In the second place, it is believed there would be a much more rigid criterion applied to need of development roads and more critical review of maintenance requirements if these activities are financed 100 percent with State funds.

It is believed that relieving Alaska of the obligation of matching Federal aid would be more acceptable to the Administration and to the Congress if provision were made by Alaska to repay in the four fiscal years subsequent to 1966 the amounts that the State would have had to contribute for matching.

The repayment could be accomplished by several methods. One method would be the reduction of the apportionment to Alaska for the fiscal years 1967 through 1970 by the amount of savings in nonmatching of Federal aid during four prior fiscal years. The amount of this deduction could be added to the apportionment to all other States or it could be a net deduction in the total authorization for fiscal years 1967 through 1970. The latter plan would have the effect of increasing the revenues in the Highway Trust Fund. It should be understood that this method would reduce the Federal-aid highway program in Alaska in fiscal years 1967 through 1970 by the amount of reduction in the apportionment.

Another method of repayment would be accomplished by deduction from reimbursement vouchers due the State in fiscal years 1967-1970, a total amount equal to the annual repayment due. Under this method of repayment the State would receive the full amount of its apportionments during fiscal years 1967 through 1970, but the net effect would be the State would be contributing double its normal matching share during this period. It is doubtful if the State would be in a financial position to do this.

PROPOSAL FOR ASSISTANCE IN
FINANCING HIGHWAY ACTIVITIES IN ALASKA

Beginning with the fiscal year 1963 (July 1, 1962) the financing of its highway activities by the State of Alaska is expected to become critical. It is on this date that the authority to use Federal-aid funds for maintenance purposes will expire. Under present legislation, Alaska can use Federal-aid funds authorized for fiscal 1960 and prior years for maintenance of its highways on the Federal-aid systems and practically the full amount of the 1960 authorization has been reserved by Alaska for this purpose. These funds will have been expended when the 1960 authorization expires June 30, 1962.

It is extremely doubtful that Alaska can assume the annual maintenance expenditure of approximately $6 million beginning with the fiscal year 1963 and have sufficient State funds to continue to match Federal aid. Present Federal-aid matching requires an annual contribution of almost $6 million by the State. In addition to matching Federal aid, the State provides funds for its development road program and for the administrative expenses of its highway organization.

A possible solution to this financing problem would be for Alaska to be relieved of the requirement to match Federal aid for fiscal years 1963 to 1966, inclusive, which is the critical financial period. This provision would provide the State with approximately $6 million annually that could be used by the State for maintenance or whatever other purpose Alaska wished.

Authorization for the State to use Federal aid without matching is considered more advisable than authorization of a specific amount of an annual apportionment that could be used for maintenance or for the construction of development roads. In the first place, it is not considered advisable to depart from 40 years of basic Federal-aid principles that Federal-aid funds should be available only for construction of roads on the Federal-aid systems. The only exception has been for Alaska, and continuation of such exception would not be appropriate.

In the second place, it is believed there would be a much more rigid criterion applied to need of development roads and more critical review of maintenance requirements if these activities are financed 100 percent with State funds.

It is believed that relieving Alaska of the obligation of matching Federal aid would be more acceptable to the Administration and to the Congress if provision were made by Alaska to repay in the four fiscal years subsequent to 1966 the amounts that the State would have had to contribute for matching.

The repayment could be accomplished by several methods. One method would be the reduction of the apportionment to Alaska for the fiscal years 1967 through 1970 by the amount of savings in nonmatching of Federal aid during four prior fiscal years. The amount of this deduction could be added to the apportionment to all other States or it could be a net deduction in the total authorization for fiscal years 1967 through 1970. The latter plan would have the effect of increasing the revenues in the Highway Trust Fund. It should be understood that this method would reduce the Federal-aid highway program in Alaska in fiscal years 1967 through 1970 by the amount of reduction in the apportionment.

Another method of repayment would be accomplished by deduction from reimbursement vouchers due the State in fiscal years 1967-1970, a total amount equal to the annual repayment due. Under this method of repayment the State would receive the full amount of its apportionments during fiscal years 1967 through 1970, but the net effect would be the State would be contributing double its normal matching share during this period. It is doubtful if the State would be in a financial position to do this.

WILLIAM A. EGAN
GOVERNOR

Pubs

STATE OF ALASKA
OFFICE OF THE GOVERNOR
JUNEAU

April 4, 1960

Honorable E. L. Bartlett
Senator for Alaska
1251 New Senate Office Building
Washington 25, D. C.

Dear Bob:

Thanks for your thoughtfulness in making available to me a copy of the monetary estimates as to matching and maintenance requirements which Mr. Turner of BPR prepared for your office.

With kindest personal regards,

Sincerely,

Bill

William A. Egan
Governor

COMMERCE-Transportation- Roads/mlc/cr

COPY

March 17, 1960

Hon. William A. Egan
Governor of Alaska
P. O. Box 1571
Juneau, Alaska

Dear Bill:

For your interest, I am enclosing a copy of a letter dated March 11 addressed to me by Mr. F. C. Turner, Deputy Commissioner, Bureau of Public Roads, giving monetary estimates as to matching and maintenance requirements which Alaska would have had to meet had it been under the Federal-aid highway program from its inception.

With best wishes, I am

Sincerely yours,

E. L. Bartlett

CC: Mr. Richard A. Downing

COPY

March 17, 1960

Mr. F. C. Turner
Deputy Commissioner
Bureau of Public Roads
Department of Commerce
Washington 25, D. C.

Dear Mr. Turner:

I am grateful to you for your comprehensive letter of March 11, 24-40, setting forth monetary estimates as to matching and maintenance requirements which Alaska would have had to meet if the Federal-aid highway program had applied to Alaska since 1917.

Sincerely yours,

E. L. Bartlett

DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

WASHINGTON 25

IN YOUR REPLY PLEASE
REFER TO FILE NO. 24-40

MAR 1 1 1960

Honorable E. L. Bartlett
United States Senate
Washington, D. C.

Dear Senator Bartlett:

Your letter of January 28, 1960, requested an estimate of the amount of State matching funds that would have been required had Alaska participated in the Federal-aid highway program since its inception in 1917 on the same basis or participation and matching as other States. Our reply has been delayed by the need to study records to determine sliding scale rates that would have been applicable. For some of the earlier years when public land area data for Alaska were not reported to us because they were not needed for computation of sliding scale matching rates, it has been necessary to take the earliest available public land area data and assume that they would have been applicable to earlier years as well.

The first enclosed tabulation shows the estimated matching funds as determined under these procedures. A total of $93.9 million of State matching funds would have been required for the $516.6 million total of estimated Federal-aid funds for the fiscal years 1917 through 1960.

The second enclosed tabulation shows that the State will actually receive Federal-aid funds totaling $48.5 million for this period, and that matching funds totaling $4.9 million are required.

As you know, Alaska's matching of Federal-aid funds authorized for the fiscal years 1957 through 1960 by the 1956 and 1958 acts was based on 10 percent of the Federal-aid funds, in lieu of the sliding scale rate.

Your second request is for an estimate of the total inclusive maintenance cost which Alaska would have been required to pay if Alaska "had been a member of the Federal-aid highway system exactly as any other State." Because of the many factors involved, any figure developed must be considered purely as an estimate. It appears that the best basis for developing an estimate is to review actual experienced costs in Alaska from the records of the Alaska Road Commission.

From 1905 through 1956 the Alaska Road Commission spent $148,407,000 for construction and surveys in Alaska and over this same period spent $47,579,000 for maintenance. The maintenance costs include funds contributed by the Territory towards maintenance and reflect the total maintenance costs in the Territory.

Applying the ratio of $47.6 million maintenance to $148.4 million construction experienced between 1905 and 1956 to the total $610 million of Federal-aid and State matching funds that would have been available from 1916 through 1960 results in an estimated maintenance cost of $195 million.

We shall be glad to furnish any further information you may require regarding the Federal-aid Highway program.

Sincerely yours,

F. C. Turner
Deputy Commissioner

Enclosures

Federal Highway Programs

Estimated apportionments Alaska would have received had the State participated in all apportionments on same basis as other States, and estimated State matching funds required under sliding scale rates.

	Fund	Estimated Apportionment	Estimated State Matching Funds Required
1917-33	Federal-aid	$67,236,957	$25,039,014
	Emergency funds 1/	36,796,988	-
1936-43	Prewar Primary	48,074,925	9,638,069
1936-43	Prewar Secondary	6,054,675	1,213,843
1946-48 & 1950-60 incl.	Primary	204,797,596	33,787,109
1946-48 & 1950-60 incl.	Secondary	136,820,591	22,569,536
1946-48 & 1950-60 incl.	Urban	613,644	100,462
1959	"D" Funds	16,156,080	1,593,953
	Subtotal, Federal-aid	516,551,456	93,941,986
	Forest Highways	40,794,426	-
	Public Lands	14,635,745	-
	Access Road Funds - Sec. 6	2,535,301 2/	-
	Access Road Funds - Sec. 12	1,102,077 2/	-
	Subtotal	59,067,549	-
	TOTAL	575,619,005	93,941,986

1/ 1934-35 Public Works and Works Program Highway.

2/ Total Allocations.

Federal Highway Programs

Actual apportionments made to Alaska and estimated

State matching funds required (10% of Federal funds)

	Fund	Actual apportionments	Estimated State matching funds required
1957-60	Primary	$25,169,105	$2,516,911
	Secondary	16,973,095	1,697,309
	Urban	209,976	20,998
1959	"D" funds	6,178,599	617,860
	Subtotal, Federal-aid	48,530,775	4,853,078
	Forest Highways	32,540,677	-
	Access Road funds - Sec. 6	2,535,301 1/	-
	Access Road funds - Sec. 12	1,102,077 1/	-
	Subtotal	36,178,055	-
	Total	84,708,830	4,853,078

1/ Total allocations.

Federal Highway Programs

Estimated apportionments Alaska would have received had the State participated in all apportionments on same basis as other States, and estimated State matching funds required under sliding scale rates.

Fund		Estimated Apportionment	Estimated State Matching Funds Required
1917-33	Federal-aid	$67,236,957	$25,039,014
	Emergency funds 1/	36,796,988	-
1936-43	Prewar Primary	48,074,925	9,638,069
1936-43	Prewar Secondary	6,054,675	1,213,843
1946-48 & 1950-60 incl.	Primary	204,797,596	33,787,109
1946-48 & 1950-60 incl.	Secondary	136,820,591	22,569,536
1946-48 & 1950-60 incl.	Urban	613,644	100,462
1959	"D" Funds	16,156,080	1,593,953
	Subtotal, Federal-aid	516,551,456	93,941,986
	Forest Highways	40,794,426	-
	Public Lands	14,635,745	-
	Access Road Funds - Sec. 6	2,535,301 2/	-
	Access Road Funds - Sec. 12	1,102,077 2/	-
	Subtotal	59,067,549	-
	TOTAL	575,619,005	93,941,986

1/ 1934-35 Public Works and Works Program Highway.

2/ Total Allocations.

Federal Highway Programs

Actual apportionments made to Alaska and estimated

State matching funds required (10% of Federal funds)

	Fund	Actual apportionments	Estimated State matching funds required
1957-60	Primary	$25,169,105	$2,516,911
	Secondary	16,973,095	1,697,309
	Urban	209,976	20,998
1959	"D" funds	6,178,599	617,860
	Subtotal, Federal-aid	48,530,775	4,853,078
	Forest Highways	32,540,677	-
	Access Road funds - Sec. 6	2,535,301 1/	-
	Access Road funds - Sec. 12	1,102,077 1/	-
	Subtotal	36,178,055	-
	Total	84,708,830	4,853,078

1/ Total allocations.

ROADS ELB/fl

COPY

F.U.

January 28, 1960

Mr. Bertram D. Tallamy
Federal Highway Administrator
Bureau of Public Roads
Department of Commerce
Washington 25, D. C.

Dear Mr. Tallamy:

As you know, a memorandum from Chairman Chavez to the members of the Senate Committee on Public Works was published December 4, 1959. This was written, I believe, by my colleague, Senator Gruening.

This statement appears on page three: "Statistics prove that if Alaska had shared on an equal basis with the other States in road building programs, her share by now would have reached the $575 million figure. Instead, Alaska has received only $84.7 million since 1916."

In this connection I have some questions, the answers to which may be difficult or even impossible to come by. Nevertheless, this letter of inquiry is addressed to you with abundant apologies on my part for burdening the Bureau of Public Roads with such a matter and with the complete understanding that the information I seek may be beyond the power of anyone to supply.

In the first instance, I wonder if it would be possible to make an estimate of what Alaska, the Territory, would have had to contribute since 1916 by way of matching funds while the federal government was apportioning the $575 million to Alaska. The problem here is terribly complicated by reason of the fact that so many and such great changes have occurred in respect to the amount of public domain. But if you could make a tentative estimate it would prove to be most helpful.

COPY

My second request is also downright "iffy." If that amount of money ($575 million) had been supplied by the federal government, with matching appropriations from the Alaska territorial government, is there any way to estimate the total inclusive maintenance cost which Alaska would have been required to pay if Alaska had been a member of the federal aid highway system exactly as any other state?

I shall be most grateful for any assistance you may be able to give me on this matter.

Sincerely yours,

E. L. Bartlett

Roads

RECOMMENDED FARM TO MARKET AND ACCESS ROADS NOT QUALIFYING UNDER FEDERAL-AID HIGHWAY ACT

Road or Improvement Requested:	Total Mileage	Constr. Cost/Mile	Total Cost 1/	Remarks	Writer of Letter	Letter from:
(1) Bridge Matanuska River at Chickloon River Drainage and to east side of Matanuska Riverand down Glenn Highway	26 miles Bridge 400 ft.	$200,000 1,000 ft.	$6,200,000		Bertram Duff Councilman	City of Palmer (11-4-59)
(2) - Continue Matanuska Rd. down R.R. R/W to Eklutna Flats rennecting the Glenn Hwy.	4 miles Bridge 10,000'	150,000 1,000 ft.	12,050,000		ditto	ditto
(3) That new Secondary roads in Matanuska Valley be run on section lines and more maintenance on Secondary gravel roads (more blade work).	27	75,000	2,300,000		ditto	ditto
Will submit report in week or 10 days (11-8-59)					Claire O. Banks, Mgr.	Greater Anchorage Chamb of Commerce
(1) Widening & paving highway from city limits to Halibut Pt. and paving from Halibut Pt. to old Sitka (end of hwy.),5.52 miles	5-1/2	230,000	1,470,000		E. E. Anderson, Dir. of Public Works	City of Sitka (11-9-59)
(2) Road extended from Old Sitka and some access roads opened up to provide more building sites	5	200,000	1,175,000		ditto	ditto
(3) Endorse feasibility study of a road from Sitka to the eastern side of the island to tie in with Ferry System			15,000		ditto	ditto

Road or Improvement Request:	Total Mileage	Constr. Cost/Mile	Total Cost 1/	Remarks	Writer of Letter	Letter From
(1) Road to Kasistna Bay to connect with existing road at mouth of Yakalof Bay and need of a jetty 300 ft. long to protect deep water boat float, etc.	8 miles	150,000 Breakwater, dock, etc. 1,000,000	$2,360,000		Frank Roby, President	Seldovia Chamber of Commerce (11-7-59)
(2) Seldovia should be connected with a road that would tie in with the Homer-Anchorage Hwy.	90 miles Bridges 5,000 ft.	200,000 100,000/ft.	27,460,000		ditto	ditto
(3) Road from Seldovia to Port Dick (Approx. 16 miles)	20 miles	200,000	4,450,000		ditto	ditto
(1) Extend Mitkof Hwy. to boundary (2) Running throughway from Scow Bay in S. part of Petersburg in a straight line back from the beach and existing housing and coming down Lumber St. and straight into town. (says BPR has plan in office)	3	300,100	1,015,000	Programmed	L.M. Williams, Mayor	Town of Petersburg (11-10-59)
Grade level of proposed road being planned to new elementary school			20,000		J. E. Danielson Supt. of Schools	Ketchikan Independent School Dist. (10-20-59)
(1) Extension of Mitkof Hwy. to the boundary. (2) Realignment, widening and surfacing of the Mitkof Hwy.	26	400,000	10,700,000	Programmed Town of Petersburg	E. J. Hagen, President ditto	Petersburg Chamber of Commerce (10-26 59) ditto
Improvement of truck route along Noble St. in Fairbanks by placing permanent paving	1	200,000	250,000		Robert L. Crow, Dir.	City of Fairbanks (9-15-59)

Road or Improvement Requested:	Total Mileage	Constr. Cost/Mile	Total Cost 1/	Remarks	Writer of Letter	Letter from
Fairbanks						
Primary Hwys.						
(1) Reconstruction of Alaska Highway, generally between Delta Jtc. and Fairbanks (recommends 4-lane hwy. between Fairbanks and Eielson A.F. Base)				Included in Federal Aid Program	Bert Semple, Pres.	Fairbanks Chamber of Commerce (11-6-59)
(2) Support and recommended extension and completion of FAS 680-1				ditto	ditto	ditto
Secondary Roads:						
(1) Urge planning, engineering and construction of Section (FAP 37-2) and immediate paving of the section of the Fairbanks-Nenana-McKinley Park road designated (FAP 37-1)				ditto	ditto	ditto
(2) Urge continued construction of the Fairbanks-Chena River Road (Chena Hot Springs Road) (FAS 650)				ditto	ditto	ditto
Urban Roads:						
(1) Realignment of Richardson Hwy. in vicinity of Big Bens, just south of Fairbanks				ditto	ditto	ditto
(2) New bridge spanning Chena River at University Ave.				ditto	ditto	ditto
(3) University By-pass	7 miles	$175,000	$2,360,000		ditto	ditto
(4) Improvement of the Richardson Highway (between Fairbanks and Six-Mile)				ditto	ditto	ditto
Homer, Alaska						
Primary Roads:						
(1) Completion and paving of the Sterling Hwy.				ditto	Robert Norman Corres. Secy.	Homer Chamber of Commerce (11-5-59)
(2) Extension of the East End road from present terminus south of Moose Range to connect with existing Sterling Hwy. in vicinity of Kasilof (52-1/2 miles)	52	150,000	8,910,000		ditto	ditto

Road or Improvement Requested:	Total Mileage	Constr. Cost/Mile	Total Cost 1/	Remarks	Writer of Letter	Letter From
Homer, Alaska						
Primary Roads						
(3) Fox River Spur route to Bradley Lake	10 miles Bridges 2,000	$175,000 1,000/ft.	$4,150,000	Would be a spur from above (2) road	Robert Norman, Corres.Secy.	Homer Chamber of Comm. (11-5-59)
(4) Reconstruction and maintenance of a road connecting Diamond Ridge with Ohlson Mt.				Included in Federal Aid Program		
Secondary Roads:						
(1) Extension of the North Fork road of the Anchor River, eventually to meet the road system north of Homer	10	200,000	2,240,000	North Anchor River Road (F.A.S. 4441) Sec. "B"	ditto	ditto
(2) Relocation of the Ohlson Mt. access road from Homer to eliminate the steep grades of the East Hill road (NOTE: Letter also lists 4 roads needing maintenance)				Included in Federal Aid Program		
Kodiak, Alaska						
(1) Construction and paving of FAP route No. 11, programmed under F-011-1 (1). (From Shelikoff Hwy. down Main St. of Kodiak, thence out Mission Road to Spruce Cape, to new location via Brooklyn Ave., Rezanoff Drive, "J" St., to eastern city limit; then back to mission Road to Spruce Cape.)				Included in Federal Aid Program	Merrill C. Coon, Mayor	City of Kodiak (11-4-59)
(2) Reconstruction, widening and surfacing of FAS Route No. 389	4	200,000	925,000			
(3) Widening and reconstruction of Shelikoff Hwy. from Alaska Way to beginning of newly constructed base road				Information not available		
(4) Construction of Near Island Bridge	400 ft.	1,000/ft.	500,000		ditto	ditto

Road or Improvement Requested:	Total Mileage	Constr. Cost/Mile	Total Cost[1/]	Remarks	Writer of Letter	Letter From
Spenard, Alaska Public Utility District						
(1) Relocation of Spenard Road at Chester Creek				Included in Fed. Aid Program	John D. Riley, Manager	Spenard Public Utility Dist. (11-4-59)
(2) Paving of Minnesota Avenue from Northern Lights Blvd. to 44th Avenue	1	$100,000	$320,000	Minnesota Street not on "System".	ditto	ditto
(3) Continuing with paving along 44th Avenue, (Campbell Station Road) and extending paving 44th Ave. east to Tudor Road and west to Spenard Road	2-1/2	200,000	765,000		ditto	ditto
(4) Paving of Arctic Blvd. from Firewood Lane to International Airport Road				Included in Fed. Aid Program	ditto	ditto
(5) Construction of new road from end of Northern Lights Blvd., along boundary of Military Reserve south to Lake Hood road. Paving of this road from end of paving at Northern Lights Blvd. to the Air Terminal at International Airport	2	200,000	469,000		ditto	ditto
(6) Extension and paving of "C" St. from Firewood Lane to Northern Lights Blvd. (Also suggests an exchange of Maintenance responsibility.)	2,000 ft.		200,000		ditto	ditto

Road or Improvement Requested:	Total Mileage	Constr. Cost/ Mile	Total Cost 1/	Remarks	Writer of Letter	Letter from
Cordova, Alaska						
(1) Copper River Highway, completion from Mile 49 to Chitna				Included in Federal Aid Program	W. H. Ekemo, Secy.	Cordova Chamber of Commerce (11-4-59)
(2) Coal Field Road - from Mile 39 on Copper River Highway to Cordova Coal Fields at Bering River	40	$200,000	$9,070,000		ditto	ditto
(3) Copper River Highway - grading, paving, curbs, gutters, bulkheads from Mile 0 at Ocean Dock to Mile 1	1 mile & Bulkheads	300,000	450,000		ditto	ditto
(4) Whiteshed Road - completion to Point Whiteshed	10 miles	250,000	2,775,000		ditto	ditto
(5) Copper River Highway - widen and straighten between Miles 3 and 4, thru rock cuts				Included in Federal Aid Program	ditto	ditto
City of Juneau						
Primary Highways:						
(1) Glacier Highway urban outer drive				Programmed	J. Wayne Johnson Councilman	City of Juneau (11-6-59)
(2) Southeastern Ferry System with terminals at Prince Rupert, Ketchikan, Wrangell, Petersburg, Juneau, Sitka, Haines and Skagway			16,500,000	Entire System	ditto	ditto
(3) Eagle River-Berners Bay Road	12	400,000	5,400,000		ditto	ditto
(4) Thane - Pt. Bishop Road	8	400,000	3,625,000		ditto	ditto
(5) Juneau-Thane, road reconstruction	4	150,000	725,000			
(6) North Douglas Highway reconstruction (Preparatory to paving)	8½	100,000	1,050,000		ditto	ditto
(7) N. Douglas (Tee Harbor-Eagle River)	8½	50,000	490,000)		ditto	ditto
Glacier Highway Loop (Mendenhall loop)	8.2	50,000	470,000)	Total Cost	ditto	ditto
Juneau-Thane - paving	4	50,000	230,000)	$1,190,000	ditto	ditto
Mendenhall Bar - connection between 500 ton paper mill site and airport - Auke Bay area	2	200,000	500,000		ditto	ditto
Secondary and Local Roads:						
(1) Fritz Cove Road - Reconstruction	2.5	200,000	575,000		ditto	ditto
(2) Fritz Cove Road - Engineers cut-off Ext. (Mendenhall Peninsula Loop).	1.3	250,000	380,000		ditto	ditto

Road or Improvement Requested:	Total Mileage	Constr. Cost/ Mile	Total Cost 1/	Remarks	Writer of Letter	Letter From
City of Juneau, Alaska						
Secondary and Local Roads:						
(3) Fish Creek - Pt. Hilda Road. (also includes some suggestions on maintenance.)	13	$400,000	$5,900,000		J. Wayne Johnson Councilman	City of Juneau (11-6-59)
Kenai, Alaska						
Extension of the North Kenai Road (Kenai-Hope Loop Highway)				Included in Federal Aid Program		
Auke Bay Public Utility District						
(1) Southeast Alaska Ferry System				See City of Juneau Item 2 under Primary Highways	C. R. Nordling, Pres. Bd. of Directors	Auke Bay Public Utility Dist. (11-5-59)
(2) Juneau outer-drive				Information incomplete		
(3) Eagle River-Echo Cove construction				See City of Juneau Item 3 under Primary Highways	ditto	ditto
(4) Fritz Cove Road reconstruction				See City of Juneau, Item 1 Secondary Highways	ditto	ditto
(5) Gastineau Channel Causeway				See City of Juneau, Item 8, Primary Highways	ditto	ditto
(6) Thane-Point Bishop construction				See City of Juneau, Item 4, Primary Highways	ditto	ditto
(7) Loop Road Construction				See City of Juneau, Item 2, Secondary Highways	ditto	ditto
(8) Shrine-Eagle River reconstruction				Programmed		
(9) Tee Harbor-Eagle River paving				See City of Juneau, Item 7, Primary Highways	ditto	ditto
(10) Juneau-Thane reconstruction				See City of Juneau, Item 5 Primary Highways	ditto	ditto
(11) Mendenhall Peninsula	2.6	200,000	$625,000		ditto	ditto
(12) North Douglas-Point Hilda construction				See City of Juneau, Item 3, Secondary Highways	ditto	ditto
Wants grave yard road repaired	0.7	200,000	160,000		Evelyn Thomas	Craig, Alaska (8-18-59)

Road or Improvement Requested:	Total Mileage	Constr. Cost/ Mile	Total Cost 1/	Remarks	Writer of Letter	Letter From
Requests extension of Doll Road				Unknown	Mary Bus	Fairbanks, Alaska (8-29-59)
Requesting hard-surfacing of Farmer's Loop and the McGrath Road				Included in 6 year program	Petition - Farmer's Loop Homemaker's Club, Fairbanks, Alaska	
11 Page letter listing results of public hearings throughout State.				None	Bjarne Olsen Vice-Pres.	Alaska State Planning Comm. (11-4-59)
(1) Highway 97, Nome to Fairbanks	380	$200,000	$92,350,000	This portion not included in Federal Aid Program	J. M. Kroninger, Ch.Road Comm.	Northwestern Alaska C & C (11-5-59)
(2) Unalakleet to Jct. with Highway 97.	145	200,000	35,100,000		ditto	ditto
Secondary Roads						
(1) Nome-Teller Road. 40 miles of new construction	40	200,000	9,150,000		ditto	ditto
(2) Kougarok Road - 25 miles	25	200,000	5,800,000		ditto	ditto
(3) Nome-Council Road, 2-3 mile sections plus 3 streem Xings	6	200,000	1,400,000		ditto	ditto
(4) Dexter realignment, 4miles section plus Xing Nome River	4	200,000	1,100,000		ditto	ditto
(5) Council-White Mountain 12 miles from Fox Jct.	12	200,000	2,800,000		ditto	ditto
(6) Deering Road - connection to Taylor	80	200,000	18,900,000		ditto	ditto
(7) Kotzebue - Candle to connection with Highway 97	160	200,000	37,850,000		ditto	ditto
(8) Unalakleet to Coal Mine,	10	200,000	2,350,000		ditto	ditto
(9) Shungnak to Ruby Creek	18	200,000	4,125,000		ditto	ditto
(10) Pilgrim Hot Springs to Highway 97	8	200,000	1,850,000		ditto	ditto
(11) Serpentine Hot Springs to Taylor	9	200,000	2,000,000		ditto	ditto
Secondary Roads needing improvement:						
(1) Nome north on Rt.141 (Hwy. 97) to Mile 60, Narrow sections need widening to Secondary Standards				Included in Federal Aid Program	ditto	ditto
(2) Same situation on Nome-Penny River sect. of Rt.131 (ltr.also lists a number of suggestions on maintenance needs.)				ditto	ditto	ditto

Road or Improvement Requested:	Total Mileage	Constr.Cost/ Mile	Total Cost 1/	Remarks	Writer of Letter	Letter From
City of Juneau, Alaska						
(1) Southeastern Alaska Ferry Sytem				See City of Juneau, Item 2, Primary Hywys. Incomplete information	Robert A. Wells Manager	Juneau Chamber of Commerce (11-6-59)
(2) Juneau outer-drive - from S. end City to Norway Pt.						
(3) Reconstruction of Eagle River Highway from Shrine harbor to Eagle River, 4.3 miles .				Programmed	ditto	ditto
(4) Eagle River to Echo Cove,13.7 miles				See City of Juneau, Item 3, Primary Highways	ditto	ditto
(5) Paving of road between Tee Harbor and Eagle River				See City of Juneau, Item 7, Primary Highways	ditto	ditto
(6) Reconstruction of Thane Highway, 3.4 miles				See City of Juneau, Item 5, Primary Highways	ditto	ditto
(7) Reconstruction of Fritz Cove Highway, 2.6 miles				See City of Juneau, Item 1, Secondary Highways	ditto	ditto
(8) Causeway across Gastineau Channel S. of Juneau Airport, 2 miles				See City of Juneau, Item 8, Primary Highways	ditto	ditto
(9) Reconstruction of the loop road between airport and Glacier, 5.3 miles				Programmed		
(10) Thane-Point Bishop road, 7.5 miles				See City of Juneau, Item 4, Primary Highways	ditto	ditto
(11) Connecting road between two roads on Mendenhall Peninsula				See City of Juneau, Item 2, Secondary Highways		
(12) North Douglas- Point Hilda				See City of Juneau, Item 3, Secondary Highways	ditto	ditto
City of Douglas						
(1) Relocation of Primary route thru Douglas by extension of 3rd St.to city limits	0.6	$200,000	$250,000		Wm. E. Boehl, Mayor	City of Douglas (11-12-59)
(2) Exten. of Douglas Hwy.to south end Douglas Island	7.5	400,000	3,400,000		ditto	ditto

Road or Improvement Requested:	Total Mileage	Constr./Cost Mile	Total Cost[1]	Remarks	Writer of Letter	Letter From
(3) Engineering Study and planning for replacement of Douglas Bridge			$150,000		Wm.E. Boehl,Mayor	City of Douglas (11-12-59)
Access road from Barrow Village to Point Barrow airstrip				On "State" 6 year program	Geo. B. Rayburn Exec. Vice Pres.	Wien Alaska Airlines (11-16-59)
City of Ketchikan						
(1) Ferry system connecting Prince Rupert with Haines-Skagway				See City of Juneau, Item 2, Primary Highways	R. M. Hardcastle Mayor	City of Ketchikan (11-13-59)
(2) Primary route through Ketchikan				Programmed	ditto	ditto
(3) 5-1/2 Mile loop - commencing on north at the intersection of 4th Avenue and terminating at Saxman on the south with connecting Secondary routes between the Primary routes	5.5	$400,000	$2,500,000		ditto	ditto
(4) (1961) Extend Secondary system between Carlanna Road and Jackson Street	0.5	200,000	175,000		ditto	ditto
(5) Herring Cove-Jackson St., secondary extension 4.4 miles		250,000	1,275,000		ditto	ditto
(6) Extension of existing secondary route 1 mile from Herring Cove to Lake Whitman	1	400,000	460,000		ditto	ditto
(7) Extension of Secondary system and construction of approx. 9 miles from Beaver Falls to White River	9	400,000	4,000,000		ditto	ditto
(8) Extension of Secondary System and construction of 12 miles of road between Ward Lake and White River	12	400,000	5,425,00		ditto	ditto
(9) Extension of Secondary system and construction of 12 miles from Lunch Creek to Loring	12	400,000	5,425,000		ditto	ditto

Road or Improvement Requested:	Total Mileage	Constr./Cost Mile	Total Cost 1/	Remarks	Writer of Letter	Letter From
(10) Construction and Improvement of Secondary road to connect Hollis-Klawock and Craig	26	$400,000	$12,900,000		R.M. Hardcastle Mayor	City of Ketchikan (11-13-59)
(11) That route covering proposed loop from Herring Cove to an intersection with FAP 95 at Ward Cove, via Beaver Falls, White River and Ward Lake, from Secondary Route to Primary				No cost for reclassification	ditto	ditto
Lower Stikine River road to connect Wrangell and Petersburg with Cassiar-Stewart Road	50	400,000	$28,820,000		A. V. Ritchie Ch. of Roads rep. Town of Wrangell	Ritchie Transportation Co. Wrangell (11-17-59)
Want all-weather farm-type road along southern shore of Big Lake				On "State" 6 year program		Petition (Big Lake)
Northwestern Alaska						
(1) Road from Barrow to fresh water supply approximately 2-1/2 miles south of village, with a connecting road of 1/4 mile to village dump.	2-1/2	200,000	575,000		J.M. Kroninger Ch.Road Comm.	Northwestern Ala C of C (11-19-59)
(2) Improvement of existing road between Barrow and airport, 3-1/2 mi.				On "State" 6 year program	ditto	ditto
City of Anchorage, Alaska						
(1) Immediate allocation of funds for preliminary engineering and R/W acquisition for freeway system proposed in origin and destination report for Anchorage				Included in Federal Air Program	George C. Shannon City Mayor	City of Anchorage (11-20-59)

Road or Improvement Requested:	Total Mileage	Constr./Cost Mile	Total Cost[1]	Remarks	Writer of Letter	Letter From
City of Anchorage, Alaska						
(2) Construction of the portion of the access road to Anchorage port from vicinity of the loop road to port				Included in Federal Aid Program (Freeway system)	George C. Shannon City Mayor	City of Anchorage (11-20-59)
(3) Relocation, widening and paving of Spenard Road from 15th Ave. and L Street to International Airport road				Included in Federal Aid Program	ditto	ditto
(4) Construction, widening and paving of C Street from 16th Ave. to connection with Northern Lights Blvd.	1	$200,000	$350,000		ditto	ditto
(5) Widening and paving of Airport Heights Road from DeBarr Road to E. 5th Avenue	0.6	$200,000	200,000		ditto	ditto
Kodiak, Alaska						
Want road being considered to be run via Island Lake district rather than thru Kodiak's watershed				Rerouting of proposed Ouzinkie-Kodiak Road	Chas. H. Eldris Ch. Comm. on Rds. Lands & Harbors	Kodiak Chamber of Commerce (11-4-59)
City of Wrangell						
(1) From present road on Wrangell Island across to the mainland at the Narrows between the Eastern Passage and Blake Channel, continue into and along the stikine River to Kakwan Point; there to connect with the present Stikine-Metkof road now being programmed.	50	400,000	$28,820,000		Alvin E. Mervyn City Clerk	Town of Wrangell (11-23-59)
Greater Anchorage, Alaska						
Primary Highways, Regional (New Construction):						
(1) Susitna-Kuskokwin Highway 250 miles in length from upper reaches of Susitna Valley, NW thru Ptarmigan (or Rainy) pass in Alask Range down into Kuskokwin Valley to McGrath	250	200,000	61,500,000		Larry H. Landry President, and Jack White, Ch. Road Develop. Comm.	Greater Anchorage C. of C.

Road or Improvement Requested:	Total Miles	Constr./Cost Mile	Total Cost 1/	Remarks	Writer of Letter	Letter From
Greater Anchorage						
(2) Bristol Bay "Road & Ferry" link - from Kenai Peninsula to Bristol Bay area (Dillingham)	220	200,000	$58,500,000 ≠		Larry H. Landry, Pres., and Jack White, Ch. Road Develop. Comm.	Greater Anchorage C. of C.
(3) Knik Arm Bridge and rerouting of highway. (Survey and feasibility study on shortening route between Anchorage and Palmer by installation of bridge across Knik Arm and rerouting traffic on W. side of Knik Arm into Palmer)			150,000		ditto	ditto
(Primary Highway, Local (New Construction):						
(1) Anchorage Freeway System - allocation of funds for engineering studies and to expedite constr. of system.				Included in Federal Aid Program	ditto	ditto
Primary, Local (Reconstruction):						
(1) Post Road: Widening, paving and general maintenance of present road between Elmendorf Air Force Base and City of Anchorage				ditto	ditto	ditto
Secondary Road Improvements:						
(1) C Street paving and extension. Extension involves 4 addl. blocks south from Firewood Lane to Northern Lights Blv. and the paving from 16th St. & C St. on thru to Northern Lights Blvd.	2,000 ft.		200,000		ditto	ditto
(2) Airport Heights road paving: Paving of approximately 10 city blocks, consisting of Airport Heights road where it leaves East 5th Avenue near east end of Merrill Field over to DeBarr Road, and the paving of DeBarr road.	0.6	$200,000	200,000		ditto	ditto
Town of Valdez - Primary Highways:						
(1) Richardson Hwy. FAP Rt. 71 - from mile 25.5 to mile 27.0 (stretch over Thompson Pass Summit) 1.5 miles raise and realign grade and constr. snow sheds	1-1/2	500,000	850,000		Robert W. Kendall Town Bus. Mgr.	Town of Valdez (11-21-59)

Road or Improvement Requested:	Total Miles	Constr./Cost Mile	Total Cost 1/	Remarks	Writer of Letter	Letter From
Town of Valdez						
Secondary Highways and Local Service Roads						
(1) Mineral Creek Road - FAS Rt. 8151: (a) from Alaska Ave. in Valdez to Valdez city limits; reconstruct and surface with crushed gravel (b) From Valdez City limits to Mile 25, lower grade for 1/4 mile beginning at city limits bridge, widening of road bed, and gravel surfacing; (c) from Mile 2.5 to Mile 12 - reconstruction and widening of road bed, raising and lowering of grades, gravel surfacing	13 miles	$200,000	$3,000,000		Robert W. Kendall Town Bus. Mgr.	Town of Valdez (11-21-59)
(2) FAS Rt. 8152 - Airport Road and Airport Loop Road: (a) from Mineral Creek road to Glacier Road Recreation Area a distance of about 2 miles, lowering of grade from Mineral Creek Road to the airport, widening road bed, gravel surfacing (b) From Fork of road near entrance to Glacier Road Recreation Area to junction at about Mile 2 on Mineral Creek Road, a distance of about 2.5 miles of the Airport Loop Road, complete reconstruction	4-1/2 miles	$100,000	515,000		ditto	ditto
(3) FAS Rt. 8153, Robe Lake Road, extension of present .5 mile around north and east sides of lake a distance of about 2.5 miles to conn. with Richardson Hwy. at about Mile 6.	2-1/2 miles	200,000	665,000		ditto	ditto
(4) FAS Rt. 8159 - Blueberry Lake Road - From Mile 24 on Richardson Hwy. to Blueberry Lake, widening, extension and gravelling.	0.5 miles	170,000	100,000		ditto	ditto
(5) FAS Rt. 8161 - Worthington Glacier Road, continued summer maintenance and gradual extension if face of glacier continues to recede	0.5 miles	170,000	100,000		ditto	ditto

Road or Improvement Requested:	Total Miles	Constr./Cost Mile	Total Cost 1/	Remarks	Writer of Letter	Letter From
Town of Valdez						
Secondary Highways and Local Service Roads (Continued)						
(6) Jackson Point Road - 5.5 miles - reconstr. of road bed and installation of bridges over Lowe River and several creeks, followed by reconstr. of Solomon Lake access road (2) miles from Solomon Gulch Power House	5-1/2	$200,000	$1,590,000		Robt. W. Kendall, (Town Bus. Mgr.)	Town of Valdez (11-21-59)
Secondary and Local Service Roads:						
(1) Reconstr. and gravel surfacing of FAS Rt. 8151 and 8152 from Alaska Ave. in Valdez to Glacier Road Recreation area	13 miles	200,000	3,000,000		ditto	ditto
(2) Basic Roadbed constr. in the following order: (a) FAS Rt. 8152 Airport Loop Road (b) Mile 5 thru 12 of FAS Rt. 8152, Mineral Creek Road (c) Extension of FAS Rt. 8153, Robe Lake Road (d) Jackson Point Road & Solomon Road				Same as previous requests	ditto	ditto
(3) All recommendations not covered in 1st and 2nd priority list to be given equal tertiary priority and schedules as soon as available funds will allow.				?	ditto	ditto
Hydaburg, Alaska						
(1) Road from Hydaburg to their dam, 2 miles	2 miles	200,000	470,000		George Nix, Mayor	Hydaburg, Alaska (11-10-59)
(2) Road in city (about 4 blocks) serving 5 houses	1/3 mile		200,000		ditto	ditto
Homesteaders in Fairbanks Area						
Construction of new section of road from Happy Landing on Sheep Creek in a northerly direction to connect with Steese Hwy. near Fox at Engineer Creek	9 miles	200,000	2,050,000		Clarence D. Leab P.O. Box 893 Fairbanks, Alaska	Petition from homesteaders in Fairbanks area (11-30-59)

1/ P.E., Design, Right of Way, Construction

(/) Including maintenance depots every 40 miles at $250,000 on long proposed routes.

TOTAL REQUESTS $549,590,000

ROADS

MLC/rp

COPY

November 17, 1960

Mr. Andrew Monilluk
P. O. Box 24
Unalakleet, Alaska

Dear Mr. Monilluk:

In Senator Bartlett's absence from Washington I am replying to your letter of October 23 which was sent to Senator Bartlett at Anchorage and forwarded from there to Washington. Thank you very much for sending us the letter written to Mr. Johnson by Mr. Gardner. As you requested, we are returning that letter to you as we have made a copy here. Also enclosed is copy of letter which has been written in Senator Bartlett's name to Mr. Johnson. I do hope that he or someone in his office will be able to meet with you on the road problem.

With very best wishes, I am

Sincerely yours,

Mary Lee Council
Administrative Assistant
to Senator E. L. Bartlett

Imalakliet,
Alaska.
Oct 23-60.

Sir!
Mr Bartlett.
I got litter here from
Mr A, S, Gardner.
and I sending you this litter.
and I talk too some man
from Shaktoolik, Alaska.
He send they would have
man to work about 20, man.
There is only 3-10 fut creks
and Eagovick River only one.
and very little brush.
about 18 miles good Road just
cover up little sen't over hard
ground. It had been Road
for about Eskimos come to
alive in this country.
I hope I get answer soon.
I got Buggs from you.

Andrew Moultuck.

STATE OF ALASKA
DEPARTMENT OF PUBLIC WORKS

INTRA-DEPARTMENTAL CORRESPONDENCE

SUBJECT: Unalakleet-Shaktoolik Road

DATE: October 12, 1960

FILE REFERENCE:

FROM: A. G. Gardner
Ass't State Highway Engineer

ATTENTION OF:

TO: Sam E. Johnson
District Engineer
Nome, Alaska

I am attaching a copy of a letter from Senator Bartlett's office in which reference is made to a request from Mr. Mouilluk about some road work between Unalakleet and Shaktoolik.

Mr. Shepard has requested that this route be inspected and a report made concerning the feasibility of establishing some sort of road construction project under the Depressed Area Program. If you are not familiar with this program I can tell you briefly that the object is to provide as much hand labor as possible with the minimum of heavy equipment uses since the principal objective of the program is to provide employment to people in depressed areas. With this in mind please look over the subject route with the objective of determining the locations for hand labor such as brush clearing, culvert installations, timber bridge construction, timber retaining wall construction, trail marking and other similar work that could be carried out effectively.

Please make this inspection and report at your earliest convenience.

A. G. Gardner
A. G. GARDNER
Ass't State Highway Engineer,
Operations

AGG:gm

Copies to:
Hon. E. L. Bartlett
U. S. Senator

Mr. Andrew Mouilluk
P. O. Box 24
Unalakleet

Read this letter back
Andrew Mouilluk
Unalakleet Alaska

Roads

we have nothing on this

COPY

Suite 4, Loussac Bldg.
Anchorage, Alaska
October 28, 1960

RECEIVED NOV 1 1960

Mr. Richard A. Downing
Commissioner of Public Works
P. O. Box 1361
Juneau, Alaska

Dear Dick:

Thank you for your letter of October 12 (which got caught under a pile of correspondence on my desk) concerning the request by Mr. Andrew Monilluk for a road from Unalakleet to Shaktoolik. I am forwarding your letter to the Washington office and would appreciate your sending any further information or reports on the road there.

Sincerely yours,

Mary A. Nordale
Secretary

bcc: Marge

USE ANCHORAGE ADDRESS FOR:

DIVISION OF AVIATION
GLOVER BLDG., ROOM 202
ANCHORAGE, ALASKA

DIVISION OF AIR TERMINALS
P.O. BOX 6-243
ANCHORAGE, ALASKA

STATE OF ALASKA

DEPARTMENT OF PUBLIC WORKS

P.O. BOX 1361
JUNEAU, ALASKA

RICHARD A. DOWNING - COMMISSIONER

USE JUNEAU ADDRESS FOR:

DIVISION OF HIGHWAYS

DIVISION OF BUILDINGS

DIVISION OF COMMUNICATIONS

DIVISION OF WATER & HARBORS

DIVISION OF PROPERTY & SUPPLY

DIVISION OF EQUIPMENT OPERATION

SOUTHEASTERN REGION

AVIATION COORDINATOR

October 12, 1960

Re: Unalakleet-Shaktoolik Road

The Honorable E. L. Bartlett
U. S. Senator, Alaska
P. O. Box 871
Juneau, Alaska

Dear Senator Bartlett:

Enclosed is a copy of a letter to Mr. Sam E. Johnson, our District Engineer at Nome, regarding the possibility of constructing a road from Unalakleet to Shaktoolik.

Mr. Johnson will look into this situation and report to us in the very near future.

Very truly yours,

Richard A. Downing
Commissioner

STATE OF ALASKA
DEPARTMENT OF PUBLIC WORKS

INTRA-DEPARTMENTAL CORRESPONDENCE

SUBJECT: Unalakleet-Shaktoolik Road

DATE: October 12, 1960

FILE REFERENCE:

FROM: A. G. Gardner
Ass't State Highway Engineer

ATTENTION OF:

TO: Sam E. Johnson
District Engineer
Nome, Alaska

I am attaching a copy of a letter from Senator Bartlett's office in which reference is made to a request from Mr. Monilluk about some road work between Unalakleet and Shaktoolik.

Mr. Sherard has requested that this route be inspected and a report made concerning the feasibility of establishing some sort of road construction project under the Depressed Area Program. If you are not familiar with this program I can tell you briefly that the object is to provide as much hand labor as possible with the minimum of heavy equipment uses since the principal objective of the program is to provide employment to people in depressed areas. With this in mind please look over the subject route with the objective of determining the locations for hand labor such as brush clearing, culvert installations, timber bridge construction, timber retaining wall construction, trail marking and other similar work that could be carried out effectively.

Please make this inspection and report at your earliest convenience.

A. G. Gardner

A. G. GARDNER
Ass't State Highway Engineer,
Operations

AGG:gs

Copies to:
Hon. E. L. Bartlett
U. S. Senator

Mr. Andrew Monilluk
P. O. Box 24
Unalakleet

COMMERCE
Transp. Roads
Roads

COPY

October 5, 1960

Mr. Andrew Monilluk
P. O. Box 24
Unalakleet, Alaska

Dear Mr. Monilluk:

Thank you very much for your letter of September 28. Your kinds words are very much appreciated.

I have referred your request for a road from Shaktoolik to Unalakleet to Mr. Richard A. Downing, Commissioner of Public Works, in Juneau, and I am sure that you will be hearing from him in the near future.

With best wishes, I am

Sincerely yours,

E. L. Bartlett

COPY

October 5, 1960

Mr. Richard A. Downing
Commissioner of Public Works
Juneau, Alaska

Dear Dick:

Senator Bartlett has asked that I relay to you some remarks contained in a letter to him from Andrew Monilluk of Unalakleet. I am also writing to Mr. Monilluk to tell him that his request has been referred to you.

"You know we like to have Road here between Shaktoolik, Alaska, and here. I have been walking to Shaktoolik and back to Unakleet, AAA. I have asking some man that is If we could working on the Road. there is lots off man not working up here mostly this summer. There are my peapel my Countermen...Wish, to have answer from you.

Mr. Monilluk's mailing address is P. O. Box 24, Unalakleet.

Sincerely yours,

Mary A. Nordale
Secretary

AFTER FIVE DAYS RETURN TO

From Andrew Moullick.
Box 24.
Unalakleet, Alaska.

Sir!
Mr Bob Bartlett.
Just a few lines to you this morning, you know we like to have Road here between Shaktoolik, Alaska. and here. I have been walking to Shaktoolik and back to Unakleet, and I have asking some man that is off we could working on the Road. There is lots off man not working up here mostly this summer. There are my People my Countermen. and you too. Well, Vot for you and Mr Kennedy. What every you do, and me. Wish to have answer from you.

Yours Truly
Andrew Moullick.

Anchorage Times
1-23-61

Roads

Pioneer Road Program Is Under Way

The state's program of pioneer access road construction is well under way with $986,000 worth of construction approved, states R. D. Sherard, director of the State Division of Highways.

Fifteen roads have been approved, with five completed and five presently under construction. The road program was approved by the last Legislature which appropriated $1 million for the work.

Under the program, petitions for road construction are approved by both the highway division and the Dept. of Natural Resources, with actual construction done by the users of the road. The state then reimburses the builders for their costs. The purpose of the program is to provide low-cost access trails and roads allowing access for development of the state's natural resources.

THE NAMES OF the roads completed, and their programmed cost, are: Eagle River Road, $8,000; North Pole-Mid-acres, $20,000; Slikok Valley Road, $25,000; Gilmore Trail, $20,000, and Goldstream Valley Road, $30,000.

Roads under construction are: Clechanski Road, $25,000; Pittman-Schrock, $35,000; Anchor Point Road, $40,000; Fox River Valley Road, $20,000, and McClaren River, $30,000.

Roads which have been approved and will be built when the weather is suitable are: Soldotna, $8,000; Lignite-Kantishna, $250,000; Delta-Clearwater, $12,000; Seward-Lowell Point, $40,000; and Rainbow Lakes Road, $20,000.

ENGINEERING AND feasibility studies have been completed on the Goose Bay-McKenzie Point Road which will cost about $25,000, and on the Gustavus Road which will cost $8,000. These roads, however, have not received final approval, Sherard said.

Because of weather, construction was halted on the McClaren River Road, Sept. 27, and on the Pittman-Schrock Road, Nov. 22.

Further progress on the pioneer access road program will be dependent upon legislative action, the highway director said.

United States Senate

COMMITTEE ON ARMED SERVICES

February 28, 1961

Mr. Richard A. Downing
Commissioner
Department of Public Works
P. O. Box 1361
Juneau, Alaska

Dear Mr. Downing:

Enclosed is my file involving a request made last fall for possible road work between Unalakleet and Shaktoolik. I never received a reply from Mr. Johnson and so I am sending the file along to you in the hope you can give me an up-to-date report on the problem. I should appreciate the return of the file when you have completed your use of it.

Sincerely yours,

E. L. Bartlett

ROADS MLC/rp

COPY

November 17, 1960

file up

Mr. Sam E. Johnson
District Engineer
Department of Public Works
Nome, Alaska

Dear Mr. Johnson:

Reference is made to the memorandum written you on October 12 by Mr. A. G. Gardner relative to the request from Mr. Andrew Monilluk that road work be performed between Unalakleet and Shaktoolik. I do not know what action, if any, has yet been taken along the lines suggested by Mr. Gardner but I am hopeful that you or someone in your office might be able to meet with Mr. Monilluk in Unalakleet. Any information you could give me on this would be welcome.

With best wishes, I am

Sincerely yours,

E. L. Bartlett

CC: ~~Mxxxxxxxxxx~~
Mr. Monilluk

State of Alaska
DEPARTMENT OF PUBLIC WORKS
P.O. Box 1361
Juneau, Alaska

January 8, 1960

Honorable William A. Egan
Governor
State of Alaska
Juneau, Alaska

Re: Five-Year Long-Range Highway Construction and Maintenance Program

Dear Governor Egan:

Chapter 124, Laws of Alaska, 1959 directs that the Governor shall cause to be established by the Department of Public Works a continuing long-range program for highway construction and maintenance which shall annually project proposed construction and maintenance of highways for not less than the next succeeding five years.

In accordance therewith, the Division of Highways of the Department of Public Works has prepared and transmitted to you herewith five copies of a Long-Range Highway Program for both highway construction and maintenance proposed by the Division of Highways for the succeeding five fiscal years.

The Construction Program includes projects to be financed with Federal Aid Primary and Federal Aid Secondary highway funds in the same amounts and participation ratio for each of the five-years, as for the Fiscal Year 1960-61 apportionment and matching ratio heretofore authorized for the State of Alaska, presuming that amounts at least as large as the apportionments for the 1960-61 Fiscal Year, will be continued for the succeeding fiscal years.

The Construction Program also includes a list of projects under the Secondary B Road program, to be financed 100% by the state totaling approximately $2,000,000 per year for the next five years beginning with fiscal year 1960-61. Such program was prepared on the basis of petitions received by the Department of Public Works from citizens, organizations and local governing bodies throughout the State. It was prepared on the premise that the $2,000,000 annual expenditure for Secondary B Roads would provide for the orderly construction of all such requested roads which can be justified. The amount of work which can be programmed for Secondary B Roads construction will depend upon the amount of funds which the legislature will make available from year to year for such purpose. Actual requests for Secondary B Roads far exceed the amounts proposed herein.

In preparing such programs for new highway construction, and for the improvement of some existing highways, the Department of Public Works through its Division of Highways made studies, within the limited time available and with the limited facilities and personnel at its disposal, of the highway systems and the highway needs, to determine the highways and sections of highways which should receive the earliest attention in programming the priorities for the orderly administration of such programs.

In subsequent years, because of the continuing studies and the gathering and analyzing of highway information and statistics, to be performed after the Division of Highways becomes properly organized, the Division of Highways will be able to present programs based upon sufficiency ratings established for each section of each particular highway.

For this reason, the Legislature should be discouraged from stipulating that the projects in the various highway construction and maintenance programs be strictly adhered to. There must be flexibility in such program, so that estimates of cost can be revised, as realistic cost estimates are prepared, so additional projects can be added to the program and projects in the program deleted in order to make the best use of the funds available, and to keep the program in conformity with changing conditions, the changes in development of the State and the consequential changes in needs for highway construction, to provide the highways and roads needed for the welfare and economy of the people of Alaska.

You will please note the footnote on the maintenance program setting forth the reasons why the maintenance program is not, and cannot be at this time, more detailed.

We have, in the office of the Department of Public Works, sufficient additional copies of the program so that each member of the legislature can be furnished with one copy.

Very truly yours,

Richard A. Downing

RICHARD A. DOWNING,
Commissioner

Fairbanks Daily News-Miner
9/14/60
Roads

BPR Chief Denies Disharmony Claim

Reports of disharmony between the federal Bureau of Public Roads, and the newly-organized State Division of Highways were discounted here yesterday by Ellis L. Armstrong, U.S. commissioner of the Bureau of Public Roads.

America's top road official declared, however, that he would look into the matter thoroughly while in Juneau today and planned "a very candid discussion on the subject with Governor Egan and the director of the State Department of Public Works."

The BPR commissioner made the statements at a meeting with the Fairbanks Chamber of Commerce roads committee, headed by Al Seeliger, following yesterday's regular Chamber of Commerce luncheon at which Armstrong was principal speaker.

Orbeck Letter

Sen. Ernest Gruening attended the meeting and turned over to Armstrong a letter written to State Senator Edmund Orbeck by T. D. Sherard, division chief for the Division of Highways.

The letter, in response to one from Orbeck asking the reason for delays in current highway program, was highly critical of the Bureau of Public Roads and placed the cause for much of the delay at the doorstep of the BPR.

Orbeck said he turned over the letter to Senator Gruening in the hope something could be done at the national level to iron out differences between the BPR and the state if, in fact, these differences were delaying the Alaska program.

Armstrong was visibly upset by the four-page Sherard letter, which he then passed over to William J. Niemi, the BPR's chief engineer in Alaska.

Upset No End

"This upsets me no end," he told the Chamber committee. "In any transition of this kind there are going to be problems. But this letter baffles me. I cannot believe that the situation outlined here exists."

Armstrong was critical of the tone of the letter itself, quoting a phrase from the opening paragraph, in which Sherard stated: "Once the bureau gets over the hurt of not running the whole show. . ."

Armstrong said he didn't like the tone of the letter and would discuss it candidly with Sherard, Public Works Commissioner Richard Downing and the governor.

In general, the letter criticized the Bureau on matters of personnel, policy, right-of-way problems, and cooperation with the state during the transitional period.

Insisting he would do everything possible to insure a harmonious working relationship between the BPR and state, Armstrong said:

"We're all reasonable people. Let's get down and get the job done rather than stand back and throw barbs at each other. It doesn't make sense to haul back and swing at each other when we've got so much work to do."

Sen. Gruening followed up Armstrong's Chamber speech with an impromptu one of his own, charging that the federal government with "40 years of neglect and disinterest in Alaska's road needs" and asking that something be done to "catch up."

Armstrong countered by pointing out that the federal government was now giving Alaska $16 for every dollar contributed by the state on the road program and that the total program now exceeded $40,000,000.

Speech

In his speech to the Chamber, Armstrong outlined the history of the road program in the United States and Alaska and pointed to the special problems created in Alaska by the fact that the state was so vast and so sparsely populated.

At the roads committee meeting afterward, Armstrong:

1. Promised that the BPR would give every consideration to state requests for road projects which would help boost Alaska's tourist industry.

2. Indicated the BPR would go along with the state on its recommendations for new roads providing these recommendations were part of "a good sound program."

3. Made clear that the BPR was giving the state plenty of leeway in working out its own program and was doing everything possible to cooperate.

Sell Need

4. Pointed out that communities must first "sell" the state on the need for roads since the state new "is the proper one to convince."

5. Denied that BPR was insisting on such high standards for road building that it was hampering road building. "We have several sets of standards and these are followed all over the country with no such difficulty," he said.

6. Indicated he felt the takeover of the highway functions by the state was poorly timed. He pointed out that the state had five years in which to assume these functions and could have spaced out its assumption of authority over the program in a better manner. Niemi pointed out that the state advised BPR last November that the takeover was planned and "at that point we had to begin to demobilize."

Armstrong and Niemi left Fairbanks this morning for Juneau.

file

Ewin Engineering Corporation
Washington, D. C.

OFFICE OF THE PRESIDENT

September 6, 1960

MIAMI, FLORIDA
MOBILE, ALABAMA

ans by Sept 18 1960

Senator E. L. Bob Bartlett
P. O. Box 871
Juneau, Alaska

Dear Bob,

I hope this letter finds you well, and pleased with the early results of your campaign. Since the Senate adjourned we have had cool, clear weather and trust you will not be called back in special session.

In this Sunday's New York Times, there was the attached article on the highway plans of your State; it was most interesting and farsighted planning.

We in Ewin are standing by, ready to undertake, with the help of Felix, any large scale project that may become available.

Betsey joins me in sending our best wishes for your continued success, and let us hear from you soon.

Cordially,

Dave

D. G. Volkert

dgv;ed

ALASKANS TO PUSH BUILDING OF ROADS

40 Million a Year Program to Get Under Way in '61 —U. S. Aid Is a Factor

By LAWRENCE E. DAVIES

Special to The New York Times.

FAIRBANKS, Aug. 20—Alaskans are still grumbling over the lack of highways befitting a state twice as big as Texas. But the state administration at Juneau is promising the complainants that by next year Alaska will be swinging into a road building program in the $40,000,000-a-year category.

Now this would not build many miles of modern roads but it seems like a breath-taking sum to many Alaskans who have been crying for more and better roads.

Alaska came into statehood in January, 1959, with fewer than 5,000 miles of roads in a 586,000-square mile area. Some of these roads hardly qualified for the name.

Getting Federal highway funds at the present rate of $36,000,000 a year became one of the most highly acclaimed realities of statehood.

Under an Alaska-sponsored amendment to the Federal Highway Act passed by Congress this year, the forty-ninth state fares even better than any of the other Western public-domain states that the legislation benefits.

Alaska's development, it is widely agreed, has been hampered by lack of transportation —except by air. Now Richard A. Downing, Commissioner of Public Works, has set out on a long-range road construction program that, he hopes, will result in a network of highways decade or so.

Mr. Downing, 44 years old, is an Alaska-born engineer who has his degree from the University of Alaska.

He is vigorously pressing a "marine highway" ferry system for which Alaskans are asked to vote a $15,000,000 bond issue at the November election. Three ferries would be operated between Prince Rupert, in British Columbia, to Haines, eighty miles above Juneau, carrying up to 100 automobiles and 500 to 700 passengers a day.

This would enable motorists to come to Alaska by water and return home by way of the Alaska-Canada highway.

"We're shooting for getting the ferry operating by 1962—in time for the 'Century 21 Exposition' in Seattle," Mr. Downing said.

The commissioner feels "loop" travel would entice visitors to Alaska. A second ferry system would operate on a route between Anchorage and Kodiak, with a single boat making four trips a week.

A surface highway loop is under construction between Anchorage and Fairbanks. Designed for completion by the end of the 1963 season it will permit travelers to drive in one direction by the present circuitous route and return by way of Mount McKinley National Park on a 350-mile highway. This is 100 miles shorter than the existing road.

Calls Plan Feasible

Mr. Downing even hopes to have a road built from Fairbanks and Anchorage far out to Nome on the Seward Peninsula.

He insisted it was feasible to build the highway over permafrost—ground that seldom thaws except for a short distance below the surface.

The state took over the road building program on July 1 from the Federal Bureau of Public Roads, of which William J. Niemi is regional director. Mr. Niemi has long subscribed to the view that a highway to Nome is feasible.

The theory of engineers, as put by Mr. Downing, is that in building on permafrost "if you don't disturb the moss and vegetation on top you're O. K."

The Public Works Department is gathering information on which to base its efforts to have the Nome route qualified for Federal highway aid. From Tanana, west of Fairbanks, the route would cover about 450 miles.

If It's Data You Want, Write Census Bureau

WASHINGTON, Sept. 3 (AP) — For $3.50 you can find out how many babies are born each year without the aid of a physician, how many tramps are killed by trains, and how much the average Cincinnati dentist charges to fill a tooth.

These and many other questions can be answered by consulting the 1960 Statistical Abstract, the annual fact-book published by the Census Bureau.

The latest edition contains 1,052 pages and may be ordered from the Superintendent of Documents at the Government Printing Office here.

If you are curious about the answers to the questions above and want to save $3.50, here are the answers:

More than 100,000 babies were born in 1958 without the assistance of a physician.

In 1959, trains killed 641 trespassers.

A Government survey found that Cincinnati dentists charged an average of $3.67 to fill a tooth in 1958. This was the lowest average for any of the twenty cities surveyed. The costliest fillings—an average of $8—were performed in Los Angeles and San Francisco.

550,000 in Soviet Colleges

MOSCOW, (AP)—More than 550,000 students are enroled at Soviet higher educational institutions for the 1960-61 school year, according to Tass, the official Soviet news agency.

Anchorage Daily News 9-3-60

Roads

Continuing State Program of Roadbuilding, Reconstruction Seen by Highway Departmen

"Feast or famine" cycles of roadbuilding and reconstruction in Alaska are just about a thing of the past.

This was the belief expressed by Richard Downing, commissioner of public works, and T. D. Sherrard, head of the state division of highways, when they met with newsmen in Anchorage yesterday.

Sherrard said that within the next few months the state will be on a continuing program of highway improvement, based on allocations of $38 million a year, six times the amount available in pre-statehood days.

Sherrard and Downing outlined what they termed will be the basic state program for the next two years: reconstruction of paved and unpaved highways.

"This is the necessary first step," Downing said. "In two years the state is going to have to pay all road maintenance costs out of its own budget with no help from the federal government.

"The shape the highways are in now, maintenance costs about $5 million a year. By constructing existing highways we hope to cut down the maintenance cost by one third and rebuild them to last."

Both men explained that most of the roads established in Alaska were put in hurriedly, without quality control. It was an emergency situation and the roads had to be established quickly, they said.

"Now the state is aiming for permanency and quality," Sherrard stated.

The highway division head said that his department realizes the need for immediate improvement on many roads, including the Sterling highway.

"But we can't see any sense in paying $40,000 a mile to regravel a road when by waiting a while we can pave the road," he said.

Sherrard also explained that with statehood the state and federal government have a different type of road partnership than they had in the past.

"Now the roads must be built to standards proved and developed by the American Association of State Highway officials," he added.

Downing said that there is no chance that the state will lose federal highway money because of a time limit on obligating the funds.

"We'll have all of the 1961 funds obligated by the end of the 1961 fiscal year, then we'll still have two years to actually spend the money.

"I'd say" Downing continued, "that Alaska is further ahead in obligating federal money than many other states."

Both men predicted that wit the next few months the st highway program will be in f swing.

The state took over full sponsibility from the Bureau Public Roads on July 1.

"We had to start fro scratch," said Sherrard. "The program was only one-sixth ours, and they never had an thing like a state highway pr gram. It didn't give us mu to hang onto."

He said that in the chan over the state received an a quate number of maintena employes from the fede agency but only 50 percent the necessary engineering st

Anchorage Times - 9-2-60

Roads

Big Highway Program In State Is Set

JUNEAU (AP) — The spring of next year will find the most comprehensive highway construction program in Alaska's history well under way, Public Works Commissioner Richard A. Downing said today.

Downing and T. D. Sherard, chief of the state Division of Highways, said work is now under way on 28 highway projects around the state, with a contract value of $11,087,586.

Bids are now being called for a 29th project, involving grading, drainage and gravel surfacing of some nine miles of highway between Clear and Rex. Bids are to be opened Sept. 12.

ANOTHER 19 projects involving 152 miles of road work have been submitted will be placed before U.S. Bureau of Roads bef Sept. 15 for the federal proval necessary before ing advertised for bid.

The 28 contracts which hav been let cover actual co struction or engineering wor on 421½ miles of highwa with the largest a $1,222,1 contract for grading a drainage work on 20 miles the Nenana - Clear Road. T work is scheduled for comp tion in March.

In all, 20 of the 28 co tracts cover actual constru tion work on 101½ miles s state highway. The 20 c tracts represent $7,279,411 work.

The eight engineering tracts, involving a cost $3,808,175, are with con ing firms engaged by the reau of Public Roads and er proposed work on miles of roadway.

"DESPITE A shortage of manpower in certain specialized skills, contracts will be regularly going to bid in a continuing process," Downing said.

The Division of Highways only two months ago took over responsibility for Alaska's highway program, at the height of the construction program. Previously, the Bureau of Public Roads handled the program.

Sherard said that despite the newness of the state highway program, Alaska is well ahead of many states in obligating its federal aid funds and expects to have all available primary and secondary road money under contract by the time spring rolls around.

ROADS - MGS/med

COPY

March 16, 1961

Mr. Andrew Monilluk,
P. O. Box 24,
Unalakleet, Alaska

Dear Mr. Monilluk:

You will recall having written me on two different occasions last fall concerning the desirability of having a road constructed between Unalakleet and Shaktoolik. As I advised you then I took the matter up with state officials and I now have an up-to-date report from Commissioner Downing of the State Department of Public Works. A copy of Mr. Downing's letter to me is enclosed for your information. As you will note, Mr. Downing does not hold forth much hope for immediate action for construction of the road but I was happy to note that he is attempting to do everything he can to assure it will eventually be a reality.

With best wishes, I am

Sincerely yours,

E. L. Bartlett

ROADS - MGS/med

COPY

March 16, 1961

Mr. Richard A. Downing,
Commissioner,
Department of Public Works,
P. O. Box 1361,
Juneau, Alaska

Dear Mr. Downing:

This is to acknowledge and thank you for your letter of March 13 sent in response to my inquiry of February 28 regarding the proposed road connection between Unalakleet and Shaktoolik.

Sincerely yours,

E. L. Bartlett

USE ANCHORAGE ADDRESS FOR:

DIVISION OF AVIATION
GLOVER BLDG., ROOM 202
ANCHORAGE, ALASKA

DIVISION OF AIR TERMINALS
P.O. BOX 6-243
ANCHORAGE, ALASKA

STATE OF ALASKA

DEPARTMENT OF PUBLIC WORKS

P.O. BOX 1361
JUNEAU, ALASKA

RICHARD A. DOWNING - COMMISSIONER

USE JUNEAU ADDRESS FOR:

DIVISION OF HIGHWAYS

DIVISION OF BUILDINGS

DIVISION OF COMMUNICATIONS

DIVISION OF WATER & HARBORS

DIVISION OF PROPERTY & SUPPLY

DIVISION OF EQUIPMENT OPERATION

SOUTHEASTERN REGION

AVIATION COORDINATOR

March 13, 1961

Re: Unalakleet-Shaktoolik Road
0-24-84

The Honorable E. L. Bartlett
United States Senate
Washington, D. C.

RECEIVED MAR 16 1961

Dear Senator Bartlett:

Reference is made to your letter of February 28 regarding the possible road connection between Unalakleet and Shaktoolik. Returned herewith is your file as requested, along with a copy of a report dated November 7, 1960 from Sam Johnson, district engineer at Nome.

Due to the cost of this road, it was not possible to finance work under the Depressed Area funds as had been requested by the people of Unalakleet. We are looking into the possibility of constructing at least the first segment of this road under the Pioneer Access Road Program this coming year. I do not have too high hopes of getting many miles constructed under this program, since our money is limited for the Pioneer program and must be spread to many areas.

For your information we are presently developing an entirely new Federal Aid Highway System for the State and this road is one we are asking for consideration as a Secondary road on this program. Getting approval for the road on the program will not insure its completion in the immediate future, but will place it in a position where Federal Aid funds can be expended.

Sincerely yours,

Richard A. Downing
Commissioner

RAD:vr
Enclosures

STATE OF ALASKA
DEPARTMENT OF PUBLIC WORKS

INTRA-DEPARTMENTAL CORRESPONDENCE

SUBJECT: Preliminary Report, Unalakleet-Shaktoolik Road November 7, 1960

TO: A. G. Gardner, Asst. State Highway Engineer

FROM: District Engineer, Nome

As per your letter request of October 12, 1960 the following is submitted.

The route, as proposed, is approximately 37 miles long, starting in Unalakleet and extending in a northerly direction along Norton Sound to Shaktoolik. Approximately one-half the length is along the flat land of the coast and the balance inland over rolling and steep terrain. All is tundra, with some exposed schist formations, and about half has small trees and brush.

Since traffic would be minor an estimated cost of $400,000 would provide a ten foot earth road with turnouts, with alignment including 57 degree curves and grades up to 10 percent.

You mention that this project would be a work relief job to provide employment under the Depressed Area Program. The clearing and culvert work could be handled that way but grading would require machine haul for the fills over the tundra and dozers for the sidehill schist formations. The 50 foot bridge over Egavik Creek could be built by hand out of local logs.

Transportation for the employees could be by boat from Shaktoolik and Unalakleet since the route, as proposed, is close to the coast line.

If you need a more detailed report and map, showing the proposed route, please advise.

Sam E. Johnson
Sam E. Johnson
District Engineer

ROADS MLC/rp

COPY

February 28, 1961

flo-up

Mr. Richard A. Downing
Commissioner
Department of Public Works
P. O. Box 1361
Juneau, Alaska

Dear Mr. Downing:

Enclosed is my file involving a request made last fall for possible road work between Unalakleet and Shaktoolik. I never received a reply from Mr. Johnson and so I am sending the file along to you in the hope you can give me an up-to-date report on the problem. I should appreciate the return of the file when you have completed your use of it.

Sincerely yours,

E. L. Bartlett

Roads

State of Alaska
DEPARTMENT OF PUBLIC WORKS
P.O. Box 1361
Juneau, Alaska

January 8, 1960

Honorable William A. Egan
Governor
State of Alaska
Juneau, Alaska

Re: Five-Year Long-Range Highway Construction and Maintenance Program

Dear Governor Egan:

Chapter 124, Laws of Alaska, 1959 directs that the Governor shall cause to be established by the Department of Public Works a continuing long-range program for highway construction and maintenance which shall annually project proposed construction and maintenance of highways for not less than the next succeeding five years.

In accordance therewith, the Division of Highways of the Department of Public Works has prepared and transmitted to you herewith five copies of a Long-Range Highway Program for both highway construction and maintenance proposed by the Division of Highways for the succeeding five fiscal years.

The Construction Program includes projects to be financed with Federal Aid Primary and Federal Aid Secondary highway funds in the same amounts and participation ratio for each of the five-years, as for the Fiscal Year 1960-61 apportionment and matching ratio heretofore authorized for the State of Alaska, presuming that amounts at least as large as the apportionments for the 1960-61 Fiscal Year, will be continued for the succeeding fiscal years.

The Construction Program also includes a list of projects under the Secondary B Road program, to be financed 100% by the state totaling approximately $2,000,000 per year for the next five years beginning with fiscal year 1960-61. Such program was prepared on the basis of petitions received by the Department of Public Works from citizens, organizations and local governing bodies throughout the State. It was prepared on the premise that the $2,000,000 annual expenditure for Secondary B Roads would provide for the orderly construction of all such requested roads which can be justified. The amount of work which can be programmed for Secondary B Roads construction will depend upon the amount of funds which the legislature will make available from year to year for such purpose. Actual requests for Secondary B Roads far exceed the amounts proposed herein.

In preparing such programs for new highway construction, and for the improvement of some existing highways, the Department of Public Works through its Division of Highways made studies, within the limited time available and with the limited facilities and personnel at its disposal, of the highway systems and the highway needs, to determine the highways and sections of highways which should receive the earliest attention in programming the priorities for the orderly administration of such programs.

In subsequent years, because of the continuing studies and the gathering and analyzing of highway information and statistics, to be performed after the Division of Highways becomes properly organized, the Division of Highways will be able to present programs based upon sufficiency ratings established for each section of each particular highway.

For this reason, the Legislature should be discouraged from stipulating that the projects in the various highway construction and maintenance programs be strictly adhered to. There must be flexibility in such program, so that estimates of cost can be revised, as realistic cost estimates are prepared, so additional projects can be added to the program and projects in the program deleted in order to make the best use of the funds available, and to keep the program in conformity with changing conditions, the changes in development of the State and the consequential changes in needs for highway construction, to provide the highways and roads needed for the welfare and economy of the people of Alaska.

You will please note the footnote on the maintenance program setting forth the reasons why the maintenance program is not, and cannot be at this time, more detailed.

We have, in the office of the Department of Public Works, sufficient additional copies of the program so that each member of the legislature can be furnished with one copy.

Very truly yours,

Richard A. Downing

RICHARD A. DOWNING,
Commissioner

REQUEST FOR XEROX COPIES OF ARCHIVAL MATERIAL

Date: 9/12/88

For - Name: C Naske
Department: History

Collection: E L Bartlett
Box #: 1
Folder #: Interior, Roads, 1948

Department Account #: History
or

Paid:

UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF THE SECRETARY
DIVISION OF TERRITORIES AND ISLAND POSSESSIONS
WASHINGTON 25, D. C.

MAY 20 1948

May 18, 1948.

Air Mail.

Col. J. P. Johnson, General Manager,
The Alaska Railroad,
Anchorage, Alaska.

My dear Colonel Johnson:

I enclose a copy of a memorandum dated May 18 from the Acting Director of the National Park Service, together with a copy of his letter of May 12 to Mr. Cornell Sherman authorizing the issuance of a permit to haul ore from the Stampede Mine to the Alaska Railroad over the McKinley Park Road.

This is in response to your letter of April 28 which we took up with the Park Service.

Sincerely yours,

(Sgd.) Jos. T. Flakne

Jos. T. Flakne,
Chief, Alaska Branch.

Enclosures.

THOMAS det
5/20/48.

C O P Y.

UNITED STATES DEPARTMENT OF THE INTERIOR
National Park Service,
Washington, D. C.

May 18, 1948.

Memorandum.

To: The Director, Division of Territories and Island Possessions.

From: Acting Director, National Park Service.

Subject: Road into the Stampede Mine, Alaska.

Thank you for your memorandum of May 13, 1948, concerning the Stampede Mine, Alaska. There is attached a copy of our letter of this date to Mr. Sherman, telling him that we will be glad to issue a permit to him to haul ore out through the park using the bed of the Toklat River and the park highway.

(sgd) A. E. Demaray

Acting Director.

Enclosure 183.

P-82

UNITED STATES
UNITED STATES DEPARTMENT OF THE INTERIOR
DEPARTMENT OF THE INTERIOR
National Park Service
OFFICE OF THE SECRETARY
Washington, D.C.
WASHINGTON 25, D. C.

COPY

May 18, 1948.

May 14, 1948.

Air Mail

Air Mail.

My dear Mr. Sherman:

Mr. Cornell A. Sherman,
Box 1835,
Fairbanks, Alaska.

Dear Mr. Sherman:

We have received from Secretary Krug a copy of his letter of May 14 to you concerning your request for permission to haul ore from the Stampede Mines through Mount McKinley National Park to the Railroad, about which you also wrote me on April 23.

We are willing to issue to you an annual permit authorizing you to haul ore from the Stampede Mines up the bed of the Toklat River to the park road and over the road to the railroad. A reasonable fee willlbe charged for the permit and there must be included certain provisions relating to weight and speed and any other matters considered by the Superintendent to be essential for the protection of the public and of Government property. Superintendent Been will be glad towork out the terms of the permit with you.

Sincerely yours,

(sgd) A. E. Demaray

Acting Director.

cc. Reg. Dir., Region four.
Supt. Been, Mount McKinley N.P.
Div. of Territories & Island Possessions.

Sincerely yours,

J. A.
/s/ Krug,

Secretary of the Interior.

Mr. Cornell A. Sherman
Box 1835
Fairbanks, Alaska.

February 18, 1948

Mr. C. A. Sherman,
Director,
Stampede Mines,
P. O. Box 1835,
Fairbanks, Alaska.

Dear Mr. Sherman:

I received your letter of February 12 telling of the attempt of the Stampede Mines, Inc., to have permission extended for use of the McKinley Park highway.

Last summer Mr. Earl Pilgrim discussed this with me and said you would send me at the first opportunity a complete statement regarding the road situation. I believe all the information needed is contained in the material which you sent. As I see it, you have a dual problem. The first has to do with the construction of a trail from the mine to the park highway and the second is concerned with permission which must be had from the National Park Service or the Alaska Road Commission, or both, for use of the park highway for haulage of ore.

As a preliminary step, it might be useful for me to write Governor Gruening as Ex Officio Commissioner in Charge of Work for the Alaska Road Commission and Chairman of the Territorial Board of Road Commissioners to determine whether construction of the trail is on the road building program of either the federal or territorial road building programs. If construction of the trail is planned, I can confer here with National Park Service officials if permission from that agency is required. But meeting with those officials would probably be idle unless there are definite plans for the construction of the connection between Stampede Creek and the highway.

I note your statement that Colonel John P. Johnson, General Manager of The Alaska Railroad, is in favor of permission being granted for transportation of ore by trucks over the park highway.

Sincerely yours,

E. L. Bartlett
Delegate

cc: Hon. Ernest Gruening,
Col. J. P. Johnson,
Ike P. Taylor,
Frank A. Metcalf,
Joseph T. Flake, Chief,
Alaska Branch, Div. of
Terr. & Island. Poss.

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

COPY

May 14, 1948.

Air Mail

My dear Mr. Sherman:

Your proposal for construction of a road from the Stampede mine property to connect with the McKinley Park Highway, as set forth in your letter of February 5 to Assistant Secretary Warne, who is now away on a trip to Alaska, has been studied carefully by several agencies of this Department directly concerned with various facets of your project.

I regret that it is not possible to give you much encouragement at this time inasmuch as this road is not included in our road construction program for which funds are presently available. Nevertheless, we appreciate the need for roads into the mining areas of Alaska, and we are requesting the Congress to appropriate funds for such roads. If the funds are provided, the roads will undoubtedly be built on a priority basis. You may be sure that a road into the area of the Stampede Mine will receive consideration when funds are available.

As an immediate aid toward solution of your problem, I suggest that you request the superintendent of Mount McKinley National Park to issue a special use permit authorizing you to haul ore from the Stampede mine through the park, using the bed of the Toklat River and the park highway. This matter has been discussed with officials of the National Park Service and they are prepared to issue such a permit. You should work out the details of the permit with the park superintendent, since he must include proper safeguards for park traffic and the maintenance of the road. A reasonable fee will be required for the use of the park road.

Until your plans for the proposed operation of a Galena Silver Mine of Kantishna have matured to a point where you can furnish firm estimates of tonnage of specific ores and concentrates to be produced and haulage requirements, the National Park Service will not be in a position to judge whether a permit for use of the park highway in connection with operation of that mine can be granted. When such information is submitted, consideration will be given to your request for a permit applicable to that particular mining enterprise.

Sincerely yours,
J. A.
/s/ Krug.

Secretary of the Interior.

Mr. Corneil A. Sherman
Box 1835
Fairbanks, Alaska.

May 5, 1948

AIRMAIL

Mr. Cornell A. Sherman,
Stampede Mines,
P. O. Box 1035,
Fairbanks, Alaska

Dear Mr. Sherman:

I have been waiting for Frank Been to show up in Washington so that a more concrete reply could be made to your letter of the 23rd, but I have now been told that he returned to Alaska from San Francisco without coming back here.

The last information available to the National Park officials here is that you were to be given assistance with regard to a special use permit to haul ore out along the bed of the river to Park Road and then to the railroad. I was told they had a letter from you dated the 23rd but that any other arrangement was not stated by you to be preferred.

Since Mr. Been is back at the park and will not be coming on to Washington, I am wondering what you have heard from him in connection with the application you submitted with your letter of the 23rd. The thinking here seems to be that the procedure set forth in the second paragraph of your letter is what you want and is the most practical solution for you. Let me know, after you have heard from Mr. Been, if you want further action.

With best wishes, I am

Sincerely yours,

E. L. Bartlett
Delegate

Stampede Mine
Stampede, Alaska

ANTIMONY

Producers of Sulphide Ores and Concentrates

Direct your answers to this communication to
Box 1835, Fairbanks, Alaska

April 23, 1948.

Hon. Robert Bartlett,
Delegate in Congress,
Washington, D. C.

Dear friend:

Am herewith attaching carbon copy of a letter that is self explanatory.

Colonel Been, I understand is now in Washington and no doubt you will see him. I have submitted him a semiformal application concerning the road matter mentioned, and I see of no reason why such an arrangement would in anyway interfere inthe operation of this park or its scenery.

Colonel Johnson of the Railroad has given us hearty cooperation, as after all a good back haul out of Alaska is certainly needed. We are operating this mine 12 months in the year and will ship out a good many car loads of ore that mean over $800 per car for the Alaska Steamship and the Alaska Railroad. This means about $9,000 export money coming back into Alaska for labor, food and equipment per car.

Because of the importance of antimony to national defense we have written a letter to James Forrestal, Secretary of Defense bringing this matter to his attention. We believe within the year, we will be the largest shippers of antimony under the American Flag.

Heretofore we have been flying out this ore which is too expensive to continue, only in cases of emergency. Your cooperation will be highly appreciated by the many residents of Alaska who hold stock in this enterprise.

Very truly yours,

STAMPEDE MINES

Corneil A. Sherman

Been
Thompson
4640

April 23, 1948.

Colonel Frank T. Been,
Supt. Mt. McKinley National Park,
McKinley Park, Alaska.

Dear Colonel Been:

Upon my return from the states I find your letter of February 16th. Concerning permission to go from Stampede Mines to the Trans-Park Highway, thence to the railhead at McKinley Park Station, for shipment of our ore to the states, we wish to state:

Our request does imply the right to construct a road from the Stampede Airport to the west bank of the Toklat River, thence up the Toklat to the Trans-Park Highway. It is impossible to use the stream bed of the river, only at certain times during the year.

Antimony doesnot happen to be a purely commercial product as it is highly important to our national defense and very little of it is produced under the American flag. It is still a strategic and very short of supply, metal.

It would be very impractical for us to enter the Toklat River at its mouth as by crossing Clearwater into the foothills, it will only be necessary to construct approximately 20 miles of road to connect with the Trans-Park Highway.

We would naturally limit our truck loads to conform with with the Trans-Park Highway construction and have a definite time set for use of the highway so that traffic congestion would not be a factor.

We intend to have a continuous operation at this mine and have Caterpillar and sled freighting equipment as we are shipping out 12 months in the year and inthe summertime can use trucks.

Our understanding is that this is a public road, constructed with tax funds and maintained with tax funds, therefore we see of no reason why a fee should be charged for using the road. We have taken this matter up with the Alaska Railroad as to the warehousing of products in or near McKinley Park Station and a loading dock. We have also taken up the matter of a certificate of necessity with the Bureau of Mines. Am herewith enclosing a formal application, as suggested by you.

Very truly yours,

STAMPEDE MINESINC.

Cornell A. Sherman

Gas;B
cc:ARR
n Bartlett

April 1, 1948

Mr. Joseph T. Flakne,
Chief, Alaska Branch,
Division of Territories and Island Possessions,
Department of the Interior,
Washington, D. C.

Dear Mr. Flakne:

Thank you for sending me, with your letter of March 31, copies of correspondence in your files relating to the desire of the owners of the Stampede Mine to have a road built through McKinley National Park for transportation of ore. The material furnished by you gave me much information that I did not previously have.

I consider it appropriate and desirable to have the files of your department reflect my observation upon a statement made in one of the memorandums concerning Mr. Pilgrim. In that memorandum it was stated, "He is considered a promoter by local opinion.". Mr. Earl R. Pilgrim most decidedly is not a promoter. I say that from personal knowledge. I have known Mr. Pilgrim since approximately 1924. It was about that time he came to Alaska as a member of the faculty of the then Alaska Agricultural College and School of Mines. He is a mining engineer of ability and integrity. No one has any right at all to refer to him as a promoter. I know that you, too, through long acquaintance, feel as I do about Mr. Pilgrim's reputation. I should be remiss if I had failed here to correct the statement referred to concerning a high-class, pioneer Alaskan who has devoted so many years of his life in trying to open up mines in interior Alaska.

Sincerely yours,

E. L. Bartlett
Delegate

UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF THE SECRETARY
DIVISION OF TERRITORIES AND ISLAND POSSESSIONS
WASHINGTON

MAR 31 1948

Hon. E. L. Bartlett,

House of Representatives,

Washington, D. C.

My dear Mr. Bartlett:

I enclose, for your information, copies of the following corresondence from our files:

1. Letter dated April 21, 1947, from Robert S. Sanford to Mr. Frank Been.

2. Letter dated April 29, 1947, from Mr. Frank T. Been to Mr. Robert S. Sanford.

3. Memorandum dated April 29, 1947, from Mr. Frank T. Been to the Regional Director, Region 4.

4. Memorandum dated February 5,1948, from the Park Service to this Division.

5. Memorandum dated February 10, 1948, from Mr. John Reed to me.

Sincerely yours,

Jos. T. Flakne

Jos. T. Flakne,
Chief, Alaska Branch.

Enclosures.

UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF THE SECRETARY
DIVISION OF TERRITORIES AND ISLAND POSSESSIONS
WASHINGTON 25, D. C.

MAR 31 1948

Hon. E. L. Bartlett,

House of Representatives,

Washington, D. C.

My dear Mr. Bartlett:

I enclose, for your information, copies of the following corresondence from our files:

1. Letter dated April 21, 1947, from Robert S. Sanford to Mr. Frank Been.

2. Letter dated April 29, 1947, from Mr. Frank T. Been to Mr. Robert S. Sanford.

3. Memorandum dated April 29, 1947, from Mr. Frank T. Been to the Regional Director, Region 4.

4. Memorandum dated February 25, 1948, from the Park Service to this Division.

5. Memorandum dated February 10, 1948, from Mr. John Reed to me.

Sincerely yours,

(Sgd.) Jos. T. Flakne

Jos. T. Flakne,
Chief, Alaska Branch.

Enclosures.

COPY

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF MINES

April 21, 1947

Mr. Frank T. Been, Superintendent
Mount McKinely National Park
McKinley Park, Alaska

Dear Mr. Been:

In a letter dated April 7, 1947, Mr. Earl R. Pilgrim has requested that I write to you regarding the Stampede Mine; the proposed highway from the mine along the Toklat River and connecting with the Mount McKinley Park Highway; also the "Certificate of Necessity" to build through the Park.

As a part of the Strategic Minerals program that was authorized by Congress in 1939 and which is being continued and expanded under subsequent legislation, the Bureau of Mines investigated the Stampede Antimony Mine in 1942. The Bureau developed some high grade antimony ore at the Stampede Mine. Only a part of this ore was mined during the War because of high transportation costs and also the difficulty in securing supplies and workmen.

As you know under present conditions Pilgrim must winter freight all his ore from the Stampede mine 50 miles to Lignite. Then haul supplies from Lignite to the mine. During the summer he must use airplane freighting which is even more expensive. The proposed truck road would very materially reduce his operating costs.

The data from the Bureau of Mines' investigation was printed as a confidential War Minerals Report. A recently completed Report of Investigations on Antimony Deposits in Alaska is now in the process of being printed for public distribution. I am enclosing our office copy of this report. After you have studied pages 9 to 35 inclusive, please return to our Juneau office.

Antimony is still on our critical list. It is one of the essential minerals that is in short supply and must be imported into the United States. The price has recently advanced from 15 to 31 cents a pound. Earl Pilgrim tells me that he has recently discovered a new antimony ore body that he is now developin g.

Very truly yours,

/s/ Robert S. Sanford

Robert S. Sanford, Actg. Chief
Alaska Division, Mining Branch

cc: Pilgrim
W. Leonard Smith
Col. J. P. Johnson
Edwin G. Arnold
Moon
Dir, NPS
Reg. IV

COPY

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
MOUNT McKINLEY NATIONAL PARK
McKINLEY PARK, ALASKA

AIR MAIL

April 29, 1947

Mr. Robert S. Sanford, Acting Chief,
Bureau of Mines,
P. O. Box 2990,
Juneau, Alaska.

Dear Mr. Sanford:

We have your letter of April 21st and the Report of Investigations of Antimony Deposits in Alaska with respect to a road in Mount McKinley National Park for the Stampede Mine.

Considerable correspondence has been exchanged on this subject in the past several years. During the war, Mr. Pilgrim was authorized to use the Toklat River bed for freighting ore. Evidently due to reduced activities, no freighting was done. At that time the alternate route, overland, was disapproved.

Mr. Pilgrim was advised in January of this year that we are inclined to doubt the justification for the overland route, request for which Mr. Pilgrim renewed in a letter of December 1946.

You are familiar with the undesirability for constructing freighting roads in National Parks. This kind of traffic introduced on a tourist highway causes problems and hazards inconsistent with the function of the Park and probably out of proportion to the public good. National emergencies were cause for relinquishing the restriction on commercial traffic during the war. Quite likely the National Park Service at this time will favor trucking of an essential mineral on the existing Park highway in the interest of national welfare.

Building a road just for freighting would be a radical deviation, indeed. Because the Toklat River bed was suitable during war-time, it should be adequate in time of peace. Since the Toklat is an existing traversable route, the need for a 20-mile highway especially built for hauling ore is very likely to be closely questioned. Under present conditions, we shall investigate the river route before permitting traffic since overland portages may be necessary around rapids.

Study of the antimony deposits report revealed no reference to there being enough mineral in place to support operations for many years. Neither does it hint that antimony shortage will be appreciably affected by the Stampede Mine. If the mine closed operations during the most critical period in the country's history, one may question its importance now.

I profited from reading the report which I should like to retain until the next mail. In the meantime, I shall have completed an examination of the road routes and the Stampede Mine area.

Sincerely yours,

Frank T. Been,
Superintendent.

cc: Dir
Reg IV
Final Opins

COPY

UNITED STATES
DEPARTMENT OF THE INTERIOR
National Park Service

Washington 25, D. C.

Address only
The Director, National Park Service

February 5, 1948.

Memorandum

To: Director, Division of Territories and Island Possessions

From: The Director, National Park Service

Subject: Road into the Stampede Mines, Alaska

This refers to Mr. Flakne's memorandum of January 19 transmitting a copy of Mr. Corneil A. Sherman's letter of January 6 to Acting Assistant Secretary of the Interior White and a copy of Mr. Flakne's reply of January 19 to Mr. Sherman regarding the proposal to construct a road from the McKinley Park Highway up the west bank of the Toklat River for the purpose of hauling ore and furnishing an outlet to the railhead via the Park Highway.

There has been considerable correspondence in the past on this subject with Mr. Pilgrim, the former owner of the Stampede mine, and during the war permission was granted to use the Toklat River bed from the mine to the McKinley Park Highway as a freight road for the hauling of antimony ore. This route was traversable and required only the leveling of the gravel in the river bed and widening of the road for not more than half a mile through a narrow section near Mount Sheldon. This route was not used and the mine was closed down at a time when it would seem that the need for antimony was more critical than at the present.

In view of the above facts, the need for and value of this road is questioned. This Service is opposed to the construction of road through the park for commercial purposes since it is in direct conflict with all established policies of usage of National Park areas.

If the supply of antimony continues to be inadequate and the material remains on the critical list, this Service will again consider granting the privilege of using the Toklat River bed and the Park Highway to the railhead as a freight road for the hauling of ore, provided it can be shown that the Stampede Mine will contribute materially in relieving the critical shortage of antimony.

There are attached copies of previous correspondence on this subject for your information.

/s/ Newton B. Drury
Director.

Enclosure 780

C O P Y

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY
WASHINGTON 25, D. C.

2/10/48

MEMORANDUM for Mr. Jos. T. Flakne,
Chief, Alaska Branch,
Division of Territories and Island Possessions.

In reference to your memorandum of January 21 to John Reed requesting a review of material on mining in the Rail Belt and Stampede mines, Alaska:

The following comments were prepared by geologists most familiar with the immediate problems concerned. They are based on a review of the information submitted by Mr. C. A. Sherman in his letter to Colonel Johnson, dated January 8, 1948; data in U.S.G.S. Bulletin 936-N, 1942, Antimony deposits of the Stampede Creek area, Kantishna district, a report by Donald E. White; U. S. Bureau of Mines Report R. I. 4173, 1948, Antimony deposits in Alaska by Norman Ebbley, Jr. and Wilford S. Wright; Notes by Q. D. Singewald, Survey Geologist, who visited the mine in August 1947; and on remarks by George O. Gates, also a Survey Geologist.

"The Stampede mine produced 2,388.64 tons of antimony ore and concentrates through 1942. One thousand, four hundred twenty tons of ore were mined by the Bureau of Mines in 1943 in the course of exploratory work. This was mainly milling ore, 220 tons of which were treated in the mill. The remainder was stock piled on the mine dump. A small amount of ore was mined by the owner in 1942 and 1943.

"The present reserves consist largely of milling ore and tailings. The ore in the mine is distributed mainly in two ore bodies, the Emil winze and the Mooney. White states, 'The Emil winze ore body has probably produced about 500 tons of metallic antimony. Some high-grade ore remains in the body as well as a considerable amount of ore that may contain about 15% antimony. Probably reserves, according to Pilgrim, are about 4,000 tons of 10-percent ore. This estimate appears reasonable, but it could not be checked because part of the workings are inaccessible.' According to Ebbley, 'the profitable recovery of this ore is doubtful because of the caved condition of the opening, which would make it necessary to drive new winzes to reach the more or less isolated segments of the vein.'

"Most of the exploration on the Mooney ore body was done by the Bureau of Mines by drifts and raises. Ebbley in his report does not give any tonnage estimate on this ore body. Inspection of his assay maps indicates that as much as 4,000 tons of ore may be present. A small amount is high grade, probably not more than 100 to 200 tons. The remainder is milling ore and may contain as much as 10 percent antimony, probably less.

"A small amount of ore is indicated in other parts of the mine.

"Stock piled on the surface are 1,220 tons of milling ore mined by the Bureau of Mines. White reports about 5,000 tons of tailings containing about 6% antimony. In the report on the mine attached to Sherman's letter to Colonel Johnson, however, it is stated that 'measured tailings available for rerun are 1,320 tons which will produce 53 tons of acceptable concentrates.'

"Thus using the larger figure for tailings, about 14,000 tons are the probable reserves of the Stampede mine, virtually all of which is milling ore. The probable content of antimony would be about 1,000 tons. If the smaller tailing's figure is used, the probable reserves are about 10,000 tons.

"Profitable use of these reserves depends on a satisfactory milling practice, transportation costs, and, in part, on the cost of making available the ore in the Emil winze ore body. Milling practice in use before 1943 gave unsatisfactory results. According to the report attached to Sherman's letter, a ball mill, pumping system, and Wilfley tables have been installed which allows recovery of about 65% of the antimony in the tailings. Tests on the tailings by the Bureau of Mines showed that highest recovery is obtained by a combination of tabling and flotation.

"Use of a road from the mine to the McKinley Park highway would, of course, reduce transportation costs. The reduction in cost to the operator would be the difference in cost of getting the product from the mine to the railroad by cat-train or plane and by truck. The cost by cat-train is about $10 per ton. The cost by plane to Nenana would be a little less. I do not know what the trucking costs from the mine to McKinley park station would be per ton, but I do not think the saving on hauling 1,000 tons of antimony in the form of 50% concentrates would be more than $15,000, and probably less. Trucking supplies and equipment to the mind would, of course, result in an additional reduction in costs of the ore and concentrates delivered to the railroad.

"In considering the proposal for the road the possibility of discovery of additional ore bodies should be considered. White points out that the geological relations are such as to suggest the presence of undiscovered ore bodies. Ebbley states, 'In the summer of 1946, Pilgrim traced the Stampede vein north across the valley about 1,200 feet from the mine. He located the outcrop and found antimony float farther up the hill along the strike. A new adit has been opened 15 feet on a high-grade antimony vein 3 to 15 inches wide.' So far as known, little or no additional work has been done on this discovery.

"To sum up, the proposal for the road should be considered primarily on the basis of shipping about 2,000 tons (probable) of concentrates containing 50% antimony. The marketability of antimony concentrates is open to some question. It is understood that smelters prefer high-grade ore if an adequate supply is available.

"Finally, I want to call attention to the very erroneous reserve figures implied in the production schedule for 1948 in Sherman's letter. It is implied that 5,720 tons of high-grade ore can be produced in 1948. There is no evidence for any such quantity. On the basis of present development work there are no more than a few hundred tons."

It is hoped that this material will satisfy your needs in preparing for your discussions with Colonel Johnson this month.

/s/ Robert E. Fellows

for John C. Reed, Staff Geologist,
Territories and Island Possessions.

COPY

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
MOUNT McKINLEY NATIONAL PARK
McKINLEY PARK, ALASKA

AIR MAIL

April 29, 1947

MEMORANDUM for the Regional Director, Region Four.

Letters of application and inquiry from Earl R. Pilgrim regarding a mine freighting road in the Park are becoming perennial. In this instance, a letter in Mr. Pilgrim's behalf was received from Robert S. Sanford, Alaska Division of Bureau of Mines. Copies of Mr. Sanford's letter and my reply are enclosed.

During the war, Pilgrim was authorized to use the Toklat River and the Park Highway for freighting antimony ore from the Stampede Mine, which is situated north of the Park near the Toklat River. Neither privilege was utilized by Mr. Pilgrim.

Although I have not met Mr. Pilgrim, he is considered a promoter by local opinion. I have gained a similar impression from reviewing our files. Unless the Bureau of Mines makes more definite statements in support of the Stampede operations, I should be inclined to doubt the justification for Pilgrim's using the Toklat River to gain access to the Park Highway — not to mention the construction of a freighting road. The mine has had an up-and-down career. This is probably due to changing hands and to Mr. Pilgrim's opportunistic method of operating.

My strongest reason for negative reaction rises from the closing down of the mine during the war when antimony was supposedly a critical mineral. The obstacles to operation at that time were not unusual nor overwhelming.

Candidly, I fear that Pilgrim hopes to gain the trans-Park freighting road to add weight to his promoting business.

This week-end, I shall inspect the route and the mine, and hope to meet Mr. Pilgrim.

Frank T. Been,
Superintendent.

CC: Dir.

Roads (ELB/rdd)

February 18, 1948

Hon. Ernest Gruening,
Governor of Alaska,
Juneau, Alaska.

Dear Governor Gruening:

The enclosed copy of the letter to Mr. Sherman explains itself. I should appreciate whatever information Mr. Taylor or Mr. Metcalf may have concerning this proposed trail.

Sincerely yours,

E. L. Bartlett
Delegate

Stampede Mines
Stampede, Alaska

ANTIMONY
Producers of Sulphide Ores and Concentrates

Direct your answer to this communication to
Box 1835, Fairbanks, Alaska

February 12, 1948

Delegate E. L. Bartlett
House Office Bldg.
Washington, D. C.

Dear Mr. Bartlett,

For some time the Stampede Mines Inc. have been trying to gain permission to use the McKinley Park highway as an assist in the transportation of antimony ore from Stampede Mine to the Railroad at McKinley. The directors have conferred with the Alaska Road Commission, concerning the construction of a trail from the mine to the Park highway a distance of about 20 miles.

The holdup at present is that the mine has not been able to secure permission for trucks to transport ore over the highway in the park. We have talked with Mr. Johnson, manager of the Alaska Railroad, and he is in accord with the Company as to the use of the Mckinley Park road.

At present the company is shipping the ore by air to Nenana, and this type of transport is proving much too costly to keep up any length of time.

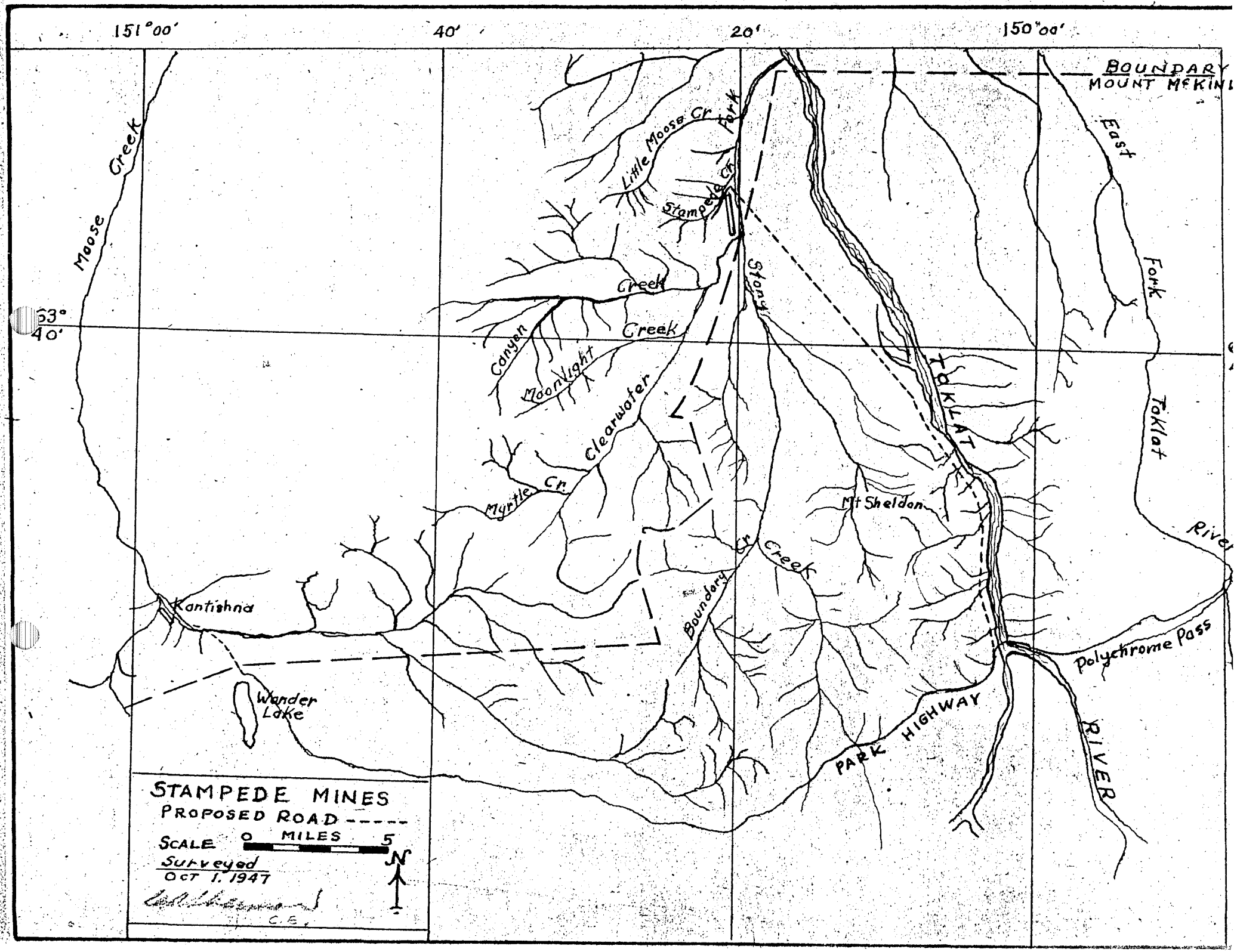
We would appreciate any assistance you could give us to obtaining permission to use the Park road, or from hearing from you at your convienence.

Respectfully yours,

STAMPEDE MINES INC.

C. A. Sherman
Director

CAS/h


151°00'
40'
20'
150°00'
63°
40'
BOUNDARY
MOUNT McKINL
Moose Creek
Little Moose Cr
Fork
Stampede Cr
Stony
Creek
Canyon
Creek
Moonlight
Clearwater
Myrtle Cr
Creek
Boundary
Cr
TOKLAT
East
Fork
Toklat
River
Mt Sheldon
Kantishna
Wonder Lake
Polychrome Pass
PARK HIGHWAY
RIVER
STAMPEDE MINES
PROPOSED ROAD
SCALE 0 MILES 5
Surveyed
OCT 1, 1947
C.E.

NEW CORPORATION FORMED TO OPERATE STAMPEDE MINES

One of the largest mining transactions to be consummated since the war was completed September 6, when a group of mining men from California, Alabama and Alaska acquired the Stampede Mines, adjacent to The Alaska Railroad and Mount McKinley National Park.

The Stampede Mine is one of the largest producers and shippers of antimony ores in North America and the largest shipper of ore to the States from the Territory of Alaska. At the time the OPA ceiling went off of metals, antimony doubled in price, therefore the new organization is planning to expand the operations of this property from 500 tons annually to 2,000 tons annually.

Housing on the property is now being renovated and repaired to accommodate a full crew and the mill on the property has recently started capacity operation.

A 4,000 foot runway airport has been under construction all summer in order to accommodate DC-3's in the transportation of ore and concentrates to the railhead.

When purchased this mine was fully equipped having their own transmitter and receiving station KASJ and a completely equipped assay laboratory.

The new group have been assured permission to construct a road from the mine connecting with the McKinley Park Highway which will enable them to truck concentrates to the railroad. The last shipment of ore to a Los Angeles smelter was received by them on April 20, 1947, and several tons of ore and concentrates are now on hand for shipment in the near future.

In rerunning several hundred tons of tailings that were on the property it was discovered that the concentrates carried about $50 a ton in gold that can be reclaimed by an electrolitic smelter.

In addition to buildings and the mill at the mine this company owns buildings at the airport at Clearwater and a warehouse and garage at Lignite on the Alaska Railroad.

The mine is well known and the Bureau of Mines have spent considerable time checking the property and have published several reports, one in particular by the United States Geological Survey bulletin No. 936N and the United States Bureau of Mines have a complete reports in the hands of the government printing office in Washington which has not yet been released.

The United States Bureau of Mines carefully sampled all of the tunnel faces and made an accurate estimate of the ore reserves.

The history of this property reveals that only about one-third of the ore has to be milled, the balance being high grade which can be sacked and shipped as it comes from the mine.

A new tunnel has recently been driven opening up a large vein of high grade ore and several outcroppings have also been discovered in this summer's exploration work.

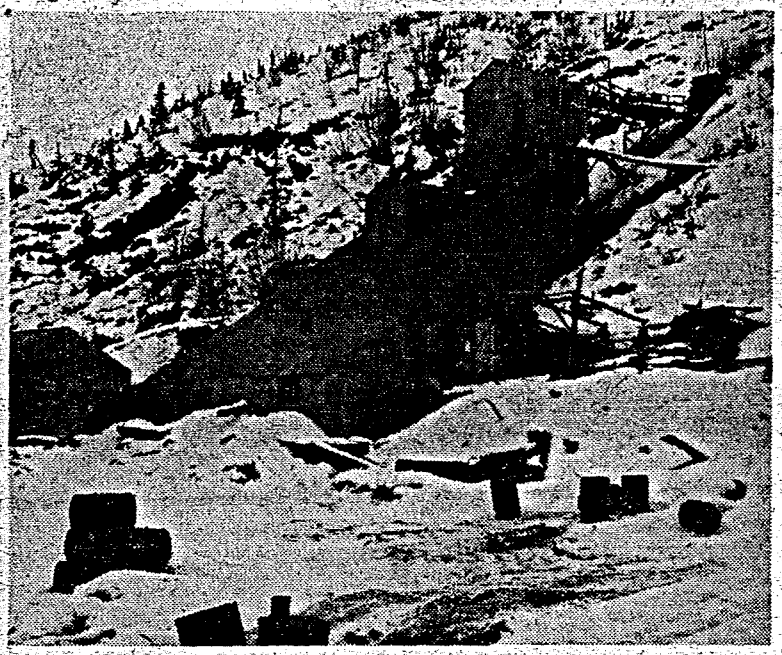
Earl R. Pilgrim, mining engineer, former owner of the property, has been retained by the new corporation as chief engineer of expanded operations.

The new company has many inquiries for the ore and concentrates from domestic smelters in the United States as well as Belgium and other foreign buyers.

In the past the chief producer of antimony has been China but their production has been curtailed because of war there. Antimony is a critical material on account of the increasing demand and therefore every effort will be made by the new company to help meet domestic needs.

(Reprint from Jessen's Weekly, Sept. 19, 1947, Fairbanks, Alaska)

Back-Haul For Railroad?



Mine and mill of the Stampede Mine where much-demanded antimony is produced.

Stampede Mine Ships Antimony Ore By Airplane

The Stampede Mining Company, formerly owned by Earl Pilgrim but now a stock company, is making good use of the landing field which they recently built at their holdings. They have let contracts to Lavery Airways for the shipment of high grade ore and concentrates by plane to Nenana where it is hauled to the railroad and shipped south by rail and boat to the smelters in the States.

The mine, according to C. A. Sherman, in charge of operations, is producing high grade stibnite ore running as high as 70% antimony.

The runway which the company recently constructed is 4,500 feet in length.

The strong demand for antimony, with requests coming in from Belgium, Poland and England as well as the United States, has spurred the company into using air transportation until such time as a road can be built from

th
It
te
or
de
ha
of
the
me
T
the
hau
wh
the
Ala
Sea
"
incr
and
oper
T
secu
ernn
McK
that
next
will
It is
tinue
nel
Th
is se

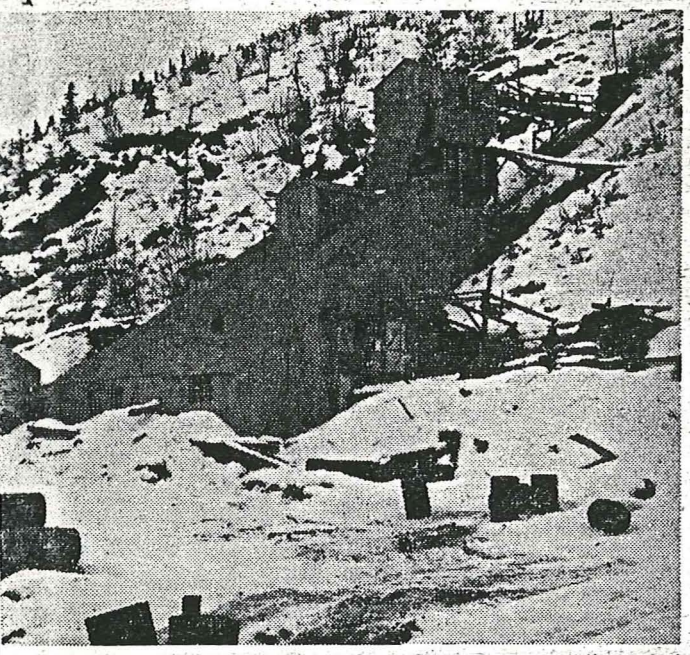
Ore Transported By Plane

Loading antimony ore into plane for transportation to Nenana where railroad transportation takes over.

Antimony In Th

High grade antimony ore, sacked direct
Stampede Mine, ready for shipment by

Back-Haul For Railroad?



nd mill of the Stampede Mine where much-demanded an- is produced.

Ore Transported By Plane

antimony ore into plane for transportation to Nenana ilroad transportation takes over.

Stampede Mine Ships Antimony Ore By Airplane

The Stampede Mining Company, formerly owned by Earl Pilgrim but now a stock company, is making good use of the landing field which they recently built at their holdings. They have let contracts to Lavery Airways for the shipment of high grade ore and concentrates by plane to Nenana where it is hauled to the railroad and shipped south by rail and boat to the smelters in the States.

The mine, according to C. A. Sherman, in charge of operations, is producing high grade stibnite ore running as high as 70% antimony.

The runway which the company recently constructed is 4,500 feet in length.

The strong demand for antimony, with requests coming in from Belgium, Poland and England as well as the United States, has spurred the company into using air transportation until such time as a road can be built from the park roads in McKinley Park. It is reported the railroad is interested in the possibility of the ore entering into the much-to-be-desired backhaul picture.

Many new uses for antimony have recently been developed, one of which is in the production of thermopiles used in heat treatments.

The first shipment of ore left the mine December 1, and was hauled to the Nenana air port where Jack Coghill hauled it to the railroad. From Seward the Alaska Steamship houled it to Seattle.

"Plans are being prepared to increase the tonnage of the mill and winterize it for year-round operation," Sherman said.

The company is attempting to secure permission from the government to build a road to the McKinley Park Highway and use that road to reach the railroad next spring. Open-cut operations will also be started at that time. It is also their intention to continue working in the present tunnel operations.

This year's production quota is set for 5,000 tons.

Antimony In The Rough

High grade antimony ore, sacked directly in the tunnels at the Stampede Mine, ready for shipment by air.

SEPT 19 1947 JESSENS WEEKLY