

ADDRESS REPLY TO
ALASKA ROAD COMMISSION

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

RECD MAY 4-

April 23, 1936


Hon. Anthony J. Dimond
Delegate from Alaska
House Office Building
Washington, D. C.

Dear Mr. Dimond:

I have your letter of April 13 with reference to the Dillingham Road. A small allotment, which we consider sufficient for the proper maintenance of this road, has been included in our program this season.

For your information: We had several complaints last fall as to the condition of this road as a result of which we sent a representative from our Anchorage office to Dillingham by plane at a cost of approximately \$150 to check up on the condition of the road and arrange for any necessary maintenance. It was reported by our employee that the road was in reasonably good condition and needed very little work. However, I am of the opinion that the people around Dillingham are inclined to exaggerate conditions in order to obtain the expenditure of some funds in their district. I am at a loss to connect the condition of the road with the matter of the school children getting wet feet.

Sincerely yours,


Ike P. Taylor,
Chief Engineer.

April Thirteenth
1936

Ike P. Taylor, Esq.
Chief Engineer, Alaska Road Commission
Juneau, Alaska.

Dear Mr. Taylor:

Mr. Thos. F. Gardiner, Secretary of Dillingham Igloo No. 28, Pioneers of Alaska, Dillingham Alaska, has written me a letter, dated March 24, 1936, containing, among other things, the following statement:

" There is another matter relating to roads that I think you should be made acquainted with, and that is the upkeep of what little road we do have, as far as we know, no funds are available for repairs, the condition of the road is such, that, with the heavy blanket of snow which we have this year, serious damage will be done if funds are not forth-coming for repairs, it seems a waste of both money and labor when a road is allowed to deteriorate, the formation being such, that water when not controlled causes a great deal of damage very quickly, high tides also cause havoc with the bridges, then again the children should be taken into consideration there are short stretches of swampy ground which the children have to go through to reach the school, as you know children are more or less careless regarding wet feet, nevertheless wet feet are dangerous and has been the cause of sickness and sorrow, this condition could be very easily remedied with little expense, both timber and gravel are handy and two trucks are in storage here, it would be beneficial two ways, furnish employment for some of those who need it and ensure the children a safe and sure footing (for sometimes the swampy ground becomes a glacier) going and coming to school."

Doubtless you have in mind the matter of maintenance of this particular road but since Dillingham is so far away from your other operations, I thought it might be well to draw it to your attention at this early date so that proper plans could be made to take care of the road next summer.

Sincerely yours,

Anthony J. Dimond
Delegate

AJD:B

DILLINGHAM IGLOO No. 28

PIONEERS OF ALASKA

DILLINGHAM, ALASKA

OFFICE OF THE SECRETARY

REC-41118
3/24/36.

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

Dear Anthony:

Both of your letters received with Commissioner Colliers and D.E. Thomas' letters enclosed and which I read at last Saturday's meeting of Igloo No. 28. The feeling of the meeting was such that a vote of thanks was tendered to you and which I am only too glad to forward to you by letter.

Dr. Myers is here and has filled the breach, just at present he is busy vaccinating the school children for Scarlet fever and Diphtheria.

The subject of roads again was taken up, your letter anent the Wood River project being read, giving us the assurance of your continuation in advocating funds for such a worth while project, with your explanation regarding the present situation, and fully appreciating your zeal in doing your utmost to secure those funds, also knowing that you will notify us should such funds be forth-coming, it was decided to leave the matter entirely in your hands.

There is another matter relating to roads that I think you should be made acquainted with, and that is the up-keep of what little road we do have, as far as we know, no funds are available for repairs, the condition of the road is such, that, with the heavy blanket of snow which we have this year, serious damage will be done if funds are not forth-coming for repairs, it seems a waste of both money and labor when a road is allowed to deteriorate, the formation being such, that water when not controlled causes a great deal of damage very quickly, high tides also cause havoc with the bridges, then again the children should be taken into consideration there are short stretches of swampy ground which the children have to go through to reach the school, as you know children are more or less careless regarding wet feet, never-the-less wet feet are dangerous and has been the cause of sickness and sorrow, this condition could be very easily remedied with little expense, both timber and gravel are handy and two trucks are in storage here, it would be beneficial two ways, furnish employment for some of those who need it and ensure the children a safe and sure footing (for sometimes the swampy ground becomes a glacier) going and coming to school

Again thanking you for your prompt action in our behalf, and with your zeal and sincerity, you can rest assured that you have the full confidence and support of this Igloo.

With kindest personal regards,

Sincerely Yours

Thos. F. Gardiner

Thos. F. Gardiner
Secretary

April Thirteenth
1936

Thos. F. Gardiner, Esq.
Secretary, Igloo No. 28,
Pioneers of Alaska
Dillingham, Alaska.

Dear Tom:

I have received your letter of March 24 in which you mention a number of matters of interest to the people of that region.

With regard to maintenance of the existing road, I am today writing Mr. Ike P. Taylor, Chief Engineer of the Alaska Road Commission, calling his attention to the subject. Copy of my letter is enclosed herewith. It seems very likely that the Alaska Road Commission will take care of maintenance on this road since otherwise in a short time it may not be even passable.

With kind regards, I am

Sincerely yours,

Anthony J. Dimond
Delegate

AJD:B
Enclosure

April Thirteenth
1936

Fairbanks Chamber of Commerce
Fairbanks, Alaska.

Dear Sirs:

Enclosed herewith is copy of letter, dated April 11,
addressed to me by Hon. Harry Slattery, assistant to the Secretary
of the Interior, with respect to the Olmes-Livengood road.

Sincerely yours,

Anthony J. Dimond
Delegate

AJD:B
Enclosure

UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF THE SECRETARY
WASHINGTON

APR 11 1936

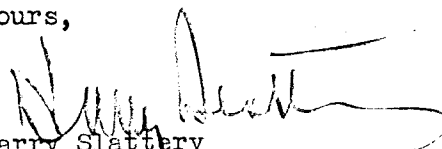
Hon. Anthony J. Dimond,
Delegate from Alaska,
House of Representatives.

My dear Mr. Dimond:

Your letter of April 2 to Secretary Ickes enclosing a telegram received by you from the Fairbanks Chamber of Commerce in which a request was made for the completion of the Olnes-Livengood road has been referred to me.

As you state, this project has for many years been considered one of the most essential in the construction program of the Alaska Road Commission. Funds for the Alaska Road Commission under the regular appropriation acts have not been sufficient to provide much more than regular maintenance. I assure you that should funds become available either from the annual appropriation act or from an emergency program, the Olnes-Livengood project will receive most careful consideration.

Sincerely yours,



Harry Slattery

Personal Assistant to the Secretary.

April Fifteenth
1936

Kay Freeman,
3104 Smith Tower
Seattle, Wash.

My dear Miss Freeman:

I am sorry that the letter from Mr. Ike P. Taylor,
which it was intended to enclosed in Mr. Dimond's letter of
April 6th, was omitted. You will find it herewith.

Yours very truly,

Secretary to Mr. Dimond

B
Enclosure

A. M. MACDONALD
President

WILLIAM L. GRILL
Secretary

Valdez Gold Consolidated Incorporated

Mines Near  Valdez, Alaska

GENERAL OFFICE - 3104 SMITH TOWER
Telephone Elliott 0605

Seattle

April 11th, 1936.

Secretary to
Anthony J. Dimond,
House of Representatives,
Washington, D. C.

Dear Sir:

In Mr. Dimond's letter to Mr. MacDonald,
dated April 6th, mention was made of an
enclosure, a copy of letter from Ike P.
Taylor dated March 28th.

Inasmuch as this letter was not enclosed,
I am writing you this note, and would
appreciate your forwarding said copy to
Mr. MacDonald.

Yours very truly,

Kay Freeman
Secretary to Mr. MacDonald

COPY RADIOGRAM

220 WVY V 37 WPA
PALMER ALS 230 P MAY 20 1936

Col. Lawrence Westbrook
Asst. Admr. PWA
Auditorium Bldg.
Washington, D. C.

RE BUDGET SUBMITTED WHILE IN WASHINGTON STOP ALASKA ROAD COMMISSION
ANXIOUS TO KNOW PROGRAM FOR NEW CONSTRUCTION THIS SUMMER STOP PLEASE
ADVISE THIS OFFICE AND JUNEAU OFFICE ROAD COMMISSION AS TO FUNDS
AVAILABLE FOR PROGRAM SET UP.

Ross L. Sheely
11 PM

(Bureau of Public Roads, Dept. of Agriculture*)

Plans call for following - No request made

Present Colonists	11 miles	
New "	$\frac{1}{2}$ "	
Old Settlers	$8\frac{1}{4}$ "	
	<hr/>	
	19 $\frac{3}{4}$ "	@ \$6,000 - \$118,500 (EJC)

April Sixth
1936

A. W. MacDonald, Esq.
President, Valdez Gold Consolidated, Inc.
3104 Smith Tower
Seattle, Wash.

Dear Mr. MacDonald:

Enclosed herewith is copy of letter, dated March 28, addressed to me by Mr. Ike P. Taylor, Chief Engineer of the Alaska Road Commission, with respect to the road which you desire built from Shoup Bay to the property of your company. The information contained in Mr. Taylor's letter is anything but favorable, but I have not yet given up hope of securing an allotment of Public Works funds to take care of additional road building in Alaska over and above that which can be supplied out of the regular appropriation. In fact the regular appropriation provides only for maintenance.

Sincerely yours,

Anthony J. Dimond
Delegate

AJD:B

ADDRESS REPLY TO
ALASKA ROAD COMMISSION

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

RECD APR 6 -

March 28, 1936


Hon. A. J. Dimond
Delegate from Alaska
House Office Building
Washington, D. C.

Dear Mr. Dimond:

I have received a request from Mr. MacDonald for the loan of some of our road equipment in connection with the construction of a road to his property. Mr. MacDonald was advised that it would be impossible to loan him any road equipment during the construction season as we have no surplus equipment at Valdez; in fact, if our appropriation would stand it, we could use more equipment to advantage than we now have on hand.

I have received a report from Mr. Huddleston on this project. He visited the location in 1923 and made a reconnaissance at that time. According to his statement, the route follows along the face of the glacier crossing numerous streams and the cost of constructing a road on this location would be quite high. With the limited funds available for this season it would be impossible for us to undertake work on this project.

Sincerely yours,


Ike P. Taylor,
Chief Engineer.

March Sixteenth
1936

A. M. MacDonald, Esq.
President, Valdez Gold Consolidated, Inc.
3104 Smith Tower
Seattle, Wash.

Dear Mr. MacDonald:

Your letter of March 12 with respect to the proposed road from Shoup Bay to the property of your company, has just reached me.

I am today writing Mr. Taylor on the subject as you suggest, though I know that he will do all that he can consistent with law and the public interest to aid you in your development work.

Of course I am not able to say what the law is on the subject but I am certain that Mr. Taylor will help to the extent of his ability.

Sincerely yours,

Anthony J. Dimond
Delegate

AJD:B

March Sixteenth
1 9 3 6

Ike P. Taylor, Esq.
Chief Engineer, Alaska Road Commission
Juneau, Alaska.

Dear Mr. Taylor:

Mr. A. M. MacDonald of Valdez Gold Consolidated, Inc. has written me saying that he has asked you if it would be possible for him to borrow some of the road equipment of the Alaska Road Commission for work on the road leading to the property of the company near Columbia Glacier provided Mr. MacDonald paid for the fuel and powder and also paid the wages of the operators.

He also suggested that I write you on the subject.

Of course I know from past experience that you will do everything in your power conformable with law to aid in the construction of roads in Alaska and therefore it is scarcely necessary for me to ask you to lend whatever aid you can consistent with law and the public interest in the construction of the road desired by the company.

From Mr. MacDonald's letter it is evident that he and his associates are earnestly engaged in developing a mining property and that a road is needed to get access to the property.

With kind personal regards, I am

Sincerely yours,

Anthony J. Diamond
Delegate

AJD:B

A. M. MACDONALD
President

WILLIAM L. GRILL
Secretary

Valdez Gold Consolidated

Incorporated

Mines Near

Valdez, Alaska

GENERAL OFFICE - 3104 SMITH TOWER
Telephone Elliott 0605

Seattle

RECD MAR 16

March 12th, 1936.

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

Dear Mr. Dimond:

I wish to thank you very much for taking up with Mr. Taylor, the matter of a road from Shoup Bay to the Valdez Gold Consolidated property.

I have just had a letter from Mr. Taylor, which does not sound any too favorable, but in answering his letter, I have asked him if it would be possible for us to borrow some of their road equipment, providing we hired their operators and paid the fuel and powder bills, also any other bills. All we want to get is the loan of their machinery. We will pay all expenses.

If you think a word from you would do any good in this matter, please write Mr. Taylor to that effect.

It is our intention to ship in some heavy machinery and equipment this early spring. As you know, the season is short, and we would like to get started the latter part of this month.

Hoping to hear from you on this matter, I am,

Yours very truly,

VALDEZ GOLD CONSOLIDATED INC.

By



President

AKM:KF

ADDRESS REPLY TO
ALASKA ROAD COMMISSION

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

February 21, 1956

Valdez Gold Consolidated, Inc.
3104 Smith Tower
Seattle, Wash.

Gentlemen:

Your letter of January 30 addressed to Mr. Dimond in regard to construction of a road from Shoup Bay to your property has been referred to me for consideration. I am requesting a report from our local superintendent at Valdez as to the feasibility and probable cost of such a project.

It now appears that funds to be provided by Congress for roads in Alaska this year will be quite limited and sufficient only for maintenance of the existing system and will not permit undertaking any new work. However, if additional funds should later be made available, your request will be given consideration.

Very truly yours,

Ike P. Taylor,
Chief Engineer.

IPT:IW
CC Mr. Dimond

February Seventh
1936

Ike P. Taylor, Esq.
Chief Engineer, Alaska Road Commission
Juneau, Alaska.

Dear Mr. Taylor:

Enclosed herewith is copy of letter, dated January 30, addressed to me by Mr. A. M. MacDonald, President of the Valdez Gold Consolidated, Inc., whose address is 310¹/₂ Smith Tower, Seattle, Washington, with respect to the need for construction of a road from Valdez to the Cameron-Johnson mining property.

This is one of the road projects which I discussed with you yesterday and you said that the matter would be inquired into at the earliest convenient date to determine what ought to be done.

Will you kindly advise Mr. MacDonald what the situation is as soon as you get the desired information and also send to me a copy of your letter so that my file may be complete.

Sincerely yours,

Anthony J. Dimond
Delegate

AJD:B

February Seventh
1936

A. M. MacDonald, Esq.
President, Valdez Gold Consolidated, Inc.
3104 Smith Tower
Seattle, Wash.

Dear Mr. MacDonald:

Yesterday at some length I discussed with Mr. Ike P. Taylor, Chief Engineer of the Alaska Road Commission, who is now temporarily in Washington, the subject of your letter to me of January 30th concerning the need for a road to the Cameron-Johnson property. Mr. Taylor expects to leave Washington tomorrow for Alaska and he said that as soon as convenient this matter would be thoroughly investigated and he would advise us what may be done. Mr. Taylor is not familiar with the project himself but doubtless Mr. Thomas H. Huddleston of Valdez, superintendent there for the Alaska Road Commission, will have very complete information about it.

Sincerely yours,

Anthony J. Dimond
Delegate

AJD:B

February First
1 9 3 6

A. M. MacDonald, Esq.
President, Valdez Gold Consolidated, Inc.
3104 Smith Tower
Seattle, Wash.

Dear Mr. MacDonald:

Receipt is acknowledged of your letter, dated January 30, in which you show the necessity for the construction of a road to the Cameron-Johnson mining property near Valdez which your company has taken over.

It is not within the bounds of possibility to secure a Congressional appropriation for any particular road in Alaska such as the one which you desire to be built. Congress simply appropriates money for the construction of roads in Alaska in one lump appropriation and then the money so appropriated is expended by the Alaska Road Commission. If your property were in a Forest Reserve the appropriation would be made in the same manner to the Department of Agriculture and be expended through the Bureau of Public Roads.

May I suggest that you take the matter up with the Alaska Road Commission at Juneau, Alaska. Governor John W. Troy is the ex-officio president of the Alaska Road Commission and the chief engineer is Mr. Ike P. Taylor. I have no doubt they will give your request very careful consideration though at the present time unless additional funds are secured beyond those carried in the regular appropriations, I fear it will not be possible for the Alaska Road Commission to undertake this work. At all events there is nothing like making the attempt so that if found feasible, this project may be put on the road program for Alaska to be undertaken whenever funds become available.

Mr. Taylor is in Washington now and I shall take this matter up with him personally within the next two days.

Sincerely yours,

Anthony J. Dinond
Delegate

AJD:B

Valdez Gold Consolidated

Incorporated

Mines Near Valdez, Alaska

GENERAL OFFICE - 3104 SMITH TOWER
Telephone Elliott 0605

Seattle

January 30, 1936.

VIA AIR MAIL

RECD FEB 1 -

Hon. Anthony J. Diamond
House of Representatives
Washington, D. C.

My dear Mr. Diamond:

You will probably recall the gold discovery made on what was known as the Cameron Johnson property not far from Valdez a number of years ago. This property was acquired, as you are probably aware, from the Cameron Johnson company by the Valdez Gold Company. A substantial sum was expended by this company in development work, but owing to conditions, the property was not placed in production.

The undersigned company has now acquired the property and expects to place the same in operation during the summer of this year.

The high cost of transportation has been one of the things which held up the operation of this property for a number of years, and it is the present problem of the company. Competent engineers have reported that a road can be built from Schupp's Bay around Schupp's Glacier to our property, which road will also serve the Rambler Camp mining property, Gold King mining property, Rough and Tough mining property and the Mayfield mining property. The road will be approximately seven and one-half miles in length and it is estimated that it will cost about \$12,000.

It has occurred to the writer that it might be possible for you to secure a road appropriation to open up this territory from the present session of Congress, if some other department of the Government has not available funds which could be used for such purposes. The writer is unfamiliar with the procedure necessary to obtain aid for construction of the road in question from any present department of the Territory of Alaska or the United States of America, and any information which you

Hon. Anthony J. Diamond - 2 -

January 30, 1936

could give us to aid in this respect will be very much appreciated.

The company had a small crew employed during the fall of last year, putting the present small equipment in shape so that about twenty-five tons a day can be run through the small mill beginning as soon as weather conditions permit. It is contemplated that a substantial crew of men will be constantly employed after operations begin.

We might say that the company is arranging to purchase a substantial amount of equipment necessary to increase the present capacity, and it will be necessary to have the road constructed before it can be transported to the property.

Very truly yours

VALDEZ GOLD CONSOLIDATED, INC.



By

President

AMM:pb

February Seventh
1936

Hon. Luther C. Hess
Fairbanks, Alaska.

Dear Luther:

Further reference is made to your recent letter concerning the Livengood road. Yesterday I went over the matter at some length with Mr. Ike P. Taylor, Chief Engineer of the Alaska Road Commission, who assured me that the Livengood road would be completed as soon as funds become available and that it had priority in the program of the Alaska Road Commission.

It now seems that our only chance to secure money for the completion of this road in 1936 will be through some possible emergency appropriation since the amount carried in the regular appropriation, namely \$525,000, is designed only for maintenance of the road system in the Territory.

With kind regards, I am

Sincerely yours,

Anthony J. Dimond
Belegate

AJD:B

MCCARTHY COMMERCIAL CLUB

C. T. O'Neill Pres.

~~XXXXXXXXXX~~ ~~XXXXXXXXXX~~
B. F. Snyder Vice Pres.
MCCARTHY - ALASKA

Sigurd Wold. Sec. Treas.

THE ONLY TOWN IN ALASKA'S RICH COPPER BELT. THE OUTFITTING POINT OF THE NIZINA AND
SHUSHANNA FLACER PROPERTIES. THE HEART OF A VAST UNDEVELOPED AGRICULTURAL
DISTRICT. THE HEADQUARTERS OF GUIDES FOR THE WHITE RIVER GAME
COUNTRY AND THE FRONT DOOR TO SOME OF THE GRANDEST SCENERY
IN THE WORLD

RECD FEB 3 1936

January 17th. 1936

Mr. A. J. Dimond
Delegate to Congress
Washington D. C.

Dear Mr. Dimond;

The citizens of McCarthy and Kennecott have at last come to life and decided that an organization for the advancement and development of this section is necessary. With this object in view the McCarthy Commercial Club was formed on January 9th. 1936. Judge C. T. O'Neill was elected President, Mr. R. F. Snyder Vice President, Sigurd Wold Sec. Treas.

At a large and representative meeting of the citizens it was decided to write you, asking you to exert all your influence with Mr. Ike Taylor of the Alaska Road Commission and Gov. J. W. Troy at Juneau for the purpose of furthering our requests for Government Funds for road work, Airplane landing fields etc.

We feel that you are singularly well fitted to bring this pressure to bear, knowing as you do from personal experience, how just our requests are.

We are also getting in touch with Mr. W. H. Hesse of the Territorial Road Board, with a view to securing funds for some minor new projects, such as the Iverson Road, the branch line to the Gold King Mines on Williams Peak, the trail on upper Rex Creek to Andrew's Mt. and also the trail to your old stomping grounds from Young Creek Bridge to Calamity Gulch.

We are submitting the attached program of road improvements to the heads of the Departments of the Alaska Road Commission.

We know you will keep our needs in mind and do everything possible for their furtherance, Thanking you and with best wishes, we are,

Very Sincerely Yours

Sigurd Wold Sec. Treas.

C. T. O'Neill Pres.

R. F. Snyder Vice.Pres.

Sigurd Wold, Sec. Treas.

McCarthy Alaska
January 17th. 1936

Mr. A. J. Dimond
Delegate to Congress
Washington D. C.

Dear Mr. Dimond;

The McCarthy Commercial Club after a great deal of discussion and debate finally agreed that the following Public Works were essential to the development of this district. Realizing the difficulty of securing Government monies at this time, everything except the work absolutely necessary was eliminated. We are sure that with your first hand knowledge of this section you will agree with us in the necessity for this work being done during the coming season.

The Commercial Club feels that the replacement of the Young Creek Bridge at or near its present location is vital to the interests of those South of the Nizina River. This section has been cut off from McCarthy for two years by bridge trouble at the Nizina crossing. Having overcome this difficulty it would be too bad if the South side were to be cut off again by the collapse of the Young Creek Bridge, the present structure being unsafe, this item we believe of importance to the people here.

The present condition of the cut bank at the north approach to the Nizina bridge is a menace to life of all travellers. Shale is continuously falling here and from time to time boulders from the size of a cup to others weighing hundreds of pounds are falling and alighting on the roadway, which during the summer when in its best shape is about eight feet wide. To remedy this and make the road safe for travel we would advocate the building of a retaining wall along the foot of the cut bank its entire length. There is a shelf of bedrock here which is covered at the present time by approximately three feet of wash gravel, with this foundation no very heavy construction would be necessary, if the top of the wall is above high water. The shale which is at present scraped over the side and goes down the river would be caught and held, giving you a roadway at least twenty feet wide within a few years. Heretofore the bluff has been

weathering much ster below the road than it has bove. This entire erosion below the road would be stopped. In time the upper portion would slope back so as to prevent the heavy sluff which at present obtains.

The Club which is composed of the residents of both McCarthy and Kennecott feel that the Alaska Road Commission should make a determined effort to put the McCarthy-Kennecott road in shape for travel. There are very few sections in Alaska where there is more travel than at present obtains over this stretch of road. What road there is was constructed by private individuals at their own expense and naturally it followed the line of least resistance. If this road were widened so as to allow a scraper to be taken over it it would be possible to keep it open for winter travel.

With the condition of the road at present ~~XX~~ it is impossible to keep it open for travel more than seven months in the year. The only means of travel during the balance of five months is by dog team which is very unsatisfactory. We feel that the welfare of this community is bound up in the improvement of this road.

Maintenance on the Dan Creek road from Muries Road House to Dan Creek should include considerable re-surfacing and graveling.

On the Chititu Road, this should be completed to Kraemer's upper camp and the hill above the Canyon put in shape for travel.


Owing to the present condition of the Brenner road the operators in that section find it as cheap to fly their supplies in from Cordova as it is to freight them from McCarthy. These properties are being developed by McCarthy men and they find that transportation costs are almost prohibitive. In addition to the properties already under development the past season saw seventeen new ledges of free milling quartz uncovered, some of them very rich, and in addition to these already discovered many other prospects have been located. This section gives promise of becoming one of the richest gold producing areas in Alaska. Considerable work will be necessary to put this road in shape, but the amount expended will certainly be justified by the development of the discoveries already made.

Some work should be done on the road leading down the Kennecott river to permit the ranchers and small farmers in this section access to and from their

properties and to McCarthy and Kennecott with their products.

It is also essential that some further improvements be made on the three Airplane fields which are tributary to this section, Namely, May Creek Field, McCarthy Field and the Bremner Field.

Respectfully yours
McCarthy Commercial Club.


Sec. Treas.

February Seventh
1936

Sigurd Wold, Esq.
Secretary-Treasurer,
McCarthy Commercial Club
McCarthy, Alaska.

Dear Mr. Wold:

Your letter of January 17th reached me several days ago but not until yesterday was I able to get in touch with Mr. Ike P. Taylor, Chief Engineer of the Alaska Road Commission, who is now in Washington.

Mr. Taylor, after reading your letter, said that he agreed with almost everything stated in your letter and in the accompanying statement setting out in detail the particular road projects needed in that region, but that at the present time no funds were available to do this work.

The emergency funds secured from the Public Works Administration and from the Works Progress Administration during the past two or three years have all been expended and the Alaska Road Commission must now rely upon the regular Congressional appropriations for roads in Alaska. The appropriation bill for the fiscal year 1937 which has just passed the House and gone to the Senate carries only \$525,000 for this purpose, which is just about enough to take care of maintenance and leave perhaps a very small amount over for emergencies. It is possible that Congress will enact some kind of an emergency appropriation law at this session out of which funds may be obtained for road building in Alaska, but otherwise no new work can be undertaken.

Since I lived in that district so long I take a special interest in it and would like very much to see the work done which you have outlined but the difficulty is to get Congress to appropriate a sufficient amount of money to take care of it.

With kind regards, I am

Sincerely yours,

Anthony J. Dimond
Delegate

February Seventh
1936

Claus H. Johnson, Esq.
Livengood, Alaska.

Dear Mr. Johnson:

Your letter of January 20th reached me yesterday and while it was before me Mr. Ike P. Taylor, Chief Engineer of the Alaska Road Commission, came to the office and we discussed the Livengood road at some length.

The Alaska Road Commission is just as anxious to complete this road as anybody can be but we are all unable to tell where and how to get the money for the work.

The appropriation bill for the fiscal year 1937, which recently passed the House, carries only \$525,000 for road building in Alaska and Mr. Taylor says that this is just sufficient to take care of maintenance with little, if anything, left over for emergency work. I am sure that Mr. Taylor will do all within his power for the completion of the road as soon as funds can be gotten from any source.

It is possible, but not likely, that we will get some additional money from emergency appropriations and, if so, I believe that a substantial part of the funds obtained will be used on the Livengood road.

Some time ago I made an inquiry of the Post Office Department with respect to the non-carriage of parcel post to Livengood and under date of December 30, 1935, I received a letter from Hon. Harilee Branch, Second Assistant Postmaster General, saying that an investigation was being made by the Supervisor of Alaska service and that I would be advised of the action which the Department may find it possible to take upon completion of the investigation. As soon as I can get any definite information on this subject I shall write you.

With best wishes, I am

Sincerely yours,

Anthony J. Diamond
Delegate

AJD:B

April 1, 1935

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

Dear Mr. Wamsler:

Enclosed herewith is copy of letter dated March 21st,
addressed to me by Mr. Ike P. Taylor, Chief Engineer of the Alaska
Road Commission, with respect to the proposed Naknek-Egegik road.

If not already done, it would be well for the people of
that region either to join in a petition or write individual letters
to the Alaska Road Commission asking that this work be undertaken
at the earliest possible date.

Sincerely yours,

Anthony J. Diamond
Delegate

AJD:B
Enclosure

April First
1935

Ike P. Taylor
Chief Engineer, Alaska Road Commission
Juneau, Alaska.

Dear Mr. Taylor:

Receipt is acknowledged of your letter dated March
Elst with respect to the proposed Haknek-Egegik road.

I am pleased to note that the project will be investi-
gated at the first opportunity. While I have only a general
knowledge of conditions existing in that region, from Mr. Wamsler's
description of them to me it seems that the project has merit.

With kind personal regards, I am

Sincerely yours,

Anthony J. Dimond
Delegate

AJD:B

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

March 21, 1935

Honorable Anthony J. Dimond
Delegate from Alaska
House Office Building
Washington, D. C.

Dear Sir:

Your letter of March 4th to Governor Troy with reference to the Naknek-Egegik road has been referred to me for reply.

Two petitions have recently been received from residents in this area. These are the first requests received for work on this project. For this reason it was not included in the program submitted for PWA funds which was prepared prior to receipt of these requests and no information was available on which to base an estimate of costs.

I will admit that I was unaware of the fact that there had been sufficient development in this area to justify the construction of a road between these points. However, since you think the project has merit it will be investigated at the first opportunity.

It is noted that you state perhaps a reconnaissance could be made this winter or spring and then when funds become available the work could start without delay. Very likely any emergency funds made available will be set up to specific projects and the question would then arise as to whether or not some of the projects now on the list should be omitted for this project. Of course, if we receive all the funds requested, which I consider very unlikely; request could then be submitted for this project along with any others which may come up.

It is noted that Mr. Wamsler states that since a great part of the taxes of the Territory are derived from this part of the country he believes they are entitled to the road. As you know, these taxes are the Territory's revenue and the Alaska Road Commission has nothing to say about the allotment of Territorial appropriations. This appears to me to be a poor argument for the road, however, unless it were justified on the basis of actual need for the development of the area.

Very truly yours,


Ike P. Taylor
Chief Engineer

Tobruana Dist. - Alaska.

Livingood, P.O., Alaska.

Jan. 20th - 1936.



REC'D FEB 6 -

Mr. Anthony J. Dimong,

Delegate from Alaska, Washington, D.C.

Dear Sir.

Received your letter, dated December 30th = 1935,
Thank you - worry-worry - kindly - for the same.
I do hope - that - the Congress - will - pass - a
Special Appropriation ^{\$300,000.00} Dollars, for
Our Livingood - Wagon - Road, - so it can be
Completed - this coming summer.
Please kindly do all in your power to get it.
Next thing is.

This Livingood Camp, ^{Post Office} wants Pass - self - Post -
Mail - all - year - around (not in the summer
only) (and is come direct ^{and} not to be sublet
to Army - Other Company - in Fairbanks Alaska
That is the best now.) What The P.A.A. Company
and no Extra Charge for the Company to get from it.
and this means - for All Alaskans in Alaska,
and to get this from the Govt - ment in Washington
hoping - this is understood - by you ^{and the} ^{U.S.} government
Yours Truly -

Resident -) Olavis H. Johnson
Livingood - Alaska

Please answer soon

Please do not get here Pass self Post - Mail - all - year - around - with - is - the - Reason - Ask - it - now

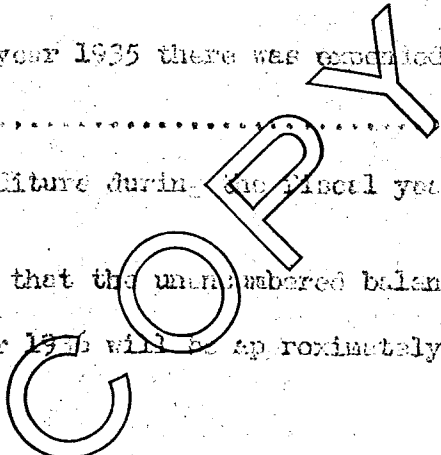
Please - stay with it.
And you will gain.

"During the fiscal year ending June 30, 1937, the expenditures on forest highways in Alaska from the amount herein appropriated or from appropriations heretofore made shall not exceed \$350,000. "

On January 22 I talked with Dr. Hughes of the Bureau of Public Roads who called in two of the other men having to do with the accounts of the Bureau, and they said:

During the fiscal year 1935 there was expended upon forest roads in Alaska the sum of \$513,746.00
Estimate for expenditure during the fiscal year 1936. \$667,873.00

I was also advised that the unappropriated balance in Alaska at the end of the fiscal year 1936 will be approximately \$662,593.30



January Tenth
1936

Thos. F. Gardiner, Esq.
Secretary, Dillingham Igloo No. 28,
Pioneers of Alaska
Dillingham, Alaska.

Dear Tom:

I have just received your letter of December 9 in which you tell me that at a meeting of Igloo No. 28 a Resolution was passed authorizing the secretary to request that I do whatever I can to expedite the building of a road up to the Wood River Lakes.

I have advocated this project on every possible occasion and at one time last summer I felt certain that the money could be obtained. Right now the prospect is not so bright, but I shall nevertheless continue to do whatever lies in my power to secure funds for this very worthwhile project.

Please let me thank you and the other members of the Igloo for your very gracious seasonal greetings.

With kind regards and best wishes to you all for happiness and success in the year which is still new, I am

Sincerely yours,

Anthony J. Dimond
Delegate

AJD:B

DILLINGHAM IGLOO NO. 28
PIONEERS OF ALASKA
DILLINGHAM, ALASKA

OFFICE OF THE SECRETARY

RECD JAN 10

12/9/35.

Hon. Anthony J. Dimond
Delegate from Alaska
Washington, D.C.

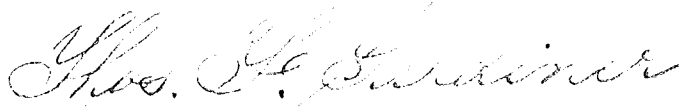
Dear Anthony:

At a meeting of Igloo No. 28 Pioneers of Alaska, a resolution was passed authorizing the secretary to get in touch with you, and request that you do whatever you can to expedite matters in regards to a road being built up to the Hood River Lakes, quite a number of people are living in that section now, and a road is needed very badly, in the Spring and Fall travel is cut off the question, and in the event of sickness or accident the people living up there are up against it, not only that but it would provide some needed work for the residents here.

This Igloo is very well aware of your ever readiness in co-operating and working for improvements in the different localities, and we know that you will do all you can to speed matters up regarding this request, hoping for a favorable reply in the near future, or wherever something definite has been arrived at.

Igloo No. 28 sends kindest regards and the greetings of the season to you with every good wish for the in-coming year.

Very Truly Yours



Thos. F. Gardiner
secretary.

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

SYMBOLS

DL = Day Letter

NM = Night Message

NL = Night Letter

LC = Deferred Cable

NLT = Cable Night Letter

Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination.

Received at 708 14th St., N. W. Washington, D. C.

JUN 4 PM 9 15

CB1157 48 NL VIA FAIRBANKS=WU LIVENGOOD ALASKA 4

HON ANTHONY J DIMOND= 3024 TILDEN ST

DELEGATE FROM ALASKA WASHDC=

GREETINGS CALLING YOUR ATTENTION TO PETITIONS SENT BY
PEOPLE OF LIVENGOOD AND FAIRBANKS REGARDS LIVENGOOD OLNES
ROAD OUR NEEDS ARE EXPLAINED THEREIN KINDLY DO ALL IN
YOUR POWER TO GET APPROPRIATION TO CONTINUE WORK ON ROAD
THIS SUMMER IMMEDIATE ACTION NECESSARY CITIZENS OF
LIVENGOOD BY R N HUDSON=

N R HUDSON.

January Sixth
1936

M. R. Hudson, Esq.
Livengood, Alaska.

Dear Mr. Hudson:

I have received your telegram referring to petitions sent by the people of that region with respect to the completion of the Livengood road.

Everything possible is being done to secure money for this project but I am not able to promise that a suitable appropriation can be obtained at the current session of Congress. The Budget which was released today carried only \$525,000 for the Alaska Road Commission and that is not enough to undertake new construction of any consequence since practically all of it is absorbed in maintenance. Nor have we been able to secure any additional money for roads from the Emergency Relief Appropriation made at the last session of Congress.

I keenly realize the pressing need for the completion of this road and shall not fail to do everything within my power to obtain funds therefor.

Mr. Ike Taylor of the Alaska Road Commission is now in Washington and I went thoroughly into the matter with him last Saturday. The Livengood road project has been given priority for construction if and when funds become available.

With kind regards, I am

Sincerely yours,

Anthony J. Dimond
Delegate

AJD:B

December Thirtieth
1935

Claus H. Johnson, Esq.
Livengood, Alaska.

Dear Mr. Johnson:

I have received your letter of December 4th in which you again call my attention to the need of completion of the road to Livengood.

Everything possible was done to secure money for this project from the Public Works Administration and from the Works Progress Administration but we did not meet with any success. In 1935 all emergency funds allotted to Alaska for road building were spent in the Matanuska Valley region and between Matanuska and Anchorage. This road building was necessary to take care of the farm settlement established at Matanuska and, of course, the Matanuska-Anchorage road has been on the road program for Alaska for many years past.

The Livengood road was almost at the head of the list of roads for Alaska presented to the Public Works Administration by the Alaska Road Commission and we all had great hopes to see it completed last year.

You may be sure that I have not forgotten this and shall do everything I can to secure funds for the project.

With kind regards and best wishes to you for a Happy New

Year, I am

Sincerely yours,

Anthony J. Dimond
Delegata

Tolowana Dist. Alaska,

RECD DEC 27

Livingood - Alaska.

Dec. - 4th - 1935.

Mr. Anthony J. Dimond.

Delegate - from - Alaska.

Dear Mr. Dimond.

Again - & - Again - we must ask you, kindly - to -
get sufficient - Money - for this Fairbanks - to -
Livingood - wagon Road - from the Alaska Road -
Commission - In Washington, D.C. - And it -
means to - com-plit-it - next - summer. ^{at least \$} 300,000.00

If you are able - to - get it - for this Livingood - Road.
This - Road - got no Money last year - so we can't
do anything here this winter. Because we have no
wood here for the whole - Camp - of - Livingood -
and the Road is on the Burns, ^{worry} Bad -
so - Please - kindly - do all in your power - to - do -
this - for this Livingood - Camp - in Alaska.

I do all so send you - your ^{on} letter - to see what
^{is} wrong - we want here - next - summer - 1936.

Because we can't get no wood here from any -
place - or supplies. Only - By - Airplane -
and - Oblige -

Claus H. Johnson
Claus H. Johnson

Recipient - Address - Livingood - ^{P.O.} Alaska.
Tolowana, Dist.

No=2)

D.C. The snow, here, at this time, is also deep here.
so kindly get this project completed next
summer, if possible. -)
Hi - All-here; Pray - to get this Road Completed -
as - soon as possible. -)

December Seventeenth
1 9 3 5

J. G. Rivers, Esq.
Secretary, Fairbanks Commercial Club
Fairbanks, Alaska.

Dear Mr. Rivers:

Your letter of November 27th with respect to the Elliott Highway has been received.

Several days ago I wrote Senator Hess on the subject and explained in that letter the situation with respect to funds, namely that Alaska secured no emergency relief funds for the fiscal year ending June 30, 1936, except the sum of \$671,500 which was allotted for roads between Anchorage and Matanuska and in the Matanuska Valley region.

The Elliott Highway is high up on the priority list of the Alaska Road Commission and, so far as I am aware, this construction will be completed as soon as sufficient funds are received.

We all joined in trying to secure a substantial allotment for Alaska roads but the relief requirements in the States prevented the success of our plan. What will happen next year I do not know.

I realize almost as keenly as you who live in that region the pressing need for completion of this road and I shall do everything within my power to secure road funds so that it can be built.

With kind personal regards, I am

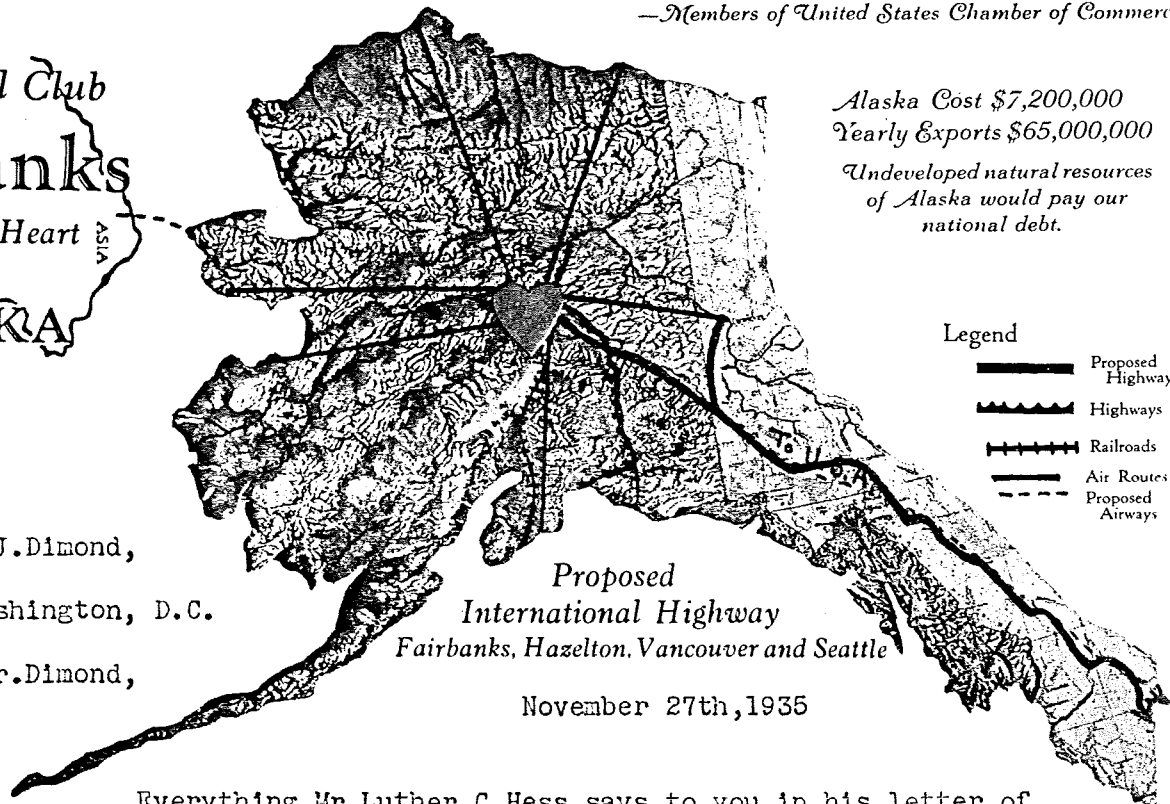
Sincerely yours,

Anthony J. Dimond
Delegate

AJD:B

Commercial Club
Fairbanks
The Golden Heart
of
ALASKA

Alaska Cost \$7,200,000
Yearly Exports \$65,000,000
Undeveloped natural resources
of Alaska would pay our
national debt.



Mr. A.J. Dimond,
Washington, D.C.

Proposed
International Highway
Fairbanks, Hazelton, Vancouver and Seattle

Dear Mr. Dimond,

November 27th, 1935

Everything Mr. Luther C. Hess says to you in his letter of November 22, 1935, regarding the Livengood Road (Officially named Elliott Highway) is based upon facts which are probably well known to you.

Nearly \$300,000.00 has been spent on this road up to the present time but it can be used only a few days in the fall when the surface frost hardens the soft spots so as to carry a loaded truck. These soft spots will have to be covered with corduroy and gravel before the road will be of any special benefit to the country and if not done, the money already spent on the project is a total loss.

There is no question about valuable mineral resources of the Livengood District, once it is given a means of transportation at a reasonable cost per ton. This has been all thrashed out before and the showing made at the time was sufficient to convince the government that this road would justify its creation by adding many millions to the wealth of the nation.

The completion of this road at this time would relieve much unemployment of men who follow roadbuilding as a livelihood. These men are having mighty slim pickings since the government has failed to make adequate provision to take care of the Alaska road projects heretofore undertaken.

I was instructed at a meeting of the Chamber today to inform you that the Fairbanks Chamber of Commerce is in complete accord with Mr. Hess and the hundreds of signers of the petition which he sent you and that we want you to fight this matter out and obtain, at least, an appropriation sufficient to make the Elliot Highway, a passable road for motor trucks, during the summer months. Thank you for your prompt assistance along these lines.

Yours very truly

Secretary.

ADDRESS REPLY TO
ALASKA ROAD COMMISSION

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

December 5, 1935

Senator Luther C. Hess
Fairbanks, Alaska

Dear Senator Hess:

Your letter of November 22, enclosing a copy of a petition and letter addressed to Mr. Dimond, has been received.

An item of \$215,000 was included in the program submitted by the Alaska Road Commission for funds from Emergency appropriations. As you are undoubtedly aware, no Emergency funds were allotted for expenditure by the Alaska Road Commission except for the Palmer Roads. I assume it is to this that you refer in the last paragraph of your letter when you state that "all allotments for the territory were made for other projects."

The funds made available by Congress for expenditure under the direction of the Alaska Road Commission last season were sufficient only for necessary maintenance and minor improvements to the existing roads and trails. In spite of this, an especial effort was made to allocate sufficient funds to the Livengood Road project to perform as much surfacing as was possible on the worst sections of the road. It is our desire, of course, to complete this road as early as possible in order that it may render service to the people in the Livengood area. This will be very difficult, however, unless our Congressional appropriations are considerably increased. It is intended to continue one surfacing crew on the road next season if at all possible under available funds.

Very truly yours,

Ike P. Taylor,
Chief Engineer.

IPI:IW
CC Mr. Dimond, Washington

December Ninth
1935

Hon. Luther C. Hess
Fairbanks, Alaska.

Dear Luther:

I have received your letter of November 22, enclosing petition for completion of the highway to Livengood, Alaska.

It would be a pleasure indeed to be able to do anything to secure funds for this project but right at the moment the prospects are not so very bright.

Last winter when Ike Taylor and Governor Troy were here a statement was made up of highway projects for Alaska to be presented to the Public Works Administration. The several projects were arranged in order of priority. In this statement a number of small projects were put first since they were well distributed over Alaska and would probably go further than any one large project for the relief of unemployment. The Livengood project was second on the list. At that time it seemed highly probable that at least \$1,000,000 would be allotted for road building in Alaska this year. In the end, however, no road money whatever was set up by the PWA or by the WPA except such sums as were needed for completion of the Anchorage-Matanuska road and for roads in the Matanuska Valley and these funds were allotted as a part of the Matanuska farm settlement program. As a result, no money whatever was available for the Livengood road.

There is, I think, no doubt in anyone's mind as to the economic value of this particular road project and when any substantial sum of money is available for road building in Alaska, the Livengood road will be pushed to completion. I shall gladly, and even enthusiastically, do everything I can for it and I am unable to tell you at this time just what anybody can do. Mr. Taylor will probably be in Washington soon and when he arrives I shall again discuss the matter with him, though I know he feels as you and I do about it.

With kindest personal regards and best wishes to Mrs. Hess and you for a joyful Christmas and a splendid New Year, I am

Sincerely yours,

Anthony J. Dimond
Delegate

AJD:B

Alaska Territorial Legislature

Juneau, Alaska

Twelfth Session

FAIRBANKS, ALASKA

November 22, 1935

Hon. Anthony J. Diamond
Washington D. C.

My dear Mr. Diamond:

I have been asked to forward to you the inclosed petition asking for an allotment or an appropriation of \$300,000.00 for the completion of the wagon road from Olnes to Livengood, and to give you some further information about the district this road will benefit.

The recent prospecting mentioned in the petition was confined to Livengood Creek, upon which the town of Livengood is located, and the engineers in charge of the work have estimated that Livengood Creek alone has dredgeable ground which will produce \$21,000,000.00 worth of placer gold. To this should be added many million dollars for tributary and other streams that have been producing gold since 1914. These include Lucky Creek, Amy Creek, Gertrude Creek, Ruth Creek, Lillian Creek, Olive Creek and Wilbur Creek. They too have large low grade deposits that can not be worked by the primitive methods now in use but will show good profits for large scale operations when proper facilities are provided for the transportation of machinery and supplies.

The completion of this highway will reduce the cost of supplies and do more than any thing else to develop the Tolovana District. At present the cost of freighting supplies from Fairbanks to Livengood by plane, or by train to Dunbar and by sled to Livengood, is 100.00 per ton. This will be reduced to 30.00 or less per ton when the highway is completed.

Livengood is surrounded by a large gold bearing country that has been prospected only a little here and there because the difficulty and cost of taking in supplies has been prohibitive. However, the prospecting that has been done gives promise of the development of large areas of dredging ground and Livengood will probably become the distributing point for the entire district.

The completion of the highway to Livengood will give employment to a considerable number of road workers for a season or two and the consequent development of the district will give employment to many mine workers for years to come and would give much relief to the unemployment situation.

Alaska Territorial Legislature

Juneau, Alaska

Twelfth Session

FAIRBANKS, ALASKA

Hon. Anthony J. Diamond
Page two.

No effort was made to get a large number of persons to sign the petition I am forwarding to you. It was circulated by Mr. W. A. Hudson in Livengood and for a short time in the town of Fairbanks. It contains about five hundred signatures and that number could easily have been increased to two thousand because all of the people of this part of the Fourth Division are very much interested in this highway. We all feel that the road should have been completed last summer but all allotments for the territory were made for other projects. In another year much of the work already done will be lost unless the road is completed the coming summer. We therefore hope that you will do everything in your power to get an allotment from the PWA or, failing that, a direct appropriation to complete the highway from Olmes, Alaska to Livengood, Alaska.

With kindest personal regards, I am,

Yours very truly,


Luther C. Hess.

LCH:MH

REQUEST FOR XEROX COPIES OF ARCHIVAL MATERIAL

Date: 04/24/89

For - Name: G. BLEAKLEY (C. NASKE)
Department: HISTORY

Collection: DIMOND COLL; MS 98
Box #: 22
Folder #:

Department Account #: _____
or

Paid: _____

April Twenty-second
1935

L. P. Corliss, Esq.
City Clerk
Nenana, Alaska.

Dear Mr. Corliss:

I have received your letter of March 8th with respect to the proposed road between Nenana and Fairbanks.

It will be necessary that this project be taken up with the Alaska Road Commission and considered there before anything may be done in Washington. All road projects in Alaska, outside of the National Forests, are handled through the Alaska Road Commission. I wish very much that I could help you but until the Alaska Road Commission acts upon the matter, nothing can be done at this end.

Sincerely yours,

Anthony J. Dimond
Delegate

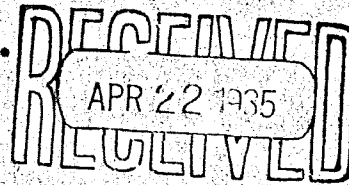
AJD:B

CITY OF NENANA

OFFICE OF
MUNICIPAL CLERK

NENANA, ALASKA.

March 8, 1935.



Anthony Dimond,
Alaskan Delegate,
Washington, D. C.

Dear Sir:

I have been requested by the Nenana City Council to write you regarding the possibility of having an automobile road constructed to connect Fairbanks and Nenana.

Such a road could ultimately be extended to connect Fairbanks with Mc Kinley Park.

A winter stage line was formerly maintained and the route followed then would probably be the most practicable one now.

It is the opinion of the Council that such a highway would be of advantage to both towns.

In the event funds are made available for relief work we believe this is a worthwhile project and would appreciate your assistance in obtaining favorable consideration of it.

Yours very truly,

L. P. Corliss

City Clerk.

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

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

CHECK
ACCT'G INFMN.
TIME FILED

NEWCOMB CARLTON, PRESIDENT

J. C. WILLEVER, FIRST VICE-PRESIDENT

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

February 17, 1934.

Civic Improvements Committee
Nenana, Alaska.

REFERRING YOUR LETTER FEBRUARY FIRST ALL APPLICATIONS FOR PUBLIC WORKS FUNDS AND PARTICULARLY FOR ROADS AND TRAILS AND AIR FIELDS SHOULD BE SUBMITTED TO GOVERNOR STOP IF SUCH APPLICATIONS FILED HERE THEY WILL BE SENT TO GOVERNOR FOR ADVICE AND ACTION STOP SUGGEST YOU IMMEDIATELY MAKE APPLICATION TO GOVERNOR'S OFFICE SETTING FORTH IN DETAIL JUSTIFICATIONS OF PROJECTS STOP WHEN PAPERS REACH PWA HERE I SHALL URGE APPROVAL AND ALLOTMENT FUNDS STOP PWA ADVISES AT PRESENT TIME FUNDS EXHAUSTED BUT FURTHER APPROPRIATION BY CONGRESS ANTICIPATED.

Dimond
Delegate

AJD:B

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

BOARD OF EDUCATION

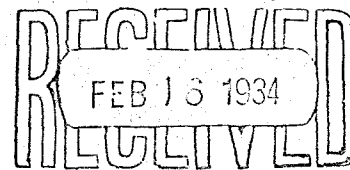
MRS. E. J. RODIGKEIT, CHAIRMAN.
MRS. WINIFRED COGHILL, CLERK.
FRANK O. ROBINSON, TREASURER.

NENANA PUBLIC SCHOOLS

HARRY O. AREND, PRINCIPAL

NENANA, ALASKA

February 1, 1934



Antony J. Dimond
Delegate for Alaska
Washington D. C.

Dear Sir:

It is our understanding that additional CWA funds are available for unemployment relief, and that this program has been extended into the month of May of the present year. Sometime ago the town of Nenana was allotted 1700 hours of relief work (The first Federal aid of that kind that we had ever received.) to be expended in clearing a trail into the Bonnifield mining country. Our number of hours will be exhausted before the work on the trail is completed. Due to the extremely cold weather in the Interior this year, the men employed lost a good number of days on which they might have worked if conditions had been more favorable. There are already several prospectors waiting in Nenana to use this trail to get to their "diggings", and others will be ready to use it soon. This is the same trail that we hope the Territory will see fit to widen into a highway before long.

Such a worthy project, it seems, would entitle us to additional aid from the government now as a relief measure. Not only that, but conditions will continue to remain quiet here for at least another two and a half months, as there is very little regular employment that men can obtain around Nenana before the snow leaves and the ice goes out on the River. So, unless our unemployed can continue to work on this and other relief projects until May, they will be as helpless and dependent as they were before this work was started.

We have at Nenana a Community Church building the rear end of which was badly burned several years ago and has never been properly repaired because the town has not been able to afford the cost. Then too the local cemetery is very much overgrown with willows and brush, and should have a shelter cabin for grave-diggers in the winter time. In one

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.

November 27, 1933.

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 cannot use it with their own cars.

The estimate of cost is tentative. Application for War Department permit has been made, a public hearing held and it is expected permit will soon be issued. This will fix the type of structure and final estimate can then be prepared. Work can begin within 30 days and be completed within 12 months.

2.- Projects in this group are all small requiring \$20,000 or less each for construction. Amount Required, \$250,000. Work can begin June 1, 1934 and be completed within 6 months.

Valdez-Mineral Creek Road. \$20,000

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.

Chistochina-Slate Creek. \$15,000

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

Kanatak-Becharof Lake. \$10,000

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

Cambell Creek Road. \$4,000⁰⁰

For the construction of 1½ miles of low-standard road serving homesteaders near Anchorage and connecting with the Anchorage road system.

Lake Otis Road. \$3,000⁰⁰

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

Faith Creek Road. \$6,000⁰⁰

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.

Porcupine Creek Road. \$12,000⁰⁰

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

Cleary Summit-Chatham Creek. \$6,000⁰⁰

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

Happy-Goldstream Road. \$15,000⁰⁰

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

Farmers-Birch Hill Road. \$14,000⁰⁰

To provide a gravel surface on 8½ miles of existing road serving 15 farms and connecting with the Fairbanks road system.

Bettles-Coldfoot. \$20,000⁰⁰

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.

Bessie-Spake River Road. \$20,000⁰⁰

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.

Bethel-Goodnews Bay. \$8,000⁰⁰

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

Goodnews Bay-Platinum Creek. \$4,000⁰⁰

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.

Bethel-Bunichak. \$2,500⁰⁰

For tripoding 35 miles of winter trail between these villages.

Marvel Creek Trail. \$5,000⁰⁰

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

Vault Creek Road (3 miles). \$3,000⁰⁰

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

Mason Creek Road (5 miles). \$5,000⁰⁰

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). \$4,000⁰⁰

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

Richardson-Democrat Creek (3 miles). \$5,000⁰⁰

This is at present a very poor road to minor placer deposits on Democrat Creek, a tributary of the Selcha 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.

Benana-Mission Road. \$4,000⁰⁰

This road, now merely a track connects the town of Benana with the large mission settlement one mile distant. The road requires grading and surfacing.

Wasilla Farm Roads. \$15,000⁰⁰

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. \$70,000⁰⁰

This project provides for the construction of a tractor road from the Village of Cripple on the Innioho 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 difficulty and at great expense.

American Creek Aviation Field. \$500⁰⁰

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

Ruby Aviation Field. \$500⁰⁰

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

Lake Minchumina Aviation Field. \$500⁰⁰

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

Kenana Aviation Field. \$2,000⁰⁰

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.

Fort Yukon Aviation Field. \$500⁰⁰

This field requires improvement.

Takotna Aviation Field. \$1,000⁰⁰

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.

Flat Aviation Field (hill). \$500⁰⁰

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

Manley Hot Springs Aviation Field. \$ 2,500⁰⁰

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. \$ 10,000⁰⁰

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.

Matanuska Aviation Field. \$ 2,000⁰⁰

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

Dillingham Aviation Field. \$ 2,000⁰⁰

The important fishing locality of Bristol Bay is entirely without an aviation field. Summer landings can usually be 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 Flates Aviation Field. \$ 500⁰⁰

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. \$ 1,000⁰⁰

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. \$ 500⁰⁰

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

Chistochina Aviation Field. \$ 500⁰⁰

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

St. Michael Aviation Field. \$5000⁰⁰

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

3 - Ketchikan Street: Amount required, \$73,000.00

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 \$5,000 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 1932-33 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 \$125,000 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 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 tidewater 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.

Work can begin April 1st, 1934 and be completed within 8 months.

5. McCarthy Road System: Amount required: \$19,000.00

Total estimated cost \$35,000 of which \$16,000 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, necessitated by encroachment of the Kizine 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 \$20,000.00 of which \$15,000.00 has been allotted from Public Works Funds.

This dyke surrounds the town of Valdez as a protective measure against the Valdez Glacier Stream. 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 rip rap to prevent cutting. (8 protection)

Work can begin June 15, 1934 and be completed within 60 days.

7 - Hot Springs Road 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 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 Taft, 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 Nome-Shelton Tram, a Ferry 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.

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

9 - Anchorage-Matamaska: 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 Matamaska 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.

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

10 - Takotna-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 Work (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

11 - Takotna-Nixon Fork (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 Fork, is always navigable. It is proposed to build a road 18 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 \$180,000.00.

Work can begin June 1st, 1934 and be completed within 18 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 6 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 - Olney-Livengood: 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 18 months.

15 - Gulkane-Eabesna: 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 12 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 \$80,000.00 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.

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 8 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 effect a saving of 2 cents per round 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, \$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.

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

22 - 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 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 - McCarthy-Canadian Boundary, (Continued)

with Canada to construct the portion of the route through that country necessary to reach 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 - Peorinan-Ruby (60 miles): Amount required, \$200,000.00.

The construction of a passable wagon road 56 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 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.

Work can begin June 10, 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.

S U M M A R Y

1.	Juneau Douglas Bridge	\$250,000
2.	Group Miscellaneous Roads, Tracts and Airfields	250,000
3.	Ketchikan Street	73,000
4.	Skagway Valley Road	100,000
5.	McCarthy Road System	19,000
6.	Valdez Dyke	5,000
7.	Hot Springs System	25,000
8.	Shelton-Dahl	20,000
9.	Anchorage-Matanuska	350,000
10.	Talkeetna-Cache Creek	150,000
11.	Takotna-Nixon Work	150,000
12.	Cantwell-Valdez Creek	45,000
13.	Kantishna-Park Boundary	50,000
14.	Olney-Livengood	215,000
15.	Gulkane-Nabesna	245,000
16.	Willow Creek Road System	80,000
17.	Ferry-Eva Creek	50,000
18.	Iliamna Bay-Iliamna Lake	30,000
19.	River Protection--Fairbanks	75,000
20.	Georgetown-Flat	500,000
21.	Fairbanks-Chena Hot Springs	830,000
22.	McCarty-Canadian Boundary	2,250,000
23.	Poorman-Ruby	200,000
24.	Beaver-Caro-Little Squaw	290,000
25.	Kenai-Kenai Lake	600,000

Total \$ 6,552,000

UNITED STATES
DEPARTMENT OF THE INTERIOR
WASHINGTON

December 6, 1933.

MEMORANDUM for Mr. Chapman,
Assistant Secretary:

Attached hereto is a list of the amount estimated to be required for each project in Group 2 of the list of projects submitted by Governor Troy, requesting Public Works allotments for Alaska.

IKE P. TAYLOR
Chief Engineer, Alaska
Road Commission.

NAME OF PROJECTS	AMOUNT
Valdez-Mineral Creek Road	\$ 20,000
Chistochina-Slate Creek	15,000
Kantak-Becharof Lake	10,000
Camball Creek Road	4,000
Lake Otis Road	3,000
Faith Creek Road	6,000
Porcupine Creek Road	12,000
Cleary Summit-Chatham Creek	6,000
Happy-Goldstream Road	15,000
Farmers-Birch Hill Road	14,000
Bettles-Goldfoot	20,000
Bessie-Spake River Road	20,000
Bethel-Goodnews Bay	8,000
Goodnews Bay-Platinum Creek	4,000
Bethel-Munichak	2,500
Marvel Creek Trail	5,000
Vault Creek Road (3 miles)	3,000
Mason Creek Road (5 miles)	5,000
Grant Creek Road (4 miles)	4,000
Richardson-Democrat Creek (8 miles)	5,000
Nenana-Mission Road	4,000
Wasilla Farm Roads	15,000
Cripple-Cripple Mountain	20,000
American Creek Aviation Field	500
Ruby Aviation Field	500
Lake Minchumina Aviation Field	500
Nenana Aviation Field	2,000
Fort Yukon Aviation Field	500
Takotna Aviation Field	1,000
Flat Aviation Field (hill)	500
Manley Hot Springs Aviation Field	2,500
Seward Peninsula Aviation Fields	10,000
Matanuska Aviation Field	2,000
Dillingham Aviation Field	2,000
Gum Creek Flates Aviation Field	500
Thompson Pass Field	1,000
Copper Center Aviation Field	500
Chistochina Aviation Field	500
St. Michael Aviation Field	5,000
Total	\$250,000

June Fifth
1936

Paul W. Gordon, Esq.
Department of the Interior
Washington, D. C.

Dear Mr. Gordon:

When Mr. Sheely was in Washington recently he talked with me about the need of additional road construction in the Matanuska Valley region. Afterwards, under date of May 20, he wired Colonel Westbrook, and a copy of his telegram to Colonel Westbrook, together with a notation as to the particular road work desired, was passed on to me.

Attached hereto you will find a copy of the telegram and the notation mentioned, copy of my letter dated May 27 addressed to Colonel Westbrook, and copy of Colonel Westbrook's reply dated June 4.

It occurs to me that this is probably the opportune time to secure the necessary road construction in the Matanuska Valley region as a part of the settlement program. Therefore I suggest that if your Division thinks it proper to support this program, your aid might be very helpful in getting the work under way. What I fear is that no final decision will be made until frost comes again and then it is too late to do road work economically. Is there no way in which we can convince the authorities who have the money, to set up the fund immediately so that work can commence and be prosecuted during the summer?

Sincerely yours,

Anthony J. Dimond
Delegate

AJD:B
Enclosures

RECD JUN 5 -

WORKS PROGRESS ADMINISTRATION

WALKER-JOHNSON BUILDING
1734 NEW YORK AVENUE NW.
WASHINGTON, D. C.

HARRY L. HOPKINS
ADMINISTRATOR

June 4, 1936

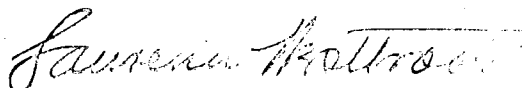
Dear Representative Dimond:

This will acknowledge receipt of your letter of May 27, relative to the necessity for future road work in the matter of Matanuska Valley.

For your information, we are at the present time endeavoring, either through this Administration or one of the other Departments, to have monies made available for the work outlined in your letter.

We shall be glad to keep you advised as to the progress of the matter.

Sincerely yours,



LAWRENCE WESTBROOK
Assistant Administrator

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

May Twenty-seventh

1 9 3 6

Colonel Lawrence Westbrook
Assistant Administrator WPA
Washington, D. C.

Dear Colonel Westbrook:

My attention has been called to the fact that no plans have been made for further road work in the Matanuska Valley. The summer is now at hand, and so I suggest that the necessary allotments be set up, the Alaska Road Commission notified, and the road work undertaken without delay. It is my information that the road plans call for the following:

Roads for present colonists	11 miles
Roads for new colonists	1 "
Roads for old settlers	8 "
Total	19 " @ \$6,000. per mile, ..\$118,500

It is not necessary to tell you how valuable, and indeed how necessary, roads are in Alaska -- or anywhere else for that matter. The colonists and the present settlers in the Valley are in need of this additional road work; the amount involved is comparatively small.

As you doubtless know, the money set up last year for road building in the Matanuska Valley and for the connecting road between Anchorage and Matanuska was taken from the emergency appropriation of 1935. There is no reason known to me why the additional sum desired, namely \$118,500, cannot be secured from the same source. The point is that the work can be done only in the summer time with due regard to economy and the Alaska Road Commission, which is doing and has done such splendid work in road building in Alaska, ought to be advised at the earliest possible moment just how much is to be undertaken.

An inquiry at your office brings the information that Mr. Sheedy has recently wired you on the subject. This in itself shows the need of prompt action.

Sincerely yours,

Anthony J. Diamond
Delegate

AJD:R

COPY RADIOGRAM

220 WVY V 37 WPA
PALMER ALS 230P MAY 20 1936

COL LAWRENCE WESTBROOK
ASST ADMR WPA
AUDITORIUM BLDG
WASHN DC

RE BUDGET SUBMITTED WHILE IN WASHINGTON STOP ALASKA ROAD COMMISSION
ANXIOUS TO KNOW PROGRAM FOR NEW CONSTRUCTION THIS SUMMER STOP PLEASE
ADVISE THIS OFFICE AND JUNEAU OFFICE ROAD COMMISSION AS TO FUNDS
AVAILABLE FOR PROGRAM SET UP

ROSS L SHEELY
11 PM

Notes

(Bureau of Public Roads, Dept of Agriculture)

Plans call for following - No request made

Present Colonists	11 miles
New "	$\frac{1}{2}$ "
Old Settlers	$8\frac{1}{2}$ "
	<hr/>
	19 $\frac{3}{4}$ " @ \$6,000 - \$118,500 (EJC)

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

June 9, 1936.


Hon. Anthony J. Dimond,
Delegate from Alaska,
House of Representatives.

My dear Mr. Dimond:

Mr. Gordon has called my attention to your letter to him of June 5 in which you discussed the desirability of securing additional funds for road improvement work in the Matanuska Valley.

After conferring with Dr. Colvin and Mr. Carr, the Alaska Road Commission has been advised to prepare a request for W.P.A. funds to cover the needed improvements. As soon as this request is received, the matter will be taken up further with the Works Progress Administration in the hope that the roads may be completed this summer.

Sincerely yours,


ERNEST GRUENING
Director.

Funds Expended By Or Expenditures Supervised By The Alaska Road Commission For Roads,
 Trails, Shelter Cabins And Airfields In Alaska (including the Douglas-Juneau Bridge),
 Exclusive of Funds Provided by The National Parks Service.

As Of June 30, 1935

Congressional
 Appropriations
 1905 - 35

	<u>Funds Originating in Alaska</u>		<u>Other Funds</u>	
\$14,851,961.15	\$4,330,686.79	Alaska fund	\$1,050,694.11	
	684,239.64	Territorial fund prior to 1921 plus forest revenues.	less 947,660.56	National Park Service Funds
	194,939.60	Territorial Commissioners 1921 - 29.	102,033.55	
	24,014.00	Seward Peninsula Tram 1923.		
	6,425.00	Tolovana Tram 1924.		
	312.72	Kaltag Portage Survey 1925.		
	22,349.50	Miscellaneous 1926 - 30		
	1,708,017.07	Territorial contributions 1920 - 35.		
	166,593.85	Miscellaneous contributions.		
<u>\$14,851,961.15</u>	<u>\$7,137,578.17</u>		<u>\$103,033.55</u>	

Total expended from three above noted sources: \$22,092,572.87

32.3% of these expenditures financed by Territory.

30.9% financed by Territory if National Parks Service roads are considered.

for
 the Polar Regions Dept., Univ. of Ak., Fairbanks. It is further
 the user assumes full responsibility for complying with con

Signal Corps, United States Army

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

RADIOGRAM

3-9313

U. S. GOVERNMENT PRINTING OFFICE: 1931

161WVY JN 288 INT

JUNEAU ALS 1P JUN 11 1936

DIMOND

DELEGATE FROM ALASKA HOUSE OFFICE BLDG WASHN DC

RE YOUR RADIO TENTH FERRY EVA CREEK DESIRABLE WORK MAINTENANCE
EXISTING TWELVE MILES ROAD AND EXTENSION SIX MILES NEW ROAD
TO PLACER WORKINGS AND LOPE PROSPECTS STOP EIGHT HUNDRED DOLLARS
ALLOTTED THIS YEAR FOR MINOR MAINTAINING ONLY STOP THIRTY
THREE HUNDRED DOLLARS EXPENDED PAST THREE YEARS FOR MAINTENANCE
STOP MCCARTHY NIZINA INCLUDING BRANCHES TO DAN CHITITU
AND BREMNER DESIRABLE WORK MAINTENANCE TWENTY SIX AND ONE HALF MILES
ROAD COMMA NIZINA RIVER BRIDGE AND IMPROVEMENT OF FORTY MILES
BREMNER TRIP TO TRACTOR ROAD STOP EIGHTEEN THOUSAND ALLOTTED
THIS YEAR FOR MAINTENANCE ALL MILEAGE AND COMPLETION RELOCATED
SECTION DAN CREEK ROAD ON

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RADIOGRAM

3-9312

U. S. GOVERNMENT PRINTING OFFICE: 1921

161WVY JN SHEET 2

BEACH STOP EXPENDED PAST THREE YEARS MCCARTHY DAN CREEK
RIVER

THIRTY TWO THOUSAND NIZINA BRIDGE FIFTY SIX THOUSAND SEVEN

HUNDRED CHITITU BRANCH SIXTY TWO HUNDRED BREMNER TRAIL TWENTY

THOUSAND THREE HUNDRED TOTAL ONE HUNDRED FIFTEEN THOUSAND

TWO HUNDRED STOP ACTION ROAD MCCARTHY TO NIZINA RIVER

INCLUDED ABOVE IS IN GOOD

CONDITION FOR PRESENT AMOUNT TRAFFIC STOP NOME SHELTON TRAM

EXTENSION NOT RECOMMENDED BUT CONSTRUCTION APPROXIMATELY

ELEVEN MILES TRACTOR ROAD FROM END TRAM TO DAHL IS DESIRABLE NOW

WORKING ON IT STOP FIFTEEN THOUSAND ALLOTTED THIS YEAR FOR

CONSTRUCTION TRACTOR ROAD STOP EXPENDED TRACTOR ROAD PAST TWO YEARS

EIGHTEEN THOUSAND EIGHT

*Done
Shelton*

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RADIOGRAM

3-9213

U. S. GOVERNMENT PRINTING OFFICE: 1931

161WVY JN SHEET 3

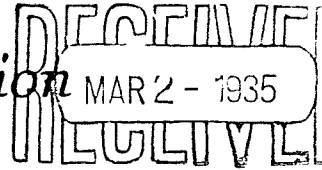
HUNDRED DOLLARS STOP NO ROAD FROM NOME TO TELLER AND NONE
RECOMMENDED COMMA WE MAINTAIN EIGHTY THREE MILES WINTER TRAIL
BETWEEN THESE POINTS STOP NOME COUNCIL CONSISTS FORTY
THREE AND ONE HALF MILES ROAD AND THIRTY EIGHT AND ONE HALF
MILES SLED ROAD MAINTENANCE DESIRABLE ALSO IMPROVEMENT ON
BEACH BEYOND

SAFETY IN WAY GRAVELING TO ALLOW HEAVY TRUCK HAUL ALLOTTED
NINETY FIVE HUNDRED THIS SEASON STOP EXPENDED PAST THREE
YEARS FOR MAINTENANCE AND IMPROVEMENT TWENTY EIGHT THOUSAND
DOLLARS FOR CONSTRUCTION TWENTY FIVE HUNDRED TOTAL THIRTY
THOUSAND FIVE HUNDRED

STERLING

Alaska Resident Fishermen's Union

Incorporated 1934



Naknek, Alaska.
February 4, 1935.

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

Dear Sir:

In your last letter you are asking for information regarding the road from Naknek to Egegik. This road is certainly badly needed. More people are settling here every year. There is no transportation except by airplane, which means of travel is rather expensive if used for every occasion.

Travelling in the summer time is by small boats, sailing or power boats. There is no shelter for 40 miles. Conditions could not be any worse.

As we are only allowed to fish in sailing boats, (power boats are prohibited by law), those small sail-boats are never fit to travel in and therefore an automobile road becomes a necessity.

Not alone would the people living in this vicinity be served by this road, but the Alaska Packers Ass. (3 big canneries), Libby McNeill & Libby (1 cannery), Pacific American Fisheries (1 cannery), also The Pioneer Reindeer Co. would be directly benefitted.

The Pioneer Reindeer Co. has a herd of 5000 deer stationed at Naknek, which is practically valueless now because transportation is not certain and thousands of dollars are lost to the owners. If we had a road, the reindeer people would then be able to sell their meat to the canneries. As it is now, very little meat is sold although the canneries are willing to buy it.

The Alaska Packers Ass. have built their own road between two canneries, a distance of about four miles.

As a great part of the taxes of the Territory are derived from this part of the country, we believe that we are entitled to this road. Not only is the community itself behind this project but every fisherman and salmon packer of the Bering Sea is backing it.

A petition to the Alaska Road Commission is being forwarded in this mail. Care has been taken in securing signatures of voters only.

We believe that a start should be made before the 1936 elections, and asking you, Mr. Dimond, our representative, in whom we have every confidence, to use your best efforts to make this road a possibility.

A road through this part of the country should be easy to build, mostly flat country and gravel hills. No rocks to be moved, and with the exception of one small stream, (12 ft. wide) no other bridges will be needed. Midway between Naknek and Egegik lies Johnson Hill, consisting of gravel, fit to last any road.

Thanking you in advance for your labor in behalf, we remain,

Sincerely yours,

Alaska Resident Fishermen's Union,

Pres.

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

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

CHECK
ACCT'G INFMN.
TIME FILED

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

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

WASHINGTON D. C. APRIL 13 1934

HON. E. W. GRIFFIN
ACTING GOVERNOR
JUNEAU ALASKA.

IN VIEW CLOSING BRISTOL BAY IT WILL BE NECESSARY FURNISH RELIEF OR WORK RELIEF TO THOSE RESIDENTS THAT REGION ~~XX~~ AND OTHER PARTS ALASKA USUALLY EMPLOYED BRISTOL BAY FISHERIES. STOP. BRISTOL BAY RESIDENTS HAVE HERETOFORE PETITIONED ALASKA ROAD COMMISSION FOR CONSTRUCTION ~~X~~ ROAD BETWEEN NAKNEK AND EGEGIK DISTANCE ABOUT FORTY MILES, BUT PROJECT HAS NEVER BEEN EXAMINED BY COMMISSION. STOP COULD NOT COMMISSION MAKE RECONNAISSANCE RIGHT AWAY AND THEN IF PROJECT APPROVED BUILD ROAD THIS YEAR. STOP WHAT OTHER USEFUL PUBLIC WORK COULD BE CARRIED ON IN BRISTOL BAY REGION BESIDES AIRFIELDS EMBRACED IN GENERAL AIR PROGRAM PLEASE WERE ANSWER.

ANTHONY J. DIMOND

OFFICIAL BUSINESS
NIGHT LETTER
A. J. DIMOND M. C.

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	FULL RATE
DAY LETTER	DEFERRED
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Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

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FIRST VICE-PRESIDENT

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

WASHINGTON? D. C. April 13, 1935

A. C. WAMSER
NAKNEK ALASKA

IN VIEW DETERMINATION SECRETARY COMMERCE NOT TO OPEN BRISTOL BAY TO FISHING THIS YEAR-I AM URGING THAT NAKNEK EGEGIK ROAD BE UNDERTAKEN IMMEDIATELY AS RELIEF MEASURE FOR EMPLOYMENT PARTICULARLY LOCAL RESIDENTS. WILL YOU PLEASE WIRE ME NIGHT LETTER COLLECT HOW MANY MEN RESIDING BRISTOL BAY REGION COULD BE SECURED TO WORK ON ROAD IF NO FISHING ALLOWED.

ANTHONY J. DIMOND

OFFICIAL BUSINESS
NIGHT LETTER
A. J. DIMOND M. C.

April 13, 1935

My dear Mr. Brownell:

This is intended to supplement what I said to you today with respect to the relief of the additional unemployment caused in Alaska by the closing of Bristol Bay to fishing.

Putting into construction immediately, by the use of funds carried in the Emergency Relief Appropriation Act of 1935, the well worked out programs for native hospitals, air fields and roads would give the desired relief and at the same time result in great economic and lasting benefit to Alaska. Since many Alaskans who are normally employed in the Bristol Bay fisheries do not actually reside on the shores of the Bay but in towns and villages on the east side of the Alaska Peninsula, and at Seward, Anchorage and other places, it is not necessary that the public works undertaken to relieve the unemployment so caused should be undertaken in the immediate vicinity of Bristol Bay.

However, it is likely that the residents of the Bristol Bay region are likely to suffer most acutely from the closing of the Bay to fishing, and, therefore, in addition to the public works which we discussed this afternoon, I wish to call your attention to the project for building a road on the east side of the Bay, between Naknek and Egegik, a distance of approximately 40 miles. The construction of this proposed road during the coming summer would take care of a great many of the residents of that region. Unfortunately, this project has never been examined by the Alaska Road Commission, but that examination could be made almost immediately, and then, if the project were found economically useful and justifiable, work could start by the time the frost is out of the ground.

Attached hereto is copy of a letter addressed to me on the subject by Mr. A. C. Wamsler, president of the Alaska Resident Fishermen's Union, setting out reasons why the road should be built if it is to be built at all, construction should start at the earliest possible date.

Yours, very truly,

Anthony J. Dimond
Delegate.