

2
CHARGE TO THE ACCOUNT OF

CLASS OF SERVICE DESIRED	
DOMESTIC	FOREIGN
TELEGRAM	FULL RATE CABLE
DAY LETTER	DEFERRED CABLE
NIGHT MESSAGE	NIGHT CABLE LETTER
NIGHT LETTER	WEEK-END CABLE LETTER
SHIP RADIOGRAM	RADIOGRAM

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Postal Telegraph

THE INTERNATIONAL SYSTEM

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All America
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Send the following message, subject to the terms on back hereof, which are hereby agreed to

Form 2-C

April 15, 1935

Hon. Edward W. Griffin
Juneau, Alaska.

ERIC D FENNO OF DILLINGHAM ALASKA HAS FORWARDED ME COPY OF PETITION
ASKING EXTENSION OF DILLINGHAM SNAG POINT ROAD TO LOWER END LAKE
ALEKNIGIK STOP WORK ON THIS PROJECT IF ECONOMICALLY JUSTIFIABLE MAY WELL
BE CONSIDERED WITH PROGRAM TO RELIEVE UNEMPLOYMENT THAT REGION STOP WILL
YOU PLEASE WIRE ME WHETHER IT SHOULD BE UNDERTAKEN.

Anthony J. Dimond

Official Business - nite letter
A J Dimond, M C
455 H O B

April Eighth
1935

Eric D. Fenno, Esq.
Dillingham, Alaska.

Dear Mr. Fenno:

Your letter of March 15th, enclosing copy of heading of Petition sent to the Alaska Road Commission requesting the extension of the Snag Point to Dillingham road to the lower end of Aleknigik Lake, where the school and settlement known as Pumpkin Center is located, reached me this morning.

Governor Troy, who is the head of the Alaska Road Commission, is now on his way to Washington and expects to arrive here April 17th. As soon as he comes I shall take this matter up with him and support it to the best of my ability. So far as I am aware no examination has been made by the Alaska Road Commission of this project but I hope that it may be put into construction at the earliest possible date. You will understand, of course, that I have no authority over the disposition of road funds, but in several instances I have been able to direct the attention of the Commission to worthy projects.

With best wishes, I am

Sincerely yours,

Anthony J. Dimord
Delegate

AJD:B

Signal Corps, United States Army

Received at War Department Message Center,
Room 3441, Munitions Building,
Washington, D. C.

RADIOGRAM

2-9313

27 WVY U 35 INT

U. S. GOVERNMENT PRINTING OFFICE: 1933

JUNEAU ALASKA NPT APRIL 16/17 1935

HONORABLE ANTHONY J DIMOND

DELEGATE FROM ALASKA

WASHINGTON DC

REURTEL FIFTEENTH LEGISLATURE PASSED HOUSE JOINT MEMORIAL NUMBER
TWO CERTIFIED COPY OF WHICH IS GOING FORWARD TO YOU FIRST MAIL
STOP EXTENSION DILLINGHAM SNAG POINT ROAD TO LOWER END LAKE
ALEKNIGIT TENTATIVELY APPROVED YESTERDAYS WIRE

R
EDWARD J GIFFIN

ACTING GOVERNOR

911AM

Carl W. R. ...

RECEIVED
TIME
BY

TERRITORY OF ALASKA

OFFICE OF THE GOVERNOR

JUNEAU

Referred to
PUBLIC WORKS ADMINISTRATION

December 1, 1934

for
ACKNOWLEDGMENT AND CONSIDERATION

Hon. Harold L. Ickes
Federal Administrator of Public Works
Washington, D. C.

INTERIOR DEPT.
* RECEIVED *
DEC 1 2 1934
OFFICE OF
THE SECRETARY

Dear Sir:

We are forwarding to our delegate, Mr. Anthony J. Dimond, an application from the city of Ketchikan in the sum of \$72,446.00 designated as project Number 1, which is a continuation of the Tongass Highway through the city; and we are asking Mr. Dimond to add his recommendation to the application and then present it to you.

You notice on the sketch attached to the papers that this road fronts on two sides the site where the Federal Building will be constructed, and the riprapping of the creek, which runs along the street, turns and passes the building in the rear.

This estimate was prepared by an engineer hired by the city of Ketchikan named Cort Howard, and enclosed herewith is his estimate of \$72,446.00.

Ketchikan is the second largest city in the first division, it is the first stop for boats leaving Seattle for Alaska, and is the largest fishing center in this district. When the fishing season is over Ketchikan has a large increase of population from this source, as well as from transients coming up on boats from Seattle without any means of subsistence. This work, if the grant is allowed, will take a large portion of the burden off the Relief Roll before the beginning of the next summer season's work.

This is a very meritorious proposition and will be a great public benefit to the town which, later on, desires to improve this main street further on to connect with the main highway.

Yours truly,

Edward A. Griffin
Acting Governor

EWG/t

452369 DEC 12 '34

"FIRST CITY IN ALASKA"

CITY OF KETCHIKAN

Office of City Clerk and Magistrate
CITY HALL

Ketchikan, Alaska

RECEIVED
NOV 6 1934
GOVERNOR'S OFFICE

November 3, 1934

Mr. Edward W. Griffin
Acting Governor,
Juneau, Alaska.

Dear Mr. Griffin:

Referring to your letter of October thirty first regarding our application for funds for the completion of Project number 1 on the Tongass Highway in Ketchikan.

Our application asks for the amount that was originally planned for this project last year for the reason that this part of the work has not as yet been touched. The CWA work last winter started at the south end of the section we call "Project no. 1" and carried on from that point south. I am enclosing a sketch showing the location of the finished work and also the location of Project Number 1. All of Project No. 1. is a fill and the CWA work on Stedman Street was the cutting down of a hill on the south end of Stedman Street and filling farther south.

While the Governor and Col. Clark were in Ketchikan on their way south I had the pleasure of meeting with them and discussing various phases of the work to be done here. They were very courteous and seemed to think that our chances for securing funds to complete Project No. 1 were very good.

I remember our meeting of last winter with a great deal of pleasure, Mr. Griffin, and wish to thank you for the courtesies shown me while I was in Juneau as well as for the great deal of assistance you have given to the City of Ketchikan at various times.

Very sincerely yours,

P. J. Gilmore
Mayor.

ALASKA

ROAD, AIR FIELD AND OTHER RELATED PROJECTS

RECOMMENDED TO

HONORABLE HAROLD L. ICKES, SECRETARY OF THE INTERIOR

FOR CONSTRUCTION UNDER THE PUBLIC WORKS SECTION

OF THE NATIONAL INDUSTRIAL RECOVERY ACT.

By

JOHN W. TROY

GOVERNOR OF ALASKA.

September 11, 1933

GROUP "A".

Projects which were included in radio to the Department of September 8 requesting a transfer of present Public Works Funds, providing only that the same amount would be restored to that fund in time for spring work; that is, before March 1, 1934. This request was made in order to provide more employment this fall.

1 - Homer Spit Road: Amount required, \$9,000.00; amount requested in our wire of September 8 for fall work only, \$5,000.00.

This amount is requested in order to extend the existing 13 $\frac{1}{2}$ mile road by 2 miles reaching settlers now located beyond the end of the road.

2 - Seldovia-McDonald Spit: Amount required, \$25,000.00; amount requested in our wire of September 8 for fall work only, \$15,000.00.

This is a proposed 6-mile road connecting the town of Seldovia with developments along the beach. The road is badly needed and the unemployment situation is acute at Seldovia due to the small amount of fishing this season.

3 - McCarthy Road System: Amount required, \$35,000.00; amount requested in our wire of September 8 for fall work only, \$10,000.00.

There are 40 miles of wagon roads and 150 miles of winter trails in the vicinity of McCarthy near the terminus of the Copper River and Northwestern Railroad. These roads and trails serve operating placer mines and lead to numerous promising gold lode prospects. Due to the cut in the regular appropriation it has been impossible to allot the funds actually required for this system.

4 - Skagway Valley Road: Amount required, \$150,000.00; amount requested in our wire of September 8 for fall work only, \$25,000.00.

This project provides for the construction of 10 miles of road extending up the Skagway River Valley from the town of Skagway. Such a road is needed and recommended for the following reasons:

(a) To afford access to timber which would furnish a supply of fuel. At present from 300 to 400 cords of wood are hauled in by railroad from Canada each season at excessive costs. Coal must be shipped from the States or Canada and is very costly. Construction of this road would open up a section of timber suitable for fuel and would result in a local industry not now existing.

(b) This town is visited annually, in normal times, by not less than 10,000 tourists, who stay at least one day. This road, extending as it will through a scenic district, into the coastal mountains and affording views of several glaciers, will provide an important attraction for these visitors.

(c) The residents of this town are shut off by tide-water on one side and the coastal mountains on the other. Such a road would provide a recreational outlet for the residents.

(d) There are sufficient unemployed in the locality to provide all labor required on the work and its early initiation is very desirable for this reason.

5 - Kantishna-Park Boundary (winter trail): Amount required, \$5,000.00; amount requested, \$5,000.00.

This proposed winter trail connects the Kantishna mining region with the road being built from The Alaska Railroad to the Park Boundary at Wonder Lake. A very promising and thoroughly prospected group of lode claims has just been bonded by a large mining concern and the trail is needed to afford a means of getting in supplies. The distance from the end of the present road to the Kantishna is 30 miles; from the Park Boundary to the Kantishna, 5 miles.

6 - Akiak-Russian Mission: Amount required, \$2,000.00; amount requested, \$2,000.00.

This is a 60-mile winter trail between the Kuskokwim and Yukon rivers. It requires tripoding for 40 miles through open tundra country which is dangerous to cross, on account of high winds, unless it is marked.

7 - Valdez Dyke: Amount required, \$20,000.00; amount requested in our wire of September 8 for fall expenditure only, \$15,000.00.

This dyke surrounds the town of Valdez as a protective measure against the Valdez Glacier Stream. Unless it is improved parts of the town are in danger of being washed away. Valdez is the coastal terminus of the Richardson Highway. Extension of a portion is required; other portions need wire mats filled with rock to prevent cutting.

8 - Abberts-Kodiak-Mill Bay: Amount required, \$40,000.00; amount allotted August 15, 1933, \$25,000.00; amount requested in our wire of September 8, 1933 for continuation of fall work, \$10,000.00.

This road system is on the island of Kodiak and consists of: 5 miles of constructed road from the village to Abberts' ranch, a one-half-mile branch to a cannery and 4 $\frac{1}{4}$ miles of road now under construction from the village to Mill Bay. All of the roads serve homesteaders. The additional amount requested this fall can be economically expended in graveling operations due to the late winter season in this locality.

This project is also included in the Alaska Road Commission's 6-year program.

9 - Beaver-Caro-Little Squaw: Amount required, \$300,000.00; amount requested in our wire of September 8 for fall expenditure, \$10,000.00.

*out for
Placer*

A winter sled road now serves placer operators and quartz prospects in this district. Recent developments indicate that prominent mining concerns have done sufficient work on one of the lode prospects to warrant a continuation of expenditure probably leading to actual mining. This will necessitate summer traffic to this district. It is proposed to construct a summer tractor road for this purpose at a cost of \$300,000.00. The total distance is 120 miles.

The \$10,000.00 requested for immediate expenditure is to supply sufficient improvement to the road in order that mining equipment can be moved over the road this winter by tractors.

10 - Strawberry Point Roads: Amount required, \$15,000.00; amount requested in our wire of September 8, \$15,000.00.

Strawberry Point covers a promising section of farming and cattle land and is situated between Juneau and Cordova. At present there are 14 bona fide homesteaders in the community with more than 250 head of livestock.

They have been supplied with a dock built with Territorial funds but due to lack of appropriations to complete it, the dock is only a landing place where supplies may be put off. It is not accessible from the land except by boat.

With the above funds it is proposed to build approximately 700 feet of pile-driven approach to the dock and 1,000 feet of shallow fill to provide a road bed above high tide.

11 - Hot Springs Road System: Amount required, \$35,000.00; amount requested in our wire of September 8, 1933 for immediate fall expenditure to provide employment, \$10,000.00.

The Hot Springs road system is adjacent to and connects with the Tanana River at Hot Springs Landing and with the Yukon River at Rampart by trail. The system serves placer miners both north and west.

General improvements are needed, including a good tractor road between the village of Hot Springs and the mining vicinity of Tofty, 16 miles distant.

12 - Juneau-Willoughby Avenue: Amount required, \$42,000.00; amount requested in our wire of September 8, 1933 for fall expenditure, \$42,000.00.

This amount is needed to complete 2,800 feet of rock-filled road on the tide flats of Juneau known as "Willoughby Avenue" and located in the municipality of Juneau. More than half of the road is through Federal land occupied by a Native village and school. The work was initiated by the city of Juneau as a means of relief for the unemployed; 700 feet have been completed leaving 2,100 feet to be done. This work replaces a plank street with pile foundation along the waterfront.

By staggering the work, the city has given employment to many in need but the municipality is now without funds.

Juneau has a larger number of unemployed than any other city in the Territory. Due to the nature of the work the job would go a long way toward remedying the situation. It would consist of hauling rock by local trucks at a contract price per yard. It is estimated that this project will provide 18,000 man-hours of work. The material is to be had for the hauling from the Alaska-Juneau Mine tailings.

The Bureau of Public Roads is now hauling rock and material for surfacing through the streets of Juneau over a steep hill to get onto the Glacier Highway where a large amount of work is done each year. The fill, by replacing the wooden construction of Willoughby Avenue, would give a level road around this street grade into the Glacier Highway and allow larger loads and a saving of time from the center of the city to the Highway, thereby reducing costs and also providing a better route.

13 - Maintenance of Existing Roads: The amount required will be included in our budget estimate under the regular appropriation item; amount requested in our wire of September 8 to provide immediate employment this fall, \$36,000.00.

This amount is requested on account of the unemployment situation and in order to provide for same as it may arise in various localities. The funds can be expended this fall to good advantage in improving small projects upon which funds have always been limited.

TOTAL GROUP "A" PROJECTS:

Total amount required to complete \$689,000.00^o

^oOf this amount, \$200,000.00 requested in our radio of September 8, 1933.

GROUP "B".

Meritorious and important projects including air fields which have long been needed and which will provide employment in different sections of the Territory.

X
1 - Juneau-Douglas Bridge: Amount required, \$250,000.00.

Construction of this street bridge has been greatly needed to cement the business and social communities of the towns of Juneau and Douglas, which lie directly opposite each other on Gastineau Channel. Its construction will provide means of economical administration of municipalities and school districts and will make an annual saving of approximately \$10,000.00.

Juneau, being the larger town with a population of 4,500 and the capital of Alaska, is at present cramped for building sites. Due to the small amount of available building ground people have been forced to construct homes along the Glacier Highway. The construction of the bridge will provide sites much closer to the city. These sites, though within three-fourths of a mile of the Juneau post office can now be reached only by boat and foot trail.

The bridge would also provide use of the Glacier Highway to 800 people living in Douglas who live a mile from this road and can not use it with their own cars.

A detailed report will be submitted shortly covering the proposed method of construction, together with further justification for its construction.

P
2 - Valdez-Mineral Creek Road: Amount required, \$15,000.00.

For rehabilitation of the existing 8-mile road serving a number of lode prospects in various stages of development. Due to lack of Territorial funds this road has not been properly maintained. With the increased price of gold the vicinity adjacent to this road is seeing renewed activity in development work.

P
3 - Chistochina-Slate Creek: Amount required, \$15,000.00.

To improve an existing 30-mile trail which branches from the important Gulkana-Mabesna Road, to provide for the use of tractors and sleds in winter freighting, serving producing placer mines.

P
4 - Kanatak-Becharof Lake: Amount required, \$10,000.00.

For the rehabilitation of 15 miles of road connecting tidewater at Kanatak with Becharof Lake providing a summer portage route to Bristol Bay.

5 - Campbell Creek Road: Amount required, \$4,000.00.

For the construction of $1\frac{1}{2}$ miles of low-standard road serving homesteaders near Anchorage and connecting with the Anchorage road system.

6 - Lake Otis Road: Amount required, \$3,000.00.

For the rehabilitation of 2 miles of road, a part of the Anchorage road system, serving homesteaders.

7 - Faith Creek Road: Amount required, \$6,000.00.

For the construction of 2 miles of low-standard road, branching from the Fairbanks-Circle Highway at Mile 78 and serving recently developed placer mining operations.

8 - Porcupine Creek Road: Amount required, \$12,000.00.

For the construction of 5 miles of low-standard road branching from the Fairbanks-Circle Highway at Mile 117 and serving recent placer developments.

9 - Cleary Summit-Chatham Creek: Amount required, \$6,000.00.

For the construction of 2 miles of road, connecting the existing Fairbanks road system with two lode mines now operating.

10 - Happy-Goldstream Road: Amount required, \$15,000.00.

For the improvement of 6 miles of existing road serving a farming area, providing firewood supply and connecting with the Fairbanks system.

11 - Farmers-Birch Hill Road: Amount required, \$14,000.00.

To provide a gravel surface on $8\frac{1}{2}$ miles of existing road serving 15 farms and connecting with the Fairbanks road system.

12 - Bettles-Coldfoot: Amount required, \$20,000.00.

For the improvement of a winter tractor road, 56 miles in length, which provides the only means of access into the Koyukuk mining district except by airplane.

13 - Bessie-Snake River Road: Amount required, \$20,000.00.

For the construction of 10 miles of low-standard road from the existing road system at Nome to known placer deposits and quartz prospects now being worked.



14 - Bethel-Goodnews Bay: Amount required, \$8,000.00.

For tripoding and otherwise properly marking 150 miles of winter trail at the mouth of the Kuskokwim River, now dangerous to travel.

15 - Goodnews Bay-Platinum Creek: Amount required, \$4,000.00.

For the construction of 15 miles of summer trail including 3 foot-bridges of from 50- to 100-foot span, connecting platinum mining operations with tidewater.

16 - Bethel-Nunichak: Amount required, \$2,400.00.

For tripoding 35 miles of winter trail between these villages.

17 - Marvel Creek Trail: Amount required, \$5,000.00.

For the improvement of 62 miles of sled trail from Aniak on the Kuskokwim River to mining operations on Marvel Creek.



18 - River Protection in the town of Fairbanks: Amount required, \$35,000.00.

The town of Fairbanks has spent approximately \$50,000.00 in bank protection work along the Chena Slough which passes thru the town. They are unable to adequately cope with the situation. The river is now encroaching on the north bank and seriously threatens the hospital and one of the large churches.

There has been considerable agitation toward cutting off several sloughs coming out of the Tanana River 20 to 25 miles from Fairbanks, the waters of which form a part of Chena Slough. It is claimed that the amount of water is increasing. There is a possibility of the entire Tanana River changing its course and coming through the Chena Slough. Such a disaster would wipe out the town including the railroad terminus and many Government buildings.

The money requested is for the purpose of doing the necessary immediate work along Chena Slough in Fairbanks and for making a thorough investigation from an engineering standpoint of the possible encroachment of the Tanana River.

19 - Cantwell-Valdez Creek: Amount required, \$45,000.00. ~~required, \$6,000.00.~~

The \$45,000.00 requested will complete a summer tractor road to this productive placer community. This is an important feeder to The Alaska Rail-road of road at Mile 319. from the settlement of Riamaroon, 70 miles from Fairbanks on the Richardson Highway. The improvement of this road would permit automobile traffic.

20 - Poorman-Ruby (60 miles): Amount required, \$200,000.00.

The construction of a passable wagon road between these two points was recently completed, reducing the freight rate from 12 to 6 cents a pound. It is proposed to improve and gravel this road, which will further reduce the total freight rate to not more than 2 cents a pound. This will allow lower grade railroad ground to be worked and stimulate gold production in this vicinity. ~~results shown by a company now constructing to mine and sale ore from a placer deposit. The existing road needs surfacing.~~

21 - Takotna-Nixon Fork (15 miles): Amount required, \$150,000.00.

The town of Takotna is situated 65 miles up the Takotna River from the Kuskokwim River. It supplies the entire mining community in the vicinity of Takotna and Ophir and is the terminus of a road leading to Ophir and the Yukon watershed. The Takotna River on its upper reaches is a very unreliable means of transportation due to swift water and bars. In dry seasons it is impossible to get freight by river to Takotna and in several instances spring freight has had to lay at McGrath until November and then has been hauled on the snow. The first 20 miles of the Takotna River, i.e., from McGrath to the mouth of the Nixon Fork, is always navigable. It is proposed to build a road 15 miles long from Takotna to this point, going away with 45 miles of very uncertain river travel and making this community accessible at all times near summer. The cost is estimated at \$150,000.00. ~~by landing field. The location is situated near Summit Lake. The field can be built for \$500.00 due to excellent conditions of terrain.~~

22 - Vault Creek Road (3 miles): Amount required, \$3,000.00.

This proposed low-type road branches off of the Fox-Olmes road and leads to small placer operations on Vault Creek, a tributary of the Chatanika River.

~~This proposed field is needed as an emergency field. Placers existing south from Fairbanks to Valdez often find low ground for in the case only 20 miles from Valdez and are forced to go back to Kennecott, more than 100 miles,~~

23 - Mason Creek Road (5 miles): Amount required, \$5,000.00.

This road, if built, would provide access to placer deposits on Mason Creek, a tributary of the Yukon River below Tanana. ~~and required, \$30,000.~~

~~This is an important field in the upper river valley and needs~~

24 - Grant Creek Road (4 miles): Amount required, \$4,000.00.

This would provide a low-type road to producing placer deposits on Grant Creek, a tributary of the Yukon River, 40 miles below Tanana.

~~This field is needed at 2 stages during the winter. The improvement is urgent.~~

32 - American Creek Aviation Field: Amount required, \$500.00.

This field, near the Hot Springs mining district, needs improvement and enlarging.

33 - Ruby Aviation Field: Amount required, \$500.00.

This is a very important field for planes plying between Fairbanks and Nome, being situated half way. The cross runway needs extending.

34 - Lake Minchumina Aviation Field: Amount required, \$200.00.

This is an emergency field on the Fairbanks-McGrath route. It requires improvement.

35 - Nenana Aviation Field: Amount required, \$2,000.00.

This amount is requested to obtain title to a piece of land belonging to a rancher and to improve the present field.

36 - Fort Yukon Aviation Field: Amount required, \$500.00.

This field requires improvements.

37 - Takotna Aviation Field: Amount required, \$1,000.00.

This field lies in a fog country and is needed as an emergency landing in addition to supplying the residents of Takotna and Ophir when it is impossible to land on the river. It is too small and is very rough in its present condition.

38 - Flat Aviation Field (hill): Amount required, \$500.00.

The field needs improvement. It supplies the town of Flat in the Iditarod mining section.

39 - Manley Hot Springs Aviation Field: Amount required \$2,500.00.

For the purchase and improvement of a tract of ground to provide an aviation field in the immediate vicinity of the town of Hot Springs.

40 - Seward Peninsula Aviation Fields: Amount required, \$10,000.00.

There are 20 aviation fields on the peninsula which have been constructed with very meager funds. The amount requested is for the improvement of those which are required most.

TOTAL AMOUNT REQUIRED GROUP "B" PROJECTS:

\$928,600.00.^o

^o\$22,200 of this amount is for aviation fields.

GROUP "C".

Projects which are included in the 6-year program of the Alaska Road Commission as submitted to the Department, for the Federal Employment Stabilization Board under date of May 17, 1933, for which funds were allotted from the Public Works Fund under the National Industrial Recovery Act August 15, 1933.

1 - Gulkana-Nabesna: Amount required, \$245,000.00. *diverted \$80,000.00*
Recommended, \$450,000.00; received, \$205,000.00; balance unallotted, \$245,000.00.

The balance due will complete this road to one of the most promising hard-rock sections in Alaska. One mine is now milling \$1,000.00 per day. According to the Geological Survey, there are many possibilities of additional deposits being found. With the completion of the road, the district will see an influx of prospectors who will undoubtedly prove the prediction of the geologists.

2 - Olmes-Livengood: Amount required, \$215,000.00. *diverted \$50,000.00*
Recommended, \$500,000.00; received, \$295,000.00; balance unallotted, \$215,000.00.

The balance due of \$215,000.00 which should be made available for the summer season of 1934, will complete a good gravel road to this promising mining community. At present a New York concern is spending approximately \$100,000.00 in testing a large dredging area. The results found to date are satisfactory according to information received and there seems no doubt that they will shortly go ahead with an estimated expenditure of \$2,000,000.00 in plant and equipment. Many other smaller properties lie immediately adjacent to the proposed road.

3 - Shelton-Dahl: Amount required, \$20,000.00.
Recommended, \$170,000.00; received, \$150,000.00; balance unallotted, \$20,000.00.

This project, now under way, provides for the construction of 6 miles of tram as an extension of the Nome-Shelton tram, a bridge over the Kuzitrin River and the construction of 10 miles of tractor road east of the river. The work has been initiated and its completion will provide easier access to a known productive placer field, reducing the present freight rate to enable operators to work lower-grade gravels.

4 - Anchorage-Matanuska; Amount required, \$350,000.00.

Recommended, \$450,000.00; received, \$100,000.00; balance unallotted, \$350,000.00.

On their own initiative and with the help of \$2,500 allotted by the Territorial Road Board, the citizens of Anchorage have gone ahead and made a dry-weather road for 7 miles. They have expended approximately \$4,000.00 gathered by subscription. The project involves the construction of several large bridges. Grading will be continued this fall, together with the construction of two of the bridges. Funds will be exhausted by the spring of 1934. The completion of the road will connect the coastal town of Anchorage with an existing road system of 100 miles at Matanuska and Wasilla, allowing through traffic to a struggling farming community and an active and productive quartz district, now producing about \$1,000,000 annually in gold. The balance should be made available as soon as possible.

5 - Willow Creek System: Amount required, \$80,000.00.

Rec'd \$2,000 & diverted \$15,000

The additional amount of \$80,000.00 required allows for the improvement and graveling of the Willow Creek-Lucky Shot Road, and for the construction of the proposed 2-mile Willow Creek Spur Road which will serve new lode properties now having no road. These are feeders to The Alaska Railroad.

6 - Iliamna Bay-Iliamna Lake: Amount required, \$30,000.00.

Rec'd \$20,000

The balance due of \$30,000 will complete this project as a good wagon road.

This 12-mile road provides a portage between Cook Inlet and the navigable waters of Lake Iliamna.

7 - Abbotts-Kodiak-Hill Bay Roads: Amount required, \$15,000.00.

Rec'd \$25,000

This project is described under Group "A", page 2, project No. 8. \$40,000.00 is recommended in the 6-year program of the Alaska Road Commission of which \$25,000.00 was received on August 15, 1933 from Public Works Funds. \$10,000.00 of the remaining \$15,000.00 was requested in our wire of September 8, 1933.

TOTAL AMOUNT REQUESTED FOR GROUP "C" PROJECTS:

\$940,000.00^o

^oExclusive of \$15,000 for Item 7, which is also shown as Project No. 8, group "A".

GROUP "D".

Projects which are included in the 6-year program of the Alaska Road Commission as submitted to the Department, for the Federal Employment Stabilization Board under date of May 17, 1933 for which no funds have been allotted from the Public Works Fund.

1 - Kantishna-Park Boundary (summer road): Amount required, \$50,000.00.

The amount requested for this road should be made available for summer operations in 1934, in order that the road may be completed in conjunction with the Park road now being built. It will unquestionably stimulate the Kantishna mining district, one property of which is bonded and being prospected by a reputable mining concern. Many smaller properties are available from which ore can be taken if the price of silver reaches 60 cents. This road will be an important feeder to The Alaska Railroad.

2 - Talkeetna-Cache Creek: Amount required, \$150,000.00.

The district supplied by this road affords employment in the placer fields for 100 men during the summer months. The present poor road has been in existence for 13 years as a passable wagon road. It is planned to improve it to truck-road standard enabling operators to materially reduce freight costs. It will also have a tendency to open promising country farther west.

Feeder RR

3 - Fairbanks-Chena Hot Springs System (75 miles): Amount required, \$530,000.00.

This route is now supplied by winter trail and is entirely inaccessible in summer except for airplanes. Agitation for a summer road has been going on for 15 years. The construction of such a road would provide access to a known health resort and to producing placer fields. The estimated cost is \$530,000.00.

4 - Georgetown-Flat: Amount required, \$500,000.00.

The construction of this road would effect a saving of 2 cents per pound on all freight going into the Flat district (annual gold production over \$400,000) and make it possible for lower grade placers to be worked. More than 1,000 tons of freight were required this year. It would also provide much cheaper transportation for placer workings on the immediate route and make accessible promising quick silver prospects. It would allow the Flat district to receive freight from two to four weeks earlier in the spring, and two to four weeks later in the fall. Its construction would solve the problem now being agitated of changing the course of the Iditarod River to permit small boats to reach Iditarod City. At present they are obliged to discharge their cargo on the banks three-fourths of a mile from the warehouses except at high water stages. Work can be initiated June 1, 1934.

5 - McCarty-Canadian Boundary: Amount required, \$2,250,000.00.

This proposed road is a part of the International Highway and is described on pages 104-108 of the "Report of the Commission to Study the Proposed Highway to Alaska". Work on this project can be begun on very short notice as it has been thoroughly surveyed in so far as preliminary work is concerned. It is estimated that four summer seasons would be required to economically complete the job.

TOTAL REQUESTED UNDER GROUP "E" PROJECTS:

\$3,480,000.00.

SUMMARY OF ALL PROJECTS INCLUDED IN THIS REQUEST

Project No. °	Project Name	Amt. Required to Complete	Remarks
1A	Homer Spit Road.....	\$9,000.00	Extension of existing project.
2A	Seldovia-McDonald Spit.....	25,000.00	New project.
3A	McCarthy Road System.....	35,000.00	Improvement existing projects.
4A	Skagway Valley Road.....	150,000.00	New project.
5A	Kantishna-Park Boundary (winter trail).....	5,000.00	New project.
6A	Akiak-Russian Mission.....	2,000.00	Improvement existing project.
7A	Valdez Dyke	20,000.00	Improvement and extension existing project.
8A	Abberts-Kodiak-Mill Bay.....	15,000.00	Completion of new extension.
9A	Beaver-Caro-Little Squaw.....	300,000.00	Improvement of existing projects.
10A	Strawberry Point Roads.....	15,000.00	" " " "
11A	Hot Springs Road System.....	35,000.00	" " " "
12A	Juneau-Willoughby Avenue.....	42,000.00	New project.
13A	Maintenance of Existing Roads..	36,000.00	Maintenance of existing projects.
1B	Juneau-Douglas Bridge.....	250,000.00	New project. <i>\$587,000</i>
2B	Valdez-Mineral Creek.....	15,000.00	Improvement of existing road.
3B	Chistochina-Slate Creek.....	15,000.00	" " " trail.
4B	Kanatak-Becharof Lake.....	10,000.00	" " " road.
5B	Campbell Creek Road.....	4,000.00	New project.
6B	Lake Otis Road.....	3,000.00	" "
7B	Faith Creek Road.....	6,000.00	" "
8B	Porcupine Creek Road.....	12,000.00	" "
9B	Cleary Summit-Chatham Creek...	6,000.00	" "
10B	Happy-Goldstream Road.....	15,000.00	Improvement of an existing road.
11B	Farmers-Birch Hill Road.....	14,000.00	" " " " "
12B	Bettles-Coldfoot Sled Road....	20,000.00	" " " " sled "
13B	Bessie-Snake River Road.....	20,000.00	Extension of existing road.
14B	Bethel-Goodnews Bay.....	8,000.00	Improvement of trails.
15B	Goodnews Bay-Platinum Creek...	4,000.00	New project.
16B	Bethel-Munichak.....	2,400.00	" "
17B	Marvel Creek Trail.....	5,000.00	Improvement of existing sled road.
18B	Fairbanks Flood Control.....	35,000.00	New project.
19B	Cantwell-Valdez Creek.....	45,000.00	Improvement and completion of existing project.
20B	Poorman-Ruby.....	200,000.00	Improvement of existing project.
21B	Takotna-Nixon Fork.....	150,000.00	New project.
22B	Vault Creek Road.....	3,000.00	" "
23B	Mason Creek Road.....	5,000.00	" "
24B	Grant Creek Road.....	4,000.00	" "
25B	Richardson-Democrat Creek.....	5,000.00	Improvement existing project.
26B	Ferry-Eva Creek.....	50,000.00	" " "
27B	Dillingham Aviation Field.....	2,000.00	New project.
28B	Gun Creek Flats Aviation Field	500.00	" "
29B	Thompson Pass Aviation Field..	1,000.00	" "
30B	Copper Center Aviation Field..	500.00	Improvement existing field.
31B	Chistochina Aviation Field.....	500.00	" " "

(summary, continued)

Project No.	Project Name	Amt. Required to Complete	Remarks
32B	American Creek Aviation Field..	500.00	Improvement existing field.
33B	Ruby Aviation Field.....	500.00	Improvement existing field.
34B	Lake Minchumina Aviation Field.	200.00	" " "
35B	Nenana Aviation Field.....	2,000.00	" " "
36B	Fort Yukon Aviation Field.....	500.00	" " "
37B	Takotna Aviation Field.....	1,000.00	" " "
38B	Flat (hill) Aviation Field.....	500.00	" " "
39B	Manley Hot Springs Aviation Fld	2,500.00	New field.
40B	Seward Peninsula Aviation Fields	10,000.00	Improvement existing fields.
1C	Gulkana-Nabesna.....	245,000.00	Completion of existing road.
2C	Olnes-Livengood.....	215,000.00	" " " "
3C	Shelton-Dahl.....	20,000.00	" " " project.
4C	Anchorage-Matanuska.....	350,000.00	" " " road.
5C	Willow Creek System.....	80,000.00	" " " and construction of new roads.
6C	Iliamna Bay-Iliamna Lake.....	30,000.00	Completion of existing road.
7C	Kodiak-Abberts-Mill Bay.....	Amount, \$15,000, under No. 8A.
1D	Kantishna-Park Boundary Road...	50,000.00	New project. \$940,000.00
2D	Talkeetna-Cache Creek Road.....	150,000.00	Improvement of an existing road.
3D	Fairbanks-Chena Hot Springs....	530,000.00	New road project.
4D	Georgetown-Flat.....	500,000.00	" " "
5D	McCarty-Canadian Boundary.....	2,250,000.00	" " "
Total.....		\$6,037,600.00	\$3,480,000.00

^oLetter denotes group to which project belongs.

October 25, 1933

Honorable Turner W. Battle
Public Works Administration
Department of Labor
Washington, D. C.

My dear Mr. Battle:

A few days ago, when I appeared before you and Assistant Secretary of the Interior, Mr. Oscar L. Chapman, concerning program of Public Works for Indian villages and settlements in Alaska, you inquired of me concerning program for road work in Alaska submitted by the Governor of Alaska, Honorable John W. Troy. In order to be sure that I might be able to answer your questions correctly, I telegraphed to Governor Troy for additional information. Hence the delay in response to your inquiry.

The road work embraced in this program is divided into four groups, listed respectively as Group "A", Group "B", Group "C", and Group "D".

As I understand it, there is some question in your mind as to whether the projects embraced in Group "C" should be considered at all at this time, since they are projects included in the so-called 6-year program of the Alaska Road Commission. While the projects in Group "C" are embraced in the 6-year program, that does not mean that the contemplated work will run beyond the two year period specified in the National Recovery Act. In fact, it is planned to carry these projects to completion if funds are available during the coming year, although this may necessitate the purchase of some equipment which will not thereby be lost or wasted but will be available for other construction work of the Alaska Road Commission at a later date. It is further important to note that the projects included in Group "C" are all projects for which allotments were originally made by the Public Works Administration. The allotments, however, for the several projects in Group "C", so made by the Public Works Administration, were not sufficient in amount to carry any one of them to completion. It follows that the projects included in Group "C" ought not to be disregarded by reason of the fact that they are included in the 6-year program. Although included in that program, they are listed for immediate construction next year if funds are available.

Dillingham, Alaska, March 15, 1935.

Hon. Anthony J. Dimond,
Terr. Delegate to Congress,
Washington D. C.

Sir:---

Enclosed is copy of petition which was sent, together with one hundred twenty-eight signatures, to the office of the Alaska Road Commission. This list of signatures is about two-thirds of the potential signers, the balance being absent from on their spring hunt for beaver.

It is a certainty that if this roadway were completed, this district would, in just a few years grow into a prosperous community, populated with home building citizens. The means of a livelihood are to be found here at present; but there is no inducement in the way of dry homesites that are accessible to the village. This roadway would furnish such homesites for a distance of about sixteen miles, about ten miles being above tide-water.

On behalf of the signers of this petition, as well as the residents who were absent at the time this petition was circulated I wish to ask you to use your influence in the proper channels to endeavor to procure favorable action on this petition.

I am also soliciting the aid of the Hon. John W. Tracy, Governor of Alaska, in this cause.

Respectfully,

Eric A. Jensen

Commanding Officer,
Alaska Road Commission,
Juneau, Alaska.

Sir:---

We, the undersigned residents of the Kushagak River District, do herewith respectfully submit for your consideration the following petition:

A petition for the construction of a roadway from the present Snag Point to Dillingham roadway to the lower end of Aleknigik Lake, where the school and settlement known as Pumpkin Center is located.

There are thirty-five persons resident of this settlement, (white pioneers endeavoring to establish homes and raise their children as loyal citizens). There are numerous white persons living further along the lake shore, as well as a sizable native village, which would be contiguous to this highway. Along the logical route for this roadway, there are at present nine houses, homes, and about twenty residents.

These are all hardy pioneers, expecting and endeavoring to establish homes.

At present the only means of transportation to and from these settlements is by boat in summer, and by dog team in winter, but this leaves about six weeks during freeze-up in the fall, and about the same length of time during break-up in the spring, when it is almost, and oft-times quite impossible to either journey to or from the settlement at Dillingham, where the hospital, government officials and places of business are situated.

The white population of this district has increased greatly in the past few years; and if the present policy of encouraging fishermen to establish homes in the territory is pursued, it is a certainty that the population of this district will increase much more rapidly.

So: we petition you to consider carefully this petition; both from the standpoint of the benefits to be derived by the present residents of the Kushagak and Kood River District; and also the inducement to prospective home builders of home sites with a hospital, government offices, and business places in close proximity; as would be the fact were the construction of this roadway.

Governor Troy advises that the priorities of the projects listed in these several groups should be as follows:

First Priority: All projects included in Group "A", except the Beaver-Caro-Little Squaw (Item 9 of Group "A", \$300,000.00), which is to be placed for priority purposes at the foot of Group "D".

Second Priority: All of the projects included in Group "B", except the following:

Group "B",	Item 1	Juneau-Douglas Bridge	\$250,000.00
" "	" 18	River Protection at Fairbanks	35,000.00
" "	" 19	Cantwell-Valdez Creek Road	45,000.00
" "	" 20	Poorman-Ruby Road	200,000.00
" "	" 21	Takotna-Nixon Fork Road	150,000.00
" "	" 26	Ferry-Eva Creek Road	50,000.00

Third Priority: Includes the following:

Group "C",	Item 2	Olness-Livengood Road	215,000.00
" "	" 3	Shelton-Nabli Road	20,000.00
" "	" 4	Anchorage-Matanuska Road	350,000.00
" "	" 5	Willow Creek Road System	80,000.00
" "B"	" 1	Juneau-Douglas Bridge	250,000.00
" "	" 19	Cantwell-Valdez Creek Road	45,000.00
" "	" 21	Takotna-Nixon Fork Road	150,000.00
" "D"	" 1	Kantishna-Park Boundary Road	50,000.00
" "C"	" 1	Gulkana-Nabesna Road	245,000.00
" "	" 26	Ferry-Eva Creek Road	50,000.00
" "	" 6	Iliamna Bay-Iliamna Lake Road	30,000.00
" "B"	" 18	River Protection at Fairbanks	35,000.00
" "D"	" 4	Georgetown-Flat Road	500,000.00

FOURTH Priority

Group "D",	Item 2	Talkeetna-Cache Creek Road	150,000.00
" "	" 3	Fairbanks-Chena Rot Springs Road	530,000.00
" "	" 5	McCarthy-Canadian Boundary Road	2,250,000.00
" "B"	" 20	Poorman-Ruby Road	200,000.00
" "A"	" 9	Beaver-Caro-Little Squaw Road	300,000.00

Hon. Turner W. Battle, Page 2

Will you please let me present this to you orally, in order that there can be no possible misconception or misunderstanding concerning these projects and the general plan of carrying them out?

Sincerely yours,

Anthony J. Dimond
Delegate

AJD:T

COPY

UNITED STATES
DEPARTMENT OF THE INTERIOR

OFFICE OF THE SECRETARY

WASHINGTON

The Honorable

The Secretary of the Interior,

Washington, D. C.

My dear Mr. Secretary:

My letter dated September 14th there was submitted a list of projects recommended for consideration under the Public Works Section of the National Industrial Recovery Act, the work to be carried on by the Alaska Road Commission.

At the suggestion of Mr. Schumpfe this list of projects has been rearranged as to priority with some changes and additions which now seem desirable, and is resubmitted herewith.

It is recommended that the group of projects numbered 2 as to priority be considered as a group in the allotment of funds as these projects are all relatively small.

Respectfully,

JOHN L. TROY,
Governor.

Campbell Creek Road. \$4,800.00

For the construction of $1\frac{1}{2}$ miles of low-standard road serving homesteaders near anchorage and connecting with the anchorage road system.

Lake Otis Road. \$3,000.00.

For the rehabilitation of 2 miles of road, a part of the Anchorage road system, serving homesteaders.

Faith Creek Road. \$6,000.00.

For the construction of 2 miles of low-standard road, branching from the Fairbanks-Circle Highway at Mile 75 and serving recently developed placer mining operations.

Paradise Creek Road. \$12,000.00.

For the construction of 5 miles of low-standard road branching from the Fairbanks-Circle Highway at Mile 117 and serving recent placer developments.

Clary Summit (Fairbank) Creek. \$6,000.00.

For the construction of 2 miles of road, connecting the existing Fairbanks road with the two lead mines now operating.

Henry-Gibson Road. \$15,000.00.

For the improvement of 6 miles of existing road serving a farming area, providing firewood supply and connecting with the Fairbanks system.

Farmers-Bloch Hill Road. \$12,000.00.

To provide a gravel surface on $2\frac{1}{2}$ miles of existing road serving 15 farms and connecting with the Fairbanks road system.

Beaulieu-Centrest. \$20,000.00.

For the improvement of a winter tractor road, 35 miles in length, which provides the only means of access into the Taylor mining district except by airplane.

Borgia-Lake River Road. \$20,000.00.

For the construction of 10 miles of low-standard road from the existing road system to have to reach placer operations and quartz prospects now being worked.

Bethel-Cochimus Bay. \$8,000.00.

For tripping and otherwise properly marking 150 miles of winter trail at the mouth of the Kuskokwim River, now dangerous to travel.

Goodness Bay-Flatiron Creek. \$4,000.00.

For the construction of 15 miles of summer trail including 3 foot-bridges of from 50 - to 100-foot span, connecting platinum mining operations with Eskimoteer.

Bethel-Munichah. \$0,000.00.

For tripping 15 miles of winter trail between these villages.

Harvel Creek Trail. \$5,000.00.

For the improvement of 62 miles of sled trail from knick on the Kuskokwim River to mining operations on Harvel Creek.

Vault Creek Road. (30 miles.) \$3,000.00.

This proposed low-type road branches off the Fox-Glenn road and leads to small placer operations on Vault Creek, a tributary of the Chutanika River.

Mason Creek Road. (5 miles.) \$5,000.00.

This road, if built, would provide access to placer deposits on Mason Creek, a tributary of the Yukon River below Tanana.

Grant Creek Road. (4 miles.) \$4,000.00.

This would provide a low-type road to producing placer deposits on Grant Creek, a tributary of the Yukon River, 43 miles below Tanana.

Richardson-Benecret Creek. (3 miles.) \$5,000.00.

This is at present a very poor road to minor placer deposits on Benecret Creek, a tributary of the Gulcha River, lying on the other side of the hill from the settlement of Richardson, 70 miles from Fairbanks on the Richardson Highway. The improvement of this road would permit automobile traffic.

Yonah-Holien Road. \$4,000.00.

This road, now merely a track, connects the town of Yonah with the large placer belt west and southwest. The road requires grading and surf cang.

Kenley Hot Springs Aviation Field. \$2,500.00.

For the purchase and improvement of a tract of ground to provide an aviation field in the immediate vicinity of the town of Hot Springs, supplying a mining region.

Seward Peninsula Aviation Fields. \$15,000.00.

There are 20 aviation fields on the peninsula which have been constructed with very meager funds. The amount requested is for the improvement of those which are required most.

Watawunga Aviation Field. \$2,000.00.

This proposed landing field is located adjacent to Watawunga and would provide a suitable field for emergency landings near Anchorage, an important aviation center.

Billingham Aviation Field. \$2,000.00.

The important fishing locality of Bristol Bay is entirely without an aviation field. Summer landings are usually made with pontoon ships on the bay but it is sometimes too rough. There is no provision made for a ski landing field.

Gun Creek Plate Aviation Field. \$500.00.

This proposed field located along the Richardson Highway near Mile 202, is recommended as an emergency landing field. The location is situated near Summit Lake. The field can be built at low cost due to excellent conditions of terrain.

Thompson Pass Field. \$1,000.00.

This proposed field is needed as an emergency field. Aviators coming south from Fairbanks to Valdez often find low ground-fog in the pass only 30 miles from Valdez and are forced to go back to Copper Center, more than 60 miles, to land.

Copper Center Aviation Field. \$500.00.

This is an important field in the Copper River Valley and needs enlarging to take care of larger planes.

Chitachina Aviation Field. \$500.00.

This field, near the Nabesna and Slate Creek mining district, needs improvement and enlarging.

Wasilla Farm Roads. 615,300.00.

For the construction of four short roads totaling 6 miles in the Wasilla section, connecting the existing main roads with occupied homesteads.

Cripple-Cripple Mountain. 200,000.00.

This project provides for the construction of a tractor road from the village of Cripple on the Inupuk River to placer operations near Cripple Mountain, a distance of 14 miles. During the past season heavy mining machinery has been moved into this district under considerable difficulties and at great expense.

American Creek Airstrip on Field. \$500.00.

This field, near the American Creek dredging operations, needs improvement and enlarging.

Baby Aviation Field. 1,000.00.

This is a very important field for planes plying between Fairbanks and Nome, being situated halfway. The cross runway needs extending.

Lake Macdonald Aviation Field. \$500.00.

This is an emergency field on the Fairbanks-McGrath route. It requires improvement.

Nome Aviation Field. \$2,000.00.

In order to enlarge the present field it will be necessary to obtain title to a piece of land belonging to a rancher and to improve the present field.

Port Ketchikan Aviation Field. \$500.00.

This field requires improvement.

Wahkonan Aviation Field. 10,000.00.

This field lies in a very country and is needed for emergency landing in addition to supplying the residents of T. Towns and Ophir when it is impossible to land on the river. It is too small and is very rough in the present condition.

Flat Aviation Field. (4111.) \$500.00.

This field needs improvement. It is a landing field of Flat in the Interior mining section.

St. Michael Aviation Field. \$5,000.00.

This proposed landing field would allow plane service into this locality on the shores of Norton Sound. At present only military equipped planes can land in the vicinity and then only in calm weather.

3. Ketchikan Street. Amount required, \$72,000.00.

This project proposes the improvement of the street in Ketchikan now serving as a thoroughfare connecting the portions of Tongass Highway north and south from the city. This street now is a wooden pile trestle, costly to maintain. The average maintenance cost is \$1,000 per year. It is proposed to replace the existing timber structure with a fill and provide permanent drainage structures.

Ketchikan has a large number of unemployed during the winter season. During the winter of 1934-35 welfare funds to care for the needy were subscribed by the local citizens. This winter the situation is more severe especially in regard to the native population and welfare funds are practically exhausted.

Work can begin within 15 days and be completed within 150 days.

4. Skagway Valley Road. Amount required, \$100,000.00.

Total estimated cost of this project is \$175,000.00 of which \$25,000 has been allotted from Public Works Funds. This project provides for the construction of 10 miles of road extending up the Skagway River Valley from the town of Skagway. Such a road is needed and recommended for the following reasons:

(a) To afford access to timber which would furnish a supply of fuel. At present from 300 to 400 cords of wood are hauled in by railroads from Coos Bay each season at excessive costs. Coal must be shipped from the States or Canada and is very costly. Construction of this road would open up a section of timber suitable for fuel and would result in a local industry not now existing.

(b) This town is visited annually, in normal times, by not less than 10,000 tourists, who stay at least one day. This road, extending as it will through a scenic district, into the coastal mountains and affording views of several glaciers, will provide an important attraction for these visitors.

(c) The residents of this town are shut off by highwater on one side and the coastal mountains on the other. Such a road would provide a general outlet for the residents.

(d) There are sufficient unemployed in the locality to provide all labor required on the project and the early initiation is very important for this reason.

Work can begin April 1st, 1934, and be completed within 3 months.

5. McCarthy Road System: Amount required: \$17,000.00.

Total estimated cost \$35,000 of which \$18,000 has been allotted by our Public Works Funds. There are 40 miles of wagon roads and 150 miles of winter trails in the vicinity of McCarthy near the terminus of the Copper River and Northwestern Railroad. These roads and trails serve operating placer mines and lead to numerous promising gold lode prospects. Three miles of new road, now situated by encroachment of the Klizine River must be constructed, the existing road requires improvement and extension and new trails are required to open up promising gold prospects. Work can begin May 1st, 1934 and be completed within 5 months.

6. Valdez Dyke: Amount required: \$5,000.00.

Total estimated cost \$10,000.00 of which \$5,000.00 has been allotted from Public Works Funds.

This dyke surrounds the town of Valdez as a protective measure against the Valdez Glacier Stream. Where it is improved parts of the town are in danger of being washed away. Valdez is the coastal terminus of the Richardson Highway. Completion of a portion is required, other portions need rip rap to prevent washing.

Work can begin June 1st, 1934 and be completed within 60 days.

7. Hot Springs Water System: Amount required, \$25,000.00.

Total estimated cost \$35,000 of which \$10,000 has been allotted from Public Works Funds.

The Hot Springs water system is adjacent to and connects with the Tanana River at Hot Springs Landing and with the Yukon River at Rampart by trail. The system serves placer claims both north and west.

General improvements are needed, including a good by-ear road between the village of Hot Springs and the mining vicinity of Forty, 16 miles distant.

Work can begin June 1st, 1934 and be completed within 6 months.

8 - Shelton-Dahl: Amount required, \$20,000.00

Estimated cost \$170,000.00: allotted from Public Works Funds \$150,000.00; balance unallotted, \$20,000.00.

This project, now under way, provides for the construction of 6 miles of tram as an extension of the Howe-Shelton Tram, a Ferry over the Kunitzin River and the construction of 10 miles of tractor road east of the river. The work has been initiated and its completion will provide easier access to a known productive placer field, reducing the present freight rate to enable operators to work lower-grade gravels.

Work can begin June 15, 1934 and be completed June 30, 1935.

9 - Anchorage-Matanuska: Amount required \$350,000.00

Estimated cost, \$450,000.00: allotted from Public Works Funds \$100,000.00: balance unallotted, \$350,000.00.

On their own initiative and with the help of \$2,500 allotted by the Territorial Road Board, the citizens of Anchorage have constructed a dry-weather road for 7 miles. They have expended approximately \$4,000.00 gathered by subscription. The project involves the construction of several large bridges. Grading will be continued this fall, together with the construction of two of the bridges. Funds will be exhausted by the spring of 1934. The completion of the road will connect the coastal town of Anchorage with an existing road system of 100 miles at Matanuska and Wasilla, allowing through traffic to a straggling farming community and an active and productive quartz district, now producing about \$1,000,000 annually in gold. The balance should be made available as soon as possible.

Work can begin within 30 days and be completed within 16 months.

10 - Talkeetna-Cache Creek: Amount required, \$150,000.00

The district supplied by this road afford employment in the placer fields for 100 men during the summer months. The present poor road has been in existence for 13 years as a passable wagon road. It is planned to improve it to a truck-road standard and extend it to existing placer operations, enabling operators to materially reduce freight costs. It will also have a tendency to open promising country farther west. Work can begin May 15, 1934 and be completed within 12 months.

11 - Takotna-Nixon (15 miles): Amount required \$250,000.00

The town of Takotna is situated 65 miles up the Takotna River from the Kuskokwina River. It supplies the entire mining community in the vicinity of Takotna and Ophir and is the terminus of a road leading to Ophir and the Yukon watershed. The Takotna River on its upper reaches is a very unreliable

11 - Takotna-Nixon Work (Continued)

means of transportation due to swift water and bars. In dry seasons it is impossible to get freight by river to Takotna and in several instances spring freight has had to lay at McGrath until November and then has been hauled on the snow. The first 20 miles of the Takotna River, i.e. from McGrath to the mouth of the Nixon River, is always navigable. It is proposed to build a road 15 miles long from Takotna to this point, doing away with 45 miles of very uncertain river travel and making this community accessible at all times in summer. The cost is estimated at \$150,000.00.

Work can begin June 1st, 1934 and be completed within 12 months.

12 - Cantwell-Valdez Creek: Amount required, \$45,000.00.

Total estimated cost \$70,000 of which \$25,000 has been allotted from Public Works Funds. The amount requested will complete a summer tractor road to this productive placer community. This is an important feeder to the Alaska Railroad at Mile 319. A portion of this route has been improved necessary bridges constructed with funds already allotted.

Work can begin June 15, 1934 and be completed within 8 months.

13 - Kantishna-Park Boundary (summer road): Amount required, \$50,000.00

For this construction of 6 miles of road. The amount requested for this road should be made available for summer operations in 1934, in order that the road may be completed in conjunction with the Park road now being built. It will unquestionably stimulate the Kantishna mining district, one property of which is bonded and being prospected by a reputable mining concern. Many smaller properties are available from which ore can be taken if the price of silver reaches 60 cents. This road will be an important feeder to the Alaska Railroad.

Work can begin June 15, 1934 and be completed within 6 months.

14 - Olneg-Iivenood: Amount required, \$215,000.00

Estimated cost \$500,000.00; allotted from Public Works Funds \$285,000.00; balance unallotted, \$215,000.00.

The balance of \$215,000.00 which should be made available for the summer season of 1934, will complete a good gravel road to this promising mining community. At present a New York concern is spending approximately \$100,000.00 in testing a large dredging area. The results found to date are satisfactory according to information received and there seems no doubt that they will shortly go ahead with an estimated expenditure of \$2,000,000.00 in plant and equipment. Many other smaller properties lie immediately adjacent to the proposed road.

Work can begin March 1st, 1934 and be completed in 16 months.

15 - Gulkana-Nahama: Amount required, \$245,000.00

Estimated cost \$450,000.00; allotted from Public Works Funds \$205,000.00; balance unallotted, \$245,000.00.

The balance required will complete this road to one of the most promising hard-rock sections in Alaska. One mine is now milling \$1,000.00 per day. According to the Geological Survey, there are many possibilities of additional deposits being found. With the completion of the road, the district will see an influx of prospectors who will undoubtedly prove the prediction of the geologists.

Work can begin June 1st, 1934 and be completed within 18 months.

16 - Willow Creek System: Amount required, \$80,000.00

Total estimated cost \$130,000. of which \$50,000 has been allotted from Public Works Funds. The additional amount of \$80,000 required allows for the improvement and graveling of the Willow Creek-Lucky Shot Road, and for the construction of the proposed 2-mile Willow Creek Spur Road which will serve new lode properties now having no road. These are feeders to the Alaska Railroad.

Work can begin June 1st, 1934 and be completed within 12 months.

17 - Ferry-Eva Creek (11 miles): Amount required, \$50,000.00

The present 11-mile road leads to a producing and promising lode mine which daily furnishes concentrates for transportation on the Alaska Railroad. A 5-mile extension is now being considered dependent upon results found by a company now endeavoring to mine and ship ore from a galena deposit. The existing road needs surfacing.

Work can begin June 1st, 1934 and be completed within 3 months.

18 - Iliamna Bay - Iliamna Lake: Amount required, \$30,000.00

Total estimated cost \$50,000 of which \$20,000 has been allotted from Public Works Funds. The balance of \$30,000 will complete this project as a good wagon road.

This 12-mile road provides a portage between Cook Inlet and the navigable waters of Lake Iliamna.

Work can begin June 1st, 1934, and be completed within 6 months.

19 - River Protection in the town of Fairbanks: Amount required \$75,000.00

The town of Fairbanks has spent approximately \$50,000.00 in bank protection work along the Chena Slough which passes thru the town. They are unable to adequately cope with the situation. The river is now encroaching on the north bank and seriously threatens the hospital and one of the large churches.

19 - River Protection in the town of Fairbanks (Continued)

There has been considerable agitation toward cutting off several sloughs coming out of the Tanana River 20 to 25 miles from Fairbanks, the waters of which form a part of Chena Slough. It is claimed that the amount of water is increasing. There is a possibility of the entire Tanana River changing its course and coming through the Chena Slough. Such a disaster would wipe out the town including the railroad terminus and many Government buildings.

The money requested is for constructing the necessary bank protection work along Chena Slough in Fairbanks and for shear dikes on the Tanana River to prevent the waters of this River from entering Chena Slough.

Work can begin within 30 days and be completed within 12 months.

20 - Georgetown-Flat: Amount required, \$500,000.00

The construction of this road would affect a saving of 2 cents per pound on all freight going into the Flat district (annual gold production over \$400,000) and make it possible for lower grade placers to be worked. More than 1,000 tons of freight were required this year. It would also provide much cheaper transportation for placer workings on the immediate route and make accessible promising quick silver prospects. It would allow the Flat district to receive freight from two to four weeks earlier in the spring, and two to four weeks later in the fall. Its construction would solve the problem now being agitated of changing the course of the Iditarod River to permit small boats to reach Iditarod City. At present they are obliged to discharge their cargo on the banks three-fourths of a mile from the warehouses except at high water stages. Work can be initiated June 1, 1934 and be completed in 2 working seasons of 5 months each.

21 - Fairbanks-Chena Hot Springs System (75 miles): Amount required, \$500,000.00.

This route is now supplied by winter trail and is entirely inaccessible in summer except for airplanes. Agitation for a summer road has been going on for 15 years. The construction of such a road would provide access to a known health resort and to producing placer fields. The estimated cost is \$500,000.00

Work can begin June 1st, 1934 and be completed within 2 working seasons of 5 months each.

22 - McCarty-Canadian Boundary: Amount required, \$2,350,000.00

This proposed road is a part of the International Highway and is described on pages 104-108 of the "Report of the Commission of Study the Proposed Highway to Alaska." Work on this project can be begun on very short notice as preliminary surveys have been made. This project is of the greatest importance to Alaska as a whole and if constructed under a general agreement

22 - McCarty-Canadian Boundary, (Continued)

with Canada to construct the portion of the route through that country necessary to each the states, should be given earlier priority. Not less than four summer seasons will be required to complete the Alaskan sections requiring 182 miles of new construction accessible now at only two points.

23 - Poolman-Baby (60 miles): Amount required \$200,000.00

The construction of a passable wagon road 36 miles between these two points was recently completed, reducing the freight rate from 12 to 6 cents a pound. It is proposed to improve and gravel this road, which will further reduce the freight rate to not more than 2 cents a pound. This will allow lower grade ground to be worked and stimulate gold production in this vicinity.

Work can begin June 1st, 1934, and be completed in two working seasons of 5 months each.

24 - Beaver-Care-Little Squaw Amount required, \$290,000

Total estimated cost \$300,000 of which \$10,000 has been allotted from Public Works Funds. A winter sled road now serves placer operators and quartz prospectors in this district. Recent developments indicate that prominent mining concerns have done sufficient work on one of the lode prospects to warrant a continuation of an expenditure probably leading to actual mining. This will necessitate summer traffic to this district. It is proposed to construct a summer tractor road for this purpose at a cost of \$280,000.00. The total distance is 120 miles.

Work can begin June 20, 1934 and be completed in thru working seasons of four months each.

25 - Kenai-Kenai Lake: Amount required \$600,000

This project provides for the construction of a road from Kenai, a settlement on the shores of Cook Inlet to the forest boundary west of Kenai Lake. The route extends from that point to the Alaska Railroad at Mile 29. The latter part of the route is a Forest Road Project and must be constructed to provide a through route. The work here recommended is dependent upon the adoption of the complete project. The distance from Kenai to the forest boundary is 60 miles and from the latter point to this railroad, approximately 20 miles.

Work can begin May 15, 1934 and be completed in three working seasons of 5 months each.

INTERIOR DEPARTMENT

ALASKA ROAD COMMISSION

JUNEAU, ALASKA

June 17, 1933

MEMORANDUM for the Governor.

The following roads are particularly recommended as being worthy for improvement from funds to be derived from the recent Public Work Bill enacted by Congress:

PROJECT: Gulkana to Chisana on the Nabaana River.

The road begins at Gulkana, approximately 130 miles north of Valdez, on the Richardson Highway, and extends into a highly mineralized area north of the Wrangell Mountains, heretofore inaccessible except by pack horses or dog team. Construction was begun in 1928 and has continued in a small way until the present time. Appropriations for road construction in Alaska have been reduced since the work was undertaken which has prevented carrying the project forward to completion as originally planned. It is now graded to Mile 64 to Mile 109. The road will serve an area in which are located a number of promising lode prospects. Near Mile 109 there is a small quartz mine in operation employing from 15 to 20 men. Approximately 300 tons of supplies are transported over this route for this one operation. Development of the other prospects in this vicinity will very likely follow the completion of the road to Mile 109. This road provides the only means of transportation in reaching this district.

The estimated cost to complete is \$450,000.

Work could begin at once and could be completed in about 28 months.

Location surveys have been entirely completed.

200 men would be employed in construction.

PROJECT: Olnes to Livengood.

This route extends from Olnes, which is connected by road with Fairbank to Livengood, a distance of 6 miles. Livengood is a small mining village located in an area of placer deposits. Several small operations are in progress in this vicinity and there is a large area of gold bearing gravels, suitable for dredging but due to high transportation costs, dredging operations have been uneconomical up to this time. Supplies are now taken into the camp by sled in winter or by airplane in summer.

The Livengood district was originally reached through transportation down the Yukon River to Tolovana thence up the Tolovana River to Logjam, then by way of a tram road and trail for the remainder of the distance. This old route was a very great deal further than the through route from Fairbanks and the tram road, which was owned by the territory, fell into such a state of decay that its further maintenance was impracticable. It has been abandoned and there is therefore now no transportation into the district during the summer months except by airplane. On account of lack of funds only a very small amount of work is being done on the proposed route this summer. Location surveys have been

completed and 13 miles of the right of way cleared. Two miles have been graded and a bridge 220 feet in length constructed over the Chatanika River.

The total estimated cost to complete is \$510,000.

Work could begin at once and could be completed in about 28 months.

230 men would be employed in construction.

PROJECT: Anchorage-Matanuska.

This road would extend from Anchorage north to Matanuska, on the Alaska Railroad. No part of this route has so far been constructed and only a preliminary survey has been completed. It is a route that has been put forward by the towns of Anchorage and Matanuska for a number of years, having as its objective the affording of an automobile road connection between the farming section at Matanuska and the town of Anchorage. In 1929 the Alaska Legislature appropriated \$25,000 towards initial construction but when it was found that these funds would be very inadequate to perform any worthwhile portion of the whole route, and as Federal funds for cooperation were not available, construction was not undertaken.

The total estimated cost to complete the project is \$450,000

Work could commence in about 30 days and could be completed in a bout 18 months thereafter.

About 250 men would be employed.

PROJECT: Shelton to Dahl on the Seward Peninsula.

The work consists principally of bridge and tram road extension. It contemplates an extension of the Nome-Shelton tram road which is open for public use and owned by the territory. The extension of this route has been vigorously urged by the people of Nome, and in fact the whole of Seward Peninsula, for a number of years. Tram road instead of ordinary automobile road is provided for the Shelton district as being the most practicable method of construction in view of the terrain encountered.

The total estimated cost to complete this extension is \$170,000.

Work could commence in 30 days and could be completed in 17 months.

Preliminary surveys only have been completed.

85 men would be employed during construction.

PROJECT: McCarty to Canadian Boundary.

This is a part of the proposed International Highway which has been urged by chambers of commerce throughout the whole Northwest. Its ultimate objective is to connect Alaska with the Pacific Northwest. The distance from Seattle to Fairbanks is about 2,220 miles but about 1,250 miles of this, i. e., from Seattle to Hazelton, B. C., have already been constructed and in the remaining distance

there are various short stretches of road the utilization of which is contemplated in forming the connecting link. Under authority of act of Congress approved May 15, 1930 (Public No. 228, 71st Cong. H. R. 8368) a commission was appointed to act with a similar commission appointed by the Canadian government to study the project, and it is stated informally that the recent final report of the commission was favorable. The American section of the highway would extend from McCarty, on the Richardson Highway, to the Canadian boundary at some point near Dawson, and the estimate contained herein is for construction of this portion of the route, approximately 183 miles.

A preliminary survey of the route between McCarty and the Canadian boundary has been made and final survey could be undertaken immediately were funds provided. Since the exact location of the McCarty end is known, actual work of construction could also commence at once and could be completed in 41 months thereafter.

The total estimated cost of this American section of the project is \$2,250,000.

700 men would be employed during construction.

PROJECT: Georgetown to Flat, in the Kuskokwim District.

This proposed route would connect Flat, on the Iditarod River, reached by vessels from the Yukon, with Georgetown, on the Kuskokwim River, the two largest inland waterways in the territory. There is important mining development in both sections and any improvement in transportation should add materially to the development. At present a foot trail connects the two sections, a small part of which has been improved to a low type of wagon road. This estimate would provide a road suitable for freighting with automobile trucks.

Preliminary survey only has been made.

The total estimated cost of construction of the project is \$500,000

Work could commence in 30 days and would require 41 months to complete.

130 men would be employed during construction.

MINOR PROJECTS:

Willow Creek road system consisting principally of a bridge over the Matanuska River and completion of the Lucky Shot-Willow road.

A bridge over the Matanuska River has been constantly urged by the Alaska Railroad and the Agriculture Department Experiment Station at Matanuska as being in the interests of the Matanuska farming sections. It has been stated by the officials of the railroad and the Department of Agriculture that there is a relatively excellent farming area on the eastern side of the river from which the railroad could be reached if a bridge over the Matanuska River were provided. A short stretch of road at the eastern end of the bridge would be required following completion of the bridge structure and the present road from Palmer, on The Alaska Railroad, to the bridge site should be improved.

The Lucky Shot-Willow road extends from Willow, on The Alaska Railroad, to the Lucky Shot mining district, 26 miles. Construction of this project was begun in 1930 and has continued in a small way until the present. The first few miles from Willow have been graded to wagon road standard and the entire route cleared to provide for hauling with tractors in order that mining operations might have the route immediately available for bringing in supplies and equipment.

The entire Willow Creek section has for many years been a profitable mining section but has been considerably handicapped on account of meager transportation facilities. The operators in the district have contributed substantially and to the limit of their means in the construction of this route.

Talkeetna-Cache Creek road: extends from Talkeetna, on The Alaska Railroad westward to the Cache Creek and Peters Creek mining districts. 23½ miles of this route has been constructed to low standard, and 18 miles to a degree suitable for sled traffic only, with a branch extending up Peters Creek 15 miles. This route is in use by mine operators, some of whom have recently begun operations on quite an extensive scale. The road at present can be used by tractors with light loads only.

Dillingham-Snag Point: A proposed road of about 5½ miles in length between the villages of Dillingham and Snag Point, on Nushagak Bay, in the Bristol Bay district. The road is required in order, through transportation means, to provide better school and hospital facilities for residents in those sections. The construction of this route was undertaken by the Alaska Road Commission in 1931 but on account of subsequent curtailment of funds work was suspended last season. Two miles of the road have been constructed to a low standard but require considerable improvement and surfacing.

Iliamna Bay-Iliamna Lake: is a route affording an overland means of transportation between Cook Inlet and Bristol Bay and thus avoids the long waterway route of more than a thousand miles through Unimak Pass. It extends from Iliamna Bay to Iliamna Lake, from which water transportation can be had through Kvichak River to Bristol Bay. This road is already constructed but requires widening and extensive improvement - particularly on the western end.

Kodiak to Mill Bay: approximately 3 miles of road extending from the town of Kodiak northeasterly to Mill Bay. This road was constructed by local inhabitants. It requires considerable improvement to be suitable for automobile traffic, and some short stretches will doubtless require relocation.

Tuluksak to Bear Creek: extends from Tuluksak on the Kuskokwim River to the Bear Creek mining district. Mining activities in the Bear Creek section are quite active and with only a moderate improvement in transportation facilities, may be expected to greatly increase. Operators have already contributed to the extent to their ability toward the construction and improvement of this route. At present it is suitable only for tractors with light loads. It is proposed to improve it to such an extent that automobile trucks may be used economically in freighting.

Kantishna to McKinley Park Boundary: This proposed route is a continuation of the route through McKinley Park, at present being constructed by the National Park Service, and would extend in to the Kantishna Mining district. The Kantishna mining district is reported to contain valuable and extensive ore deposits but operations to date have been negligible on account of the almost entire lack of means of transportation. Completion of the road together with the completion of the road through McKinley Park would connect this district with The Alaska Railroad and thus act as an important feeder.

Cantwell-Valdez Creek: This route connects the mines on Valdez Creek, a tributary of the Upper Susitna River, with the Alaska Railroad at Cantwell. Bridges have been constructed over the most important streams and the route at present is suitable for pack horses in summer and for bob sleds in winters. It is 55 miles in length. It is planned to improve it to a tractor road standard and to provide a route over which automobile trucks may be used at least to some extent in freighting.

The total estimated cost to complete all projects listed under this head (Minor Projects) is \$570,000.

Work could commence within 30 days on most of them and could be completed in 18 months.

All surveys have been completed.

320 men would be employed in construction.

Airfields: Nona, McGrath, Livengood, Wiseman, Tanana, Cordova, Valdez and Nahama.

Airplane traffic in Interior Alaska is constantly increasing and for many sections is now the most important means of mail and passenger transportation. It is really remarkable with the meager landing facilities available that no greater number of accidents have occurred. Most of the fields which have, with the cooperation of the various towns, been constructed from territorial funds, are of short length and poorly surfaced. Those listed above are considered as in the greatest need of improvement.

The total estimated cost to complete improvement is \$96,000

Work could commence within 30 days and the entire work would be accomplished in 18 months.

No further surveys would be required.

70 men would be employed.

The first four listed and the minor projects should be given priority. The minor projects are scattered over large areas and hence would make a very equitable distribution of unemployment funds. The Gulkana-Chiassna and the Olney-Livengood projects are already under construction by the Commission but work has been practically arrested on account of reduced appropriations this season. They will, when completed, serve valuable ore districts, increased operations in which

may be expected to provide considerable employment over a period of many years. This is also true of a number of those projects listed in the Minor Group. They would serve districts in which ore bodies have already been discovered and development of which is assured if transportation facilities are provided.

The estimated number of men that would be employed are those that would be employed on actual construction during the summer season based upon a 30 hour week schedule. A reduced number would be employed throughout most of the winter in freighting material and supplies, bridge construction, et cetera.

(sigend) Ike P. Taylor
Chief Engineer

COPY

UNITED STATES DEPARTMENT OF AGRICULTURE

Bureau of Public Roads

File 436-Alaska

June 14, 1933

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

Sir:

In accordance with our conversation and your verbal request as the result of Mr. Dimond's inquiry you are advised as follows:

The Bureau of Public Roads has completed surveys, design and estimates on the following work on which construction can begin within thirty days:

Hydaburg, new construction, 1 mile	\$ 30,000
Ketchikan, new construction, 3 miles	105,000
Skagway, reconstruction and surfacing, 4 miles	25,000
Juneau, widening and surfacing, 15 miles	141,000
Seward, reconstruction and surfacing, 12 miles	100,000
Cordova, surveys, 4 miles	5,000
Douglas, small bridge replacement	7,500
Maintenance 250 miles Forest Highway, 1 year	100,000
	<u>513,500</u>

Additional projects on which preliminary information is not complete and on which plans and estimates are not complete but on which preliminary work can be finished and construction begin in approximately three months:

Hyder, bridge replacement	27,000
Ketchikan, widening and surfacing, 5 miles	150,000
Petersburg, clearing and grubbing only, 8 miles	40,000
Hoonah, new construction, 1 mile	35,000
Douglas, clearing and grubbing only, 4 mi.	32,500
Seward, river protection, existing bridges	37,500

Seward-Moose Pass link, clearing and grubbing only, 12 miles	60,000
Moose Pass Highway to Cooper's Landing, on Kenai Lake, clearing and grubbing only, 12 miles	12,000
Additional location surveys, 10 miles	10,000
Total	<u>82,000</u>

The initial work undertaken under the preceding list; that is, clearing and grubbing, etc., is expenditure being for following two years as follows:

Patersonburg, construction, 3 miles	120,000
Douglas, construction of highway, 2 miles and construction of 3/4 mile bridge over Gastineau Channel, connecting the Glacier and Douglas highways on which surveys and plans are not complete, approximate estimate	750,000
Seward-Moose Pass Link, construction, 12 miles	470,000
Moose Pass Highway to Cooper's Landing (Kenai River Route) 12 miles	240,000
Projects not listed above which can be completed within the two year period:	
Angoon, new construction, 1 mile	8,000
Tenakee, new construction, 1 mile	21,000
Cordeva, new construction, 4 miles	125,000
Location surveys	25,000
Miscellaneous Small Projects	25,000
Completion of plans, monumentation, etc.	25,000
Maintenance second year	100,000
	<u>2,180,000</u>

Respectfully,

(Signed) A. S. WILLIAMS
District Engineer

ALASKA FOREST HIGHWAY PROJECTS LISTED IN TELEGRAM FROM GOV. JOHN N. WOOD.

WORK MAY BEGIN ON FOLLOWING PROJECTS WITHIN 30 DAYS: NEW ROAD CONSTRUCTION:

Hydaburg	\$ 30,000.00
Ketchikan	105,000.00
Chagway, reconstruction	25,000.00
Juneau	141,000.00
Seward	200,000.00
Cordova, surveys	5,000.00
Douglas, bridge replacement	7,500.00
Maintenance forest highways one year	100,000.00

PRELIMINARY WORK ON FOLLOWING PROJECTS TO BEGIN WITHIN THREE MONTHS:

Hyder, bridge replacement	\$ 27,500.00
Ketchikan, road reconstruction	150,000.00
Hoonah, new construction	35,000.00
Petersburg, clearing and grubbing	40,000.00
Douglas " "	32,500.00
Seward-Moose Pass " "	60,000.00
Moose Pass-Cooper's Landing "	42,500.00
Additional surveys	10,000.00

ABOVE CLEARING AND GRUBBING PROJECTS WILL REQUIRE DURING SUBSEQUENT TWO YEARS:

Petersburg construction	\$ 150,000.00
Douglas road and bridge across Gastineau channel to Juneau	750,000.00
Seward-Moose Pass Link	470,000.00
Moose Pass to Cooper's Landing	225,000.00

OTHER PROJECTS MAY BE COMPLETED WITHIN TWO YEARS AS FOLLOWS:

Angeon, new construction	\$ 22,500.00
Tehsikee	21,000.00
Cordova	125,000.00
Location surveys	35,000.00
Miscellaneous small projects	45,000.00
Maintenance highways second year	100,000.00
Total.....	\$ 2,380,000.00

ESTIMATE BY LLOYD WOOD, ENGR.

ALASKA FOREST HIGHWAY PROJECTS LISTED IN TELEGRAM FROM
G. VERNER JOHN W. TROY

WORK MAY BEGIN ON FOLLOWING PROJECTS WITHIN 30 DAYS: NEW CONSTRUCTION

Hydaburg	\$ 30,000.00
Ketchikan	105,000.00
Skagway, reconstruction	25,000.00
Juneau	141,000.00
Seward	100,000.00
Cordova, surveys	6,500.00
Couglas, bridge replacement	7,500.00
Maintenance forest highways one year	100,000.00

PRELIMINARY WORK ON FOLLOWING PROJECTS TO
BEGIN WITHIN THREE MONTHS:

Hyder, bridge replacement	27,500.00
Ketchikan, road reconstruction	150,000.00
Hoonah, new construction	25,000.00
Petersburg, clearing and grubbing	40,000.00
Douglas, clearing and grubbing	32,500.00
Seward-Moose Pass " "	30,000.00
Moose Pass-Cocoon's Landing " "	42,500.00
Additional surveys	10,000.00

ABOVE CLEARING AND GRUBBING PROJECTS WILL
REQUIRE DURING SUBSEQUENT TWO YEARS:

Petersburg construction	160,000.00
Douglas road and bridge across Gastineau Channel to Juneau	750,000.00
Seward-Moose Pass Link	470,000.00
Moose Pass to Cocoon's Landing	245,000.00

OTHER PROJECTS MAY BE COMPLETED WITHIN
TWO YEARS AS FOLLOWS:

Angeon, new construction	28,500.00
Tenakee	21,000.00
Cordova	125,000.00
Location surveys	25,000.00
Miscellaneous small projects	45,000.00
Maintenance highways second year	100,000.00
Total	<u>444,500.00</u>

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NL	NIGHT LETTER
NM	NIGHT MESSAGE
LCO	DEFERRED CABLE
NLT	NIGHT CABLE LETTER
WLT	WEEK END CABLE LETTER
	RADIOGRAM

3

TYPE OF PEOPLE WHO SETTLED THE WEST TO COME TO THE TERRITORY

TERRITORIES AND ISLAND POSSESSIONS IN DEPARTMENT OF INTERIOR

IN VIEW OF IMPORTANCE THIS HIGHWAY TO ALASKA AND TO UNITED

Anthony J. Dimond

s - nite letter

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WLT	WEEK END CABLE LETTER
	RADIOGRAM

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STANDARD TIME
INDICATED ON THIS MESSAGE

Form
16L

June 11, 1935

The President
Hyde Park, N. Y.

YOU WILL RECALL THAT ON SEVERAL DIFFERENT OCCASIONS GOVERNOR TROY DOCTOR GRUENING AND I HAVE TALKED WITH YOU ABOUT PROPOSED PACIFIC YUKON HIGHWAY TO CONNECT EXISTING ROADS IN UNITED STATES AND CANADA WITH ROADS IN ALASKA STOP PORTION OF ROAD TO BE BUILT EXTENDS NORTHERLY FROM HAZELTON IN BRITISH COLUMBIA THROUGH YUKON TERRITORY AND ALASKA TO POINT ON RICHARDSON HIGHWAY IN VICINITY OF FAIRBANKS STOP WE HAVE ALL UNDERSTOOD THAT YOU FAVORED PROJECT GENERALLY AND ENACTMENT SUITABLE LEGISLATION PROVIDING NO PRESENT APPROPRIATION WAS MADE OR AUTHORIZED STOP ON FIRST DAY PRESENT SESSION I INTRODUCED H R ONE HUNDRED SIXTY FOR CARRYING OUT THIS PROJECT SECTION ONE AUTHORIZES PRESIDENT THROUGH PROPER CHANNELS TO NEGOTIATE AND ENTER INTO AGREEMENTS BETWEEN GOVERNMENTS OF UNITED STATES AND DOMINION OF CANADA FOR SURVEY LOCATION AND CONSTRUCTION OF PROPOSED HIGHWAY AND IN COOPERATION WITH DOMINION GOVERNMENT TO CAUSE SURVEYS AND ESTIMATES TO BE MADE SECTION TWO AUTHORIZES PRESIDENT UPON CONCLUSION NEGOTIATIONS AND EXECUTION AGREEMENTS TO DESIGNATE AGENCY OR OFFICIALS UNITED STATES GOVERNMENT TO CARRY ON WORK SURVEY AND LOCATION AND OF THE CONSTRUCTION OF HIGHWAY AFTER THE ROUTE SHALL HAVE BEEN DETERMINED AND APPROVED BY PRESIDENT STOP SECTION THREE AUTHORIZES APPROPRIATION ONE HUNDRED THOUSAND DOLLARS FOR SURVEYS ETC AND SECTION FOUR AUTHORIZES APPROPRIATION OF TWO MILLION DOLLARS FOR CONSTRUCTION THAT PART OF HIGHWAY WHICH LIES IN ALASKA STOP THIS BILL REFERRED TO BUREAU OF BUDGET WHICH

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THE INTERNATIONAL SYSTEM

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LCO	DEFERRED CABLE
NLT	NIGHT CABLE LETTER
WLT	WEEK END CABLE LETTER
	RADIOGRAM

STANDARD TIME
INDICATED ON THIS MESSAGE

Form
16L

The President -2-

REPORTED THAT SAME NOT IN HARMONY WITH FINANCIAL PROGRAM OF ADMINISTRATION STOP AFTER DETERMINING THAT YOU DID NOT WISH MAKING OR AUTHORIZATION OF APPROPRIATION MATTER AGAIN REFERRED TO BUDGET WITH SUGGESTION THAT SECTIONS THREE AND FOUR OF BILL BE ELIMINATED SINCE ONLY THESE SECTIONS AUTHORIZED ANY APPROPRIATIONS STOP BUDGET REPLIED IN SUBSTANCE THAT BILL COULD NOT BE APPROVED UNLESS FURTHER AMENDED TO ELIMINATE THAT PORTION WHICH GIVES PRESIDENT POWER TO ENTER INTO AGREEMENTS FOR CONSTRUCTION OF ROAD STOP DOCTOR GRUENING AND I DISCUSSED MATTER WITH BUDGET DIRECTOR BELL AND OTHER OFFICIALS YESTERDAY WHO INSIST UPON THIS REQUIREMENT BUT DIRECTOR BELL SAYS HE WILL SUBMIT MATTER TO YOU STOP SINCE SECTIONS ONE AND TWO OF BILL MERELY AUTHORIZE PRESIDENT TO TAKE PRELIMINARY STEPS AND ENTER INTO NECESSARY AGREEMENTS LOOKING TOWARD CONSTRUCTION OF ROAD I CANNOT UNDERSTAND WHY BUDGET SHOULD OPPOSE GIVING PRESIDENT THIS POWER SINCE IT CANNOT BE ASSUMED THAT PRESIDENT WILL ENTER INTO ANY AGREEMENT NOT IN HARMONY WITH FINANCIAL POLICY OF HIS ADMINISTRATION STOP WHEN THIS MATTER PRESENTED TO YOU BY MR BELL IF YOU HAVE ANY DOUBT AS TO PROPRIETY OF SECTIONS ONE AND TWO OF BILL AS DRAWN I REQUEST OPPORTUNITY TO BE HEARD PERSONALLY ON MATTER FOR I AM CONFIDENT THAT THIS HIGHWAY PROJECT MEANS MORE FOR THE DEVELOPMENT AND PERMANENT SETTLEMENT OF ALASKA THAN ALL OF THE OTHER THINGS WHICH HAVE BEEN ATTEMPTED FOR ALASKA IN THE LAST TWENTY YEARS STOP CONSTRUCTION OF HIGHWAY WILL OPEN UP BOTH MINERAL AND AGRICULTURAL LANDS FOR SETTLEMENT AND PERMIT

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THE INTERNATIONAL SYSTEM

Commercial
Cables



All America
Cables

Mackay

Radio

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This is a full rate Telegram, Cablegram or Radiogram unless otherwise indicated by signal in the check or in the address.

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NM	NIGHT MESSAGE
LCO	DEFERRED CABLE
NLT	NIGHT CABLE LETTER
WLT	WEEK END CABLE LETTER
	RADIOGRAM

Form
16L

The President -3-

COVERED WAGON TYPE OF PEOPLE WHO SETTLED THE WEST TO COME TO THE TERRITORY
STOP DIVISION TERRITORIES AND ISLAND POSSESSIONS IN DEPARTMENT OF INTERIOR
AGREES FULLY WITH VIEW OF IMPORTANCE THIS HIGHWAY TO ALASKA AND TO UNITED
STATES.

Anthony J. Dimond

Official Business - nite letter
A J Dimond, M C
455 H O B

C O P Y

Chilkoot Barracks, Alaska,

November 7, 1933.

Governor of Alaska,
Juneau, Alaska.

My Dear Governor Troy:

On the occasion of my last visit to Juneau, in conversation with your secretary regarding the practicability and desirability of a road connecting Haines with the interior of Alaska, he suggested that I write you a letter on the subject which he felt sure would be of interest to you.

On a visit to the interior of Alaska last summer I found a road being driven from the Richardson Highway just north of Gulkana in a general easterly direction to the Nabesna Mine near the head of the Nabesna River where it flows from the glacier of the same name. I was given by the engineers in charge of this road construction to understand that the territory through which the road runs is one of little snow-fall and is one through which road construction is relatively easy. My own observation of construction as far as I am qualified to judge, bore out the engineers' opinion of relatively easy construction; certainly the grades were easy and the construction was progressing efficiently and with rather astonishing rapidity when one considers the number of men and amount of equipment employed thereon. The road has been pushed about one hundred miles from the Richardson Highway, and I understand that it was planned to make it available for use by automobile in dry weather as far as the mine before the end of the work season this year, and to make it an all-weather road as rapidly as funds permit next year.

There is considerable amount of prospecting for gold going on in the area immediately tributary to this road, and the Nabesna Mine, which has been paying from the first and in spite of the burden of transportation expense even before the road was begun, may be taken as an example of the kind of development which may be expected in this region.

In conversation with several engineers I gathered that this road can be continued on through the Chisana (or Shushana) Valley to the Canadian boundary - a distance of about one hundred miles of road - through a country of about the same kind as that through which the present road runs - a country which has little snow-fall, offers little difficulty to road construction, and is a gold bearing country which is attracting increasing attention and is of at least as good prospects as that through which the road now runs.

I further understand that from the Canadian boundary to the divide at the headwaters of the Chilkat River which rises in Canada and flows into Southeastern Alaska, the nature of the country is the same in regard to snow-fall, relative ease of road construction, and its gold bearing is also attracting increasing attention. From the headwaters of the Chilkat River to Haines there is probably somewhat more snow-fall, averaging about six feet per annum, which would, except for tractor (or other winter transportation), close the roadway for nearly six months of the year, leaving the road open to automobile traffic for about six months annually. The Chilkat country is also a gold bearing area.

The project which has challenged my interest, is to connect by highway the road now existing at or in the vicinity of the Nabesna Mine with the road now existing from Haines up the Chilkat-Kashini River to the Canadian Boundary. The distance between these two road-ends is estimated at about three hundred and fifty miles of road - or about two hundred and sixty miles in a straight line. Of this there would be about one hundred miles of road in American Territory in the interior and about two hundred and fifty miles of road in Canadian territory.

I believe it well to consider the advantages, and the disadvantages and objections to such a construction.

ADVANTAGES:

1. Relatively little snow-fall, permitting traffic in the interior during a comparatively long open season. *(The heavy dust and lead Chilkat) S.H.D.*
2. Relative ease of road building. *(White River to cross) S.H.D.*
3. Gold bearing country opened up for development.

4. Commercial communication by automobile in open season between the interior country of both Alaska and Canada with the warmer and protected waters of Southeastern Alaska.

This will permit mining supplies to be taken in directly by a cheaper means of transportation than now exists. *(Questionable doubtful) S.H.D.*

It will permit the concentrates to be shipped out more easily.

It will offer an opportunity to farmers and other homeseekers to establish themselves as the actual and prospective development of the country justifies.

It will permit the development of airplane landing fields in a territory which is already attracting attention as a route of communication from the interior to Southeastern Alaska and on to the outside.

5. Tractor (or other winter transportation) could operate

over the road even in the closed season. *(By plowing part of the road)*

6. Military communication by automobile in the open season. This would enable military forces to cross Canada by prior arrangement in case of domestic distress or disturbance.

7. A route connecting these interior areas with the outside by motor and water at a cost of construction far less than the proposed International Highway. If and when the proposed International Highway is completed, this road herein proposed would become either a part of the International Highway, or else an important feeder thereto. However, the early construction of the proposed road would no doubt afford development to a considerable part of Alaska and Canada long before the International Highway could afford an outlet to any part of Alaska.

8. This route would open up to automobile transportation to salt water all the territory now served by the road from Whitehorse to Kluane and its connections.

9. Much tourist travel which now stops at Skagway would go on by motor into the interior. This motor travel might be by the automobiles of the tourists, brought with them on the steamers, or by commercial bus-lines. *(Road) S. D.*

10. One tremendous advantage is that the terminal roads of this route already exist and only the connecting link is required to complete the route. As a corollary to this, is the additional big advantage that this route can be completed more quickly and economically than any other route from this large area to sheltered waters.

11. The route to Haines is the only known route of easy road construction to the waters of Southeastern Alaska.

DISADVANTAGES AND OBJECTIONS:

1. Territory over which proposed new construction would run is principally in Canada. This is an undeveloped country and Yukon Territory and British Columbia might not care to expend the funds required for their part of the project. If this should transpire, the Dominion would probably have to put up the money, which would require more time to convince the Dominion Government the desirability of

- a. Opening up a considerable part of their territory which is ready for development.
- b. Affording opportunity for development of this territory at a cost far less than the International Highway would require, and with a promptness much greater than the International Highway could provide. A guess at the cost of the road through Canadian Territory would be about \$700,000.00. *Heard about 5,000,000.00*

2. Objection on the part of the White Pass and Yukon Railway. The railway might advance the idea that if the Nabesna Road now in existence is connected with that now in existence from Whitehorse to Kluane, a route to sheltered waters would then exist via their railway; further, if roads be extended in Canadian territory without connecting with the American road on the Chilkat, the whole system would be in a region of light snow-fall which is one of the arguments in favor of the road, and would eliminate the only part of the auto route through the region of relatively heavy snow-fall.

While such an attitude would have truth in its favor in that the connection with the railway at Whitehorse would afford a longer season during which persons and cargoes could move to and from the entire area served by the road, yet the connection with the American road to Haines would, during the open season on that road, afford a cheaper means of transportation which the railway might seek to deny to the occupants of the area. An objection of this kind is quite a human one, but would be short sighted for the reason that anything that would serve to develop the back country would also serve to increase the business of the railway even during the open season on the Haines road, while during the closed season on that road practically all the business would go over the railway which would during that season enjoy increased business due to the development encouraged by automobile connection direct with sheltered waters. Should the railway manifest a desire to maintain itself on a bottle neck monopoly, there would be an opportunity for education in the value of the development of this country as a whole and in the value of proper competition.

3. Objection on the part of the steamer lines running to the Westward.

This is somewhat similar to the position on the railway referred to in 2 above. If the interior country be opened up by roads tributary to Cordova, Valdez, and Seward, but not with Haines, then they would get longer hauls for supplies intended for that country.

However, the development of the country as a whole means so much to the steamer lines with the outside that I believe such objections would not be heard. It is to be noted that the same steamer line which now runs to the westward also serves Haines.

4. Diverting attention from the International Highway. The International Highway has attracted rather widespread interest, and an attempt to put through this proposed road would serve to divert part of that interest from it to this lesser project, and might result in the two projects fomenting a hostility one to the other. *Yes*

As a reply to this objection, it seems probable that the construction of the International Highway is, on account of the great cost involved, a long way in the future, whereas the road herein proposed would cost about one twentieth of the estimated cost of the

International Highway, would afford relatively prompt development opportunity to a very considerable area, and once constructed would form an additional forceful argument for the construction of the International Highway. Should it transpire that the International Highway is to be constructed without delay, then I believe that the road herein proposed might wait until the International Highway is constructed, unless it can be undertaken concurrently with the construction of the International Highway- certainly construction of this proposed road should not be sought if it would prevent the immediate construction of the International Highway, but only in case, as seems probable, the construction of that Highway is considerably in the future, or in conjunction with that Highway.

5. Other road construction demanding attention.

This might be considered a corollary of No. 4 above. If the road proposed herein should command dynamic interest then possibly other road construction might make a bid for similar interest. If such construction can be shown to be of more value to a greater territory, affording more immediate opportunity for development, can be constructed more promptly and more economically than the road proposed herein, then it should properly receive such attention.

6. Connection with Haines via Bear Creek (Kelsall River).

The grade and river crossings required to connect with the road in existence at Pleasant Camp on the Klehini River may make it advisable to site the proposed road along Bear Creek (Kelsall River on Canadian Maps). This will probably make no difference in the Canadian part of the road, but would require new construction from Wells (about $24\frac{1}{2}$ miles from Haines) up the Chilkat and Bear Creek, a tributary of the Chilkat, to connect with the Canadian road at the border. If such construction should be required it would be only about 20 miles in a straight line through gold bearing country.

Without trying to arrange them in order of importance I have set forth above the advantages and objections which occur to me concerning the proposed road, and it seems to me that the advantages outweigh the disadvantages and objections to such an extent as to commend it to careful and favorable consideration.

As a means of arousing interest in this project and enlisting intelligent consideration of it by the people of Southeastern Alaska, I suggest that the Chambers of Commerce of the cities of that section be informed of the proposal for such a road and that the suggestion be made to them that they send representatives next summer in a joint trip by automobile into the interior over the Richardson Highway and especially over the new road to the Nabesna Mine, so that they can gain a defined physical conception of what the proposal is, the nature of the country through which such a road would run, and the important beginning that has already been made toward the realization of such an automobile road. The same suggestion might be made to other interested sections of Alaska and Canada.

It is my desire to send copies of this letter to several persons whom I know are interested in such a road; but I will not do it until I feel that you have no objection to my doing so. To that end I will not send any copies of this letter for one month after November 7th. If you should request that copies be not sent out, I will of course not do so.

In conclusion, I am not writing this letter in my official capacity as an Army Officer, but only as a man interested in the development of this northwest country including both Alaska and Canada.

Very truly,

Wm. C. Miller

Lt. Col. 7th. Infantry.

June 29, 1942

Glenn Carrington, Esq.,
91 Columbia Street,
Seattle, Washington

Dear Glenn:

Your letter of June 27, relative to highway construction in and to Alaska, was received this morning.

While I have always favored the building of a highway northwesterly from Haines into Alaska through Yukon Territory, I am certain that it would do little to fill our need for a supply highway to Alaska. While I am still favorable to the building of this road, I vigorously object to the suggestion that it will take the place of a highway from the States to Alaska. The idea that we can bring into the Territory the tens of thousands of tons of supplies needed there now, and the increasing volume that will be required in the future, by transporting those supplies over the Canadian National Railroad to Prince Rupert and thence by boat or barge to Haines and thence by truck into Alaska is to overlook entirely the strategic command of not depending entirely upon the sea for our transportation to Alaska, and also to overlook the congestion that is bound to take place in the additional loadings and unloadings of supplies which will be necessary at Prince Rupert and at Haines, and the delay that is bound to occur in the relatively slow transportation by barge between Prince Rupert and Haines. The road out of Haines northwesterly into Alaska would, indeed, be valuable as a part of our Territorial highway system and to connect southeastern Alaska with interior Alaska, but some people say that the highway to Alaska should not be built and that we should depend instead upon barge transportation from Prince Rupert to Haines and thence upon a highway to be built out of Haines into the Territory.

While I shall again invite the attention of the Army Engineers and the Public Roads Administration to the fact that much equipment and machinery for road building can be obtained in Alaska, there is always the question as to how much of that equipment will be availed of. I suggest that you again address letters on the subject to Brig. Gen. C. L. Sturdevant, Assistant Chief of Engineers, and to Hon. Thomas H. MacDonald, Commissioner, Public Roads Administration.

With kind regards, I am

Sincerely yours,

Anthony J. Dimond
Delegate

AJD/mlc

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Seattle

June 27, 1942



AIR MAIL

Delegate A. J. Dimond
House of Representatives
Washington, D. C.

Dear Friend:

I have noticed the newspaper reports of where you are urging the construction of the A route as a war emergency, and I am also glad to see where you are advocating a bonus on tin for the Alaska miners.

I am going to make a suggestion which I hope meets with your approval as I think it is highly important, particularly at this time, and that is that the road from Haines be constructed to connect with the International highway near Klaune Lake.

With what has happened at Dutch Harbor we can expect further raids, and this road would surely be of great importance in case of an emergency as the equipment on the White Pass is being taxed to the limit at present, and by barging supplies from Prince Rupert to Haines it looks like it would be the logical way to supply the interior in an emergency, and this would be a comparatively inexpensive undertaking.

A good many of the Alaskans think that not enough attention is being paid toward immediate defense of Alaska, and while the Army Engineers are evidently making very good progress from White Horse North, still the fact remains that none of the used equipment has left Fairbanks for White Horse. In fact, it was only this week that the Government appraisers arrived there, and the equipment for the White Horse end of the highway has not left Prince Rupert yet, and very little, if any, of the Iowa equipment has reached Valdez at this date.

A good many of the miners are having to curtail their operations as there have been so many unavoidable restrictions that it is hard for them to operate, as for instance, it is practically impossible to get oxygen for welding, and the Army took over the entire plant of the plant that was installed at Fairbanks last fall.

Delegate A. J. Dinond
Washington, D. C.

-2-

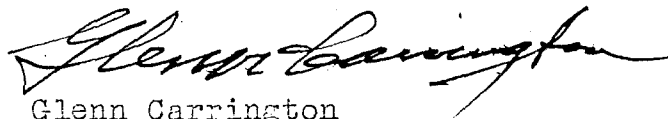
June 27, 1942

So many of the independent planes have been chartered by Government agencies that it is hard to serve the mining camps, and air mail and air express restrictions which will not permit over ten pounds from Seattle to Alaska is causing some very expensive delays.

The miners are taking this in good spirit and realize that these restrictions are for the most part very necessary, but they do hope that the Government agencies will buy their equipment during or at the end of the season instead of shipping new equipment into the territory, and I believe at this time some system should be inaugurated in buying up this equipment to be used as near as possible to the locality where it is now being used, and without a co-ordinator to handle this, it might mean tying up transportation facilities unnecessarily as was the case in shipping the Iowa equipment to Valdez, so anything you can do along this line will be greatly appreciated and would be a good war economy move at this time.

We all appreciate the good work you are doing, and with very best regards, I am

Yours very truly,



Glenn Carrington

GC:ap

FEDERAL EMERGENCY ADMINISTRATION
OF PUBLIC WORKS

WASHINGTON, D. C.

October 4, 1935.

IN REPLY PLEASE REFER TO

Asst. Admin. EWC:AMM

Honorable Arthur J. Diamond,
House of Representatives.

My dear Mr. Diamond:

In further reference to your letter of September 25 which I referred to the Department of the Interior, I note from the phraseology of the Act (Public - No. 345 - 74th Congress) Section 2, that the President is authorized to carry on the work of survey and location of the route for such a highway upon the conclusion of the negotiation and execution of the agreements with the proper Canadian authorities. Hence, even if funds were available for this purpose, according to my understanding it would be necessary for the agreements to be concluded first.

Irrespective of this, the PWA could only make an allotment of funds for this purpose through the Interior Department and due to the condition of our finances, I think the work on the proposed Alaska highway will have to await an appropriation from Congress.

Sincerely yours,



E. W. CLARK,
Executive Assistant.



RECEIVED
NOV 3 1933
A. J. DIMOND
DELEGATE

House of Commons
Canada
Punnichy.....ask.

Oct. 30th. 1933.

Anthony J. Dimond, Esq.,
Delegate to the Congress of the United States,
House of Representatives,
Washington, D.C. U.S.A.

Dear Sir,

I received your letter of the 13th. instant in due course, and have since had the opportunity of studying the report sent by you to me early in September. I am still of the opinion that it would be no good urging ~~the~~ the Dominion of Canada to take part in the building of the road suggested by you while financial conditions in the Dominion are in their present state. That the proposed road would open up a territory of quite unusual attractions from the tourist standpoint will be readily admitted. I imagine also that it would result in increased settlement in certain parts of British Columbia that are at present not occupied extensively. But I doubt if the people of Canada could be convinced that the advantages that would accrue would compensate for the comparatively large cost.

however, when Parliament convenes shortly, as it probably will do in January, I will take the opportunity of talking the matter over with some of the western representatives.

yours very truly,

HB/OJS.

A. Butcher
M.P.



HOUSE OF COMMONS
CANADA

THE SPEAKER

RECEIVED

OCT 17 1933

A. J. DIMOND
DELEGATE

Ottawa, Ont.,
October 17th, 1933.

Anthony J. Dimond, Esq.,
House of Representatives
Congress of the United States,
Washington, D.C., U.S.A.

Dear Sir,-

The Speaker has instructed me to acknowledge your letter of August 14th enclosing copy of the report submitted to the President by the special United States Commissioners appointed to cooperate with representatives of the Dominion of Canada in a study regarding the construction of a highway to connect the northwestern part of the United States with British Columbia, Yukon Territory and Alaska, and to form when constructed, an integral part of the Pan-American highway system, and to thank you for the same.

The delay in answering your communication is due to the fact that Mr. Black has been in the Yukon Territory all summer.

Yours very truly,

Secretary.

October 13th, 1933.

Hon. George Black,
Speaker, of the House of Commons,
Ottawa, Canada.

My dear Colonel Black:

Please let me thank you for having sent me
copy of the "Dawson Weekly News", issue of August twenty-fifth
last, containing the speech made by you at the Discovery Day cele-
bration at Minto Park on August seventeenth. I have particularly
noted the marked portion embracing your statement with respect to
the projected Pacific-Yukon Highway.

Sincerely yours,

Anthony J. Dimond,
Delegate.

AJD:EL

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United States Senate

COMMITTEE ON
AGRICULTURE AND FORESTRY

October 11, 1933.

Hon. Anthony J. Dimond
Delegate From Alaska
House of Representatives
Washington D. C.

Dear Mr. Dimond:

I appreciate your good letter of October 10th
and shall be pleased to talk over Alaskan matters with
you when there is an opportune time.

Cordially yours,



PN:EN

October 10, 1933

Hon. Peter Norbeck,
United States Senate,
Washington, D. C.

My dear Senator Norbeck:

That an estimate of the cost of extending the proposed International Highway to Point Barrow, as suggested in your letter of October 9, could have been made with very slight additional expenditure of time and money is true and it is to be regretted that the House did not adopt your amendment. Some day those figures will be wanted and the entire investigative machinery will have to be set up again.

The difficulty in actually getting construction started on the highway as a unit will be, as you have already discerned, in inducing Canadians to realize that the benefits to be derived from the road by the two nations will be in proximate ratio to the funds expended by each. Personally I have no doubt whatsoever that while completion of the highway will mean the beginning of a new era to Alaska, even more beneficial results will accrue to British Columbia and Yukon Territory. That is only natural. Thousands of motorists will start on the northern tour but will not go farther than British Columbia and Yukon Territory because of lack of money and time, and by the same line of reasoning Canadian territory tributary to the highway can be expected to attract more settlers than will go to Alaska. I believe I am correct in saying that revenue from tourists is now accounted a major "industry" in British Columbia. None the less the fact does remain that with the exception of residents of Yukon Territory and some in British Columbia, no particular enthusiasm has been displayed in Canada and a program of education by proponents of the highway is indicated.

Your interest and support is appreciated, and I should appreciate talking with you at your convenience

Hon. Peter Norbeck--#2

10/10/33

this and other Alaska matters. With the thought that they might be of use to you now or later, I am taking the liberty of sending you several additional copies of the International Highway report.

Sincerely yours,

Anthony J. Dimond
Delegate

COPY

DUNCAN U. FLETCHER, FLA., CHAIRMAN
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WILLIAM L. HILL, CLERK

United States Senate

COMMITTEE ON BANKING AND CURRENCY

October 9, 1933

RECEIVED
OCT 10 1933

A. J. DIMOND
DELEGATE

Honorable Anthony J. Dimond
House of Representatives
Washington, D. C.

My dear Mr. Dimond:

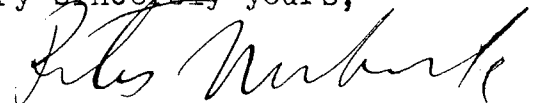
While at home in South Dakota, I received your favor of August 14, regarding the International Highway plan. I have also gone over the report pretty carefully.

It is not a new matter to me. I was a member of the Committee that recommended the legislation. I also offered an amendment shortly afterward which passed the Senate, but was not taken favorably in the House. It simply provided that this Commission should make an estimate of the probable cost of carrying the highway to Point Barrow, The Midnight Sun Point.

I was afraid at the time that we were asking Canada to do a great deal while we were proposing to do very little. It is hard to believe that Canada will take this report very seriously when it calls for expenditures mostly by them.

But I, for one, certainly hope that we will have a highway not only from the States to Fairbanks, but from Point Barrow to the Magellan Straits.

Very sincerely yours,



DW

March 6, 1934.

Honorable Cordell Hull,
Secretary of State,
Washington, D. C.

My dear Mr. Secretary:

Under the direction of the Department of State there was published during the summer of 1933 the report of the American members of an International Highway Commission appointed to study the feasibility of constructing a highway to connect continental United States with the Territory of Alaska.

Word has reached me recently that a separate report was made by the Canadian members of the Commission. I should be greatly obligated to you if you would ask U. S. consular officials at Victoria and Seattle if such a report has been issued. If it has, I should appreciate obtaining a few copies.

Sincerely yours,

Anthony J. Elson
Delegate

AJD:ELB

ADDRESS OFFICIAL COMMUNICATIONS TO
THE SECRETARY OF STATE
WASHINGTON, D. C.



DEPARTMENT OF STATE
WASHINGTON

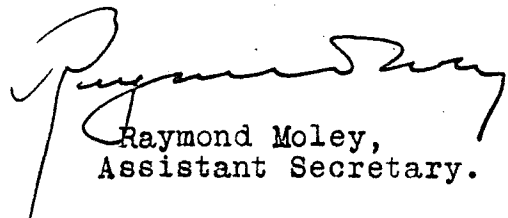
April 1, 1933.

The Honorable
Anton J. Diamond,
Delegate from the Territory of Alaska,
House of Representatives.

Dear Sir:

I am enclosing a communication which has reached this Department from the International Highway Association in the Territory of Alaska. Any comment which you might wish to make would be appreciated.

Very sincerely yours,


Raymond Moley,
Assistant Secretary.

2021-11-17 →

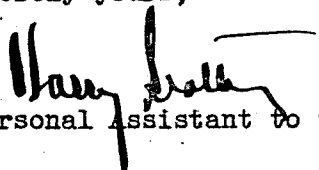
UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF THE SECRETARY
WASHINGTON

November 17, 1933.

Dear Bartlett:

Thanks for letting me see copy of the report
on the American-Canadian Highways. Some day I would
like to talk with you about it.

Sincerely yours,


Personal Assistant to the Secretary.

Mr. E. L. Bartlett,
Secretary to Delegate Dimond,
House of Representatives.

DEPARTMENT OF THE INTERIOR

OFFICE OF THE SECRETARY

FOR THE TERRITORY OF ALASKA

JUNEAU, ALASKA

EDWARD W. GRIFFIN

~~KARL THEILE~~

SECRETARY OF ALASKA

Nov. 15, 1933.

Hon. Anthony J. Dimond,
Delegate to Congress,
Washington, D. C.

My Dear Tony:

Enclosed please find copy of letter addressed to Hon. John W. Troy, Governor of Alaska, written by Lt. Col. Wm. C. Miller, Chilkoot Barracks, Alaska, together with copy of letter from Mr. Hawley Sterling, giving his views on the matter and my reply to Col. Miller.

We are enclosing these for your files which at a later date you may want to refer to when and if this proposition is applied for, for construction.

At the present time it will probably be held in abeyance until after something definite has been decided regarding the International Highway.

Yours very truly,

E. W. Griffin

EWG/Y
encl

Nov. 14, 1933.

Mr. Wm. C. Miller,
Lt. Col. 7th. Infantry,
Chilkoot Barracks, Alaska.

My Dear Mr. Miller:

Your letter of November 7th. addressed to Governor Troy has, in absence in Washington D. C. received consideration both by myself and the Alaska Road Commission.

While we consider the proposal for this road as outlined in your letter is a good one, we think that the matter of pressing consideration of it should be held in abeyance in so far as organizations are concerned until after the International Highway is settled as at present it appears that something will be done in the near future.

There is, however, no objections to your sending copies of your letter to your friends but would suggest that you request them at the same time-to hold the matter in abeyance pending settlement of the International Highway.

I might say that we are sending copies of your letter with our latter attached to Governor Troy at Washington for his information and desire in the matter and presume he will take the matter up with you direct.

We thank you for your very interesting letter and have no doubt that in some future time it will be very seriously considered.

Respectfully,

EWG/Y

Acting Governor.

C O P Y

November 13, 1933.

MEMORANDUM for Governor's Office.

The proposal by Col. Miller for a road connecting Haines and the Gulkana-Nabesna road is an old one and a good one.

However, the principal objection is to bring it before the public thru Chambers of Commerce at this time. The Chambers would not be interested and they would not take it up vigorously. There will be plenty of time to bring this up when the International Highway is definitely turned down.

The present proposed route of the International Highway would not be a part of the Haines-Nabesna road, which makes the latter a separate and distinct project. In all probability the Haines road would go direct to Whitehorse to connect with the International Highway. Another road from Whitehorse would connect with Nabesna, the International road continuing north to Dawson.

My recommendation is to write Col. Miller saying there is no objection to sending copies of his letter to his friends, but requesting that the matter be held in abeyance in so far as organizations are concerned until after the International Highway is settled, as at present it appears that something will be done in the near future.

Hawley Sterling
Assistant Chief Engineer A R C

June 11, 1935.

Dr. Ernest Gruening,
Director of Division of Territories and Island Possessions,
Department of the Interior,
Washington, D. C.

Dear Dr. Gruening:

Enclosed herewith is copy of telegram to the
President with respect to the Pacific-Yukon Highway bill,
which I have sent in harmony with your suggestion.

Please let me thank you once more for your
continuing and alert interest and effective support of this
project.

Sincerely yours,

Anthony J. Binond
Delegate.

REQUEST FOR XEROX COPIES OF ARCHIVAL MATERIAL

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ADDRESS REPLY TO
CHIEF OF ENGINEERS, U. S. ARMY
WASHINGTON, D. C.

WAR DEPARTMENT
OFFICE OF THE CHIEF OF ENGINEERS
WASHINGTON

REFER TO FILE NO. 611(Alaska)-287

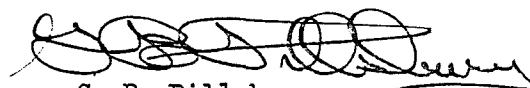
April 21, 1934

Honorable A. J. Dimond,
Delegate from Alaska,
House of Representatives,
Washington, D. C.

My dear Mr. Dimond:

In response to your telephone request to this office, I am pleased to transmit herewith a copy of the War Department's report of April 18, 1934, to the Chairman, Committee on Roads, House of Representatives, on H. R. 6538 to authorize the survey, location and construction of a highway to connect the northwestern part of the United States with British Columbia, Yukon Territory and Alaska.

Very truly yours,



G. B. Pillsbury,
Brigadier General,
Acting Chief of Engineers.

2 Inclos.,
Copy of Ser 288 - W.D. rept.;
Copy of this letter.

In reply refer to
E.D. 611(Alaska)-287

WAR DEPARTMENT
WASHINGTON

April 18, 1934.

Honorable Wilburn Cartwright,
Chairman, Committee on Roads,
House of Representatives,
Washington, D. C.

My dear Mr. Cartwright:

I am in receipt of your letter of March 24, 1934, requesting a report on H.R. 6538, to authorize the survey, location and construction of a highway to connect the northwestern part of continental United States with British Columbia, Yukon Territory, and the Territory of Alaska.

The specific project referred to in H.R. 6538 was studied by a special commission appointed by the President. The commission, which consisted of Mr. Herbert H. Rice, appointed as a representative of the National Automobile Chamber of Commerce; Mr. Ernest W. Sawyer, representing the Department of the Interior which has general supervision over the Government of Alaska, and Major Malcolm Elliott, Corps of Engineers, U. S. Army, appointed as a representative of the Alaska Road Commission, submitted an exhaustive report in 1933 which has been printed as Department of State Conference Series No. 14, a copy of which I am pleased to send you herewith.

The purpose of the proposed project is the construction of a highway to connect the continental United States road system with the existing road system in interior Alaska. Necessarily the route passes through British Columbia and Yukon Territory. While a definite location can not be laid down without detailed surveys it is known that in general it will be east of the coastal mountains. The tentative route discussed in the report follows the existing road up the Fraser River Valley in British Columbia to Hazelton, thence north to the headwaters of the Yukon River near the northern boundary of British Columbia, thence down the valley

611(Alaska)-287

Honorable Wilburn Cartwright.

of the Yukon River through Whitehorse and Dawson, Yukon Territory, and thence westward to Fairbanks, Alaska.

The existing Richardson Highway in Alaska with which the project would connect at its northern terminal comprises with its branches and extensions, a system of over 900 miles which connects the southern coast of Alaska with the Yukon River at Circle and has branches serving a large section of interior Alaska.

The total length of the international project measured from Seattle, Washington, to Fairbanks, is estimated to be 2256 miles. Of this distance 1073 miles of road have already been constructed leaving approximately 1183 miles of new construction to complete the project. The uncompleted mileage is subdivided as follows:

In British Columbia	----	520 miles
In Yukon Territory	----	480 "
In Alaska	----	183 "

The commission finds that the highway is a feasible project and can be built at a reasonable cost which should not exceed \$2,000,000 for the Alaska section and \$12,000,000 for the Canadian section and that the benefits to be gained from the project from the American point of view are:

(a) Development of Alaska through making the territory accessible by highway, resulting in an increase of population and consequent increase in revenue from taxes, tending to decrease the present necessity for Federal appropriations for the support of the territory.

(b) The road would be a great contribution to the welfare of American citizens now living in Alaska under adverse conditions, by providing a physical connection with the vast continental road system.

(c) Opening of new country that is now practically inaccessible, giving opportunity for settlement, investment of capital and employment.

611(Alaska)-287

Honorable Wilburn Cartwright.

(d) The new road would make accessible to the continental highway system the existing road net in central Alaska comprising about 900 miles, providing a new and valuable area for exploration, for recreation, or for business purposes.

(e) The highway would foster air commerce with Alaska by furnishing a guiding landmark and providing service to aviators along the most practicable flying route to the interior of the territory and to Asia.

(f) Promotion of friendly relations between citizens of United States and Canada.

The Commissioners' recommendations are that negotiations be conducted with Canada through regular channels to arrange for a survey and location of the most practicable route, that suitable allotments or appropriations be made available to the proper agency for carrying out the purposes of any such agreement, that the road construction programs of the respective governments conform so far as practicable to the general route of the proposed highway and that immediate consideration be given to the construction of the Fairbanks-Dawson section of the route in order to provide an early connection between these two communities.

The report of the Commission does not, however, make the definite statement that the project is "economically feasible", and the War Department is not prepared to answer this question. The War Department does concur in the Commission report, however, which finds the road to be feasible from an engineering standpoint and that it can be built at a reasonable cost.

Sincerely yours,

(s) Geo. H. Dern

Secretary of War.

4 Inclos., viz:

Sub. 1-H.R. 6538, 73/2;

Sub. 2-Ltr. from Sec. Interior to Mr. Cartwright;

Dept. of State Conference Serial No. 14;

Copy of this report.

FEB 16 1938

ADDRESS REPLY TO
DIVISION ENGINEER

WAR DEPARTMENT
CORPS OF ENGINEERS
OFFICE OF THE DIVISION ENGINEER
UPPER MISSISSIPPI VALLEY DIVISION
ROOM 831 U. S. COURT HOUSE AND CUSTOM HOUSE

Copy

ST. LOUIS, MO, February 16, 1938.

Mr. E. Douglas Harris,
2500 Irving Park Road,
Chicago, Illinois.

Dear Mr. Harris:

In reply to your letter of February 9th regarding the proposed highway to Alaska, I am pleased to furnish the following answers to your questions, numbered as in your letter.

1. I do not know of any estimate by either the U.S. or Canadian authorities of the time necessary to complete the survey. Such survey could probably be made if pushed vigorously in one or two seasons. No surveys are in progress so far as I am advised.

2. There is very little opposition to the project except some sentiment in British Columbia that the allocation of funds to the Alaska highway would tend to deprive the trans-Canada highway of needed funds. The principal obstacle to the Alaska project is lack of funds especially in Canada.

3. The highway as now projected would not reach McKinley Park. An extension to the park either from McCarthy, on the Richardson Highway, or from Fairbanks would be feasible.

4. The general sentiment in Yukon Territory, including government officials, was favorable to the project provided it was routed through Dawson and the major part of the cost was provided by the Canadian government. Yukon, with a population of less than 10,000, would be incapable of financing their section of the project.

5. Neither airlines, railroads or steamship lines are in active opposition. Such airline officials as I contacted several years ago were heartily in favor of it as they felt the road would favor their operations by facilitating the construction and operation of suitably located airfields along the air route.

I understand that efforts have been made to enact legislation in Congress in furtherance of the project. May I suggest that you communicate with Hon. A. J. Dimond, Delegate from Alaska, House of Representatives, Washington, D. C., for information on the status of any such legislation.

Yours truly,

Malcolm Elliott,
Lieut. Col., Corps of Engineers,
Assistant to the Division Engineer.

cc: Hon. A.J. Dimond,
Delegate from Alaska,
House of Representatives,
Washington, D. C.

CONCLUSIONS

It is generally conceded that Alaska's weakness is surface land supply, particularly in a military emergency.

The Eastern route, as now being constructed, does not, and apparently intentionally is not, designed to serve this fundamental purpose. It seems to be for the service of air fields only. Its point of connection, Dawson Creek, is practically inaccessible to existing roads.

(1) Dawson Creek is 1900 miles by road from Seattle, the nearest point of adequate supply and reinforcements to the Territory. By the westerly route it is only 600 miles to Prince George, a much more efficient connection. For the purpose of comparison of distances, Seattle is used as an initial point, but other Western cities can be used equally well.

(2) It is 1420 miles from Seattle to Dawson Creek by rail, as against 938 miles from Seattle to Prince George. It requires by rail, 17½ hours more travel time to reach Dawson Creek from Seattle, than it does Prince George. From the East (Chicago, St. Paul, etc.,) it requires three hours more straight travel time to reach Dawson Creek, than it does Prince George, because the railroad from Edmonton to Dawson Creek is a low-grade, badly ballasted line.

(3) Inasmuch as the selection of the airfields, which has predetermined this Easterly route, was very apparently made without information and consideration as to the possibility of ground supply, and that to date there is no detailed information showing practical^o possibility for ground supply, it is impossible to describe the route in detail. However, it is known to the Canadian and American Commissions that the greater part of

the distance from Dawson Creek to Fort Nelson is in muskeg - northern swamp-land area - generated by thawing ground. In such areas it is impossible by any application of force to secure speedy construction. Only many years of drainage can obtain doubtful results.

The latest map information accumulated by the U. S. Geological and Army surveys, and work of the British Columbia-Yukon-Alaska Highway Commissions, indicates that from Watson's Lake to Whitehorse, part of the line is in a high, mountainous area for over one hundred miles. Such maintained elevations in the north generate such climatic conditions affecting construction and maintenance, that no ^{competent} engineer in his right ~~mind~~ ^{willingly} would advocate this construction. On the height of land the area is practically treeless, the ground here never thaws, road construction material is practically nonexistent, and this high, wind-swept area is subject to heavy snow throughout nine months of the year. Maintenance and operation of a roadway through such country is simply so uneconomic as to be impracticable, unless some lower, unknown pass can be discovered.

It is apparent, therefore, that this route cannot be incorporated into an advantageous supply route to Alaska. Everything indicates that the Eastern route was established by pilots ~~as~~ ^{as} merely an air lane. The problem of the general ground supply to Alaska could not have been given due consideration by ~~the Permanent Joint Board on Defense~~. It became apparent that for the large job of heavy war air transport, two airports must be ~~served~~ ^{served} by road. Apparently, then, the idea of incorporating this road into the Alaskan Highway scheme later obtruded. This planless evolution is now the dominant idea. The supply efficiency of the Highway system is destroyed to serve a very limited purpose.

The Chairman of the Canadian-Alaskan Highway Commission, ~~Honorable Charles Stewart~~, became so concerned about the mislocation of the Eastern route, that he both wrote and telephoned the American-Alaskan Highway Commission warning us that a serious blunder was being made.

It is stated that the Eastern route MUST be built to serve the neophyte fliers of fighter planes. They must have a land road guide so as not to be lost between landing fields, and that these fliers must have level terrain to fly over. The Eastern route is presumed to serve these considerations except in that portion between Watson's Lake and Whitehorse. ~~The~~ assumption that the Eastern line is a satisfactory air route is disputed by almost every American aviator with knowledge of the country. ~~This~~ seems to be substantiated by the fact that ^{many} military planes have been wrecked between Watson's Lake and Whitehorse.

There is no necessity for this Eastern route, because:

(1) The air-bases at Watson's Lake and Fort Nelson can be served by air ferry from a field at Dease Lake on the Westerly route.

(2) The Easterly route from one field to another can be swamped out and marked distinctly without a road. It is possible, also, to find sufficient dry ground for emergency landings.

In connection with: (1), Air Ferry will have to be instituted in the construction of the Easterly route, as it cannot be constructed efficiently from one end. Therefore, a base will have to be built at Dease Lake, which may be supplied by river boats and air ferry up the Stikine from Wrangell, Alaska. When this is done, an experienced air ferry will be in existence.

If the Western route is then built to Dease Lake from Prince George,

a still more efficient supply to the air fields can be maintained.

The Westerly, or A route, proposed by the American Commission and now endorsed by the Canadian Commission for military purposes, was projected as both a SUPPLY LINE, and strategically as a base of attack on an enemy attempting to destroy the exposed coastal air bases and the coastal cities.

The basis of all military strategy is speed of surface transport.

The supply base for all of Alaska at present is Seattle. Seattle is the point of embarkation for men and materials destined for Alaska. For this reason, immense supply depots have been built there. Supplies presumably sufficient for the needs of Alaska are, of course, in these depots. Therefore, in case of supply emergency resulting from the severance of vulnerable Alaskan sea lanes, the supplies must be shipped out of Seattle, by road and rail. There is no other present supply depot available west of St. Paul or Chicago, 2000 miles. For these reasons the Commission, appointed by the President for the selection of the best route, chose the Western route with Prince George as the point of junction with the continental road and rail system of North America. Prince George is on the main line of the Canadian National Railroad, 900 miles from Seattle. It is 600 miles from Seattle by road. In point of rail travel time it is the most efficient junction either from the South, the West, or the East. Therefore, from consideration of the above factors, a straight line was projected from Prince George to Fairbanks. Fortunately, the topography presents a close adherence to this line. The intermediate route, or B route, as first favored by the Canadian Commission is also possible of construction after careful study. All other routes were eliminated as being unsuited for highway purposes, including ^{following} the air-route from Edmonton.

Because of the directness of the A route, it is the one flown by

the Pan American planes in their trips to and from the Territory.

Studies of the route, as a gravelled road, made by the Washington Motor Transport Association of the Pacific Northwest, indicate that with supply depots at the termini and gas and repair stations, etc., it would require a fleet of 353 trucks to land 1000 tons per day at Fairbanks or Anchorage by highway from Prince George. The estimate was based on Diesel trucks of 17 tons capacity. Of course, the figure of 1000 tons is merely a convenient figure for purposes of estimation. As there would be only one hundred and twenty trucks per day on any part of the road, the traffic would be well within the capacity of a well gravelled road. The estimate of 1000 tons is about eight times greater than the normal civilian consumption of the Alaskan interior. With such a road located as it would be within a hundred and fifty miles from the coast and accessible from many points, both by air transport and by water; because the route is adjacent and parallel to river, lake and low-grade roads; and because the route, defined by careful reconnaissance, allows work to be started at many points simultaneously, these factors guarantee speed of construction.

It is evident from this location that the highway, supplied with air-bases along its route, would be second line of offense and defense if an enemy attempted to destroy the coastal air bases and cities which are exposed to an attack.

It is a fallacy to think that the Western route cannot be implemented with airfields and emergency landings. With the ribbon of the highway and airports, it is just as efficient as the Eastern route. Photographs prove this statement. In fact, the Pan-American subsidiary, the Pacific-Alaska Airways, flies this route without accident, even though this company has been estopped from building an intermediate landing field at Dease Lake.

All favorable features of the Western route are completely lost if the Eastern route is the only route built.

The Eastern route, four hundred miles from the coast, is too remote ^{from} to levy attack on an enemy fleet with fighter-escorted bombers.

Possibly the Eastern route is safe from attack from carrier planes, but the same can be said of the Western route, because, as pointed out by a Naval Officer, a carrier plane would find it difficult in the restricted, fog and rain saturated channels to gain the speed needed to launch planes and would be forced to sea for this purpose, and would then be too far away for a successful attack on the highway. The experience on the apparently vulnerable Burma Road with its many high bridges and steep mountain sides amply demonstrated the futility of bomber attack on a road. Summing up the points covered:

- (1) The Eastern route cannot, by any possible compromise, be made a satisfactory supply line to Alaska.
- (2) The Eastern route is not, and cannot be, a base for attack on an enemy fleet off the coast of Alaska.
- (3) The Eastern route is located in such terrain that it cannot be built in a reasonable time.
- (4) The Eastern route is merely a line for fighter planes en route to Alaska. Even for that purpose it is demonstrated to be a highly dangerous flight.
- (5) If the Eastern route is to be flown as an alternate, it should be merely blazed and identified without a road and supplied with emergency landings.
- (6) The Eastern route, air fields can be more efficiently supplied by air ferry from Dease Lake on the Western route, than it can be by road.

(7) There can be no successful attempt to hook up the Eastern route with the Pacific Northwest without introducing two hundred miles more distance and ^{then} attempting to build a road from Watson Lake to Whitehorse, over a difficult country. ^{Canadian engineers searched for and failed to find a suitable location here} For planes from the Coast, the Rocky Mountains would have to be crossed twice.

The recommendation of this Commission ^{now and is now} ~~is~~ that construction of the A Route, from the rail head at Prince George, be commenced at once, ~~and that~~ ^{and that} ~~the~~ air field at Fort St John and Watson Lake be

abandoned and new ones constructed on the A Route. ^{would be same thing, a} ~~would be same thing, a~~ ^{time and money} ~~time and money~~ ^{of the} ~~of the~~ Canadian Commission estimate that the road under construction will cost not less than \$70,000,000. ^{at the best there} ~~at the best there~~ can now be a road available only for winter travel ~~between~~ ^{between} Fort St John and Watson Lake with ~~a~~ ^{double} crossing of the mountains between Watson Lake and Whitehorse. ^{hoping against} ~~hoping against~~ hope this Commission believes that ~~the~~ ~~the~~ ~~any~~ ~~thing~~ like a straight route following the ^{present} ~~line~~ ^{line} of flight is practically impossible. #

RECD AUG 29

WAR DEPARTMENT
OFFICE OF THE DIVISION ENGINEER
UPPER MISSISSIPPI VALLEY DIVISION
CORPS OF ENGINEERS, U. S. ARMY
ROOM 815 VICTORIA BUILDING
P. O. DRAWER 1468, CENTRAL STATION

FILE NO. _____

ST. LOUIS, MO., Aug. 27, 1935.

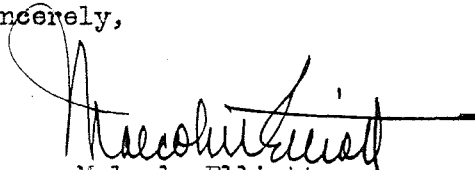
Hon. A. J. Dimond,
Delegate from Alaska,
House of Representatives,
Washington, D. C.

Dear Mr. Dimond:

I wish to thank you for your sending me the information, with your letter of August 23, of the favorable action by Congress on your Alaska Highway bill. Even though the authorization for the appropriation of funds was withdrawn, the legislation as passed sets up adequate machinery for further constructive steps in furtherance of the project. I am hoping for continued progress.

Thank you also for your congratulatory remarks on my promotion. Mrs. Elliott and the girls join me in best wishes to you all.

Yours sincerely,


Malcolm Elliott,
Lieut. Col., Corps of Engineers.

THE WHITE HOUSE
WASHINGTON

June 2, 1938

My dear Mr. Dimond:

I have your memorandum of May 25, 1938, asking me to support an amendment to the Relief Bill which would set aside a sum not to exceed \$20,000,000 to be used for the construction of the proposed international highway connecting the continental United States and Alaska.

As you know, I am interested in the project and have repeatedly so stated.

We have taken the matter up with the Canadian Government on various occasions and have had no favorable response from them despite the interest of the Premier of British Columbia.

I, nevertheless, feel that the amendment should be supported and am glad to so state. As drawn, it would become effective only in the event we were able to get the Canadians to agree. Since we expect to continue our efforts in that direction, it would be useful to have the funds available should we obtain their consent.

Very sincerely yours,

S/ FRANKLIN ROOSEVELT

The Honorable
Anthony J. Dimond,
Delegate from Alaska,
House of Representatives.

C O P Y

January 29, 1938

MEMORANDUM FOR THE HONOURABLE THE PREMIER.

re Alaska Highway Routes

In considering a highway connection between the present British Columbia road system and that of Alaska, two broad alternatives appear: 1st, some route immediately east of the Coast Range may be followed with the Hazelton vicinity as its starting point, or 2nd, the Rocky Mountain trench route may be followed with Prince George as its starting point. These alternatives, which may be referred to as the western and eastern routes, respectively, differ greatly in such characteristics as length, cost and snowfall, and they also differ in their proximity to existing communities. From the western route it would be possible, even though very difficult and costly, to connect by branch roads with Stewart and Hyder, Wrangell and Juneau. From the eastern route branch roads might easily connect with the Peace River country east of the Rocky Mountains or might with much greater difficulty traverse the Liard River toward the Great Bear Lake mining region.

Western Route

Although it offers the lowest passes of any of the western routes, the Naas - Iskut location to the Stikine crossing has such an excessive snowfall that it appears impracticable, and it is probable that a western road would have to follow roughly the route indicated in full line on the map herewith. Between the Skeena and the Stikine River this route would encounter high summits and a heavy snowfall, would be too far east to benefit mining associated with the

Coast Range Batholith, but would cross the Groundhog coal field. The pass at the head of the Klappan River has an elevation of about 5176 feet and T.H. Taylor, B.C.L.S., reported in 1913 and 1914 snow in the upper Skeena Valley for dog sleighs up to June 20th, and snow 6 feet deep in the valleys near the high pass at end of March with drifts remaining on August 3rd, 1914. North of the Stikine the western route would cross a plateau over 5,000 feet in elevation and would farther on traverse the producing gold mining area about Atlin before reaching the present route of travel between Skagway and Dawson. The Alaska boundary might then be reached either via Whitehorse and Klauane Lake or via Dawson and the road westward therefrom, both these routes requiring revision and new construction. Alaska engineers report that from either of these termini connection with their road system is feasible.

Eastern route

The Eastern or Rocky Mountain Trench route would reach Finlay Forks either via Summit Lake and the Parsnip River Valley with a maximum elevation of 2500 feet or via Fort St. James and the present passable road to Manson Creek, the latter crossing the Arctic Divide at an elevation of 4900 feet. It would then follow the wide valleys of the Finlay, Fox, Kechika, Turnagain and Liard rivers to the tributary Frances River, and would follow the Frances and Finlayson rivers and cross the Liard - Yukon divide at an elevation of 3150 feet to reach the Pelly river, and would then follow the Pelly to the present travel route between Skagway and Dawson. The route might then turn northward to Dawson and thence westward to the Alaska boundary, or might turn southward to the vicinity of Whitehorse and reach the Alaska boundary via Klauane Lake. This entire route is through a country of comparatively light precipitation and snowfall and from it the eastern contact of the Guineca batholith and the granitic axis cut by Dease River and Pelly River, with its rich gold possibilities is within easy reach. These rich possibilities extend the entire length of the route, as Dr. Dawson's report shows, and are a strong factor favouring the eastern route.

Jan. 28, 1938

The route from Prince George to Sifton Pass at the Finlay - Liard divide has been covered by B.C. Land Surveyors; from Fort Graham on the Finlay to the Liard - Yukon divide it has been described by Inspector Moodie of the N.W.M.P. who sought a wagon route in the year 1898, while from the Liard to the main Yukon river it has been described physically and geologically by R.C. McConnell and Dr. C.M. Dawson of the Geological Survey. From the Finlay river northward it passes through a grazing country abounding in moose, caribou, sheep and goat and where in climate the low altitudes offset the higher latitudes. Mr. Hart, who crossed this country in 1912, enlarges on the great areas of agricultural lands in the Kechika and Turnagain valleys and Dr. Dawson also lays stress on these possibilities further north-west, but more data on summer frosts and growing season would be necessary before a true value could be placed on these lands.

As the Eastern route throughout follows river valleys it seems certain that gravel for construction and maintenance would be available at short intervals, an advantage much less evident on the Western route.

Costs

In the absence of good topographical maps and of any complete reconnaissance, any estimates of cost can be little more than intelligent guesses.

The figures following for the Western Route are based on the compilation of facts as at October 9th, 1931, by Mr. Napier of the B.C. Public Works Department, in so far as the route through British Columbia is concerned, and on the "Report of the Commission to Study the Proposed Highway to Alaska", which Commission reported to the U.S. Government on May 1st, 1933, in so far as the route through Yukon and Alaska is concerned. Mr. Napier's compilation was based on the best information available but had to depend largely on hasty reconnaissance work carried out by Col. Rolston and J.H. Gray, partly from an aeroplane. The Yukon territory figures were prepared by Mr. J.H. McNeil, Superintendent of Highways for Yukon and the Alaska figures were supplied by the Alaska Highway Commission. Mr. Napier's total cost for the B.C. section is \$10,000 lower than the total given in the U.S. Commission report, but the latter professes to cover a 16 foot graveled surface whereas Mr. Napier's estimate is for an 8 foot graveled surface with the necessary ditches and passing places. The Commission figure is evidently too low for a 16-foot width.

Jan. 29, 1938

Western Route

B.C. Section - Hazelton to Yukon Boundary, near Atlin with necessary bridges and 8 ft. gravel surface.

580 miles new construction at \$12,500	\$7,250,000	
30 miles to improve	<u>50,000</u>	\$7,300,000

Yukon Section from B.C. Bdy. near Atlin and via Whitehorse and Dawson to Alaska Bdy. with necessary bridges and 16 ft. gravel surface

530 miles new and to improve, total (Average cost \$8,830 per mile)		4,680,000
--	--	-----------

Alaska Section from Yukon Bdy. 65 miles west of Dawson to McCarty on the present Richardson highway 91 miles south of Fairbanks, with necessary bridges and 16 ft. gravel surface.

183 miles new construction (Average cost \$10,765 per mile)		1,970,000
--	--	-----------

\$13,950,000

Eastern Route

Due to lower altitudes, flatter cross-section, lower precipitation, longer working season, more gravel and less rock there is no doubt but that construction costs in British Columbia, on the Eastern Route would be much less per mile than on the Western Route. Putting this saving at a very moderate 20% per mile over the Western Route would give costs as follows for a road of similar construction.

B.C. Section Prince George to Yukon Bdy. via Summit Lake.

562 miles new construction at \$10,000	\$5,620,000	
32 miles to improve, say	<u>50,000</u>	\$5,670,000

NOTE. Route via Manson Creek would be 83 miles longer and reach elev. 4900 instead of 2600, but would give 95 miles less of entirely new construction

Yukon Section

415 miles new construction at \$10,000	\$4,150,000	
234 miles to improve at 7,500	<u>1,680,000</u>	\$5,830,000

Alaska Section

Same as on Western Route		<u>\$1,970,000</u>
--------------------------	--	--------------------

\$13,470,000

Jan. 29, 1938

The probability of abundant gravel and the lighter snowfall should make maintenance costs on the Eastern route much less than on the Western route and the lower altitudes would lengthen the snow free period.

General

The lure of the Midnight Sun and the romance of Alaska will draw tourists to that Territory as the main attraction. These tourists will be mostly Americans and the time and distance necessary for the trip will influence their number. All tourist studies show that cars visiting a given point of great interest diminish in increasing ratio as distances from home increase and on the average it has been found that 15% of the out-of-State cars will travel 1,000 miles but that only 5% will go 2,000 miles from home. From this it seems evident that any saving in the length of road to Alaska will increase traffic in almost geometrical ratio. From Vancouver to Fairbanks by the Western (Hazelton) route is 2,242 miles, while via Prince George, Summit Lake and the Eastern route it is 2,033 miles, a saving of 209 miles. The longer season for snow free travel should give an additional advantage in number of cars to the Eastern route.

In scenery the Western route will give a distant view of the Coast Range, while the Eastern Route will have the Rockies and the romantic appeal of Peace River. The beauty of Atlin may give an advantage to the Western route but the dull upper Skeena and the plateau north of the Stikine will probably offer less in scenery than any part of the Eastern Route in British Columbia. The Kechika is described by Major Hart as the most beautiful valley in Northern British Columbia.

In the probability of opening up new mines the Eastern route offers most promise, and as an aid to aviation it offers a flying route with more stable weather and where emergency landings can more easily be provided. If coastal navigation were made risky by war, food and other supplies could more safely reach Alaska by the Eastern route. The sole advantage of the Western route seems to be the doubtful feasibility of getting branch roads to Alaska panhandle centres and to its putting Telegraph Creek and Atlin on the direct route. Against this may be set the feasibility of giving road connection to the populous Peace River area east of the Rockies.

A map with the Western and Eastern routes shown as A and B respectively is herewith.

Surveyor General.

October Twelfth
1935

Col. E. W. Clark
Executive Assistant to the Administrator
Federal Emergency Administration of Public Works
Washington, D. C.

My dear Colonel Clark:

Please refer to your "Asst. Admin. ENC:ANM."

Receipt is acknowledged of your letter of October 4th with respect to the allotment of funds for preliminary recognition of that part of the Pacific-Yukon-Alaska Highway which lies in the Territory of Alaska in which you call my attention to the phraseology of Section 2 of the Act providing that the President is authorized to carry on the work of survey and location of the route for such a highway upon the conclusion of the negotiations and execution of the agreements with the proper Canadian authorities.

The preliminary survey work suggested in my letter of September 25th can be fully justified by the local development which would ensue upon the construction of the road in Alaska. Even if the road is never built through Yukon Territory and British Columbia, there exists ample economic justification for the construction of a road easterly from the vicinity of Fairbanks to the international boundary line west of Dawson. In the past years much gold has been recovered from this region and the Department of Agriculture officials in Alaska have reported excellent agricultural land to the extent of about 750,000 acres which would be opened up and rendered accessible by this road.

In this connection it is worthy of note that a road already exists westerly from Dawson to a point about fifteen miles from the international boundary so that if a road were built easterly to connect our own Richardson Highway with the international boundary, the Canadians would doubtless complete the remaining fifteen miles of road and we would then have a road through Alaska to Dawson in Yukon Territory.

Of course it is obvious that in building this road we should be careful to have it in the proper location so that if the complete highway through Canada to the United States is finally constructed, as we hope and expect it will be, that part of the road which lies in Alaska will have the best possible location so as to give facility to the through as well as to the local traffic.

Col. E. W. Clark

2.

But at the present time I believe that we should proceed with our part of the road as a local road only, having always in mind the larger use to which it may be put when the complete Pacific-Yukon-Alaska Highway is built.

Sincerely yours,

Anthony J. Dimond
Delegate

AJD:B

COPY

Fairbanks and vicinity

PETITION FOR COMPLETION OF HIGHWAY TO LIVENGOOD ALASKA

To the Hon. Anthony J. Diamond
Delegate to Congress from Alaska:-

The undersigned, residents of communities that will be benefited by the completion of the highway from Olnes, Alaska, to Livengood, Alaska, respectfully request that you give earnest consideration to the following:

The town of Livengood is the principal settlement in the Tolovana Mining District. This district contains many gold bearing streams and has produced many million dollars worth of placer gold. There still remains large deposits of gold bearing gravels and it is conservatively estimated from recent prospecting that there are more than Twenty Million Dollars of gold in the deposits that can be worked at a profit by large scale operations. This would give employment to a large number of laborers for many years.

The Tolovana District has never had adequate transportation facilities and a public road to the district is badly needed to serve the residents and to assist in the development of the mines. At present all machinery and supplies have to be taken in by sled in winter and by airplane in the summer.

In the summer of 1934, the Alaska Road Commission started the construction of a public highway from the town of Olnes - which is connected with the Fairbanks system of public roads- to the town of Livengood, a distance of slightly more than sixty miles. The Commission expended approximately \$330,000.00 toward the construction of this road but it is unfinished and impassable. It is estimated by the Alaska Road Commission that it will require approximately the sum of \$300,000.00 to finish the road and put it in condition for the transportation of supplies. Unless this is done soon, the work already performed on the road will be wasted.

WHEREFORE your petitioners respectfully urge and pray that you use every effort to secure an allotment from the Public Works Administration, or a direct appropriation by Congress of the sum of Three Hundred Thousand Dollars for the completion of the public road from Olnes to Livengood, Alaska.

Northern Commercial Company

<i>W. H. Weston</i> Agent	<i>Mrs. Lee Clark</i>
<i>Paul W. Adams</i>	<i>Paul Stewart</i>
<i>Lela Morgan</i>	<i>R. B. Livesley</i>
<i>H. S. Lacey</i>	<i>W. H. Lacey</i>
<i>George P. Foster Jr.</i>	<i>J. H. Lacey</i>
<i>Edgar M. Chamber</i>	<i>J. L. Lacey</i>
<i>Lee Linn</i>	<i>C. Linn</i>
<i>Robert H. Lusty</i>	<i>Paul H. Shannon</i>
<i>Joe J. Nicholoff</i>	<i>Kenneth C. Voight</i>
<i>Carl Dalbey</i>	<i>Donley C. Keefe</i>
<i>W. A. Browne</i>	<i>Verla Johnson</i>

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George Hawley	P. Engebriksen
M. Bolander	Northrup Sage Rent Bros
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Ben Morrissey	Mrs C. V. Carlson
Doris Faroe	Mrs Harry Mudge
S. P. Kaborch	Jack Slooff
James H. Finley	Mrs. Russell Trimble
John J. Losey	John Stultz
Carl F. Blingler	Jack Kelly
Joe Osborn	Mrs. A. W. Lilliedale
Wiel Hornum	Red Larson
W. M. Tibbitts	George O. Conroy Klein
Frank Stearns	Leonard W. Swanbeck
Gas Hunter	Wiley Howard
A. McDonald	Dan Bissell
Robert Lanning	Chester Bakke
James Ferris	Eva Grapss
George Murnhall	Mike Tymore
Norman Hartung	Alex Tuloff
Elmer Cornice	Wm J. Kruick
Hel Carlsson	W. Kerns
Lars Nelson	Chris Petich
Charles Johnson	O. G. Birney
Thos. H. Quirk	S. A. Schmidt
Mrs. Tullitt	A. M. Capewell
Mike Agkaba	Mrs. J. L. Blockhouse
Arthur Kondamine	Miss Audrey Dickerson
N. Nagengast	J. Rex Peterson

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L. Beze	Ben Brumpp
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John Lettigan	Mrs Ernest J. Rupert
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George Bashuis	Ralph J. Kubon
W. B. Steward	L. H. Collett
Tony Rodak	Gas. R. Sloan
Neil McDonald	Paul Saepo
Joe M. Ahling	Fred Wolby
Carl L. Kenney	Wilfred Bruce
E. A. Mageria	John Johnson
A. L. Farvis	W. Kelly
Joe Darcy	M. W. Maher
Clarence Ulrich	R. H. Coney
Rex Myhrberg	A. G. McCord
F. J. Hart	Robert Shirley
W. N. Watson	David Mitchko
John O'Brien	John Estelmann
Michael E. Seiler	W. Roswell
W. S. Wertz	H. Anderson
Martin Blainch	Ray McGojil
A. F. Loungan	J. Strandberg
Fred Fobler	R. O. Banks
T. M. Donald	Louis Nelson
E. B. Weaver	Harold Bodin
J. P. McFinnis	Leif Juviker
Frank Wright	John Jenson
Mrs Luther C. Hess	Quinn Collins
Luther C. Hess	Emil Larson
Charles Halby	Harold Christensen
Chas Denton	Victor C. Rivers
Lorne McIntosh	Am. J. McCarty

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Chas. McSwath	John Hennings
Peter Doherty	Dennis J. Het
Joan Home	W. S. White
Albert Beerli	Wm. E. Wickstrom
John Meyers	Edward H. Carr
Dan McDonald	Joseph J. Raetz
J. K. Cross	H. E. Raymond
Adolph Olsen	Al Shieber
Sam Hjorth	Frank Conway
Edward Thomas	Linger Landkonef
R. W. Chauva	Matt Hermanson
Harry A. Ray	Tom Radonck
James Mooney	Evan Miller
James Meigs	Perry Shyman
Edsore	John Hopkins
John Wikman	Forest Hopkins
Ernest Tadaish	Don J. Miller
Alex Gumbach	Mudon H. Miller
Osorealo	Mrs. J. H. Sullivan
Marto Bogdanoff	J. H. Sullivan
Joe German	J. H. Hood
Wally Labasky	J. H. Seel
J. F. Wallen	Mrs. R. R. Harker
L. S. Prigel	R. B. Harker
John Borgeson	Dick Johnson
A. S. Martin	R. C. Rathenburg
Carl W. Nelson	Mrs. R. C. Rathenburg
Chas. E. Jones	G. A. T. Sandy
E. W. Anderson	John L. McGinn
Emery E. Petros	Samuel Wickstrom
Geo. Smith	Mrs. Reginald Wickstrom
Abel Anderson	Wm. Edmanson

Fairbanks and vicinity

James McDonald	John Murray
J. F. McGaughey	Edmund Wickstrom
J. O. Ryan	Andrew Loken
Jim Morgan	Arthur S. Brown
H. W. Coonan	O. P. Duggan
M. Clifford Smith, Jr.	Chas. W. Mortimer
Mrs. M. Clifford Smith, Jr.	T. C. Yeule
Abel Pimson	A. F. Bjerwick
Wm Crakley	Arthur J. Jundt
Carl Campbell	Bill Egerton
J. J. J. J. J.	Pete Bjerwick
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James Lynch	David T. J. J.
A. N. Plawale	James Vachas
Lewis A. Beck	Mrs. Frances Gaebel
Mrs. Edwin Zepel	Red Crossland
Mrs. Anna Hoerler	Edith M. J. J.
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Mrs. A. E. Olin	Martin Krumpholtz
Little Schuyt	WAECHTER BROS. CO. By David Krumpholtz
Gas Schubert	Thomas Krumpholtz
Fairbanks Liquor Store	William Krumpholtz
Bill Lucas	Dick Ocheson
Mrs. Rogers	Paul Menzel
S. R. Baedlie	Mrs. Geo. Hillar
Otto Seinfeld	Christine Kerneti
Elizabeth M. Walker	CANN STUDIO, INC. A. Carter
Harold C. Duzby	Norman R. Weaver
George W. Walker	Chas. Cecce
Peggy Hauger	August H. Conradt
A. Rymondy	First National Bank, Fairbanks, Alaska

G. W. Moecker Pres

FOR THE COMPLETION OF HIGHWAY TO LIVENGOOD ALASKA

To the Hon. Anthony J. Diamond
Delegato to Congress from Alaska:-

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N. R. Hudson	Jay H. Livengood
Harriet M. Hudson	G. J. Perwitz
A. E. Miska	Frank Bowser
Wm. Stewart	John Radall
E. H. Brown	Paul Emelin
John Simon	Kenneth G. Morgan
William Macintosh	Martin Teosbo
A. N. Hudson	Gust Helin
V. Estaffe	Henry Spull
Breda Zigich	Julian M. Nelson
Margie Gagliotta	Joe Italey
Josephine Thuetz	Earl Blandy

Carl Lindstrand	Jack Hodgson
Wm R Edwards	Henry Olson
Zora Verdier	Oliver Kadgen
L. W. Gates	Mary Menelis
E. Fry	J B Hudson
Tony Barry	Charley Mittson
Bernie Bennett	Fred Koda
Mrs. L. W. Hudson	Charles Wik
Heberth Hudson	V. Brakula
L. W. Hudson	Antonio Silva
John A. Alm	Ole Skuros
Horace E. Barnett	Bentley Falls
Mrs. A. E. Barnett	Mrs Bentley Falls
Kenery Johnson	F. D. Westell
Frank Kostello	C. Luckman
Sheer E. Fiskio	Sam Stevorich
Karl A. Fiskio	Lehas Robert
Wes F. Mervy	George Piffard
Lloyd Hansen	P. Carvel by George Piffard
P. Pedersen Lang	John Jurick
B. E. Duglath	Claris H. Johnson
Geo Wright	Mrs Albert M. Hudson
Carl O. Niemi	Oscar West
Gus Larson	Robert Carlson
Oscar Wall	Peter Hock
Fred Bliet	Charley Anderson
Luce Lowe	Jack McCandlish
Andy Warwick	Charles LaBoiteux
Charles Erickson	Lawrence North
Ellen Hansen	Otto Aspek
Mrs D. Skuros	J. V. Keller
Walter Owen Skuros	Manche Cascaden
Howard C. Sparks	J. G. O'Farrell
By Noble	C. W. Franklin

Crookmulsan	Arch Mandie
George Bachner	Mrs Geo. Bachner
Robert D. Hall	Chas. F. Petersen
Geo B. Wick	Lamerlund
J. M. Dungan	Paul Palf
Herbert S. Fink	James Morgan
Harry Phillips	J. M. Siebenhaler
A. R. Somerville	Edward B...
Max F. Love	Glenn Franklin
R. L. Reynolds	F. B. Blecker
Chas. Gross	Emory Tomstad
R. W. Lavery	Frank Ingeman
Wm J. Campbell	Paul C. Edlund
Stans Jones	Paul Bond
Ted Boyle	H. B. DeGard
Oscar Gingrich	Fritz Niemi
H. J. A. Sutherland	A. Alwedford
F. B. Johnston	Ed Sandberg
Chas. Woodward	Al Berlin
D. W. Pearson	Don Brady
Emile	Howard G. Darte
Ralph B. Harris	John Reizer
Bill Grant	Earl Nelson
Magnum Johnson	Vapor Kragis
J. M. Shanko	Frank Moss
H. F. Waddell	Ed Peterson
Edw. C. Ross	J. D. Perry
Joe J. Smith	E. Nelson
J. A. McLaughal	O. Mergel
C. M. Lauder	W. H. Hensch
Nicko Rice	Emil Sundal
Leon Chatrian	Charles Labrad

Paul Keller	J. L. Reynolds
Wm. Strazier	Frances Reynolds
Joe Fiska	W. Whiffin
Outor Johnson	J. D. Deane
Chris Peterson	James Smith
Joe & Downs	Miss Mary J. Grodick
Bill Taylor	M. J. J. J. J.
Samuel Johnson	Geo. M. Nuckwitz
S. N. Goodwick	Edwin Erickson
Geo. W. Moor	Thom. M. Olson
Blaine Morency	Wm. Levy
Harry Lohr	Carl Erickson
Mellie Uckerich	Prof. Grafins
Mayme Esmond	John Bennett
Mary E. Tracy	J. S. Krollich
Fannie Spryell	Sam. Kasoff
H. J. Enry	Miss Mowatt
Ed. Nelson	J. Morgan
W. D. Ogden	Geo. Bondick
John Olson	Frank O. Farrell
Dan Leach	J. B. Stevens
J. D. Eales	C. N. Larsson
J. H. Gaduit	J. L. Portander
W. W. Jacobs	Miss A. A. A.
Vern. A. Dupert.	SAMSON HARDWARE CO
V. R. Jacobs	J. Barre
Hert. J. Shawest	Robt. O. Jones
Frances Jacobs	J. H. E. J. J.
Andrew Nerland	W. A. Appleby
T. J. Nerland	J. T. Hutchison
Rivers	E. F. Heilman
J. Mark sells the Tailor	Carl Palmgren
Joseph Smith	
Lewis N. Pratt	

March Fourth
1 9 3 5

A. C. Wamsler, Esq.
Naknek, Alaska.

Dear Mr. Wamsler:

I have received your unsigned letter of February 4, giving me information regarding the proposed road from Naknek to Egegik.

While, as you know, I have nothing to say about the location of roads, I am today taking the matter up with Governor Troy, who is the head of the Alaska Road Commission in Alaska, and urging him to put this project into construction next summer. Yesterday I went over the list of road projects in Alaska submitted to the Public Works Administration by the Alaska Road Commission, and find that the Naknek-Egegik road is not included in the list.

If you think that I can help in this or any other matter at any time, please call upon me.

With kind personal regards, I am

Sincerely yours,

Anthony J. Dimond
Delegate

AJD:B

March Fourth

1 9 3 5.

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

Dear John:

Enclosed herewith is copy of letter, dated February 4, 1935, addressed to me by Mr. A. C. Wanser of Naknek, Alaska, President of the Alaska Resident Fishermen's Union, in which he points out the need of a road between Naknek and Egegik.

When I was in Alaska last summer, Mr. Wanser went over this matter with me and convinced me that the road should be built at the earliest possible date and that it would be of outstanding benefit to the people of that region who need it very badly.

Ordinarily, as you know, I do not especially urge the construction of one road more than another, since roads are needed all over Alaska, but I believe that this project has outstanding merit and that it ought to be put on the approved list and construction undertaken at the earliest possible date.

In going over the list of road projects recently submitted to the PWA by Mr. Taylor I found no mention of the Naknek-Egegik project and therefore I conclude that no formal examination of it has ever been made by the Alaska Road Commission. Perhaps reconnaissance could be made this winter or spring and then when funds become available the actual work could be done without delay.

It is likely that there is some machinery now in the vicinity of Dillingham that could be utilized for this road.

With kind personal regards, I am

Sincerely yours,

Anthony J. Dimond
Delegate

AJD:B
Enclosure

October
Twenty-second
1934.

A. C. Wanser, Esq.
Naknek, Alaska.

My dear Mr. Wanser:

You talked with me at some length about a road in the region in which you live but I am unable to find my notes on the subject now.

At your convenience will you please write me fully about the matter and send me some sort of a sketch of the region so that I will know just what is desired.

It would also be well to have the local people petition the Alaska Road Commission at Juneau for the construction of the desired road, setting out the benefits to be derived from such construction.

Of course I shall do all I can to aid in this matter.

With kind personal regards, I am

Sincerely yours,

Anthony J. Dimond
Delegate

AJD:B