

See also "Requests for Land Work  
1930 to 1944" - 14"

CLOSED

1944

See 14 -

Patents, Applications & Licenses  
of the United States

Alaska Road Commission  
Anchorage, Alaska  
August 21, 1944

Mr. Clyde V. King, Foreman  
Alaska Road Commission  
Palmer, Alaska

Dear Sir:

We have received a petition in this office for the improvement of a road leading to the Max Sherrod homestead.

Please investigate and see what is required so that you can let us know how much of a job it will be to fix the road up as requested.

Very truly yours

H. C. Edmunds  
Superintendent.

MCE/t

Palmer, Alaska,  
Aug. 16, 1944.

To Alaska Road Commission,  
Mr. M.C. Edmonds,  
Anchorage, Alaska.

Dear Sir:-

We, the following citizens of Alaska request that the road terminating at the Max Sherrod farm and joining the Anchorage-Palmer highway, be widened and improved so as to make it an all weather, all year 'round usable road. We the following people live on this road:

*R. B. Houston*  
*Mrs. L. P. Morrison*  
*Mrs. B. R. Bouwens*  
*Bernard R. Bouwens*  
*Mrs. John J. Jancke*  
*Mrs. Owen Moffitt*  
*Max Sherrod*  
*Mrs. Emil Larsh*  
*Harry S. Wimmer*  
*Mr. Douglas Sherrod*

DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
ANCHORAGE, ALASKA  
August 21, 1944

Mr. R. B. Heaston  
Palmer, Alaska

Dear Sir:

This acknowledges receipt of your letter of August 16, concerning the improvement of a road leading to the Max Sherrod farm.

I will take a look at this road the next time I visit Palmer and see what can be done to relieve the situation.

It is pretty hard to make an all weather, all year round usable road in this country, as this, so far, has been impossible on the main road but if a small amount of work will help you out, we will be glad to do what we can this fall.

Our equipment is all engaged at the present time working on the main road and it is doubtful whether we can undertake any considerable amount of work.

Very truly yours

M. C. Edmunds  
Superintendent

MCE/a

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
ANCHORAGE, ALASKA  
MAY 24, 1944

Mr. Ernest L. Olson  
Dillingham, Alaska

Dear Sir:

This acknowledges receipt of a petition signed by various residents of Dillingham and vicinity concerning the condition of the road between Dillingham and Snag Point.

Most of the roads in this area and other parts of the country have been in very poor condition this spring which is to be expected during the time that frost goes out of the ground. This condition happens on roads which are well graveled and it seems that there is very little that we can do about it.

After awhile when the roads dry up we are able to keep them up in fairly good shape but when the frost is coming out of the ground it is hard to fix them.

We have been handicapped during recent years at Dillingham, as in other fishing areas, with lack of help to do any work on the roads. When we are not able to get men to work there is bound to be some deterioration.

I understand that Mr. Herbert Nicholson will be available for a short time this spring to look after the road and am writing to him to try and fix up any bad holes which may require attention before he starts doing other work and hope that they may be fixed so that the road will be in fair shape for the remainder of the season.

Yours very truly,

M. C. Edmunds,  
Superintendent.

MCR:p

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
ANCHORAGE, ALASKA  
MAY 24, 1944

Mr. Herbert B. Nicholson  
Dillingham, Alaska

Dear Sir:

I have recently received a petition signed by numerous people in the Dillingham area asking that we try to put some gravel on the worst places on the road between Dillingham and Snag Point. With the lack of labor and scarcity of funds, we cannot expect to keep all the roads in first class condition but we should attempt to fix some of the worst holes so that car travel can pass over the road and avoid criticism.

If it is possible try to put some gravel upon the road so that the people may feel that we are trying to do the best we can under present circumstances.

Yours very truly,

M. C. Edmunds,  
Superintendent.

MCE:p

Dillingham --- Kanakanak Alaska.  
May 16 1944.

Mr. C. Edmonds.  
Alaska Road Commissioner.  
Anchorage,  
Alaska.

Dear Mr. Edmonds:

We the undersigned residents and property owners of the villages of Dillingham and Kanakanak, do respectfully petition you to have the Dillingham, Kanakanak road repaired as soon as possible. At the present time it is bearly possible to get through with an empty vehicle, there are several places, each a hundred feet long or more, that are absolutely imposible to get through with a loaded truck. The supply boats are due to arrive shortly and we will not be able truck supplies to our respective homes. The entire road is badly in need of leveling off and gravel.

The road between Dillingham and Nelsonville needs graveling badly.

Respectfully submitted,

Ernest L. Olson	
Andrew Johnson	
Chris B. Danielsen	Elizabeth Armstrong
P. T. Danielsen	Joe Ismales
Richard B. Osthaus	Murphy Luntzen
Henry J. Raehl	Wick Smith
Joe W. Larson	Edla Mergeson
Earl Malbert	Anna Peterson
Yall Rogerson	Mary Bowman
M. J. MacCall	Mary Smith
W. S. Andrew	Hattie Zimmerman
Chas. Zimmerman	Louise Anderson
Butch Smith	Laura Zimmerman
Matt Flenburg	Marna England
Laura Flenburg	Beatrice Brandon
Edith Flenburg	Louise Arney

Floyd D. Smith  
William R. Ingram  
[unclear]  
[unclear]  
[unclear]

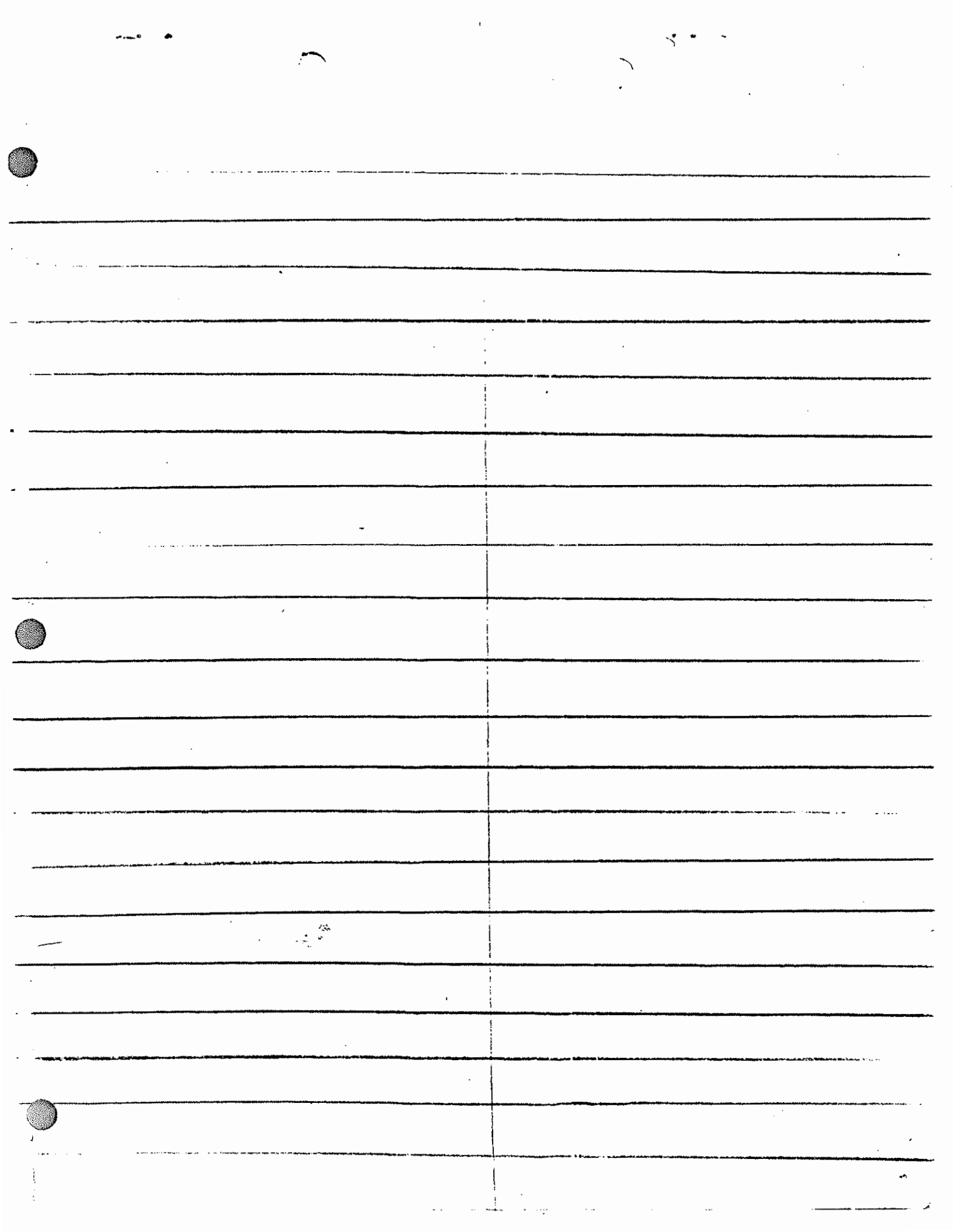
Ellen Gurtler  
William C. Gurtler  
Emma Olson  
Ernest Olson Jr.  
J. G. [unclear]  
Albert Larson

Peter Johnson  
Walter Neaddock  
Nick Johnson  
Cora Johnson

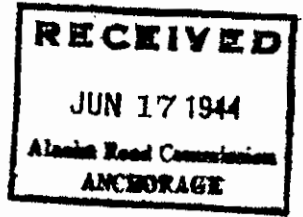
Mike [unclear]  
Jaime Pelagio  
Lucille Pelagio

Mary K. Johnson  
Lessa Wallona  
Crisa Johnson  
Martha H. Opland  
Katie Hansen  
Mary Ann Nelson  
John Nelson  
Annie Nelson  
Emma Johnson  
Thomas Nelson  
R. E. Gurtler.





Dillingham Alaska.  
April 9 1944.



Mr. M. C. Edmonds.  
Alaska Road Comm.  
Anchorage, Alaska.

Dear Mr Edmonds:

We the undersigned residents and property owners of the Dillingham Community respectfully petition you to permit the Road Commission to gravel the road from the village to the airport and a short side road. The entire length of the roads mentioned is less than one eighth mile. In addition to making these roads passable at all times for the general public's use, these roads would make it possible for approximately thirty families who live near these roads to reach their homes with their supplies.

The equipment here would be ample to do the work which we would like to have done.

Respectfully submitted:

Martin E. Olsen	John P. Mabeck
Pearl J. Danielson	Joseph F. Sorenson
Walter Nelson	Lucille Pedersen
Frank Wood	Olava Knudsen
Liva Olsen	Elizabeth Armstrong
Bertha Schroeder	Mrs. H. Vail
Ella Adhison	Red Vail
Emma Peters	Ellen Peterson
Blanche Nodden	Robert Nielsen
Allice Sawyer	Fleming Whelpley
Nina Nicholson	Kyle Becklund
Anna Jorgensen	Louise Gray
Carl E. Zehring	Floyd D. Smith
Alfred J. Oplund	Yael Rozenstein
Mrs. E. B. Zehring	Roscoe Deans
Mrs. Elin Jensen	Lyona Smith
Mrs. Lillian Jensen	Virginia Spears
Jaime Salas	Leta M. Pearson
Clyde Spears	Muriel Spear

replied  
to  
A  
similar  
petition  
May 24th  
RFE 92-R

W. M. Johnson  
Thos G. Hardinger  
Joseph T. Jones  
W. A. Olson  
L. B. Jones  
Matt Flensburg  
Thomas J. Thorsen  
S. G. Knowlton  
M. A. Addison  
Stanley F. Hill  
Elizabeth Hill  
Simons Gubla  
John G. Gubla  
Chris B. Danielson  
P. E. Walatta  
Orville A. Braxwell  
Henn. O. Smith  
Arthur G. Gubla  
Charles Simonsen

Piel Jensen  
Vick Wells  
Boice Osterhaus  
G. A. Brown  
John I. Pearson  
Anna P. Nelson  
Peter Nelson  
Mrs. Alice Braswell  
Emil Samuelsen  
Louise Anderson  
Butch Smith  
Olea Smith  
John R. Gubla  
Elych Aberg  
Edla Nerquson  
William Ingram  
Lillian Gabriel  
Anastasia Kristensen  
Mary Smith

Katie Zimmerman

Fred King

Jim Putwin

Robert Roub

Billie Owens

Elizabeth Larson

Alma Raehl

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
ANCHORAGE, ALASKA  
February 25, 1943

Mr. I. P. Taylor  
Chief Engineer, A. R. C.  
Juneau, Alaska

Dear Sir:

I am enclosing a petition received from some residents of Homer for the construction of a road up Fox River which I understand is near the head of Kachemak Bay, also copy of letter sent to the petitioners.

Yours very truly,

M. C. Edmunds,  
Superintendent.

MCE:p  
Encs

COPY

Homer Alaska  
Nov. 12, 1942

Alaska Road Commission  
Anchorage  
Alaska

Gentlemen:

WE, THE UNDERSIGNED, having homesteads in Fox River Valley, do respectfully petition for a road from near the mouth of the Fox River, extending up the valley approximately eight miles.

At the present time all supplies must be transported by packboard, which makes it impossible to transport products to market.

The formation of the land is such that a road could be made at the base of the hills on the west side of the valley with little difficulty.

Your petitioners are:

Signed: Ethel I. Kavanaugh  
Cline S. Koonz  
John Dudas  
Carle M. J. Kinzel  
Wm. A. Eklof  
O. R. Russell  
Jay G. Bibby  
Mrs. Hazel Russell  
Chaney D. Phillips

14  
Bibby



Box 230  
1942

Homer, Alaska  
Nov. 12, 1942

Alaska Road Commission  
Anchorage  
Alaska

Gentlemen:

WE, THE UNDERSIGNED, having homesteads in Fox River Valley, do respectfully petition for a road from near the mouth of the Fox River, extending up the valley approximately eight miles.

At the present time all supplies must be transported by packboard, which makes it impossible to transport products to market.

The formation of the land is such that a road could be made at the base of the hills on the west side of the valley with little difficulty.

Your petitioners are:

Esther J. Kavanaugh  
Clive S. Koons  
John Dudas  
Carl W. J. Kinzel  
W. A. & E. Bluff  
A. R. Russell  
James L. Bibb  
Mrs. Hazel Russell  
Chancy D. Phillips

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
ANCHORAGE, ALASKA  
FEBRUARY 25, 1943

Mrs. Ethel I. Kavanaugh  
C. F. A. Box 939  
Anchorage, Alaska

Dear Mrs. Kavanaugh:

This acknowledges receipt of your letter of Nov. 18th petitioning for a road to be constructed up the Fox River valley, a distance of approximately eight miles.

I regret to inform you that we are concentrating all our men and equipment on roads that are essential to army activities and that it will be impossible to build the road requested at the present time.

We are doing a minimum amount of work on roads already constructed. In the Homer District we have a small crew working during the summer months in order to take care of maintenance of the roads already constructed. The Spit Road was badly damaged during the past few months and it will keep the road crew busy making repairs to this particular road during the coming summer.

Yours very truly,

W. C. Edmunds,  
Superintendent

WCE:y



ADDRESS REPLY TO  
ALASKA ROAD COMMISSION

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

February 26, 1938

Mr. Frank Clark  
Palmer, Alaska

Dear Sir:

Receipt is acknowledged of petition signed by you and a number of other residents of Palmer requesting construction of a road from the main highway near the Matanuska Bridge to the southwest corner of Section 25.

Present indications are that funds to be made available for road work this season will be sufficient only for maintenance and no new projects can be undertaken.

However, your request will be given consideration along with numerous others when and if funds are available to undertake new work.

Very truly yours,

Ike P. Taylor,  
Chief Engineer.

IPT:IW  
CC Edmunds

14  
Petitions

ME  
WJH

ALASKA ROAD COMMISSION

Anchorage, Alaska  
Nov 12th, 1942

Mr. Ivo P. Taylor  
Chief Engineer  
Juneau.

Dear Sirs

I am forwarding a petition sent to this office from the residents of Minilchik, asking for the erection of a bridge across the Minilchik River.

With the exception of some logs which were to be hauled from the woods, and about which I have not heard of recently, all of the material for the bridge is supposed to be on the ground, but it would be out of the question for us to send anyone down there in the near future, and it is recommended that this work be postponed indefinitely.

H.C. Edmunds  
Supt.

11/21/42  
this file

14

Ninilchik  
November 2nd, 1942

We the undersigned petition the Alaska Road Commission to erect a new bridge across the Ninilchik River at Ninilchik, Alaska, for the following reasons:--

1. The present bridge is hazardous to anyone crossing on it and may result in the death or serious injury to someone if it collapsed.
2. A bridge is essential to the Community of Ninilchik as the landing field and the Post Office are across the bridge from the town.
3. Sufficient material for a new bridge is on hand in the community.
4. Approximately ten laborers are available in the town.
5. We the people of Ninilchik will assist the Alaska Road Commission in any way possible if they will consent to this petition.

K. Armstrong  
John J. Matson  
Mike Oskolkoff  
Stev Churrine  
Alex Kangin  
Leroy A. Erickson  
Mrs. Bill Kvasnikoff  
Ralph Cooper  
Mrs. Ralph Cooper  
Mrs. Alex Kvasnikoff  
Miss Pauline V. Smith  
Frank Cooper  
Joe A. Leman  
Mrs. Louie Kvasnikoff

Mrs. Joe Leman  
Mr. Chris P. Steik  
Mrs. Chris P. Steik  
Mrs. Lars A. Odman  
Elmer Kelly  
Charley Cooper  
Alfred Cooper  
Wm. Groke  
John Kelly  
Mrs. Wm. Groke  
Alex Oskolkoff  
Simeon Krasnikoff  
Sam N. Kraskoff  
Joe Leman, Jr.

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November 2nd, 1942

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K. Armstrong  
John J. Matson  
Mike Oskolkoff  
Stev Churrine  
Alex Kangin  
Leroy A. Erickson  
Mrs. Bill Kvasnikoff  
Ralph Cooper  
Mrs. Ralph Cooper  
Mrs. Alex Kvasnikoff  
Miss Pauline V. Smith  
Frank Cooper  
Joe A. Leman  
Mrs. Louie Kvasnikoff

Mrs. Joe Leman  
Mr. Chris P. Steik  
Mrs. Chris P. Steik  
Mrs. Lars A. Odman  
Elmer Kelly  
Charley Cooper  
Alfred Cooper  
Wm. Groke  
John Kelly  
Mrs. Wm. Groke  
Alex Oskolkoff  
Simeon Krasnikoff  
Sam N. Kraskoff  
Joe Leman, Jr.

Anchorage, Alaska

December 19, 1941

Mr. Clyde Spears  
Billingham, Alaska

Dear Sir:

This acknowledges receipt of your letter December 10,  
concerning keeping the road open between Snag Point and  
Kanakansk during the winter months.

I am contacting Elmer Nicholson and will have him attend  
to this work.

Very truly yours,

H. C. Edmonds  
Superintendent

MCE:ls

Anchorage, Alaska

December 19, 1941

Mr. Elmer Nicholson  
% Sergeant Oakley  
Anchorage, Alaska

Dear Sir:

A request has been received from Mr. Clyde Spears at Dillingham, that the road between Snag Point and Kenakauak be kept open during the winter months assuming that this road will not require to be ploughed out many times during the course of the winter. I have informed Mr. Spears that I would get in touch with you and make arrangements so that the road be kept open.

We will try it out this wintertime and see how much of a job it is to keep the road open.

Very truly yours,

M. C. Edmunds  
Superintendent

MCE:ls

Dillingham, Alaska  
December 10, 1941

Mr. M. C. Edmunds,  
Alaska Road Commission,  
Anchorage, Alaska.

Dear Mr. Edmunds:

In view of the dire national emergency which now exists and in view of the fact that the Dillingham-Kanakanak Communities are strategically important as communication centers, would it be possible for you to make arrangements whereby we could have the road between Dillingham and Kanakanak kept open this winter?

We have a radio station here in Dillingham and the Army Signal Corps has a station at Kanakanak. If one of our stations went out of commission we should be able to reach the other in the shortest possible time.

Elmer Nicholson is now in Anchorage, but he expects to return home soon. If you could give us any assistance, you could contact Elmer through the Bristol Bay Air Service.

We sincerely appreciate your kind considerations in the past and hope that you can help us now.

Very truly yours,

*Clyde Spears*  
Clyde Spears

CS/mrs

23  
928

Department of the Interior  
ALASKA ROAD COMMISSION  
Anchorage, Alaska.

September 22, 1941

Mr. C. H. Steiner,  
Chief Clerk, Alaska  
Assembly, Alaska

Dear Mr. Steiner:

In reply to your letter of September 16 enclosing a letter from the Anchorage Chamber of Commerce concerning the extension of the Campbell Creek road to Mile 105 on the Alaska Railroad.

We are planning on extending the Campbell Creek road the distance of one and one-half miles this fall. We started this road about two years ago and so far have only been able to build about one-half mile of road. There is always so much to do in the summer time without equipment and funds limited making it hard to build the secondary roads without neglecting other work which should be done on our roads.

This has been particularly true during the past few years when we have been called upon to build many roads for the C.A.A. and the Army during the latter part of the season.

The petition calls for the building of four miles of road but according to the way it would take six miles of road to serve the petitioners. Inasmuch as it has taken us such a long time to get around to the Campbell Creek road it is very doubtful whether we would be able to undertake the construction of the additional four miles that will be left to construct after this season's work is completed, especially in view of the relative importance of the roads.

Most of the contemplated in the petition have filed an immediate objection to the Alaska Railroad but so far very little work has been done towards developing the highways.

Without making a detailed survey, which is as not possible to do at this time, I would estimate that it would cost between \$25,000.00 and \$30,000.00 to construct the road after this season's work to Mile 105 on the Alaska Railroad.

Very truly yours,

RCS/BN  
CS House

R. C. ZIMMERS  
Superintendent



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

September 16, 1941

Mr. M. C. Edmunds  
Superintendent, A. R. C.  
Anchorage, Alaska

Dear Sir:

There is enclosed herewith copy of petition  
for road construction in the vicinity of Campbell Station.

Please let us have a report concerning  
this, including the probable cost.

Very truly yours,



G. H. Skinner  
Chief Clerk

Enc.

14  
11/1/41

ANCHORAGE CHAMBER OF COMMERCE

Anchorage, Alaska  
Aug. 4, 1941

Alaska Road Commission,  
Juneau, Alaska.

Gentlemen:

We are enclosing a petition signed by twelve people, requesting that the Campbell Creek road be extended to mile 105 on the Alaska Railroad. This extension would be approximately four miles in length.

We had a meeting of the Chamber of Commerce this date and a resolution was passed endorsing this petition, and we respectfully request that your body give this all possible consideration.

This would be of great benefit to the people who live on homesteads in this vicinity and would open up further grounds for settlement, also for timber cutting and wood supply.

There are so many reservations around Anchorage at the present time, we are experiencing great difficulty in securing timber and wood.

Thanking you for any consideration you see fit to give this matter, we are

Yours very truly,

ANCHORAGE CHAMBER OF COMMERCE

BY: /s/ R. S. Bragaw  
Secretary

C  
O  
P  
Y

To the Alaska Road Commission  
Juneau, Alaska.

We, the undersigned, all being homesteaders or land owners in the vicinity of Campbell Station near Anchorage, Alaska, respectfully request you to extend the present Campbell road to mile 105 on the Alaska Railroad. The proposed route is as follows: Beginning at the present terminus of the Campbell road, which is at the N. W. corner of the N. E. quarter of Section 36 of Township 13 North, Range Four west of the Seward Meridian, thence Eastward one-half mile, thence Southward one mile to the Township corner, thence Southward and Eastward to mile 105 on the Alaska Railroad.

This extension would be approximately 4 miles in length.

This road would give a means of travel to us and would open up more land for settlement.

Signature:

Located on

Glen E. Fischer

o o o o o o o o o o

Fred O. Fischer

George Caras

Wm. J. Scott

Nels Axel Johnson

Jay Russell

E. Sperstad

Ann Hauge

Chris Peppademeteo

Fred C. Fischer

Nolan Hamm

Howard Estelle

C  
O  
PY

Department of the Interior  
ALASKA ROAD COMMISSION  
Anchorage, Alaska

July 28, 1941

Mr. Ike P. Taylor,  
Chief Engineer, A.R.C.,  
Juneau, Alaska.

Dear Mr. Taylor:

I am forwarding a petition for the construction of a road leading from Kasilof to Kenai, which has been sent in to this office, one copy addressed to you and one to Mr. Hesse and one to myself. I am also enclosing a copy of a letter acknowledging receipt of the petition.

I understand that about 4 miles of road has already been constructed from Libbey's cannery to the wharves at Kasilof to facilitate the moving of fish from the fishermen who live in this area and who fish between these two points.

I have forwarded Mr. Hesse's copy direct to him without any comment.

Yours very truly,

M. C. EDMONDS,  
Superintendent

MCE:8

14

Department of the Interior  
ALASKA ROAD COMMISSION  
Anchorage, Alaska

July 28, 1941

Mr. Munrad Olsen,  
Kasilof, Alaska.

Dear Mr. Olsen:

This acknowledges receipt of your petition dated July 9th, 1941 asking for the construction of a road following the beach from Kasilof to Libbey's cannery at Kenai.

This petition is being forwarded to the Juneau office for their consideration and your letter will be answered from there.

Yours very truly,

M. C. EDMUNDS,  
Superintendent

MCE:8  
cc - Juneau

PETITION FOR ROAD FROM LIBBY'S CANNERY ON THE KENAI RIVER, TO KASILOF AND CONNECTING WITH THE KASILOF ROAD.

G. W. Edmonds  
Supt. Alaska Road Commission  
Anchorage, Alaska

Kasilof, Alaska  
July 9, 1941

We the undersigned residents of Kasilof and Kenai Vicinity, do hereby petition you to use your influence and authority in the most effective manner to obtain the necessary state approval to construct a road paralleling the beach from Kasilof to Libby's cannery on the Kenai River approximate distance being ten miles.

I. The importance of this project.

- (a) To aid farmers at Kasilof in distributing their farm produce to sill netters, Libby's cannery and Kenai.
- (b) The assurance of delivery of sill net fish to the cannery where as many times due to storms the fishermen cannot make their deliveries to the scows.

II. Number of people served by this proposed road.

- (a) Ten to fifteen farmers would benefit by making this market accessible.
- (b) The salmon caught from approximately fifty sill netters would be transported over this road to the cannery.  
(Above sill netters are all residents of Kasilof and Kenai)
- (c) Around 400 people in these two localities would be benefited in various ways.

III. Construction of road.

- (a) This road would not be difficult to construct due to high well drained ground next to the beach.
- (b) No streams larger than culvert size.

NAAMES

*Monrad Olsen*

ADDRESS

*Kasilof*

*Ray Olsen*  
*Mrs O. H. Tiede*  
*John Canon*  
*O. E. Tiede*  
*H. P. Jensen*  
*Walter Buckinler*

*Kasilof*  
*Kasilof*  
*Kasilof*  
*Kasilof*  
*Niccolichits*

Conrad Peterson  
Joe L. Oskolkoff  
Jack L. Oskolkoff  
Isaac P. Shadrin  
James A. Minnow  
Alex Johansen  
G. F. Johansen  
C. D. Crocker  
H. H. Oskolkoff  
Larry Oskolkoff  
Joe Oskolkoff  
Othman Kooly  
E. A. Anderson  
Mary Kooly  
John Sandwich  
Harry Heckel  
Edward Ladd  
A. L. Merriell  
W. J. Berg

Kenai  
Ninilchik  
Zouichuk  
Kenai  
Kenai  
Kenai  
Kenai  
Kasilof  
Ninilchik  
Ninilchik  
Kenai  
Kenai  
Kenai  
Kasilof  
Kasilof  
Kasilof  
Kasilof  
Kenai





John Consiel  
Alex B. Franck  
Mrs. John Consiel  
Sig Lindgren

DILLINGHAM IGLOO NO. 28  
PIONEERS OF ALASKA  
DILLINGHAM, ALASKA  
OFFICE OF THE SECRETARY

JUNE 16th.1941.

Mr. Edmunds  
Anchorage, Alaska.

Dear Sir:

This is being written in some haste so please excuse the brevity, you will no doubt recall the request I sent you a year ago that something be done on that little strip leading from the hospital straight to the beach,

Jack Bourges told me you had given your consent that he go ahead with it but he was unable to get around to it on account of the amount of work to be done around the hospital, last night I asked Elmer Nicholson if you had notified him regarding the matter, he told me he had had no word from you hence this little reminder Mr. Edmunds, hoping you will give the go ahead signal on something that is needed very badly, I will co-operate as much as it is in my power to help the good work along.

Very truly yours,



Thos. F. Gardiner

112N

Department of the Interior  
ALASKA ROAD COMMISSION  
Anchorage, Alaska

June 25, 1941

Mr. Thomas P. Gardiner,  
Dillingham, Alaska.

Dear Mr. Gardiner:

In reference to your letter of  
June 16th concerning the extension of the road near  
the hospital at Kanakanak.

I have informed Mr. Nicholson  
that he is authorized to do this work, provided  
that he has taken care of other projects for several  
various people in the locality.

We have been trying to fix up  
the road to Nelsonville and the one to the Scandinavian  
Cannery for some years, but due to helping out other  
departments of the Government, this important work  
has been delayed and I have instructed Nicholson  
that these two projects must be completed before he  
starts on work which is more or less private, and  
benefits only one or two persons.

Yours very truly,

M. C. EDWARDS,  
Superintendent

MCE:3

cc - Mr. E. Nicholson

Department of the Interior.  
ALASKA ROAD COMMISSION  
Anchorage, Alaska

June 7, 1941

Mr. Frank H. Waskey,  
Aleknagik, Alaska.

Dear Mr. Waskey:

This acknowledges receipt of your letter of June 3rd asking for the use of Road Commission equipment to build a branch road from the Wood River road to your warehouse.

I will instruct our man in charge to do this work for you at some convenient time, with the understanding that you are to pay all the costs. While we are permitted to rent our equipment for use on road work, we are not permitted to rent it to people for other purposes, therefore, I am sorry that we can not dig up the plot of ground you wish for a garden.

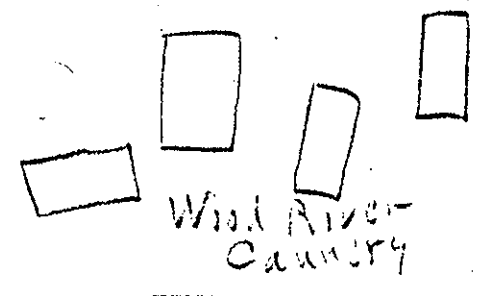
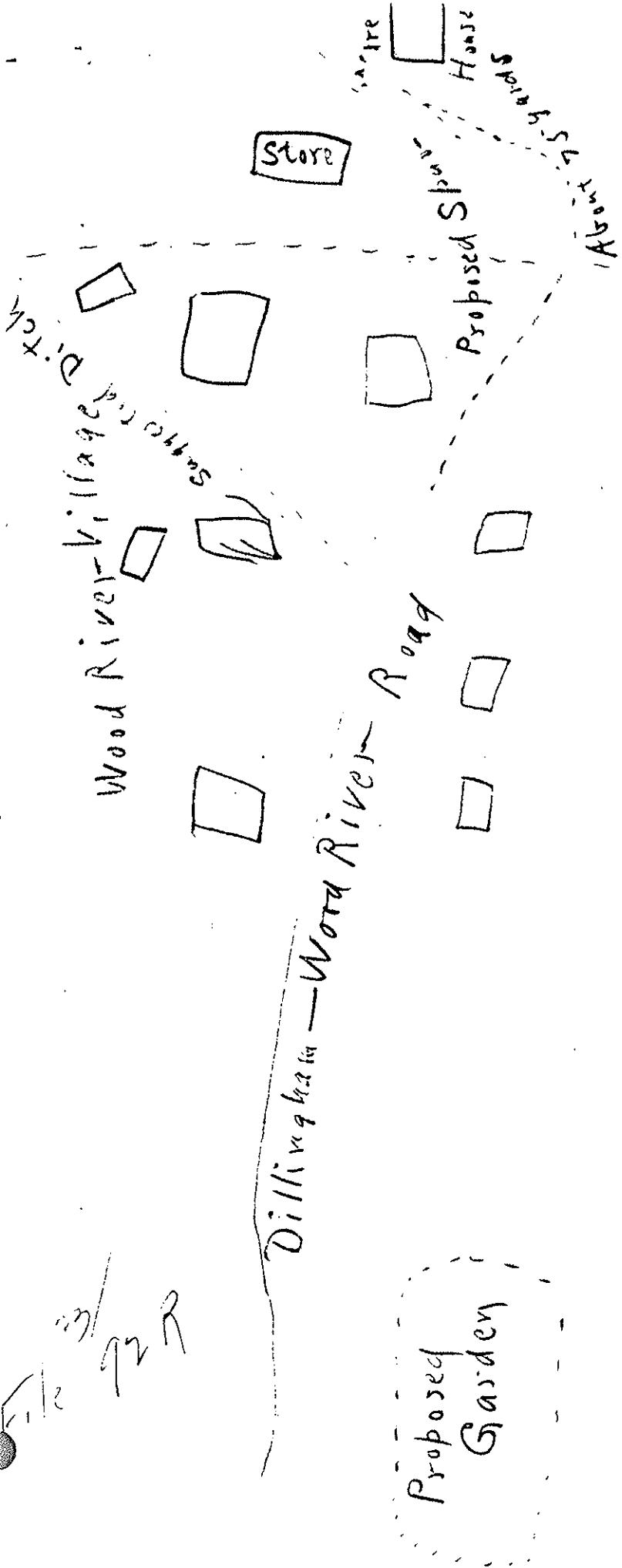
We expect to maintain the entire road from Kanakanak to Wood River and the portion of the road you mention will be taken care of by our crew the same as the balance of the road.

If I have an opportunity to come to Dillingham this summer, I will look you up and we can have a talk about the old times.

Best Wishes,

Sincerely,

M. C. EDMUNDS



Edge of Hill

File 112  
92 R

FRANK H. WASKEY

*Fine Furs*

ALEKNAGIK, ALASKA, June 3, 1941

Mr. Chris Edmunds,  
Alaska Road Commission,  
Anchorage, Alaska.

Dear Mr. Edmunds :

During the summer months, the writer runs a small trading post at Old Aleknagik, just above the Wood River Cannery of the Alaska Salmon Co. I am desirous of grading and gravelling a spur of about seventy five yards from the present road to my warehouse on the beach, as per rough sketch enclosed.

If at a convenient time for your work in this section this summer, I could secure the use of the A.R.C. Bulldozer and your driver, I will gladly pay the Commissions charges therefor. And also pay for the gravelling the spur after grading. *OK*

If it is possible for you to accommodate me as above, I would like also, if time and conditions permit, to secure the use of bulldozer and driver for another day, to dig up a plot of ground, near the road about two hundred yards west of the village, for a garden. *10*

During the past month there has been considerable traffic over the road between Wood River, and Dillingham and Kanakanak.

Recently, I asked Jesse Palagio, who operates 4 Taxis out of Dillingham what percentage of his business was over the road to Wood River. He assured me that much more than half of his business was to and from Wood River. Several of the others operating Taxis also compete for the Wood river Business. Matt Flensburg bases his Waco plane at Wood river, as Shelter is always to be had there and all Dillingham and Kanakanak Bound planes, when the river is rough at those two points come to Wood river to land and load their passengers.

Palagio, Flensburg and Martin Olson have brushed the road in a number of places early in the season. Now that it is dry, the road is in fair shape. When the rains start again, it will be difficult going over four or five short stretches. As the Wood river cannery is not operating this summer, during the canning season, there will be little traffic, altho the road is always a convenience to many.

But from July 25th to September 30th or later, there will again be twenty or more families resident at Wood river.

These folks and their visiting friends do a surprising amount of travel back and forth to Dillingham and Kanakanak .

Also during the stormy fall weather, practically all of the gas boats from interior , down river, and westward points, anchor in Sheltered Wood River and transact their business in Dillingham by plane and truck .

The writer and others earnestly trust that needed maintenance work may be done on the Wood river road during June or July .

Should you come to Dillingham this summer, I hope to have an opportunity to talk over old times with you, and incidentally tell you of my placer prospects up the Mulchatna.

You no doubt have heard that the old Aralik River and Good News sections are steadily if slowly showing up new creeks.

I am told that even old Butte Creek, showed some good bench ground last fall.

Fearing a repetition of conditions during 1917 and 1918 , when I tried to work a lease on Willow Creek at Marshall, I am going slow on my Mulchatna ground.

But if our benevolent Uncle Sam , keeps on paying \$35.00 for the yellow metal, I hope despite its distant location to once more open up a coarse gold creek.

With Kindest personal regards,

I am,

Truly,

*Frank H. Warkley*

ADDRESS REPLY TO  
ALASKA ROAD COMMISSION

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

January 23, 1941

Mr. M. C. Edmonds  
Superintendent, A. R. C.  
Anchorage, Alaska

Dear Sir:

There is enclosed a copy of reply to a petition from Ouzinkie for three miles of road thru the village and to Monks Lagoon.

I do not know whether anyone from your office has ever visited this location and unless you have definite information as to the probable location of the road and the type of ground it will cover, it is requested that at the first opportunity an investigation and report be made. If you do not expect to get down to that territory this spring, it might be desirable to have Carl Johnson make a trip to Ouzinkie—if the work at Kodiak is completed in time—before he returns to Anchorage.

Very truly yours,

  
Ike P. Taylor  
Chief Engineer

Enc.

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DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
JUNEAU, ALASKA

January 23, 1941

Mr. G. S. Gugel, and others  
Cuzinkie, Alaska

Gentlemen:

Receipt is acknowledged of a petition dated November 25, signed by various residents of Cuzinkie requesting the construction of approximately three miles of road.

In view of the many requests for road construction and improvement and due to the limited funds available for road work in Alaska, I believe it is very unlikely that the work you request could be undertaken during the coming summer. However, at the first opportunity an investigation will be made with a view to determining just what is required in the way of road work and the probable cost.

Very truly yours,

Eke P. Taylor  
Chief Engineer

CCM

United Fishermen of Alaska, Kodiak, Alaska  
Mr. Hesse, Juneau  
Mr. Edmunds, Anchorage

ALASKA ROAD COMMISSION

Anchorage  
February 6th, 1941

Mr Carl Johnson  
General Foreman  
Kodiak

Dear Sirs

The Juneau office has received a petition for the construction of three miles of road from Ousinkie to a place called Hanks Lagoon.

In case I do not get down to Kodiak before you get thro with the widening of the road to the Navy Base, I wish you would arrange to make a trip to Ousinkie at some convenient time and make a report on this project.

The main things we want to know about the project is as follows:

1. The distance of the road.
2. What the construction of it would entail, whether it is grading work, swampy ground, the kind of timber growing on the location, if any.  
What facilities and equipment are available for doing the work.
3. What the estimated cost of the work would be.
4. The best way to get the work done, and if labor would be available and at what time it would be best to do the work.
5. If any equipment is available, what the prospect is of being able to rent it, and at what figure.
6. The number of people that would be benefitted by the building of the road, and whether you would consider the construction justified.

Yours very truly

M.C. Edwards  
Sup't

C.C. Juneau

The name of the storekeeper at Ousinkie is Mr Grimes.  
The petition originated with the "United Fishermen of Alaska", at Kodiak.

Kodiak, Alaska

Mar. 17, 1941.

Mr M.C. Edmunds  
Supt. A.R.C.  
Anchorage, Alaska

Dear Sir:

I left Kodiak for Uziukie with Jack Benson of the Game Commission arriving there at noon March 14<sup>th</sup> and returned to Kodiak in the afternoon of the 16<sup>th</sup>.

After a stay of a couple hours in the village of Uziukie we went down the coast three or four miles and camped. From the camp I walked to Monks Lagoon and back over most of the way to Uziukie.

The distance between Uziukie and the Lagoon scales 5 miles on the chart and would require about 6 miles of road.

There are some short swamps and small creeks to cross but most of the route is covered with spruce timber up

to 3 feet in diameter. The timbered part is very rough, one high knoll after another, and from the looks of the shore line which is high and rocky, these knolls may have solid rock close to the surface.

The Lagoon is at the south end of the island and as a high range of hills cross the island from north to south and from one half to one mile from the the shore the road would have to be located between the hills and the shore line.

To construct the road would entail heavy clearing and grading and for a passable auto road would cost at least five thousand dollars per mile.

There is no road equipment of any kind in Uziukie. Some labor may be had after the fishing season

I talked to the head of the Fishermen's Union in Kodiak and learned he had never been in Uziukie but still maintained they should have a road because roads are being built in other

sections of the Territory. His only other argument was that there was nothing but green timber for fuel around Uziukie and plenty of drift wood in Monk's Lagoon that could be hauled over the road.

— needless to say this wood can be towed in by boat —

There are a couple hundred persons living in Uziukie and a monk lives at the Lagoon. No sign of anyone living between the two places.

To construct the road would benefit the people of Uziukie to the extent of having a road to joy-ride over and in my opinion is not justified.

Yours very Truly

Carl Johnson  
Foreman

ALASKA ROAD COMMISSION

Anchorage  
March 27th. 1941

Mr Ike P. Taylor  
Chief Engineer  
Juneau

Dear Sirs

In answer to your letter of January 23rd, concerning a petition from Ouzinkie for 3 miles of road thru the village to Monks lagoon.

Carl Johnson, our foreman at Kodiak, investigated this project and reports as follows:

\* I left Kodiak for Ouzinkie with Jack Benson of the Game Commission, arriving there at noon on March 14th, returning to Kodiak in the afternoon of the 15th.

After a stay of a couple of hours in the village of Ouzinkie we went down the coast three or four miles and camped. From the camp I walked to Monks lagoon and back over most of the way to Ouzinkie.

The distance between Ouzinkie and the lagoon scales 5 miles on the chart and would probably require 6 miles of road.

There are some small swamps to cross, probably 100 yards all told, and some small creeks to cross, but most of the route is covered with spruce timber up to three feet in diameter.

The timbered part is very broken up and rough, one high knoll after another, and, from the looks of the shore line, which is high and rocky, it is believed that rock is pretty close to the surface of the high places.

The lagoon is at the south end of the Island, and as a high range of hills cross the Island from North to South and from one half to one mile from the shore, the road would have to be located between the hills and the shore line.

To construct the road would entail heavy clearing and grading, and, for a passable auto road it is estimated that it would cost at least five thousand dollars per mile.

There is no road equipment of any kind available at Ouzinkie, some labor may be had after the end of the fishing season.

I talked with the head of the fishermen's union in Kodiak and learned he had ~~never~~ never been in Ouzinkie, but still maintained they should have a road because roads are being built in other sections of the Territory.

" His only other argument was that there was nothing but green timber for fuel around Ouzinkie and plenty of drift wood in Monks lagoon that could be hauled over the road.

Needless to say this wood could be towed in by boat at favorable periods.

There are a couple hundred persons living in Ouzinkie and a monk lives at the lagoon. No sign of anyone living between the two places.

To construct the road would benefit the people of Ouzinkie to the extent of having a road to joy-ride over and in my opinion is not justified"

Under these circumstances it is apparent that the expenditure of funds on this work is not merited.

Yours very truly

M.C. Edmunds  
Sup't.

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

February 10, 1941

Mr. M. C. Edmunds  
Superintendent, A. R. C.  
Anchorage, Alaska

Dear Sir:

Reference is made to your letter of January 27 enclosing a petition about the Kodiak garbage road.

Last summer Mr. Hesse advised Warren Taylor that nothing could be done on this project until right of way was obtained along the most favorable location.

I believe your reply to the petition covers the situation and I am not writing directly to the petitioners. It is noted that Warren Taylor signed the petition and he should realize that the petition is unnecessary as the only obstacle to the construction of the road is the matter of right of way, since Mr. Hesse indicated in his letter to Taylor that he would be willing to put up the money for the road if the right of way were made available.

Very truly yours,

*Ike P. Taylor*  
Ike P. Taylor  
Chief Engineer

CC Mr. Hesse

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WJN

ME



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

February 24, 1941

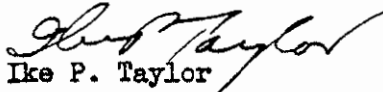
Mr. M. C. Edmunds  
Superintendent, A. R. C.  
Anchorage, Alaska

Dear Sir:

Reference is made to your letter of  
February 19 enclosing petition from Mountain View  
Addition together with copy of your reply.

You are correct in your statement that  
it will not be the policy of the Road Commission  
to provide what amount to City Streets for the residents  
of these Additions. I believe that your letter  
fully explains this attitude.

Very truly yours,

  
Ike P. Taylor  
Chief Engineer

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ALASKA ROAD COMMISSION

Anchorage  
February 27th, 1941

Mr Ika P. Taylor  
Chief Engineer  
Juneau

Dear Sir:

In reference to your telegram of the 26th, concerning the proposed road to connect the City of Anchorage with Richardson field referred to in my letter of December 27th, 1939.

The situation in regard to this project at the present time is that, as anticipated, the City is unable to make any satisfactory arrangement with the land owners, and would have to recourse to legal means to get a right of way if the road is extended along Fourth Avenue.

It is now suggested that instead of coming along Fourth Avenue that the road connect with Fifth Avenue, where a road is already constructed past the Aviation field being a portion of the main road to Palmer.

The changing the location from Fourth Avenue to Fifth presents some engineering problems which preclude the locating of the road along "K" street, principally on account of a high bluff which swings in close to fifth Avenue at the point where the road would take off, and other plans are now being considered to build the road along the bench in a Northerly direction instead of running straight North along "K" street.

The changing of the road will still necessitate obtaining right of way thru private property, until a survey is made the land that will be required is not known- whether the land owners will be more cooperative or not remains to be determined- it is assumed that it will still be up to the City authorities to obtain necessary right of way.

In the meantime I am going to look into the situation so that I can advise you as requested in your telegram of the 26th, concerning construction costs, and will send you a telegram this afternoon after investigating the proposed location on the ground concerning estimated costs of building the road.

Yours very truly

M.C. Edmonds  
Sup't.

ALASKA ROAD COMMISSION

Anchorage, Alaska  
February 18th, 1941

Mr Joe P. Lucere et al.  
Mountain View, Anchorage

Dear Sirs

This acknowledges receipt of a petition sent in by yourself and other persons living in the "Mountain View" subdivision, East of the Anchorage Aviation field, to have the streets in the subdivision graded and gravelled in the near future.

While the necessity of your streets being graded up and gravelled is acknowledged, it is not felt that this is a responsibility of the Alaska Road Commission.

It is felt that persons living in subdivisions are somewhat in the same class as persons living in towns- people in incorporated towns are taxed in order to take of their needs, such as roads, sewers water and light service etc, and the Alaska Road Commission is not permitted to do work within the city limits.

While the Mountain View subdivision is not within the city limits of Anchorage, the situation is practically the same, except that you are not incorporated, you have the same problems as the people in the townsite.

The building of streets and their maintenance, whether a town is incorporated or not, is not permitted with our funds, therefore I regret I am not able to do anything for you.

Respectfully

H. C. Edmunds  
Sup't.

cc: JAMES

WJN

ALASKA ROAD COMMISSION

Anchorage  
February 19th, 1941

Mr Ike P. Taylor  
Chief Engineer  
Juneau

Dear Sir:

I am forwarding a petition received from the residents of the "Mountain Home View Subdivision", located approximately three quarters of a mile East of the Anchorage Aviation field, asking to have the streets of the subdivision graded up and gravelled, and a copy of my reply thereto.

They claim that ninety two homes have been erected, that children have to come to Anchorage to school, that household necessities have to be delivered to their homes continuously, and that the men have to travel back and forth to work on the airbase project.

While the residents of the local subdivisions have mostly been in difficulties during the storm about ten days ago, obtaining no help from the Alaska Road Commission in opening up their streets, there is going to be a terrible mess later on in the spring, when the ground begins to thaw.

At this time, no doubt, there will be frantic calls and demands made for assistance, not only from this one subdivision, but several others located South and East of town.

With the extra traffic in this vicinity, we will have our hands full with the main roads in the spring- it has been nip and tuck the past few years keeping the roads open during the breakup- we used two different routes and a detour last spring to travel between Anchorage and Whitney, and conditions are going to be much more severe this year than at any previous time.

Even if we were authorized to do some work for these people, which I understand we are not, it would be impossible for us to do anything at a time when we have our hands full keeping the main arteries open.

While no doubt you understand this situation, I am commenting upon it at this time so that I may be advised in time in case there may be some change in the policy of not doing any work for persons living in subdivisions outside the town limits.

While the petition states that a number of homes have been built, the majority of the houses observed seem to be mostly shacks.

Yours very truly

M.C. Edwards, Sup't

WJW

Anchorage, Alaska  
January 17th, 1941

PETITION.

The Alaska Road Commission

Sir:

We, the undersigned, respectfully petition your department to grade and gravel the streets in the Mountain View addition to the City of Anchorage, Alaska, and in support of this petition we represent that we are bona fide residents of such addition, that ninety two homes have been erected and are now occupied, principally by families; that the present condition of the streets are such that it is an unnecessary effort to secure deliveries of household requirements, and is inconvenient for children attending school and for adults to reach the bus line and we recommend that an early effort be made to relieve this condition.

Respectfully submitted

Joe. P. Lucero  
Edmund Samve  
O. Stanley Tollfson  
Peggy Le Blanc  
Leon F. Le Blanc  
Henry O. Hansen  
John A. Vancouver  
Ethel A. Ross  
Dan S. Ross  
Kay Westoner  
Roy F. Turner  
Thelma Sauve  
Mary J. Baehm  
Joseph F. Baehm  
Ora Gans Collier  
Ernestina Adams  
M.E. Edmonds  
Mrs Simon Hebert  
Nellie Edmonds  
A.R. Wassenkan  
Thelma Wassenkan  
Norene Lucero  
L.N. Sprague  
Mr Torbergson  
Mrs  
Norman G. Lange  
Ann Lange  
Lorraine Cuendet  
Lamon Bayle

Clara Rosen  
James Rosen  
Frank R. Vaile  
Rita Hamlin  
Roy Hamlin  
Earl Petrie  
Mrs M.E. Petrie  
Willis K. Larsen  
Myrtle M. Larson  
Mr Lawrence Hutchings  
Ida J. Hutchings  
Alex Jourdain  
Ellen Jourdain  
Mr W.H. Darch  
Mrs W.H. Darch  
Eva Starbard  
Roy Starbard  
Velda Starbard  
Roy Starbard Jr  
Vera Warehime  
Guy  
Mrs S.P. Garton  
Marie Struthenberg  
Lowell R.  
Miles T. Burrell  
Henry Beyer  
H.L. Godard  
Leon L. Dudley  
Mrs Douglas Pranzitz

Douglas Pranzitz  
Mrs Ken.L. Pranzitz  
Ken L.  
F.D. Hancock  
J.T. Wallace  
Mrs F.D. Hancock  
Betty Miller  
Joe M.V. Miller  
Frank Rowley  
Stanley L. Rinehart  
Edith C. Rinehart  
Mr Herman Black  
Mrs  
Peggy Foster  
Eugene Foster  
Simon Dlafert  
Warren Adams  
Alvin J. Collier  
Roy L. Slyter  
W.F. Delap  
Howard L. Beebe  
E.W. Hall  
Andrew A. Bandy  
Dale Pierce  
Arthur J. Flatt  
Dolly Rose  
Elsie M. Stanton  
Donald J.

Neva Stiles  
Carrol  
Rolls L. Kintz  
Mrs Edwin Bobrofski  
E. A.  
Ester Hanson  
Dan McCullough  
Mrs Dan McCullough  
This C. Price  
Rob't H. Romig

KODIAK PETITION Sheet No. 2.

Signers.

Ray Dell  
Mrs Ray Dell  
Alf Madsen  
Arthur L. Beck  
H.H.Lander  
Barley G. Barton  
Mrs J. Laughran  
Nick Lehr  
Alf Forgransen  
Mrs Alfred Liam  
Bill Morgan  
Mrs Ita Morgan  
Mrs Ben Kraft  
Mrs H.F.MacDonald  
H.F.MacDonald  
Harry Morrison  
Mrs Una McDonald  
Angel Valensucha  
S.H.Sears  
Rudolf Wukstrom  
Herman Felder  
Geo. E. Waterman  
Chas F. Toback  
Dallas N. Hoglan  
C.H.Johnson  
Charley Cook  
Henry J. Horn  
Ray Martin  
Tom Grenin  
M.J. Coon  
Jack Mosen  
Tim P. Gilmore  
Clark Odekirk  
Harry H. Farmer  
O.E.Olsen  
Fred Folberg  
E.J.Gustafson  
C.B.Warren  
Carl Heyts  
T.J.Clark  
Jack Cousens

Oscar Sackerson  
Mrs Scott Stream  
Scott Stream  
Alvin J. Moore  
Isaac Hubley  
B.H.Vigas  
Donald Heaton  
Herna Formson  
R.F.Snyder  
G.L.Sherman  
Wm Hardin  
Jesse Nelson  
Chas D. Hopp  
Cliff Sumerlin  
S.B.Thorshelm  
Bill Wynkoop  
Enoch Uniler  
Andrew Petersen  
Mrs Andrew Peterson  
Eli Matrokin  
Mrs "  
Lrocul Sears  
Mrs A. Liets  
Oscar Nelson  
Mrs "  
F.A.Feraman  
Sig Krogetad  
Louis Jensen  
Freda Blinn  
Marvin L. Larsen, Jr.  
Cecil E. Helsel  
Kelly Orgaroff  
Ed. Mosen  
Elvin Allensten  
Ralph Hansen  
Karl Brunstad  
Edward Getty  
Chas G. Naughton  
Emma Naughton  
Floyd Garner  
Joe Tyler  
Jurig Swan

C.Sillethmon  
Sid W. Old  
Tom Williams  
Harry A. Hank  
Steve Harneys  
Vera Pierce  
Wayne Walclup  
Mary Wilson  
Raymond Cole  
Barbara Demidoff  
Real L. Larsen  
Wilton White  
Daggar Hansen  
William Frame  
Clayton Deland  
Walter Otto Kraft  
Wm Miller  
Louie Thompson  
W.A.Thomas, Sr.  
R.V.Kotoff  
Martin Gabrielson  
Emil Knudsen  
John Hubley  
John Thevik  
Jack Allman  
Frank Marshall  
Jessie Marshall  
Clarence W. Selig  
Warren A. Taylor  
Gene D. Hotavitsky

It is noticeable that Erskine and his employees have not signed this petition, neither has Dr Johnson.

L

PETITION  
TO THE  
ALASKA ROAD COMMISSION

We, the undersigned residents of Kodiak, Alaska, respectfully submit petition for the following road work, which is outside the corporate limits of the town of Kodiak; namely, an extension to the present Mission road to and thre the homestead of C.E. Bryan.

This road is needed to serve the homesteader and further serve the town of Kodiak because it is contemplated to locate the city dump at the end of the road requested in this petition

NORMAN Nebbe

Jess Blinn

J.W. Judge

E. Bakke

Jack Graham

Al Manihant

E. Mejnusen

Gee. Magnusen

Nicholas Duff

R.H. Chadwick

Carl W. Pajoman

Harry Neryen

Talmage L. Smith

Frank M. Herman

R.J. Lee

C.W.Hinds

S.W. Burdman

L.R. Bemis

Robert Mahle

Charlie Marchall

R.E. Naughten

C.E. Alexander

Jack Olsen

Fred A. Henton

W.E. Hansha

H.G. Date

J.N. Rhodes

G.A. Robinson

Julian S. Ash

F. Latitonen

Ben Kraft

Chas M. Holden

W.A. Andersen

Alfred Lian

Clarence H. Freeman

Lionel Shuravloff

Midge Long

Karl Armstrong

H.F. Polter

Mrs O. Mahle

R. Gillis

Walter Panamaroff

Victor Norton

Anton Kvas

Emmet P. Conlin

W.E. Japman

G.W. Nielsen

G.A. Phillips

Wm H. Hollier

Fritz Morrison

Arkadie Pestrieff

Wile R. Kapp

Stanley C. Gray

Julien Morrison

C.P. Haugen

Fred Mahle

John Blom

Mrs Fred Mahle

K.C.L. Carlson

Ben Guytness

Sally King

Shirley George

G.D. Daally

Sterling Alfred

John M Brodikorb

A.H. Buseby

Stuart H. Mickels

Newt Ingersoll

Nels Lantz

Dan McCall

D.B. McKinlay

Joe Anderson

R.J. Leendertsen

Jack Liptrap

Mrs Jack C, Liptrap

Harry T. Becker

A. Morrison

Mike G. Putselos

Harry Brown

J.M. Steffgen

Jorgen Felduska

Christine Larsen

Seth Fersgren

Andrew Torland

R.C. King

C.R. King

Mrs C. King

Mike Agelff

Jack Delane

Mrs Jack Delane

Dr A. Bates Jones

Mrs A. Bates Jones

R.L. Lunday

George O. Thompson

George D. Scroggs

H. Olafsen

Malvin Johnson

John Holland

David Shapiro

O.S. Campbell

Miral D. Chase

Archis Greblay

W.E. Falconer

R.F. Pollman

Fred Whited

Jack King

Stella Anderson

L.L. Shaw

Andy Jergensen

E. Scoria

Helen King

A.W. Combes

B.E. O'Neill

Fred E. Lang

Ross Nutley

Al King

Mrs Glen Palmer

Mrs C.E. Helsel

J.M. Kessler

Paul G. Homnes

S.D. Austerman

Irene Enges

Sadie Herring

Georgia Sumerlin

Fred Sargent

Lloyd W. Swan

Oscar Bremick

Chas Madson

**ALMER J. PETERSON**  
ATTORNEY AND COUNSELOR AT LAW  
ANCHORAGE, ALASKA

September 17, 1940

Mr. M. C. Edmonds  
Superintendent Alaska  
Road Commission  
Anchorage, Alaska

My Dear Mr. Edmonds:

Inclosed find petition mailed to me from residents of Palmer, asking me to see that the letter got in the proper hands.

Knowing that you were the right person to send the petition to, I am doing so, hoping that you can help those people out.

I am,

Very truly yours,



sgp/AJP



ALASKA ROAD COMMISSION

Anchorage  
Sept. 18th, 1940

Mr Almer Peterson  
Attorney  
Anchorage

Dear Mr Peterson:

This acknowledges receipt of your letter of September 17th, forwarding a petition signed by various homesteaders at Palmer for the improvement of a road running North past the house of Ed Useek.

While our funds for this season are practically expended, I will look into this situation the next time I am in that vicinity with a view of making any improvements possible with our limited funds.

This road has already been graded by the Alaska Road Commission, and should not require much work to put it in good shape as far as grading is concerned, and no doubt we will be able to do something to grade it up, altho there is not much chance of putting gravel on at this time.

Yours very truly

M.C. Edmunds  
Sup't

ROAD COMMISSION

WHEREAS: All public market roads are graded and surfaced in the Palmer district, we the undersigned are making a written request that the Public Road, extending due North of Palmer, and which continues North where the Palmer--Anchorage road turns to the East about 3/4 of a mile North of town, be graded and graveled for about 2400 feet, beginning at the Ed Ueck place.

WHEREAS: This road has considerable traffic

WHEREAS: This road is almost non-passable during bad weather

WHEREAS: this road will be used for a to market road

WHEREAS: It will serve as a year around road to several home owners, with the possibility of many more, We the undersigned feel that this is a just and reasonable request

Osa L. McVicker  
Virgil McVicker  
W. A. Sherrod.  
T. A. Smith  
Edw. A. Ueck.  
Lance Sjodin  
Max Sherrod  
H. W. Anderson

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
GENERAL LAND OFFICE  
DISTRICT LAND OFFICE  
Alaskan Fire Control Service

CCC  
COOPERATION  
Alaska Road Commission

Anchorage, Alaska  
July 20, 1940

Mr. C. E. Edmunds  
Superintendent  
Alaska Road Commission  
Anchorage, Alaska

Dear Mr. Edmunds:

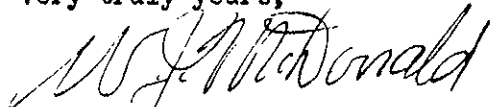
Reference is made to the road petition submitted to your office for building a road south of the Oil Well road for an approximate distance of 2-1/2 miles which would serve a group of homesteaders located in that region.

Please be advised that if your organization will make the road survey, we will be glad to cooperate with you in the construction of this road.

Our work will consist in slashing, clearing the right-of-way and other hand work, such as placing corduroy on the swampy sections.

All of the above will, of course, be contingent upon the availability of CCC labor.

Very truly yours,



W. J. McDonald  
Senior Forester

Enclosure  
Extra copy for Mr. Edmunds

ALASKA ROAD COMMISSION

Anchorage  
Sept. 13th, 1940

Mr W.J.McDonald  
Senior Forester  
Alaska Fire Control Service

Dear Mr McDonald:

In reference to your letter of July 20th, concerning the building of 2-1/2 miles of road South of the oilwell road to serve a group of homesteaders located in that area.

The Alaska Road Commission has made a survey for this road for a distance of one and a half miles South of the Oil well road, which takes in most of the persons who are interested at this time.

The location follows the property lines, conforming to the general practise of this office of keeping on the section or centers of sections where practicable where the locality is thickly settled.

Yours very truly

M.C.Edmonds  
Sup't.

ALASKA ROAD COMMISSION

Anchorage  
August 12th, 1940

Mr Ika P. Taylor  
Chief Engineer  
Juneau

Dear Sir:

I am forwarding a petition received recently from some homesteaders off the Oilwell road, together with a letter from Mr W.J. McDonald Senior Forester, concerning the project.

As Mr McDonald is interested in getting work for the CCC, and this road will serve the purpose of the road which was proposed to be built South of the Oilwell road, but which is now abandoned on account of being in the Army reserve, I have informed Mr McDonald that we would make the survey when we had a man available.

There is only necessity for two miles of road at this time, as it is hard to say, the way houses are springing up all over the country here, how much more may be needed by the time we get around to making the survey.

Yours very truly

M.C. Edwards  
Sup't.

TO THE ALASKA ROAD COMMISSION:

We, the undersigned, all settlers in Sections 12.17-4, T13N, R3W  
petition the Road Commission for a road survey.

Mr. McDonald, of the Fire Control Office, has referred us to  
you.

Blaine M. Cunningham

Erik Hilding Anderson

John DELORNE

Marie P. Johnson

R. H. Fidler

Anchorage, Alaska  
July 16, 1940

TO THE ALASKA ROAD COMMISSION

We, the undersigned, allsettlers in Sections 12-13 and 14, in Township 13 North, Range 3 West of the Seward meridian, petition the Alaska Road Commission for a road survey to serve our homesteads.

The distance of the road is about two miles, with a possible extension of one half mile more.

Signed

Blanche Cunningham

Erik Hilding Anderson

John DeLorne

Marion R. Johnson

R.H. Fidler.

Anchorage, Alaska  
July 16th 1940

ALASKA ROAD COMMISSION

Anchorage  
August 13th, 1940

Mr Ike P. Taylor  
Chief Engineer  
Juneau

Dear Sir:

I am forwarding a petition received from persons living along the Otis Lake road and an extension towards Geese Lake, which would call for the building of a road about one and a half miles from the end of the present road near the radio beam station of the Caa, which would serve about ten persons.

The clearing on this road is very light, and it would be very easy to construct, it is estimated that a secondary road could be graded up with 20% as surfacing for \$2,000.00, about half of this distance is already covered by the present road to Otis Lake.

A lot of people seem to be living in this vicinity, and the building of this road is recommended.

Yours very truly

M.C. Edmunds  
Sup't.



August 9th, 1940

PETITION: To the Alaska Road Commission

SUBJECT: Improvement of the road known as the <sup>old</sup> Lake Otis Road , and its Extension to Goose Lake, and to homes en route.

We the undersigned, being residents in the district served or reached by the above named road, do petition the ~~Alaska~~ Alaska Road Commission to improve and maintain the above named road so that we may be able to use said road in commuting to Anchorage and to enable our children to attend school.

SIGNED.

H. B. Sutherland

John Karth

C.B. Atkinson

C.E. Gallagher

Peter Close

Melvin D. Hermansen )  
Leona Jean " ) one family  
Leonard " )

Charles Hermansen )  
Julia " ) one family  
Bernice E. " )

There are three other parties interested who were not available to sign the petition

Petition for the improvement of the Lake Otis Road

H.B Sutherland lives in the	Northwest 1/4 of Section 29
John Karth	" ditte
Peter Closs	Northeast ditte
C.E.Gallagher	" ditte
Melvin D. Hermansen ?	Northwest Section 28
"	Southwest " 21
Hermansen ?	North half of section 28
C.B. Atkinson	ditte.

August 9th, 1940

PETITION: To the Alaska Road Commission

SUBJECT: Improvement of the road known as the <sup>old</sup> Lake Otis Road, and its Extension to Goose Lake, and to houses en route.

We the undersigned, being residents in the district served or reached by the above named road, do petition the Alaska Road Commission to improve and maintain the above named road so that we may be able to use said road in commuting to Anchorage and to enable our children to attend school.

SIGNED.

H. B. Sutherland

John Karik

C. B. Atkinson

C. E. Gallagher

Walter Glase

Melvin D. Hermanson

Leona Jean "

Leonard "

} one family

Charles Hermanson

Julia "

Bernice E. "

} one family

There are three other parties interested who were not available to sign the petition

ALASKA ROAD COMMISSION

Anchorage  
August 12th, 1940

Mr Ike P. Taylor  
Chief Engineer  
Juneau

Dear Sir:

I am forwarding a petition received recently from some homesteaders off the Oilwell road, together with a letter from Mr N.J. McDonald Senior Forester, concerning the project.

As Mr McDonald is interested in getting work for the CCC, and this road will serve the purpose of the road which was proposed to be built south of the Oilwell road, but which is now abandoned on account of being in the Army reserve, I have informed Mr McDonald that we would make the survey when we had a man available.

There is only necessity for two miles of road at this time, altho it is hard to say, the way houses are springing up all over the country here, how much more may be needed by the time we get around to making the survey.

Yours very truly

M.C. Edmunds  
Sup't.

TO THE ALASKA ROAD COMMISSION

We, the undersigned, allsettlers in Sections 12-13 and 14, in Township 13 North, Range 3 West of the Seward meridian, petition the Alaska Road Commission for a road survey to serve our homesteads.

The distance of the road is about two miles, with a possible extension of one half mile more.

Signed

Blanche Cunningham

Erik Hilding Andersen

John DeLorne

Marion R. Johnson

R.H.Fidler.

Anchorage, Alaska  
July 16th 1940

Kodiak, Alaska  
May 15, 1940

Mr. Chris Edrunds  
Superintendent, Alaska Road Commission  
Anchorage, Alaska

We, the undersigned, all residents and property owners along the hillside extending from the <sup>Greek</sup> above the old Russian cemetery, in that part of Kodiak, Alaska, known as "Brooklyn", to that unnamed stream flowing easterly from the Friskine dam, respectfully request the Alaska Road Commission to grade a road along the said hillside for the use and convenience of the undersigned, as there is at present no roadway serving that part of the town of Kodiak, Alaska.

Blance Lewis  
Albert Carlson  
George O. Thompson  
Chris Jensen  
Mrs. Chris Jensen  
Mrs R. P. Gophey  
Roy P. Gophy  
W. A. Petri  
A. V. Elf  
Loene Erriis  
Betty Harrop  
Ben Kraft  
Widge Long  
Phoebe Buchanan  
Mrs. C. McKellar  
Mrs. E. H. Van Meter  
Carl W. Pajoman  
T. L. Smith

John Stenlund  
Elmer B. Harroy  
W. P. Harris  
George Dalilo  
B. L. Shackelford  
Wanen A. Taylor  
H. E. Smith  
I. E. Aver  
Frank W. Lippard  
Mrs. F. W. Lippard  
Mr. and Mrs. Carl Hinkle  
R. V. Langhead  
Mrs. B. B. Thor sheim  
Mrs. Cecil E. Hensel  
Cecil E. Hensel  
Margaret Roman  
Freelov Fell  
H. W. Edwards

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

May 13, 1940

Mr. B. J. Bingle  
Palmer, Alaska

Dear Mr. Bingle:

Your letter of April 29 (enclosing petition) addressed to Mr. Edmunds regarding the road to Fish Creek has been referred to this office.

The road from Knik to Fish Creek, as you state, was built by private interests, and Mr. Hesse, the Territorial Highway Engineer, recently received a letter from Mr. McDougal requesting the territory to take over the maintenance of this road. Mr. McDougal stated, however, that he would expect to be reimbursed for the cost of the construction of the road if it were taken over as a public road. There is absolutely no way in which either the Territory or the Alaska Road Commission could reimburse Mr. McDougal and others for the construction of this road. Before the construction was undertaken by private parties the project was referred to both the Territory and the Road Commission and because of the purpose for which the road was desired neither agency felt justified in undertaking the work. It appeared at that time that the only reason for the road was to enable the mine operators to handle their freight somewhat cheaper than by way of The Alaska Railroad thru Wasilla. While this undoubtedly made a desirable project from the standpoint of the mine operators, it did not appear to justify its construction with public funds. I am sorry that I can offer you no encouragement on this portion of the request.

The road from Wasilla to Knik will be maintained as in former years so that it is at least passable. We are not in a position to provide a surface for the entire road at this time.

Very truly yours,

*cc Edmunds -*

Ike P. Taylor  
Chief Engineer

ANCHORAGE  
MAY 3rd, 1940

TAYLOR  
JUNEAU

PETITION IN MAIL FROM BINGLE RE MAINTAINING ROAD FROM KNIK TO FISH  
CREEK STOP SINCE MAILING HAVE RECEIVED LETTERS ON SAME SUBJECT FROM  
GENERAL MANAGERS OF THE COOPERATIVE ASSOCIATION AND THE ARRC WHICH ARE  
BEING FORWARDED JUNEAU

EDMUNDS



ALASKA ROAD COMMISSION

Anchorage  
May 2nd, 1940

Mr. I. P. Taylor  
Chief Engineer  
Juneau

Dear Sirs:

I am forwarding a petition received in the last mail from the Rev. H. J. Bingle, of the Presbyterian Church, at Palmer, relative to the maintenance of the road leading from Knik to Fish Creek, this being a portion of the road built by McDeugal and the Cadwallader interests leading from Knik to Geese Bay.

They also ask for the construction of a short spur leading from the road at Fish Creek towards deep water, so that they can get beyond the mouth of Fish Creek to do their fishing.

Yours very truly

H. C. Edmunds  
Sup't.

ALASKA ROAD COMMISSION

Anchorage  
May 3rd, 1940

Mr Ike P. Taylor  
Chief Engineer  
Juneau

Dear Sir:

In reference to my letter of May 2nd, concerning a petition started by the Rev. B.J. Single, of Palmer, for the maintenance of the road from Knik to Fish Creek, and the construction of a short spur from Fish Creek to the fishing grounds, I am now enclosing two additional letters received on this subject, one from Mr Steck, the general manager of the Matanuska Valley Farmers Cooperative Association, and the other from Mr Herbert C. Hanson, the general manager of the Alaska Rural Rehabilitation Corporation.

Yours very truly

M.C. Edmunds  
Sup't.

ADDRESS REPLY TO  
ALASKA ROAD COMMISSION

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

March 5, 1940

Mr. Geo. H. Weatherell, Secretary  
Talkeetna Commercial Club  
Talkeetna, Alaska

Dear Sir:

Mr. Edmunds has forwarded to me a petition signed by you and other residents of Talkeetna and vicinity, requesting improvements of the winter trail from the lower Peters Creek crossing to Cache Creek.

You are advised that this work will be included in our program for the coming season and will no doubt be carried out early this fall.

Very truly yours,

Ike P. Taylor  
Chief Engineer.

CC Edmunds  
IPT:IW

WIN

ADDRESS REPLY TO  
ALASKA ROAD COMMISSION

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

March 6, 1940

Mr. C. C. Brix  
Palmer, Alaska

Dear Sir:

Receipt is acknowledged of your letter of February 22 and of two petitions signed by a number of residents for the construction of a road up Moose Creek. In view of the limited funds available it is unlikely that it will be possible to undertake the construction of this road during the coming season. Practically all of our funds are required for maintenance and necessary improvements of the existing roads.

You may be assured, however, that this project will be given consideration along with numerous others which have been requested, when funds are available.

Very truly yours,

Ike P. Taylor  
Chief Engineer

IPT:IW  
CC Edmunds

NE  
WJN

ALASKA ROAD COMMISSION

Anchorage  
Feb. 16th, 1940

Mr. Iles P. Taylor  
Chief Engineer  
Juneau

Dear Sirs:

I am forwarding a petition sent in by the "Palkeena Commercial Club", concerning the necessity of doing some work between the Peters Creek bridge and Cache Creek, particularly with reference to a winter road, with recommendations that changes are made from the present route, which goes up Black Creek, so that the road is taken out of the creek bottom and put on higher ground on their bench so that a lot of wet ground is avoided which has to be bridged in many places when crossing Black Creek.

As far as I am aware the statements made in the petition are correct, there would not be much work entailed to change the winter road between Peters Creek and Spruce Creek, but I would hesitate, without going over the ground, to say what could be done towards going up the left bank of Cache Creek, where many high banks are cut by the streams.

While there is some doubt or uncertainty concerning the future of the operations of the Peters Creek Mining Co, there is no question but that this road serves a large number of people during the summer time, and I feel that this road should be gravelled as programmed to the crossing of Upper Peters Creek to take care of the numerous outfits in this area.

It is also true that this road is of no value as a winter road to outfits above the canyon, or to operators on Cache Creek, under ordinary conditions, as it would be too dangerous to freight thro the canyon during the winter or spring.

The work done along the winter route to Spruce Creek would also benefit the Palkeena district, where mining has been on the increase during the past few years.

It is believed that the work requested to Spruce Creek would be a great help to the miners in the Cache Creek district, and as a large number of the operators are in favor of it it is recommended that it be done this year, especially as very little work has been done for the Cache Creek operators for many years.

Yours very truly

H.C. Edmunds  
Supt

C O P Y

Talkeetna, Alaska  
February 12, 1940

Alaska Road Commission  
Anchorage, Alaska

Attention: Mr. M. C. Edmunds

In accordance with the conferences with Mr. Taylor, at Juneau, and with you at your office in Anchorage, we submit herewith the outline of a program that we believe would prove beneficial to all of the interests of Cache Creek; Dutch Creek; Upper Peters Creek, and the Fairview Districts.

With the road now in existence between the Susitna River Landing, opposite Talkeetna, and the Peters Creek Bridge, good for both Summer and Winter hauling, we feel that the interests of everyone concerned would be best served by a program calling for extension from Peters Creek Bridge, directly over the high ground extending from the far end of the bridge to the Black Creek Summit; thence, by way of Spruce Creek, up the Left Limit of Cache Creek.

Under present road conditions all of our Winter freighting is by way of Lower Marten Creek and Black Creek to the Summit, and thence by way of Spruce Creek and the valley floor of Cache Creek. Use of this route entails the construction of many bridges along Marten and Black Creeks, and as these crossings go out every Spring the work must be done over each year. Also, the present route up the valley floor of Cache Creek necessitates the building of many bridges each year.

It seems to us that if the first two hills, situated a short distance beyond Peters Creek Bridge, are bulldozed to grade, and a road bulldozed up the Left Limit of Cache Creek, that the Winter movement of freight will be greatly expedited and the per ton cost materially reduced. At the same time it appears to us that this program would be comparatively inexpensive and that it can be completed in a short time.

The extensive drag-line operation on Peters Creek, with camp at Petersville, will be finished during the Summer of 1940, and while the road now constructed between Petersville and Elwell Bridge is very valuable for Summer hauling, as you are aware the road along the Peters Creek Canyon Rim will not make a desirable or safe winter road.

In order that you may have a record of the sentiment of the men interested we have affixed our signatures below to indicate to you that the above plan would meet with our whole-hearted approval.

Respectfully yours,

TALKEETNA COMMERCIAL CLUB

By Joseph Kummeraker President  
Geo. H. Weatherall Secretary

Cache Creek Mining Co. by C. P. Morgan, Mgr.

H. W. Nagley

James G. Beaver

Fred Negus

Bud Stanton

Larry Cummins

C. M. Reeve

Thos. J. Thompson

Geo. A. Nelson

James A. Galbreath

Sam E. Wagner

George P. Perkins

Mrs. Isabella McDonald

Johan Hill

J. M. McDonald

Bert Haskins

Albert Stinson

John T. Campbell

George D. Poggas

Bert Fagerness

Ted Wasson

John Stanton

Mike A. Tryste

Frank Lee

Walter Minano

Cal Reeve

Matti Hamburg

XXXXXX

Anchorage  
February 16th, 1940

Talkeetna Commercial Club  
Talkeetna.

Gentlemen:

This acknowledges receipt of your letter of February 12th, concerning the location of a winter freighting road from the crossing of Peters Creek to Cache Creek by way of Spruce Creek, and the dozing of a winter road on the left limit of Cache Creek to the operations at the head of the creek.

The letter is being forwarded to Juneau, and will be given consideration when the work for the coming season in the Talkeetna area is decided upon.

While I am fairly familiar with the ground between Peters Creek and the mouth of Spruce Creek, and do not think there would be serious obstacles to the work required between these points, I would hesitate to offer an opinion as to whether it would be feasible or not from the mouth of Spruce Creek to upper Cache Creek along the left limit of the creek, where I believe some high banks would be encountered.

Yours very truly

H. C. Edmunds  
Sup't.



ALASKA ROAD COMMISSION

Anchorage  
October 27th, 1939

Mr Ike P. Taylor  
Chief Engineer  
Juneau

Dear Sir:

In reply to your letter of November 22nd, 1938, concerning a petition sent in by interested parties for a branch road leading from the Archangel road up Reed Creek.

The status of the work being done on this creek consists of prospecting. There are five outfits who have been doing considerable work in this area, but at the present time only two outfits are working this winter.

Considerable work has been done on a small scale, two small camps have been established in the basin at the head of the creek, and two camps constructed high on the hill sides.

The main requirement at the present time is the location of a road which later on can be made into a truck road, with enough work done on it so that supplies may be hauled by tractor to the head of the creek.

This is a comparatively simple matter, it is believed that \$1,000.00 would do this work, a road could be built on the right limit of the creek along the bench which would be about one mile long, there would be some rocks to remove but the maximum grade required would be about ten per cent- this road would leave the present road about 2.25 miles from the junction with the Willow Creek road.

One of the outfits have a small prospecting mill which might handle a half ton of ore a day, but this can hardly be classed as a real mill.

The men interested, about eight, said they would be glad to do any work to help out on the road during the time we had a dozer working, there would be numerous rock culverts to construct and some powder work to do.

The men concerned are very optimistic, as prospectors usually are, but Reed Creek is in a very promising area, and it is believed that the small amount of work required, which would enable them to take their mining timbers, coal, powder, and other supplies to the head of the creek by tractor instead of having to pack on their back in the summer, is justified, and it is recommended that this work be done next summer when we have equipment in that vicinity.

Yours very truly

M.C. Edwards  
Sup't

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

November 22, 1938

Mr. M. C. Edmunds  
Superintendent, A. R. C.  
Anchorage, Alaska

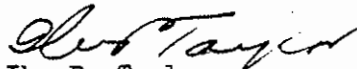
Dear Sir:

We have your letter of November 15 enclosing petition for a branch road up Reed Creek.

Please advise those concerned that the construction of this road will be given consideration along with numerous other requests when preparing next season's program. It is not possible to make any definite commitment at this time as the amount of our appropriation and the Territorial appropriation for next year will not be known until in the spring.

In the meantime it is requested that you determine just what actually is underway in this area; whether it is all prospecting or if there are some actual milling operations. If the latter, advise how many and the number of men employed.

Very truly yours,

  
Ike P. Taylor,  
Chief Engineer.

CC to Mr. Hesse, Juneau, Alaska.

ALASKA ROAD COMMISSION

Anchorage  
December 2nd, 1938

Mr C.F. Peterson  
Anchorage

Dear Sir:

In reference to the petition forwarded thro this office for the construction of a road up Reed Creek, I am advised by our Juneau office as follows:

" Please advise those concerned that the construction of this road will be given consideration along with numerous other requests when preparing next season's program.

It is not possible to make any definite commitment at this time as the amount of our appropriation and the Territorial for next year will not be known until the spring"

Yours very truly

M.C. Edmunds  
Sup't

ANCHORAGE, November 1st, 1938

Mr M.C. Edmunds. Sup't  
Alaska Road Commission  
Anchorage

Dear Sir:

We, the undersigned, being quartz mine operators, miners and prospectors in the Willow Creek District, are very desirous that a road be constructed about one and a half miles long on upper Reed Creek, being about one mile North of the Mabel mine, where, at the present time at least ten different groups of claims are being developed, and others would be doing considerable work if transportation could be made available by the construction of a road

W. G. SMITH	Alaska Willow Creek Gold Mines	X
RAY C. FERRIN	Patsy Association	X
<sup>THO</sup> THOMAS JOHNSON	Fish Hook Inn	X
BONNIE MARRETT	Bonnie Group	X
T. S. MCDUGAL	Fern Mine	X
W. H. I. O'NEAL	Cliff Group	✓
✓ SAM ERICKSON	Erickson and O'Neal	✓
C. B. RASH	Cliff Fraction	X
LLOYD MCNALLY	M. P. M.	✓
✓ LIEF JACOBSON		
C. F. PETERSON		
✓ MARTIN CASING	Snow Bird Group	✓
✓ OLE JOHNSON		
N. J. GAIKEMA	Cornwall Group	✓
✓ RUPERT D. BAIRD	Patsy Mine	✓
C. E. QUINTON		
✓ Matt Johansen } Tomaseod }	Top hat	✓

The relief cabin Nancy-Susitna needs repairs as bears broke in, door damaged and window broken. Tripods replaced and windfalls cut out.

Susitna: Aviation field to be cleared and trail to lone island cut out, windfalls and brush.

Month of Alexandra-Tundra: Windfalls and brush to be cut.

Tundra to Theodore: Tripods replaced.

Theodore Beluga: Tripods replaced and brush cut out. Cable stretched across the river. Several people built a raft this winter and nearly perished in the ice flow, after the raft broke up.

THE ALASKA ROAD COMMISSION,  
M. C. EDMUNDS, ANCHORAGE:

The foregoing is a petition from the residents of Susitna, in which they are asking for some road and trail work and improvements generally.

There is considerable activity in that region recently, considerable placer mining, homesteading and other things of that kind.

I would like to ask your consideration and do all you can for them. That section lies in the western part of my precinct for which reason the petition has come to me for dispatch to you. The folks over there are real people and are trying hard to make a go of things.

Please give them a hand and I am sure ~~xx~~ it will be deeply appreciated.

And I will personally thank you for all that can be done.

Sincerely yours

Howard W. Wilmoth  
Commissioner, Wasilla, Alaska.

Original sent to Juneau with carbon  
of the CE letter 6/9/39 to Howard Wilmoth.  
Wasilla

~~Jeff~~  
6-10-39

COPY OF PETITION OF MAY 22, 1939  
from Susitna, Alaska.

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PETITION FOR ROAD IMPROVEMENT.

To the Alaska Road Commission, Anchorage, Alaska, for the repair  
of the trail Nancy-Susitna-AlexandrapTheodore-Beiuga-Tyonik.

---

---

Shem Pete  
Billy Pete  
Fred Winter  
Chris Amodt  
W.E. Austin  
Paul James  
R.S. Merrill  
S. Anderson  
Fred Nickanorka  
Gaver (?) Steupen(?)  
George Trainer  
Mrs. Trainer  
Henry ~~XXXXXX~~ George  
T.B. Ryan  
Mrs. T.B. Ryan  
Peter Constantine  
Annie Constantine  
Robert Standifer  
Peter P. Nulton  
Nicholas -orenzo  
Loris Bismark  
Fred Bismark  
Nester Chuit  
Nandy Alexan  
Simon Cook  
Dick Mishakoff  
Sergi Californsky  
Lloyd McCord  
Jenny Carp  
Nester Constantine  
Bill Standifer  
Mrs. C.A. Carlson  
C.A. Carlson  
Nickefor Alexan  
Teddy Petroff  
Tom Stephen  
Harry Trenton  
Simon P. Chickalusion  
Everett McCord  
Alex Zaschney (?)  
Steve E. Stephak  
Albert Kalog  
Wilson Nickoli

Terry Stephan  
Nick Pete  
Bobby Stephan  
Pedro Goozmes  
Nick Anton Steven Chmitt  
Alex Peter  
Charlie Kroto  
Steve Bismark  
Nick McCord  
Tim Maxim (?)  
Chas Steinbaugh  
Jess R. Ward  
Edward J. Hansen  
Emil Giese  
Edward Ward  
A.B. Anderson  
Carl Roberts  
Felix Casper  
Howard Kroiger  
Lloyd Milton  
Vernon S. Ross  
Chester Diess  
Ernest Bogel  
Andy S. Olsen  
Tom Krause  
Peter James  
Howard Wilmoth

ALASKA ROAD COMMISSION

Anchorage  
June 9th, 1939

Mr Howard W. Kilworth  
Commissioner  
Wasilla.

Dear Sirs:

This acknowledges receipt of a petition forwarded thro your office for improvements on the trail leading from Naney to Tyonek, and repairs to the shelter cabin between Naney and Susitna station.

While this trail was used to some extent many years ago, recent surveys the information given to this office gives the impression would lead one to believe that the trail is practically abandoned, the only persons making use of it being an occasional trapper stationed in the vicinity during the winter months.

Since the advent of airplanes, and the discontinuance of dog teams for carrying mail during the winter months, most of the winter trails which were so important in the early days are not necessary-- the numerous roadhouses and shelter cabins which were constructed at various convenient places have all been abandoned on many trails, which are now used only by natives and others trapping and hunting, and there is no necessity of maintaining the trails, especially such as the one between Naney and Tyonek, where transportation during the summer months is by water, with planes available for emergency during the winter.

During the early fall an effort will be made to investigate the necessity for further work on this trail, and, if found necessary and justified repairs will be made-- It is noted, however, that the petition is signed by some residents of the Wasilla district who probably never was over the trail and have no idea of its condition.

Yours very truly

M.C. Edmunds  
Sep '4.

C.C. Juno

Ganes Creek, Takotna, Alaska.  
May 8, 1939.

Mr. Carl Johnson, A.R.C. Sup't.  
Takotna, Alaska.

Dear Sir;

We the undersigned hereby petition you to help us to open up the Takotna, Yankee, Ganes Creek road. Owing to the elements of nature last fall, we were unable to haul over the road our much needed supplies. We, all of us out here are much in need of Lumber, Fuel Oil, Machinery and Repair Parts, As well as many of our much needed camp supplies.

Thanking you in anticipation, We beg to remain  
Respectfully Yours

Charles Holby  
A. Holby checking co  
Frank Spurgeon  
Lawrence Zaiser  
Chas Gabel  
Tom Jackson  
Joe Ramstad  
Wesley Vibe



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

April 3, 1939

Mr. M. C. Edmunds  
Superintendent, A. R. C.  
Anchorage, Alaska

Dear Sir:

Receipt is acknowledged of your letter of March 28 enclosing petition from Mr. Urban for a road. This petition will be forwarded to Mr. Hesse for his records.

It is noted from the petition that three-fourths of a mile of road is needed. It was my understanding that the road to be built was much shorter than this and it appears doubtful if the thousand dollars set up will be sufficient to do the work. However, an effort should be made to get them a passable road if possible within these funds.

Very truly yours,

  
Ike P. Taylor  
Chief Engineer

CC Mr. Hesse, with petition

ALASKA ROAD COMMISSION

Anchorage  
March 28th, 1939

Mr Ike P. Taylor  
Chief Engineer  
Juneau

Dear Sirs:

I am forwarding a petition brought into this office yesterday by Mr J.D.Urban, for the construction of a short road off the Anchorage Loop road to his property.

This is a copy of the petition sent in from this office on January 22nd, 1937, and the road which we have been instructed to build this season.

Mr Urban stated that he had been in to see Mr Hesse, and that he requested him to send in the petition as soon as possible, therefore I am forwarding it to you.

Yours very truly

M.C.Edmunds  
Sup't

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

March 9, 1939

Mr. M. C. Edmunds  
Superintendent, A. R. C.  
Anchorage, Alaska

Dear Sir:

Receipt is acknowledged of your letter of February 17 enclosing petition from Homer with reference to changing the foreman there.

It now appears very unlikely that the foremen will be included in Civil Service.

While I agree that it is not generally good policy to switch foremen around just because a few people complain, I think that in this instance it might be a good plan to change foremen at Homer if you have a good man that you can send down there. You could then use McCroskey around Anchorage.

Very truly yours,

  
Ike P. Taylor  
Chief Engineer

*Edmunds*

WJN

5

ALASKA ROAD COMMISSION

Anchorage  
February 17th, 1939

Mr Ika P. Taylor  
Chief Engineer  
Juneau

Dear Sir:

I am forwarding a petition received from Homer some time ago in reference to changing the foreman, altho no reason is given except that the person wording the petition did not like him.

The petition was started up by two men who came up to Palmer as colonists, and were weeded out and moved down to Homer.

Practically all of the signers are new people who have moved into the district during the past two seasons, most of them live on the hill.

Most of the new people moving into the district are without funds, and have to work to make a living - a lot of them have applied for work on the roads and do not like it because we are not able to take care of them - I see no reason why we should employ new comers to the detriment of men who have worked for us for years, faithfully, when they need money to supplement their incomes.

They are also peeved because we did not build the road leading to the hill straight up and down, where they wanted it, on an excessive grade and no doubt blame the foreman because it was built elsewhere.

I was informed by the Homer Civic League that they had no knowledge of this petition, and that they were not in accord with it - that as long as we worked on the roads it was immaterial to them who the foreman was, but as long as it was not a local man, who would be in hot water all the time.

One of the signers, Halsted, was a man who moved down to Homer late last fall, after working for the Alaska Railroad all summer.

Personally I see no reason why we should change our foremen to suit a bunch of disgruntled men who may hope to obtain work if a new man is sent down.

I am enclosing a letter from Chas Miller in reference to this matter.

Yours very truly

H.C. Edwards  
Supt.

ALASKA ROAD COMMISSION

Anchorage  
December 7th, 1938

Mr Charles Miller  
Homer.

Dear Charlie:

I received a petition in the last mail signed by 64 persons, most of whom are strangers to me, asking to have another man sent to Homer next summer in McCroskeys place.

They do not state what the particular difficulty is, or why they want a new man.

One of the signers of the petition is a man who was never in Homer before the end of the working season this year- he certainly is not in any position to criticize.

I imagine most of the people who signed this petition did not know what they were signing, or that a lot of them are sore because they were not able to get work.

I would appreciate hearing from you as to the person or persons who started this petition, and what they expect to gain, whether they are sore at Jack Dietz and if that has something to do with it.

We have spent considerable money at Homer the past few years, and have a lot to show for the money expended- this is evident to anyone who understands construction work and the conditions under which the work has to be done.

Whether we continue to spend much more money at Homer is very doubtful, once the road is gravelled and graded up there is very little maintenance required, and no necessity of doing much work.

Trusting that things are going along alright with you these days

Yours very truly

H.C. Edwards  
Sup't.

~~John ...~~  
Edward ... x

Frank ... v

James ... x

John ... x

Donald ... w

Charles ... x

Jim ... x

Jack ... y

R. ... x

Wm ... ~~no~~ no record

Thor ... =

Glex ... x

Lloyd ... A

Ray ... x

Robert ...

Robert ... x

James ... x

John ... C

George ... D

Leonard E  
 [unclear] F  
 Frank [unclear] G  
 [unclear] H  
 [unclear] I  
 [unclear] J  
 [unclear] Bowling  
 [unclear] K  
 [unclear] L  
 August [unclear] NR  
 Hugh McCaughey HR  
 H. P. [unclear] M  
 Carl [unclear] N  
 [unclear] O  
 [unclear] P  
 [unclear] Q  
 [unclear] R  
 [unclear] S  
 [unclear] T  
 Dick [unclear] X  
 [unclear] V  
 [unclear] X

Ronald W. Campbell, a  
 James Rathbone  
 Edwin Henderson, b  
 Jay Chapman, x  
 Melton Howe, c  
 James Jones, d  
 Frank Hopper, e  
 Chas Anderson, x  
 Floyd Cunningham, x  
 Lee Wiedome, f  
 Chas Chickson, g  
 A. A. Mattos, x  
 Karl Kohler, x  
 Edward Anderson, h  
 Solomon Brosky, i  
 L. M. Moore, j  
 Ole Norstad, x  
 Floyd Manseth, x  
 George Brigham, x  
 Emily Anderson, x  
 P. H. Lee, k  
 Albert W. Anderson, m



William Gillog  
 J. Woodman, x  
 William Fletcher, x  
 A. C. Scott  
 Fred E. Nightenheiser, x  
 Fred Hansen, x  
 Frank Pace, x  
 John Brandbold, x  
 Ernest V. Kinch, x  
 William F. McMichael, x  
 William Lawrence, p  
 Frank Selentel, a  
 L. M. Wilkerson, x  
 Mainhardt Forest, x  
 Bunnell Smeltzer, x  
 J. H. Allen, x  
 J. J. Lambert, x  
 Robert C. Cutler, x  
 Dick Green, x  
 James Green, x  
 Frank Hooper, x  
 Paul W. Parlette, x  
 Robert W. Linnam, u

C O P Y

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Homer, Alaska, Jan 6, 1939.

Dear Mr. Edmunds:

Your letter dated Dec. 7 just got here on the last boat. In regard to the petition, I don't know half the men who signed same. The most of them are fellows from the hill and are more or less sore for some reason or other. As far as I know the persons who started the petition are Davies and Pollette, formerly of Palmer. They are sore because they could not get a job. Some are sore because the road was not on the hill. I don't think Jack Dietz had something to do with it. Tom McCroskey has his faults same as the rest of us and it would not make much difference who is foreman, there will always be a bunch to do some kicking. I hope this petition don't prejudice you against Homer as most of the people are all right. It don't take much to start any kind of a petition, as most people are like a bunch of sheep, they follow a leader. We got the boat landing now on the Homer Dock, but need a road to same very badly. Anything that you could do towards same would be much appreciated. Hoping you are in the best of health,

I am, sincerely,

Chas Miller.

Homer, Alaska Nov. 16, 1938.

Petition for change of foreman for Homer, Alaska.

We, the undersigned, residents of Homer, Alaska, hereby apply for change of road foreman for year 1939.

As the people of Homer are very much dissatisfied with the work of Mr. McCroskey as road foreman we are sending in this petition with the idea of getting someone else in his place next summer.

---

Harold Davis	Dave S. Jones
Lloyd Race	Karl Rosenberg
Mrs. W. Davis	Karl Nielsen
Erling Broderson	Joyce Christian
Floyd Mauseth	Walter Christensen
George Dahlgren	A. A. Mattox
O. S. Woodman	Mrs. Mary Price
Mrs. O. S. Woodman	Grover C. Price
Wm A. Fletcher	Edward Slavin
F.E.Nighenhelser	James D. Graham
Fred Harbinson	Freida Graham
John Brandvold	Stanley Nielsen
Geo. D. Earl	James Faulk
Paul W. Parlette	Mrs. James Faulk
E. L. Bunnell	J.M.Huffman
Buster Goss	H. G. Hohler
Bill Prosser	Alex Mathesen
J.F.Bergel	Velma Mathesen
D.E.Melvin	J.O.Alberson
Orvan Officer	Mrs. J.O.Alberson
F.A.Wolfe	Mrs. Orvan Officer
A.L.Jones	Gust Anderson
Chris Anderson	R. L. Munroe
B.B.Smeltzer	C.E.Halsted
E.V.Kirsch	Bob C. Cutler
Mr.J.V.Tolbert	Mrs. J.V. Tolbert
Mrs. V. Parlette	M. M. Meyers
Edwin Herndon	Homer Latham
Frank Hopper	Milton Horve
Sam Gasparec	

LASKA ROAD COMMISSION

Anchorage  
November 15th, 1922

Mr. Ihs P. Taylor  
Chief Engineer  
Juneau.

Dear Sir:

I am forwarding a petition brought into the office by Mr. G.F. Petersen, asking for the construction of a road up Reed Creek, which would be about one and a half miles long, and which would branch off the Archangel road about mile 2.5.

Archangel Creek is a tributary of Reed Creek, which empties into the Little Susitna river near mile 3, on the Gold Mint road.

In the earliest days of the camp, Reed Creek was one of the first creeks where prospectors found encouragement - at the present time there are ten outfits prospecting, and one small mill is operating.

Most of the operators now working are without funds, they are badly handicapped on this account in getting supplies to their properties, as quartz mines require mining tools, powder, compressors etc., in addition to camp supplies, provisions and quarters, and it is quite expensive getting materials on the ground when they have to be hauled by pack horse and man power.

There was an old track which was used in the early days during favorable conditions by horses and wagons, but a new location would have to be made to take care of new developments.

While no survey has been made of this particular road, the average cost of similar roads in the mountains is approximately \$6,000.00 per mile.

Yours very truly

M.C. Edwards  
Sup't.

REQUEST FOR ROAD WORK

Nov. 1, 1938.

Mr. C. M. Edmunds, Supt.,  
Alaska Road Commission,  
Anchorage, Alaska.

Dear Sir:

We, the undersigned, being quartz mine operators, miners and prospectors in the Willow Creek district, are very desirous that a road be constructed about one and a half miles along upper Reed Creek, being about one mile north of the Mable mine where, at the present time at least ten different groups of claims are being developed and others would be doing considerable work if transportation could be made available, by the construction of a road.

Respectfully yours,

<u>NAME</u>	<u>LOCATION</u>
W. G. SMITH	Alaska-Willow Cr. Gold Mines
Thomas Johnson	Fish Hook Inn
Ray C. Ferrin	Patsy Association
Bonnie Marrett	Bonnie Group
T.S. McDougal	Fern Mine
W.H.I. O'Neal	( Cliff Group
Sam Erickson	( Erickson & O'Neal
C. B. Rash	Cliff Fraction
Lloyd McNally	(
Lief Jacobson	( M. P. M.
C.F. Peterson	Snow Bird Group
Martin Casing (?)	
Ole Johnson	
N. J. Gaikema	Cornwall Group
Rupert D. Baird	Patsy Mine
C. E. Quinton	

REQUEST FOR ROAD WORK

Nov. 1, 1938.

Mr. G. M. Edmunds, Supt.,  
Alaska Road Commission,  
Anchorage, Alaska.

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T.S. McDougal	Fern Mine
W.H.I. O'Neal	( Cliff Group
Sam Erickson	( Erickson & O'Neal
C. B. Rash	Cliff Fraction
Lloyd McNally	(
Lief Jacobson	( M. P. M.
C.F. Peterson	)
Martin Casing (?)	)
Ole Johnson	)
N. J. Jaikema	Cornwall Group
Rupert D. Baird	Patsy Mine
C. E. Quinton	

ALASKA ROAD COMMISSION

Anchorage  
November 8th, 1938

Mr H.A. Anderson  
Caribou Island  
Skilak Lake  
Alaska

Dear Sirs

In reference to your petition of October 15th, concerning funds for the Russian River-Kenai trail, I sent a message to you last night by radio station KFQB that you could spend \$300.00 on needed improvements as outlined in your letter.

With the changes in the mail service during recent years, the need for the upkeep of winter trails has practically disappeared, and no provision was made doing further work on the Kenai trail.

Our funds for this year are practically all expended, and the amount mentioned was all that was available at this time.

I am sending down a time book for you to keep track of the time of the men who will do the work - as mentioned over the radio all men employed must be citizens, and I am enclosing forms for each employee to fill out in reference to their status.

I am also sending down signature cards, these are to be signed in duplicate by each man, they <sup>should</sup> show whether they have worked before for the Alaska Road Commission, and in addition a note should be shown as to whether the men are married or single - if the forms are not filled out properly they will have to be returned, so it is important that the items are all filled in.

When the men sign their name they should sign the first name in full, and give their middle initial, such as "William C. Anderson" not "Bill Anderson" unless the forms are signed properly it will mean delay in payment.

When you are thru with the work return the papers to this office, together with a short report showing the work that has been accomplished, for our records.

Yours very truly

H.C. Edwards  
Sup't.

Send  
200.  
K. J. D.

Caribou Island, Skilak Lake,  
via Seward, Alaska,  
October 15, 1938.

Mr. Edmonds,  
Supt. Alaska Road Commission,  
Fairbanks, Alaska,  
*Change*  
Dear Sir:

The recent flood has so damaged the trail from the lower end of the Kenai River Road, at Russian River to Skilak Lake, that it will be useless for travel unless some work is done on it.

The flood has also blocked the river in places so that it is dangerous to run with loads. I lost the last load in the river, and as there is now about three tons at Cooper's Landing to go down here, it must be transported with horses over this trail.

Two bridges have been damaged, and a small part of the trail cut out. The work will consist of repairing the bridges, a little grading, and filling some of the worst mud holes. About six miles of this trail is part of the Kenai mail trail.

If we can get three or four hundred dollars to help repair this trail, it will help us considerably.

If you can do anything for us, please let me know as soon as possible by letter; or, better yet, send a message by KFQD. There are two or three boys here that will be available for work, so that the work could be started immediately if money can be raised.

Yours truly,

*A. J. Anderson*

We, the undersigned, residents of Skilak Lake, are very much interested in this trail:

Residents of Cooper's Landing:

*A. J. Anderson*

*Lulu Clwell*

*John W. Quinn*

*Mrs. Charles Leas*

*Mrs. Jessie C. Anderson*

*Chas C. Leas*

*Valdomar Anderson*

*Jack Leas*

*Robt Carlson*

*Clifford C. Bypin*

*George Karl Johann*

*Ada White Sharples*

*J. M. Sharples*

*Miss Margaret Little*

*Frank Revell*

*Art Frisbie*

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ALASKA ROAD COMMISSION

Anchorage  
September 24th, 1938

Mr Francis M. Henry et al  
Palmer.

Dear Sirs

This acknowledges receipt of a petition sent in to this office, signed by yourself and various other persons in the Matanuska valley, concerning the building of a road off the Wasilla-Matanuska road, near Gus Haller's homestead, along the section line between sections 8 and 17, thence easterly to the dividing line between tract 9 and 10 to a road at Frank Worsens.

I will have our Mr King look into this matter, submitting a report so that I will know the amount of work involved, so that I may tell whether we will be able to do the work requested.

Yours very truly

M.C. Edmunds  
Sup't

S.S. King

Mr King.

Please look into this and let me know what the situation is. According to our records it appears as the both the men could be served by short spurs off the farm road near Ohnsteds place, altho there may be some reason, which does not show up on the map, why these short connections could not be made, on account of lakes or hills or swamps.

MCE.

Some of this ground is swampy- nothing could be done about it during 1938.

The main reason why it is requested is that it is very convenient for colonists to move equipment around- if it could be done it would probably save a lot of maintenance on the roads which now have to be used to drag the equipment around- it is intended to look into this further during 1939

P E T I T I O N

TO ALASKA ROAD COMMISSION:

We, The undersigned voters of the Matanuska Valley, hereby respectfully petition the Alaska Road Commission to construct a road from the Matanuska-Wasilla road at Gus Haller's to the section line between sections 8 and 17, thence easterly along said section line to the dividing line between Tract 9 and 10, thence northerly to road at Frank Worden's, approximately 3/4 of a mile; thus making outlet for H. S. Grantham and Cecil Wells and also connect District 7 and 8.

Name

Address

Name

Address

Francis M. Henry, Palmer	Hazel Klem, Palmer
Mrs Francis M. Henry Palmer	Idora LaValley
Mrs. Henry Jensen, Palmer	J. J. S. S. S.
Mrs O. Y. Nelson	H. L. Grantham, Matanuska
Mrs. Fred Larson, Palmer	Mrs. Frank Worden
Mrs. Esther Bruckbauer, Palmer	Henry Hynstad
Frank Bruckbauer, Palmer	Anna Hynstad
Harold Dinkel	Mrs. R. E. Lynes
pro. Harold Dinkel	Mr. R. E. Lynes
Mrs Allen Seyton, Palmer	Mrs Mary Juliette
Mrs. Maudie Jones	Palmer
Edw. Moss	Mr Frank Worden
Fred Larson	Mr. Michael Palmer
John Thomson	Mrs H. E. Gershamel
Robt. Klem	Mrs. K. - arson
Allen Seyton	J. A. Edlund, Wasilla
Alvin Prince	C. A. Edlund, Wasilla
	A. R. Carson
	Carl ...
	Anna Belle Wilson

P. H. Allen  
D. O. Krogge  
John G. Johnson  
August Swanson  
Alaska Rural Rehabilitation Corp  
by: Les Jacobs  
S.E. 1947.

This road is being laid out and bulldozed at the present time by the A. R. R. C. Perhaps the road commission would grade and gravel it.

ALASKA ROAD COMMISSION

Anchorage  
September 9th, 1938

Mr. Ibs P. Taylor  
Chief Engineer  
Juneau

Dear Sir:

In reference to your letter of August 28th, from Fairbanks, regarding a proposed road leading into the J.D. Urban homestead, located about 3 miles out on the Anchorage Lepp road.

While it was doubtful whether we could do much good on this road, I started a dzer on it, figuring that the tractor could cross some swampy ground, which was covered with a heavy growth of grass, and possibly remove some stumps on the drier ground.

However, the tractor sank down a couple of times in the first two hundred yards, and it was evident that we could not accomplish anything of value, in fact we were making the present trail much worse by making large holes where the machine was stuck, so we stopped working and returned to town.

While the work that would have been done would not have amounted to much expense, before any work is done on a location for a permanent road the route should be surveyed so that some of the wet ground could be avoided, and deeds would have to be obtained from interested parties who own the land which the road would have to traverse.

Mr. Urban, like many others, has no idea of suitable ground on which a dzer can work to advantage - the grading that has been done was done, apparently, for a foot trail.

A letter enclosing a petition for this road was forwarded from this office on January 22nd, 1937.

Yours very truly

M.C. Edwards  
Supt.

FAIRBANKS, ALASKA  
August 29 1938

Mr. M. C. Edmunds,  
Supt. A. R. C.  
Anchorage, Alaska.

Dear Sir-

*Petition  
from 8/29/38*

J. D. Urban, a brakemen on the passenger train talked to me yesterday about a short road he wants into his place about three miles out on the loop road. He said they had graded about a quarter mile and cleared another quarter. That the stumping was not very heavy and that the road would serve two or three others. If his statements are correct it appears probably one or two days with the big dozer should rough out a road he could use. If this is the case it is requested you arrange to do the work for them probably when you are thru with the dozer on the Whitney cut off and before starting on the Spenard road. If after looking it over it is evident that it is a much bigger job than ~~you think~~ I think, wire me the actual situation.

I saw Hawley and Bill at Colorado. Told Bill about the location down Cache but didnt think to tell him about seeing Charley about getting Speck for the Park. Ghig tells me that he has also lost two motor patrol operators and didnt have anyone he could even break in on the big grader. I talked to Frank last night and he has no one available with any grader experience so I called Ghig this morning and told him to call you to see if you couldnt arrange with Charley to get Bob Speck to the Park. It appears that is probably the most important graderwork right now and he could likely get down to Anchorage in time to do the final grading on the Spenard road.

I wired Skinner today to issue allotment for ~~his~~ \$1800 for 46DA which Ghig thinks will be sufficient to cover all costs. If this proves to be short charge the overrrun to Miscel Roads allotment.

Very truly yours,

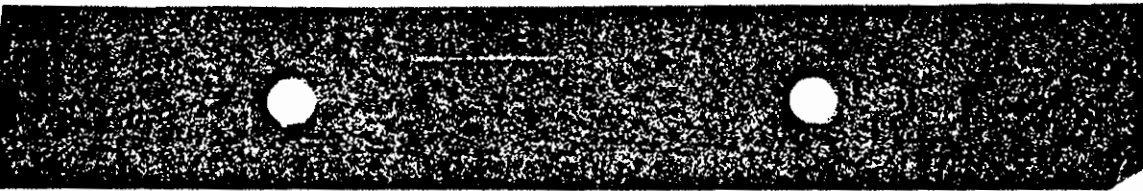
*Ike P. Taylor*  
Ike P. Taylor  
Chief Engineer.

Wire Skinner the amount of the plane fare Iliamma to Dillingham to Anchorage for use on my travel voucher

*done* →

*1-5450-0 - 5806*

*ME  
WJN*



We the undersigned owners  
 of the Bogard Road  
 Resurvey Section No 4. East side  
 Survey lot of the Bogard Road  
 Commission to, route the truck along  
 the section line between Jim Johnson  
 and Geo. W. Wiers and from  
 the Jim Johnson gate west to the  
 section corner the distance above  
 one to some and ten set stones all  
 line waver of title of record to the  
 Rock Church is a right of way  
 is well chopped and burnt

dated October 2<sup>nd</sup> 1937 at witness  
 Geo. Wiers Ballard Neam.  
 Andy Anderson  
 Mr. H. Anderson  
 J. O. Hansen  
 Harry Duff  
 A. H. Overhacker  
 R. E. Davis

H. G. ...

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

January 5, 1938

Mr. Tom Caughlin  
Homer, Alaska

Dear Sir:

Petition signed by you and a number of other residents of Homer, sent to the Alaska Road Commission at Anchorage, has been forwarded to this office for consideration.

The superintendent at Anchorage advises that there is some doubt in his mind as to the best location for a road to serve the area described. At the first opportunity in the spring when the work at Homer starts the matter will be investigated and a survey made to determine the best route after discussion with the settlers concerned.

Very truly yours,

Ike P. Taylor,  
Chief Engineer.

CC Edmunds: When you go down to start work at Homer next spring it is requested that you have someone go down who will be able to make a survey as requested. The matter should be fully discussed with the settlers before finally determining the location—especially if the location is elsewhere than they think it should be—an effort being made to convince them of the desirability of the route finally selected as compared with others.

IPT

*MT*

NE  
HON

Department of the Interior  
ALASKA ROAD COMMISSION  
Anchorage, Alaska

June 21, 1933

Mr. Ike P. Taylor  
Chief Engineer, A. R. C.  
Juneau, Alaska

Dear Sir:

Reference is made to the footnote of your letter of January 5 to Mr. Tom Caughlin of Homer in regard to a petition for a road to the bench at Homer to serve settlers on the high ground to the East.

On his recent trip to Homer, Miami discussed the matter of location with three of the new homesteaders most interested in the project and made a further investigation of the route proposed by them. Their idea, of course, is to have a new road constructed to the top of the bench starting at the old road about half way between Miller Landing and the present Postoffice, or in the vicinity of the Shelin homestead. The main argument seems to be that it would shorten the distance to the Valley as against extending the present road already constructed to the top of the bench at the West end of the Valley. A second argument, which was contradicted by other residents, was to the effect that snow lies deep on top of the bench during the winter.

When MacDonald made the survey for the present road to the bench, he also investigated a route that would be more central but found it impracticable on account of deep gullies and excessive grades. This was confirmed by Miami this spring after walking over the route as suggested by the petitioners.

It is estimated that three miles of heavy construction would be required on this new route. It is still recommended that a road to connect with the present road to the bench would serve the purpose at less cost. The connection to the present road would be at a point about one half mile beyond the end of the present usable road. This section is already under construction by the CCC forces at Homer, (that is the half mile extension to the present road.)

When funds are available a survey will be made, but it is estimated that the connection on top of the bench will be shorter than any new route that could be selected.

Very truly yours,

M. C. Edmunds  
Superintendent

/WJH



DEPARTMENT OF THE INTERIOR  
LAND COMMISSION  
FAIRBANKS, ALASKA  
OFFICIAL BUSINESS

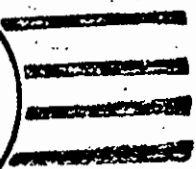


PENALTY FOR PRIVATE USE TO AVOID  
PAYMENT OF POSTAGE, \$300



REASON CHECKED  
Disclaimed ..... Refused .....  
Unknown ..... Deceased .....  
For better address .....  
Moved, Lett no address .....  
No such office in state .....

MR. TOM CAUGHLIN



ALASKA ROAD COMMISSION

Anchorage  
December 27th, 1937

Mr Tom Caughlin  
Homer.

Dear Sir:

This acknowledges receipt of your letter of December 8th, enclosing a petition asking that a survey be made to connect the settlers living in the vicinity of township 5 South, Range 13 West, from Section 35, with the existing road at Homer.

Your petition is being referred to our Juneau office, who will no doubt reply to you direct.

Yours very truly

  
W.C. Edmunds  
Sup't.



ALASKA ROAD COMMISSION

Anchorage  
December 27th, 1937

Mr Wendell Thurston  
Homer.

Dear Sirs

This acknowledges receipt of your letter, from Seldovia, in reference to extending the road at Homer at the East end a distance of about 300 yards in order to cross a swampy area.

For your information, this office has recommended that this work be done during the coming season, but whether funds will be provided for this purpose we do not know at this time.

I might also state that I made an investigation of the road needs at Homer a few years ago, during this time I walked over the East end to your homestead to see you, but found that you were not living there, and that there was no sign of the usual animals I expected to see, such as cows, horse, chickens and so forth.

One of your neighbors was utilizing the space in front of the house for a garden, I am not positive now as to whether she was the one, but I was informed that you worked away from Homer most of the time, and did very little farming, also that you had proved up on your ground.

At that time there was only one way to the East of you, and Kirkpatrick between you and the road.

In reference to your statement that roads are being built for people who just come in to the Homer district, and not to the old settlers.

Where several people settle around a community, an attempt is made to connect them up with the road system, so that their children can go to school and they have means of getting supplies to their homesteads, on the assumption that they are going to be active and develop the country.

Where there are only a few persons concerned, there is not so much need of a road, especially is this true where very little activity is going on, as was the case East of the present terminus of the road at the time I visited there.

The greater part of the work done last year was confined to gravelling the main road, which certainly benefited the old settlers, as no doubt you will agree, and now that this work is done it is hoped that sufficient funds will be provided to take care of the road towards the East, in addition to opening up roads for new settlers.

M.C. Edmunds  
Sup't.

Seldovia Alaska  
Dec - 11 - 37

Mr. Edmons  
Alaska Road Com.  
Anchorage

Dear Sir -:

I am writing you once more with regards to extending the east end of the Homer Road.

We have made our home here since 1931. There are also two other homesteaders who have lived here for three years. It don't seem fair to us who have lived in a community for so long without a road, to see roads being built for people who have just come in.

If the road could be extended for 300 yards it would fix up that part which is impossible to get over before freeze up.

There are other homesteads available that have been filled on and given up because of the need of a road. Then too such an extension will open up the only good timber land around Homer.

Hoping you will give this your most sincere consideration

Truly yours

Wendell Thurston

ALASKA ROAD COMMISSION

Anchorage  
December 27th, 1937

Mr Tom Caughlin  
Homer.

Dear Sir:

This acknowledges receipt of your letter of December 8th, enclosing a petition asking that a survey be made to connect the settlers living in the vicinity of township 5 South, Range 13 West, from Section 35, with the existing road at Homer.

Your petition is being referred to our Juneau office, who will no doubt reply to you direct.

Yours very truly

H.C. Edmunds  
Sup't.

Homer Alaska Dec 8-37

Sec, Alaska Road Com. Anchorage

Gentlemen I herewith hand  
you Petition for a road survey  
this survey is badly needed as we  
now have twelve settlers on this  
proposed road. From the point  
mentioned in Sec, 35 such a road  
can be continued in a general  
north~~west~~<sup>east</sup> direction all on dry ground  
to the head of Fitz Creek, thence down  
this creek to an intersection with the  
present highway at its East end

Yours very respectfully

Tom Coughlin

PETITION FOR SURVEY.

The Alaska Road Commission and the Engineering Dept. of the Territory of Alaska.

We beg leave to submit the following.

The settlers on the high land at the East Sied of the Homer Community, have constructed a roadway, beginning at a point in Section 35-Twn 5 South, Range 13 West(?) . all on high land in a general Westerly direction to a point in Section 9 Twn 6 South, Range 14 West - Here they have constructed a side cut on an easy grade several hundred feet to the first bench.

We desire to continue this grade along the face of the bluff in the same general direction, to a point in Sec. 17, thence in a Southerly direction to the present highway at or near the intersection of said highway and the Spit road.

Such a road will enable the settlers and others who are constantly coming in to open up a vast region of fertile land, thereby adding material benefit to the whole territory.

We therefore respectfully beg to petition that a survey of the proposed road be made as soon as possible to the end that any work donated by us may be done on the permanent highway to be built later.

TOM CAUGHLIN  
F.C. Nighthenheler  
Fred Harbinson  
Harold Davis  
Frank L. Tucker  
Philip Diedler

Wm Fletcher  
Wm G. Sanford  
John Brandrold  
Lloyd Race  
G.A. Romer  
Karl Rosenberg

The undersigned citizens of Homer heartily endorse the above project.

Francis L. Groth  
Roland Lee  
Mrs Grover Price  
E.W. Kirshh  
Mrs Harold Davis  
Thos L. Shelford  
Harris Gordon  
Mrs O.R. Russel  
L. Moore  
A.A. Mattox  
Alfred M. Anderson  
Lillian Walli  
Carl Sholin  
Mrs Paul Parlette

L. Forslund  
Eskil Lund  
Grover Price  
H.K. Allen  
Dal. Valley  
Lydia Shelford  
Frank L. Nemer  
R.M. Campbell  
Jim. Forsdahl  
Nels G. Svedlund  
R.B. Gray  
Phina Bowers  
Chas Miller  
Mary Jane Harrington

Anna Forsland  
Marie Moore  
Mae Harrington  
Geo. D. Earl  
Milo Kallman  
High McCaughey  
C.R. Russel  
Albert Fanning  
D. Dale Pengh  
Frank A. Wolfe  
Paul Parlette  
Jim Waddell  
Geo. Kirkpatrick

ALASKA ROAD COMMISSION

Anchorage  
December 27th, 1927

Mr. I. P. Taylor  
Chief Engineer  
Juneau

Dear Sir:

I am forwarding a petition from residents of Homer for a survey of a road to connect settlers on the high bench with the present road.

As far as a survey is concerned, no doubt this would be advisable in case we have to build more roads on the higher benches, so that any work done by the parties interested would be of benefit to the permanent location.

While some of the settlers have done considerable work to date, most of the work done is wasted as far as a permanent location is concerned, as grades are excessive.

The petition calls for a road to join in with the present road near the intersection with the Spit road- we looked into this proposition at the time we were considering the extension of the road to the higher bench, finding that we obtained a better location by connecting with the road thro the Halli homestead which is about three miles to the Westward of the junction with the Spit road.

The grade on the road we constructed is about a 7 per cent, while the grade on the road constructed by the settlers is more between a fifteen and a twenty per cent.

It would appear to me that the road already constructed should be extended to the East to take care of settlers, instead of building a new road on an excessive grade in order to make a short cut to the main road.

M. C. Edwards  
Sup't.



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

December 9, 1937

Mr. James L. Simpson  
Palmer, Alaska

Dear Sir:

Receipt is acknowledged of a petition signed by you and a number of residents in your vicinity for the construction of a road from Goose Bay to the Richardson Highway.

An additional copy of this petition was received thru the Road Commission office at Anchorage.

While a road from Palmer to some point on the Richardson Highway is included in our general plan, construction of this project will necessarily await increased appropriations. The present outlook is that it will be a number of years before such a project can be started.

Very truly yours,

Ike P. Taylor,  
Chief Engineer.

CC Edmunds  
IPT:IB

WJN

ALASKA ROAD COMMISSION

Anchorage  
December 21st, 1937

Mr. Ike P. Taylor  
Chief Engineer  
Juneau

Dear Sir:

I am forwarding a letter received in the last mail from the  
Seward Chamber of Commerce, and a copy of my reply thereto, for your  
information.

M.C. Edwards  
Sup't.

ALASKA ROAD COMMISSION

Anchorage  
December 21st, 1937

Mr A.L. Baumgartner  
Executive Secretary  
Board Chamber of Commerce.

Dear Mr Baumgartner:

Your letter of December 15th, in reference to the proposed road between Kenai, and the road at Russian River, was received in the last mail.

So far, while we have a winter trail from Kenai to Russian River, no funds have been allotted for a survey to locate a wagon or automobile road, as the funds provided for the Alaska Road Commission during the past few years provide for maintenance of our existing system only, and are not sufficient to take care of construction on any major project.

While district Superintendents make recommendations to the main office in reference to road requirements in their districts, the determination of where funds will be spent is made by our Juneau office.

While some short surveys were made by this office some time ago for road projects on which the C.C.C. forces are now working, the surveying of a road from Kenai to Russian river would have to be authorized, and funds provided for that purpose, by our Juneau office.

If the C.C.C. desire a road survey made, I would suggest that Mr Burdick communicate with Mr Ike P. Taylor, Chief Engineer, Alaska Road Commission, at Juneau in reference to projects they wish to work on.

At the present time it would be impossible to make a location for a permanent road- the snow would have to be off the ground so that the engineer could determine where the location should or should not go, and this could not be done intelligently during the winter months.

Trusting that this gives you the information you require

Yours very truly

H.C. Edwards  
Sup't.

ADDRESS REPLY TO  
ALASKA ROAD COMMISSION

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

December 6, 1937

Mr. Thos. L. Shelford  
Homer, Alaska

Dear Sir:

Petition to the Governor, signed by you and several other residents of Homer, has been referred to this office for consideration.

It is not possible to advise definitely at this time the extent of the work which the Alaska Road Commission can undertake at Homer next season. This will depend entirely on the amount of money made available by appropriation in the forthcoming session of Congress.

Your request will be kept in mind in preparing our program for next season and you may be assured that your community will be given equal consideration with others.

Very truly yours,

Ike P. Taylor,  
Chief Engineer.

CC Governor's Office  
Mr. Edmunds  
IPT:IN

WJW

ALASKA ROAD COMMISSION

Anchorage, Alaska  
December 2nd, 1937

Mr James L. Simpson  
Palmer

Dear Sirs

This acknowledges receipt of your letter of October 5th, forwarding a petition for the construction of a road from Goose Bay to the Richardson Highway.

This petition is being referred to the Juneau office.

However, a survey will be necessary before construction work would start on this project, funds would also have to be provided, and as it would take several years to make the connection I do not think it advisable for you to figure on buying a truck for use on this project, at this time.

I do not understand why the petition calls for a road from Goose Bay, when the logical place to connect the Palmer system of roads is to connect with the Moose Creek road.

E.C. Edmunds  
Sup'te

ALASKA ROAD COMMISSION

Anchorage  
December 2nd, 1937

Mr Ike P. Taylor  
Chief Engineer  
Juneau

Dear Sirs

I am forwarding a petition received in the last mail from various residents of the Palmer district for a road from Goose Bay to the Richardson Highway.

Just why they should want to connect the highway with Goose Bay is a conundrum.

H.C. Edmunds  
Sup't.

Palmer, Alaska,  
October 5, 1937.

We, the undersigned citizens of Alaska do hereby ask the Road Commission to put a truck road through from Goose Bay to the Richardson Highway about 114 mile post so we can put our produce on the market and for such relief from the Road Commission.

Sign here

Louise Tainio  
E.M.Kerttula  
Oscar Kerttula  
Wm Lentz  
Elmer E. Heroux  
Harold ~~Sophax~~ Stephan  
Henning Benson  
Chris Anderson  
Arvid Johnson  
Harry L. Campbell  
Mrs. Harry M. Campbell  
Leonard Hereid  
R.L.Warner  
Eino Wirtanen  
Wallen MacCullen  
Bernard Gulberg  
Mrs. Wm Lentz  
Mrs. Harold Stephen  
Mrs. James Berry  
Mrs. Vera Rorrison  
Mrs. Sadie Quarstrom  
Mrs. Arvid Johnson  
Mrs. B.J.Lossing  
B.J.Lossing  
Mrs. John PORTER  
Vugt Eckert  
S.E.Smith  
Alice O'Neill  
D.Sullivan  
Frank Ring  
John Meehan  
Allen Sexton  
J.A.Long  
Walter Blue  
George Campbell  
C.A.Nichols  
Mrs. Grant France.  
K.B.Klimpin  
Leste# Ellsworth  
Kerwin M. Frank  
Barrell Frank  
Don McKechnie

Sign here

L.S.Vasanaja  
H.C.Hoganson  
H.C.Doughty  
Ed Wineck  
Fred Rotz  
Oscar Beylund  
Waldo Fox  
Nick Weiler  
Elsa Weiler  
Beatrice Gulberg  
John Porter  
Clarence Quamstrom  
D.W.Stebbins  
Mrs. G.C.Broostrom  
Harold zook  
Mrs. Wirtanen  
Vernon Jones  
Mrs. Dan Stebbins  
Mr. Jack Cooper  
Mrs. Clarence Ejodin  
Mr. Martin Leppanen  
George S. Moshier  
Henry L. Barker  
Neal Wright.

ADDRESS REPLY TO  
ALASKA ROAD COMMISSION

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

April 19, 1937

Mr. Almer J. Peterson  
Legal and Land Department  
Alaska Rural Rehabilitation Corporation  
Palmer, Alaska

Dear Sir:

Petition for the construction of a mile of road serving homesteads in Section 32 Township 18 North Range 2 East forwarded by you to Mr. Edmunds has been referred to this office.

All the funds available for the Wasilla-Palmer-Matanuska area for this season are programmed for use in improving the main traveled roads. This is considered necessary in view of the large increase in travel over these roads and it is felt should take precedence over the construction of new roads to serve recently located homesteads. While the necessity for these new roads is recognized, it will not be possible to undertake their construction this season. As soon as the main roads are sufficiently improved consideration will be given to the construction of additional branch roads.

Very truly yours,

Ike P. Taylor,  
Chief Engineer.

IPT:IN  
CC Edmunds

CC  
M  
WUN



ALASKA ROAD COMMISSION

Anchorage  
April 14th , 1937

Mr Ike P. Taylor  
Chief Engineer  
Juneau

Dear Sir:

I am forwarding a petition received from various residents of the Palmer District , thro Mr Almer Petersen, of the Corporation, for the construction of a road to the Scott and Thompson homesteads.

These homesteads are located adjacent to that portion of the Palmer-Fisheok road which we abandoned several years ago , when we constructed the road which at that time was called the "Werner cut off" and which has since been included as a portion of the main road between Palmer and Fisheok.

At that time no one was living in this section, and there was no necessity of keeping the road open.

Since the corporation was formed, however, the land is all taken up, and the two farmers enumerated are unable to get to the main roads except by travelling over their neighbors land.

While I have not gone over the route suggested, it is estimated that this mile of road , which is in heavily timbered country, would cost \$4,500.00 to construct.

While it is realized that funds are not available for new construction, the petition is being forwarded for your consideration as a matter of record.

Yours very truly

M.C. Edmunds  
Sup't.

C O P Y

Palmer, Alaska.  
March 22nd 1937.

Alaska Road Commission,  
Anchorage, Alaska.

ATTENTION MR. EDMUNDS:

We the undersigned, residents of farms in the Matanuska Valley, Territory of Alaska, do respectfully petition for a road to be constructed as follows, to-wit:

Commencing at the SE corner of NW $\frac{1}{4}$  of NW $\frac{1}{4}$  in section 32, Township 18N, Range 2 East, S.M. thence west  $\frac{1}{4}$  mile, thence north  $\frac{1}{4}$  mile, thence west  $\frac{1}{2}$  mile on section line between section 30 & 31. This road will open up a territory now occupied by homesteaders; they have at the present time no outlet, and have to cross over two forty acre tracts now being occupied by Fred Rotz and Frank Ring.

It makes it impossible to fence in these 40 acre tracts, except by shutting out Mr. Scott and Mr. Thompson, whom have homesteads in sections 30 and 31, Twp. 18N, R2E, S.M.

Edw. Moss  
Emil Lonsh-tract 31  
O. Y. Nelson  
David Oukka  
E. N. DeLahd  
Carl H. Miller  
J. J. Bugge  
Dan Cunningham  
Clair Patten  
Horace Diglover  
Harold Davis  
W. G. Fyspel  
Rass L. Sheeley  
Leo B. Jacobs  
A. B. Betts  
James Seward  
Phil O'Neill  
Myles Hyland  
John Porter  
J. V. Chapman  
Wm Lentz  
Wm. Taylor  
Victor John  
Jack M. Scott  
L. Z. Scott  
Don Chapman

---

Frank Ring  
Fred Rotz  
Art Thompson  
Oscar Beylund  
Chris Anderson  
Wm. D. Bennett  
Harry Jensen  
Paul Nelson  
Ray Rebarck  
C. R. Monaghan  
Jack Borndas  
Almer J. Peterson  
Jos. T. Flakae  
Virgil Eckert  
Harold W. Moore  
Henry Laakko  
Wm. J. Bouwens  
Ferber Bailey

C O P Y

Palmer, Alaska.  
March 22nd 1937.

Alaska Road Commission,  
Anchorage, Alaska.

ATTENTION MR. EDMUNDS:

We the undersigned, residents of farms in the Matanuska Valley, Territory of Alaska, do respectfully petition for a road to be constructed as follows, to-wit:

Commencing at the SE corner of NW $\frac{1}{2}$  of NW $\frac{1}{2}$  in section 32, Township 18N, Range 2 East, S.M. thence west  $\frac{1}{2}$  mile, thence north  $\frac{1}{2}$  mile, thence west  $\frac{1}{2}$  mile on section line between section 30 & 31. This road will open up a territory now occupied by homesteaders; they have at the present time no outlet, and have to cross over two forty acre tracts now being occupied by Fred Rotz and Frank Ring.

It makes it impossible to fence in these 40 acre tracts, except by shutting out Mr. Scott and Mr. Thompson, whom have homesteads in sections 30 and 31, Twp. 18N, R2E, S.M.

Edw. Moss  
Emil Lonah-tract 31  
O. Y. Nelson  
David Oukka  
E. N. Deland  
Carl H. Miller  
J. J. Bugge  
Dan Cunningham  
Clair Patten  
Horace Diglover  
Harold Davis  
W. G. Pyspel  
Russ L. Shoeley  
Leo B. Jacobs  
A. B. Betts  
James Seward  
Phil O'Neill  
Hyles Hyland  
John Porter  
J. V. Chapman  
Wm Lantz  
Wm. Taylor  
Victor John  
Jack M. Scott  
L. Z. Scott  
Don Chapman

Frank Ring  
Fred Rotz  
Art Thompson  
Oscar Beylund  
Chris Anderson  
Wm. D. Bennett  
Harry Jensen  
Paul Nelson  
Ray Rebarchak  
C. R. Monaghan  
Jack Barnas  
Almar J. Peterson  
Jos. T. Flakne  
Virgil Eckert  
Harold W. Moore  
Henry Laakko  
Wm. J. Bouwens  
Ferber Bailey

Department of the Interior  
Alaska Road Commission  
Anchorage, Alaska.

April 12, 1937.

Mr. Almer J. Peterson,  
Palmer, Alaska.

Dear Sir:

I wish to acknowledge receipt of your letter of April 8th with the petition for the extension of the first farm road north of Palmer running west from the Palmer-Fishhook road.

This petition is being forwarded to our Juneau office for their consideration.

Yours very truly

M. C. Edmunds  
Supt.

ADDRESS REPLY TO  
ALASKA ROAD COMMISSION

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

April 10, 1937

Mr. R. S. Bragaw  
Secretary, Anchorage Chamber of Commerce  
Anchorage, Alaska

Dear Sir:

Petition for relocation of a part of the Anchorage-Palmer Road forwarded by you to Mr. Edmunds has been referred to this office for consideration.

You are advised that it has been planned at some future time to construct a cut-off from the end of the so-called "Oil Well Road" to connect with the main road above Whitney. The matter of exact location of this route has not been determined.

It is planned to expend the funds available for the present season on additional surfacing and improvement of the main road and it is believed this is of primary importance and should be done in advance of any extensive relocations.

It is not possible to state at this time definitely when this relocation can be constructed but it will be considered in preparing future programs.

Very truly yours,

Ike P. Taylor,  
Chief Engineer.

IPT:IN  
CC Mr. Edmunds

ME  
F  
WJN

ALASKA ROAD COMMISSION

Anchorage  
April 5th, 1937

Mr Ike P. Taylor  
Chief Engineer  
Juneau.

Dear Sir:

I am forwarding a letter received from the Anchorage Chamber of Commerce in reference to the extension of the Oilwell road, route 75-I, to connect up with the main Anchorage-Palmer Road.

This road was extended about 3/4 of a mile last fall, reaching the homestead of J.Lindsay Green.

By extending this road due North a distance of 1-1/2 miles it would connect with the Loop road East of the railroad, at Whitney Station, and eliminate the present main road thro the Alaska Railroad yards, including two railroad crossings.

The petition, however, calls for the location of the proposed extension for a distance of about one and a half miles to the East, before running North to connect with the main road.

There are several homesteaders to the East who would benefit by the construction of a road, as stated in the petition, but if the main road were to follow to the East it would mean abandoning a mile and a half of good road between Whitney Station and the Transmitting station of the Signal Corps.

There is the alternative of building the 1-1/2 miles of road North from Green's homestead, to connect with the main road, and build a narrower road as a farm road which could later on be extended.

It is questionable whether the route proposed would interfere with the Signal Corps Station at Whitney- if a connection were made it would have to be at least 1/4 of a mile from the station.

As far as is known the land to the East has been burned over and should be good grading ground, similar to the Oilwell road, tho it is probable we run into timber in the vicinity of Ship Creek, the same as at the lower crossing due North from Green's homestead.

According to scaling off a map the distance of the road called for in the petition would be about 3 miles.

The extension of the Oilwell road made last fall of 3/4 of a mile consisted of grading only, so it appears as tho this portion is included in the 4 miles asked for.

It is estimated that it would cost \$10,000.00 to build the 1-1/2 miles of road to Whitney station, including bridging Ship Creek and surfacing, so it is believed that the amount asked for would be about half the amount required to build the road wherev requested in the petition.

Petition enclosed

Yours very truly  
M.C.Edmunds, Sup't.

ALASKA ROAD COMMISSION

Anchorage  
April 5th, 1937

Mr R.S. Bragaw  
Secretary  
Anchorage Chamber of Commerce.

Dear Mr. Bragaw:

This acknowledges receipt of your letter of March 24th, forwarding three copies of a petition for the extension of the Fifth Avenue Road towards the East and North to connect with the present main road between Anchorage and Palmer.

The petitions are being forwarded to the main office of the Alaska Road Commission at Juneau, and no doubt you will hear from them in due course.

Yours very truly

M. C. Edmunds  
Sup't.

*Copy for Edmunds,*

J. LINDLEY GREEN

Attorney at Law  
ANCHORAGE, ALASKA

March 24th.1937.

Mr. William Hesse,  
Territorial Engineer,  
Juneau Alaska.

Dear Mr. Hesse:-

There has been a petition filed addressed to the Alaska Road Commission and yourself which will be referred to you by the Alaska Road Commission, there are over five hundred signers to this petition, the petition is self explanatory and for this reason it is unnecessary for me to give a detailed description of the proposed route but I will say that it will eliminate two miles of very crooked and dangerous road and eliminate two very heavy grades.

The petition calls for the construction of about four miles of auto road but it will open up and make available a large area of the best homestead land around Anchorage and will make available large areas of meadow lands near and on the foot hills of the Chugak mountains back of Anchorage that will be of great value for hay and pasture, -at the point where the proposed route will cross Ship Creek there is no steep hill but a gradual slope on each side of the creek rendering an easy grade from the plateau to the creek on both sides.

We are asking you to allow the Commission to use ten thousand dollars in the construction of the road, we do this for the reason that the Commission can by constructing a mile and a half of road eliminate the railroad tracks and the dangerous road referred to in the petition saving the construction of about two miles and one half of road, but the construction of that mile and a half of road will not open up any new country and be no benefit to the present settlers or render the area of homestead lands and grass lands available, and for this reason we are petitioning you to allow the commission to use ten thousand dollars of the territories money so that the road can be constructed as outlined in the petition.

On account of the small appropriation made by the Government for the construction of roads in Alaska the commission does not feel that it can spare the money to construct the additional two miles and one half without getting assistance from the territory and as you have the final say in these matters I do sincerely hope you can grant this small favor. Mr. Hesse I have never asked you for any thing and would not be writing you at this time if it were not for the fact that it is a matter of vital importance to the city of Anchorage to open up an area that is at present inaccessible and unless it is done now it will probably be years before there will be another opportunity.

The Anchorage Chamber of commerce is behind the movement and is sponsoring the petition.

I hope I have not bored you with this long letter but I feel so deeply the necessity of this appropriation or rather allowance of the money for this work that I cannot refrain from being very insistent

Respectfully your friend,

*J. Lindley Green*



- COPY -

- P E T I T I O N -

TO THE ALASKA ROAD COMMISSION,  
and  
WILLIAM HESSE, TERRITORIAL HIGHWAY ENGINEER,  
Juneau, Alaska..

WE YOUR PETITIONERS respectfully request that a wagon and auto road be constructed from the east terminus of the present Fifth Avenue road in Anchorage, at the intersection of Section 9-10 and 15-16 due east on the section line between Sections 10 and 15 about a quarter of a mile to the brow of the hill, thence in a north easterly direction following the brow of the hill until it reaches the section line between sections 10 and 11, thence north along the section line between section 10 and 11 to the monument marking the middle of said section line, thence east in the middle of section 11 and 12 to the center of said section 12, thence north through the middle of section 12 and 1 to the township line in the middle of the north line of section (1) there connecting with the main Palmer-Anchorage Highway on the north line of Township 13 North 3 West and the South line of Township 14 North 3 West.

The construction of this road would eliminate the present crooked and unsafe highway paralleling, and crossing, the railroad between Anchorage and the Whitney Railroad Crossing. The present steep grades would be eliminated.

This proposed road would make easily accessible a large homestead and grazing area - said area will be the most desirable lands found in the vicinity of Anchorage and if made available to homestead will greatly aid in the development of this section.

WE THEREFORE RESPECTFULLY REQUEST that the Alaska Road Commission, and the Territorial Highway Engineer, shall allot the sum of \$10,000.00 believed necessary for the above requested two and one half miles of connecting highway:

Signed  
Otis Kjerlien,  
Dale Applegate  
Lee Klepper  
Louis Burcher  
Ansel Walters  
Geist Kahers  
Wallace Shaw  
Gordon Astrob  
Steve McLeod  
John C. Lefharz  
Chas. Builson  
Leo A. Koslosky  
Harvey Buckridge  
Henry Simmons  
Fred J. Mayo  
E. N. Allen

Palmer  
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Signed  
M.D. Snodgrass, Palmer  
Margaret J. Snodgrass, "  
L. A. Snodgrass "  
Ruby Snodgrass "  
J. L. Perren "  
Margaret E. Snodgrass "  
W. Graw "  
J. C. Grow "  
R. B. Graham "  
J. E. Tuttle "  
H.E. Winchell "  
Bill Winchell "  
L.M. Winchell "  
M.A. Johansen "  
John E. Berg "  
Mitchell Smith "









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

March 18, 1937

Mr. B. H. Mayfield et al  
Talkeetna, Alaska

Dear Sir:

A petition signed by you and numerous other residents of Talkeetna District for the improvement of the route from Peters Creek to Cache Creek has been forwarded from our Anchorage Office.

The need for the improvement of this route is recognized but, in view of the limited funds available for road work all over Alaska this season, it will be impossible to undertake the improvement of this route to tractor road at this time. The funds allotted to the Talkeetna section this season will be largely used in renewing bridges on the route from Talkeetna to Peters Creek. It is obvious that this portion of the route must be kept in serviceable condition, for it would be useless to neglect this section and use the available funds in improving the route between Peters Creek and Cache Creek.

Very truly yours,

Ike P. Taylor,  
Chief Engineer.

CC Edmunds, Anchorage

nc  
12/11

ADDRESS REPLY TO  
ALASKA ROAD COMMISSION

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

March 18, 1937

Mr. Francis L. Groth, Secretary  
Civic League,  
Homer, Alaska

Dear Sir:

A petition for the construction of a landing field, signed by the residents of Homer and forwarded by you to the Alaska Road Commission at Anchorage, has been referred to this office.

The Alaska Road Commission at the present time has no funds for airplane landing field construction. Your petition is being referred to the Territorial Board of Road Commissioners for their consideration.

Very truly yours,

Ike P. Taylor,  
Chief Engineer.

CC Hesse

Mr. Hesse Petition and letter from Edmunds are enclosed herewith. These may be kept in your files.

IPT

✓ CC Edmunds

MS  
WJN

Department of the Interior  
Alaska Road Commission  
Anchorage, Alaska.

March 10, 1937.

Mr. Ike P. Taylor,  
Chief Engineer, A.R.C.,  
Juneau, Alaska.

Dear Sir:

Referring to my letter of February 18th to which was attached a petition for the construction of a road from Peters Creek to Cache Creek, known as the sled road portion of Route 51, I have just received supplementary petitions on the same subject and which I attach hereto.

Altho many of these signatures are from people in and near Talkeetna, there are many names in the lists of Wasilla and Anchorage residents.

Yours very truly

M. C. Edmunds  
Supt.



COPY OF PETITION

\*\*\*\*\*

We, the undersigned, respectfully request that the Alaska Road Commission construct a road from Peters Creek up Black Creek to Cache Creek, a distance of approximately twenty miles. From the Cache Creek Mining Section there has already been taken in excess of Two Million Dollars (\$2,000,000.00) in gold, and the country has scarcely been scratched. Without question it is a mining district of a nature in which mining will continue indefinitely.

At the present time there is a pack trail along this route but the same cannot be used for trucks. This trail was constructed years ago and the bridges over the creeks along the same have now broken down so that passage is very difficult. There are nine (9) hydraulic outfits working along this trail besides a number of small outfits.

The construction of this proposed road will not only materially aid the work that is now being done, but will increase the prospecting in this region. We believe that the activities along this proposed road clearly warrant its construction and that the same should be constructed during the summer of 1937.

May we have your cooperation in this matter?

Signatures follow:

LIST OF NAMES ON SUPPLEMENTARY PETITIONS

M. L. Adams	Talkeetna	Martin Carlson	
E. Bjoonsgaaed	"	W. R. Clark	
C. H. Wood	"	Miles Palmatier	
E. O. Peterson	"	A. L. Lorell	
Bert Fagerness	"	Edwin Johanson	
P. J. Collins	"	T. J. Wilson	
Edw. J. Stronks	"	Gene Baker	
H. W. Nagley	"	Earle N. Shahan	
C. M. Reeve	"	Allen E. Lathrop	
R. L. Seitz	"	George Canas	
Fred R. Smith	"	Wm. A. Fornaciari	
Wesley G. Harriman	"	Mrs. F. R. Smith	
Wm. Bunnett	"	Sydney Thayre	
Jeff Nation	"	Louie Larson	
Lillian VanWinkle	"	John Styhan	
Alex Bedar	"	J. H. Sheward	
Jack Fry	"	Phil Sheward	
Joe Gliska	"	E. W. Pringle	
Mat Hambey	"	Sven Bodin	
Mrs. Bert Olson	"	Neal A. Browne Jr.	
Bert Olson	"	Geo. H. Weatherell	
Joseph Kummeractor	Yentna	Nellie Martin	
C. H. Larsson	Talkeetna	Jack Devault	
Wm. Gaedekeh	"	H. O. Ronning	
Harry Kennedy	"	George Pitiff	
Frank Mouimkes	"	A. E. Andresen	
George D. Poggas	"	Jacob Jensen	
I. L. Mayfield	"	B. H. Mayfield-Talkeetna	
T. R. Weatherall	"	Helena Jenkins	"
Geo. M. Blair	"	F. W. Jenkins	"
Lawrence E. Smith	"	Ernest Bull	"
Jos. Chopek	"	Annie Dahl	"
F. Meise	"	Carl Peterson	"
Johan Zulick	"	Harry Jones	"
Johan Cuculch	"	E. Nauman	"
George P. Perkins	"	Floyd E. Lee	"
J. E. Nagley	"	Mike A. Trepte	"
Leo Kohler	"	Sam E. Wagner	"
H. A. Peters	"	Mrs. M. A. Trepte	"
Fred Negus	"	Al. A. Wolf	"
Otto Glatz	"	Freda E. Devault	"
J. G. Beaver	"	Frank E. Lee	"
Nic Nicoli	"	Mrs. B. H. Mayfield	"
Halvar Eriskson	"	B. E. Morlan	"
C. Hammerschmidt	"	G. W. Lawrence	"
L. C. Bragg	"	Alex Liska	Anchorage
Walter Minano	"	Wm. W. Maitland	XXX
Henry Meise	"	Geo. E. Anderson	"
Joseph Anderson	"	Calvin Reeve	"
Ellen Carlson	"	Frank Carlquist	"

Helen Shop  
Jake G. Erbacher  
J. Kenneth Lohnes  
Mrs. C. M. Reeve  
D. N. Hoytman  
Mrs. J. M. McDonald  
J. B. Gottstein  
W. A. Taylor  
W. A. Baldwin  
Robert B. Atwood  
N. F. Nelson  
Alaska Mother Lode Mines Co.-by Geo. Anderson  
Huie Goodell  
Harry Riley  
N. R. Balabanoff  
Ole Dahl  
Daisy Killaran  
L. A. Haley  
C. E. Quinton  
Arnold Martens  
Damon Palk  
Carl E. Martin  
D. E. Hewitt  
Roy J. Frolen  
A. K. Huffman  
R. A. Francis  
Harvey Rait  
B. F. Mumford  
Kenneth Brittell  
J. B. Wadman  
Fred Gitchell  
Myrtle Gitchell  
O. S. Gill

Department of the Interior  
Alaska Road Commission  
Anchorage, Alaska

March 10, 1937.

Alaska Road Commission,  
Juneau, Alaska.

Dear Sirs:

Attached hereto is a petition for a new Aviation Field for Homer, Alaska as transmitted by Mr. Francis L. Groth, secretary of the Homer Civic League, and 66 other signers.

The heavy rains last fall washed away what field they had at Homer and altho winter landing with skis is usually good, there is no place to land with wheels in the summer time and landing on pontoons is possible only at certain times and then is always hazardous.

Homer is developing into a good farming settlement and growing rapidly in population and I recommend that an investigation be made toward a more feasible site for a field rather than improve the old one, also that an appropriation be set up for the construction of a new field.

Yours very truly

---

M. C. Edmunds  
Supt.

C O P Y

To Mr. MC. Edmunds,  
Alaska Road Commission.

Whereas the community of Homer is so isolated both for mail service and passenger service as well as all other modes of transportation, We the people of Homer do petition the Alaska Road Commission to construct an airplane landing field at Homer.

At present the people of Seldovia come to Homer for airplane service in the winter time, but present facilities make landing and taking off extremely hazardous for airplanes.

During the past season there have been at least five emergency calls for planes for urgent hospitalization.

(signed) Francis L. Groth  
Sec. Civic League

SIGNATURES

Alex Mathesen  
Guy Waddell  
Peter Nielsen  
Chas. Miller  
W. J. Frazier  
Laura Frazier  
Karl Nielsen  
Mrs. M. Nielsen  
Stanley Nielsen  
Lloyd Forslund  
Anna Forslund  
Ford Bechtel  
Zelma Bechtel  
Adella M. Kirkpatrick  
George K. Kirkpatrick  
W. G. Sanford  
Jack Deitz  
Donald Ingalls  
Haleen Ingalls  
Vilma Mathesen

Freida Graham  
James Graham  
Bill Fletcher  
T. Coughlin  
Albert Fanning  
May Fanning  
E. S. Nordby  
Fern Nordby  
Mary Price  
Grover Price  
Joyce Christensen  
Walter Christensen  
Pearl Christensen  
Ann M. Sholin  
C. A. Sholin  
Chas. Erickson  
Milo Kallman  
Greg Naslund  
Glen R. Bower  
Thos. L. Shelford  
Nels O. Svedlund  
Lillian M. Wallis  
Henry Strand  
Bert Hansen  
J. R. Johnson

Mrs. J. R. Johnson  
Mrs. Mabel Shotter  
Era J. Walli  
Ed Anderson  
E. Sandvik  
O. G. Haarstad  
Orval D. Hite  
R. C. Cutler  
H. K. Allen  
R. B. Malone  
F. A. Wolfe  
E. V. Kirsch  
N. Neal  
Geo. D. Earl  
O. R. Russell  
Mrs. O.R. Russell  
R. D. Kranich  
Arleen Kranich  
Thelma Gordon  
Bernice Groth

Department of the Interior  
Alaska Road Commission  
Anchorage, Alaska,

March 9, 1937.

Mr. Francis L. Groth,  
Sec. Civic League,  
Homer, Alaska.

Dear Sir:

I wish to acknowledge receipt of a petition for a new airplane landing field at Homer which has just reached this office from you and it is being forwarded to the Juneau office with my recommendations.

As you probably know, practically all the money spent on Aviation Fields in Alaska, is appropriated by the Territory so this petition will ultimately go to the Territorial Board for approval and funds.

As soon as we are advised as to the outcome of this, you will be notified.

Yours very truly

M. C. Edmunds  
supt.

11

ALASKA ROAD COMMISSION

Anchorage  
March 5th, 1937

Mr. J.D. Urban  
Anchorage.

Dear Sir:

In reference to the petition sent in to this office asking for the construction of a road off the Anchorage Loop road, near mile three, dated January 13th, 1937, to your and other homesteads in Sections 29, 30, and 31.

The petition was forwarded to our main office, and recommended by this office.

The following reply has been received, and is quoted for your information.

"Reference is made to your letter of January 22nd enclosing a petition from certain homesteaders near Anchorage.

Due to the limited funds available it is not probable that this work can be included in our program.

The petition is being referred to the Territorial Board of Road Commissioners for its consideration."

Yours very truly

signed Ike P. Taylor  
Chief Engineer.

are

It appears as the funds for roads for this summer are going to be very small- after the large appropriations we have had for the past two years it will be very noticeable in this district.

I am sorry we will not be able to do anything for you this summer, unless the Territory furnishes funds.

Yours very truly

M.C. Edmunds  
Sup't.

ADDRESS REPLY TO  
ALASKA ROAD COMMISSION

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

February 6, 1937

Mr. M. C. Edmunds  
Superintendent, A. R. C.  
Anchorage, Alaska

Dear Sir:

Reference is made to your letter of  
January 22 enclosing a petition from certain homesteaders  
near Anchorage. Due to the limited funds available it  
is not probable that this work can be included in our  
program.

The petition is being referred to the  
Territorial Board of Road Commissioners for its con-  
sideration.

Very truly yours,

*Ike P. Taylor*  
Ike P. Taylor,  
Chief Engineer.

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10/24



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

February 24, 1937

Mr. R. S. Bragaw  
Secretary, Anchorage Chamber of Commerce  
Anchorage, Alaska

Dear Sir:

Receipt is acknowledged of petition indorsed by your Chamber for the improvement of the Peters Creek-Cache Creek Trail to road standard.

It now appears that Federal funds to be available for the coming season's work will be sufficient only for maintenance and some minor improvements to the existing roads. For this reason it will not be possible to undertake the construction of a road to Cache Creek. It is planned to make some improvements, however, on this route so that it will be usable as a tractor road. The funds available for this particular section will largely be used in replacing bridges on the section of the road from Talkeetna to Peters Creek. It is of course necessary to maintain this portion of the road so that any traffic destined for points either up Cache Creek or Peters Creek can be assured of getting over the route.

Very truly yours,

Ike P. Taylor,  
Chief Engineer.

IPT:IN  
CC Edmonds

WJN

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

May 26, 1936

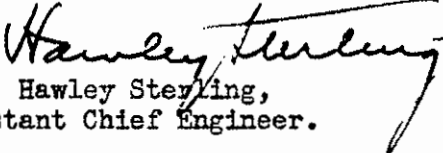
Mr. M. C. Edmunds  
Superintendent, A. R. C.  
Anchorage, Alaska

Dear Sir:

Receipt of your letter regarding the extension of the road around Lake Spenard is acknowledged. Under our present program we are unable to undertake any new work.

However, copy of your letter together with petition is being sent to Mr. Hesse who may be interested. It is suggested that should he visit Anchorage you apprise him of the petition. He may be willing to allot a small amount. Mr. Hesse left by airplane for Fairbanks and Nome today.

Very truly yours,

  
Hawley Sterling,  
Assistant Chief Engineer.

CC Mr. Hesse with copy of  
Edmunds' letter & petition

WJN

ALASKA ROAD COMMISSION

Anchorage

February 18th, 1937

Mr. I. P. Taylor  
Chief Engineer

Juneau

Dear Sir:

I am forwarding a letter and petition received in the last mail from the Anchorage Chamber of Commerce relative to the road leading from the Peters Creek roadhouse to Cache Creek.

As you are aware, the route followed from the end of the wagon road at Peters Creek, to Cache Creek, during the summer, follows up Black Creek, crossing the black Creek summit, and drops down into Cache Creek at Windy Creek.

This route was built as a pack trail in the first place, and numerous wooden culverts and bridges were built to take care of drainages.

These wooden structures are now, generally speaking, unsafe, and, since tractors have been freighting over the route, are continually breaking down.

During the past few years a minimum amount of work has been done upon this route so that traffic may keep moving, both to the upper part of Cache Creek, where a number of small outfits are mining, and to lower Cache Creek, where the Morgan interests have had a crew of about 15 men working during the past two years.

Yours very truly

M.C. Edwards  
Sup't.

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

January 28, 1937

Mr. Herman Reft  
Karluk, Alaska

Dear Sir:

Receipt is acknowledged of your letter of December 21 with regard to a bridge across the Karluk River.

A petition was sent to this office in November 1934 signed by a number of residents of Karluk and vicinity requesting this bridge. The matter has been delayed pending a report from our district superintendent at Anchorage, who was requested to visit Karluk and investigate the conditions. We now have a report from Mr. Edmunds giving us the information required. While the amount of funds to be available for next season is not yet definitely known, it is believed that favorable consideration can be given to this project in preparing a program for next season's work. The matter is being referred to the Territorial Board of Road Commissioners for its consideration.

It is noted that you refer to a section of two miles across the spit but nothing is said as to what is required on this section. For your information, the Alaska Road Commission has never had a project at Karluk and for that reason I am at a loss to understand your statement that this section of trail across the spit is supposed to be kept up by us.

Very truly yours,

Ike P Taylor,  
Chief Engineer.

IPT:IW  
CC Mr. Hesse  
Edmunds

ME

WJW

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

January 5, 1937

Mr. M. C. Edmunds  
Superintendent, A. R. C.  
Anchorage, Alaska

Dear Sir:

I am enclosing a copy of a letter from Foss together with my reply.

In writing Foss last summer I did not think it policy to tell him that Severson was the one from whom we had gotten the information regarding the trail.

The petition he sent in was signed by some 22 so-called "residents of Iliamna Village and Pedro Bay."

It is requested that you have whoever goes to Iliamna next summer look into this matter and if it is found the trail would be used and even \$500 would do the work we will make an allotment.

Very truly yours,

  
Ike P. Taylor,  
Chief Engineer.

Enc. 2

1/14  
LWSN

Pedro Bay, Alaska

November 12, 1936

Mr. Ike P. Taylor  
Chief Engineer  
Juneau, Alaska

Dear Sir:

I am enclosing a petition signed by the resident who live on this end of the lake or east end of lake.

I dont recall anyone making any inquiry about the proposed winter trail, and there is no need for a winter trail at Iliamna Bay as stated in your letter of August 19, 1936.

Now we dont ask for much and it will do good as stated I know you have been mininformed in this, and hope you will reconsider.

Yours truly

(s) Samuel B. Foss

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

January 5, 1937

Mr. Samuel B. Foss  
Pedro Bay via Iliamna  
Alaska

Dear Sir:

Receipt is acknowledged of your letter of November 12 enclosing a petition signed by yourself and others for a trail from Iliamna Village to Knutsen Bay, as requested by you last summer.

My letter of August 19, 1936 was in error in mentioning Iliamna Bay as Iliamna Lake was intended. I know the general location of the trails you request. I still can not see how even \$300, as mentioned in your last request, can accomplish the work desired as your petition indicates at least 20 miles of the trail would be thru timber.

Since no funds are available at this time, your request will be given consideration in preparing next season's program and an investigation will be made on the ground at the first opportunity.

Very truly yours,

Ike P. Taylor,  
Chief Engineer.

IPT:IN  
CC Edmunds

Anchorage, Alaska,  
January 14, 1937.

Mr. M. C. Edmunds,  
Supt. A. R. C.,  
Anchorage, Alaska.

J O P Y

Dear Sir:

We, the undersigned, apply for an auto road to be built to our homesteads, a distance of about three quarters of a mile on Sections 31, 32 and 29. We can not improve our land as it is now for the lack of a road. This road will benefit five homes and cross the land of all five applicants.

Map will show exact location of said road. We would like to have this road built this spring as we intend to do extensive improvements on our land this year.

Yours truly,

J. D. Urban

Geo. Rosenbohm

O. Korhonen

Jas Dunn

Werner Ohls



ALASKA ROAD COMMISSION

Anchorage  
January 22nd, 1937

Mr. Ike P. Taylor  
Chief Engineer  
Juneau

Dear Sir:

I am forwarding a petition signed by five interested parties for the construction of a road leading from mile 3. on the Anchorage-Loop road, in a North Westerly direction, to the homesteads of J.D. Urban and Geo. Rosenbahn.

While the petition is signed by O. Karhonen and Werner Ohls, the road in question would be of no particular benefit to either of these men, but would benefit two other homesteaders in this vicinity, whose names do not appear on the petition.

So far as I am able to determine, none of the signers have done much farming to date, but all have substantial buildings on their property, and have taken up homesteads, and will no doubt have to farm in order to prove up on their land.

At the present time it is hard to get into these properties, the locality is heavily timbered, and a narrow road has been slashed so that a wagon can get thru.

It is estimated that it would cost \$3,500.00 to build a 24 ft road as requested, including clearing, grubbing, grading, culverts and some gravelling in soft places.

The land adjacent to the proposed road is being taken up by settlers and it is believed that this is a meritorious project.

Two of the signers are married, and the Urbans have several children of school age. (At present they live in town during the school term.)

Yours very truly

M.C. Edmunds  
Sup't.

ALASKA ROAD COMMISSION

Anchorage  
November 24th, 1936

Mr. Hawley Sterling  
Ass't Chief Engineer  
Juneau.

Dear Sir:

I am enclosing a petition signed by 37 residents of the Homer district, in reference to gravelling the roads in that locality, and, astonishingly, appreciating the work done in that district during the past season.

Yours very truly

M.C. Edwards  
Sup't.

The first signer of the petition, Mr. Francis L. Greth, represents the Jones Lee home in their extension project at Homer.

COPY.

Mr. H.C. Edmunds  
Alaska Road Commission

Mr. Edmunds:

Whereas, the roads of Homer are in such bad condition during the  
main season, we, the people of Homer do ask and petition the Alaska Road  
Commission to gravel the road now constructed, during the coming season,  
the summer of 1937.

We wish to thank the Commission for the work done on our roads during  
the past season and hope that it will continue under the same or similar  
administration.

The following signatures represent the people of Homer in this  
matter

FRANCIS L GROTH

MRS BERNICE E. GROTH

C.A. SHOLIN

GREYER C. PRICE

GUST ANDERSON

MRS CARL SHOLIN

BERT HANSEN

C.M. HUFFMAN

ED SLAVIN

FRANK S. NEMER

FRED SVEDLUND

CLIFFORD SATHER

GEO KIRKPATRICK

W.R. JAYTER

CHAS MILLER

JOYCE CHRISTINSEN

WM FLETCHER

WALTER CHRISTENSEN

W.J. FRAZIER

VILMA MATHESSEN

LAURA FRAZIER

ALEX MATHESSEN

ZELMA RECHTEL

DONALD ZEGALLS

L. FOSSLUND

ANNA FORSLUND

ELSIE LUND

MARY PRICE

FORD RECHTEL

TOR LUND

STANLEY NEILSEN

H. NEILSEN

JACK DIETZ

PETER NEILSEN

WM G. SANFORD

GLADYS DIETZ

Received November 20th, 1936

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

December 17, 1936

Mr. J. J. Doyle  
1227 Bank of America Building  
Seventh and Spring Streets  
Los Angeles, Calif.

Dear Sir:

Receipt is acknowledged of your letter of November 24 in regard to the road from the Gold Bullion to the Marion-Twin Gold Mine property. It is realized that this piece of road requires improvement. In fact, very little money has been spent on it and it is really nothing more than a track.

We have no information as yet regarding the amount of our appropriation for next year. Whether or not any work can be done on this project will depend entirely on the sufficiency of funds available.

The project will be kept in mind in preparing our next year's program and if at all possible an effort will be made to provide some improvement to this route.

Very truly yours,

Ike P. Taylor,  
Chief Engineer.

IPT:IW  
CC Edmunds

MAE  
WJN

14.2

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

December 17, 1936

Mr. Francis L. Groth et al  
Homer, Alaska

Dear Mr. Groth:

Receipt is acknowledged of a petition signed by yourself and 36 other residents of Homer requesting additional surfacing of the road in that locality.

While it is probable our funds will be quite limited again next year, it is planned to continue surfacing operations, in a small way at least.

We appreciate your statement that the work done last year was beneficial and well done.

Very truly yours,

Ike P. Taylor,  
Chief Engineer.

CC Edmunds  
IPT:IN

14-2

NE  
WJN

Department of the Interior  
ALASKA ROAD COMMISSION  
Anchorage, Alaska.

August 12, 1936

Mr. Ike P. Taylor  
Chief Engineer, A. R. C.  
Juneau, Alaska

Dear Sir:

I am forwarding a petition signed by various residents of Kodiak concerning the improvement of the road from Kanatak to the Fish Village.

According to the petition, these men are mostly fishermen who go to Bristol Bay during the summer months for the fishing season.

Very truly yours,

M. C. Edmunds,  
Superintendent.

MCE:bb

Kodiak, Alaska

Mr. M. C. Edmunds, Supt.  
Alaska Road Commission  
Anchorage, Alaska

Dear Sir:

In behalf of the residents of Kodiak, Alaska, Third Division Territory of Alaska concerning the construction of the right-of-way and road from Kanatak up to and including the Fish Village, and now known as the Fish Village Trail, and used by the undersigned, all of whom are engaged in the fishing industry in the Bering Sea district, and who individually use this trail in coming and going from the place of their occupation to their homes and We herewith respectfully request that you favorably consider the herein petition, which is unanimously indorsed by the undersigned.

Dated this 5th day of August, 1936.

Heino Schneck  
John Paulson  
Cliff Sumcelin  
Bill Sargent  
Ed MacKenzie  
Arnie Vogen  
Allan Petrie  
Fred Mahle  
Alfred Torgransen  
Thos. Swanson  
Henry Neseth  
George Moe

Knut Thievik  
Claudia Walker  
Jake Amucknuck  
Glenn Palmer  
Mrs. C. Leite  
Allen Guest  
Anton Kvas  
George Dalsbo  
Fred Noren  
Louis Jensen  
Wm. Englehart

CENTER OF BIG GAME HUNTING  
COOK INLET

BEAR, MOOSE, MOUNTAIN SHEEP

KACHEMAK BAY AND HOMER  
"ALASKA'S GREATEST POTENTIAL  
NAVAL BASE" - ADMIRAL RODMAN

## Seldovia Chamber of Commerce

MEMBER

CHAMBER OF COMMERCE OF THE UNITED STATES

SELDOVIA, ALASKA

CENTRAL PORT OF DISTRIBUTION  
FOR COOK INLET TOWNS--  
ILLIAMNA, NINILCHIK, KASLOF,  
KENAI AND  
HOMER  
THE AGRICULTURAL HOMESTEADING  
DISTRICT

Office of the Secretary

### -- HOMER, ALASKA --

REPORT:-- Setting forth the reason and requirement for the construction a mile and one half of roadway, leading back from Homer sea level low land country up on to the highland country, and the plateau, which ranges immediately back of Homer and extends for miles in open rolling land.

DATE OF REPORT: Seldovia, Alaska | April 18, 1936 |

SKETCH MAP: Roughly indicating terrain and elevations of this short piece of roadwork that will open up and make accessible many thousands of acres of choice land to settlement and homesteaders. (attached hereto)

LIST ENUMERATING THE POPULATION of Homer as of present date. (attached)

LIST OF PERSONS with names and addresses who have written during the past two months, March and April, for all information concerning Homer, Alaska. A number write to say that they are arriving here during May and June. They are financing themselves entirely. This list is attached to indicate the amount of interest actually taken in this Homer country, by persons over a wide range of the United States.

HOMER, ALASKA, comprises an agricultural community ranging around the base of Homer Spit, a natural breakwater extending some 5 miles across the entrance of Kachemak Bay that leads off Cook Inlet waters. HOMER is an area in which the entire population are land settlers and farming minded. This district extends along the shoreline of Kachemak Bay and also adjacent to Cook Inlet. It is a comparatively narrow strip of land extending back from the water edge to an average of from one mile to one and a half miles. There at that point, occurs a very sharp rise and elevation of the land. It continues to a point where the land is some 700 feet above sea level. From thence on the entire country constitutes an open plateau of wide range and fine rolling country.

It is on this elevated land and beyond reaching miles into the back country that is the only land available to homesteaders. All the land of the lower level, as now constituting Homer, has been taken up and homesteaded. There remains nothing left for new arriving persons. This situation can only be remedied by the building of about 1½ miles of road that will provide means to settlers getting to and opening up of the land situated on the Homer plateau areas.

There are right now, nine settlers located up on the highland back of Homer. They have established there only recently. They have roughed in a roadway and are now transporting up their material and effects comprising lumber, stock feed, equipment, furniture, wire fencing, and one homesteader is taking in a new portable saw-



mill to cut all lumber for dwellings, barns and extensive sheep sheds. They have roughed in a roadway up the hillside themselves and at their own expense. It is very steep and requires a four horse team to transport a load of 500 pounds of material and goods. The putting in of a "switch back" to the present roughed in road up Bydarky Canyon would establish a fairly good road, having only a six per cent grade. This is the opinion of a man who has homesteaded land within the past three months. He is a surveyor, and was engaged during the past several years in land survey work in the Matanuska Valley area. This indicated road, properly completed and with switchback of not more than 1500 feet in length, would open up all of the highlevel ground situated on this plateau country.

Once on top of this highland, settlers could break their own trails to whatever point they desired to go and without much difficulty. This method would serve to meet general needs until the advent of a more embracing program of road construction work at a later date.

During the present month of April, one settler alone had some 10 tons of freight landed on the beach at Homer, including 5 head of horses. He has transported everything, under the most difficult circumstances, up on the highland area. The type of men and their families are a determined lot. They finance their own way from the States and elsewhere, to Homer. They meet their difficulties and surmount them. They ask no odds or cry for help. The merits of Homer, its climate and situation, appeal strongly to them. For that reason, a survey or study should be made to examine into the present requirements of this area, from the angle of what is needed to assist in the immediate development and making the open homestead land accessible to those wanting it and willing now to take it up.

During the past two years there is no known instance of persons, having gone to Homer intending to look over the land, who have gone away disappointed. They have all either stayed right there, or left only to secure their equipment and return.

There are 14 newcomers known to be coming from the States to Homer during the month of May. In many instances they have stated the finances that they have in hand--it ranges from \$2000 to \$5000. One newcomer this last week went to Homer with the avowed intention of starting a Creamery. He has bought outright 145 acres of land for the purpose.

With these new arriving prospective settlers, it is to be desired that at least a roadway leading up on to the highland back of Homer, should be put in at as early a date as is possible. There has been done a meager amount of road work at Homer, designed to serve the immediate needs of present settlers. All of what has been done is to a major extent ungraveled and most difficult at times to traverse. NOTHING WHATEVER has been attempted to provide to make available to new settlers the additional land they are now needing, and to which they can get only under the most difficult circumstances and retarding influence.

The means to do this is by the putting in of the roadway here suggested and indicated. This roadway of under a mile and one half in length, is neither difficult, costly or elaborate and moreover, there is no rockwork to be encountered.

This roadway constitutes a matter of vital and major importance to this locality, and it is contended by all persons at Homer that something in this direction should be undertaken at the earliest possible date, to accommodate and make attractive to new settlers who are coming from distant places at their own expense with the full intention and expectation of finding suitable land on which to take up and file homestead rights thereto.

It is for the foregoing reasons that this subject is being addressed to you, Governor, the Honorable John W. Troy, that due a review of the subject can be made, and according to your judgement, and in line with what merits this case may suggest to you as having, be directed to that department having the administration of such work.

As an additional significance of the importance of and for opening up this Homer area, we attach hereto list of names of persons from all parts of the States, who have written in to the Chamber of Commerce, for information relating to Homer. These listed names are of letters received during the months of March and April of this current year. These are unsolicited and we have issued no publicity that would encourage such interest.

Respectfully submitted  
Seldovia Chamber of Commerce.

J. H. Malcolm ----Secretary.

Department of the Interior  
ALASKA ROAD COMMISSION  
Anchorage, Alaska.

May 15, 1936

Mr. Ike P. Taylor  
Chief Engineer, A.R.C.  
Juneau, Alaska

Dear Sir:

I received a petition in the last mail signed by 15 persons who have homesteads or homes in the vicinity, concerning extending the Spenard road around the Lake. A couple of years ago the persons interested cleared and grubbed about one mile of road which we graded up for them. No surfacing has been done on this section.

This road is used considerably during the fall and spring and becomes badly rutted. When running the motor grader or maintainer over the Spenard road we generally cover this section also, which leaves it in fairly good shape during the summer time. There is one section of road about 500 ft. long where the road runs along the rim of the lake but should be changed, as cars traveling over this road endanger the lives of children playing around the lake. This, however, is only a small job.

With the settling up of the land around town more people are moving out towards the lake with the idea of having summer homes and also homesteading. At the present time the settlers are clearing for a road and are asking that the road be extended and also surfaced. While no investigation has been made of the possibilities of getting gravel south of Lake Spenard, there are no gravel pits containing suitable gravel on this road. Most of the good gravel has been obtained from the gravel pit near the Alaska Railroad offices and the surfacing of this road will probably cost in the neighborhood of \$4,000.

I am forwarding a copy of the petition for your information.

Very truly yours,

M. C. Edmunds,  
Superintendent.

MCE:bb

15/4

14.1

Lake Spenard  
Anchorage, Alaska

Mr. M. C. Edmunds, Supt.  
Alaska Road Commission  
Anchorage, Alaska

Signatures of settlers to benefit by two miles of new road graded  
and graveled. Impossible to travel on now until improved in some  
way.

C. G. Collins

Pete Cavanaugh

A. H. Dyer

Lee Hartley

Carl G. Osterlund

John Stahl

Peter Ericksen

George Blackman

A. N. Brown

J. S. Preston

J. S. DeLong

Dave Patterson

Adolph Olson

Frederick Hansen

W. A. Mills

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

January 29, 1936

Mr. R. S. Bragaw  
Secretary, Anchorage Chamber of Commerce  
Anchorage, Alaska

Dear Sir:

The petition requesting that the Wasilla mine roads be kept open in winter has been forwarded here by Mr. Edmunds.

As you know, the funds of the Alaska Road Commission have never been sufficient to accomplish the construction of numerous roads which have been asked for and which are actually required. This year our appropriation is smaller than usual comparatively due to several hundred miles of road which have been built with emergency funds. It will barely cover maintenance.

We have on this account never been able or felt warranted to do snow removal work on any scale. In fact the only road we feel obligated to keep open is that between Fairbanks and Chitanaika and that only because it was so agreed before the railroad took up its steel between these points. We do cooperate with the school authorities in a small way so that the children can get to school. 12

As Mr. Edmunds states, keeping the road open from Wasilla to Willow is a large order, to say nothing of being hazardous on account of the road being narrow. However, since it does mean so much to the district and since we have a machine on hand which is made for the purpose, we are willing to offer cooperation to the extent of furnishing the machine. The operators and others interested would have to furnish all other expenses, driver's wages, gas, oil, grease, and make deposit to cover. We would select the driver.

In making this offer, it is conditional that the machine can be used only when not required in the valley and that we find it practicable for the machine to do the work. That is, it may prove it can not negotiate the turns or that the glaciers are prohibitive to the point of danger.

Should those interested accept this offer they should be notified that we make a rough estimate that the road could not be opened for less than \$30 a mile average and that the work might have to be repeated the next day if a wind storm comes up. From two to four men would be required, depending upon conditions.

If the operators are interested on the above basis, get in touch with Mr. Edmunds.

HS:JW

Very truly yours,

CC Mr. Edmunds — If they accept, get deposit first, try it. Hawley Sterling, Alaska Road Commission, Route. and if not found practicable tell them so. Depreciation would be charged.

Department of the Interior  
ALASKA ROAD COMMISSION  
Anchorage, Alaska.

March 30, 1936

Mr. Ike P. Taylor  
Chief Engineer, A. R. C.  
Juneau, Alaska

Dear Sir:

I am forwarding a petition received in the last  
mail from the residents of Wasilla in regard to the instal-  
lation of fire protection for the town, together with a  
copy of my letter to Mr. Howard Wilmoth, the Commissioner.

Very truly yours,

M. C. Edmunds,  
Superintendent.

MCE:bb

2 C

Department of the Interior  
ALASKA ROAD COMMISSION  
Anchorage, Alaska.

March 27, 1936

*Copy*

Mr. Howard Wilmoth  
U. S. Commissioner  
Wasilla, Alaska

Dear Sir:

This acknowledges receipt of a petition signed by various residents of Wasilla in regard to the installation of a pump, tank, etc. for fire protection in the town of Wasilla.

While it is remarked that two fires started in the Alaska Road Commission garage which might have caused a lot of damage around town, at the same time the installation of fire protection is somewhat outside the line of activities usually undertaken by the Alaska Road Commission. I am forwarding the petition to our main office in Juneau so that it will be delivered into the hands of those concerned.

Very truly yours,

M. C. Edmunds,  
Superintendent.

MCE:bb  
Copy to Ike P. Taylor

Department of the Interior  
ALASKA ROAD COMMISSION  
Anchorage, Alaska.

January 7, 1936

Mr. G. L. Cadwallader  
Wasilla,  
Alaska

Dear Mr. Cadwallader:

This acknowledges receipt of the petition sent in from Wasilla concerning the opening of the road to the Willow Creek Mining district during the winter time.

This petition is being forwarded to our main office at Juneau for their consideration.

Very truly yours,

M. G. Edmunds,  
Superintendent.

MGE:bb

DE



Department of the Interior  
ALASKA ROAD COMMISSION  
Anchorage, Alaska.

January 7, 1936

Mr. R. S. Bragaw  
Secretary, Chamber of Commerce  
Anchorage, Alaska

Dear Mr. Bragaw:

This acknowledges receipt of a petition sent in by various miners, and other interested in the Wasilla district, concerning keeping the road leading into the Willow Creek mining district open during the winter time. I am forwarding this petition on to our Juneau office for their consideration.

While we have a new snow plow in the Wasilla district, this is the first one of this kind we have had and I am not able to state just what the machine will be able to do. However, I doubt very much whether we could do any good trying to plow out the road to the Willow Creek Mining district during the winter time. The road is very narrow, with numerous curves and excessive grades, which would make it a hazardous undertaking to try to clean the road off under the present conditions.

Very truly yours,

M. C. Edmunds,  
Superintendent.

MCE:bb

22

Department of the Interior  
ALASKA ROAD COMMISSION  
Anchorage, Alaska.

January 7, 1936

Mr. Ike P. Taylor  
Chief Engineer, A. R. C.  
Juneau, Alaska

Dear Sir:

I am forwarding a petition received from some of the residents of the Wasilla district asking that the road over the Hatcher Summit be kept open during the winter time; also the roads to the other mines in the district, including the Gold Chord and the Fern Mines.

I am also inclosing a copy of a letter sent to Mr. Bragaw, secretary of the Anchorage Chamber of Commerce who have endorsed the petition. In addition to the remarks in Mr. Bragaw's letter, I imagine there would be considerable ice in places along the road and no doubt rock would be mixed up with the snow, making it hard to do snow plowing on this route.

Very truly yours,

M. G. Edmunds,  
Superintendent.

MGE:bb

100  
27

P E T I T I O N

To the Alaska Road Commission  
Juneau, Alaska

We, the undersigned, realizing the urgent necessity to have the road leading into the Willow Creek Mining District, kept open during the winter months, respectfully petition your Honorable Organization, to grant us this needed relief, and in support of this petition we submit the following reasons for presenting same;

There is now several properties operating in the Mining District mentioned, others carrying on development work, with the expectation of early operation, there is now and will be during the entire winter season, a great number of persons employed in the District or carrying on development work for themselves, that this work can be prosecuted during the winter months, if said roads were kept in condition, so that necessary supplies can be carried to the properties, that the cost of keeping said roads in condition will be slight in comparison with the benefits that will accrue to the parties using the roads, that if the roads are not kept open, it will be necessary to close much of the work that is now going on in said District, therefore depriving a large number of men continuing their employment, and delaying development work that is now being prosecuted, that your consideration of this request will be greatly appreciated by the undersigned.

(Signed)

Ready Bullion  
Bralaska Ming. Corp.  
Fern Gold Mining Co.  
New Bullion Mine  
Freighter  
Basilla Service Company  
O. G. Herning

Sidney E. Black, Mgr.  
James M. McDonald, Supt.  
T. S. McDougal  
G. S. Herning, owner  
Gus Swanson  
G. L. Cadwallader, Mgr.  
Mgr, Knik Trading Company

(Endorsed by the Anchorage Chamber of  
Commerce at a regular meeting held  
December 12, 1935

Certified by  
R. S. Bragaw, Secretary  
Anchorage Chamber of Commerce.



ALASKA ROAD COMMISSION

Anchorage, Alaska  
May 7, 1934

Mr. Jack Lean,  
Lawing Alaska

Dear Sir:

In reply to your letter of the first, we expect to do some work down your way this season, and would like to accomplish the greatest possible amount of work with what funds we will have available. Please let us know about what time in the season it will be possible to get the most work done.

Yours truly,

JB/RW

  
M. C. EDMONDS  
Superintendent

EE



is eight feet in several places  
In all occasions, one may be seen, the  
small animals in winter and  
many in winter in the trail.

It is now some or eight years since  
any work was done on the upper end  
of this trail and it would be greatly  
appreciated by some of us, the others  
living around it, you could allot a  
portion of some funds for maintenance  
work on it over summer.

It is the consensus of opinion  
by those who know the trail that  
it would require an allotment  
about \$500.00 to put it back into  
passable condition. I have attempted  
to get the signatures of the various  
ones living along a line of the trail  
but as I feel that my time is limited (you  
know) of these you to work in various  
places I will not be able to see them  
all. Nevertheless, even if you get it  
any labor allotted on this trail this  
summer will be greatly appreciated.

Kenai Lake. April 24-34

We, the undersigned residents,  
living enroute and duly affected by  
mail delivery between Moose Pass and  
Kusiloff hereby ask your cooperation  
in securing funds for repairing of  
trail between Russian River and Kenai:

W. C. Knaack Owen Christensen

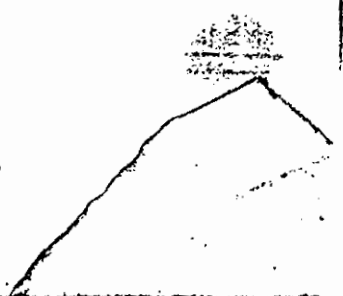
Duncan Little

Jack Lean



Chas C Lean  
Frank E. Towle  
Jean Bolam  
Phyllis Downing  
Andrew Hickey  
Flex Bolam  
John Bateman  
Lois Bateman  
William J. Boyd  
Hazel Towle  
Everett E. Simpson  
Ruth J. Simpson  
Frank Roycroft  
Mrs. Frank Roycroft  
Mrs. M. H. Estes

00818



WE THE UNDER SIGNED MINING CLAIMS OWNERS, OF THE SIDNEY  
BASIN REGION, IN THE WILLOW CREEK MINING DISTRICT, WASILLA,  
ALASKA, HEREBY PETITION THE ALASKA ROAD COMMISSION, TO  
BUILD A FOT AND PACK BRIDGE ACROSS ARCHANGEL CREEK, THIS  
WILL MAKE TRAVEL AND PACKING OF SUPPLIES EASIER AND  
FASTER INTO THIS REGION, THIS BRIDGE WOULD BE BUILT FROM  
THE FERN MINE AUTO ROAD ACROSS THE ABOVE MENTIONED CREEK.

-----

<u>Name</u>	<u>Name of Mine</u>	<u>Address</u>
1. P. A. Marion	Gold King	Wasilla
2. G. S. Herning	Gold King	Wasilla
3. C. A. Bartholl	Pay Day	Wasilla
4. C. W. Isaacs	Bonanza	Wasilla
5. F. Isaacs	Bonanza	Wasilla
6. L. J. Gram <i>Grant</i>	Golden Eagle	Wasilla

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ALASKA ROAD COMMISSION

Anchorage  
February 28-1935.

Mr P.A. Marion et al  
Wasilla.

Dear Sirs:

This acknowledges receipt of your letter enclosing a petition for a bridge across Archangel Creek, to provide access across Sidney Basin.

I am forwarding the petition to our Juneau office, and will investigate the crossing at the first opportunity.

Yours very truly

M.C. Edmonds  
Sup't.

Route 35-A

ALASKA ROAD COMMISSION

Anchorage  
February 28-1935

Mr Ike P. Taylor  
Chief Engineer  
Juneau

Dear Sir:

I am forwarding a petition received in the last mail from some prospectors asking that a bridge be built across Archangel Creek, suitable for pack animals.

Archangel Creek runs approximately parallel to the Archangel road, where the Fern mine is located, and the bridge asked for is about half way between the Willow Creek extension and the Fern mine.

Without making an investigation, which is out of the question until the snow is off, I would estimate the bridge required would cost \$300.00.

Yours very truly

M.C. Edmunds  
Sup't.

ADDRESS REPLY TO  
ALASKA ROAD COMMISSION

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

April 30, 1934

Mr. C. A. Soper  
Wasilla, Alaska

Dear Sir:

Receipt is acknowledged of your letter of April 23 with reference to a petition for a road into your homestead.

There was a limited amount of funds available for construction of farm roads in the Wasilla section last fall. These funds were allocated by the Public Works Administration and it was endeavored to use them for the construction of roads serving the greatest number of settlers.

As these funds are practically exhausted and our regular appropriation is limited to maintenance of the existing roads it does not appear probable that we will be able to undertake construction of the road you request this season. However, if additional funds become available your request will be given consideration.

Very truly yours,

Ike P. Taylor,  
Chief Engineer.

IPT:IE  
CC Mr. Edmunds, Anchorage

*ME*

*file*

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

April 25, 1934

Mr. Charles Walker et al  
Kodiak, Alaska

Gentlemen:

Receipt is acknowledged of a petition signed by numerous residents of Kodiak and vicinity, forwarded to the district superintendent at Anchorage, requesting a road from Kodiak to Sycamore Bay.

You are advised that, in view of the limited funds available, which are sufficient only for maintenance of the existing roads and trails, it will be impossible to undertake construction of the road you request.

Should additional funds be made available on Public Works or through the regular appropriation your request will be given consideration along with numerous others which have been received.

Very truly yours,

Ike P. Taylor,  
Chief Engineer.

IPT:IK

CC Mr. Edmunds, Anchorage

*ME*

*He*

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

April 25, 1934

Mr. Chris. A. Opheim  
Ouzinkie, Alaska

Dear Sir:

Petition signed by yourself and others for a road from Ouzinkie to Opheim Cove, addressed to Governor Troy, has been referred to this office for reply.

You are advised that, in view of the limited funds available, which are sufficient only for maintenance of the existing roads and trails, it will be impossible to undertake construction of the road you request.

Should additional funds be made available on Public Works or through the regular appropriation your request will be given consideration along with numerous others which have been received.

Very truly yours,

Ike P. Taylor,  
Chief Engineer.

IPT:IN

CC Mr. Edmunds, Anchorage

*ME*

*22*

ADDRESS REPLY TO  
ALASKA ROAD COMMISSION

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

February 23, 1955

Mr. A. C. Manser et al  
Naknek, Alaska

Gentlemen:

Receipt is acknowledged of your petition for a road from Naknek to Egegik.

The funds available for road work in Alaska this year so far as now known will be sufficient only for maintenance and it will not be possible to undertake new projects of this type unless considerable additional funds are made available.

In order that this office may have as much information as possible in connection with this project it is requested that you advise the number of people who will be served by the road and the estimated probable tonnage which will be moved over it.

Very truly yours,

Ike P. Taylor,  
Chief Engineer.

IPT:IW  
CC Edmunds

*ICE*

*37*



ALASKA ROAD COMMISSION

Anchorage  
April 21-1934

Mr C.A. Soper  
Wasilla.

Dear Mr Soper:

This acknowledges receipt of your letter of April 16th, concerning the granting of a right of way for a road thro Laurence W Lickwood's property, leading to your homestead.

Since the petition was forwarded to Juneau, I have not been advised that there are any funds with which to build your road, and so far I understand no Public Works funds are available, so unless further funds are appropriated for Alaska there will be no chance to start work on this project.

Yours very truly

M.C. Edmunds  
Sup't.

38

Wasilla Alaska  
April 16 - 34

Mr. Edmonds,  
Anchorage, Alaska,  
Dear Sir

I am enclosing plat  
of road to my place,  
including Lockwood's consent  
to cross this Homestead  
he wants road as he has  
no out-let from Homestead  
This would give road for  
several other Homesteads  
I remain yours Truly

C A Soper  
Wasilla

ALASKA ROAD COMMISSION

Anchorage  
April 16-1934

O. Kreft and Son  
Kodiak

Gentlemen:

This acknowledges receipt of the petition concerning the building  
of a road. This acknowledges receipt of the petition forwarded recently  
concerning the building of a road from Kodiak to Sycamore Bay.

The petition has been forwarded to our main office at Juneau

Yours very truly

Yours very truly

M.C. Forande  
Sup't.

38

ALASKA ROAD COMMISSION

Anchorage  
April 16-1934

Mr Ike P. Taylor  
Chief Engineer  
Juneau

Dear Sir:

I am forwarding a petition received in the last mail from Kodiak, in reference to building a proposed road from Kodiak to Sycamore Bay.

While no survey has been made of this project, it is estimated that it would cost approximately \$25,000 to build this road to the same standard as the local roads at Kodiak.

Yours very truly

W.C. Edmunds  
Sup't.

*See Reconna  
May 29th 1938*

### Petition

We, the undersigned, request that the following described road work be done by the by the Alaska Road Commission during the coming season. To build a road approximately three miles in length from the town of Kodiak to Sycamore Bay. This road would serve the H.P. Walker patented home-estead on Sycamore Bay and open up the country between the two points. It would further serve the people of Uzinkie, permitting them to row to Sycamore Bay and walk over the proposed road to Kodiak at such times as they could not make the trip by water due to rough weather.

Susan Shuravloff  
Mrs Alex Simeonoff  
Chas Walker  
C.C. Buchanan  
Albert Kraft  
Norman Noble  
Anton Kvas  
S.B. Thorsheim  
Fred Mahle  
Eugene D. Weaver  
Oscar Bostronin  
Ben J. Sholl  
Tom Karsh  
Walter Sargent  
Peter L. Unger  
Loyd B. Hardy  
Chas Madsen  
Mrs Walker  
Mrs Elizabeth Andersen  
Mrs Chas Meyer  
D.W. May  
W.C. Anderson  
Fred Sargent  
Paul Walkoff  
Louis Jensen  
T. Flynn  
Wm Sundberg  
W.J. Erskine  
R.P. Atkinson  
M.J. Loughran  
Albert Lind  
J. B. Brown  
Hilbert Andersen  
George Hendrickson  
C.A. Mattie  
Mrs Lee Pryer  
D.L. Pryer  
Clarence Selig  
Gabe Karluk  
Edwin Cetah  
W. Ekstvonn  
Mrs A.E. Can  
Mrs B.J. Sholl  
J.M. Blinn  
Karl Armstrong  
Nick Shuravloff  
Walter Shuravloff  
J.W. Walker

John Norton  
Mike Kerr  
Mrs Mike Kerr  
Miss Marian Kerr  
Emil Christoffersen  
Mrs E.C. Christoffersen  
Bill Simeonoff jr  
Mrs Fred R. Sundberg  
Otto Mahle jr  
O.C. Olsen  
W.A. Anderson  
Mrs W. Anderson  
Harry Morrison  
Alex E. Simeonoff  
Charles Norring  
Mrs Charles Norring  
Chas Huotarie  
Henry Johnson  
Louis Thompson  
Mr & Mrs Petroff  
Mr & Mrs Krogstad  
Alfred Torgramsen  
W.H. Troutt  
Dick Wasbrekoff  
Samuel Kolkoff  
Oscar Andersen  
P.B. Woche  
Benjamin Woche  
Mrs A. Peterson  
Andrew Peterson  
Rev N. Kashevaroff  
Betty Kashevaroff  
Dick Paterochin  
Arkadia Pestrikoff  
Augusta Yevicaloff  
Annie Yevicaloff  
Mrs Fred Fomin  
Val Morrison  
D.E. Simeonoff  
Ernst Magnusen  
Chas Skinner  
C.R. Anderson  
Geo O. Thompson  
Jessie Nelson  
Helen Anderson

Kodiak Petition Cont'd

Max Shuravloff  
Efram Shuravloff  
Larry Morgan  
George Dalsbo  
Mrs H. Morrison  
Wm J. Robertson  
Mrs Wm J. Robertson  
Mrs Emil Olsen  
V.P.Morrison  
Masiave Wills Hauster  
Mrs L. Hardy  
Efka Pestriakoff  
Ele Metrokin  
Ennis Nekeferoff  
Ed Bensen  
Ernest Danielsen  
Nels Christianson  
A.Riddell  
O. Gisule  
August Heitman  
Mrs Efka Pestriakoff  
Natalie Pestriakoff  
Mrs Agnes Feeney  
Florence Ponchene  
Speridan Patarochin  
C.Haritonoff  
Nick Karluk  
Mrs Chernoff  
Miss Mary Yecociff  
John Hubley sr  
Kia Hubley  
Hans Gerdrum  
John Morrison  
John Lehr  
J.P.Anderson  
H.H.Lancler  
Peter Gregoroff  
Mrs Senafont Gregoroff  
Ben Gregoroff  
Herman Ponchene  
Tim Chernoff  
Chris Andersen  
Mrs Chris Andersen  
Mrs S.B.Thorsheim  
A.F.Demidoff  
Susie Peterson  
Mrs A.Johnson  
Mrs C.C.Buchanon  
Kelly Simeonoff  
Peter Romanoff  
Senofont Malutin  
Jas Lehr  
Andrew Kashevaroff  
Nicholas Chernoff  
Fred Malutin  
Mrs S Malutin  
Andrew Lehr

A.I.Huseby  
Mrs Curley Hendrickson  
Mrs Val Morrison  
Mrs Geo Christofferson  
Martin Larsen  
Bill Heitman  
George Nekeferoff  
Joe Amuknuk  
Frank F. Wills  
Jacob Amuknuk  
Fred Fomin  
Pete Heitman  
C.R.King  
Harry Norton  
Archie Kellog  
John Hubley jr  
Costia Yoseda  
George Yoshida  
Louis Dumas  
Mrs Walkoff  
Mrs J.C. Kristensen  
Bill Zharoff  
Wm Shreeve  
Mrs Chris Leite  
Gust Goodmansen  
John Goodmansen  
Mrs Thos Swenson  
Mrs Costia Yosheda  
Mr Sergay Walkoff  
Thos Swensen  
Carl Brumstad  
Douglas McLean  
Wm Romanoff  
Mike Metrokin  
Walter Poole  
Chas G.Anderson  
Mrs Chas G. Anderson  
Chris G. Mattsen  
Marie Mattsen  
John Paulson  
Harry Brown  
Mike Shuravloff  
Mrs Hartman  
Mrs J. Heitman  
Joe Heitman  
A.F.Lyman  
Fred Kvasnikoff  
Harry L.Holt  
Oscar Nelson  
Mrs Edward Cohen  
Wm Simeonoff  
Mrs P.L.Unger  
Emil Olsen

ALASKA ROAD COMMISSION

Anchorage  
April 16-1934

Mr Ika P. Taylor  
Chief Engineer  
Juneau

Dear Sir:

I am forwarding a petition received in the last mail for a road from Ozinki, on Suruce Island, Kodiak group, to Gulliams cove.

I have no knowledge concerning this route.

Yours very truly

W.C. Edmunds  
Sup't.

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ALASKA ROAD COMMISSION

Anchorage  
April 16-1934

Mr O.L.Grimes et al  
Ousinki.

Dear Sir:

This acknowledges receipt of a petition received in the last mail concern-  
ing a proposed road between Ousinki and Onheims Cove.

I have no knowledge of this road, the distance or the kind of ground  
traversed, so have been unable to make any statement regarding the estimated  
cost to our head office, but have transmitted it to Juneau for their consider-  
ation, and no doubt you will hear from them in due course.

Yours veryb truly

W.C.Edmunds  
Sup't.



Ouzinkie, Alaska  
April 4 1934

U.S. Road Commission  
Anchorage, Alaska

Dear Sir:

Sometime ago there was an application sent in from Ouzinkie Alaska for a road, when this application was sent in I was not there. But my wish is that this road will be extended as far as my place or farther.

I am a citizen of the United States and a pioneer of Alaska since 1902. I am located about on the middle of Spruce Island on the south side about two and a half miles from Ouzinkie. I have a homestead here which I have a patent on and I also have a saltery there.

And this has been my home since 1922.

I have brought up a family of four children and three of them have had their home with me up to last fall and would still have their home here providing we had a road to Ouzinkie.

Two of the boys are married and have children and would like to move back to Opheim's Cove. One started to build a house.

The reason that they moved away from here last fall is that their wives are from the States and they think it too serious to live so far from people without a road.

For to make you understand that a little clearer I will explain that here is hardly anybody in this part of the country that can make their full living right at home—so the men folks have to go out and fish and trap and maybe work. And this leaves the women folks home alone with their children.

Now if we have a road it will take them only a few minutes with a horse or a small car if help or something is needed. The south side of Spruce Island is situated with many nice coves and small harbors suitable for people to settle and they know many people would like to move in here along this island providing we can get a road.

The road would not only benefit the settlers along this island but also the people of Ouzinkie to get their cattle and to get their wood.

The road from Ouzinkie to my place which is known as Opheim's Cove or Nelson's Cove will not be hard to put in as there isn't any high elevation or any rock to go through.

I have spent all my earnings in these years to build this place— I have an eight room living house— dock and saltery—woodshed—wash-house—and modern chicken-house—barn—cattle and chickens.

Ouzinkie is our closest trading place and P.O. and school.

Uncle Sam has tried to introduce people to settle this country and I have tried to do my best as I have built up five different places in Alaska which there is people living in. And we are trying to make a settlement of this place, if you people will kindly help us in getting a road in.

We thank you for the same in advance.

Yours very truly,

Copy

Chris A. Opheim

Ouzinkie, Alaska  
April 4 1934

U.S. Road Commission  
Anchorage, Alaska

Dear Sir:

We wish to say regarding the road that our father has made an application for a road from Ouzinkie to Opheim's Cove will be granted as soon as possible as we have moved back to Opheim's Cove for to make that our future home.

Thanking you for the same.

Yours very truly

Edward Opheim  
Mrs E. Opheim  
Roy A. Opheim  
Mrs Roy Opheim

copy

Ouzinkie, Alaska  
April 4 1934

U.S. Road Commission  
Anchorage, Alaska

Dear Sirs:

We citizens of the United States and residents of Ouzinkie wish to say regarding Chris A. Opheims statement regarding his application for a road to Ouzinkie is true and we also all as one wish this must be granted at once as it will be to a great benefit to all of us to get our wood and our cattle and furthermore it will help us to attend our church at Monk's Lagoon which is located on the other side of Opheim's Cove on the other end of the island.

Monk's Lagoon was an old settlement but was abandoned about four years ago on account of sicknesses and no road to get the people there

If this road will be granted it is no doubt that this place will be settled up again as it is a nice place for to live in.

O.L.Grimes  
Charlie Gilbert  
Mike Chernikoff  
Mrs Mike Chernikoff  
Tichon Chernikoff  
Charles Jerling  
Mrs George Chernikoff  
Mrs Zack Chickenoff  
Alex Katelnikoff  
Nicholai Katelnikoff  
Mrs Nicholai Katelnikoff  
Johnny Katelnikoff  
Miss Parascovia Katelnikoff  
Stepan Katelnikoff

Mr Stepan Aplon  
Mr Pete Squartsoff  
Mr Nicholia Sucherenkin  
Nick Sucherenkin  
Mrs Nicholia Sucherenkin  
Mr Innocent Squartsoff  
Mrs Innocent Squartsoff  
Mrs Charlie Gilbert  
Mrs Pauline Paul  
Mrs Stepan Panamarioff  
Mr Sergay Panamarioff  
Miss Luba Panamarioff  
Mr John Panamarioff  
Mrs Dick Squartsoff

Mr Sergay Panamarioff  
Mrs Sergay Panamarioff  
Miss Mary Panamarioff  
Miss Alexandria Panamarioff  
Martin Panamarioff  
Walter Panamarioff  
Tim Panamarioff  
Simmie Squartsoff  
Mrs Simmie Squartsoff  
Fred Lukin  
Mr William Squartsoff  
John Anderson  
Mrs John Anderson  
Julian Muller  
Jennie Pestrikoff  
Nettie Anderson  
Mr Fred Torsen  
Mrs Fred Torsen  
Sam Wasbrekoff  
Fred Muller  
Mrs F. Muller

Mr John Nau  
Mrs John Naumoff  
Mr William Torsen  
Mrs Wm Torsen  
Mrs C. Jerling  
Mr Trafine Shangin  
Mrs Verna Shangin  
Miss Sophie Shangin  
Mrs Pete Squartsoff  
Peter Squartsoff  
Egbert Intvelt  
Nick Boskofsky  
Albert Torson  
Fred Pestrikoff  
Mr Mike Wasbrekoff  
Mrs Mike Wasbrekoff  
Mr John Katelnikoff  
Mrs John Katelnikoff  
Bill Katelnikoff  
Fritz Maure  
Mr Wake Panamarioff  
John Orloff  
Peter Orloff  
Wasillie Apalon

Q.F.Hamerly  
Mrs Paul Katelnikoff  
Nick Katelnikoff  
Ernest Lachinsky  
Mrs Ernest Lachinsky  
Abram Gregorloff  
Mrs Abram Gregorloff  
Mrs Stepan Apalone  
Mrs Parascovia Panamarioff  
Karl Peterson  
Arthur Marzan  
Frank Schey  
E.M.Davis  
Mrs E.M.Davis  
Annie Davis  
Harry Eden  
Charley Marshall  
Mrs Chas Marshall  
Mr Seafon Yaksoff  
Mrs Seafon Yaksoff  
John Peterson  
Arthur Levine

Mrs Arthur Levine  
Freida Johansen  
Philip Katelnikoff  
Zack Chickenoff  
Dick Squartsoff  
Nick Pestrikoff  
Mary Pestrikoff

Seldovia, Alaska  
April 12, 1934

*Gov. Troy*  
Mr. E. Edmunds

*copy sent to Gov Troy  
of  
letter*

Alaska Road Commission  
Anchorage, Alaska

Dear Sir:

On a recent visit of a committee of the undersigned to Ninilchick on Union matters, this request was handed to us by the Ninilchick Welfare Organization and our assistance was requested, in this matter as a union. It was taken up at our regular meeting and this letter was instructed as the names of men in want are members of this organization.

As a union we request an investigation of this situation for humane, American, political, and clean fair square dealing reasons. And such relief as is nessary be given.

We understand that Ninilchick has received relief funds this winter, Were they adequate? Were they misappropriated? Is this village politically recinded? If so by whom? Or if neither of these show us where these people are wrong in their demands.

As a committee we seen that the village is in want. And we seen the actual signatures of the statements. Whereas we refrain from vouching for anyone in particular on the Nini-  
lchick Welfare Committees personal. The signatures to the-

the personal statements represents the majority of the families in this village.

Much as we dislike finding fault anywhere and work for harmonious results. Kindly regard this as a business letter on behalf of this association and answer our questions. And take the necessary measures for a solution of this problem.

Thanking you,

Committee

Tollak Olsen  
Axel Christensen  
Simon Josephsen

Thorvald Hansen  
John Matheson  
John Wilson  
Secretary

The Cook Inlet Associated Fishermen And Workers Union

ME

*Copy*

Ninilchik, Alaska, March 31, 1934.

Hon John M. Troy,  
Governor of Alaska,  
Juneau, Alaska.

Dear Sir:

I came to Ninilchik to officiate as a missionary of the Russian Greek Orthodox Church, I found many people in bad condition. They are in need of immediate help in food and clothing. I urge that you will give your order that relief be sent immediately.

Respectfully yours,

*Rev. Paul A. Shadura*  
Priest of Kenai Parish.

*ME*



Minilchik, Alaska, March 31, 1934,

TO WHOM CONCERNED:

WE have signed statements to the following:

Have almost nothing left in the house. Just some odds and ends to last a few days.

Frank Cooper.

Out of everything. Living on what I am getting from neighbors. Family is short of food and clothing. and about next week I will have to keep the children home from school.

C. Steik.

By stretching things out as far as possible will hold out till about April 15th. SO will have to have a job.

Joe Leman.

Look ours over and you'll see but little. I hope something will show up soon.

Mrs. Chirkin.

Good for one month yet.

Alex Colgin.

May hold out for one month but need work badly.

Chas. Cooper.

GOOD for about one month. Am looking for something to show up.

Elmer Kelly

GOT to have work in about three weeks, or <sup>+</sup> will be down.

Lars Odeman.

Supplies will end up in a week or two. Got to have a job.

Ted Crawford.

Have practically nothing left. Hope a job shows up.

Simeon Oskolkoff.

Will last about one month. But there will have to be a job or will be all out.

Louis Kvasnikoff.

Twenty four hours is my limit.

<sup>+</sup>lex Oskolkoff.

Can't figure nothing ahead. Got to have a job right away or starv

John Matson.

Starving tight along. Got flour is about all.

Walter Kotoff.

Most of these are family men men with as high as ten kids.

There are a number of others in the near neighborhood whoe need help ba  
ly.

Signed: Executive Committee of Welfare.

Mit A Gordin  
Walter Juepinsky  
Bertrand Harris  
Alfred Cooper  
Simon Osholkoff

NE

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

April 6, 1934

Mr. Carl R. Frowbridge et al  
Dillingham, Alaska

Dear Sir:

Receipt is acknowledged of a petition dated January 20 signed by yourself and others for the construction of a road from Dillingham to Wood River Lakes.

In view of the limited funds available for the use of this Commission it will not be possible at this time to take care of the work you request. The funds available are sufficient only for maintenance of the existing system. Allocations have been made by the Public Works Administration for specific projects and these latter funds are not available for any other work than that specified.

If additional Public Works funds are made available for Alaska your project will be given consideration.

Very truly yours,

Ike P. Taylor,  
Chief Engineer.

IPT:IN  
CC Edmonds

ME

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ALASKA ROAD COMMISSION

Anchorage  
March 30-1934

Mr Carl R. Trowbridge et al.  
Dillingham.

Dear Sir

This acknowledges receipt of your letter of January 20th, 1934 concerning the building ~~the building~~ of a road from Dillingham to Wood River Lakes.

The petition has been forwarded to our head office at Juneau, for consideration.

Yours very truly

M.C. Edmunds  
Sup't.

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4

ALASKA ROAD COMMISSION

Anchorage  
March 30-1934

Mr Ike P. Taylor  
Chief Engineer  
Juneau

Dear Sir:

I am forwarding a petition signed by 79 persons, concerning the building of a road from Wadd River Lakes, to Dillingham, in the Bristol Bay Area.

I have no knowledge of the route proposed, but according to the petition it would be about 15 miles long, which would entail a minimum cost of \$5,000.00 per mile, making a total of \$75,000.00.

Yours very truly

M.C. Edmunds  
Sup't.

Dillingham, Alaska

January 20, 1934.

Alaska Road Commission,  
Juneau Alaska.  
Gentlemen:

We, the undersigned residents of the Woodriver district of the Bristol Bay, do hereby petition the Alaska Road Commission to build a road from Woodriver Lakes to Dillingham.

At the present date there are seventy five residents making their homes along the proposed site of this roadway whose only means of communication with Dillingham where their mail, telegrams and supplies are received, is by water. Woodriver is affected by the tide to the mouth of the lake, often necessitating night travel which has proven fatal to two residents within the past three years. Because of this, in case of sickness or accident it is exceedingly difficult to get to the hospital. It is equally so in winter, for the ice is seldom safe on the river and the overland trail winds four miles thru the timber. It is of importance to state at this time that at no place does the overland trail cross swamps or tundra, but is over good solid ground the whole distance.

This highway would open up fifteen miles of ideal home sites which would give Bristol Bay a stimulus for colonization equal to any part of Alaska, at a time when such is needed. Within five years the fishing industry of Bristol Bay will be restricted to residents only; and those fishermen who depend entirely upon this industry for their means of support will settle in Alaska at that place which presents the best inducements for home sites, with schools and favorable living conditions.

We in all honesty believe this will be one of the most important roads of Alaska, immediately affecting the seventy five present residents and creating an inducement which will bring hundreds of settlers to Bristol Bay within the next few years.

Respectfully,

Henry O. Shade  
Floyd D. Smith  
Albert A. Larson  
John Anderson  
August Hoseth jr  
Emil Sorensen  
Mrs Bessie Peterson  
Albert W. Ball  
Mrs W.F. Moody  
Loyd Moody  
Mrs S.E. Smith  
Ray Smith  
Mrs Ray Smith  
Merle Smith  
Mrs Merle Smith  
James Christensen  
Clyde W. Smith 19  
Elmer L. Smith 17  
signed by Mrs R.E. Smith  
D. Beckman  
Mrs Beckman  
G.T. Thomas  
O.E. Eskola  
Adolf Peterson  
John Anderson  
Herman Schroder  
Victor Dallschneider  
Herman Andersen

Marvin L. Smith  
Mrs Marvin Smith  
Louisa Anderson  
Mrs Mary Shade  
Mrs Anna Sorensen  
Fred F. Peterson  
Mrs Frank H. Waskey  
Eleanor Olive Clemens  
Roland F. Moody  
Harold Ball  
Clarence Wren  
Sherby Smith  
Charlie Fred Hanson  
B.H. Polley  
Mrs B.H. Polley by B.H. Polley  
William Johnson  
Naty Johnson  
Mrs Floyd Smith  
Carl R. Trowbridge  
L.E. Slumberger  
T. Carlson  
Charles Mulkeit jr  
Herbert Nicholson  
J.B. Fleckenstein  
J.W. Anderson  
Charlie Nielsen  
Harold Eskimo  
H.P. Nicholson

Holge J. Jonsson  
Peter Nelson  
Martin Johnson  
Frei Carlson  
John Nelson  
D. Lopez  
Alex Nelson  
Elia Akelkok

Emil Fgeland  
Herman Schroder sr  
George Smith  
Robert C. Kellenberg  
Mike Golic  
Thomas Christensen .

The largest part of the residents of this district are  
now trapping.

Carl R. Trowbridge

TO WHOM IT MAY CONCERN:-

We the following residents and property owners of Naknek, Alaska herein petition you for assistance in securing funds to the amount of seven hundred and fifty dollars (\$750.00) the same to be applied in sinking a well for drinking water and other domestic purposes.

We herein pray that our request for the money asked for in this petition will be granted, as a very serious situation confronts the welfare, health and happiness of the residents of Naknek.

The only available water now to be obtained here for drinking and domestic purposes, is, obtained from a water hole, the same being contaminated by sewerage waters and other sepsis matter, this water has been condemned by Dr Bergdorff of the Kananak Hospital, as a very serious menace to the health of this community, and should be rectified as soon as possible, in order to avoid epidemic of sickness.

Sickness has manifested itself to an alarming extent recently by reason of being compelled to use this water.

Therefore we earnestly plead with you to lend your assistance in our hour of need, for the betterment of our water system, by preserving the lives and health of our children, death has taken its toll often, from the fact of using this impure water.

We the following residents of Naknek implore you to hear and grant this request of this petition, by so doing you will help preserve our lives and the lives of our children, the rising generation of young "Americans".

John D. Morgan Deputy U.S. Marshal

W.N. Reed

Mrs W.N. Reed

Martin Mansen

Mrs Martha Monsen

John Monsen

Chas A. Johnsson

Mrs Sara Johnsson

Feckla Johnsson

Santa Kayander

Edla Kayander

Karl W. Aspelund

Mrs Anna Aspelund

Oscar Lundgren

Mrs Elsa Lundgren

R. Osberg

Axel Orling

Sigurd Lundgren

John Markstrom

John Lundgren

Waldemar Nelson

Carl Monsen

Dorothy Monsen

Wm Monsen

Victor Monsen

Albert Davey

Mrs A. Davey

Oscar Kajander

Carl P. Nunn

Wm Hill

Emil Gustafson

Clare Mendenhall

Mrs Clare Mendenhall

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FORM 125K

SIGNAL CORPS, UNITED STATES ARMY  
WASHINGTON-ALASKA MILITARY CABLE AND TELEGRAPH SYSTEM  
**TELEGRAM**

RECEIVED AT 14 AR Q 35 CWA

JUNEAU ALS 1210PM MAR 30

EDMUNDS ANCHORAGE

40 REF NAKNEK RAPIDLY REDUCTING CWA AND IMPOSSIBLE UNDERTAKE NEW PROJECT  
AT THIS TIME STOP IN ANY CASE ONLY NEEDY CAN BE EMPLOYED AND  
WORK MUST BE BASED ON THIS CONSIDERATION RATHER THAN DESIRABILITY  
OF PROJECT

TAYLOR

1258PM

*ME*

*13*

ALASKA ROAD COMMISSION

Anchorage  
March 30-1934

Mr John D. Morgan  
U.S. Marshal  
Naknek.

Dear Sir:

In reference to the petition sent in to this office concerning the drinking water at Naknek, I have received an answer to a telegram I sent to Juneau reporting the condition shown in the petition, and have been informed that, owing to the CWA activities being rapidly reduced, there was no chance of starting any new projects at this time.

The petition will be forwarded to Juneau, however, in the mail, and no doubt you will hear later whether anything can be done in this matter

Yours very truly

H.C. Edmunds  
Sup't.

ALASKA ROAD COMMISSION

Anchorage  
March 29-1934

Mr Archie P. McLane  
Kasilof.

Dear Mr McLane:

This acknowledges receipt of your letter of March 16th, enclosing a petition for the construction of a bridge across the Kasilof River and the construction of three miles of road to connect the present road with the school on the South bank of the river.

I have sent the petition on to Mr Taylor, at Juneau, and no doubt you will hear from him in due course.

The relief money we have been supervising is about all gone, the funds are being restricted each week now, and we do not know when they will be cut off entirely, so that there is not much chance of getting any now for new work.

As far as we know, the Public Works fund, which is the source of the additional money we were given last summer, is also exhausted, and unless additional money is appropriated by congress we will not be able to start new work under this fund.

It may be possible that Congress will appropriate more money for public works, in which case some funds may be available, but so far as we know at this time we have last years funds only to go upon, and they are all obligated.

However, you will hear from the Governor or Mr Taylor, with whom the distribution of funds rest, and the first time I have an opportunity I will look into the situation.

Trusting that Mrs McLane and the family are all well

with personal regards

Sincerely

M.C. Edmunds  
Sup't.

Kasilof, Alaska.

March 16, 1954

Mr. M. C. Edmonds  
Supt. of Roads,  
Anchorage, Alaska

Dear Mr Edmonds:

Inclosed you will find a copy of a petition sent to the Honorable Governor, John J. Troy, sponsored by the residents of Kasilof Alaska. We hope that you will approve of such a project and will report favorably on it.

We have also sent a copy of this petition to Ike Taylor, head of the Alaska Road Commission, and after it has been given your consideration we would appreciate your forwarding the petition to Mr. Taylor.

We trust in your support due to your being familiar with the permanency of this community and necessity of this project.

Sincerely yours,

*Archie R. Mc Lane*

ALASKA ROAD COMMISSION

Anchorage  
March 29-1934

Mr Ike P. Taylor  
Chief Engineer  
Juneau

Dear Sir:

I am forwarding petition received from Kasilof, and signed by 46 persons, in reference to the construction of a bridge across the Kasilof River, and the building of 3 miles of road to connect the present road with the school house and settlement of the South side of the river.

Yours very truly

M.C. Edmunds  
Sup't.

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ANCHORAGE MARCH 29-1934

TAYLOR

JUNEAU

AM IN RECEIPT OF PETITION SIGNED BY THIRTY THREE RESIDENTS OF  
NAKNEK ASKING FOR SEVEN HUNDRED FIFTY DOLLARS TO DIG WELL FOR DRINKING  
WATER STOP STATE PRESENT SUPPLY BADLY CONTAMINATED AND HAS BEEN  
CONDEMNED BY DR BERGDORFF OF KANAKANAK AND THAT SITUATION IS VERY  
SERIOUS STOP HAVE NO DATA ~~SHOWING~~ SUPPORTING ESTIMATE STOP SENDING  
PETITION TO YOU NEXT MAIL

EDMUNDS

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ALASKA ROAD COMMISSION

Anchorage  
March 29-1934

Mr John D. Morgan  
U.S. Deputy Marshal  
Naknek.

Dear Sir:

This acknowledges receipt of a petition signed by residents of Naknek, in reference to a proposed improvement of the supply of drinking water for ~~for~~ the settlement.

I have sent the petition to Mr Ike P. Taylor, Chief Engineer of the Alaska Road Commission, at Juneau, for presentation to the proper authorities, and no doubt you will hear from them in due course.

Yours very truly

M.C. Edmunds  
Sup't.

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ALASKA ROAD COMMISSION

Anchorage  
March 29th, 1934

Mr Ike P. Taylor  
Chief Engineer  
Juneau.

Dear Sir:

I am forwarding a petition received from residents of Naknek, Bristol Bay, in reference to the drinking water used by the people of this settlement.

I suppose it was sent to me for consideration under the CWA funds, but as these funds are about exhausted and there is very little use in asking for money for this project at this time, I am forwarding the petition to you in order that you may refer it to the proper authorities.

Yours very truly

M.C.Edmunds  
Sup't.

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\*PETITION FOR BRIDGE AND ...ILES ROAD\*

Kasilof, Alaska

March 2, 1934

The Honorable Governor  
John J. Troy  
Juneau, Alaska

We the undersigned residents of Kasilof, Alaska, do hereby petition the Honorable Governor, John J. Troy, of Alaska to use his influence and authority to construct a bridge suitable for vehicles across Kasilof river, the approximate distance from bank to bank at high tide is 300 feet; with three miles of road, 1 mile of road on the north side of the river to connect with the present road at Kasilof, and 2 miles of road on the South side from the bridge to the present school site. for reasons hereto appended:

- I- Inconveniences of the school
  - (a) Owing to pupils being equally divided on each side of the river.
  - (b) It is always necessary to assist children in the crossing of the river at all times.
  - (c) And times that the river is impossible to cross on account of the flowing ice.
- II- The access of the residents on the south side of the river to the Post Office and docking facilities located on the North side of the river.
  - (b) These said residents have difficulty in obtaining mail for a considerable length of time due to the river crossing and,
  - (c) Freight also is difficult to obtain during the late autumn and early spring.
  - (d) Connecting the South settlement of the river with the North settlement by Means of this proposed road with the present road on the North side.
- III- A much needed project for the convenience of Mail Carriers and Travelers from other points.
- IV- The proposed project would aid and encourage settlers to locate homes on the south side of the river.
- V- This project would be an asset to the proposed Homer, Kenai, and Seward Road.
- VI- Kasilof has received no relief fund or Recovery benefits and there are several in the community who are in need of work, having had little opportunity of earning in the previous year and no prospects for the coming year.

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NAME	ADDRESS
Archie P. McLane	Kasilof Alaska
Mrs Archie P. McLane (and 3 Children)	" "
Samuel L. Pratt	" "
H. P. Jensen	" "
Elmer Stohl	" "
Gilbert Johnson	" "
F. W. Rising D. V. S.	" "
Monrad Hansen	" "
T. M. Odale	" "
Abram Erickson	" "
Rob. Kohrs	" "
Ed Lovdahl	" "
John Sandwick	" "
Mrs John Sandwick	" "
Alex Lind	" "
Frank Harpham	" "
Perry A. Cole	" "
Dorothy Cole	" "
Mrs Perry A. Cole	" "

Cont'd

NAME	ADDRESS
Mrs Edw.E.Zettle	Kasilof, Alaska
Jean Zettle	" "
Molly Zettle	" "
Edward A.Zettle	" "
A.M. Crocker	" "
Peter Madsen	" "
Alex Johansen	" "
John Hammer	" "
Victor Holm	" "
Mrs G.Ness	" "
Grace Johanson	" "
William Ness	" "
Winnie Ness	" "
Andrew Ness	" "
August Ness	" "
Irene Ness	" "
Edward Ness	" "
Gust Ness	" "
Robert Hall	" "
Charles E. Sands	" "
Odman Korley	" "
Mrs Odman Korley and four children	" "
Edward Rothe	" "
Joyce Sandwick	" "
Alice W.Crocker	" "

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

February 9, 1934

Mr. Nels Anderson  
Chairman, Chamber of Commerce  
Bethel, Alaska

Dear Sir:

Receipt is acknowledged of petition dated January 18 requesting the construction of a landing field at Bethel.

You are advised that the Alaska Road Commission's regular appropriation is not available for the construction of landing fields. Prior to last year, all the work on landing fields had been done with Territorial funds. However, last summer funds were made available from the Public Works appropriation for the improvement and construction of certain fields, the specific fields being designated in the allocation of funds, and no funds are available at this time which could be used for the work you request. If additional Public Works funds are made available for landing fields the field at Bethel will be considered.

Your petition is being referred to the Territorial Road Commission for consideration.

Very truly yours,

Ike P. Taylor,  
Chief Engineer.

IPT:IW  
CC Mr. Hesse  
Mr. Spach

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

January 9, 1934

Mr. H. W. Nagley  
Talkeetna, Alaska

Dear Sir:

Receipt is acknowledged of your letter of December 29th enclosing a petition for the extension of the present road up Peters Creek to Cache Creek.

You are advised that this project has been included among others submitted to the Public Works Administration requesting additional funds for roads in Alaska. As yet no action has been taken on this request and it is not known at this time whether additional funds for these projects will be made available. *1934*

Unless additional Public Works funds are made available especially for this project it will not be possible to extend the road as our normal appropriation is available only for maintenance and minor improvements.

Very truly yours,

Ike P. Taylor  
Chief Engineer

IPT: MJ  
CC Edmunds ✓

*[Handwritten signature]*

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION

JUNEAU, ALASKA      January 22, 1934

Mr. H. C. Henriksen, et al  
Kodiak, Alaska

Dear Sir:

Petition signed by yourself and others submitted to Mr. Edmunds at Anchorage has been forwarded to this office for consideration. Reply has been delayed as it was considered at one time that it might be possible to include this project in the CFA program at Kodiak. Due, however, to the limited funds available for this type of work, this was not possible.

Funds available for the work of the Commission are sufficient only for maintenance of the existing system and unless additional Public Works funds are obtained it will not be possible to undertake the work you request next season. However, in the meantime, the project will be investigated and will be considered in the allotment of funds when available.

Very truly yours,

Ike D. Taylor  
Chief Engineer

IPT:WJ  
*cc Edmunds*

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

January 22, 1934

Mr. Jack Devault, Secretary  
Talkeetna Commercial Club  
Talkeetna, Alaska

Dear Sir:

Your letter to Dr. Smith which was referred to the Governor's Office has been referred to this office for reply.

You are advised that the project to extend the present Cache Creek road up Peters Creek to Cache Creek has been included in a program of road construction submitted to the Administration of Public Works. As yet, no funds have been allotted for this project and it is not known at this time what action will be taken. It is evident, however, at this time that our regular funds will be sufficient only for maintenance of the existing system and the extension of the Cache Creek road cannot be performed unless funds are made available by the Public Works Administration.

It is noted that you state that the balance of roads in the Territory obtained funds for work. This is not entirely correct. There were a number of projects, however, for which funds were definitely allocated by the Public Works. This group did not include all the meritorious projects by any means and it was necessary for the Road Commission to expend these funds on the projects to which they were definitely allocated.

Very truly yours,

Ike P. Taylor  
Chief Engineer

IPT:MJ

CC Edmunds  
CC Governor's Office

ADDRESS REPLY TO  
ALASKA ROAD COMMISSION

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

December 28, 1933

Fern Gold Mining Company  
Wasila, Alaska

Gentlemen:

Receipt is acknowledged of a petition signed by your company and others requesting improvement of the Palmer Fishhook road from the Matanuska trunk to the junction with the Wasila Fishhook road.

We have had a number of requests for new road projects in the Wasila-Willow Creek area and previously have attempted to provide such roads. We have felt that this was more to the advantage of the district than raising the standards of existing roads so long as they were in reasonably good shape for the existing traffic.

The work you request will be considered in preparing our program for that district this spring.

Very truly yours,

Ike P. Taylor  
Chief Engineer

IPT:WJ  
cc Edmunds

ALASKA ROAD COMMISSION

Anchorage, Alaska  
Dec. 8-1933

Mr Oscar Tryck  
Foreman  
Wasilla.

Dear Sir:

We are in receipt of a letter from Ed Holland and others asking for a two mile extension to the Ready Bullion road in the Wasilla district, claiming that such a road will benefit certain mining properties.

You might plan on including this road in your recommendations for next season, so that we have it in mind, and at the same time I would like to have a report concerning the situation, what we are up against and whether there are any mines in the vicinity, or just prospectors.

You should also include the spur to the Bartholf mine on the upper end of Willow Creek, as the chances are that Horning will go ahead with the proposition himself if Milo Kelly is not interested.

Yours very truly

H.C. Edmunds  
Sup't.

1933



ALASKA ROAD COMMISSION

Anchorage, Alaska  
December 8-1933

Mr Hawley Sterling  
Ass't Chief Engineer  
Juneau.

Dear Sir:

I am forwarding a petition received in the last mail from Kanatak, in reference to the improvement of the road between that point and Becharof Lake, together with copy of my letter to Mr H.N.Evans, and two pictures sent with the petition.

Yours very truly

H.C.Edmunds  
Sup't.

*H.C.*

ALASKA ROAD COMMISSION

Anchorage  
Nov. 26th, 1933

Mr Hawley Sterling  
Acting Chief Engineer  
Juneau.

Dear Sir:

I am forwarding a petition received recently from Kodiak concerning the building of a road locally.

The road referred to branches off from the Mill Bay Road at the North end of town near the old experiment station, and would run about one and a half miles Easterly towards a community potato patch where two homesteaders are located.

It would probably benefit about twenty residents, and would cost in the neighborhood of \$4,000.00.

At the present time work is being prosecuted towards Kalsin Bay, and I believe the present work is far more meritorius than the road proposed in the accompanying petition.

Yours very truly

M.C. Edmunds  
Sup't.

56

Kodiak, Alaska  
Nov. 8-1933

To:  
M.C. Edmunds  
Sup't ARC  
Anchorage

Dear Sir:

The undersigned, your petitioners respectfully represent and show that, outside of the limits of the village of Kodiak, and and to the Northeast there are about fifteen families living, and that there are two homesteads on which the owners are living: that the children of one of the homesteaders and the other families during a rainy spell are compelled to wade thro the mud to attend school: that there is dire need of a road about one and a half mile long being constructed over what is now a muddy trail: that with his present force of men we do not believe it would take your foreman but a short time to construct the road and relieve the situation and we earnestly request that you instruct your foreman to perform the work.

We believe it certain that many more people and the community at large here will be more benefitted by the building of the road for which we are making this petition than by the construction of a road in any other location of Kodiak Island.

Respectfully submitted

H.C. Henricksen	Mr & Mrs Ed. E Odinson	X
Charlie Gilbert	Henry Johnson	
Mrs P.L. Unger	Ernest Danielson	
Mr *	Oscar Anderson	X
Ben Kraft	Wm Shreeve	X
Norman Noble	Louis Dumas	X
Albert Kraft	Bill Zharoff	X
A.G. Stowe	Mrs Paul Wokoff	X
Pete Magnusson	Mrs Chris Lietz ( homesteader 5 children)	X
Gus Gertson	Mrs J.C. Christenson	X
Chris G. Anderson	Ernest Magnusson homesteader	X
X Costia Yosheda	Emil Christoffersen	
X Katie Olsen	Mr & Mrs Chris Mattsen	X
Harry Morrison	R. Gellis	X
Fred Mahle	Harry Brown	
Ed Higgisner	Chris Skimen	
Mel *ant	Mrs Chas Skinner	Annie Zharoff
X Mr & Mrs Thor Swenson	Fred Sargeht	
X Ennis Nekeferoff	Mrs *	
X Mrs Costia Yosheda	Helmer Hansen	Note: Names marked with
X George Neheroff	Ed Bensen	"X" are living on proposed road
X Geo Moe	J.W. Walket	and most of them have children
X Mrs George Moe	Dr J.N. Cannon	
X Mr & Mrs Eli Mekrokin	Hans Gerdson	
X Mike Metroken	John Norton	
X Martin Wilson	Harry H. Lander	
Larry Kukkila	Anton Krvis	

ALASKA ROAD COMMISSION

Anchorage  
Oct. 30th, 1933

Mr Ike P. Taylor  
Chief Engineer  
Juneau.

Dear Sir:

I am forwarding a petition received in the last mail from Ninilchik, concerning the bridge to be built and the amount of money required for relief purposes.

The project as adopted was taken up with some of the business and cannery men in the locality, and they are well pleased with the proposed work as outlined.

I am very much of the opinion that the persons with whom this petition originated are inclined to be agitators, and that the majority of the signers, who are apparently natives, do not know what it is all about.

It is evident that the people who made up the petition have a little idea of what they are talking about when mentioning costs.

Yours very truly

M.C. Edmunds  
Sup't.



ALASKA ROAD COMMISSION

Anchorage  
October 21st, 1933

Mr Oscar Anderson  
Wasilla.

Dear Sir:

This acknowledges receipt of your letter of October 17th, concerning the grading up of your road.

We have been intending to grade up your road, together with several other people in the valley who required a small amount of work done, but work has been crowded so much on us in the valley this fall that it seems as tho we will not be able to do what we would have wished to have done, and, with the cold weather coming on and us with limited equipment, it is certain that we will not be able to do what we had outlined.

There one road serves several people, we have to give this road preference to one that serves a person only, and it is foolish to say that Mr Tryck will not build your road, as he is like the rest of us, and has to do what he is told.

He has spoken to me about your road, and it was understood that we would grade it when he had a chance, but the additional work we have been doing has held up the private roads.

If there is any chance we will do it for you, this fall, we will fix you up, but it will depend upon the weather.

Yours very truly

M.C. Edmunds  
Sup'T.

St. Michaels, Alaska  
October 17, 1933

Mr. Edwards

I am writing you a few lines concerning my road. I talked to Mr. Tryck yesterday and he said he would not grade my road up this fall, and I don't really know what to do in the spring because where I have pulled the stumps is awfully soft when the frost goes out. I have tried to have it graded up every spring for three years and Mr. Tryck doesn't seem to want to do it.

I've got 4 tons of potatoes & some other vegetables to haul in the spring and I can't get it out to the main road if I wish, you would notify Tryck about my road

this fall, because there's  
no use for me to talk  
to them about it anymore.  
When I was in France  
they had no soldiers  
that any time the gov-  
ernment could help us  
out in any way we were  
not to be afraid to ask.  
now I ask for my road  
graded up, which will  
only take 2 or 3 days, I've  
got it all stacked out, &  
trimmed out on the side  
ready for the grader and  
I will help all I can free  
of charge, pitching out sand  
& rocks, as soon as the grade  
I'll do anything to get  
my road graded up this  
fall, because I need it  
bad. I don't see that it  
is any use for me to  
write so I leave for such  
a little job.

Yours truly  
Issac Woodman  
Stevens, Florida

ANCHORAGE OCTOBER 1-1934

HERMANSEN  
OUZINKI VIA KODIAK

REURTEL WE HAVE NO FUNDS FOR PURPOSE QUOTED AND IT WOULD BE BETTER FOR YOU TO  
TAKE UP THIS MATTER THRO KARRE'S

EDMUNDS

34  
/



Form 195K

SIGNAL CORPS, UNITED STATES ARMY  
WASHINGTON-ALASKA MILITARY CABLE AND TELEGRAPH SYSTEM  
TELEGRAM

CS-5481

RECEIVED AT

18 WZA N 40 NL

KODIAK ALS SEPT 29 1934

M C EDMUNDS (2)

ARC ANCHORAGE ALS

WOULD IT BE POSSIBLE YOUR FOREMAN KODIAK COME TO OUZINKIE  
SUPERVISE DRAINAGE OFF SCHOOL GR-OUNDS IF ANY FUNDS AVAILABLE STOP  
ABOUT SIX HUNDRED FEET DITCHING TO BE DONE GROUNDS IN  
BAD CONDITION STOP ESTIMATE COST ABOUT TWO HUNDRED DOLLARS STOP

JOE HERMSEN JR

148P

ANCHORAGE  
SEPTEMBER 19th, 1933

A. R. C.  
JUNEAU GOV'T

HAVE YOU ANY RECORD OF ANY PETITION OR REQUEST FOR ROAD FROM  
NORTH SHORE OF ILIADNA LAKE NEAR SEVERSONS ROADHOUSE TO POINT ON  
NEHALLEN RIVER NEAR NONDALTON STOP BOATS UNABLE TO USE RIVER BETWEEN  
THESE POINTS AND ROAD WOULD BE MATERIAL ASSISTANCE TO RESIDENTS OF  
LAKE CLARK DISTRICT STOP REPORTED GRAVEL PRACTICALLY ALL THE WAY STOP  
BUREAU OF EDUCATION INTERESTED ON ACCOUNT SCHOOLS STOP IF INSTRUCTED  
COULD MAKE RECONNAISSANCE ON TRIP TO DILLINGHAM STOP  
BELIEVE THIS MERITORIOUS PROJECT AND IF UNDERTAKEN WORK SHOULD BE DONE  
BEFORE EQUIPMENT IS TAKEN FROM ILIADNA,

Edmunds

Sup't, ARC.

14.1

ALASKA ROAD COMMISSION

Anchorage,  
October 8th, 1933

Mr C.V.King      Wasilla.  
Mr Isaac Moore

Gentlemen:


This acknowledges receipt of your letter concerning the location of the proposed road connecting the Bogard road with the Wasilla Fishhook road.

In the event that the road is built the Road Commission will build it where, in their opinion, it will do the most good in the long run, irrespective of individual opinions.

It is obviously impossible to build roads right to the door of each person signing a petition that may be sent in, which, apparently is what some people desire.

Yours very truly

M.C.Edmunds  
Sup't.



Wasilla, Alaska,

Oct. 6, 1933.

Mr. Edmunds,

Some time ago we wrote you asking for an outlet road. Later the community sent a petition expressing a wish for a road connecting the Bogard Road and the Willow Creek Road and going through this section. If you can give us such a road we will be helped and benefited in developing our farms more than we can tell you.

In order to do us any good, however, the road must be on the south side of the lakes. A road on the north side would leave us in as bad shape as we are at present.

We have talked with Mr. Tryck about the road and he understands the situation and knows the lay of the land. We are sure he can advise you where the road should run to

benefit all of us and to assist in  
developing this section of the valley.

Very truly yours

Mr. and Mrs. C. V. King

Mr. and Mrs. Isaac Moore

Wasilla,  
Alaska, 9.33.

Road Commission,  
Anchorage, Alaska.  
Gentlemen:

Mrs. Mann unwittingly signed  
a letter today with Mrs. Clyde King, amending  
a petition she previously signed for me  
in connection with proposed road to connect  
Bogard Road with Willow Creek Road.

I understand from King that the  
front page of the first petition was altered  
after being signed. Will you kindly  
therefore consider this as a request that  
our names be removed from both such  
letters or petitions, as what we desire  
is a passable road accessible to Wasilla  
from the Bogard Road to the Willow Creek <sup>road</sup>  
running as near our home as possible,  
and would like for it to serve our  
neighbors. This was the essence of both the  
letters we signed.

Yours truly,  
Mrs. Isaac Moore

ALASKA ROAD COMMISSION

Anchorage  
October 3rd, 1933

Mrs Carl A. Olson et al.  
Wasilla.

Dear Madam:

This acknowledges receipt of your letter of September 19th, concerning the building of a road between the Bogard road and the Wasilla-Fishhook road, in the vicinity of Mrs Anderson's homestead.

I expect to be visiting the valley before very long, and will investigate this matter at that time, so that we may have an idea of what work will be required and the cost thereof., and thus be in a position to see what can be done with available funds

Yours very truly

M.C. Edmunds  
Sup't

c.c Mr Tryck.

100

Wasilla Alaska.  
September 19<sup>th</sup> 1933.

The Alaska Road Commission.  
Anchorage, Alaska.

Dear Sirs;

We are in need of a road in the Pakenejit district five miles from Wasilla.

This road is to join the Bogard Road between mile 7 and 5 on the Section line between Sections 32 and 31, following the Section line to the lake, from there to the Schaal house at Mrs. Anderson & then to the Willow Creek road. It will benefit 7 families. This road is about two miles long, has been staked most of the way. It will save us approximately 10 miles if anyone wishes to go to the mines. It will also benefit



the  
Lakemuir School Children.  
We plan on building  
a school house this  
winter. The children  
must travel now, either  
by lake or trail.

Please consider this  
as soon as possible.

Signed by:

Mrs. Carl A. Olson.

Mr. Harry Duff

~~Mr.~~ Isaac Moore

J. C. Hansen

Mrs. K. Anderson

Clyde V. King

Geo. S. Mosher

ALASKA ROAD COMMISSION

Anchorage, Alaska  
August 30th, 1933

Mr Ike P. Taylor  
Chief Engineer  
Juneau.

Dear Sir:

I am forwarding a petition received in the last mail concerning a road built South from the Edlund road, to the homestead of Mr C.A.Soper.

This is the road that Mr Edlund spoke to Sterling and myself about, running down towards the Inlet from his place.

It is noted that Mr Soper states three homesteaders would be benefitted by the road, whereas the petition only mentions the road as going to the Soper ranch.

I would guess that this road would cost \$5000.00, altho I have never been over the route, but this amount is approximately correct.

I am enclosing copy of my letter to Soper.

Yours very truly

M.C. Edmunds  
Sup't.

*He*

Homer Alaska.

Aug 33.

The Alaska Road Commission.

Juneau Alaska.

We the undersigned residents of Homer and vicinity wish here-by to call to the attention of The Alaska Road Commission that there is now, and has <sup>been</sup> for some years past, an urgent need of repair, or maintenance work, most especially and specifically, on the west end of The Homer road. This west end of the road here designated has not at any time been repaired, or was it constructed, by The Alaska Road Commission although an especial request, or petition, was sent in two years ago ~~with~~ this purpose in view.

This west end of the road here designated starting on the west side of The Homer Slough, and running approximately two and one half miles in a north-westernly direction ends at, or near Stanton Shafer's residence. This road for ever half of its length is less than half of its necessary width and is entirely lacking in drainage or culverts, so that during nine or ten months of the year it is very difficult, and almost impassible for vehicles or pedestrians.

The side road formerly constructed by The Alaska Road Commission running south from the highway and connecting with the beach approximately one half mile east of the Homer Slough does not serve the requirements of the people of this community, as the post office and the usual boat landings for passengers, freight and mail are located on the west side of The Slough. And so, it would seem obvious that this west end of the road, before designated, be adequately repaired for the needs of the community and more especially for the needs of the people living on the west side of this district. We therefore respectfully request The Alaska Road Commission to consider this matter at their earliest convenience.

E. J. Walli

T. L. Shellford

Stanton Sloper

Mr. Hannah Klockentzen

Mae Harrington

Chas. Miller

Isidys Deetz

Bertha Munson

Jan Bauer

Gust Anderson

T. A. Olsen

Robert King

Wm Hunter

N. C. Svedlund

Chas. H. D. Park

Phenney Bowler

Oscar Munson

Lawrence S. Slamm

Mrs Munson

Tom Collins

Alfred Anderson

Albert Fanning

Mrs Albert Fanning

Mr. T. Hurstons

John Bechtel

John Bechtel

Jose S. Lund

Chas Lund

Stanley Nelson

Peter Nelson

Mrs Nelson

W. M. Alvin Seldovick

Mr. E. J. Hallie

Ed. Anderson

Chas. Erickson

R. B. Gray

E. G. Shaker

H. Ohlsen

Mr. J. M. Woodard

Emilia Tamm

John Tamm

J. R. Citter

Wasilla Alaska  
Aug 25 - 3

Mr Edmunds  
Anchorage, Alaska,  
Dear Sir:

I am enclosing Petition for  
for. There are three Homesteaders  
to Benevit by this road at  
present and will open up  
the Homestead land.  
also is good location for road  
to Tide Water.

I will appreciate it very much  
if you can assist me in  
getting a road.

I remain yours Truly

C A Soper

Wasilla

Carl E. Johnson

ALASKA ROAD COMMISSION

Anchorage, Alaska,  
July 7, 1933.

Mr. Ike P. Taylor,  
Chief Engineer,  
Juneau, Alaska.

Dear Sir:

Falk Road (proposed) Spur off Fishhook-Palmer road.

Four families are petitioning for a road North of route 35-B, Palmer Fishhook, between the Tasilka-Fishhook road and the Matanuska Trunk road, as follows:

- Falk	Married (two children)
X.B. Wilson	Bachelor
Wa. Crow	"
J. C. Crow	"

It would take  $1\frac{1}{2}$  miles of road to serve these people, but construction of  $\frac{3}{4}$  mile would be sufficient for the time being.

The estimated cost of building  $\frac{3}{4}$  mile of road is as follows:

$\frac{3}{4}$ miles clearing, 40 ft. wide	3.6 acres @ \$80.00	....	\$288.00
" " grubbing	2.8 " @ 125.00		350.00
" " grading			1262.00

---

\$ 1800.00

Yours very truly,

H. C. Edmonds,  
Sup't.

MCE:BC

ALASKA ROAD COMMISSION

Anchorage  
July 7th, 1933

Mr Ike P. Taylor  
Chief Engineer  
Juneau

Dear Sir:

Spur off Moose Creek road- 2 1/2 miles.

There are five active settlers laying to the West of the old Palmer-Moose Creek road, and North of the Palmer-Fishhook road, who are in need of a road, as follows:

- Monahan	Married	three children
- Lossing	"	two "
Horace Defoe	Batchelor	
- Lawrence	"	
- Torsak	"	

The estimated cost of this road is as follows:

Clearing 2 miles 40 ft wide	9.7 acres	@ \$100.	\$ 970.00
Grubbing 2 "	30 "	" 7.3 "	150.
Grading 2 "	24 "	"	1517.
			3035.00

\$5,100.00

This road would not be a continuation of the road built thro the Adam Werner homestead, but would branch off the old Moose creek road about one half mile from the Palmer-Fishhook road.

Further investigation would be made before this route was definitely decided upon, this seemed to be Mr Snodgass's preference, but it might be that the continuation of the Werner Branch towards Moose Creek might serve the different parties interested, also a considerable number of others not mentioned living to the North.

Yours very truly

M.C. Edmunds  
Sup't.

36



ALASKA ROAD COMMISSION

Anchorage, Alaska,  
July 7, 1933.

Mr. Ike P. Taylor  
Chief Engineer,  
Juneau, Alaska.

Dear Sir:

Extension of Edlund Road - West.

There are four families homesteading to the West of the Edlund road who have petitioned for a road, as follows:

- McHenry            bachelor
- J. T. Wilson        married (two children)
- Alonso            bachelor
- Jacobsen            "

It would take 1½ miles of road to serve these people.

Some years ago a right of way was cut along the section line for a road, this work being done by parties interested, in good faith figuring this as a contribution towards roadwork.

The route along the section line, however, follows along the lower end of a slope and appears to be very swampy, and a poor location, about the worst place one could find.

Another route could be followed along high ground; this would require additional clearing, but as the route along the section line is not grubbed this would be the only additional expense.

The route along the ridge goes through ground belonging to J. F. Edlund, who stated he would have no objection to the road going that way.

The estimated cost of this road follows:

1½ miles of road; clearing 40' wide, graded 24', no surfacing.

Clearing 7½ acres	\$ 100.00	\$ 725.00
Grubbing 5½ "	150.00	825.00
Grading, 1½ miles	1500.00 mile	2250.00

---

TOTAL            \$ 3800.00

Yours very truly,

M. C. Edmunds,  
Sup't.

ALASKA ROAD COMMISSION

Anchorage  
June 7th, 1933.

Mr Ike P. Taylor  
Chief Engineer  
Juneau.

Dear Sir:

In reference to the work on the roads around the Wasilla district.

While the Gold Chord interests have signified their willingness to contribute towards the cost of the proposed Willow Creek spur, no word has been received as to Mr Mable Kelly being in a position to put up his share of the money, and it does not appear as tho this project will be started this summer.

Even with the construction of the Willow Creek spur, the amount allotted for the Wasilla district provided for a very short season this year, and, if this road is not started it is estimated that the money for this locality will be exhausted at the end of July. 100

If this money could be used on another route it would provide a months longer employment for a crew, and could be used to very good advantage on the Wasilla-Knik road, which needs regrading badly.

In conversation with Mr Hesse when he visited Anchorage last month, he said there was a possibility of some money being available for some roads serving new settlers in the valley, therefore I am forwarding estimates for projectave roads which are needed and are recommended by Mr Snodgrass as being the most important projects to be considered when funds are available, and which I also think are very deserving.

The estimates consider a graded road only, with clearing 40 feet wide and a 24 foot roadway.

Yours very truly

M.C. Edmunds  
Sup'tl.

April 17, 1933

Mr. Chas. W. Smith et al  
P. O. Box 9  
Anchorage, Alaska

Dear Sir:

A petition signed by yourself and a number of other residents of Anchorage and vicinity for the extension of the Blueberry Lake Road has been referred to this Commission by Hon. Robert S. Bragaw.

You are advised that in view of the very limited funds available for our work this season, it will be impracticable to undertake the construction of any new mileage, the funds available being required for maintenance and improvement of existing projects.

Your petition is being referred to the Territorial Board of Road Commissioners for its consideration.

Very truly yours,

Ike P. Taylor,  
Chief Engineer.

IPT:IN  
CC Territorial Board  
Senator Bragaw  
Mr. Edmunds ✓

Wasilla, Alaska.

Apr. 13. - 33

My dear Mr. Edmonds.

We new settlers in the Fairview district hope you will co-operate with us and use your influence in helping us get a road into our section. at least. Will you not pay us a visit while in our vicinity and look over our proposed roadway, and get acquainted. We are here to help develop the valley, not just to work an hill and leave it. and hope to interest you in our behalf - Yours Truly  
Mr + Mrs J. J. Wilson + Earl McHenry

March 6, 1933

Col. O. F. Ohlson, General Manager  
The Alaska Railroad  
Anchorage, Alaska

Dear Sir:

Receipt is acknowledged of your letter of February 25 inclosing a petition signed by residents of the Matanuska Valley for new roads in that territory. A similar petition had previously been forwarded to this office by Mr. Snodgrass and we are inclosing a copy of our reply to him, for the information of the petitioners.

The desirability of constructing these short roads is recognized by this office but in view of the reduction in the funds available for such work, it is very improbable that it can all be undertaken during the coming season. An effort will be made to provide a part of the roads requested providing the residents are willing to cooperate on the basis outlined in our letter to Mr. Snodgrass.

Very truly yours,

Ike P. Taylor,  
Chief Engineer.

IPT:IW  
CC Mr. Edmunds  
Inc. 1 (copy of letter)

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ITE  
SIB

ME

March 8, 1933

Mr. George T. McMahon, President  
Alaska Exploration and Mining Co.  
Peters Creek Placer Company  
Box 138  
Pullman, Washington

Dear Sir:

This will acknowledge receipt of your  
letter of February 24 concerning the Peters Creek Trail.

I am glad that the improvements we were  
able to accomplish last season on this trail proved of  
some value in your operations.

We shall have approximately the same amount  
of money available for all of our work this year as  
last and have tentatively allotted to the Talkeetna  
section the same amount of money as was allotted last  
season. We hope to make further improvements on the  
Peters Creek Trail to facilitate the movement of freight  
by tractors.

HSA

Very truly yours,

Ike P. Taylor,  
Chief Engineer.

IPT:IN  
CC Mr. Edmunds

ME

ALASKA ROAD COMMISSION

Anchorage  
March 6th, 1933

Mr Milo Kelly  
Wasilla.

Dear Sir:

In reference to our conversations last fall, concerning the building of a road from somewhere near mile 7, on the road leading from the Fishhook Inn to the mines on Craigie Creek, to the head of Willow Creek.

My understanding was that you would be prepared to cooperate in the building of the road, and I would like to be advised concerning the amount of money you would be prepared to contribute, as soon as convenient, so that I might transmit this information to our main office, for their consideration during the time the various routes are being considered, and plans made so that the work can be started when the season permits, provided, that financial arrangements are satisfactory.

Yours very truly

M.C. Edmunds  
Sup't.

ABLE

San Francisco, California  
101 Cervantes, Boulevard.  
February 14th., 1933.

Mr. M. C. Edmunds  
Sup. Alaska Road Com.  
Anchorage, Alaska.

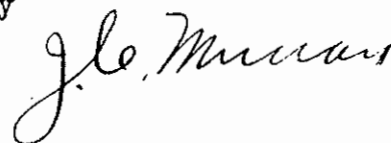
Dear Sir:-

The Cache Creek dredge will be operated this season by Mr. F. J. Engelhorn and he plans on hauling his supplies to Peters Creek with a Ford truck and from there will wagon in to Cache Creek with a team of horses but I understand from Peters Creek to Cache Creek the earth has sluffed along the grades, especially on the Windy Hill. If not asking too much of you I wish you would have the road commission clear out these places as much as possible. Mr. Engelhorn will have several tons going in during the Summer and anything you can do to assist him will be appreciated. Mr. Engelhorn will call on you some time around the first of March, when he stops over in Anchorage to have the dredge and power plant insured with Mr. Farwater .

I plan on going North some time in July and will give you a call when I pass through Anchorage.

Very truly yours

J. C. Murray





ALASKA ROAD COMMISSION

Anchorage, Alaska

March 4th, 1933

Mr J.C.Murray  
101, Cervantes Boulevard  
San Francisco, Cal.

Dear Mr Murray:

In reference to your letter of February 14th, concerning Mr Engelhorn and the dredge operating on Cache Creek this summer, I have it in mind to make repairs to the road from Peters Creek to Cache Creek this summer, especially the grade along Windy Creek, the road down on the right limit of the creek, and repairing of the bridge across Cache Creek, provided there is no hitch in our appropriations.

So far Mr Engelhorn has not shown up at the office to date but I will be very glad to do anything possible to help him out.

In regard to putting a truck on the road, I think this would be a mistake, as the road is not surfaced sufficiently to carry a truck,

We have a truck on the road, but it is used only in the spring, and then adjacent to gravel pits, where it can make its own road as it goes, otherwise we lay it up, as it would spoil the road and be the means of wasting a lot of time getting stuck in the many soft places located along the road.

The only equipment suitable for this locality is a tractor, which will go places where a horse cannot go, and, if it does get stuck, can always be gotten out under its own power.

There are two energetic outfits working on Peters Creek, and both of them have tractors to do their freighting, besides many other jobs in their mining operations, and I am sure the only suitable equipment for the Cache Creek dredge company would be a tractor, and I would recommend getting nothing smaller than a Best thirty.

Thanks for the card you sent at Christmas, we will be very pleased to see you later on in the season, on your way in.

Yours very truly

M.C.Edmunds  
Sup't.

File

ALASKA ROAD COMMISSION

Anchorage  
March 6th, 1933

Mr Horning  
Gold Chord Mines  
Wasilla.

Dear Mr Horning:

In conversation with Mr Chas Bartholf last fall, he informed me that your company would be opening up some ground at the head of Willow Creek during the coming summer, that you would want a road built up the creek, and that, in order to get the work started, you would be prepared to contribute towards the cost of construction.

I would like to be advised whether you are still interested in the construction of this road, and, if so, how much money you would contribute towards the cost, so that I may transmit this information to our main office, during the time funds are being apportioned to the various routes.

If satisfactory financial arrangements can be made, plans can then be formulated for doing this work as soon as the season permits, so that you get the benefit of the work as soon as possible.

Yours very truly

M.C. Edmunds  
Sup't.

264

February 27, 1953

Mr. M. D. Snodgrass  
Agricultural Development Agent  
The Alaska Railroad  
Anchorage, Alaska

Dear Sir:

Replying to your letter of February 17 with attached petition concerning three proposed roads in the Matanuska Valley, we can only say that funds will undoubtedly be less this year than last and that the numerous roads in the Matanuska Valley are yearly becoming an increasing burden on maintenance funds.

All of the roads in the Matanuska Valley are either cooperative or territorial projects and the petition has therefore been taken up with Mr. Hesse, Territorial Highway Engineer, who is in accord with the Alaska Road Commission in feeling that if the citizens are willing to do all of the clearing and grubbing to the satisfaction of the Alaska Road Commission the work on new projects in your section should then be completed with government and territorial funds.

You are authorized, therefore, to tell any of the petitioners interested that new projects will be taken up on this basis if and when funds are available and after money has been provided for maintenance on existing roads.

Very truly yours,

Ike P. Taylor,  
Chief Engineer.

CC Mr. Hesse  
Mr. Edmunds

NE

ALASKA ROAD COMMISSION

Anchorage  
February 6th, 1933

Mr Ike P. Taylor  
Chief Engineer  
Juneau.

Dear Sir:

I am forwarding a petition received in the last mail from various residents of Wasilla and the Matanuska valley, relating to keeping the road between Wasilla and Matanuska open during the coming winter, and a copy of my acknowledgment.

Yours very truly

M.C. Edmunds  
Sup't.

1/3

ALASKA ROAD COMMISSION

Anchorage  
February 6th, 1933

Mr Jas. St. Clair et al  
Wasilla.

Dear Sir:

This acknowledges receipt of your letter enclosing petition requesting that the road between Wasilla and Matanuska be kept open during this winter, signed by numerous persons living in the valley interested in keeping the road open.

At the request of the Matanuska School board, some time ago, instructions were given to the person in charge of plowing out the Matanuska School route, to open the road between Matanuska and Wasilla, in order that high school children might continue travelling between these places, and attend school.

While it is the intention to keep this road open, if reasonably possible without the expenditure of too much money, the Matanuska School route will be given the preference when it happens that both roads need plowing after storms.

Yours very truly

W.C. Edmunds  
Sup't.

P E T I T I O N

TO THE TERRITORIAL ROAD COMMISSION and PARTICULARLY TO  
MR. EDMUNDS and MR. TAYLOR, COMMISSIONERS.

~~133~~  
~~134~~  
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WE THE UNDERSIGNED, homesteaders, farmers and citizens of the United States, do hereby respectfully petition you for the following described road service during the winter season of 1932 and 1933.

WHEREAS: It appears that communication, transportation and mutual business affairs is necessary between WASILLA MATANUSKA and the PALMER communities and that there is a milage of approximately six and one half miles of roadway between WASILLA and the junction of the MATANUSKA-PALMER road and that of the WASILLA-FINGER LAKE road at a point usually designated as the "Forest Hall" near the Matanuska-Palmer road:

THEREFORE: we petition you, to use your equipment in keeping the milage open from Wasilla to the point above mentioned, it appears to all of the undersigned, that using the equipment of the Commission that this could be cared for at a very reasonable expense and that the great benefit which would accrue to the undersigned homesteaders and farmers would mean the upbuilding and betterment of the entire Matanuska Valley, a considerable number of the undersigned would be completely without transportation and contact with points where supplies and mail could be had unless the service asked for can be had.

THEREFORE, we very respectfully petition you that during the present winter months that, using your tractors or plows etc., that you endeavor to keep the above mentioned roadway open for the use of automobiles and other means of transportation.

Respectfully submitted by the undersigned: Homesteaders,  
Farmers and residents of the Matanuska Valley.

NAME	OCCUPATION	ADDRESS
Jas. St. Clair	Farmer	Matanuska
Swan Edlund	"	Wasilla
Oscar W. Anderson	"	Matanuska
J. R. Griffith	"	"
Paul Stringfield	"	"
Chas. Marino	"	"
B. B. Ueek	"	"
John G. Johnson	"	Wasilla
Nellie St. Clair	"	"
Hugo E. Ueek	Trapper	"
Mrs. O. O. Krogh		Matanuska
O. O. Krogh	Postmaster	"
A. M. Trent	Gen. Merchant	"
B. J. Lassing	Farmer	"
C. E. Curtis	Teacher	"

NAME	OCCUPATION	ADDRESS
L. E. Ely	Foreman	Matanuska
J. B. Edmundson	-	"
G. D. Cope	Rancher	"
Jim Sherlock	Laborer	"
M. J. Edmundson	Rancher	"
C. J. Hunt	Exp. Farm	"
S. B. Cook	Rancher	"
L. U. Cole	Unemployed	"
E. C. Lamp	Farmer	"
B. B. Burroughs	Exp. Farm (Supt.)	"
Gerrit & Mrs. Snider	-	Wasilla
G. S. Herning	Clerk in Store	"
Clyde Burkett	Miner & Millman	"
Thomas McNeil	Laborer	"
P. J. Nuslark	Miner	"
C. L. Cadwallader	Freighter & Hotel	"
Gus Swanson	Freighter	"
A. Hendrickson	-	"
Eva Herning	-	"
Mrs. C. L. Cadwallader	-	"
Howard W. Wilmoth	U.S. Commissioner	"