



REQUEST FOR XEROX COPIES OF ARCHIVAL MATERIAL

Date: 2-MAY-89

For - Name: G. BLEAKLEY (WASKE)
Department: HISTORY

Collection: GRUENING : ROADS - GENERAL COMP ~~GRUENING~~
Box #: BOX 24
Folder: PART 1

Department Account #: _____

or

Paid: _____



UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
WASHINGTON, D.C. 20240

IN REPLY REFER TO:
L58-CAM

FEB 7 - 1967

Hon. Ernest Gruening
United States Senate
Washington, D. C. 20510

Dear Senator Gruening:

Thank you for your recent inquiry concerning a road to McGonagall Pass in Mount McKinley National Park, Alaska.

We have no plans to provide a road, but we do propose to construct a trail from the vicinity of Wonder Lake into the McGonagall Pass area.

In addition, we expect to provide a foot bridge across the McKinley River. Even the construction of a foot bridge across this glacial stream will be a difficult undertaking. We have not programmed the construction of either the trail or the foot bridge at this time.

Sincerely yours,

Assistant Director



RECEIVED NOV 1 1967

IN REPLY REFER TO:

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF INDIAN AFFAIRS
WASHINGTON, D.C. 20242

Roads

October 27, 1967

*file
RB
per
EB
11-2-67*

Senator Robert R. Blodgett
Box 93
Amchitka I., Alaska 99695

Dear Senator Blodgett:

This is in regard to your letter dated August 21, 1967, and post-marked October 25, 1967. It concerns your interest in the construction of a road from Elim to Moses Point in the State of Alaska.

I find that a preliminary cost estimate in the amount of \$707,000 has been made for this project. This was what the reconnaissance survey mentioned in your letter was made for. This project is listed in the long range road program. However, during this uncertain period of Federal financing, we are not in a position to predict the time when construction will take place.

As in the case of the State of Alaska road program, this Bureau is faced with a need for many more roads than we can afford to build. It becomes necessary, therefore, that we appraise the relative justification of various projects which have been proposed.

If you have special knowledge of the relative need for the improvement of the Elim to Moses Point Road improvement, both this office and our Juneau Area Office would appreciate receiving it.

I am asking our Juneau Area Office to furnish you with the information you have requested on our 1965, 1966, and 1967 fiscal year road programs.

Sincerely yours,

Robert J. Trier, Chief
Branch of Roads

cc: Hon. Ernest Gruening



21 AUGUST 1967

Box 93
Amchitka I., Alaska 99695
21 August 1967

Bureau of Indian Affairs
1951 Constitution Avenue., N.W.
Washington, D. C.

Attention: Robert J. Trier, Chief *83-4967*
Branch of Roads

With reference to your letter of June 11, 1965, relative to my own letter to you regarding the road needs in the Eskimo villages along the shores of Norton Sound, I wish to advise as follows:

Very real effort has been made on my part through your Roads Branch in Juneau Area Office with a viewpoint to getting a road built from Elim to Moses Point. Your Area Branch Roads Engineer in Juneau sent an engineer to Elim to conduct a field survey. Apparently it was only eye wash as it amounted to a casual walk over the trail with no engineering accomplished. Nothing has happened since.

It is indicative to me that the smaller villages are being swept under the rug by the Bureau of Indian Affairs and further that entirely too much emphasis is being placed on road programs and fund expenditures down in Southeastern Alaska. The Eskimo people of Northwestern Alaska do not get to travel and observe what is going on in Southeastern Alaska and how the Eskimo in Northwestern Alaska is getting short changed in programs in Alaska.

It is inexcusable that the Elim-Moses Point Road has not been constructed.

In view of the above it is requested that I be provided with a comprehensive breakdown of BIA Branch Roads Program Projects and Expenditures throughout Alaska for the past three years.

Sincerely,

Robert R. Blodgett
Robert R. Blodgett

cc: Elim Council, Elim, Ak
Senator Ernest Gruening
Congressman Howard Pollock
State Senator, N.W. District

Roads
2

COPY

April 15, 1968

Mr. Cosby E. Steen
Acting Commissioner
Department of Highways
P. O. Box 1467
Juneau, Alaska 99801

Dear Mr. Steen:

Recently Senator Gruening was asked by Sarjus Kvasnikoff, the Mayor of English Bay, to try to determine the status of plans to construct a road between English Bay and Port Graham. Mr. Kvasnikoff is hopeful that construction will be undertaken this summer.

We would appreciate your writing direct to him about the matter, sending a copy of your letter to us.

Sincerely yours,

GEORGE SUNDBORG

cc: Mr. Sarjus Kvasnikoff

GS:CN

This is a copy of a report in the AK. 3 Polar Regions Dept., Univ. of Ak., Fairbanks. It is furnished to the user for private study, scholarship, or research. The user assumes full responsibility for complying with copyright provisions.

April 4, 1968
Re: CC-2710

The Honorable E. L. Bartlett
United States Senate
Room 248, Senate Office Building
Washington, D. C. 20510

Dear Senator Bartlett:

This is in response to your letter of March 13, 1968 inquiring about the circumstances described in Karl Erickson's letter to you dated February 29, 1968.

Attached is a copy of a letter dated August 16, 1967 to John H. Kimball from Charles S. Matlock, Anchorage District Engineer, which pertains to the subject and outlines the sequence of events.

It is the Highway Department's position that the bridge steel was unlawfully removed from State property and utilized in constructing a bridge on public land. The first knowledge the Department had of this was when people who had participated in the action were denied use of the bridge and started voicing complaints to the Anchorage District Engineer.

Although Mr. Kimball, et al, requested permission to utilize the steel, such permission could not be legally granted unless the bridge were to be erected on public right of way and thereby remain the property of the State and under its jurisdiction. It is probably incumbent on us to now acquire right of way up to and including the bridge and a substantial extension beyond the bridge, that will serve a reasonable area on the other side of the river.

I will take this up with the proper legal authorities at the first opportunity and will also try to keep you informed of any progress that is made. Needless to say, the threat to take legal action contained in Mr. Matlock's letter to Mr. Kimball was not carried through. Matters of a more pressing nature occurred to occupy Mr. Matlock's attention.

The Department of Highways will endeavor to resolve this matter in a legal and equitable manner as soon as possible. I would be happy to receive any comments or expression of your wishes in this matter at any time.

Sincerely yours,

CES/mth
BCC: Matlock & Maintenance

C. E. Steen, Acting Commissioner

COPY

February 29, 1968

Dear Senator:

I am writing you concerning about 12 homesteaders, and the bridge that was erected, which we cannot use.

All the bridge material was furnished by the State, and erected by people that are living here, and who have filed homesteads across the Matanuska River, but a gate was put up and padlocked, so we all are unable to get across.

It is impossible to prove up on any property that any of us have across the river, when we are all facing this unreasonable situation.

The party that put up the gate and locked it is homesteading there, also other members of his family, but he doesn't live there only possibly three months or so a year as his wife works in Anchorage and he works in various jobs in various places in the state.

Therefore, due to this absurd situation, we are appealing to you for some kind of action, to get the gate removed, so those of us that want to prove up on the property involved will have access to our homes.

Also, the party that erected the gate, has been charging tourists a toll, to cross the bridge, so that they can get to the face of Matanuska Glacier. The bridge is on Federal land and below the high watermark of the river. We can furnish you a list of the people, with addresses, who were required to pay this toll of \$1.50 a person. Some of these were tourists, sightseeing, and rock hounds.

The bridge material was supposedly donated by the State Highway Department to the homesteaders and each and everyone should be able to use this bridge, not just this one party and his family.

COPY

-2-

All of us will send you a list of all of us that are affected by this bridge if you so desire.

Hoping to hear from you at your earliest convenience.

Respectfully,

s/ Karl Erickson

Rt C, Box 87, Palmer, Alaska 99645

August 16, 1967

54-2709

John H. Kimball
Star Route C Box 92
Palmer, Alaska

Dear Mr. Kimball:

In your letter of August 22, 1966 you requested the Department of Highways to release bridge steel (from excess, dismantled and incomplete bridges) that was located in the "Buffalo" gravel pit near Palmer. You stated that the bridge material was to be used to erect a bridge across the Kotanuska River and that there were "five different parties, so far, across the Kotanuska River at Mile 102 Glenn Highway that own property". You were advised that we would attempt to determine if there was some way that the steel could be released to you and the others concerned, for access across the Kotanuska River.

You were advised to contact Pete Bagoy and look at the steel to determine if it could be used in the construction of the bridge. Mr. Bagoy accompanied Bill Straight, you, and possibly one other interested party to the Buffalo Pit and showed you steel that was excess to our needs.

Mr. Rogers wrote a memorandum to the Highway Department Headquarters requesting information on the possibility of releasing the steel for a public bridge. No determination was made by Headquarters. You again contacted Mr. Rogers, who stated he had not received authority to release the material, and that if we were to allow any to be used it would have to be on a loan basis by written agreement, subject to recall or replacement, and that any steel obtained and not used in the bridge would have to be returned to the Buffalo Pit. We did not give you written permission to take the steel and you did not request a written agreement.

We later learned that steel had been removed from the pit and hauled to the proposed bridge site.

This spring we started receiving complaints that use of the bridge had been denied the general public because of a locked gate across one end.

AUG. 21 REC'D

August 16, 1967

54-2709

John H. Kimball
Star Route C Box 92
Palmer, Alaska

Dear Mr. Kimball:

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John H. Kimball
August 16, 1967

Page 2

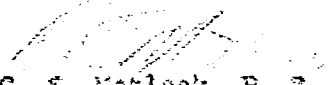
On August 14, 1967, Mr. Bill Straight came to this office regarding access to his property across the Matanuska River. He stated that he had helped construct the bridge and did use it for awhile, but that you now had a gate across one end and had changed the lock.

We have also been advised that you gave steel to the trucking firm that hauled the steel and that there is additional steel from the Buffalo Pit stored near the present bridge site.

You were advised earlier by Mr. Rogers on the telephone that although you did not have written authorization to take the material that there would probably not be any action taken if the bridge was open to the public continuously.

This letter is to advise you to contact this office, either in person, or by letter, and state in writing that this bridge was constructed for public use as stated in your original request, and that the public will have continuous use of it. If this is not done by August 31, 1967, legal action will be taken to insure that property of the State is not used for private purposes.

Sincerely,


C. S. Matlock, P. E.
District Highway Engineer

CCM:OAR:jl

COPY

April 15, 1968

Mr. Crosby E. Steen
Acting Deputy Commissioner
Alaska State Department of
Highways
Box 1467
Juneau, Alaska 99801

Dear Mr. Steen:

Mr. Keith W. Allen, Box 683, Wasilla, has complained to me with regard to the condition of a bridge that crosses the Matanuska river at mile 101 on the Glennallen Highway.

According to Mr. Allen, the Highway Department loaned the bridge to all of the homesteaders living at Wasilla but that it has been under the control of a Mr. Jack Kimbal who also has a homestead near Mr. Allen and who did some work on the bridge. Mr. Allen's point seems to be that if the State owns the bridge, it should be available to all homesteaders who must have access to it. It would be much appreciated if you would look into the situation and provide me with a report.

With best wishes, I remain

Cordially yours,

ERNEST GRUENING, U.S.S.

DG:RS

Mar, 5 68

Keith Walter Allen
Box 683 Wasilla
Alaska 99687

Senator Greuning

My name is Keith Allen, at the present time I reside at Wasilla Alaska, however I have property across the Matanuska river at mile 101 on the Glen Hyway, as do many other people, but I am unable to get to these properties to do the necessary building and other work to Prove Up, due to the underhanded ways of one single individual and the State Highway Department.

Now the Highway Department loaned a bridge for the use of all of the homesteaders and property owners across the river, the work of erection was done by several of the interested parties but upon completion a Mr. Jack Kimbal who also has a Homestead and done work on the bridge, erected a steel gate on the bridge proper and locked it to the other people who own property across the river, and charges a toll of \$2.00 to tourists who wish to get a closer look at the Matanuska Glacier.

Now the bridge is State owned, and was loaned to all of the homesteaders, not as a private toll bridge for one person, this condition has been known by the Hy, Dept, and has been known for many mo, but for reasons Political or otherwise have not followed through on their demands to Jack Kimbal, to remove the gate.

I have no alternative but to let you know of the deplorable way this situation has been put off, believe me there has been a lot of hedging and buck passing.

All any of us people across the river want is access to our property and have the gate removed from the bridge, this Jack Kimbal has defied requests from the Hy, Dept, to remove the gate and has publicly stated they could go to hell that it was his bridge now, he also sold a great deal of the bridge steel and it was removed in an after dark deal, the people of the Hy, Dept know about the off hand sale and where the steel is now, but someone is hiding something and others are covering up for him.

We simply cannot get any answers for ourselves and something must be done before spring or the situation could become very serious.

I realize how busy you are, and any efforts on your part to explore the facts will be appreciated, and I speak for a lot of other people to.

Respectfully

Keith W. Allen

Newton T

COPY

June 26, 1968

Mayor Larry C. Farnen
City of Homer
Homer, Alaska

Dear Larry:

In the absence of Senator Gruening who is now in Alaska, I wish to acknowledge and thank you for the copy of Resolution No. 68-10 of the City of Homer concerning construction of the Homer Spit Road. Senator Gruening will be pleased to be kept advised with respect to this matter.

With best wishes, I am

Sincerely yours,

DONALD R. GREELEY
Executive Assistant to
Senator Ernest Gruening

TF/mf

RESOLUTION NO. 68-10

Tom

A RESOLUTION SUPPORTING THE EXISTING ROAD ALIGNMENT OF
THE STERLING HIGHWAY AS IT EXISTS ON A
PORTION OF THE HOMER SPIT

WHEREAS, the Alaska State Department of Highways has undertaken a Federal Highway project known as Project No. F-21114, which is to repair sea water storm damage to the Homer Spit Road, and

WHEREAS, this road is a part of the Sterling Highway and essential to the operation of the Municipal Dock and Small Boat Harbor, and many businesses located within the area, and

WHEREAS, a Public Hearing was held in Homer on April 25, 1968, to hear testimony regarding the proposed relocation of this road to avoid further damage; said hearing being held by the Department of Highways, and

WHEREAS, testimony was given by many local residents, and many recommendations were given which indicated the relocation of the road would only be a temporary relief from storm damage, and that erosion will take place which in a short time will again jeopardize the road due to its light armored design for reduced construction costs, and

WHEREAS, in the process of erosion which will inevitably follow the relocation, a new 10 inch cast iron water line installed at a cost of \$436,000. under Federal financing by the Economic Development Administration for the City of Homer, will be exposed to severe storm damage, and

WHEREAS, the ensuing erosion will senselessly totally destroy many acres of land which are presently sheltered and usable, and

WHEREAS, there have been no estimated or projected engineering plans presented which detail where the areas of erosion will take place or stop, and the Department of Highways has stated that this cannot be calculated;

NOW THEREFORE BE IT RESOLVED by the City Council as governing body of the City of Homer, that the present established alignment of the Homer Spit Road should be retained for the protection of existing land and utilities, and that such monies should be spent as are necessary to permanently insure the residents and thousands of tourists who use this road annually of its permanence and security.

ADOPTED by the governing body of the City of Homer on the 10th day of June, 1968.

ATTEST:

CITY OF HOMER

Earl A. Beamer

City Clerk

Steph C. Madsen

Mayor

STATE OF ALASKA

WALTER J. HICKEL, GOVERNOR

DEPARTMENT OF HIGHWAYS

OFFICE OF THE COMMISSIONER

BOX 1467 - JUNEAU 99001

September 26, 1968

Re: 00-2710

Kenny Lake Community League
Kenny Lake
Copper Center, Alaska 99573

Attn: Francis Kibble, Secretary

Gentlemen:

I have your letter of September 16 which was written by Mr. Swisher requesting maintenance of the Old Edgerton Cutoff.

I am requesting a report be made on this situation and will notify you as soon as a determination is made regarding the possibility of performing the requested work.

Very truly yours,


J. C. E. Steen

Commissioner of Highways

CES/LDH/mth

CC: Senator Bartlett

✓ Senator Gruening

Representative Pollock

Governor Hickel

Alaska Rep. R. R. Borer

Alaska Senator J. M. Koslosky

Bureau of Public Roads

Elmer Rasmusen

Mike Gravel

Maintenance Division

Kenney Lake Community League
 Kenney Lake, Copper Center
 Alaska 99573
 September 16, 1968

RE: Maintenance of Old
 Edgerton Cutoff between
 Mile 91 on Richardson
 Highway and Kenney Lake

Commissioner of Public Highways,
 Juneau, Alaska 99801

Dear Sir:

The members of the Kenney Lake Community League, an organization made up of settlers in the Kenney Lake area, entering its eighth year of existence and dedicated to the welfare and advancement of the community, are concerned about the road problem of the settlers on the old section of the Edgerton Highway. There are now six householders located there. Two other filings have been made to date and will be occupied in the spring. The highway is the only access road available to these settlers, to shopping centers, medical, fuel, and banking services at Glennallen in one direction; and to the School, Church and household water source in the other direction at Kenney Lake. Three children are transported by parents to the Kenney Lake School each day. If the road facility were maintained, the school bus could be scheduled over that route and the rural mail carrier would be able to initiate service to these residents. The League hereby requests that this road be maintained and that maintenance be provided in the very near future.

Sincerely Yours,

Francis Kibble,
 Secretary

Michael J. Swishay
 By: Michael J. Swishay
 Member

FK/mjs

CC: Commissioner of Public Highways
 Bureau of Public Roads
 Representative, Richard R. Borer
 Representative, Howard W. Pollock
 State Senator, Jan M. Koslosky
 U.S. Senator, Ernest Gruening
 U.S. Senator, Bob Bartlett
 Governor, Walter J. Hickel
 Elmer Rasmussen
 Mike Gravel

DEPT. OF HI-WAYS	ETG.	INT.
Commissioner		
Spec. Asst. to Comm.		
Admin. Director		
Program Officer		
Chief Design Engineer		
Planning Director		
Construction Engineer		
Right of Way Engineer		
Maintenance Engineer		
Materials Engineer		
General Review		
Civil Engineer		
Library		

21 September 1967

Governor Walter J. Hickel, Juneau, Alaska
Senators Ernest Gruening and Bob Bartlett, US Senate
Representative Pollack, US House of Representatives
Representative Clem Tillion, Alaska House of Representatives
Senators Bob Palmer and Irv Metcalf, Alaska Senate:

Tom

RECEIVED SEP 25 1967

Gentlemen:

I have an urgent question. It relates to a problem that we homesteaders have been trying to solve - and having failed so far - are trying to endure. Enthusiasm and hope can and does surmount unsurmountable obstacles - for a while...but it cannot hold out forever...not even Alaskans' hope and enthusiasm. We have been enduring since 1958...it is now 1967.

Our problem? The completion of the North Fork Anchor River Road to the Sterling Highway Loop Road, so we can live year round on our places.

In 1961 we finally got this road made a part of the Road Plan. That is as far as we ever got - it's on paper. Construction continues to be pending-awaiting funds.

QUESTION: On 3 October 1967 the ballot will carry a \$5 million bonding program for road construction. We are asked to vote Yes or No.

WILL THIS \$5 MILLION PROGRAM INCLUDE FUNDS TO PERMIT THE COMPLETION OF THE NORTH FORK ANCHOR RIVER TO STERLING HIGHWAY LOOP ROAD?

Emilejola Munroe

EMILEJOLA MUNROE, Homesteader

Mailing Address: Star Route B, Homer, Alaska 99611

*Senator
Greenway*

October 21, 1967

21 OCT 21 1967

Mr. "Bob" Wells
Manager
Juneau Chamber of Commerce
Juneau, Alaska

"GOOD MORNING - - - - "BOB!"

I've never met you.....(So that makes it even!) -----But...
George Sime, now of Anchorage, says you're A-1 (So again that
makes it EVEN) !

On October 1st or 2nd.....the Alaska Chamber of Commerce, at their
annual meeting in Juneauhad as one of their main speakers,
the Honorable Arthur Laing, Minister of Northern Affairs of the
Dominion of Canada. He's a product of Vancouver, B. C. -----
where he still maintains his home (but hangs his hat up at Ottawa).

The Honorable Arthur Laing and I, are "Honorary Blood Brothers" of
the Kainai Chieftainship at Fort Macleod, Alberta.

Will you be kind enough to send me the news release, giving me
every possible word spoken by the Honorable Arthur Laing.....
any news comments,.....or, any editorial comments,.....
so far as it pertains to the Yukon Alaskan Highway.

Regardless of what he said.....BUT EVERY WORD HE SAID (particularly
to his reference that the Dominion of Canada might consider an oil dusting
of the Yukon Alaskan Highway.)

Thanks ever so much in advance.

Sincerely,

James J. Flaherty
Chairman of Canadian Relations Committee
Great Falls Chamber of Commerce
Great Falls, Montana

cc: Honorable Fred Bartlett
U. S. Senator
Senate Office Building
Washington, D. C.

cc: Mr. George T. Sime
Box 4-1186
Anchorage, Alaska 99503

cc: Mr. Ernest Grouning
U. S. Senator
Senate Office Bld'g.
Washington, D. C.

JJF:hh

REQUEST FOR XEROX COPIES OF ARCHIVAL MATERIAL

Date: 2-MAY-89

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

Collection: GRUENING : GOV AK FILE 1948-53
Box #: 7
Folder:

Department Account #: _____
or

Paid: _____



150 ft

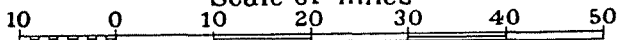
100 ft

200 ft

LEGEND

- Main Motor Road, Richardson Highway
- Other Motor and Wagon Roads
- == Sled Roads (bob sled)
- - - Pack Trails (double ender or dog sled)
- ⊠ A.R.C. Shelter Cabin
- ⚡ Railroads
- Tramways
- ⋯ Contour 1000 ft.
- ⋯ Contours 5000 ft. interval
- ✳ Airplane Landing Field

Scale of miles

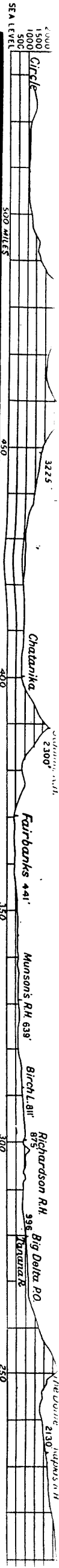
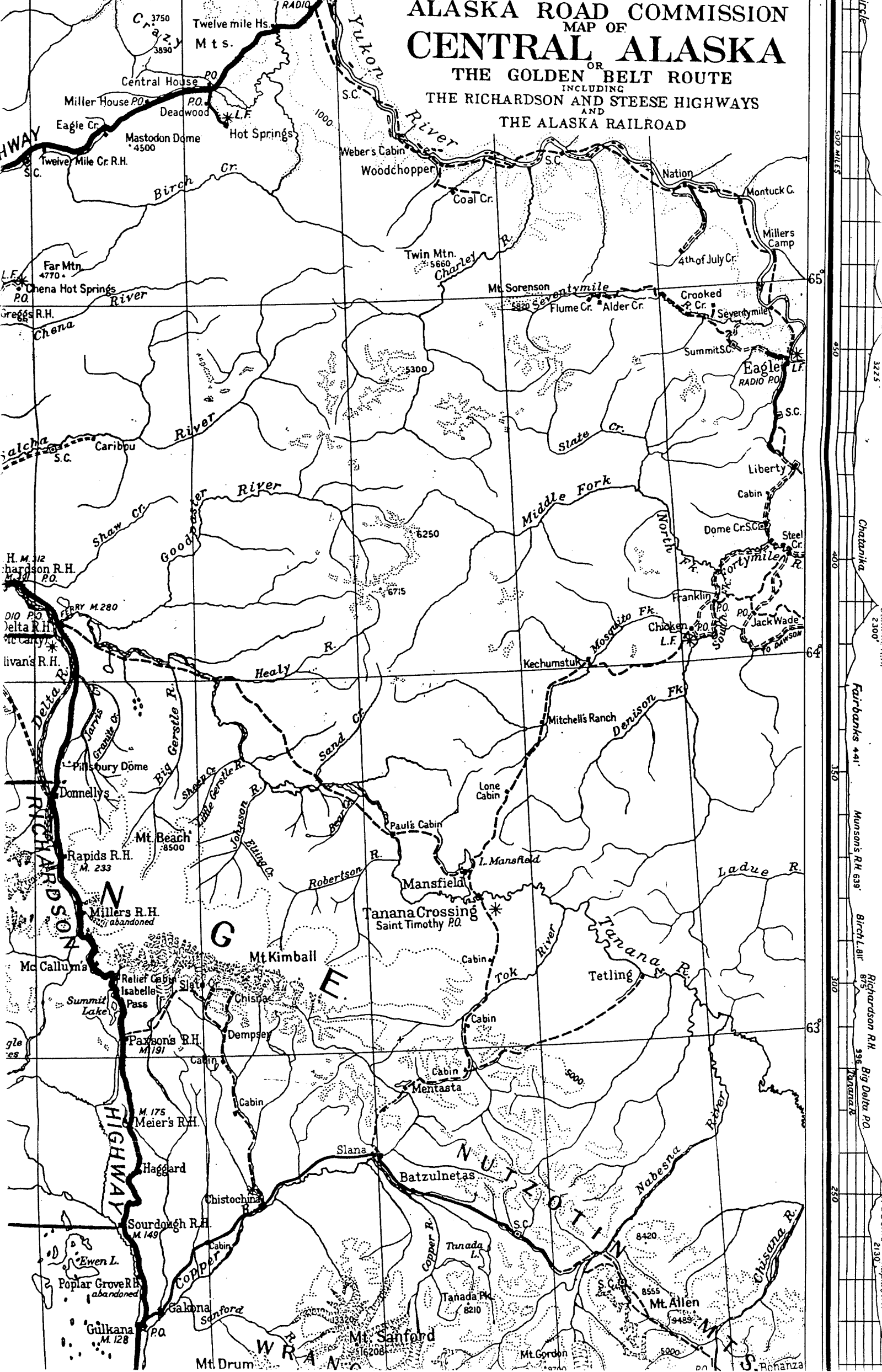


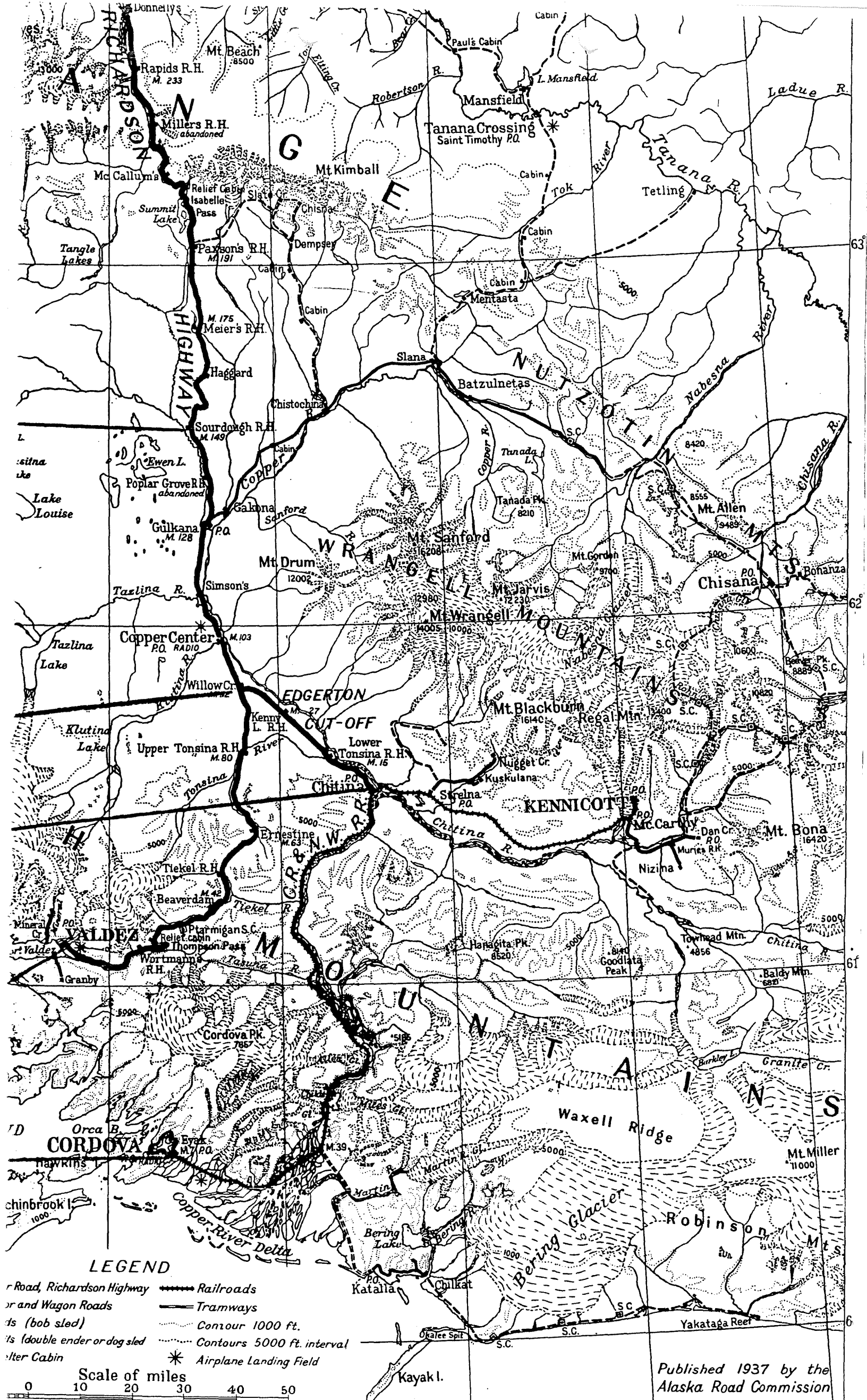
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146° 145° 144° 143° 142° 141°

ALASKA ROAD COMMISSION MAP OF CENTRAL ALASKA

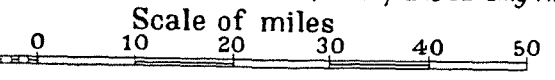
THE GOLDEN OR BELT ROUTE
INCLUDING
THE RICHARDSON AND STEESE HIGHWAYS
AND
THE ALASKA RAILROAD



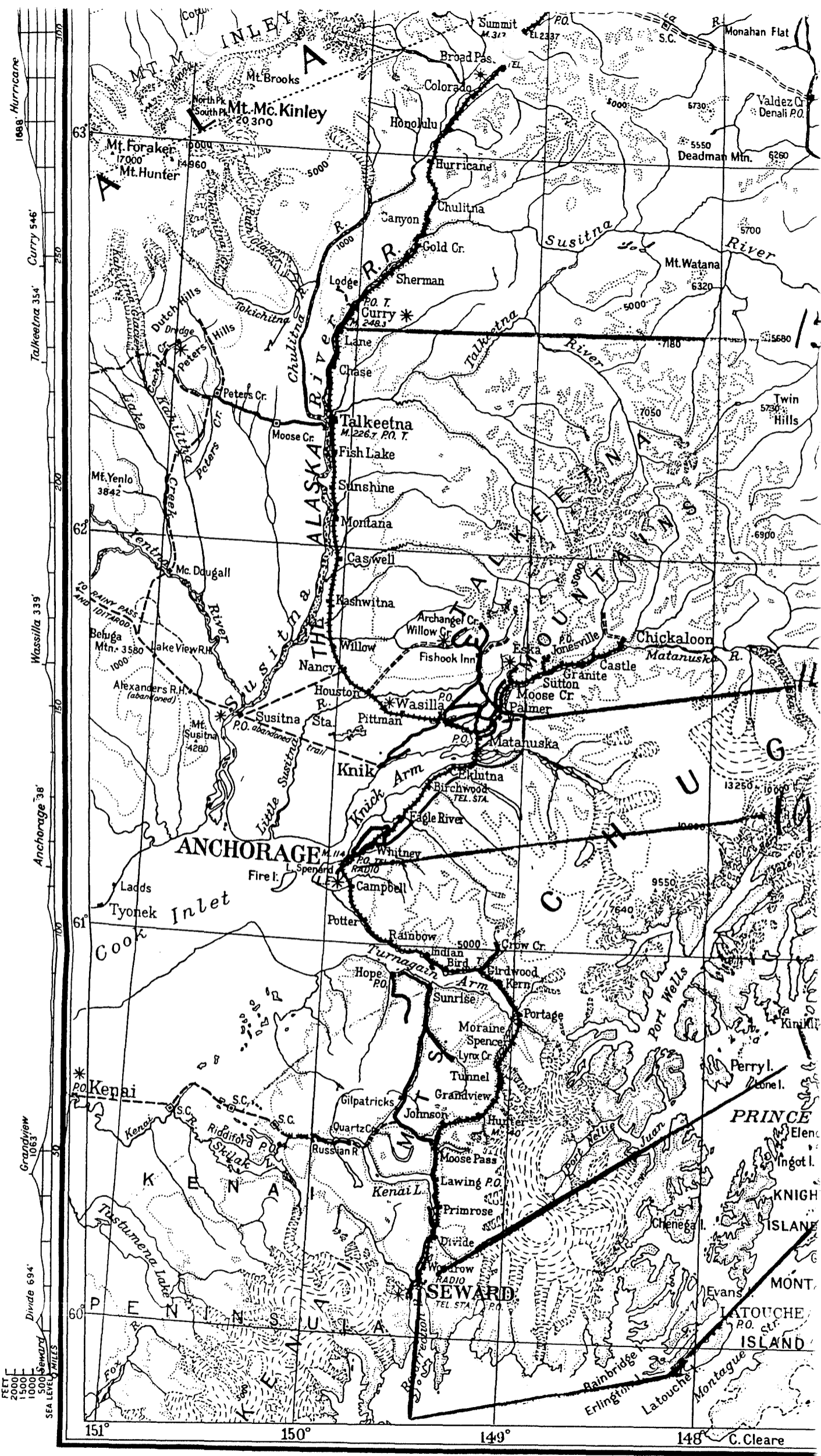


LEGEND

- Road, Richardson Highway
- Railroads
- or and Wagon Roads
- Tramways
- Contour 1000 ft.
- Contours 5000 ft. interval
- Airplane Landing Field



Published 1937 by the
Alaska Road Commission



FEET
2000
1500
1000
500
SEA LEVEL

Grandview 1083
Divide 694
Seward

Anchorage 38

Wasilla 339

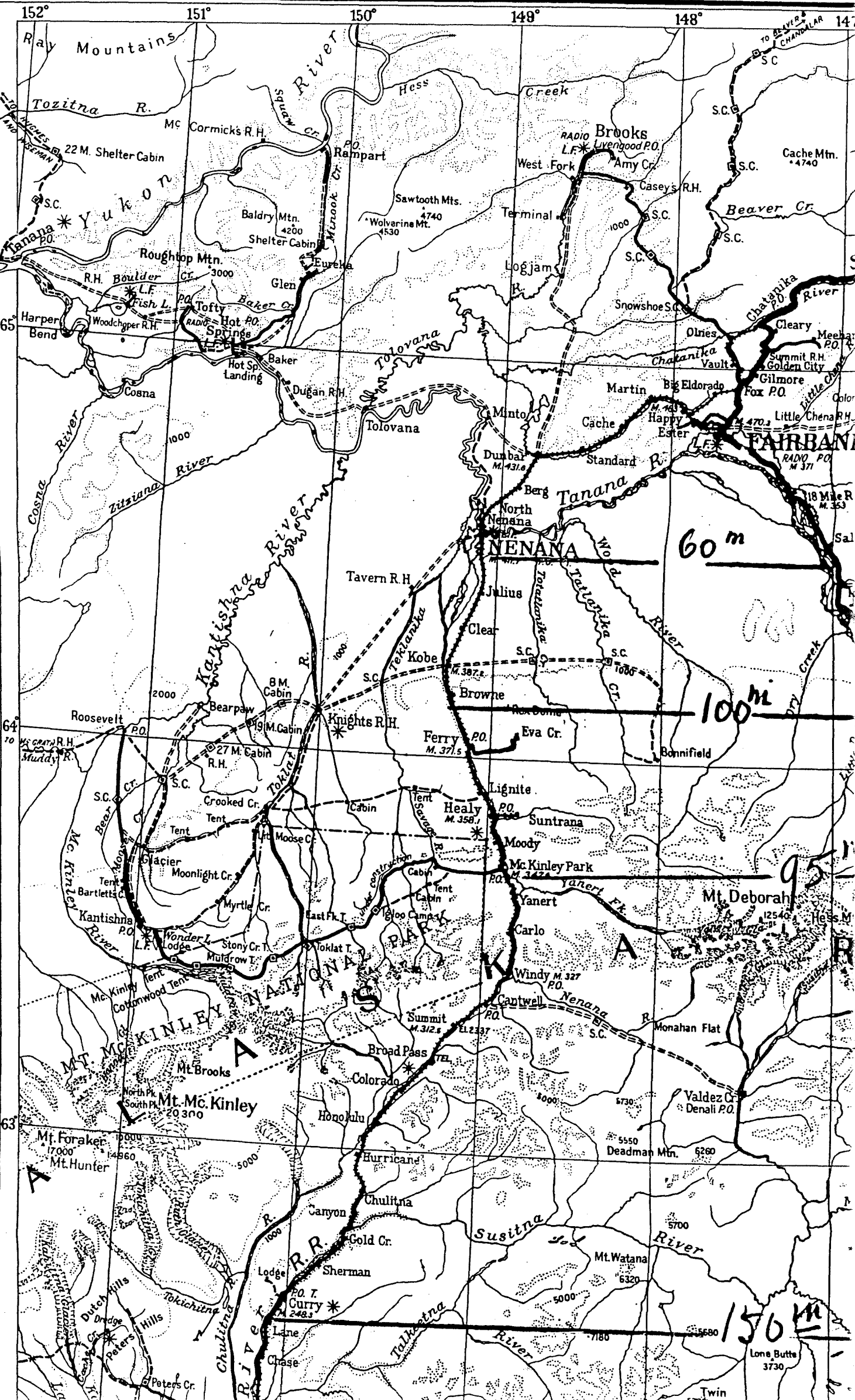
Talkeetna 354
Curry 546

1698 Hurricane

151° 150° 149° 148° C. Cleare

63° 62° 61° 60°

1430 R. Chalanika
609 Happy, Fairbanks
362 Nenana, Tanana R.
1938 Hurricane
2363.75 FT.
McKinley Park
1732
Healy 1368
Ferry 1006
Curry 546
Talkieena 354



60 m
100 mi
95
150 mi

REQUEST FOR XEROX COPIES OF ARCHIVAL MATERIAL

Date: 05-02-89

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

Collection: GRUENING ; ROADS - GENERAL COMPLETE
Box #: 24
Folder: PART II

Department Account #: _____

or

Paid: _____

COPY

May 11, 1964

Mr. Donald A. McKinnon, Director,
Division of Highways, State of Alaska
P. O. Box 1841
Juneau, Alaska (99801)

Dear Don:

In an earlier day, there was a practice in Alaska of building trails and low-grade roads to mining properties to assist the miners. It was a good idea, but mining has been in the doldrums of late and there has been no such opportunity or need. Now, however, there is one -- namely, to make the Kennecott Copper Corporation's property on Ruby Creek accessible by highway. I need not tell you how useful and important it would be to have a vital mineral development in that otherwise inactive area -- inactive economically. It would be good not only for the north-western part of Alaska, but for all of Alaska.

Whatever may be the other commitments, I think this should be given a high priority.

With best regards, I remain

Cardially yours,

Sincerely,

Ernest Gruening, U.S.S.

cc: Gov. William A. Egan
Rep. Robert R. Blodgett
M. J. O'Shaughnessy
The Nome Nugget

2 May 1964

M. J. O'Shaughnessy, Gen. Mgr.
Kennecott Copper Corporation
1515 Mineral Square
Salt Lake City 12, Utah 84110

New Mines Division

Dear Mr. O'Shaughnessy:

Thank you for your recent letter outlining your plans for the Ruby Creek Property in the Kobuk District of Alaska where you are developing a substantial copper prospect. I am also pleased to have received a copy of your letter that you have sent to our Donald A. McKinnon, Alaska State Highway Commissioner wherein you express your need a state road from the Kobuk River to the property.

There is more merit and justification for the road assistance that you are requesting than there is for any road request now pending with the state of Alaska. I can assure you that absolutely every effort will be put forth so that the road will materialize. I am confident that our Governor William A. Egan, Commissioner McKinnon of Highways and Phil Holdsworth our Commissioner of Resources together with the Legislative Branch and our Congressional Delegation in Washington, D. C. will all be most cooperative in making this road a reality.

It is extremely gratifying to all of the above mentioned people and to the people of Alaska to see your effort. You will find the people in N.W. Alaska most co-operative this will be especially true in the Kotzebue area.

I desire to assure you that I stand ever ready to assist you and your company in developing your properties and new properties. I will be in Juneau, Alaska 24 May 64 for about 10 days. Baranof Hotel. Thank you for writing as you have.

Sincerely,

" "
Robert R. Blodgett
Robert R. Blodgett
Your State Representative
District 13

cc: Gov. Wm. A. Egan
Commissioner McKinnon
Hon. Ernest Gruening, USS ✓
Arctic Circle Chamber of Commerce,
Kotzebue, Alaska
Phil Holdsworth, Comm. of Resources

RECEIVED MAY 20 1964

KENNECOTT COPPER CORPORATION
NEW MINES DIVISION
1515 MINERAL SQUARE
SALT LAKE CITY, UTAH 84110

May 18, 1964

HAUGHNESSY
GENERAL MANAGER

The Honorable Ernest Gruening
United States Senate
Washington, D. C.

Dear Senator Gruening:

Many thanks for your support in promoting highway
service for our Ruby Creek Project.

I hope to have the pleasure of meeting you in the
near future.

Yours truly,



MJO:km

FELTON & TENNY

Box 597

Phone 486-5327

KODIAK, ALASKA

7 April 1964

Honorable Ernest Gruening
United States Senate
Washington, D. C.

Dear Sir:

You are no doubt aware that the recent earthquake and tidal wave took out a considerable portion of the road system, outside of the City of Kodiak and the U.S. Naval Station, on Kodiak Island.

This road system, while poorly constructed and maintained, was the lifeline for many people including ranchers, tourists, personnel and families of personnel at the Chiniak Air Force Station and Chiniak Naval Communication Station, gravel and sand haulers and truckers including the undersigned. As stated this road was not a "class 1 - grade A" highway but was useable and adequate for the traffic and was maintained as well as possible on the limited funds our local Highway Department has had at their disposal.

Today I learned that there is a possibility of abandoning this road and building a dock in the Cape Chiniak area. In the event that this is being considered, however remote a possibility, I am writing this letter to you in an attempt to enlist your aid in getting this road back in operation with an emergency construction status at the earliest possible time. With the road connecting Cape Chiniak with Kodiak I cannot see a great advantage in going to the expense of building and maintaining a dock at Chiniak. Any disaster that would tear out the road again would certainly be more than likely to tear out the dock also. I am afraid that if this dock is constructed it will be years before we get a road rebuilt. This would mean certain death for the struggling Cattle Ranching business that is just now, after many years of pioneering, beginning to operate profitably. Also it would cause all aggregate for concrete here at Kodiak to be shipped in via water transportation. This extra concrete costs alone, during the rebuilding period, would probably equal or exceed the costs of rehabilitating the Island road system.

Also seriously impaired with the loss of the Island road system is the tourist business. With the advent of the Ferry it is anticipated an influx of tourists. At the present time they will have two miles of road system to travel outside of the City and Naval Station.

I have been supplying the Chiniak Air Force Station with a tanker trucking service for fuel oil and gasoline for the past several years. Without my service, even with a dock at Chiniak, they would have to construct considerable more storage facilities than would be necessary if I could continue to supply them.

I am sending a copy of this letter to Senator Bartlett and Representative Rivers in an attempt to enlist their aid also.

Thank you very much for your attention and consideration. All help will be greatly appreciated.

Very truly yours,
Harry Felton
HARRY FELTON

COPY

April 23, 1964

Rear Admiral Robert E. Riera
Commander, U. S. Naval Bases
17th Naval District
Kodiak, Alaska (99615)

Dear Admiral Riera:

I have had reports from some of the cattle ranchers on Kodiak Island that a new means of supply for the Cape Chiniak area is being contemplated in the form of a dock there which would supersede supply by way of the road system which we know was so heavily damaged by the seismic waves of March 27th.

On the chance that you may have some information about or authority in this matter, I would like to pass along the sentiments expressed by ranchers and others that a road system is essential to the survival of their industry and also encouragement of tourist travel to Kodiak, particularly that in connection with the new State of Alaska Ferry System which is scheduled to begin in July.

Any information you can give me about the Cape Chiniak situation will be appreciated.

Cordially yours,

ERNEST GRUENING, U.S.S.

GS/rab

Major General

*Identical letter to William Niemi and James C. Jensen

Alaska Air Command

GS/rab

Handwritten notes and signatures at the bottom of the page, including the name "Lundberg" and several initials.

February 18, 1963

Mr. Everett W. Ford
P. O. Box 1652
Fairbanks, Alaska

Dear Mr. Ford:

Senator Ernest Gruening has forwarded a copy of your letter dated February 5, 1962 concerning completion of the Eureka-Rampart access road to this office.

As you know, the Eureka-Rampart road is being built with funds authorized under the State Pioneer Access Roads program. During the 1962 construction season approximately six miles were completed and there are funds remaining from the 1962 allocation for completion of about another half mile during the 1963 season.

At this time all the monies appropriated for construction of Pioneer Access Roads have either been expended or allocated to projects. Therefore, when the balance of the 1962 allocation for the Eureka-Rampart project has been expended, work will be terminated unless the present legislature appropriates additional funds to continue the Pioneer Roads Program.

Very truly yours,

D. A. MCKINNON, P. E.
Commissioner of Highways

THS:nb

cc: William A. Egan, Governor
Box 1571
Juneau, Alaska

✓ Ernest Gruening, U. S. Senator
Room 4106
New Senate Office Building
Washington, D. C.

COPY

February 8, 1963

Mr. Donald A. McKinnon, Commissioner
Department of Highways
P. O. Box 1841
Juneau, Alaska

Dear Mr. McKinnon:

Enclosed is copy of a letter I have just received from Everett W. Ford of Fairbanks expressing his interest in seeing work continued early this year on the access road to Rampart Village. I have answered saying that Members of Congress have no voice in the scheduling of state road programs but in any event I would call his letter to your attention.

I would appreciate your addressing a reply on this subject direct to Mr. Ford.

With best wishes, I am

Cordially yours,

ERNEST GRUENING, U.S.S.

Enclosure

bcc: Mr. Everett W. Ford

CN

Fairbanks Alaska,
Tues. Feb. 5, 1963.

The Honorable Ernest Gruening,
United States Senate,
4106 new Senate Office Building,
Washington 25 D. C.

Dear Senator:-

I am writing this letter
to respectfully petition
consideration by all in charge,
of sufficient money being
allotted before it may be too
late this Spring for the
purpose of completing the
access road to Nanjust
Village on the Yukon River,
which was started last
season and brought to
the top of the Divide at the
head of Big Minnook Creek
approximately twenty miles
from Nanjust.

Yours sincerely,

Ernest W. Ford,

P.O. Box 1652 - Fairbanks,

WILLIAM A. EGAN
GOVERNOR



RECEIVED FEB 4 1963

STATE OF ALASKA

OFFICE OF THE GOVERNOR

JUNEAU

January 31, 1963

Mr. John Henry
Secretary-Treasurer
Stebbins Village Council
Stebbins, Alaska

Dear Mr. Henry:

I would like to provide some information regarding the matters discussed in your letter of January 7, 1963, to Senator Gruening concerning construction of a road between St. Michael and Stebbins.

The Department of Highways advised me this proposed road would be classed as either a pioneer access road, or a local service road. Under the law, it would not qualify for inclusion on the Federal-aid Highway program.

This proposed road was considered under the Pioneer Access Road Program several years ago. Unfortunately, it was questionable as to whether or not it met the requirement of opening up natural resource areas and at that time a large number of requested projects meeting these requirements were on hand. Since that time, all of these funds have been committed to projects meeting the requirements of the Pioneer Access Roads Act.

The Department of Highways is now publishing a report on local service roads. This report will be transmitted to members of my staff and to the Legislature. The

Mr. John Henry, Secretary-Treasurer -2- January 31, 1963
Stebbins Village Council

problem of financing construction and maintenance of local service roads is one we are trying to solve. However, until a solution is found, the State is without funds to build the proposed Stebbins-St. Michael road. Please be assured of my continuing efforts to find a solution to the local service road problem.

Sincerely,

William A. Egan
Governor

COPY

January 22, 1963

Mr. John Henry
Secretary-Treasurer
Stebbins Village Council
Stebbins, Alaska

Dear John Henry:

Thank you for writing to me about the need for a road connecting St. Michael and Stebbins. I am glad you wrote also to Governor Egan and your representative in the State Legislature, Bob Blodgett, about this because as it happens this is a problem which is entirely up to state officials and the Legislature.

We here in Washington have succeeded in obtaining legislation and appropriations which turn over a very large amount of money every year to the State of Alaska for highway construction. All of the decisions on where and when roads will be built, however, are made by state officials.

I think you will want to write to Mr. Donald A. McKinnon, Commissioner, Department of Highways, State of Alaska, Box 1841, Juneau, and request that the St. Michael-Stebbins road be programed for construction at the earliest possible time. I certainly agree with you that it would make sense to have this minor project handled while a construction firm is in the area.

With best wishes, I remain

Cordially yours,

ERNEST GRUENING, U.S.S.

GS:CN

RECEIVED JAN 17 1963

Stebbins Village Council
Stebbins Alaska.
January 7, 1963.

To Senator, E. Gruening:
Box 1001
Juneau, Alaska.

We Councilmen of Stebbins have made a recommendation about the road between St. Mickeal and Stebbins in the past. And we are very hopeful to hear from you, concerning this project any time when your convenience allows.

We sincerely believe that this road will be for the benefit of both villages, since both towns do a lot of trading to one another, 12 months out of each year. This is true because of the fact that these remote towns, and area handles limited source of stocks, and supplies for demanding populations of both towns. And the demand is growing very noticeably last few years now.

One of our prime factors is, that St. Mickeals and Stebbins needs a better unity for a more sounder economy, and this road, that we are asking for, appears to us, that it will contribute in a satisfactory scale to this effect. Moreover, this road that we are asking for, will join the two towns, and thus, put them 15 minutes apart, instead of usual 1½ hours, and none during the bad weather and etc.

We realize that this project will take a large sum of money and must be carefully put into consideration. We are confident that you will try your best in finding out whether this project will be feasible or not. We thank you.

"Note". As you probably know, there will be construction outfit working in St. Mickeals and Stebbins this coming summer. And if this road happens to be appropriated by your office, we are sure that this same construction outfit will want to make its bit for construction of the road. And we believe, since there is heavy equipment in this area, might possibly make a reasonably low bid for the project of the road between St. Mickeals and Stebbins.

John Henry

Village Councilmen
Stebbins, Alaska.
Sec. Tres. John Henry

CC. Gov. W. Egan
Arther, Nagozruk
Bob, Blogett

COPY

February 27, 1963

Rep. Jay S. Hammond
Alaska State Legislature
Juneau, Alaska

Dear Jay:

Thanks for your good letter of February 14th.

I need not tell you that I am in favor of the road construction which you desire, but you also, being in the Legislature, must know how many priorities there are ahead of this and how far we still have to go.

However, I believe, with Henry David Thoreau, that "men hit only what they aim at, so they better aim high." Let's keep aiming high and little by little something will eventuate.

With best regards, I remain

Cardially yours,

Ernest Gruening, U.S.S.

This is a copy of a document in the Ak. & Polar Regions Dept., Univ. of Ak., Fairbanks. It is furnished to the user for private study, scholarship or research. The user assumes full responsibility for complying with copyright provisions.

Accordingly, since Kukak is one of the very, very few sheltered

REPRESENTATIVE
JAY S. HAMMOND
NAKNEK, ALASKA



COMMITTEES
RESOURCES — CHAIRMAN
STATE AFFAIRS
LOCAL GOVERNMENT

House of Representatives
Feb. 14, 1963

Senator Ernest Gruening
Washington, D.C.

Dear Senator Gruening:

Relative to our correspondence concerning the prospects of extending the road system within the Katmai National Monument:

Regretably, I am at times perhaps given to overly flamboyant expression. And, no doubt, comment which at my humble station might be considered a "storm of protest" would, to someone on the national scene, appear negligible. I am surprised, however, that correspondence from Reps. Pearson and Deveau as well as the pertinent legislative resolutions conveyed no concern with the concept of limiting construction to the present road. It is this aspect which many found disturbing - and only this aspect. Certainly, few would take issue with the construction itself. In fact, many feel access to "the Valley Road" from the transportation hub at King Salmon would greatly enhance the monument's tourist potential. This would be directly reflected in the economy of the area. Now, little if any economic benefits accrue locally.

Understandably, Mr. Peterson of Northern Consolidated Airlines views such suggestions with less than enthusiasm no doubt. Nor would I in his position. Mr. Wirth, on the other hand, wishes the Monument to remain a pure, pristine wilderness undefined by any road system. I strongly suspect he was not an ardent supporter of the Brooks River - Valley road for that matter. This philosophy I can readily appreciate for it is not completely alien to my own. Be that as it may, I do not unduly let my personal philosophy influence actions in matters upon which my constituents have expressed themselves.

I read with interest Mr. Wirth's letter regarding the "impossibility" of road construction from Kukak Bay thru the Monument to King Salmon. No doubt, Mr. Wirth is familiar with the area and is assured that such is correct. A quick glance at the map would tend to bear this out. However, having flown the area a time or two it appears to me that from Kukak a direct shot up the Peninsula to the vicinity of Halls Bay and thence westerly down the Savonosky River would by no means be an impossibility. Grant Pearson concurs in this impression. A review of topographical maps with the highway people drew the comment that they did not see any insurmountable obstacles and felt they had built roads in far tougher terrain.

Accordingly, since Kukak is one of the very, very few sheltered

Alaska State Legislature

REPRESENTATIVE
J. S. HAMMOND
FAIRBANKS, ALASKA



COMMITTEES
RESOURCES — CHAIRMAN
STATE AFFAIRS
LOCAL GOVERNMENT

House of Representatives

deep water bays which could serve as a ferry terminal it would appear this route still merits a feasibility study. Perhaps, when such is accomplished it will be determined that another route is more practical. Until such time, our hopes and efforts for such a study will not be abandoned.

Very truly yours,

J. S. Hammond
Jay S. Hammond

COPY

January 14, 1963

Rep. Jay S. Hammond
Naknek,
Alaska

Dear Hammond:

Thanks for your letter of December 18th, which was awaiting my return from a mission for the Senate Government Operations Committee.

I am somewhat puzzled by some of the comments in your letter. I quote this paragraph:

"As anticipated, the construction of but a remote road entirely within the confines of the Katmai and seemingly for the almost exclusive benefit of the concessionaire (Northern Consolidated Airlines) has brought a storm of protest down around the shoulders of all considered a party thereto."

As I am very definitely a "party thereto", and, in fact, have done my utmost to achieve it, I am interested to hear about the "storm of protest", since not a single raindrop or dew-drop in protest has reached me.

I consider this a most worthwhile project, achieved after many years of complete neglect of responsibilities in Katmai by the National Park Service, which has left all development to the private concessionaire. You imply that somehow there is something evil about a development such as this -- a 21-mile jeep trail -- which I think will benefit many visitors to Katmai who hitherto

ep. Jay S. Hammond

January 14, 1963

have been unable to see the Valley of 10,000 Smokes except by flying over it, which is often not possible due to cloud conditions, but who can now walk or ride over the 21-mile jeep trail to the entrance of the Valley, where the Park Service has placed a small observatory, and which makes the whole Valley visible and accessible to tourists, which it never has been. From there, they can walk into the Valley either on foot or, I am inclined to think, possibly via jeeps, since the Valley floor is pretty hard.

So, I am obliged to reject completely and express my emphatic dissent with the implications in the paragraph which I have quoted.

On the other hand, I was glad to support the legislature's position, which I take it is also yours, to furnish additional transportation into the Valley, and I enclose copies of my letter to that effect together with the Park Service's reply. You will note that the Park Service does not go along.

However, I think it will be possible, if the State agency authorizes those stretches of road which are not in the park, to get the Park Service to go along with the balance. At least I am willing to try. However, you must realize that there are present demands for road construction which would undoubtedly have priority over this proposed road.

It is understandable, of course, that you, representing this area, feel it is important and urge its achievement. However, there are roads which are not yet programmed which would serve a far greater number of people and be useful all year round and which would therefore tend to relegate your proposal and the legislature's

COPY

Rep. Jay S. Hammond

-3-

January 14, 1963

for a highway from Bristol Bay, through Katmai, and to Shelikof Strait to a rather low priority.

However, as I said before, I am willing to go to bat again, but the State would have to authorize and finance that part not in the Katmai Monument.

Sincerely yours,

Ernest Gruening, U.S.S.

RECEIVED DEC 26 1962

Naknek, Alaska
Dec. 18, 1962

The Honorable Ernest Gruening
United States Senator
Washington, D.C.

Dear Senator Gruening:

First let me congratulate you on your successful bid for re-election.

Unfortunately, I missed you on your visit to Bristol Bay and the Katmai this summer. I had hoped to pursue further with you the possible acquisition of Federal assistance in attempts to tie in the newly constructed Valley of 10,000 Smokes access road with the King Salmon area.

You will recall the Alaska Legislature passed a Resolution to Congress relative to this matter. We were most heartened by your accord with our expressions plus assurances of assistance in this project. They are much appreciated.

As anticipated, the construction of but a remote road entirely within the confines of the Katmai and seemingly for the almost exclusive benefit of the concessionaire (Northern Consolidated Airlines) has brought a storm of protest down around the shoulders of all considered a party thereto. The tourist potential and accruing dollar value to the King Salmon economy, should this stretch of road be made accessible to King Salmon, is obvious.

Conceivably, this system could eventually serve as a section of a trans-Alaska Peninsula highway ultimately tying into the Kodiak Ferry system. If such were accomplished, the feasibility of this particular ferry system might be considerably enhanced. A circuitous ferry route would be provided plus the inducement of a Katmai visit. Surely this would greatly stimulate tourist enthusiasm.

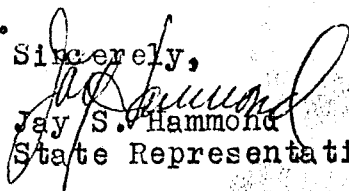
Additionally, such a road system could provide long-needed access to ice free harbors of the Pacific for the Bering Sea population. Freight cost should be reduced substantially.

The bulk of road construction necessary to complete such a system or to merely tie into the existing Valley access road lies within the confines of the Park. Perhaps 15 to 20 miles of road plus a bridge to span the Naknek River would be necessary without the Park boundary.

Please brief us as to what progress you have made in attempts to further this project. If there is anything we may do to add impetus kindly advise.

Again, thanks for your indulgence in this matter.

Sincerely,


Jay S. Hammond
State Representative

RECEIVED FEB 23 1963

United States Senate

COMMITTEE ON COMMERCE

February 22, 1963

MARRETT, CHIEF CLERK

First, I want to give you a little picture
 of such road and road surveys.
 I have made up a map. In the center
 are the points of public roads that connect the
 Department of Public Works. *Highway*
 R. P. Box 1361
 Juneau, Alaska

Dear Mr. Downing:

This letter is written also in behalf of Senator
 Gruening and relates to a communication we received from
 a resident of Manley Hot Springs concerning the proposed
 road from Eureka to Tanana. We don't know, of course,
 whether the statements made in this letter are factual but
 it would be most helpful to us if we could have details
 of the program in line with the several questions raised
 by our correspondent. Your assistance in this will be
 appreciated. The letter is quoted here:

"I am wondering if you and my good friend
 Senator Gruening are sitting on your shirt tails
 too much, thereby fogging up your vision and
 horizons in not being aware and delaying action
 and initial steps in starting and furthering moves
 in sponsoring a road or even a TOTE ROAD to the
 proposed Gruening Rampart Hydroelectric Damsite
 Development on the Yukon River-AMERICAS GREATEST
 POWER POTENTIAL.

"Having lived in this area for more than 36
 years, and being less than 40 miles from said
 Power Site, I am keenly aware of the abuses and
 shortcomings of surveys, surveys and more surveys
 made west of Eureka to Tanana, Alaska, a distance
 of 55 miles, between the years 1959-1962 on the
 proposed extension Fairbanks to Nome Road Route,

COPY

and as said Road or Route runs westerly at least 15 miles in the direction of the Rampart Damsite, before it continues on to Tanana.

"First, I do want to give you a little background history of such road and road surveys, surveys and surveys made up to date. In the first place the Bureau of Public Roads made mostly two surveys on the first 15 miles west of Eureka, Alaska in 1958-1959. The Bureau of Public Roads and contractors completed the 63 mile road link between Livengood and Eureka in 1959; in fact it was officially opened September 20th of that year, most of which was gravelled and made a good 24 ft. wide highway and it connects with the Manley to Eureka Mining Road at the Eureka Junction 21 miles north of Manley - and from this Eureka Junction last fall an 8 mile link of good road was made going northerly to the top of Eureka-Rampart Mountain divide and when this state mining access road is completed it will reach Rampart Village on the Yukon River, approximately 40 miles upstream from the Rampart Damsite--so far so good.

"As I understand it, 1959 was the year that \$560,000 was appropriated, mostly by federal funds, for a road survey from Eureka to Tanana and as stated 55 miles in length. The Fairchild Survey, Inc. got the bid for this and sublet it to the World Wide Survey, Inc. Due to the poor showing they made the first year, they lost their sublet contract; then the Fairchild Survey, Inc. took over. Said Fairchild Survey, Inc. made the survey from Eureka to Tanana, they ran out of money, more money was appropriated, more surveys were made, and understand in many places 3 to 4 surveys was made and more money was needed and was forthcoming more work was made, some by the Arctic Research, but as yet said Most Surveyed Proposed Road is still uncompleted. I have heard it reported that nearly a million dollars has been spent on this 55 mile

COPY

proposed survey, but do not know how true that is. Maybe it needs a bit of investigation. As a taxpaying citizen I do, and am sure the taxpaying public do to. The tragic part of these much surveyed area westward to Tanana with so much money seemingly wasted - appears to have gone under the bridge for naught.

"The big \$64 question is, why was such proposed road route made in the first place, that is where it has been surveyed up to this time which bypassed the Rampart Damsite by 15 miles or more to the south thence continued westerly across North Fork of Baker, south of Rough Top Mountain, thence left Limit Boulder creek nearly to Fish Lake, thence northwesterly to 6 Mile Island above Tanana on the Yukon River, across the river there thence right limit to Tanana, (see my rough sketch map) instead toward the Rampart Damsite on the Yukon from the North Fork of Baker at a point 2 miles above where Wolverine Creek empties into North Fork of Baker Cr.

"To me this UNPLANNED planned proposed road from Eureka to Tanana with its costly surveys and still uncompleted, appears to me to be so much waste and more waste of money, be it from federal or state funds.

"I sincerely hope You and Senator Gruening can take the bull by the horns, and do some real spudding in - in directing said road link west of Eureka (which is a vital link on the Fairbanks to Nome Road) at a point 2 miles above the Junction of North Fork of Baker & Wolverine Creek thence over Baker-Orum Creek divide, thence across Stevens Creek, thence northerly towards the RAMPART DAMSITE AT THE RAMPART RAPIDS.

COPY

"I assuredly hope that these humble words fall on fertile ground, so that some real action can be made in directing said proposed road to Tanana goes via Rampart Damsite as aforementioned.

"How much money has been spent on said road surveys so far would be very interesting to know."

Sincerely yours,

E. L. Bartlett

cc: Hon. Ernest Gruening

Manley Hot Springs, Alaska.
February 19 th. 1963.

Senator E.L.(Bob) Bartlett
Washington 25, D.C.

Dear Senator:

Please correct your mailing list for Franklin F. Jones to read 504(504) Baranof, Fairbanks, Alaska, instead as now Manley Hot Springs, Alaska, and for Gilbert Monroe to read P.O. Box 46, Glenallen, Alaska instead of Manley Hot Springs, Alaska, and I notice you are sending me two such letters (Weekly Senatorial reports) one to the Postmaster here and one to Gus A. Benson - well, being Postmaster, I am one and the same person, so send only one and to Postmaster Manley Hot Springs, Alaska - however I did pass my second letter to interested neighbors. I do want you to know that we do appreciate these very good and informative Weekly Senatorial letters from your headquarters ..and thanks so much.

I am wondering if YOU and my good friend Senator Gruening are sitting on your shirt tails to much, thereby fogging up your vision and horizons in not being aware and delaying action and initial steps in starting and furthering moves in sponsoring a road or even a TOTE ROAD to the Proposed Gruening Rampart Hydroelectric Damsite Development on the Yukon River - AMERICAS GREATEST POWER POTENTIAL.

Having lived in this area for more than 36 years, and being less than 40 miles from said Power Site, I am keenly aware of the abuses, and shortcomings of surveys, surveys and more surveys made west of Eureka to Tanana, Alaska, a distance of 55 miles, between the years 1959 - 1962 on the proposed extension Fairbanks to Nome Road Route, and as said Road or Route runs Westerly at least 15 miles in the direction of the Rampart Damsite before it continues on to Tanana.

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The Rampart Dam site on the Yukon from the North Fork of Baker at a point
2 miles above where Wolverine Creek empties into North Fork of Baker Cr.

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point 2 miles above the Junction of North Fork of Baker & Wolverine
Creek thence over Baker- Orum Creek divide, thence across Stevens Creek,
thence noetherly towards the RAMPART DAMSITE AT THE RAMPART RAPIDS.

I assuredly hope that these humble words falls on fertile ground,
so that some real action can be made in directing said Proposed road
to Tanana goes Via Rampart Dam site as aforementioned.

How much money has been spent on said Road surveys so far would be
very interesting to know????

Gratefully yours

Gus A. Benson
Gus A. Benson

Pardon all my typeing errors Senator..

See enclosed map to Bartlett.

Gus *Gus*

1/27/63

STATE OF ALASKA

DEPARTMENT OF HIGHWAYS

OFFICE OF THE COMMISSIONER

BOX 1841 - JUNEAU

WILLIAM A. EGAN, GOVERNOR

July 15, 1963

Z.C.

Mr. George Sundborg
Administrative Assistant
Office of Senator Gruening
United States Senate
Washington, D.C.

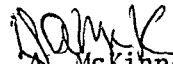
Dear George:

Your letter of July 8, concerning the opening of Hatchers Pass or Lucky Shot Pass in the Willow District, has been received.

The District Engineer at Anchorage was instructed last week to expedite the opening of this pass. Governor Egan asked Mr. Snider to have the mining interests concerned contact our District Highway Engineer at Anchorage regarding the mill equipment to be transported over the roads in this area.

The heavy snowfall in this region this past winter was such that without any prior request for the use of the road, the opening was delayed to minimize expense of opening. However, we are glad to cooperate in the opening of this road if it will contribute to continued exploration of the area.

Very truly yours,


D. A. McKinnon, P.E.
Commissioner of Highways

COPIES 10
COPY

July 8, 1963

Mr. Donald A. McKinnon, Commissioner
Department of Highways
P. O. Box 1341
Juneau, Alaska

Dear Mr. McKinnon:

I am writing to you in the absence of Senator Gruening, who is in Alaska.

We have just received a letter from Heinie Snider of Wasilla, Alaska. Mr. Snider is a former member of the Territorial Legislature. He has written to note that for the first time in the history of gold mining in the Willow district the road through Hatcher's Pass or Lucky Shot Pass has not been opened up. This would seem to be a matter over which your department would have jurisdiction.

Mr. Snider mentions that failure to open the route is working a hardship on gold miners. He says that one such miner is waiting with a mill to be transported to the property. Very heavy snows in the area last winter seem to have contributed to the problem.

Senator Gruening would very much appreciate your doing anything you can to open up this road.

With kindest personal regards, I am

Sincerely yours,

GEORGE SUNDBORG

bcc: Mr. Heinie Snider

Mr. and Mrs. Vernon L. Wheeler, *Suitna Lodge,*
70 E. W. Betts, Willow Creek, Wasilla

GS:CN

COPY 20510

July 8, 1963

Mr. Gerrit Snider
Box 65
Wasilla, Alaska 99687

Dear Heinie:

I am acknowledging your July 6th letter in the absence of Senator Gruening, who is in Alaska.

Enclosed is copy of a letter we have sent to Mr. McKinnon, the Commissioner of the Department of Highways, asking that the road through Hatchers Pass or Lucky Shot Pass be opened up.

With kindest personal regards, I am

Sincerely yours,

GEORGE SUNDBORG

Enclosure

GS:CN