

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

C L O S E D

1 9 4 4

See 14 -

"Petitions, Applications, & Licenses  
for Land Work"

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. Huston*

*Mr. L. P. Morrison*

*Mrs. B. R. Bouwens*

*Bernard R. Bouwens*

*Mrs. John J. Janak*

*Mrs. Owen Moffitt*

*Max Sherrod*

*Mrs. Emil Larsh*

*Harry S. Wimmer*

*Mr. Woodley Sherrod*

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

Mr. R. B. Heastan  
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/t

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.

MCE: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

17th Flensburg  
Contact Garr  
Red 25W

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 bearily 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	
Gordon Johnson	
Chris B. Danielson	Elizabeth Armstrong
P. T. Danielson	Joe Schaefer
Richard B. Petershaus	Murphy Mutsen
Henry J. Roehl	Thick Leick
Joe W. Johnson	Edda Merguson
Earl Malbert	Anna Petersen
Yall Rogensstam	Mary Bowmar
M. J. Maycuff	Mary Smith
W. S. Andrew	Hattie Timmesman
Chas. Timmesman	Louise Anderson
Butch Smith	Larson Timmesman
Matt Flensburg	Marna Eglund
Larson Flensburg	Beatrice Brandon
Edda Merguson	Louise Amey

Floyd D. Smith

William R. Ingram

Thomas

John Olson

Frank Peterson

Peter Johnson

Walter Newaddock

Nick Johnson

Cora Johnson

Mary K. Johnson

Sassa Wallona

Corina Johnson

Martha N. Opland

Katie Hansen

Mary Ann Nelson

John Nelson

Annie Nelson

Emma Johnson

Thomas Nelson

R. E. Gurtler

Ellen Gurtler

William C. Gurtler

Emma Olson

Ernest Olson Jr.

J. G. G. G. G. G.

Albert Larson

Mike Mack

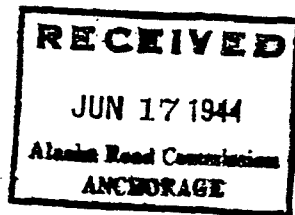
Jacinto Pelagio

Lucille Pelagio





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:

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

Martin E. Olsen	John P. Mabeit
Pangos J. Danielson	Joshia F. Seversen
Walter Jensen	Lucille Tilagis
Frank Wood	Olava Knudsen
Nora Olsen	Elizabeth Armstrong
Bertha Schroeder	Mrs. H. Vail
Ella Addison	Red Vail
Emma Peters	Ellen V. Jensen
Blorence Nodden	Robert Nielsen
Allice Sawyer	Ferning Ahlberg
Nina Nielsen	Kyle Backlund
Anna Jensen	Larise Grey
Carl E. Zehring	Floyd D. Smith
Alfred N. Pland	Yael Rozenstain
Mrs. Carl E. Zehring	Roscoe Sears
Mrs. Elsie Jensen	Lyona Smith
Mrs. Lillian Jensen	Virginia Spears
Jaimito Salas	Leta M. Pearson
Clyde Spears	Muriel Spears

AK Madstrom	Paul Jensen
Chas G. Ardinger	Wib Jelle
Joseph T. Jensen	Boice Osterhaus
W. A. Olson	Edna Brown
L. C. Johnson	John I. Pearson
Math Flensburg	Anna P. Nelson
Thomas J. Thorsen	Peter Nelson
B. G. Kosvick	Mrs. Alice Braswell
W. A. Addison	Emil Samson
Stanley F. Hill	Louise Anderson
Walter L. Hill	Butch Smith
Simons Gublak	Alea Smith
John Danneberg	John R. Evers
Chris B. Danielson	Elph. Aberg
Peter Walatta	Edla Nerquson
Orville Braswell	Williams Ingram
Leona O. Smith	Lillian Gabriel
Arthur G. ...	Amos Kristensen
Charles Simonsen	Mary Smith

Katie Zimmerman

Fred King

Jim Putwin

Robert Rouse

Billie Owens

Elizabeth Larson

Alma Riehl

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  
12/1/42



Box 939  
472

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:

Ethel J. Kavanaugh  
Clive A. Koons  
John Dudas  
Carl W. J. Kinsey  
Wm A. E. Bluff  
A. R. Russell  
James L. Bibb  
Amstazel Russell  
Chancy D. Phillips

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
ANCHORAGE, ALASKA  
FEBRUARY 25, 1945

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

Dear Mrs. Kavanaugh:

This acknowledges receipt of your letter of Nov. 12th 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,

M. C. Edmunds,  
Superintendent

MCE:p



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 Edwards

14  
Petitions

ME  
WJH

ALASKA ROAD COMMISSION

Anchorage, Alaska  
Nov. 12th, 1942

Mr. Ibe P. Taylor  
Chief Engineer  
Juneau.

Dear Sirs

I am forwarding a petition sent to this office from the residents of Ninilchik, asking for the erection of a bridge across the Ninilchik 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  
Sup't.

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.

Ninilchik  
November 2nd, 1942

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3. Sufficient material for a new bridge is on hand in the community.
4. Approximately ten laborers are available in the town.
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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 Sirs:

A request has been received from Mr. Clyde Spears at Dillingham, that the road between Snag Point and Kanakanak 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. Edmonds  
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. G. E. Skinner,  
Chief Clerk, A.S.G.,  
Anchorage, Alaska

Dear Mr. Skinner:

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 ten 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 injuring other work which should be done on main 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 later part of the season.

The petition calls for the building of four miles of road but according to the map 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 unimportance of the road.

Most of the people mentioned in the petition have filed on homesteads adjacent to the Alaska Railroad but so far very little work has been done towards developing the homesteads.

Without making a detailed survey, which it is 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,

M. C. EDWARDS  
Superintendent

MCH/EM  
CS Hesse



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  
P. H. [unclear]

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. G. EDMONDS,  
Superintendent.

MCE:8

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:5  
cc - Juneau

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

C. M. Edmunds  
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 gill netters, Libby's cannery and Kenai.
- (b) The assurance of delivery of gill 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 gill netters would be transported over this road to the cannery.  
(Above gill 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.

NAME

*Monrad Olsen*

ADDRESS

*Kasilof*

*Ray Olsen*

*Kasilof*

*Mrs O. G. Liede*

*Kasilof*

*John Canon*

*Kasilof*

*O. G. Liede*

*Kasilof*

*H. P. Jensen*

*Walter Jackinsky*

*Nicolas Chit*

Conrad ~~Petersen~~  
Joe G. Oskolkoff

Jack Oskolkoff

Isaac P. Shadrin

James G. Minerva

Alex Johansen

G. F. Johansen

C. D. Crocker

Hebe Oskolkoff

Larry Oskolkoff

Joe Oskolkoff

Odman Kooly

F. Anderson

Marya Kooly

John Sandwich

Harry Heckel

Edward Loddart

J. C. Morkrid

H. J. Berg

Kenai  
Ninilchik

Ninilchik

Kenai

Kenai

Kenai

Kenai

Kasilof

Kinikhep

Ninilchik

Ninilchik

Kenai

Kinikhep

Kenai

Kasilof

Kasilof

Kasilof

Kasilof

Kenai





John Consell  
Alex B. Franoff  
Mrs. John Consell  
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

1/27/41

WV

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. EDMUNDS,  
Superintendent

WCE: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

File 23/92 R

Dillingham - Wood River Road

Wood River Village Ditch  
Savage Road

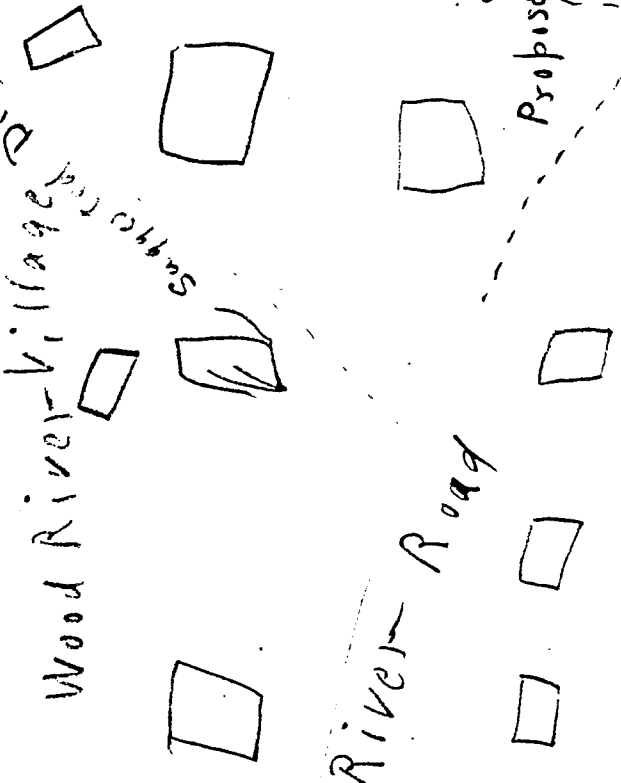
Store

Garage  
House  
Proposed Sprinkler  
Airport 5-9-48

Edge of Hill

Wood River Cannery

Proposed Garden



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.

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

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. Warkney

ADDRESS REPLY TO  
ALASKA ROAD COMMISSION

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

January 23, 1941

Mr. M. C. Edmunds  
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.

27073



DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
JUNEAU, ALASKA

January 23, 1941

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

Gentlemen:

Receipt is acknowledged of a petition dated November 25, signed by various residents of Ouzinkie 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,

Ike 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 Sir:

The Juneau office has received a petition for the construction of three miles of road from Cusinkie to a place called Manka Lagoos.

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 Cusinkie 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. Edmunds  
Sup't

C.C. Juneau

The name of the storekeeper at Cusinkie is Mr Grimes, and 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 Fishermans 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

Earl Johnson  
Foreman

ALASKA ROAD COMMISSION

Anchorage  
March 27th. 1941

Mr Ike P. Taylor  
Chief Engineer  
Juneau

Dear Sir:

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 16th.

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

H.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  
Chief Engineer

CC Mr. Hesse

ed

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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

MG  
WJW  
O.T.

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 connects 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. Lusero 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 townsites.

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. Edmonds  
Sup't.

Cc: JUNCO

W.W.N.

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 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

WJW  
M.C. Edmunds, Sup't

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 Gane Collier  
Ernestine 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. Pravitz  
Ken L.  
F.D. Hancock  
J.T. Wallace  
Mrs F.D. Hancock  
Betty Miller  
Joe W.V. Miller  
Frank Rowley  
Vena  
Stanley L. Rinehart  
Edith C. Rinehart  
Mr Herman Black  
Mrs  
Peggy Foster  
Eugene Foster  
Simon Diafert  
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 Bell  
Alf Madsen  
Arthur L. Beck  
H.H.Lander  
Burlley 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. Fogline  
C.W.Johnson  
Charley Cook  
Henry J. Horn  
Ray Martin  
Tom Cronin  
M.J. Coon  
Jack Hensen  
Tim P. Gilmore  
Clark Odekirk  
Harry H. Farmer  
O.E.Olsen  
Fred Folberg  
E.J.Gustafson  
C.B.Warren  
Carl Heytz  
T.J.Clark  
Jack Cousins

Oscar Sackerson  
Mrs Scott Stream  
Scott Stream  
Alvin J. Moore  
Isaac Hubley  
B.M.Vigne  
Donald Heaton  
Horza Fornson  
R.F.Snyder  
G.L.Sherman  
Wm Hardin  
Jesse Nelson  
Chas D. Hopp  
Cliff Sumerlin  
S.B.Thorstein  
Bill Wynkoop  
Snock Uniller  
Andrew Petersen  
Mrs Andrew Peterson  
Eli Metrokin  
Mrs "  
Lrocul Sears  
Mrs A. Liets  
Oscar Nelson  
Mrs " "  
F.A.Fermon  
Sig Krogetad  
Louis Jensen  
Freda Blinn  
Marvin L. Larsen, Jr.  
Cecil E. Helsel  
Kelly Grgaroff  
Ed. Menses  
Elvin Allenston  
Ralph Hansen  
Karl Brunstad  
Edward Getty  
Chas C. Naughton  
Emma Naughton  
Floyd Garner  
Joe Tyler  
Jurig Swan

C.Sillethnon  
Sid W. Old  
Tom Williams  
Harry A. Hank  
Steve Barneys  
Vera Pierce  
Wayne Walclup  
Mary Wilson  
Raymond Cole  
Barbara Demidoff  
Real L. Larsen  
Wilton White  
Dagmar Hansen  
William Frame  
Clayton Deland  
Walter Ottee Kraft  
Wm Miller  
Louis 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. Hotevitsky

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

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 Noble	W.A. Andersen	John M Brodikerb	Malvin Johnsen
Jess Blinn	Alfred Lian	A.H. Buseby	John Holland
J.W. Judge	Clarence H. Freeman	Stuart H. Mickels	David Shapiro
E. Bakke	Lionel Shuravloff	Newt Ingersoll	O.S. Campbell
Jack Graham	Midge Long	Nela Lantz	Miral D. Chase
Al Hamhart	Karl Armstrong	Dan McCall	Archib Greblay
E. Mejnusen	H.F Polter	D.B. McKinlay	W.E.Falconer
Geo. Magnusen	Mrs O. Mahle	Joe Anderson	R.F.Pollman
Nicholae Duff	R. Gillis	R.J. Leendertsen	Fred Whited
R.H. Chadwick	Walter Panamaroff	Jack Liptrap	Jack King
Carl W. Pajoman	Victor Norton	Mrs Jack C, Liptrap	Stella Anderson
Harry Meryen	Anton Kvas	Harry T. Becker	L.L. Shaw
Talmage L. Smith	Emmet P. Conlin	A. Morrison	Andy Jergensen
Frank M. Herman	W.E.Japman	Mike G. Putseles	E. Sorla
R.J. Lee	G.W. Nialson	Harry Brown	Helen King
C.W.Hinds	G.A. Phillips	J.H. Steffgen	A.W.Combes
S.W Burdman	Wm H. Hollier	Jorgen Felduska	B.E.O'Neill
L.R. Bemis	Fritz Morrison	Christine Larsen	Fred E. Lang
Robert Mahle	Arkadie Pestrieff	Seth Fersgren	Ross Nutley
Charlie Marchall	Mile R. Kapp	Andrew Torland	Al King
H.E. Naughten	Stanley C. Gray	R.C.King	Mrs Glen Palmer
C.E.Alexander	Julien Morrison	C.R.King	Mrs C.E.Holsel
Jack Olson	C.P. Haugen	Mrs C. King	J.M.Kessler
Fred A. Henton	Fred Mahle	Mike Agelff	Paul C. Hommes
W.E.Hamshe	John Blom	Jack Delane	S.D.Austerman
H.G.Date	Mrs Fred Mahle	Mrs Jack Delane	Irene Enges
J.N.Rhodes	EC.L. Carlson	Dr A.Bates Jones	Sadie Herring
G.A.Robinson	Ben Guytness	Mrs A.Bates Jones	Georgia Sumerlin
Julian S.Ash	Sally King	R.L.Lunday	Fred Sargent
F. Latitonen	Shirley George	George O.Thompson	Lloyd W. Swan
Ben Kraft	O.D. Daally	George D. Scrogga	Oscar Bremick
Chas M. Holden	Sterling Alfred	H. Olafson	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 Ueek.

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

H.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  
Dorothy A. Sherrod.  
T. A. Smith  
Edw a Ueck.  
Gunnar Sjodin  
Max Sherrod  
H. J. Swanson

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:

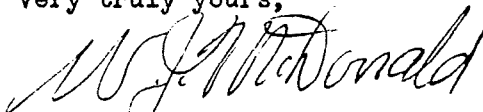
Reference is made to the road petition submitted to your office for building a road south of the Oil Well road for an approximate distance of 2-1/2 miles which would serve a group of homesteaders located in that region.

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. Edmunds  
Sup't.

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 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. Edmunds  
Sup't.

TO THE ALASKA ROAD COMMISSION:

We, the undersigned, all settlers in Sections 12, 13, 14, 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

Marion 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 DeLorns

Marion R. Johnston

R.H.Fidler.

Anchorage, Alaska  
July 16th 1940

ALASKA ROAD COMMISSION

Anchorage  
August 135h, 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 Cas, 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 ~~any~~ no 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.M. 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	" ditto
Peter Close	Northeast ditto
C.E. Callagher	" ditto
Melvin D. Hermansen ?	Northwest Section 28
"	Southwest " 21
Hermansen ?	North half of section 28
C.B. Atkinson	ditto.

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 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

Walter Close

Melvin D. Hermanson }  
Leona Jean " } one family  
Leonard " }

Charles Hermanson }  
Julia " } one family  
Bernice E. " }

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 J.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 a round 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. Johnston

R.H.Fidler.

Anchorage. Alaska  
July 16th 1940

Kodiak, Alaska  
May 15, 1940

Mr. Chris Edmunds  
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 Erskine 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. Tophy  
Roy P. Bophy  
W. A. Petri  
A. W. Elf  
Loene Erris  
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 J. Harroy  
W. P. Harris  
George Dalilo  
B. L. Shackelford  
Wanen A. Taylor  
H. E. Smith  
I. M. 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,

Ike P. Taylor  
Chief Engineer

*cc Edmunds -*

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. Ike P. Taylor  
Chief Engineer  
Juneau

Dear Sirs:

I am forwarding a petition received in the last mail from the Rev. B.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 Goose 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. Bingle, 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.

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

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

LPT:IW  
CC Edmunds

WEN

ALASKA ROAD COMMISSION

Anchorage  
Feb. 16th, 1940

Mr. Ika P. Taylor  
Chief Engineer  
Juneau

Dear Sir:

I am forwarding a petition sent in by the Talkeetna "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 the 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 limit of Cache Creek, where many high banks are cut by the stream.

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 Fairview 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

M.C. Edmunds  
Sup't

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 Kummaker 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 those 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 Ihs P. Taylor  
Chief Engineer  
Juneau

Dear Sirs

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  
Supt

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.

WJN

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

ANCHOR I, 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
<del>THOMAS</del> THOMAS JOHNSON	Fish Hook Inn	X
BONNIE MARRETT	Bonnie Group	X
T. S. MCDUGAL	Fern Mine	
W. H. I. O'NEAL	Cliff Group	✓
✓ SAM ERICKSON	Erickson and O'Neal	
C. B. RASH	Cliff Fraction	X
LLOYD MCNALLY		
LIEF JACOBSON	M. P. M.	✓
C. F. PETERSON		
✓ MARTIN CASING	Snow Bird Group	✓
✓ OLE JOHNSON		
N. J. GAIKEMA	Cornwall Group	✓
✓ RUPERT D. BAIRD	Patsy Mine	
C. E. QUINTON		
✓ Matt Jonassen } Townsend }	Top no	✓

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-Tunara: 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

~~J. W. Wilmoth~~  
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-Beluga-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 ~~Trainer~~ George  
T.B. Ryan  
Mrs. T.B. Ryan  
Peter Constantine  
Annie Constantine  
Robert Standifer  
Peter P. Nulton  
Nicholas Lorenzo  
Doris 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 Zschney (?)  
Steve E. Stephak  
Albert Kalog  
Wilson Nickoli

Terry Stephan  
Nick Pete  
Bobby Stephan  
Pedro Goozmes  
Nick Anton Steven Chuit  
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. Wilmoth  
Commissioner  
Wasilla.

Dear Sir:

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

While this trail was used to some extent many years ago, ~~xxxxxx~~ ~~xxxxxx~~ the information given to this office ~~xxxxxxxxxxxxxxxx~~ 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 Nancy and Tyonek, where transportation during the summer months is by water, with planes available for emergencies 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  
Sup't.

C. C. Junoan

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  
of Holby Trucking Co  
Frank Spjut  
Lawrence Zaiser  
Chas Gabel  
Tom Franklin  
Joe Ramstad  
Vels J. 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

WVN

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

*604*

*JWN*

*5*

ALASKA ROAD COMMISSION

Anchorage  
February 17th, 1939

Mr Ike 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  
Sup't.

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.

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

Frank ... v

Anna ... x

John ... x

Donald ... w

Chas. ... x

Jim ... x

Jack ... y

L. ... x

Frank ... ~~no~~ no

Thor ... =

Glex ... x

Ray ... A

Jay ... x

Walter ...

Edward ... x

James ... x

St. ... c

George ... D

W. Bondard	E
Wm. Pratt	F
Frank Thomas	G
W. Stalle	H
Wm. Cummings	I
Wm. Rowland	J
Wm. Savage	<u>Bowling</u>
Wm. Williams	K
Wm. James	L
August W. Church	NR
Hugh McCaughey	HR
H. P. Shepard	M
Carl Schulz	N
Geo. Anderson	X
James Wadell	O
Jay Wadell	P
Wm. L. Wadell	Q
Wm. Wadell	R
William Cook	S
Wm. Hallman	T
Dick <sup>B-113</sup> Gray	U
Wm. Wadell	V
Wm. Wadell	X

Ronald W. Campbell <sup>a</sup>  
 James Mathews <sup>7</sup>  
 Edwin Herndon <sup>b</sup>  
 Jay Chapman <sup>x</sup>  
 Melton Howe <sup>c</sup>  
 James Lane <sup>d</sup>  
 Frank Hupper <sup>e</sup>  
 Chas Anderson <sup>x</sup>  
 Lloyd Cunningham <sup>x</sup>  
 Lee Wiedom <sup>f</sup>  
 Chas Chickson <sup>g</sup>  
 A. A. Mattos <sup>x</sup>  
 Karl Kohler <sup>x</sup>  
 Edward Anderson <sup>h</sup>  
 Solomon Brososky <sup>9</sup>  
 L. M. Moore <sup>i</sup>  
 Ole Norstrand <sup>x</sup>  
 Floyd Mawceth <sup>x</sup>  
 George Dalghous <sup>x</sup>  
 Evelyn Braden <sup>x</sup>  
 Roland Lee <sup>l</sup>  
 Alexander McKeen <sup>m</sup>



William <sup>Gilroy</sup> Sanford	n
J. Woodman	x
William Fletcher	x
A. A. Scott	o
Ed. E. Nightenheiser	x
And. Hansen	x
Alfred Pace	x
John Brandt	x
Conrad V. Kirsch	x
William F. McMichael	x
William Lawrence	p
Frank Seibert	2
L. M. Wilkenow	x
Mainhardt Forest	x
Bennell Smeltzer	x
R. D. Allen	5
W. J. Lockert	x
Robert C. Cutler	x
Rich. Coe	x
James Coe	x
Frank Wolfe	x
Paul W. Parlette	x
Robert W. ...	o

C O P Y

---

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. H. 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.Nighjenhelser	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, 1938

Mr. I. P. Taylor  
Chief Engineer  
Jensen

Dear Sir:

I am forwarding a petition brought into the office by Mr. C. 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 2, 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 timbers, 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

H. C. Edwards  
Sup't.

REQUEST FOR ROAD WORK

Nov. 1, 1938.

Mr. G. 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 )	
Martin Casing (?) )	Snow Bird Group
Ole Johnson )	
N. J. Gaikema ✓	Cornwall Group
Rupert D. Baird	Patsy Mine
C. E. Quinton	

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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 (?) )	Snow Bird Group
Ole Johnson )	
N. J. Gaikema	Cornwall Group
Rupert D. Baird	Patsy Mine
C. E. Quinton	

ALASKA ROAD COMMISSION

Anchorage  
November 8th, 1938

Mr H.A. Anderson  
Caribou Island  
Shiloh Lake  
Alaska

Dear Sir:

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 KFJD that you could spend \$200.00 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. Edmunds  
Sup't.





ALASKA ROAD COMMISSION

Anchorage  
September 24th, 1938

Mr Francis H. 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-Katanuska 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 Warden's.

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 though both the men could be served by short spurs off the farm road near Ohmsted's place, although 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; <sup>on one side</sup> 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	Idora LaValley
Mrs. Henry Jensen, Palmer	J. S. Fuller
Mrs O. Y. Nelson	H. L. Grantham, Matanuska
Mrs. Fred Larson, Palmer	Mrs. Frank Worden
Mrs. Otho Brockhaus	Henry Instead
Frank Tompkins, Palmer	Anna Instead
Harold Dinkel	Mrs. R. E. Lynes
Mr. Harold Dinkel	Mr. R. E. Lynes
Mrs Allen Seyton, Palmer	Mrs Mary Luette
Mrs. Myrtle Moss	Edmond
Edw. Moss	Mrs. Frank Worden
Fred Larson	Mrs. Samuel Palmer
John Johnson	Mrs H. E. Gushmel
Robt. Klem	Mrs. Carson
Allen Seyton	J. S. Edmund, Wasilla
Ray Pince	C. A. Edmund, Wasilla
	A. R. Carson, Palmer
	Carl ...
	Anna Belle Wilson

P. H. Allen  
D. J. Krogge  
John G. Johnson  
August Swanson  
Alaska Rural Rehabilitation Corp  
by *Lee Jacobs*  
*Secy.*

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.

ALL ROAD COMMISSION

Anchorage  
September 9th, 1938

Mr. Ike P. Taylor  
Chief Engineer  
Juneau

Dear Sir:

In reference to your letter of August 8th, from Fairbanks, regarding a proposed road leading into the J.D. Upton homestead, located about 3 miles out on the Anchorage Loop road.

While it was doubtful whether we could do much good on this road, I started a derrick 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 seeds would have to be obtained from interested parties who own the land which the road would have to traverse.

Mr. Upton, like many others, has no idea of suitable ground on which a derrick 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

K.C. Richards  
Sep '38

FAIRBANKS, ALASKA  
August 29 1938

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

Dear Sir-

*Petition  
Jan 25th 1939*

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 preably 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 Colerado. 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 ~~the~~ \$1800 for 46DA which Ghig thinks will be sufficient to cover all costs. If this proves to be short charge the overrrun to Miscl Roads allotment.

Very truly yours,

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

*done* → Wire Skinner the amount of the plane fare Iliamna to Dillingham to Anchorage for use on my travel voucher

*1-CK5000 - 5206*

*ME  
WJN*



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

*WT*

ME  
HJW

Department of the Interior  
ALASKA ROAD COMMISSION  
Anchorage, Alaska

June 21, 1938

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, Niemi 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 Niemi 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.

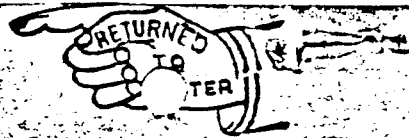
Very truly yours,

M. C. Edmunds  
Superintendent

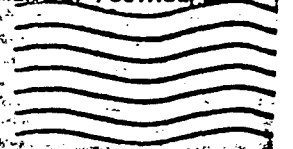
/WJH



DEPARTMENT OF THE INTERIOR  
ROAD COMMISSION  
FAIRBANKS, ALASKA  
OFFICIAL BUSINESS

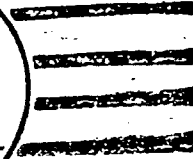


PENALTY FOR PRIVATE USE TO AVOID  
PAYMENT OF POSTAGE, \$300



REASON CHECKED  
Disclaimed ..... Refused .....  
Unknown ..... Deceased .....  
For better address .....  
Moved. Left 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

  
C. Edmunds  
Sup't.



ALASKA ROAD COMMISSION

Anchorage  
December 27th, 1937

Mr Wendell Thurston  
Homer.

Dear Sir:

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 road 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 came 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 benefitted 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.

H.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 dont 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

M.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. 65 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 Side of the Homer Community, have constructed a roadway, beginning at a point in Section 35-Town 5 South, Range 13 West(?) . all on high land in a general Westerly direction to a point in Section 9 Town 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. Nightenhelser  
Fred Harbinson  
Harold Davis  
Frank L. Tucker  
Philip Diedler

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

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

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

ALASKA ROAD COMMISSION

Anchorage  
December 27th, 1937

Mr Ike 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 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. Edmunds  
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:IE

WJN