alaska Highway eastward toward Johnson River with Rogers Construction Company and Babler Brothers the contractors. A line change near Halfway House that will eliminate much winding road with blind curves is under construction and will be available for use early next summer.

The Taylor Highway, extending from the Alaska Highway northward to Eagle, and including a branch connecting at Boundary with the road to Dawson, was pushed almost to completion during the past season. Construction of two bridges and grading of approaches to them will permit travel into Eagle next summer. The branch road to Boundary was opened early last season and a ceremony commemorating this was held at the Alaska-Canada boundary on August 16, 1951, in connection with the annual "Discovery

Day" celebration.

Work was continued on the Richardson Highway-McKinley Park Road with efforts concentrated at the west end. A pioneer road was pushed through between Cantwell and McKinley Park Station and there remains only the construction of necessary bridges across the Nenana River to permit travel between these points.

Other work undertaken by the Alaska Road Commission, in addition to maintaining nearly 3000 miles of road, included completion of the paving of the Alaska portion of the Haines Highway and the widening and improvement of the Sterling Highway from the junction with the Seward-Anchorage Highway to Homer.

The farm and industrial road system was extended as much as available funds would permit, aggregating approximately 20 miles of new construction and 30 miles of reconstruction and surfacing of existing low standard road. Additionally, some 20 miles of new construction was undertaken on a cooperative agreement basis at the request of various other government agencies.

To provide adequate facilities to handle the enlarged highway program several buildings were erected by the Alaska Road Commission during the past season. These included a new warehouse at Fairbanks and a warm storage building and a dormitory at Glennallen. A trailer camp containing twenty 30-foot house trailers has been set up in Valdez to provide housing for engineering personnel employed on the many contracts in effect in that area.

The Alaska Road Commission is again maintaining the Richardson Highway over Thompson Pass out of Valdez through the winter months, funds having recently been made available through cooperation of the Army. This work has been undertaken successfully for the past two winters and has resulted in Valdez becoming a valuable year-round seaport through which a large volume of military and civilian freight is moved to the interior cities of Anchorage and Fairbanks.

Plans for the coming season are now being formulated to accomplish many of the needed road extensions and improvements which will so materially aid the development of the Territory.

December 19, 1951

UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
Juneau, Alaska

PRESS RELEASE -- FOR RELEASE OCTOBER 16, 1951

SUBJECT: Opening of Anchorage to Seward Highway in Alaska

The Alaska Road Commission cordially invites the public to attend the ceremony for opening the Anchorage-Seward Highway to be held at Girdwood, Alaska, at 2:00 p.m., Friday, October 19, 1951.

The Honorable E. L. Bartlett, Delegate from Alaska, and The Honorable Dale E. Doty, Assistant Secretary of the Interior, have been invited to participate in the ceremony.

The ceremony has been scheduled at the close of the Alaska Field Committee meeting being held in Anchorage, in order that the members of the Field Committee may attend. Lt. Gen. William E. Kepner, Commander-in-Chief, Alaskan Command; Colonel J. P. Johnson, General Manager, The Alaska Railroad; Mr. Hugh A. Stoddart, Division Engineer, Bureau of Public Roads, and other notables of the Anchorage and Seward areas and communities served by the Highway are expected to attend.

This new highway extends from Anchorage for 127 miles through most spectacular terrain and difficult construction to Seward, linking interior Alaska with its most important south coast seaport. It includes 71 miles of entirely new highway south of Anchorage and 56 miles of completely rebuilt highway on the old Seward to Hope road. It connects with the 138 mile long Sterling Highway, which was opened in 1950, and thus opens to the interior of Alaska and the United States the vast Kenai Peninsula and the communities of Homer, Anchor Point, Ninilchik, Kasilof, and Kenai.

Next year the entire highway from Anchorage to Seward will be surfaced with asphalt. Contracts have already been let for the first 71 miles south of Anchorage, and contracts will be let in the spring of 1951 for the remaining portions. Excepting for periods of closure at night during the remainder of the construction, the highway will remain open to the public.

The highway was built with U. S. Department of the Interior funds, administered by the Alaska Road Commission, with the work accomplished by means of a three-party agreement between the Alaska Road Commission, The Alaska Railroad, and the Bureau of Public Roads. This agreement provided for the handling by each of these agencies of the detailed design and construction of various portions of the project, since the project traversed areas in which all three agencies were responsible for construction and maintenance.

October 10, 1951

This Press Release was distributed to Distribution List of Press Releases [illegible] October, 1951 file 23/1620.

UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF TERRITORIES
Washington 25, D.C.

JUL 21 1951

Mr. A. F. Ghiglione
Acting Commissioner of Roads for Alaska
Alaska Road Commission
Juneau, Alaska

My dear Mr. Ghiglione:

Enclosed is a copy of a press release issued July 10,1951 announcing the extension of the name "Glenn Highway" to the former Tok Cutoff. You may wish to call this to the attention of interested people.

Sincerely yours,
(Sgd.) Jos. T. Flakne

Joseph T. Flakne
Chief, Alaska Division

Enclosure

ALASKA ROAD COMMISSION
Juneau, Alaska

PRESS RELEASE - FOR RELEASE APRIL 20, 1951

SUBJECT: The Alaska Road Commission Program for 1951

The Alaska road program for 1951 is closely geared to the needs of National Defense. This is required by the present national emergency. Reconstruction and improvement of the main roads, together with their hard surfacing with a "blacktop" surface, will continue to receive the major emphasis. Much additional reconstruction and improvement, replacement of bridges, and elimination of driving hazards will accompany the work of hard surfacing. At the same time the construction of the new Seward-Anchorage Highway along Turnagain Arm will be pushed to completion, and this Highway, when finished, will be one of the most useful and beautiful roads in Alaska. Work on other roads now under construction will be continued, but no new projects have been authorized except those with definite National Defense significance.

At the end of the 1950 construction season the first 90 miles of the Glenn Highway extending eastward from Anchorage had been hard surfaced. The entire remaining portion of the Glenn Highway to Mile 189 at Glennallen is now under contract for completion by the end of the working season of 1951, and, in addition, the Richardson Highway is also under contract for hard surfacing from Big Timber, at the junction with the Tok Cutoff, southward to the vicinity of Tonsina River, a distance of almost 50 miles. By the end of 1951 it will be practicable to drive on a hard surfaced road from Anchorage over 200 miles in the direction of the United States, by way of Tok, and over 225 miles in the direction of Valdez.

The first 37 miles of the Richardson Highway nearest to Valdez and the first 45 miles of the Tok Cutoff (to be renamed the Glenn Highway) will be under reconstruction, preparatory to hard surfacing, during 1951.

It is planned that the reconstruction of the remaining portions of the Tok Cutoff will be pushed to completion during the 1951 season. For this purpose heavy reconstruction involving relocation will be under way during the entire season over this road between Chistochina and Tok. It is hoped that the entire Tok Cutoff will be on the new location by the end of the season.

From Fairbanks, at the end of 1950, the hard surfacing was completed for the first 95 miles of the Richardson Highway to Big Delta Junction. Eastward from Big Delta on the Alaska Highway 45 miles to the Johnson River is now under contract and the next 65 miles from Johnson River to Tok is already hard surfaced. Upon the completion of the present contract it will be possible to drive 205 miles on hard surfaced roads all the way from Fairbanks to Tok. In addition, a contract has been let for the hard surfacing of 12 miles of the Richardson Highway southward from Big Delta Junction, including the road to the entrance of the Big Delta Army Post.

The entire road between Anchorage and Seward will be actively under construction or reconstruction by contract during the entire season. It is planned that the new construction between Potter and Indian, not yet open, will be sufficiently completed by the latter part of the summer so that limited traffic may then use the road between Anchorage and the Kenai Peninsula. By the end of the season it is expected that the entire road from Anchorage to Seward will be open and will be connected by means of existing roads with Kenai, Homer, Hope, and Sunrise. It is proposed to let contracts for hard surfacing the Seward-Anchorage Highway as soon as the construction is completed.

All of the work of hard surfacing of roads in Alaska, and the construction of the Seward-Anchorage Highway, is being performed cooperatively by the Alaska Road Commission and the Bureau of Public Roads. The Bureau furnishes technical advice and assistance, many contract plans and specifications, and, in

certain instances, supervision of construction so that the activities of the Bureau and the Alaska Road Commission are coordinated on this great construction work.

During the summer of 1951 it is anticipated that the new road extending from the Alaska Highway at Tetlin Junction, near Tok, to Eagle, Alaska, and Dawson, Yukon Territory, will be completed in passable condition all the way to Eagle. It is already passable all the way to Dawson. This will open up much mining country in the old Fortymile and Eagle mining districts, through direct communication by road with Anchorage and Fairbanks, as well as with Whitehorse and the United States. Advantage is already being taken of this new road by mining operators, both in Alaska and Canada, and it is considered likely that further mining development will follow.

Work will be continued upon the new road to connect Mt. McKinley National Park with the main Alaska road system. During the working season of 1951 efforts will be concentrated on the western end in order to accomplish a connection by the end of the season between McKinley Park, Cantwell, and eastward to the Susitna River. On the eastern end the road will be completed from Paxson, on the Richardson Highway, to about Mile 24 near the Tangle Lakes, thus opening this fine hunting and fishing country to the motorist. Approximately 80 miles of road through virgin territory, including new bridges over the Nenana, Susitna, and McLaren Rivers, must be built before the two ends will be connected--at least two season's work.

Funds have been requested for a new bridge across the Chena River at Fairbanks, and it is hoped that this important project can be commenced during the coming season. The bridge, 30 feet wide, will connect the Richardson Highway on the south by way of Noble Street and First Avenue with the Steese and Elliott Highways on the north by way of Graehl. Secondary connections are planned to include

a new bridge across Noyes Slough connecting with the industrial area of Fairbanks and a connection with the University of Alaska by way of the present paved road. This bridge and its connections will have important relations to the future growth of the Fairbanks area.

In the vicinity of Anchorage further construction and improvement of many local roads will add to the interconnection of the main highways. A paved road will be constructed from the New International Airport to the Anchorage-Potter Road using funds allocated by the Civil Aeronautics Administration. This project will include an overpass above The Alaska Railroad, and with the paving of the Anchorage-Potter Road, will furnish an important new route into the city, by 1952, thus relieving congestion on Romig Hill. Within the funds available an extensive program of construction of local farm roads will be continued in the general areas of Fairbanks, the Matanuska Valley, Anchorage, Kenai, Homer, and Haines. These roads are constructed as appropriations permit in accordance with a priority list revised annually.

All main roads will be given the usual maintenance and particular care will be taken to see that the new pavement is protected during the spring breakup. For this purpose reduced truck loads must be adhered to by the general public during the period when the frost is coming out of the ground and the road subgrades are softened by the melting frost. Last year excellent results were obtained through the cooperation of the public and similar good results can be obtained this year by care and watchfulness on the part of all concerned. Summer maintenance will consist of grading, graveling, and the repair of damage, together with repainting of bridges and their protection from flood waters. Relocation of roads will be made in certain places to avoid known summer flood conditions and other hazards.

Winter maintenance of Thompson Pass by keeping it plowed and open

throughout the year has successfully finished its second season. The methods developed for fighting snow on this difficult summit have successfully proved themselves adequate for average Alaskan conditions. The winter maintenance of the other main roads of Alaska assumes progressively greater prominence year by year. Last winter school buses and mail carriers operated quite regularly with a minimum of delay due to weather.

It is proposed to continue the usual maintenance of the Nome road system. These roads include the Nome-Council Road which was completed in 1950, the Seward Peninsula Tram Road, extending 80 miles northward from Nome, and its extension the Bunker Hill-Taylor Road serving the miners of the Kougarok. Assistance is planned during the coming summer to provide access to the operations of the United States Tin Corporation at Lost River west of Nome, an operation in which the United States Bureau of Mines is interested. Local roads at Deering, Takotna, Dillingham, Iliamna, Talkeetna, Colorado, Ferry, Ruby, Manley Hot Springs, Rampart, Wiseman, and many other isolated localities will be given annual maintenance, and, where possible, improved. It is proposed to assist in the opening up of coal properties in the upper Healy River Valley by means of a road extending up the Valley from the end of the railroad spur.

Work in Mt. McKinley National Park using funds of the National Park Service will continue the improvement of this road and the bridges within the Park, preparatory to its connection by way of Cantwell with the main road system.

At Naknek, Kodiak, and Haines, roads will be built in some cases utilizing funds of the Department of National Defense, in the construction of which the Alaska Road Commission will participate as a consultant.

By the end of 1951, the third full season of the modernization program commenced in the fall of 1948 will have been completed. As will be seen from the foregoing summary, the operations carried on during 1951 will be very extensive.

With Congressional support, it is anticipated that by the end of 1953 the main modernization program will be completed. The further development of Alaska and its future prosperity will require continuous road planning and will be dependent upon future action by Congress on budget estimates.

0494 Webber

THE RICHARDSON AND TEESE HIGHWAYS (locally called "[illegible]S TRAIL")

The following travelogue, gives in order, a brief description of each of the main points of interest which the traveler will encounter in a trip over this historical trail.

The subject matter has been arranged so that it can be conveniently followed from either Valdez, Chitina, Fairbanks, or Circle, as a starting point.

PART I Valdez to Willow Creek

0.0 VALDEZ, the southern terminus of the Richardson Highway, is a town as rich in history-legends of Alaska as it once was in the stream of Alaska gold that poured through it from the mines of the interior. Situated on Port Valdez, it is the most northern port in Alaska that is open all year around. As is evident from the name, this port was discovered and named by the Spaniards,(Circa 1790).

Valdez in the days of '98 was the starting point for thousands of prospectors in their search for fortune. It was also a southern terminus of several horse sled stage and freight lines. Through a part of the winter seasons, every day more than a hundred sleds laden with supplies and equipment would leave on their trip to the interior, traveling over the same route which we follow in modern automobiles. Their goal was the interior with the ever present hope of making a strike--they had neither time nor inclination to marvel at the splendors of nature; to them the trip meant a period of hardship, to us it means a restful journey, each day filled with new and more wonderful sights, as the ever changing panorama of the trail opens before our eyes.

0.5 VALDEZ GLACIER (El. 35) At the city limits we cross the Valdez Dike, which protects the city from the streams of the Valdez Glacier. The glacier is plainly visible from the trail, the face of it being but two miles away. Although receding at the rate of about 150 feet per year, its disappearance is still far distant, considering that it extends back over a distance of forty miles into the mountains. From 1898 to 1901 the trail from Valdez to the Interior went up the glacier, over into the Klutina River Valley to Copper Center. So many were lost in the crevasses that in 1901 the route was changed to its present location through Thompson Pass. From Valdez to Keystone Canyon the present road follows the old right of way of the Nome Railroad, made famous by Rex Beach in his "Iron Trail." In the first three miles are twenty-one bridges under which in summer the streams from the melting glacier race and roar.

5.0 LOWE RIVER (El. 70). The Trail follows the banks of this famous glacier stream for ten miles.

10.0 COMFORT (El. 251) Although now deserted, it serves as a reminder of the time when a day's travel was limited by the distance a man could mush. As we glide smoothly over the small hills that mark our ascent we sometimes catch glimpses of the Lowe River in the valley below.

13.0 KEYSTONE CANYON (El. 307) Perhaps you recall the name from the "Iron Trail," as this is the canyon in which the fight for the right of way took place. The almost perpendicular walls of the canyon tower a thousand feet above us while below we see the Lowe River twisting through the winding path it has cut in the rock. Traces of the old railroad right of way can still be seen in the canyon. Originally the mushers used the ice at the bottom of the canyon for their path.

14.0 HORSE TAIL FALLS (El. 370). A wonderful sight as is plunges through its rainbow

mists for 300 feet. Looki_ across the river toward Mile 1_) on clear days we can view the rent said to be made in the mountain peak by a meteorite in 1927, the force of the impact being so great that the valley was filled with dust for several days, and the mass of debris that fell was sufficient to create a small lake in the gich.

15.0 SNOWSLIDE GULCH (El.600) Here the road is about 300 feet above the river. This little bridge has to be renewed annually on account of tremendous snow slides from the mountains above. Note how the surface of the rock has been swept clean by the snow.

17.0 BEAR CREEK SUSPENSION BRIDGE (El.650) A neat sample of the work of the engineer.

19.0 WORTMAN (El. 662) Here was the first stopping place for the musher, after his days hike from Valdez. One of the many connecting links with the interior, the Wortman Telegraph Station was also located at this point. Deserted now, it remains as a reminder of days long passed. Mountain goats are often seen from here.

19.3 SHEEP CREEK SUSPENSION BRIDGE (El.650) Here starts the real climb of about 2,000 feet which will place us at the summit. Beautiful views are to be had between here and the summit.

25.4 DEAD HORSE GULCH (El. 2700). The name is derived from the skeletons of the pack horses of '98 which may still be seen along the old trail, marking the spots where the tired animals gave out in their battle against the elements.

25.5 THOMPSON PASS (El. 2722). This the the highest point on the trail in the Chugach Range. Note how the stones have been flattened down like a smoothe glacier. To the west are seen the Sawtooth Mountains so named from their jagged silhouette; thousands of feet below us the Lowe River flows onward to the sea, while looking northward we see the Tsaina River Valley extending toward the interior. The old stone relief cabin at this point marks the spot where countless travelers have taken shelter during blizzards. The snow gets so deep here that the cabin is often completely out of sight.

28.0 CRATER LAKE (El. 2360). A picturesque pool formed in the crater of an extinct volcano, which is now filled with sparkling, cold water from the melting snow on the hills above.

30.0 WORTHINGTON GLACIER (El. 2070) About 500 yards from the road. Here we are able to inspect a glacier at short range, and may be lucky enough to see a glacier bear off in the distance.

31.0 TSAINA RIVER (El. 2050)

33.0 PTARMIGAN DROP (El. 1600) Another deserted hostelry, very important in the old days.

38.0 DEVIL'S ELBOW (El. 1600) The waters rush and surge through a cleft in the rock apparently dropping into a subterranenan channel to reappear a short distance down the canyon.

42.0 BEAVER DAM (El. 1305) Another deserted roadhouse and telegraph station. To the east may be seen an excellent example of the work of the beaver in building his house and dam.

46.0 THE BAD LANDS A skillful piece of road location thru a jagged, rocky place.

47.0 STEWART CREEK (El. 1124) Where we leave the Tsaina River and follow Tiekel.

47.0 STEWART CREEK (El. 1124) Where we leave the Tsaina River and follow Tiekel.

52.0 TIEKEL ROADHOUSE (El. 1250) NOW OPEN FOR MEALS AND LODGINGS. The roadhouse is typical of the hostelries of the early days.

57.5 TIEKEL TELEGRAPH STATION (El. 1440) Abandoned.

62.7 ERNESTINE (El. 1480) Another relic of the days of '98 on the headwaters of the Little Tonsina River.

78.0 SULPHUR SPRINGS Very mild

80.0 TONSINA LODGE (El. 1500) Here you may try your luck on the good trout fishing in the stream by the roadside.

81.0 TONSINA RIVER (El. 1480) At the foot of a long hill to the table land above.

84.0 LAKE PIPPIN (El. 1980) A nesting place for geese, ducks and wild swan. From here we have a wonderful view of the superb Wrangell Range, with Mounts Drum (El. 12,002), Sanford (El. 16,208), Wrangell (El. 14,005), and Blackburn (El. 16,140) towering far above the clouds.

89.0 WILLOW CREEK (El. 1480)

92.4 WILLOW CREEK (El. 1380) The meeting place of the Chitina and Valdez sections of the Richardson Highway. The road to the east, known as the Edgerton Cutoff, leading to Chitina.

Miles from
Valdez, PART III.

92.4 WILLOW CREEK (El. 1380). North of Willow Creek the road passes through sparsely timbered tableland with the Chugach Range in view to the south and the stately Wrangell Peaks to the east. We catch a fleeting glimpse of the Copper River now and then.

100.0 COPPER RIVER (El. 1320) Here we have an unobstructed view of the Copper River for miles and also a perfect view of the Wrangell Range, Mt. Drum (El. 12,002) being 20 miles away.

102.8 KLUTINARIVER (El. 1010). Another glacier fed stream.

103.0 COPPER CENTER ROADHOUSE (El. 1020). Mrs. Barnes' cooking will surprise you. Located on the Klutina River, where the trail originally came out from the Chugach Mts. It was at one time an outfitting point for prospectors in this region. A look around Copper Center is well worth while. It is the first townsite that was recorded in Alaska. The main street is still distinguishable and many of the old cabins are still standing—of particular interest is the one with the original owner's name ''THE TENNESSEE KID'') carved in the door. One can still see the light openings which were glazed with bottles (this being the most ready source of glass at the time). There is also a good swimming hole at Copper Center.

Twenty-five miles west, at Klutina Lake, the source of this river, is an abandoned camp where 2,000 gold stampeders spent the winter of 1898-1899.

In winter this is one of the coldest spots on the trail.

104.5 NATIVE VILLAGE (El. 1025). Inhabitants subsist by fishing and trapping.

111.0 TAZLINA RIVER (El. 1010) Another glacier stream of undecided temperment. At the head of this river, Tazlina Lake has been formed by the junction of the two arms of a glacier blocking up the valley. In the winter of 1926 this lake broke through and the rising water and ice swept the bridge far down the Copper river. One of the spans now in the bridge was later found on a bar down stream and hauled into place for the structure. From the bridge we have a splendid view of the Wrangell Range with Mt. Drum (El. 12,002) in the foreground.

113.0 SIMPSON'S (El. 1190). Located in the midst of good moose country. At the top of the grade just north of Simpson's we have a bird's eye view of the Copper and Tazlina river Valleys, with the different ranges in the background.

118.0 This is the only point on the trail between Valdez and Fairbanks from which Mt. McKinley may be seen. On a very clear day its towering peak is visible to the northwest.

128.0 GULKANA (El. 1385). Located on the Gulkana River, one of the few clear water streams which pass it. Here we may enjoy a swim, or perchance we may cross the river and inspect the Indian Village. Gulkana is an outfiting point for trappers and prospectors and is considered the starting point of the Abercombie trail. An excellent roadhouse is maintained here for meals or lodging.

131.0 ABERCROMBIE TRAIL (El. 1640) Used in former days as the route to eagle and forty mile country. This trail is now being rapidly developed into a road to serve the vast mineralized section lying north of the Wrangell Range.

THE RICHARDSON HIGHWAY

Miles from Valdez.

140.0 POPLAR GROVE (El. 1805). A deserted roadhouse of days gone by near which we catch glimpses of the Gulkana River far below us.

150.0 SOURDOUGH ROADHOUSE (El. 1870). Here we may indulge in some of the best Greyling fishing along the trail. Excellent meals and lodging may be had here. The stove now used in this roadhouse was brough in by sled from Fairbanks in the early days, and finally cost, delivered, five hundred dollars. The road passes thru gently rolling country south of Sourdough until the foothills of the Alaska Range are reached.

160.0 HOGAN'S HILL (El. 2450) From here we may get an unsurpassed view of the surrounding mountain ranges. The Wrangell Range lies to the east, to the west we have a vast lake region, home of moose and numberous fur bearing animals. Thruout this region, blueberries, low bush cranberries and wild raspberries grow in great profusion.

165.0 HAGGARD TELEGRAPH STATION (El. 2570) Now used by the Alaska Road Commission.

175.0 MEISR'S ROADHOUSE (El. 2717) In the foothills of the Alaska Range, Good

181.0 PAXSON LAKE (El. 2500) Twelve miles long and famous for lake trout, greyling whitefish and Lynn God. A nesting place for many water fowl. The Gulkana River flows into the lake from the north and carries off the surplus water to the south.

191.0 PAXSON LODGE (El. 2697) Recently remodeled and enlarged, this innis now equipped to take care of about fifty tourists and the fishing, hunting and scenery

in the near vicinity are a guarantee of a very pleasant stop. If you should take the time to hike down to the Gulkana River, half mile distant, it is very probable that you will run across a bear feeding on salmon in one of the many small streams emptying into the river at this point.

196.00 FISH CREEK (El. 3230) Which truly lives up to its name, contains an almost unlimited supply of trout and grayling.

196.5 SUMMIT LAKE (El. 3230) One of the most picturesque sights on the trail. It too, teems with fish, and also offers excellent hunting for wild fowl. The road follows the edge of the lake for five miles, between Mile 196 and Gun Creek.

201.0 GUN CREEK (El. 3230) When light conditions are favorable, the view from here to the northeast is indescribable. Nowhere in the world are to be seen mountains painted with such superb combinations of soft colorings.

201.5 SUMMIT GLACIER (El. 3241) This is the dividing point between the Yukon and the Copper River watersheds, the water from Summit Glacier sometimes flowing down Gun Creek into Summit Lake and thence down to the Copper River into the North Pacific Ocean, or again into the Delta River, thence down to the Tenana River, and finally via the Yukon into Bering Sea.

203.0 ISABELLA PASS (El. 3310) The highest point on the Richardson Highway.

205.5 DELTA RIVER (El. 3020)

208.0 MCCALLUM (El. 2920) Formerly a Signal Corps Station, but now abandoned. A bell which has saved many a life may be seen above the station. On the river bank is the deserted roadhouse where this bell was originally placed. Along the line of stakes still visible on the bare of the river, was stretched a wire, one end of which was fastened to the bell. During the winter, when the roadhouse was sometimes completely covered by drifts, the gale blowing down the valley kept the bell ringing continuously, thus guiding the exhausted musher to shelter.

212.0 RAINBOW MOUNTAIN (El. 2700) Numberous slides, each with a different coloring, give this mountain the appearance of a huge rainbow. This is one of the most beautiful sights in Alaska.

214.0 GLORY HOLE (El. 2600) May be seen after a fifteen minute climb and a thirty minute walk up the trail to the east. From the edge of the basin, we see a beautiful lake nestling hundreds of feet below us, and should the caribou be running at this time, we ascertain to see countless numbers of roving animals.

214.0 to 233.0 Between Glory Hole and Rapids the road crosses many turbulent glacier streams, passing over some on bridges, and fording others. The glaciers are quite close to the road. Endless rouble is encountered in maintaining the bridge crossings over these streams, due to the continuous shifting of the channels and the flashiness of the flow. They often change over night from tame, dry crooks to raging torrents 10 to 12 feet deep. Two interesting phenemenes to be seen in this stretch are, first, the Port Hole of Castner Glacier, a most impressive sight after a spell of warm weather; second, the four bridges south of Rapids Roadhouse, which instead of being over streams at the bottoms of valleys, are actually on the tops of the hills. Who has ever before heard of climbing hills to get to bridges?

233.0 RAPIDS ROADHOUSE (El. 2130) The hunter's paradise of this section of the

country. The mountains on all sides with their diversified coloring, abound in mountain sheep and brown bear, while the colleys and hills are the feeding grounds for bands of caribou. This section also has mineral possibilities; several deposits of gold bearing quartz and silver lead ore having recently been found. We feel that we are out the most rugged part of the Alaska Range, after looking off to the north and seeing the wide valley of the Delta River. North of Rapids the road traverses the flats of the Delta River thru the open park-like stands of small spruce poplar. It is not at all unusual in the fall of the year to meet huge herds of caribou in these flats, and often drivers of cars have raced down the road with the animals, getting so close to them that chri flying hoofs have thrown gravel against windhields.

243.0 DONNELLY TELEGRAPH STATION (El. 1770) Now abandoned as a telegraph station and used by the Alaska Road Commission for housing maintenance crews in the summer. The region surrounding Donnelly is an excellent trapping area, the principal fur bearing animals being fox, lynx and mink.

244.5 DONNELLY ROADHOUSE (El. 1700) There are a few remnants of some of the buildings of this old roadhouse but they cannot be seen from the new road. They stood on what was once a wide flat of the Delta River which in 1926 shifted its course, taking out the main buildings and part of the road. During the winter travel of pre-railroad days this was a very important stopping place, as it marked the end of the winter cutoff trail leading from Washburn, 75 miles north of Donnelly.

253.0 PILLSBURY DOME (El. 2875) This mountain is named after Colonel Pillsbury, one of the early Chief Engineers of the Alaska Road Commission. Looking off to the west, over and beyond the valled of the Delta River, one sees a continuous wall of snowclad mountains (a part of the Alaska Range) the principal peaks of which (from south to north) are Mt. Hayes, El. 13,940 and Mt. Deborah (El. 12, 540) locally known as Cathedral Mountain.

Pillsbury Dome, with its slopes dotted with lakes formed by ancient glaciers its herds of caribou, flock of ptarmigan, its wild flowers and its wonderful views of the range to the west and of the far-distant, broad valley of the Tanana to the north is in itself well worth the trip from Valdez to Fairbanks. The road summit over the dome one can see it standing out like a huge mound, apparently in the center of a vast plain, with the majestic Alaska Range forming the bakeground.

262.0 BEAL'S CACHE (El. 1600) Now deserted is used as a jumping off point for hunters in going from the main road into the Jarvis Creek Country for moose, sheep and bear. It is not uncommon to see moose along the road at any place between Beal's Cache and Grundler.

269.5 JARVIS CREEK(El. 1200) Where the road again comes within the broad valley of the Delta River, which is carpeted with an enormous acreage of spruce.

280.0 McCARTY or GRUNDLER (P. O. BIG DELTA) (El. 1000) This is one of the most important centers of trade along the road, being the suppling point for the inhabitants of the entire region of the headwaters of the Tanana River. Here also is located a commodious roadhouse boasting of such luxuries as fresh milk, and domestic fowls including chicken, geese, duck and turkeys, as well as all kinds of wild meats, berries, fish, etc. The Tanan River never freezes over at this point, however cold in the winter it may be. This is due to the warm springs emptying

298.0 SHAW CREEK (El. 880) Here we find the remains of a roadhouse of the days when beyond a shelter cabin provided for the relief of the distressed by winters. The creek is clear and beautiful and provides excellent fishing, while the broad valley is a natural feeding ground for the moose. At this point the road climbs a steep, rocky bluff. From atop we have an excellent view of the Tanana River and the Alaska Range to the south. Half way up Shaw Creek Hill we cross a large cliff made by an earth quke in 1912.

298.0 GOLDSTREAM CREEK (El. 860) Placer gold was discovered on this creek in 1907, and during the next few years it produced many million dollars, practically all of the ground which could be handled profitably by expensive hand methods having been worked during that period. There are still a few miners to be seen working at their claims in the old fashioned way.

Mile 297 is called the "Million Dollar Mile" as it is surfaced with the tailings from the workings and is therefore even now the most valuable piece of road in the world.

298.8 Good view of Tanana Valley.

301.0 RICHARDSON (El. 800) Named in honor of General Wilds P. Richardson, the first President of the Alaska Road Commission. This small town with one store, abandoned telegraph station and partly occupied log cabins, was boom with the finding of gold on tenderfoot creek and small creeks near by, and is till occupied by a few old timers who live in hopes of still finding good "pay dirt." Little of the original town remains due to the ravages of the river, it has been twice forced to move. From this point a branch tail leads to Banner Creek, all of which still produces a small quantity of placer gold.

2.0 RICHARDSON ROADHOUSE (El. 8750) The largest roadhouse on the trail, with accommodations for seventy people. From its windows one sees beatufil panorama of the Alaska Range with its snow capped peaks, chief among which is Mt. Deborah (El.12,450).

.0 GASOLINE CREEK (El. 860) So named because it marsk the spot where on account of the steep grade it used to be necessary, in coming from Fairbanks to refill the gas tank of your "Model T." Gasoline Creek will now have to be shifted father south.

CANYON CREEK (El. 840) A small stream flowing through a tiny, narrow valley; the hills rising precipitously on either side.

BIRCH LAKE (El. 810) A large lake, lying in a setting of low, rolling hills covered with small timber, with the general flatness of its irregular shore line being broken by sharp promontories of age-old, yellow granite. The lake affords a wonderful summer camping grounds for the citizens of Fairbanks and others in near by country. The shallow water near the shore becomes comfortably warm for swimming, and a gentel slopping bottom provides a pleasant playground for children.

FOX FARM (El. 720) Here we may see one of the manny fox farms scattered throughout Alaska, engaged in rasining silver, blue, white and black fox as well as mink and Chinchilla rabbits. Very good meals are also served here.

Miles from Valdez

325.5 LAKE HARDING (El. 700) Named in honor of our late President. It is situated about one mile from the road, andis a playground for people living in Fairbanks, furnishing fishing, hunting, swimming and boating. There are also gold prospects here.

331.0 SALCHAKET RIVER (El. 640) We stop here long enough to watch the grayling lying on the bottom of 15 feet of water, and then continue on our journey. At the northern end of the bridge there is a small Indian Village where one can gather some idea of the life of the primitive people of the Territory.

338.0 SALCHAKET TELEGRAPH STATION (El. 610) Now used as headquarters for the road maintenence crew. North of this point the road traverses the heavily timbered flats of the Tanana River, winding sloughs of which may be seen at intervals.

343.0 PILEDRIVER SLOUGH (El. 600) This slough, carrying part of the overflow from the Tanana River, winds for fifteen miles through the Flats, empties into the Chena River, end with its waters finally returns to the Tanana fifty miles below the point where it first left. The twisting and turning of these many channels can be appreciated only from an airplane.

350.0 TERRILL'S RANCH (El. 600) Where an enterprising pioneer used to summer his horses, working them on the stage line during the winter.

353.0 18 MILE ROADHOUSE (BUERGMAN) (El. 500) Which as the name implies, is 18 miles from Fairbanks. This is one of the few places along the highway to which the word "roadhouse" as used in the states really applies, here we may dine and dance, whereas ordinarily in Alaska, a roadhouse is a place to eat or put up for the night, corresponding to the "inn" of olden days.

362.0 NINE MILE ROADHOUSE (El. 400) Now used as a farmhouse.

371.0 FAIRBANKS (El. 455) The ultimate goal of all travelers in Alaska, no trip being complete until one has visited this famous old mining camp. Although only 455 feet above sea level it is over 1200 miles from the sea by river and truly deserves its name "Alaska's Golden Heart". It is the terminus of the Alaska Railroad, the Richardson Highwey, and the Steese Highwey. Although it still shows marsk of the early mining camp activities, the many modern structures and other improvements clearly show the present day progress. Before leaving Fairbanks one should see the gardens, farms, placer mining on the nearby creeks, the Government Experimental Farm, the Alaska Agricultural College and school of Mines (the most northern institution of higher learning in the world), the plant of the Fairbanks Exploration company, and the air-port known as Weeks Field where one may engage a plane to any part of the Territory. It is becoming quite popular for tourists to take an afternoon "hop" from Fairbanks to see the Yukon River and cross the Arctic Circle. Fairbanks is the center of the fertile Tanana Valley agricultural distruct, and is the main distributing point of all interior Alaska. From here we may visit Gilmore, Fox, Cleary City, Chatanika and other communities which at one time were humming mining camps, and some of which still retain a part of their activity. These places may be visited in a 30 mile trip, either by auto or by railroad.

THE STEESE HIGHWAY
FAIRBANKS TO CIRCLE CITY

Miles from Fairbanks

0.5 On the outskirts of Fairbanks a branch road leads to the Alaska Agricultural College and school of mines. The Government Agricultural Station is also well worth

Miles from
Fairbanks

seeing. The scattered fields of wheat and other grains through which we pass for about two miles give a promise of future agricultural development of this section, for although the season is short, the long hours of sun light force early maturity and little difficulty is experienced in producing a fine crop.

8.2 ENGINEER CREEK (El. 870)From here to Mile 17, the road passes near numberous piles of rocks which have been hoisted by early-day miners from depths up to 150 ft.

10.5 GOLDSTREAM (El. 750) Millions of dollars in placer gold have been taken from this narrow Valley.

10.7 FOX (El. 800) We cross the narrow gauge Chatanika Branch of the Alaska Railroad which was constructe during the boom days to give the numberous gold camps access to Fairbanks.

13.8 GILMORE (El. 1000) North of this old camp the road leads up Pedro Creek, where gold was first discovered in the Fairbanks District. The improbable story of its discovery is told by one of the three discoverers who claims to have been hunting with his two partners some forty-odd miles to the north of Pedro Creek where they brough down a moose carrying an enormous nugget (now adorning the watch chain of the narrator), solidly wedged in the cleft of one of its front hoofs. They immediately started to back trace the moose and eventaully came to the place where the track no longer showed the imprint of the widespread hoof holding the precious nugget. At this point (Pedro Creek) prospectin was commenced and gold was readily discovered.

20.2 SUMMITT ROADHOUSE (El. 2300) Excellent meals may be had here at any hour, while dancing to an orchestra is sometimes afforded guests during the summer. On a clear day, an inspiring view may be had of the Tanana Valley, the snowcapped Alaska Range forming a distinct background. Dwarfing its companions, Mt. McKinley, 20,300 feet dominates the scene altho it is 180 mile away.

25.0 CLEARY CITY (El. 1000) This was once a large and notorious town, supporting 17 saloons in its prime. Now there are only a few tumbled down shacks left.

27.5 CHATANIKA TOWNSITE (El. 1000) Here we pass one of the permanent camps of the large company which is dredging the gravel upon which the old town rested.

29.1 CHATANIKA (El. 850) This old mining town is the terminus of the narrow gauge branch of the Alaska Railroad. It is well worth taking the time to watch the huge dredge at work. It floats on water that has been brought from fifty miles up the Chatanika River, and is operated by electricity generated in Fairbanks from Als. coal.

33.0 The siphon which we cross here is said to be the longest of its size in the world.

38.6 CHATANIKA RIVER (El, 860)

41.0 LINGO'S ROADHOUSE (El. 920) The traveler eats here amid surroundings reminiscent of pioneer days.

36.6 CASSIAR ROADHOUSE (El. 1300) Far beneath us, on the opposite bank of the Chatanika is this roadhouse, whose proprietor rows across to receive his guests.

39.8 FAITH CREEK (El. 1480) This roadhouse is an important stop on the winter sled

route. Nearby is the junction of the three creeks which form the Chatanika River and just below this, the intake for the eighty mile long mining ditch.

86.6 TWELVE MILE SUMMIT (El. 3225) The summit was so named by prospectors merely because it lay 12 miles s.w. of their workings on Birch Creek. It is the divide between the Tenana and the Yukon Rivers. Hords of caribou, estimated to be at least 50,000 strong sometimes pass over this summit during the autumnal migrations.

89.5 TWELVE MILE ROADHOUSE (El. 2460) This is a large and comfortable roadhouse located about midway between Fairbanks and Circle City.

4.0 NORTH FORK (El. 2100) The north branch of Twelve Mile Creek.

95.0 EAGLE SUMMIT (El. 3880) This barren summit is the highest point on the road between Valdez and Circle City.

109.0 EAGLE SUMMIT (El. 3880) This baren summit is the highest point on the road between Valdez and Circle City.

115.5 MILLER HOUSE JUNCTION (El. 2100) To reach Miller House one musttake a short road for a distance of about one half mile. Telephone communication is to be had here with Circle City. Miller House was once the center of a thriving group of hydraulic outfits, some of which are still running at a good profit.

117.2 MAMMOTH CREEK (El. 1820) This creek takes its name from the many specimens of mammoth ivory which have been found in its gravels.

129.0 CENTRAL HOUSE (El. 1220) Comfortable accomodations are provided for travelers by the genial proprietor who also runs a store for outfitting trappers and miners. One should not fail to visit the Circle Hot Springs, lying nine miles to the Southeast, where reasonable accommodations may be secured. The food served is almost exclusively Alasken Grown. It is here that the prospector comes to recuperate after many years of hard work, for the healthful propertys of this water are wildly known. Excellent fishing and hunting are to be had in the vicinity.

148.3 BIRCH CREEK (El. 910) The proprietor of this roadhouse raises most of his own vegetables, to serve to the traveler whostops for meals.

161.0 Here we obtain an excellent view of the mighty Yukon, four miles away.

162.6 CIRCLE CITY (El. 900) This is the remains of what was once a thriving city. From 1894 to 1904 it was the center of a flourishing group of placer mines, and most of the freight and passengers in the days of '98 passed through here on the way to and from Dawson, Nome and Fairbanks. The city was named Circle City because its founders believed that they were within the Arctic Circle. Actuelly the city is 50 miles south of the Circle.

In summer river boats run on regular schedule from Circle. One line runs up the river to Whitehorse, the terminus of the White Pass and Yukon Railroad, and the down river to Nenana, on the Tenana River, the terminus of the Alaska Railroad.

THE INDIAN MEANING OF THE NAMES OF A FEW ALASKA RIVERS SEEN ALONG THE ROUTE

GAKONA "Rabbit River"
KluTINA "Long way to head lake"; "river with big head"
GULKANA "Saw tooth (or crooked) river"
SALINA ""Crooked river that carried the fish"

TANANA	"River of the ountain men"
TAZLINA	"Swift water"
TIKEL	"No fish"; "no head"; "Sup of tea"
TONSINA	(Old native "CONSINA") "Cottonwood river"; "Big King Salmon River"

040 · History

ALASKA'S ROADS Dec. 21, 1951

In 1905, when the Alaska Road Commission was founded, there were less than a dozen miles of what might be called passable wagon roads in the entire Territory.

Today these few miles of wagon trails have grown into a widespread system is now paved and the Alaska Road Commission is presently engaged in an improvement program that will result in widening and paving all of the main routes in Alaska.

Construction methods have changed radically since the Alaska Road Commission was first organized. Originally set up as an agency of the War Department, the Headquarters staff in Juneau consisted of three army officers, a president, engineer officer, and a secretary and disbursing officer, together with a few civilian employees. Field operations were handled by civilian superintendents located at Anchorage, Fairbanks, Valdez, Chitna, and Nome. Work was performed at first entirely by hand and consisted largely of cutting brush and flagging trails used only during the winter months by dog teams and horse sleighs. Several thousand miles of these trails were maintained for years, finally being discontinued with the advent of air travel.

The first main road to be constructed in the Territory was the Richardson Highway extending from Valdez to Fairbanks. This route originated as a winter trail but with the increase of traffic occasioned by the rapid development of the gold fields in the vicinity of Fairbanks, together with construction of a military telegraph line, "The Trail", as this route was known in the early days, was gradually improved, first as a wagon road, later sufficiently to accommodate the Model T Ford, and now finally as a modern, paved highway negotiated regularly throughout the year by the largest tractor-truck and trailer combinations and thousands of passenger cars.

Hand labor and horses and wagons have been supplanted by modern heavy duty construction machinery. The first automotive equipment, consisting of surplus military vehicles from World War I has been replaced by giant earth movers hauling 30 times as much material at speeds greater than the top speed of original equipment. Where less than 50 years ago men were "corduroying" mudholes to support horses and wagons, they are now laying asphalt surfacing to permit rapid dust-free travel.

The Alaska Road Commission has grown from a few dozen employees to a modern well-organized highway department. Transferred by law from the War Department to the Department of the Interior in 1932, its Headquarters staff now consists of over 100 persons under the Commissioner of Roads, Mr. A. F. Ghiglione. Field operations are headed by District Engineers located at Anchorage, Fairbanks, Valdez and Nome, with employees numbering well over 1000 during the peak of the summer construction season. The major construction and improvement work is now handled by contract with only maintenance and pioneer location performed by force account.

During the past season there were 19 highway contracts and 4 bridge construction contracts, aggregating approximately $40,000,000, in effect. In addition some $7,000,000 worth of force account maintenance reconstruction and improvement work was in progress.

Approximately half of the highway contracts covered grading only, the remainder including both grading and paving and averaging about 40 miles each in length. Work in progress included regrading and widening the existing road out of Seward to its junction with the new Turnagain Arm road and completion of construction of the Turnagain Army road, which was dedicated and formally opened in a ceremony held at Girdwood on October 10, 1951. On

the Glenn Highway between Anchorage and the Richardson Highway grading and paving was completed except for a 16 mile gap in the surfacing. On the Richardson Highway, of the first 36 mile section out of Valdez which is under contract for grading and paving, approximately 60% of the grading was accomplished. On the section between Miles 62 and 130 all grading and all except 10 miles of paving was completed. Between Miles 130 and 188, under contract for grading only, 15 miles of road were graded. On the section between Miles 230 and 267, which is under contract for both grading and paving, grading was completed on a 4-mile line change that will eliminate a bad flood condition. One section of the Alaska Highway, eastward from its junction with the Richardson Highway was under contract for grading and paving, with approximately 10% of the grading accomplished. Force account work included completion of regrading the Glenn Highway between the Richardson and Alaska Highways (formerly known as the Fok Cutoff) preparatory to paving, construction of the Taylor Highway northward to Eagle from the Alaska Highway and construction of the Richardson Highway-McKinley Park Road. On the latter project efforts were concentrated between Cantwell and McKinley Park. Under the bridge improvement program four new steel and concrete structures were completed and five other are under construction.

During the coming season it is planned to complete the paving on the Glenn Highway between Anchorage and the Richardson Highway, complete the grading and paving in contracts now in effect on the Richardson Highway and to place the two remaining sections under contract for grading. On the Alaska Highway it is planned to complete the grading and paving of the section now under contract and to place at least one of the two remaining sections west of the Canadian boundary under contract.

The Glenn Highway between the Richardson and Alaska Highways will be

placed under contract for paving, in three sections, as funds permit.

On the Seward-Anchorage road the first 70 miles south of Anchorage has recently been placed under contract for paving and this work will be completed next season. Remaining sections of this route will be let for paving as funds are made available.

Pioneer construction by force account will continue on the Taylor Highway and the Richardson Highway-McKinley Park road, together with such other new projects as may be authorized during the coming sessions of Congress.

HIGHWAY DEVELOPMENT FOR ALASKA

Statement of Need

A first class road system is indispensable to the rapid, orderly settlement and development of Alaska. Adequate transportation to and within the vast area of the Territory is recognized as being one of the prime requisites for the realization of its economic potential. History has shown that while exploitation of resources has been accomplished without dependable transportation, such exploitation does not successfully develop an area, and, in effect, delays its proper growth.

The construction of dependable modes of access to a virgin area such as Alaska requires the combined efforts of all resident settlers and also requires the added impetus of support from outside sources. The development of the western States of our country is recognized as having been immeasurably hastened through the outside help of land-grant railroads and Federal highway support. Such outside support for Alaska's development has existed only to a meager extent and there actually exists a lack of recognition of this need by our National legislators. In addition, we within the Territory have been lax in doing our part. I refer to the ridiculously low highway-use taxes promulgated through our Territorial Legislature.

History

The development of the road system in Alaska since the turn of the century has been pioneered by the Alaska Road Commission. In 1905 when the Alaska Road Commission was founded there were less than a dozen miles of what might be called passable wagon roads in the entire Territory. From 1905 to 1932 the Alaska Road Commission was under the War Department, with its primary

and roads within the corporate limits of communities are maintained by the communities with local tax funds.

The recent paving of the main arteries within Alaska has been accomplished through the support of the Military. The appropriations to the Interior Department for this work have been greatly increased since 1946 through recognition of the defense value of land communication. These appropriations approximating $25,000,000 per year since 1948 cannot be expected to continue solely on a Military justification basis. Nevertheless, appropriations for the logical development of this frontier must be continued at or above this level if progress of the Territory is not to be seriously handicapped. The need for maintaining at least this level of highway appropriations is supported by the use now being made of the highway system. Traffic statistics show that every main road in Alaska has experienced at least 300 percent increased travel in the last four years, and those around the cities as much as 500 percent. Traffic to and from the States via the Alaska Highway has increased approximately 300 percent in three years. At present the narrow, paved roads adjacent to Anchorage and Fairbanks are carrying more vehicles daily than is considered safe for four-lane highways in the States.

The value of tourism to the Territory is just being recognized, and it is also to be recognized that the majority of the American people will only tour by automobile. Each of these factors and many others point up our need to continue the improvement of our present roads and to push highway arteries further into our Territory.

The Present Situation

In addition to the ever present problem of obtaining adequate funds for highway construction, Alaska presents several major obstacles to any

systematic or easy construction of roads. The most important of these problems is realized to be the very sparse settlement of the vast country and the comparatively small population. While this problem should be recognized as inherent to any frontier, it still remains a problem since it requires financial and legislative support from outside sources. I will later discuss the action essential for Alaskans if this problem is to be met with any hope of success.

Greater than the problems to be normally expected in a frontier country are the geographic obstacles in Alaska. Physiographically, Alaska may be divided into three distinct regions, varying in geographic origin and surface expression, and each presenting new obstacles to an interconnected road system for the Territory. These regions may be described as follows:

(1) The Pacific Mountain Region, consisting of mountainous coastline indented with deep fiords, numerous glaciers, and some broad river valleys. This region is also lined by many precipitous islands, wholly inaccessible by road except at unjustifiable cost.

(2) The Central Plateau Region, consisting of the broad expanse of plateaus and lowlands north of the Alaska mountain range, drained by large rivers including the Yukon and Kuskokwim which flow westward to the Bering Sea. The greatest problems for the road builder in this region are those of permafrost, extreme cold winters, and the annual spring breakup.

(3) The Arctic Slope Region, consisting largely of rolling uplands, coastal plains, and tundra country north of the

Brooks Range, and presenting all the problems of the first two regions, plus the extremes of an arctic climate. The great petroleum and mineral potential of this region justify its continued recognition and the northward extension of the highway system for overland access.

Good roads have been built successfully in each of these regions. Through 47 years of experience the Alaska Road Commission has developed economic methods of coping with the permafrost, the seasons, and the extreme isolation. Paved roads have been proved practical and their year round maintenance for safe traveling not prohibitively costly. The successful maintenance of Thompson Pass, where in one season may be expected 60 feet of snowfall, 100 mile-per-hour winds, temperatures below minus 50, and innumerable snow slides, is indicative of the possibility.

At present the most logical solution to the transportation problem of southeastern Alaska is the installation of a ferry system between the principal cities and the present road terminals at Haines and Prince Rupert, B. C. One leg of this ferry system now exists in operation by the Territory during the summer months between Juneau, Haines and Skagway. However, further extension of a ferry system will require subsidization by either the Territorial or Federal Government since self-supporting financial operation cannot be expected until greatly increased population and economy is realized. As stated in my opening remarks, such subsidization of transportation into our pioneer country must be recognized if development is to progress at any realistic rate.

Not the least among the problems of Alaska are the obstacles pre-

sented by the existence of the International Boundary between Alaska and Canada. The existence of two different sovereignties has without question seriously affected access to southeast Alaska and will continue to do so unless an international agreement is reached. Such an agreement would have as its base the recognized need of the Canadians for access from British Columbia to water transportation through southeastern Alaska and the opposite need of Alaskans for land access from southeastern Alaska to the highways of America.

Attempts at generating interest in such an agreement have been made by various parties with varied results. The Governor of Alaska has assisted in arranging formal meetings with Canadian officials, in which have participated the Bureau of Public Roads, the Forest Service, the Juneau Chamber of Commerce Road Committee, and the Alaska Road Commission. In addition, the Pacific Northwest Trade Association has created a working level for developing mutually beneficial programs. Further action and more rapid results can only be realized through National recognition of the problem.

Possible solutions to this problem have been proposed, such as the transferring of actual corridors through southeastern Alaska to the Canadians in return for similar corridors through Canada for the United States. One such plan would make available to the United States a corridor along the Alaska Highway and the Haines Cutoff and in exchange provide an access corridor to Skagway and possibly down the Taku or Stikine Rivers for the Canadians.

Another present problem which may be solved by Territorial action concerns the suburban and sub-division type roads. The Alaska Road Commission is primarily responsible for building and extending the main artery system of through roads in Alaska. The communities do not build beyond their corporate limits and, as a result, the suburban or county-type roads suffer

for lack of responsible attention.

The Alaska Road Commission has recognized this need and has used farm road development funds to open up areas around the cities by section line type roads. Further sub-division with Federal funds is not possible. Territorial funds must be made available for this vital link in the highway system.

Action Required

Recognizing the existence of the above obstacles and the fact that large expenditures must be made, what action should be pressed by Alaskans to assure the continued development of our country? First and foremost is recognition by Alaskans of their responsibility to participate. At present the people of Alaska pay less than one-third the taxes for highway development purposes that every other American highway user pays. The average fuel tax for highway purposes for all Forty-Eight States and the District of Columbia is now 5¢ per gallon, while Alaska continues with its low rate of 2¢. In addition, the average vehicle registration fee for trucks and trailers in the States is approximately 20 times that charged in Alaska. The neglect of the Territory to carry its fair share of the highway expense is apparent to the Appropriations Committees in Congress. Recent budgets of the Alaska Road Commission have been limited because of this factor and the threat has been made that unless Alaskans correct this situation, future Federal appropriations may be seriously cut. I cannot overemphasize the drastic import of this situation. As stated above, Alaska is dependent upon Federal appropriations for highway development to a much greater extent than any of our Forty-Eight States. Not having a vote in Congress is a serious handicap. However, not doing our part is indefensible.

For years some factions have urged the extension of the United States Federal Aid Act to Alaska, believing that such action would result in greater road programs. This contention neglects to recognize the basic requirement of the Federal Aid Act that participants cooperate to a considerable degree in all expenditures. At the present rate of cooperation by the Territory through its highway taxes the amount of Federal Aid funds that would result to the Territory through this program would be insignificant. Even if the tax structure in the Territory were made equal to the average within the States, the amount of Federal Aid Highway funds available on a matching basis would still be considerably less than is annually appropriated through the Interior Department by Congress. It must be recognized that under any system Alaska stands to lose unless we do our part.

Recommendations

In recognition of all factors briefly described above I strongly urge early legislative action by the Territory to provide a realistic highway use revenue.

An increased fuel tax must be imposed of at least 5¢ per gallon, and preferably 6¢, in line with the average fee in the States and the present trend of increase. All revenues from the highway-use fuels must be protected for highway purposes only. Serious inroads on these funds have occurred in States where legislation does not specifically limit the use to highway purposes. The present 2¢ per gallon fuel tax in the Territory resulted in a revenue in 1951 of $1,124,000, and is expected to approximate $1,250,000 for 1952. A 6¢ per gallon fuel tax would obviously triple these revenues.

The registration tax on passenger cars is in line with the average for the States; but that on trucks is ridiculously low. The Territory should impose a registration fee based on truck gross weight, using the manufacturer's

rated capacity in line with the majority of the States. The average rate of all Forty-Eight States and the District of Columbia is a straight line charge varying from 70¢ per hundred pounds for the largest 30-ton trucks to $1.10 per hundred pounds for small one and one-half ton trucks. On this basis a three-axle truck with semi-trailer of the type predominately used in Alaska would be taxed approximately $450, instead of the present $25 flat fee.

On the above basis the total revenue to the Territory for highway purposes from fuel and vehicle registration would exceed $5,000,000 per year. This amount would still approximate less than 20 percent of the Federal highway expenditures annually. However, such participation would assure the continued support of our National legislators and would permit more adequate handling of Territorial problems such as the suburban or county-type roads.

Alaska is big. With an area one-fifth that of the United States it is too big to lend itself to convenient summarization or generalization. In spite of the great advances of the roads in recent years, remoteness and isolation are still the toughest factors bearing upon the economic value of Alaska's resources and pose tremendous problems for settlement and development. These factors may only be surmounted by continued support of the highway program for Alaska and by aggressive participation of all Alaskans.

The Alaska Road Commission, an agency of the Department of the Interior charged with the construction and maintenance of the Territorial highway system, has completed the fourth construction season of its Six-Year Program of improvement and paving. The long-range program, designed to provide interior Alaska with a system of all-weather paved highways linking its major cities one with another and with the continental United States, has received Congressional appropriations for the fiscal years 1949 - 1953 in excess of one hundred million dollars.

Of the Territory's 988 miles of primary highway, 610 miles have been reconstructed to the Road Commission's through road standards and bituminous surfaced. The total mileage of Alaska roads is 3,724 miles, of which 1,672 miles are maintained open the year round.

Alaska's highway system consists of through roads connecting the ice-free ports of Valdez, Seward and Haines with interior cities and with the United States by way of the Alaska Highway through the Canadian Provinces of Yukon Territory and British Columbia. Local roads extend from this primary system into mining, farming and industrial areas, and to river and rail transportation facilities. The interconnected system totals 2,638 miles. In addition, there are numerous isolated roads connecting populated areas with water or rail transportation facilities totaling 1,086 miles.

In addition to constructing and maintaining the highways of Alaska, the Road Commission has built and maintains numerous isolated airfields, an 80-mile section of narrow gauge railroad tram, several ferries and a seaplane canal. Until recent years, over 6,000 miles of winter trails for use by dog

team were built, flagged and maintained annually. Advent of the small, bush-type airplane has reduced this mileage to less than 2,000.

Pursuant to the Alaska Road Commission's policy of constructing high standard roads by contract and accomplishing pioneer road construction and maintenance activities by force account, twenty-five contracts valued at seven and a half million dollars were in force during the past season. These covered sections of the Glenn, Alaska, Richardson and Anchorage-Seward Highways.

Surveys and preparation of contract plans are in progress for construction and paving of those portions of the primary highway network not already complete or under contract, in anticipation of early completion of the through road system.

Alaska Road Commission forces also constructed approximately 100 miles of secondary farm and industrial roads. Included was the extension of the Taylor Highway to Eagle on the Yukon, and construction of an additional 37 miles of the Paxson-McKinley Park Highway.

Truck weighing stations have been installed at strategic junctions of the highway system to control truck load limits and thus protect the asphaltic pavement.

The construction of roads in Alaska, where freezing temperatures prevail at least six months of the year and permanently frozen ground termed "permafrost" underlies approximately eighty percent of the Territory's 586,000 square miles, presents a challenge to the Road Commission.

To combat the high unit costs which would normally result from a limited summer construction season, necessarily accomplished with seasonal crews, and to provide gainful employment for the permanent staff, the Commission has developed work schedules believed to be unique in the highway construction field.

Bridge construction is scheduled for the winter months, thus permitting utilization of equipment and field personnel which would otherwise be idle for extended periods of time. New techniques developed to accommodate winter bridge construction have resulted in lowering bridge costs to a point where they are now favorably comparable to those for similar structures in the States.

The freighting of materials and supplies to advanced construction sites over frozen rivers, lakes and swamps is actually the most economical and frequently the only possible means. The assignment of field engineers, inspectors and other technical personnel to the design offices for the winter months and a winter major equipment overhaul program contribute to the maintenance of a well balanced permanent staff.

Highway construction and maintenance in Alaska presents problems found nowhere else under the American flag. The Alaska Road Commission has developed economical methods of handling the permafrost problem; roads can now be built into the most remote corners of the Territory. Perhaps one day soon the tremendous mineral and petroleum potential of the Arctic slope will justify the northward extension of the Continent's most northerly point accessible by highway.

045 - Entry

ACTIVITIES OF THE ALASKA ROAD COMMISSION

Alaska, the largest geopolitical entity under the American flag, is one-fifth the size of the United States, an area in excess of 586,400 square miles. Adequate transportation to and within this vast area is recognized as being one of the prime requisites for its development and the realization of its economic potential. Much remains to be accomplished in this field, however, rapid progress has been made during the last few years, particularly on the development of the road system.

The Alaska Road Commission, which is responsible for the construction and maintenance of highways throughout the public domain of Alaska, was founded in 1905 by Act of Congress when less than a dozen miles of passable wagon roads existed in the Territory. The Commission has since pioneered roads into all corners of the Territory and has developed a connected system of arteries that are now being improved and paved under a greatly accelerated highway program. There are now a total of 3720 miles of road in Alaska and mileage is being added at the rate of approximately 200 per year.

The principal road system of Alaska consists of a network of main roads which connect the ice-free ports of Seward, Valdez and Haines with the Interior cities and with the United States. This connected system is the northern terminus of the hemispheric highway now being constructed through North and South America. The connection between this system and the United States is by way of the Alaska Highway through the Provinces of Yukon Territory and British Columbia in Canada.

While the above describes the principal road system of Alaska, which totals 2630 miles, it by no means describes the remaining third of Alaska's highway mileage, which presently serves over three-fourths of its area. There is no connected road system, railroad or other land transportation access to this vast area, approximately one-seventh the area of the entire United States. The Alaska Road Commission, however, is maintaining and pioneering additional mileage on twenty different isolated road systems in this largest portion of Alaska. These individual road systems serve to connect developing mining, farm, industrial and inhabited areas with other modes of transportation, such as river and ocean navigation and airfields. Overland access to these areas is difficult, costly and impossible during many months of the year. Movement of equipment from the main system of highways into most of these isolated areas requires transportation over distances varying from 1000 to 5000 miles, where no overland commercial service exists. Routing by way of Seattle is often necessary in transferring equipment from the main system to these isolated road areas.

The Alaska Road Commission is an agency of the Department of the Interior, administered by the Commissioner of Roads for Alaska, with Headquarters offices at Juneau. The Commission maintains District Offices under the supervision of District Engineers at Nome, Fairbanks, Anchorage and Valdez, and similarly, maintains a Sub-District Office at Haines. The functions of the Alaska Road Commission include construction and maintenance of National Park Service highways in Mt. McKinley National Park, the second largest in the United States, and in the Glacier Bay National Monument. In addition, the Commission constructs highways, airfields, canals and similar works throughout the Territory for other agencies of the Government and for the Territorial Government. Because of the strategic location of its maintenance camps throughout the Territory, the Alaska Road Commission's furnishing of fuel, supplies, transportation and miscellaneous services to approximately 38 other agencies of the Government result in considerable savings of Federal monies.

The Alaska Road Commission recognizes the importance of free enterprise and considers the contract method to be the most efficient method of performing work under normal conditions. It is their policy to advertise for competitive bids on all work of reconstruction and paving of the principal highways and construction of major bridges in the Territory. The appropriations to the Interior Department for this work have been greatly increased since 1948 through recognition of the defense value of land transportation in Alaska. These appropriations have averaged $20,000,000 per year since 1948. During the past season, there were nineteen highway contracts and four bridge construction contracts in effect, aggregating over $40,000,000. Approximately half of the highway contracts covered grading only; the remainder covered both grading and paving with individual contracts covering approximately forty miles of road.

The construction of pioneer roads into the sparsely settled areas of Alaska, under arctic and subarctic conditions, has so far been performed by force account and hired labor methods. This procedure has been necessary in order to cope with the abnormal climatic, geographic and economic conditions.

The climatic extremes in Alaska result in sub-zero freezing temperatures at least six months each year, which restrict construction work to the short summer seasons and result in seasonal employment of crews, long periods of idle equipment, and increased mobilization costs.

The geographic conditions not experienced in normal highway construction include permanently frozen ground, termed permafrost, and the phenomenum of icing normal to permafrost areas. Permafrost underlies approximately 80% of Alaska and due to its impermeability, results in lake and swamp-covered "tundra" terrain which impedes any earth-moving activities.

The abnormal economic conditions resulting from the extreme isolation of pioneer road projects and the short construction seasons seriously affect the cost of construction. In addition, the justification of new roads on an economic basis is generally so slight that only very low standard, low-cost pioneer roads are possible. Only after the area tapped by such pioneer road begins to prove worthy of further development is it possible to improve the road to a standard comparable with the secondary roads of the States.

The three abnormal factors described above have forced the Alaska Road Commission to accomplish the pioneer construction work on a "stage" basis, whereby the work is handled by small crews utilizing principally maintenance equipment available in the area, and opening up the frozen ground as the permafrost recedes over a period of several seasons. No detailed engineering or balancing of quantities is possible since the line must be frequently altered and shifted as adjustment in the permafrost province progresses and the final road is stabilized. This "stage" construction and maintenance, as it proceeds in following years, results in deterioration of the permafrost along the right-of-way, the thawing of borrow areas and the stabilization of the sub-grade to the point where accurate engineering for improvement and reconstruction may be realistically accomplished. Such developments permit the accomplishment of the following improvement work by competitive contract, with reasonably definite time limits on the work involved and with relatively normal access to the area provided by the pioneer grade.

MAINTENANCE

Maintenance of roads and bridges in Alaska differs from similar procedures in the States principally in the handling of completely isolated sections of road and in meeting the extreme climatic conditions normal to the arctic and subarctic areas. Temperatures range from the low 30s in Southeastern Alaska to -70° in the Interior valleys. Snowfall ranges from over 900 inches annually along the coastal range to an average of approximately 36 inches in the Interior; the deep coastal snows are wet and heavy, while that falling farther inland is light and very dry.

Equipment consists of standard units such as motor graders equipped with snow wings, trucks mounting under-body blades and rotary plows such as the Hros and SnoCo. The exceptions to this fleet of standard equipment are the plows that were developed for snow removal work on Thompson Pass, located 26 miles out of Valdez on the Richardson Highway, where in one season has been encountered snowfall of 982 inches, temperatures below -50° and winds exceeding 100 miles per hour.

For work in the Thompson Pass area, four Kenworth Model 888 dump trucks of 106,000 GVW rating and carrying 20-cubic yard dump

boxes were converted into three rotary plows and one V plow. The rotaries are all Bros Model M9 plow heads, two being powered by twin GMC 6-cylinder diesels and one by an 8-cylinder Climax gas engine. The fourth truck is equipped with a specially designed Carco V blade with adjustable wings and is capable of clearing a 20-foot road in one pass. All plows are equipped with two-way low-frequency radios for constant communication with the maintenance camp located near the summit of the pass. A fleet of Allis Chalmers HD19 tractors for widening snow cuts, plus the normal winter maintenance equipment assist in this unusual project.

One of the major winter maintenance problems in Alaska is the prevention and removal of land ice. Typical of permafrost areas, this ice is formed when sub-surface drainage flowing on permafrost is forced to the surface by the seasonal frost during sub-zero temperatures. This ice soon fills ditches, culverts and highway structures and overflows the road surface, forming "glaciers" which may reach many feet in thickness and cover thousands of feet on one section of road. Constant attention must be given these areas in order to keep culverts and bridge structures open and to prevent the formation of ice on the travelled surface of the road. Maintenance steps include heating and thawing, erection of ice fences, ripping and channeling, and pre-season preventative measures to induce icing where non-injurious to the road.

Alaska is big. With an area one-fifth that of the United Stated, it is too big to lend itself to conventional summarization or generalization. In spite of the great advance of the roads in the recent years, remoteness and isolation are still the toughest factors bearing upon the economic value of Alaska's resources and pose tremendous problems for settlement and development.