REQUEST FOR XEROX COPIES OF ARCHIVAL MATERIAL

Date: 04/27/89

For - Name: G. BLEAKLEY
Department: HISTORY DEPT.

Collection: RALPH RIVERS COLLECTION
Box #: DEPARTMENT FILES
Folder: BOX 3

Department Account #: _____
or
Paid: _____

EXHIBIT "G1"

HIGHWAYS DEVELOPMENT

MATANUSKA VALLEY CHAMBER OF COMMERCE

ROAD COMMITTEE

Palmer, Alaska
October 20, 1959

Mr. Charles W. Tryck, Chairman
State Planning Commission
545 E. Fourth Avenue
Anchorage, Alaska

Dear Sir:

The Roads Committee of the Matanuska Valley Chamber of Commerce respectfully recommend the following capital improvements within the Matanuska Valley:

SHORTENED ARTERIAL HIGHWAY FROM "LITTLE BUTTE" PARALLEL THE ALASKA RAILROAD TO MATANUSKA TO CONNECT WITH THE GLENN HIGHWAY NEAR PALMER

This shortened route would commence at approximately Mile 30 on the Glenn Highway, bear almost due north along the Alaska Railroad to the old Matanuska Station, join the existing Palmer-Matanuska road (scheduled to be hard-surfaced in 1960) and connect with the Glenn Highway at Palmer. Preliminary planning has already been completed by the Bureau of Public Roads.

It is the opinion of this committee the route should be designed for eventual four-lane traffic.

This project would be a part of the State arterial highway system, and as such would be financed on a State-Federal matching-fund basis.

Justification for this new route is readily apparent. It would shorten the distance by seven miles, cut off numerous dangerously short curves, eliminate icy winter conditions and the slide area along the Chugach Range, and by paralleling the Alaska Railroad, materially reduce flood damage and eliminate

existing flood hazards at present bridge location. Savings in time and ultimate costs to the consumers would be realized due to the decreased distance from farm to market. In case of a national emergency, this shortened route would be highly desirable for both military and civilian dispersal operations.

ARTERIAL HIGHWAY TO McGRATH VIA WILLOW AND TALKEETNA

The Willow-Talkeetna-McGrath road should be an all-weather route designed for eventual hard-surfacing.

This is fully justified to open up new mining areas, new tourist attractions, recreation areas, as well as permit access to potential new agricultural areas and eventually be part of a new route between Nome and Fairbanks.

ACCESS ROADS IN THE MATANUSKA VALLEY

Minimum standard access roads should be 20 feet, ditched, graded and gravelled.

The general location is a fan-shaped area south, west, and north of Wasilla. Estimated mileage is 200 miles including existing privately constructed pioneer roads serving approximately 400 homesteads and farms with many more in the immediate future.

The estimated cost is roughly $10,000 per mile.

This committee suggests financing be bonds backed up on local basis by property taxes, after borough organization, as matching funds with State participation. Maintenance by local borough road department.

We feel this is justified because of the increased load of farm to

market use.

It will encourage development of farms and rural residence in presently inaccessible areas. Access roads can do much to guide or direct settlement.

Access roads in this area will permit the State to dispose of lands selected by the State Department of Lands in these areas. A closely co-ordinated program between access road construction and a land management plan of the Department of Lands is of vital importance if we are to receive the most benefit for money expended.

An illustration of some of the needed construction or improvement of access roads in the local area, not in order of priority, are: Goose Bay access road; Little Susitna area network; Wolverine access road; access network in the area from Big Lake to the Susitna River and Knik Arm; and access roads along the railroad between Talkeetna and Willow.

Respectfully submitted,

MATANUSKA VALLEY CHAMBER OF COMMERCE
ROADS COMMITTEE

Mrs. Betty Mears, Chairman

BM:MAC

EXHIBIT "G2"

HIGHWAY DEVELOPMENT

FROM: State Division of Highways

TENTATIVE HIGHWAY PROGRAM

Balance 1960-61 Fiscal Year

March 13, 1961

PRIMARY PROJECTS

Route 35 - - - - - Willow Creek - Kashwitna River
Route 52 - - - - - Paxson - Tangle River
Route 21 - - - - - Anchor River - Ninilchik
Route 42 - - - - - Tolsona Creek - Glennallen
Route 35 - - - - - Big Lake Jct. - Houston
Route 37 - - - - - Ester Siding - Ester
Route 42 - - - - - 5th Ave. Extension - Anchorage
Route 95 - - - - - Tongass Ave. & Front Street - Ketchikan
Route 35 - - - - - Kashwitna - Alaska R.R.
Route 62 - - - - - Delta Jct. - Tanana River
Route 21 - - - - - Kasilof - Ninilchik
Route 46 - - - - - Little Tok River - Clearwater
Route 11 - - - - - Kodiak City Streets
Route 37 - - - - - University Ave. - Fairbanks
Route 62 - - - - - Richardson Hwy. - Badger Rd. to Fairbanks
Route 21 - - - - - Homer - Anchor Point (Partial Reconstruction)

SECONDARY PROJECTS

Copper River Highway Mile 13-15
O'Malley Road (Anchorage)
Yakutat Streets
Farmer's Loop Road (Fairbanks)
Skagway - Carcross
Chena Hot Springs Road - Mile 21-27
Van Horn - Peger - Cushman
Badger Loop Road
Eureka - West
North Kenai Extension
Haines City Streets
Big Lake Road

TENATIVE HIGHWAY PROGRAM

Fiscal Year 1961-62

PRIMARY PROJECTS

Federal Aid Route 31 - - - - - Seward - Anchorage Highway	
Mile 11.0 to Mile 18.5 Snow River	7.5 Miles
Mile 65.7 to Mile 66.2 Bertha Creek	0.5 Miles
Mile 86.8 to Mile 87.6 Kern Slide	0.8 Miles
Dowling Road to Potter	8.7 Miles
Federal Aid Route 35 - - - - - Palmer - Cantwell	
Alaska Railroad Crossing to Sunshine	10.0 Miles
Federal Aid Route 37 - - - - - Fairbanks - McKinley Park	
Nenana - North	21.0 Miles
Rex to Ferry	15.0 Miles
Ferry - South	5.0 Miles
Federal Aid Route 42 - - - - - Anchorage - Glennallen	
Glennallen - Tolsona Creek	7.4 Miles
Federal Aid Route 52 - - - - - Denali Highway	
Tangle Lakes - MacLaren River	20.0 Miles
Federal Aid Route 62 - - - - - Alaska Highway	
Mile 260 to Mile 271	10.7 Miles
Mile 272 (Shaw Creek) to Mile 282	10.0 Miles

SECONDARY PROJECTS

Nome - Teller	22.0 Miles
Coffee Creek - Kougarok Strip	8.0 Miles
Fishhook - Knik - Goosebay	8.0 Miles
Dowling - Lake Otis	4.0 Miles
Willow East - Fishhook Jct.	10.0 Miles
Chena Hot Springs Mile 0-17	17.0 Miles
Fox - Chatanika	10.0 Miles
9 Mi. W. Eureka - West	15.0 Miles
Fox - Olnes	10.0 Miles
Cordova Streets & Southeast	4.0 Miles
Copper River Highway Mile 49-54	5.0 Miles

Fiscal Year 1962-63

PRIMARY PROJECTS

Federal Aid Route 37 - - - - - Fairbanks - McKinley Park	
5 Mi. South Ferry - Healy	10.0 Miles
Mt. McKinley Park Station - Moody	8.0 Miles
Federal Aid Route 42 - - - - - Anchorage - Glennallen	
Romig Hill (Anchorage)	0.8 Miles
Spenard - Anchorage International Airport	3.0 Miles
Eagle River - Peters Creek	8.0 Miles
Tolsona Creek - South (Mi. 150-170)	20.0 Miles
Federal Aid Route 46 - - - - - Tok Cutoff	
Little Tok River SW to Bartelle Creek	8.0 Miles
Federal Aid Route 62 - - - - - Alaska Highway	
Tanana River toward Tok	10.0 Miles
Federal Aid Route 71 - - - - - Richardson Highway (Valdez - Big Delta Jct.)	
Mile 65 to 74	9.0 Miles
Mile 27 to 32	5.0 Miles
Federal Aid Route 95 - - - - - Southeast Alaska	
Ketchikan Dock - Grant Street	0.5 Miles
Mendenhall River Bridge & Approaches	1.0 Miles

SECONDARY PROJECTS

3 Mi. N. Kodiak toward Otmeloi Point	3.0 Miles
Homer - Fox River Road	12.5 Miles
Wilwood - North	10.0 Miles
Fishhook - Knik - Goosebay	8.0 Miles
FAP Route 42 - Fishhook Jct.	7.0 Miles
Sunshine - Talkeetna	12.5 Miles
Chena Hot Springs Road Mile 27 - 37	10.0 Miles
Fox - Chatanika	10.0 Miles
24 Mi. W. Eureka - West	15.0 Miles
Copper River Highway Mile 54 - 64	10.0 Miles
Copper River Highway Chitina - North	8.0 Miles
North Douglas Highway	6.0 Miles

STATE OF ALASKA

WILLIAM A. EGAN, GOVERNOR

DEPARTMENT OF HIGHWAYS

OFFICE OF THE COMMISSIONER / BOX 1841 — JUNEAU

June 24, 1963

00-2500

Mr. James H. Edwards
McCarthy
Alaska

Dear Mr. Edwards:

Your letter of June 1, 1963, to Congressman Rivers has been referred to this office for reply.

This department is currently soliciting informal bids for the completion of a primary access road to McCarthy. Mr. Lynch, among others, has been asked to submit a bid. Upon receipt of satisfactory bids, it is contemplated that an allocation will be made with which to fund the additional construction.

Airport construction is under the jurisdiction of the Department of Public Works; therefore, a copy of your letter is being transmitted to the Commissioner, Richard A. Downing, with the request that he advise you concerning plans for airport construction within the McCarthy area.

We appreciate your interest in this matter.

Very truly yours,

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

cc: Hon. Ralph J. Rivers

JUN 26 1963

State Hwy dept

June 12, 1963

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

Dear Mr. McKinnon:

The enclosed letter from Mr. James H. Edwards of McCarthy, Alaska, is self-explanatory.

Mr.Edwards has been informed that this matter is fully within your jurisdiction rather than Federal. However, I am taking the liberty of forwarding his request as I want to be of every possible service. I will be grateful for your consideration of Mr. Edward's letter and for any information or advice you can furnish him.

With best wishes, I am

Sincerely,

Ralph J. Rivers, M. C.

State Highways

June 12, 1963

Mr. James H. Edwards
McCarthy, Alaska

Dear Mr. Edwards:

Thank you for your letter of June 1st asking that I assist Mr. Joseph Lynch in his efforts to build a road into McCarthy.

Much as I would like to be of assistance to Mr. Lynch and the residents of McCarthy, I must advise that this is a matter under the jurisdiction of the State government rather than the Federal government, so there is no action I can take here in Washington at the Federal level. This, I am sure, you recognize.

However, in an effort to be helpful, I am forwarding your letter to Mr. Donald A. McKinnon, Commissioner, Department of Highways, at Juneau, with the request that he consider it carefully and give you the benefit of his advice.

With best wishes, I am

Sincerely,

Ralph J. Rivers, M. C.

Mr Mrs. James H. Edwards,
McCarthy, Alaska.

June 1, 1963.

Mr. Ralph Rivers,
Juneau.

Dear Mr. Rivers,

We get your letter to Alaskans and enjoy it. Thank you for sending.

Probably you are aware of the situation here, where Mr. Joe Lynch and his company are picking up the steel rails from the grade that ran to Kennicott, near here.

In the process he is building a road, which is almost free to the State, into this area. It is our understanding that a small amount of money is available to assist him in making a better road that will not wash out immediatly, but he is having trouble getting it.

We hear also, that they are planning on spending a much greater sum to build an airfield here.

WE HAVE TWO AIRFIELDS NOW! We do not have a road. The reason we have a valley 100 miles long with four or five families in it, is because it is so hard to get in and out. Why spend a lot of money on more of what we already have?

We would like to see Mr. Lynch get reasonable assistance to put in a road. A small amount of money will give us what we need.

Sincerely,

/s/ James H. Edwards

REQUEST FOR XEROX COPIES OF ARCHIVAL MATERIAL

Date: 04/27/89

For - Name: BLEAKLEY
Department: HISTORY

Collection: RALPH RIVERS PAPERS
Box #: ALASKA DEPT FILE
Folder: BOX #5

Department Account #: _____
or
Paid: _____

STATE OF ALASKA

WILLIAM A. EGAN, GOVERNOR

DEPARTMENT OF HIGHWAYS

OFFICE OF THE COMMISSIONER / #1467 BOX ~~[illegible]~~ JUNEAU 99801

Just file — State Dept of Highways

August 30, 1966

Re: 00-3117

Mrs. Nelda Jones
Star Route A
Homer, Alaska

Dear Mrs. Jones:

Your letter to Mr. Ralph Rivers concerning the Homer to Fox River Road has been referred to me for further consideration.

Mr. C. E. Steen, my district highway engineer in Anchorage, has again reviewed the situation with which you are concerned. It is estimated that to bring the road beyond the school bus turn-around to a maintainable condition that an expenditure in the neighborhood of $200,000 would be necessary. Considering the low benefits such a road would derive, it has not been included in the overall five-year highway program. This Department, however, is cognizant of the need for a highway in this area. We have initiated a study to provide us with basic routing of the Loop Road from this area around Tustumena Lake to the Sterling Highway near Kasilof. When this study is completed next year we will then have a completed Loop Road plan which will have considerably higher benefit ratio than the extension of approximately ten miles of the East End Road. We intend to include construction on this loop in future five-year highway programs.

The U. S. Congress has authorized additional access road monies for expenditure in Alaska. We are hopeful that appropriations consistent with these authorizations will be made. If they are, this could mean the acceleration of access road construction in the State of Alaska. The road east of Homer would certainly receive every consideration.

In summary, I cannot offer you any immediate solution to your problem. A long-range solution is in the making but probably will not be completed for five to eight years. Should appropriation be made by the U. S. Congress of additional highway funds for Alaska, this program could be accelerated, giving you relief at a sooner date.

I am sorry that I cannot give you more optimistic news concerning your problem. We in Highways are very definitely aware of the access road need, not only in your area but throughout Alaska. However, we cannot provide a satisfactory solution without the necessary funds to carry out an intensive program. Since our present funds are limited we can only construct a portion of the roads that are needed and must delay the rest for future programs.

Very truly yours,

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

DAMc/BAC/mth

STATE OF AL A: DEPT. OF HIGHWAYS

July 18, 1966

Mr. Donald A. McKinnon
Commissioner
Department of Highways
Box 1841
Juneau, Alaska 99801

Dear Mr. McKinnon:

The enclosed letter from Mrs. Nelda L. Jones is self-explanatory. Mrs. Jones has been informed that this matter is fully within your jurisdiction and not one for consideration on the Federal level. However, in an effort to be of assistance to her, I am bring-her problem to your attention and will be grateful for your consideration thereof.

Thanking you and with best wishes, I am

Sincerely,

Ralph J. Rivers,
Member of Congress

cc:
Mrs. Nelda L. Jones

STATE OF ALASKA(DEPT. OF HIGHWAYS)

July 18, 1966

Mrs. Helen L. Jones
Star Route
Homer, Alaska 99603

Dear Mrs. Jones:

I have carefully read your letter of July 15, with regard to the extension of the East Road out of Homer, and while I must advise that this is a matter entirely under the jurisdiction of the State of Alaska, and, therefore, one in which I, whose services are limited to matters on the Federal level, may not intervene, I appreciate your bringing this problem to my attention as I wish to be kept informed of home front matters. I am, therefore, bringing it to the attention of Donald A. McKinnon, Commissioner, Department of Highways, Juneau, for his consideration and reply.

At any time I can be of assistance to you here, please feel free to call upon me.

With best regards, I am

Sincerely,

Ralph J. Rivers,
Member of Congress

SAME AS ORIGINAL

C
O
P
Y

Mrs. W. S. Jones
Star Route A
Homer, Alaska 99603

Mr. Ralph J. Rivers
450 Cannon House Office Building
Washington, D. C.

Dear Sir:

I am writing to you in regards to the extension of the East Road out of Homer, Alaska. There was $20,000 appropriated for this access road, which was started during the winter of 1960-1961. This road was supposed to go as far as Fox River, which would be approximately twenty-five miles, there was about five miles of this road pushed through, but was never finished. It is accessable only by jeep or tractor.

As of now there are eight school children who live this side of the school bus turn-around, with six of those living about six miles from the bus route. We have lived here ten years and have taught the correspondence course to our four older children. Now that the children are older and in higher grades my husband and I are not able to teach them, therefore, they have to attend the Public School of Homer. It is very difficult for the children of this area to reach the school buss, especially during the cold winter months.

We are also trying to raise beef cattle along with four other families of this area. Having no road ouver which to transport the beef is also very difficult.

If you could be of any help to get this road extended it would be greatly appreciated.

Sincerely yours,

Mrs. Nelda L. Jones

JULY 18, 1966 -- stamped date

January 11, 1960

Mr. W.D. Van Sky, President
Salamata Community Club
Kenai, Alaska

Dear Mr. Van Sky:

Thank you for your letter dated 7 January 1960 together with the enclosed petition requesting an extension of the North Kenai Road along the shores of the Cook Inlet to Hope, Alaska.

I am very much interested in your proposed road extension project, and will lend my wholehearted support in any manner possible.

With kindest regards and best wishes for 1960 to you and the members of the Salamata Community Club, I am

Sincerely yours,

RALPH J. RIVERS
Member of Congress

LIST OF PETITIONERS IN MAILING LIST WORK FILE (Bea)

Alaska
J Lyphamp

March 14, 1959

Mr. Harry Kendall
Post Office Box 1640
Fairbanks, Alaska

Dear Harry:

This is to acknowledge receipt of your letter of March 10, which included a copy of the open letter sent to the News-Miner by Dan Lhamon.

While it is the function of your members of Congress to secure federal money for the Alaska road system, the matter of allocation is handled at the state level. The federal money made available to Alaska under the Federal Aid Highway Act is turned over to the state under negotiated arrangements between the Department of Commerce and the Alaska Highway and Public Works Department. Under this department is the Highway and Public Works Board, consisting of five appointive members. Highways are divided into the three categories of primary, secondary and urban and the funds available each year are divided between those three categories.

Your note and the letter of Dan Lhamon make a strong case for blacktopping the Badger Road. Accordingly, the Badger Road people should form a committee or like group to take active measures at the Alaska level to obtain inclusion of the paving of the Badger Road in the road building program. Bill Stroecker is the chairman of the Chamber of Commerce road committee. It might be well to talk to him. The members of the Highway and Public Works Board are Dewey Goodrich of Nome, Charles Wilson of Nenana, John S. LeFevre of Cordova and Ernest J. Haugen of Petersburg. I do not know the name of the fifth member of the Board. There could be some changes shortly under the state reorganization act.

It is also noteworthy that the Governor of Alaska and the Highway Engineer are included in consultations with the Secretary of Commerce in regard to "the system or systems of roads on which federal aid apportionments to Alaska are to be expended." (Title 23 USC Sec. 6) Thus, the Governor and the Highway Engineer could be included in the presentations of your group.

I only wish there were enough money to proceed promptly with all of the improvements which are needed throughout our great state.

With sincere good wishes, I am

Cordially yours,

Ralph J. Rivers
Member of Congress

RJR:mr

PETROLEUM SALES INC.

Box 890

FAIRBANKS, ALASKA

DATE 3/10 19 5

TO Hon Ralph Rivers. SUBJECT

AT Washington D.C.

Attached please find a Copy of a letter written to the Editor of the Miner from Dan Bancroft.

The Chamber of Com. on Fairbanks want to direct the money that has been earmarked for the paving of Badger Road to other sources. Any help you can do for the residents of that District will not be forgotten. I personally Hope you like your new work & I know you will do a good job. Thanks a lot for your Help.

Yours

Harry T Kendall

Box 1640

Fairbanks. Alaska

FROM MAR 12 1959 TLE AT

LITHO COM-PRINT CO., INC.

OPEN LETTER TO THE NEWS MINER

Dear Editor:

The news item in your Monday issue, stating that the Board of Directors of the Chamber of Commerce adopted a resolution giving strong support to building the McKinley Park road "at the expense of the Badger Road", indicates that none of these influential Board Members live on the Badger Road or have any consideration for the 130, or more, families who do.

Quoting from the item we learn that "The Board's opinion was that the McKinley Park Road, for which no funds have been allocated, is more important to the area." What area, Nenana, Clear, the Park, or the Fairbanks area?

In the first place the fund in question is not $2,000,000 or more, as stated, but is closer to one million. This amount would undoubtedly do a lot for the 14 miles of the Badger Road, but how far would it go toward building 66 miles of road from Nenana to the Park?

Most folks - equipped for thinking - would justify highway improvements by the volume of traffic involved and the number of tax-paying residents served. Have these self-appointed Highway experts compared a traffic count on the two projects, or have they investigated the comparative number of year around residents to be benefitted?

275 registered voters cast their ballots at the Badger Road precinct in the November election. School Authorities report that the two buses on Badger Road loop carry 159 children daily to Fairbanks schools and return, (Bus #1, 87 - Bus #2, 72). When the Road dries, after the breakup, these buses travel through a pall of dust with headlights on and with extreme caution. Are the "Directors" concerned at all about the safety and comfort of these children?

Their "opinion" and attitude becomes ridiculous when, at the same meeting, they agree that the construction of a bridge across the Tanana at Nenana "would cost too much and would be unfeasible for many years", Consequently the McKinley Park Road would be strictly a seasonable highway, accessible only when the ice at Nenana would support traffic - idle for six or seven months each year, except for the meager amount of traffic that may develop between Nenana, Clear and the Park. Totally inaccessable during the tourist season, unless some hardy and determined tourists should be brave enough to trust their equipment on Don Pearson's flat cars and await the arrival of A. R. R. switch crews to shove them back and forth.

Finally the fund in question was not "tentatively" allocated by the Department of Highways and Public Works, it was - according to the engineers "ear-marked" for paving the Badger Road. An "Earmark" is considered as a brand, and since the days of the early west "Brand Blotting" has been considered, at the very least, a questionable occupation.

Very truly yours,

Dan Lhamon

American Federation of Government Employees

WHITTIER LODGE NO. 1910

AFFILIATED WITH AFL-CIO

WHITTIER, ALASKA

4

10 December 1959

Hon. Ralph J. Rivers

United States Congress

House of Representatives

Washington, D. C.

Dear Ralph:

Enclosed is a copy of a letter which we have sent to the Regional Forester, U. S. Forest Service, requesting a road through this section of the Chugach National Forest to Whittier. Though proposed in the past, this project has been opposed by pressure groups in the Federal Government.

I wish to enlist your aid in securing this road. Your efforts will be appreciated deeply by the membership of this Lodge.

With kindest personal regards, I remain,

Sincerely yours,

Eck

E. K. Guerin, President

AFGE Lodge # 1910

Whittier, Alaska

DEC 14 1959

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December 16, 1959

Mr. E.K. Guerin, President
American Federation of Government
Employees Lodge No. 1910
Whittier, Alaska

Dear Mr. Guerin:

This will acknowledge receipt of your letter of December 10th regarding a road through a section of the Chugach National Forest to Whittier.

Congressman Rivers has been out-of-town, attending hearings with his Interior and Insular Affairs Committee. He is due back in Washington in a few days, and your letter will be brought to his attention at that time.

Sincerely yours,

Secretary to
RALPH J. RIVERS, M.C.

vdl

12-16-59

Mr. Rivers:

I talked to Marge Smith about this, and she indicated the problem was quite "sticky" Perhaps it is one to be discussed at a B&G meeting.

Viv

This is a state matter and so decided at B&G meeting

9 December 1959

Regional Forester
United States Forest Service
Juneau, Alaska

Dear Sir:

We ask that the Portage Glacier Road be extended to Passage Canal in the vicinity of Whittier, Alaska. Inclusion of this approximately six miles of road into the National Forest Road System is fully justified. Seldom does a situation such as this exist where such a short piece of road will serve so many people.

This road will open Prince William Sound to the largest population center in the State of Alaska. It will provide less expensive and more dependable access to markets for the industries here and encourage further industrial development. It will make the area far more accessible for mining development. It will break the isolation of the residents of Whittier by giving them access to the Alaska Highway System.

As you are aware, Prince William Sound is one of the most scenic areas on this continent, rivaling the fiords of Norway in scenic grandeur. There are over seventy-five glaciers in this area of which at least fifteen extend to tidewater, including Columbia Glacier, the most famous tidewater glacier in the world. This area has unlimited recreational potential, fresh and salt water fishing, hunting and over 1,600 miles of sheltered coastline for small boat cruising.

There are several industries located at Whittier at the present. They are limited by the inadequate and expensive transportation facility: namely, the Alaska Railroad, which has a monopoly on transportation to and from Whittier. This road will allow full development of these industries and attract others to this area.

The residents of Whittier, though only six miles from the Portage Glacier Road, are more isolated than residents of many remote areas of the state. They are completely dependent upon the Alaska Railroad which gives service only four days per week. This service is subject to arbitrary changes from which there is no appeal.

A large portion of Prince William Sound is in the Chugach National Forest, which, if developed and managed by the United States Forest Service, will provide industry and recreation for generations to come.

We will appreciate hearing from you concerning this.

Sincerely,

E. K. Guerin, President
AFGE Lodge # 1910

2/3

January 20, 1960

Mr. Richard E. McArdle, Chief
U.S. Forest Service
Department of Agriculture
Washington 25, D.C

Dear Mr. McArdle:

One of my constituents has written me requesting my assistance in urging the U.S. Forest Service to extend the Portage Glacier Road on the Kenai Peninsula to Passage Canal in the vicinity of Whittier, Alaska. This road would lie within Chugach National Forest.

I am enclosing a copy of a letter written to the Regional Forester, U.S. Forest Service, Juneau, Alaska, which aptly sets forth the position of Mr. Guerin.

It would be very much appreciated if you would furnish me your ideas and views on this matter, so that I may adequately answer Mr. Guerin's request.

With kindest regards, I am

Sincerely yours,

RALPH J. RIVERS
Member of Congress

Enclosure

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
WASHINGTON 25, D.C.

IN REPLY REFER TO

5610

FEB 2 - 1960

Honorable Ralph J. Rivers
House of Representatives

Dear Congressman Rivers:

This is in reply to your request of January 20, 1960 for a report on the question of extending the Portage Glacier Road to Passage Canal.

We are asking Regional Forester Hanson to report direct to you on this question. He is in charge of the national forest program in Alaska and decisions on questions of this kind are his responsibility.

If you have any questions after hearing from Mr. Hanson, please let us know.

Sincerely yours,

RICHARD E. McARDLE, Chief

By *A. W. Greeley*

3/2

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
WASHINGTON 25, D.C.

IN REPLY REFER TO

5610

FEB 2 - 1960

Honorable Ralph J. Rivers
House of Representatives

Dear Congressman Rivers:

This is in reply to your request of January 20, 1960 for a report on the question of extending the Portage Glacier Road to Passage Canal.

We are asking Regional Forester Hanson to report direct to you on this question. He is in charge of the national forest program in Alaska and decisions on questions of this kind are his responsibility.

If you have any questions after hearing from Mr. Hanson, please let us know.

Sincerely yours,

RICHARD E. McARDLE, Chief

By E. W. Greeley

FEB 2 1960

February 12, 1960

Mr. Richard A. Downing
Commissioner of Public Works
Post Office Box 1361
Juneau, Alaska

Dear Dick:

I am enclosing a copy of a letter from P.D. Hanson, Regional Forester, Juneau, regarding a query I made with respect to the Department of Agriculture constructing a road from Portage to Whittier. This may be of interest to you in connection with Alaska's road program.

With kindest regards and best wishes, I am

Sincerely yours,

RALPH J. RIVERS
Member of Congress

Enclosure

5610 December 30, 1959

E. K. Guerin, President
American Federation of Government Employees
Lodge No. 1910
Whittier, Alaska

Dear Mr. Guerin:

May I refer to your letter of December 9, which is a very strong argument for justification of a connecting road between Whittier and Portage. Most certainly all who have a knowledge of the circumstances described by you would appreciate the desirability of a road out of Whittier and be sympathetic to your proposal.

In order for the Forest Service to have a voice in programming a project, it would have to have previously been included on the forest highway system in Alaska. This project has no such status, and, although sympathetic to your wishes, I am not in a position where I can help very much.

Several months ago I had reason to review the proposal you present now. I was referred to a feasibility study made several years ago by, I believe, the Corps of Engineers, U. S. Army. The report of the reconnaissance which supported that study was to me very discouraging, and would be, I feel sure, to you should you have the opportunity to review it. Extreme gradient, steepness of rock side slope, and very difficult maintenance conditions, with the threat of glacial action and slides were, as I remember it, some of the major points of discouragement. I am mentioning this since, if any road access to Whittier becomes programmed, it must be with full appreciation that very abnormal costs must be met and difficult engineering problems overcome. Of course a real probability exists that costs would make the project prohibitive.

Sincerely yours,

P. D. HANSON
Regional Forester

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE

ADDRESS REPLY TO
REGIONAL FORESTER
AND REFER TO

BOX 1631
JUNEAU, ALASKA

5610

February 9, 1960

AIRMAIL

Hon. Ralph J. Rivers
House of Representatives

Dear Congressman Rivers:

Reference is made to Mr. Greeley's letter of February 2 to you regarding the interest of the folks in Whittier for access to Portage by road. I have, under date of December 30, replied directly to Mr. Guerin, and I am enclosing a copy of that correspondence for your information.

I do know that sufficient study has been made historically to prove that the construction and maintenance of any highway into Whittier would be very expensive indeed, if not infeasible. The railroad had to go through tunnels to gain access to that area, and it may be possible for highway needs to be met only in that manner also. It would not be extremely difficult to gain access by road to Bear Valley, which lies between the two sections of tunnels, but a continuation beyond that point would prove difficult. I presume that the Alaska Railroad would not care to have the present tunnels adapted for dual use, but if they are not too seriously opposed, conceivably that might be a solution, at least one warranting further study.

At the present time the Forest Service would not be justified in proposing the inclusion of this project in the Forest Highway system; however, we realize that the State of Alaska must also be interested in this project and its representatives might have a different opinion. If so, the Forest Service will be willing to consider any reasonable proposal.

Sincerely yours,

P. D. HANSON
Regional Forester

Enclosure (1)

cc: Chief, USFS

FEB 11 1960

Alaska Highways (case file)

March 21, 1959

Honorable Frank Peratrovich
Alaska State Legislature
Juneau, Alaska

Dear Frank:

A copy of Senate Memorial No. 3, of which you are the author, has been sent to me by Acting Governor Wade. The memorial urges the construction of a road between Klawock and Hollis and that same be given high priority in the planning and development of the Alaska road system.

While I know that the allocation of funds and establishment of priorities as to roads within the state is strictly within the province of the appropriate state department, I would certainly be happy to do anything I could from this end. These various road projects are, I know, of vital importance to the areas affected.

With kindest personal regards, in which Martha joins, I am

Sincerely yours,

Ralph J. Rivers
Member of Congress

RJR:mr

File

STATE OF ALASKA

SECRETARY OF STATE

JUNEAU

March 16, 1959

Honorable Ralph J. Rivers
United States Representative from Alaska
House Office Building
Washington, D. C.

Dear Ralph:

At the request of the Legislature of the State of Alaska, I have the honor to transmit a certified copy of SENATE MEMORIAL NO. 3, respectfully urging that the construction of a road between Klawock and Hollis be given high priority in the planning and development of the Alaska road system.

Sincerely yours,

Hugh J. Wade

Hugh J. Wade
Secretary of State

Encl.

Local Level

MAR 19 1959

WHEREAS, such a road would also allow the fishing fleets to transport their catches overland from the west coast to Hollis and to retail and wholesale fresh fish markets; and

WHEREAS, such a road would lead to great improvement of the economic well-being of the residents of the west coast of Prince of Wales Island; and

WHEREAS, the Senate of the Twenty-third Territorial Legislature also favored such construction, proving that it is a matter of continuing legislative concern;

NOW THEREFORE, your Memorialist, the Senate of the State of Alaska in First Session assembled, respectfully urges that the construction of a road between Klawock and Hollis be given high priority in the planning and development of the Alaska road system.

Passed by the Senate, February 21, 1959

/s/ William E. Beltz
President of the Senate

ATTEST:

/s/ Katherine T. Alexander
Secretary of the Senate

I hereby certify that the above and foregoing constitutes a full, true and correct copy of Senate Memorial No. 3 as passed by the Senate of the State of Alaska.

Katherine T. Alexander
Secretary of the Senate

IN THE SENATE BY SENATOR PERATROVICH

SENATE MEMORIAL NO. 3

IN THE LEGISLATURE OF THE STATE OF ALASKA

FIRST LEGISLATURE - FIRST SESSION

TO THE HONORABLE LEWIS L. STRAUSS, SECRETARY OF COMMERCE; THE HONORABLE E. L. BARTLETT AND THE HONORABLE ERNEST GRUENING, SENATORS FROM ALASKA; THE HONORABLE RALPH J. RIVERS, REPRESENTATIVE FROM ALASKA; THE HONORABLE BERTRAM D. TALLAMY, FEDERAL HIGHWAY ADMINISTRATOR; THE HONORABLE ELLIS L. ARMSTRONG, COMMISSIONER OF THE BUREAU OF PUBLIC ROADS; AND THE HONORABLE EDGAR H. SWICK, REGIONAL ENGINEER, REGION TEN, BUREAU OF PUBLIC ROADS:

Your Memorialist, the Senate of the State of Alaska in First Session assembled, respectfully submits that:

WHEREAS, the region between Klawock and Hollis on Prince of Wales Island, Alaska, is a potential source of great mineral and timber wealth; and

WHEREAS, the Harris River and Klawock Lake on Prince of Wales Island are excellent recreational areas; and

WHEREAS, the Ketchikan Pulp Company has begun the construction of a road leading from Hollis to the west; and

WHEREAS, the construction of a road between Klawock would encourage the economic development of the villages of Craig, Klawock and Hydaburg on the west coast of Prince of Wales Island; and

WHEREAS, the construction of such a road on said west coast would enable at least five logging camps to transport logs by overland route to Hollis, eliminating the need of moving such logs by raft around hazardous Cape Chacon and through Clarence Strait; and

Passed by the House February 26, 1959.

/s/ Warren A. Taylor
Speaker of the House

ATTEST:

/s/ Esther Reed
Chief Clerk of the House

Passed by the Senate March 3, 1959.

/s/ William E. Beltz
President of the Senate

ATTEST:

/s/ Katherine T. Alexander
Secretary of the Senate

Certified true, full and correct.

Esther Reed
Chief Clerk of the House

IN THE HOUSE

BY MESSRS. HILLSTRAND, NORENE ERWIN AND PETERSEN

HOUSE JOINT MEMORIAL NO. 3

IN THE LEGISLATURE OF THE STATE OF ALASKA

FIRST LEGISLATURE - FIRST SESSION

TO THE HONORABLE LEWIS L. STRAUSS, SECRETARY OF COMMERCE; THE HONORABLE E. L. BARTLETT AND THE HONORABLE ERNEST GRUENING, SENATORS FROM ALASKA; THE HONORABLE RALPH J. RIVERS, REPRESENTATIVE FROM ALASKA; THE HONORABLE ELLIS L. ARMSTRONG, COMMISSIONER OF THE BUREAU OF PUBLIC ROADS; THE HONORABLE EDGAR H. SWICK, REGIONAL ENGINEER, REGION TEN, BUREAU OF PUBLIC ROADS:

Your Memorialist, the Legislature of the State of Alaska in First Session assembled, respectfully submits that:

WHEREAS, the agricultural and mineral development of that area between Hope and Kenai, Alaska, along Cook Inlet, has been seriously curtailed because of the lack of adequate overland transportation in such area; and

WHEREAS, the completion of a road in this region would permit travel between Hope and Kenai at a considerable saving in miles and fuel over travel by the only existing route; and

WHEREAS, such road would further provide a means of evacuating the residents of the populous Anchorage area in the event of a crisis or calamity;

NOW, THEREFORE, your Memorialist, the Legislature of the State of Alaska in First Session assembled, respectfully urges the construction of said road.

AND YOUR MEMORIALIST WILL EVER PRAY.

Anchorage Daily Times

EXTENSION OF NORTH KENAI ROAD PLANNED

By DONNIS THOMPSON
Times Correspondent

KENAI—Residents of North Kenai met Sunday night at the Salamata Community Club to discuss the extension of the North Kenai Road to Hope.

It was voted to circulate a petition to get the road extended on the shores of Cook Inlet to Hope and to meet the causeway if and when it was built.

It was pointed out that the proposed road from the causeway to connect into the Sterling Highway would do no one any good as no one can locate in the Moose Range.

Regarding along the North Kenai Road, however, the petitioners resolved that they represented 20,000 acres of patented land but were located on a dead end road, although they have been promised an extension for years.

CHILDREN are walking three miles from the end of the present road to catch the school bus. In the summer, it was stated, 40 to 60 families reside up and down the beach on their fishing sites and can drive the beach (at the convenience of the tides) to the main North Kenai Road.

It was pointed out that permanent residents up by Boulder Point, north of Kenai, can see the lights of Anchorage. This area is one of the oldest and most popular sites of white men in Alaska, starting with the Russians. Ever since then, fishermen have fought the beaches, and tides.

Extension of this road would also open up another avenue of travel for the Army base at Wildwood Station in case of a national emergency. Just three miles from Wildwood is located one of the longest all weather air strips in Alaska, at Kenai.

TRAVEL ON the North Kenai Road would eliminate the need for residents of this area to backtrack on the entire Peninsula and drive through the Johnson Pass mountain road — particularly in winter when Johnson Pass is treacherous in order to get a sick child into the hospital.

The extension of the road would open up the oil wells around the Swanson Bl unit.

Finally, it was pointed that it would be a very sce route and a tourist attracti

Volunteers for carrying petitions (some of them sn shoeing in) were Dale Mc shoeing in) were Dale Mc han, Jerry Moore, Ken Mc han, Les Holt, Wally Van S Al Poore, Harry White Norman McGahan.

Hanukkah Begins Christmas Day, Services Slated

NATO Nav Post Filled

WASHINGTON (AP) Robert L. Dennison U.S. Navy has been named to be the new NATO commander in lantic.

Now commander i U.S. naval forces in ern Atlantic and M an, Dennison will the new assignme He will replace Ad Wright, who will the Navy March 1.

THE SHIFT in was announced si ly at North Atla Organization hea Paris and at the

It had been an reported earlier.

President Eisen the NATO counci Wright from the has held since 195 cil agreed, "with gret," the White and with an ex "lasting gratitude tinguished service by him."

Base Ch Plan Ca

Both Elmendo choirs will join long candleli carol service a day.

On the progra Christmas and the choirs, sp by soprano, vi tenor solo tet and entitl mas

Kenai, Alaska

7 January 1960

Representative Ralph J. Rivers
U.S. House of Representatives
Washington, D. C.

Dear Representative Rivers:

The enclosed petition asking for the extension of the North Kenai Road to follow the shores of Cook Inlet and Chickaloon Bay to tie into Hope and the Anchorage Causeway (when and if built) is based on the following reasons:

(Historically, this road has been reuqested by Memorial by two Territorial Legislatures and last year requested in part by the State Legislature). The road is desperately needed to:

1. Service the beach where over 100 people (40 to 60 families) fish and live in the summer (some are year round residents).

2. Service the existing homesteads along the beach.

3. Open up the heretofore inaccessible areas of lakes and Inlet for residents and tourists, a very wonderful recreation and scenic area.

4. Aid in development of the oil industry.

5. Aid in the gas pipeline which is scheduled to follow this route to Anchorage and beyond (shortest point).

6. Give Wildwood's military a second route out.

7. Aid in the development of Salamata, North Kenai, North Haven (incorporated) and the village of Kenai all of whom depend on the uses of this north area.

8. Give a second route to and from the Kenai Village area.

9. Make school by school buses accessible to the children of the area (some of which walk 3 miles to catch the bus).

10. This road would circle the edge of the Moose Range and would thus open up the most scenic area of the range without the destruction that a road through the center of the range could cause.

11. This road could be economically built and maintained. It is over a gravel subsurface for almost its entirety while a road through the interior of the Moose Range would necessitate long gravel hauls. (Also, a road through the middle of the Moose Range would not service anyone).

12. For the foregoing and many other reasons, we urgently request the immediate construction of this road along Cook Inlet and Chickaloon Bay. Thank you.

cc: Ernest Greuning
E.L. Bartlett
Governor Egan
Herb Lang
Lee A. Johnson
Richard A. Downing
Dr. Theo Norby

Very truly yours,

H. D. Van Sky Pres.

The Petitioners
by Salamata Community Club

JAN 9 1960

Highway Alaska

March 30, 1959

Honorable Allan L. Petersen
House of Representatives
Alaska State Legislature
Juneau, Alaska

Dear Allan:

A copy of House Joint Memorial No. 3, of which you are one of the authors, has been sent to me by Acting Governor Wade on the subject of a road between Hope and Kenai. Needless to say, I will do my best in obtaining federal funds for the Alaska road system. This money, of course, made available to Alaska under the Federal Highway Act, is turned over to the state under negotiated arrangements for use in connection with primary, secondary and urban roads. Accordingly, most of the processing of your request would be at the state level in arranging to have this road included in the plan which is agreed upon by the Department of Commerce and the Alaska Highway and Public Works Department.

With sincere good wishes, I am

Cordially yours,

Ralph J. Rivers
Member of Congress

RJR:mr

Hyderburg
Alaska

March 30, 1959

Honorable Earl D. Hillstrand
House of Representatives
Alaska State Legislature
Juneau, Alaska

Dear Earl:

A copy of House Joint Memorial No. 3, of which you are one of the authors, has been sent to me by Acting Governor Wade on the subject of a road between Hope and Kenai. Needless to say, I will do my best in obtaining federal funds for the Alaska road system. This money, made available to Alaska under the Federal Highway Aid Act is turned over to the state under negotiated arrangements for use in connection with primary, secondary and urban roads. Accordingly, most of the processing of your request would be at the state level in arranging to have this road included in the plan which is agreed upon by the Department of Commerce and the Alaska Highway and Public Works Department.

We had a good visit with Vic after his operation at Johns Hopkins in Baltimore, at which time he was recovering quite well. Will look forward to seeing you the next time we get to Anchorage.

With sincere good wishes, I am

Cordially yours,

Highway Alaska

March 30, 1959

Honorable James E. Morene
House of Representatives
Alaska State Legislature
Juneau, Alaska

Dear Jim:

A copy of House Joint Memorial No. 3, of which you are one of the authors, has been sent to me by Acting Governor Wade, on the subject of a road between Hope and Kenai. Needless to say, I will do my best in obtaining federal funds for the Alaska road system. This money, made available to Alaska under the Federal Highway Act, is turned over to the state under negotiated arrangements for use in connection with primary, secondary and urban roads. Accordingly, most of the processing of your request would be at the state level in arranging to have this road included in the plan which is agreed upon by the Department of Commerce and the Alaska Highway and Public Works Department.

With sincere good wishes, in which Martha joins, I am

Cordially yours,

Ralph J. Rivers
Member of Congress

RJR:mr

STATE OF ALASKA
SECRETARY OF STATE
JUNEAU

March 23, 1959

Honorable Ralph J. Rivers
House of Representatives
Washington 25, D. C.

My dear Congressman Rivers:

At the request of the Legislature of the State of Alaska, I have the honor to transmit to you a certified copy of HOUSE JOINT MEMORIAL NO. 3, respectfully urging the construction of a road between Hope and Kenai, Alaska, along Cook Inlet.

Sincerely yours,

Hugh J. Wade
Secretary of State

Encl.

Highways
Alaska

March 30, 1959

Honorable William M. Erwin
House of Representatives
Alaska State Legislature
Juneau, Alaska

Dear Bill:

A copy of House Joint Memorial No. 3, of which you are one of the authors, has been sent to me by Acting Governor Wade, on the subject of a road between Hope and Kenai. Needless to say, I will do my best in obtaining federal funds for the Alaska road system. This money, made available to Alaska under the Federal Highway Act, is turned over to the state under negotiated arrangements for use in connection with primary, secondary and urban roads. Accordingly, most of the processing of your request would be at the state level in arranging to have this road included in the plan which is agreed upon by the Department of Commerce and the Alaska Highway and Public Works Department.

With sincere good wishes, I am

Cordially yours,

Ralph J. Rivers
Member of Congress

RJR:mr

STATE OF ALASKA
WILLIAM A. EGAN, GOVERNOR
DEPARTMENT OF HIGHWAYS
OFFICE OF THE COMMISSIONER / BOX 1841 — JUNEAU 99801

February 15, 1966
Re: 00-2508

Mr. Al Phelps, President
Northwestern Alaska Chamber of Commerce
P. O. Box 251
Nome, Alaska 99762

Dear Mr. Phelps:

Thank you for your letter requesting further information on the proposed Fairbanks-Nome Highway. I regret the delay in making reply, but hope you will understand the pressures of work in this office when the legislature is in session.

The survey you referred to started approximately one year ago. Considerable work was done prior to that time by the Bureau of Public Roads in 1957 and 1958. Most of their work consisted of acquiring aerial photo maps, geologic reports, and other data that would be necessary to determine feasibility routings of such a road. In 1965 we did extensive aerial photogrammetric study work in our Fairbanks office and accomplished field reconnaissance on the entire length of the route between Fairbanks and Nome. It is our hope that we will have a completed report ready for release sometime during the latter part of 1966.

Bear in mind that we still have additional studies and field work to accomplish prior to completing the feasibility study.

The State's position, shared by me, is that a road connecting Nome with Alaska's main highway system would be an economic asset to Alaska.

However, prospects are not bright that sufficient funds will be available in the immediate future for financing such construction.

Extremely preliminary cost estimates indicate a low-class two-lane road between Nome and Fairbanks will cost upwards to one hundred million dollars. Based on present State averages, we estimate maintenance will annually cost seventeen hundred dollars per mile. Its length will be approximately 500 miles. This means that annual maintenance costs will be about $850,000 for such a route. And this does not take into consideration capital investment costs in maintenance stations and equipment.

The State annually matches every federal dollar available for highway construction. Total federal funds available are some $22,000,000 for primary

FEB 18 1966

highway construction and $17,000,000 available for secondary highway construction. These sums are a far cry from the actual funding need that exists in Alaska.

In addition to the above funds, present State budget proposals contemplate appropriation for the next fiscal year of $10,445,500 to the highway program. Approximately $10,000,000 of this amount are derived from State revenue sources. These monies provide the matching funds for the Federal-State highway program, as well as all the funds for highway maintenance.

You mentioned highway beautification funds in your letter. These are federal funds and can be used for no other purpose than provided in the recent federal statute which initiated this special program.

In the early 1960's an economic report was prepared by Dr. Richard Cooley utilizing State funds under contract of the University of Alaska. Purpose of Dr. Cooley's study was to determine intermediate control points along the route of sufficient economic significance to warrant consideration in the route location. The results of Dr. Cooley's report, as you are undoubtedly aware, were less than encouraging. But the faith of the State that the great Northwest area of Alaska does indeed have highly promising economic and natural resource potential was not dimmed by the Cooley report. There is no denying that the subject report presented a setback in our hopes to convince Federal officials and the U. S. Congress of the imperative need for special additional Federal matching funds to accomplish construction of projects such as the Highway to Nome.

But the State Administration and Alaska's Congressional Delegation continue to exert extensive effort to convince the United States Department of Commerce, the Bureau of the Budget and Congress that large sums of additional money are annually needed.

Congress must give recognition of the need for a special funding program if we are to realize fruition in the foreseeable future of our conviction that roads such as the ones proposed for the Northwest area and the Katmai-Bristol Bay area will be highly beneficial to Alaska's development. The kind of money involved in constructing such routes at the present time is far out of reach of the State itself. And the Federal-State program badly needs fund bolstering if we are to contemplate programming such routings in the near future. That is why we so wholeheartedly supported the federally financed Highway Needs Study. The final conclusions and recommendations resulting from that study have not yet been made public by the U. S. Department of Commerce.

We hope the feasibility results of the present survey and study being conducted by the State Department of Highways on the Nome-Fairbanks routing will add strength to our plea for additional funding. As Governor Egan has so aptly stated, a new spirit is awakening in Northwest Alaska as a result of recent mineral resource exploration and development. These factors will be taken into consideration in our review of the field reports.

Your letter stated that the prople of Alaska six long years ago authorized the sale of $1,500,000 in bonds as State matching money for the construction of a Nome-Fairbanks highway. I know there are many citizens of your area who have understandable misconception as to the actual facts of the bonding situation referred to. To clarify this misunderstanding I will attempt to review the history of the highway bonding proposition. The proposition the people of Alaska voted on in 1960 read as follows:

"Shall the State of Alaska issue its general obligation bonds in the principal sum of not to exceed $23,000,000 bearing interest at not to exceed 6% per annum and maturing in not to exceed 30 years from date of issue for the purpose of paying all or part of the cost of acquiring, constructing, equipping and making necessary capital improvements to State ferries and ferry facilities, and roads and highways.

Yes /__/

No /__/ "

It was generally understood at the time the people voted on that bond issue, that $15,000,000 would be utilized for construction of three State ferries and terminals for the Inside Passage run; that $3,000,000 would be utilized for construction of a State ferry for the Southwestern run to Kodiak; and that $5,000,000 would be utilized to meet State matching fund obligations for federal highway funds. The proposition was approved by the voters in November, 1960.

Then, in 1961, the Alaska Legislature enacted a Statute that became Chapter 142, Laws of Alaska, 1961. That Statute reads as follows:

"There is hereby appropriated from the Ferries, Roads and Highways Construction Fund to the Department of Public Works (i.e. now Department of Highways) the sume of $1,000,000 contingent on the availability of federal and highway matching funds for new road construction. Emphasis is to be placed on connecting centers of population to the State highway system that are not connected to the system by ferry or road."

You will note that nowhere in the Statute is mention made of any specific new road.

The proposition the people of Alaska approved in 1960 had no strings attached as to what road funding the $5,000,000 in Highway bonds would be used for. Chapter 142, Laws of Alaska, 1961, did not either specify any particular road. But the 1961 Statute did provide that $1,000,000 of the bonding authorization would be used to match federal aid funds for new road construction with the emphasis on connecting centers of population to the State highway system.

Four million dollars of the 1960 Highway bond issue authorization has been obligated to matching the regular federal aid funds. But Governor Egan has insisted that the intent of the Legislature in enacting Chapter 142, 1961, was for the specific purpose of providing matching funds for a road to Nome at such

time as sufficient federal funds would become available to finance such a matching fund road project. In 1961 we had high hopes that the Federal Government would recognize the long years we had been neglected in the road-building program while we were a Territory, and that a special additional federal funding program for roads would soon be made available. We are still trying to convince Washington, D. C., on that score.

Each year during budget review meetings, Governor Egan has stoutly protected the Nome road in his insistence that legislative intent in 1961 was to provide $1,000,000 in bond monies to match federal funds for such a road just as soon as sufficient monies became available. Consequently, the $1,000,000 has not been diverted to general program matching. It is obvious that so far as Governor Egan is concerned, the $1,000,000 in bonding authority will continue to remain available for matching for Northwest area highway routing. Strengthening the Governor's position as to intent of Chapter 142, Laws of Alaska, 1961, is House Resolution No. 32 of that year. While House Resolution No. 32 is strictly the expression of one House of the Legislature, nevertheless it passed the House prior to final passage of the bill that became Chapter 142.

I have recently read statements in the press quoting certain legislators as indicating that the $1,000,000 in bonding fund monies had been diverted to other projects. As you can see from the above explanation, there is not a shred of truth to such aspersions. Governor Egan has seen to that.

It is exceptionally difficult to justify large expenditures for short mileages of road unless feasibility projections rather clearly show that adequate traffic volume will utilize such segments. I hope that our present survey and feasibility study will ascertain that the newly northwest oriented development progress has made the picture more promising. If we can logically establish that building to certain control points will provide reasonable traffic and economic development volumes between those points and the main system, perhaps the overall programming difficulty can sooner be overcome.

I hope this letter pretty well covers the logical questions you submitted in your letter. And let me assure you that those of us in the Department of Highways are very much interested in seeing a program developed that will open up such vast potentially productive areas as the Northwest district and down the Alaska Peninsula. The need is great. The cost is great. If we are going to be able to expedite our goal, we must have a more realistic financial support program - at least for the next decade.

Best wishes to you and the people of Northwest Alaska.

Sincerely,

B. A. Campbell
Acting Commissioner of Highways

CC: Governor Eagn, Sen. Walsh, Sen. Bradshaw, Rep. Bill Ray, Rep. Sheldon
Sen. Bartlett, Sen. Blodgett, Rep. Balone, Rep. LeFevre, Sen. Butrovich
Sen. Gruening, Sen. Foster, Rep. Stalker, Rep. Skinner, Sen. Pearson
Rep. Rivers, Sen. Hopson, Rep. Kerttula, Rep. Taylor, Sen. McNealy
Rep. Gravel, Sen. Kilcher, Rep. Guess, Rep. Josephson, Rep. Christiansen
Rep. Rader, Rep. Sassarra, Rep. Lottsfeldt, K. Brandley, Rep. Strandberg
State Chamber of Commerce - Fairbanks Chamber of Commerce
Arctic Circle Chamber of Commerce

United States Senate

COMMITTEE ON APPROPRIATIONS

file Alaska Department of Highways

December 22, 1965

Mr. Zack P. Chichenoff
Ouzinkie, Alaska

Dear Mr. Chichenoff:

Senator Bartlett is in Alaska and so I am writing you in his behalf as well as Senator Greuning and Representative Rivers.

You will recall, earlier this year you sent a petition covering a number of items including restoration of "our roads". We took this matter up with a number of federal agencies and enclose copies of letters from the Alaska Department of Highways, the Office of Emergency Planning and the Bureau of Indian Affairs.

With best wishes, I am

Sincerely yours,

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

cc: Hon. Ernest Gruening
Hon. Ralph J. Rivers

DEC 23 1965

STATE OF ALASKA

WILLIAM A. EGAN, GOVERNOR

DEPARTMENT OF HIGHWAYS

OFFICE OF THE COMMISSIONER / BOX 1841 — JUNEAU 99801

August 24, 1965
Re: 00-1722
Ouzinkie Roads

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

Dear Senator Bartlett:

Reference is made to your letter of July 14, 1965 and our interim reply of July 21 concerning the road repair work at Ouzinkie.

The roads at Ouzinkie were inspected by officials of the State Highway Department and the Bureau of Public Roads. It was found that the so-called roads consist of trails or foot paths three to five feet wide and are used exclusively to walk or carry supplies from one part of the village to the other. The vehicles at Ouzinkie consist of two or three bicycles, several small wagons, and a garden tractor. These can hardly be considered roads in the strict sense of the word.

It is true that damage did occur to the foot of the path by tidal wave and tide action due primarily to the lowering of the entire area. We estimate that approximately one-half mile of the path has been damaged. Repairs would require cutting a new path into the side hill along the beach and protecting the outside slope with riprap. We estimate approximately five days work with the bulldozer and 1500 cubic yards of riprap would be required to accomplish this. We also noted that a trail has been cut to the top of the hill by the Public Health Service for a water project they have underway. It is conceivable that this path could be continued along the top of the hill. However, it would not serve the village as well as the original location along the beach. There is no question in our minds that damage did occur and repairs should be eligible under PL875.

We suggest that you inform the village of Ouzinkie to apply directly to the Office of Emergency Planning so that this can be resolved. This is not a Highway problem. However, if we can be of further assistance, providing you any more information, please let us know.

Sincerely yours,

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

EXECUTIVE OFFICE OF THE PRESIDENT
OFFICE OF EMERGENCY PLANNING
Washington, D.C. 20[illegible]4

COPY

September 3, 1965

Honorable E. L. Bartlett
United States Senate
Washington, D. C. 20510

Dear Senator Bartlett:

This is in response to your recent letter concerning the possibility of PL 81-875 assistance for road repair work at Ouzinkie, Alaska.

Under Public Law 875 we are authorized to provide assistance in making emergency repairs and temporary replacements of essential public facilities. We had the situation at Ouzinkie investigated and have been informed that the residents have restored the roads sufficiently so that they have served the locality since the time of the earthquake. Work in addition to that already performed would be an improvement. We cannot, accordingly, approve the item as a PL 875 project.

Sincerely,

Buford Ellington
Director

IN REPLY REFER TO:

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF INDIAN AFFAIRS
JUNEAU AREA OFFICE
JUNEAU, ALASKA

December 15, 1965

Hon. E. L. Bartlett
United States Senate
248 Senate Office Bldg.
Washington, D.C. 20510

Dear Senator Bartlett:

This has reference to our letter of October 1, 1965 regarding the footpath or road at Ouzinkie.

Mr. W. O. Craig, our Area Field Representative, has informed us that the Public Health Service cleared a path alongside the new waterline which was installed, but there is no gravel on the cleared path. It can be used only for foot traffic or a tracked vehicle. Due the the land status at Ouzinkie we are unable to spend funds of our road program to make further improvements.

Sincerely yours,

(Sgd.) S. W. Smith
Acting Area Director

STATE OF ALASKA

WILLIAM A. EGAN, GOVERNOR

DEPARTMENT OF HIGHWAYS

OFFICE OF THE COMMISSIONER / BOX 1841 — JUNEAU

file: State Dept of Highways

April 14, 1965

Re: 00-2709

Mr. G. L. Thomas
Star Route
Kenai, Alaska

Dear Mr. Thomas:

Thank you for your letter of April 8, 1965 complaining about the condition of the North Kenai Road.

I have received considerable correspondence, phone calls, telegrams, etc., the past few days concerning this highway. Mr. Donald Stein, my special assistant for operations, visited the area last Tuesday and reviewed the conditions on the ground with various local citizens. As Mr. Stein explained at that time, the first ten mile section from the Wildwood Station to the oil refinery will be advertised for construction bids in the very near future. Condemnation actions on the remaining parcels of right of way are presently being filed and as soon as these are filed we will be able to advertise the project. The six miles north of the oil refinery is presently in the design stage and should be ready to go to contract late next fall or early next spring.

I am sorry that the people in the area have been inconvenienced as a result of a severe back up this spring.

Very truly yours,

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

CC: Senators Gruening & Bartlett
Representative Rivers
Senator Kilcher
Representatives Metcalf & Tillion

ALASKA(DEPT. OF HIGHWAYS)

April 13, 1965

Mr. Donald A. McKinnon
Commissioner
Department of Highways
Box 1841
Juneau, Alaska, 99801

Dear Don:

The enclosed letter from Mr. Grady Thomas is self-explanatory. Inasmuch as Thomas sent a like letter to you, I enclose mine only for your ready reference. Thomas has been informed that this matter is within your jurisdiction and not one for consideration on the Federal level. Therefore, I limit my remarks to expressing the hope that the North Kenai Road problem will be solved in the near future.

Thanking you and with best wishes, I am

Sincerely,

Ralph J. Rivers,
Member of Congress

ALASKA (DEPT. OF HIGHWAYS)

April 13, 1965

Mr. G. L. Thomas
Star Route
Kenai, Alaska

Dear Mr. Thomas:

Your letter of April 8 complaining of slowness in blacktopping the North Kenai Road, addressed to me and several others, has been received. I notice that Mr. Donald McKinnon, Alaska's Commissioner of Highways is among those to whom you sent the letter, as well as three State legislators.

You were certainly on the right track in voicing your complaint to those State authorities because the allocation to particular projects of federal aid funds made available to the State each year is a matter of State jurisdiction. In other words our Senators and I help get about $40 million of such Federal funds each year on a 95-5 matching basis for highway construction in Alaska of primary, secondary and urban roads, but do not essay to tell the State administration, after the State receives such money, where and how to apply same. I know you will understand that I would be "off-base", so to speak, if I interjected myself into State administrative affairs. Nevertheless I will write McKinnon a line in your behalf expressing my interest in the timely solving of the North Kenai Road problem.

With best wishes, I am

Sincerely,

Ralph J. Rivers,
Member of Congress

Gov. Hickel
Senator Gilmer
Rep. Patcelf
Rep. Gillian

North Kenai, Alaska
[illegible] April 1965

Dear Sir:

For several years we have been hearing that the North Kenai Road will be paved. Year after year has come by with nothing being done. Summer after summer the state authorities have swarm down on us like a plague of locusts.

In the past few years the Standard Oil Refinery, the pipe line and tank farm has gone into operation here. These along with the Arness Terminal has caused an increase in heavy traffic on the road. This year we are experiencing an early breakup but for some reason the road commission failed to put the load restriction on in time. It may or may not be a coincidence that the Standard Oil Co. picked this time to bring in four(4) 100 ton Compressors. They managed to get two of them over the road before it went completely to pieces. Then the road commission put the restriction on after the damage was done.

The homesteaders living out here still have to use the road to get to their jobs. If they don't go to work, they can't use the road as an excuse. They just don't get paid for the days missed. School buses are still trying to get the children thru to school and are running two hours late in getting these children to their homes in the evening. We have been told that we can't get oil deliveries out here due to the road. If we're lucky some of us still have our old wood stoves and if worse comes to worse we won't freeze till the breakup is over. It looks like the homesteaders are getting the dirty end of the stick all the way around.

What is going to be done about this situation?
When is this road going to be paved?
Why has it been put off year after year?

We are not blaming anyone for the present condition of the road. We are merely trying to point out the need for a good road. Not just for the homesteaders but for the industries that are here now and the ones who will be here in the future. There doesn't seem to be anyone who can or will give us answers to our questions.

We demand an immediate investigation into this matter.

We are issuing you an invitation to come here and see for yourself these conditions.

Sincerely

REQUEST FOR XEROX COPIES OF ARCHIVAL MATERIAL

Date: 04/27/89

For - Name: G. BLEAKLEY
Department: HISTORY

Collection: RALPH RIVERS
Box #: CASE FILE
Folder: BOX 15

Department Account #: _____
or
Paid: _____

FILE: STATE BUREAU OF PUBLIC ROADS

May 12, 1966

Honorable Arthur P. Knight
Mayor of Cordova
Alaska

Dear Mr. Knight:

Thank you for sending copy of Resolution 66-16 relative to a road from Portage to Whittier. I had previously received a communication from ~~the Alaska Sport Fish and Game Institute~~ Mayor Arthur P. Knight of Cordova on this same matter and have suggested that meetings with State Highway Commissioner McKinnon and Regional Engineer William J. Niemi of the Bureau of Public Roads might be helpful.

With best wishes, I am

Sincerely,

Ralph J. Rivers,
Member of Congress

United States Senate

COMMITTEE ON COMMERCE

May 6, 1966

Mayor Arthur P. Knight
Cordova
Alaska

Dear Mr. Knight:

Thank you for sending copy of Resolution 66-16 relative to a road from Portage to Whittier. I had previously received a communication from the Alaska Sport Fish and Game Institute on this same matter and have suggested that meetings with State Highway Commissioner McKinnon and Regional Engineer William J. Niemi of the Bureau of Public Roads might be helpful. I am sending them copies of the resolution and am also sending a copy to Joseph H. FitzGerald at Anchorage who is Chairman of the Federal Field Committee for Development Planning.

With best wishes, I am

Sincerely yours,

E. L. Bartlett

cc: Mr. Donald A. McKinnon
Mr. William J. Niemi
Mr. Joseph H. FitzGerald
Hon. Ernest Gruening
Hon. Ralph J. Rivers

MAY 9 1966

CITY OF CORDOVA

CORDOVA, ALASKA 99574

"The Friendly City"

RESOLUTION No. 66-16

WHEREAS the City of Cordova deems it expedient to construct a road, continuing from the Seward Highway at Portage to Whittier, Alaska, and

WHEREAS the Department of Defense has deemed it necessary that a pipeline be constructed for transport of petroleum products from Whittier, Alaska to military bases adjacent to Anchorage, Alaska,

NOW THEREFORE BE IT RESOLVED by the City Council of Cordova, Alaska, that the Department of Defense, the Department of Interior, and the Department of Agriculture be urged to construct a road, continuing from the Seward Highway at Portage to Whittier, Alaska, in conjunction with the pipeline project.

BE IT FURTHER RESOLVED that construction of such road would be justified in that:

1. Military effort would be aided by such road in installation and maintenance of the pipeline.

2. Port of Whittier access would be continued if disaster were to occur in the railroad tunnel.

3. Prince William Sound and Greater Anchorage residents would be interlinked via surface vehicle travel by a distance within 60 land miles rather than the present 300 land miles, with Alaska Marine Highway connections.

4. The economy of earthqyake stricken Prince William Sound would be accelerated by market access for the vast untouched natural resources of Prince William Sound.

5. An extremely attractive recreation travel route would be established via the Glenn Highway-Richardson Highway to Valdez, with return via Alaska Marine Highway to Whittier and thence back to Anchorage.

6. All of magnificent Prince William Sound's scenic 3700 miles of shoreline would have surface vehicle access to owners and operators of pleasure craft in the Greater Anchorage area with the same access to the Sound's unlimited deer, mountain goat, bear and migratory bird hunting, as well as unlimited sport fishing.

PASSED AND APPROVED THIS 2nd DAY OF May 1966.

Mayor

Clerk

MAY 5 1966

(STATE)
XXXXX BUREAU OF PUBLIC ROADS

May 6, 1966

Mr. Ron L. Rettig
President
Alaska Sport Fish and Game Institute
Post Office Box 71
Anchorage, Alaska 99501

Dear Ron:

Your transmittal to me of a copy of the resolution passed by the Alaska Sport Fish and Game Institute concerning the proposed highway to Whittier is much appreciated.

I will, of course, discuss this matter with the two Senators. In the meantime, I would suggest that you meet with State Highway Director McKinnon and Regional Engineer William J. Niemi of the Bureau of Public Roads, as the matter will be handled by their respective offices.

With best regards, I am

Sincerely,

Ralph J. Rivers,
Member of Congress

ALASKA SPORT FISH and GAME INSTITUTE
BOX 71 » » » » ANCHORAGE, ALASKA 99501

MLC
Delegation

April 29, 1966

The Honorable Ralph Rivers
House of Representatives
Washington, D. C.

Dear Representative Rivers:

May we respectfully request your attention to the attached copy of a resolution adopted last evening by the Board of Directors of the Alaska Sport Fish and Game Institute.

An expression of your views on the subject of the resolution, a proposed road to Whittier, Alaska, will be greatly appreciated.

Sincerely,

R. L. Rettig

Ron L. Rettig, President
ALASKA SPORT FISH AND GAME INSTITUTE
P. O. Box 71
Anchorage, Alaska 99501

MAY 2 1966

STATE DEPARTMENT OF HIGHWAYS

April 15, 1966

Mr. Donald A. McKinnon
Commissioner
Department of Highways
Box 1841
Juneau, Alaska 99801

Dear Mr. McKinnon:

William I. Waugaman, General Manager of the Usibelli Coal Mine, has sent me a copy of the letter and petition he directed to you regarding the need for a bridge across the Nenana River at Healy Forks. It would be much appreciated if you would send Mr. Rivers -- who is now in Alaska -- a copy of your reply to Mr. Waugaman.

With best wishes, I am

Sincerely,

Donald R. Greeley
Administrative Assistant to
Ralph J. Rivers, M. C.

STATE PARTMENT OF HIGHWAYS

April 15, 1966

Mr. William I. Waugaman
General Manager
Usibelli Coal Mine, Incorporated
Box 847
Fairbanks, Alaska 99701

Dear Bill:

Ralph is in Alaska and in his absence I acknowledge receipt of a copy of the April 7 letter you addressed to Highway Commissioner McKinnon — and the accompanying petition — concerning the need for a bridge across the Nenana River at Healy Forks.

While this is a matter under the jurisdiction of the State Government of Alaska, rather than the Federal government, I am glad to assist you by writing to Commissioner McKinnon regarding your request. I hope this will be helpful in securing favorable results for you.

With best wishes, I am

Sincerely,

Donald R. Greeley
Administrative Assistant to
Ralph J. Rivers, M. C.

April 7, 1966

Mr. D. A. McKinnon
Commissioner of Highways
West 7th & D Street
Juneau, Alaska

Dear Mr. McKinnon:

I am enclosing a petition containing 202 names of adults requesting a highway bridge be constructed across the Nenana River at Healy Forks, Alaska. These people are the residents of the three isolated coal mining communities on the Healy River namely Suntrana, Usibelli and Cripple Creek.

At the present time Golden Valley Electric Association is constructing a fifteen million dollar coal-fired power plant on the isolated side of the Nenana River. A fifty-family community will be constructed this summer to support this power facility along with a hundred-man construction camp. I estimate that within two years there will be at least five hundred people living on the wrong side of the Nenana River that will not have access to Alaskas highway system for the lack of a bridge.

The only basic industry on Alaskas Railbelt are the coal mines in the Healy Valley. Along with the vast coal reserves the valley has large deposits of high grade pottery clay, mountains of sand and gravel, plenty of water, plus a low-cost power supply. The only thing that is presently stifeling the growth of this area is its inaccessability by highway. This inaccessability is also a very costly item to the operators of the mines and the constructors of the Power Plant.

It is my understanding that more than $125,000,000.00 will be expended constructing the highway that parallels the Alaska Railroad from Palmer to Nenana. To me it is rather ironical that the largest population area for this 275 mile distance cannot use the road for the lack of a bridge. If this highway is to justify this expenditure it can do so only if appropriate feeder access roads are constructed to the population centers.

We request that your office do everything possible to expedite the construction of a highway bridge across the Nenana at Healy Forks.

Sincerely,
Usibelli Coal Mine, Inc.

William I. Waugaman
General Manager

cc: Senator E. L. Bartlett
Mr. W. J. Niemi
Mr. Lowell K. Bridwell
Honorable Ralph J. Rivers

APR 11 1966

RESOLUTION ADOPTED BY THE BOARD OF DIRECTORS OF THE ALASKAN SPORT FISH AND GAME INSTITUTE URGING THE CONSTRUCTION OF A MULTIPLE-USE ROADWAY TO WHITTIER, ALASKA

WHEREAS, the Alaska Military is scheduled to construct a petroleum pipeline from Whittier, Alaska, to the military bases near Anchorage for critical defense needs, and

WHEREAS there is no access to the Port of Whittier save through the tunnels of the Alaska Railroad, and

WHEREAS a highway would serve as an alternate route in the event the tunnel became impassable, and

WHEREAS the Railroad questions the joint use of the tunnel to the extent that it has submitted the question of safety of such an installation to the Inter-State Commerce Commission, and

WHEREAS an extension of the Portage Glacier highway to Whittier, about three and one-half miles, would provide the only safe alternate pipeline route to Whittier, and

WHEREAS the concurrent installation of the pipeline adjacent to the road-bed would result in a much lower per mile road cost than would otherwise be possible and

WHEREAS such a highway extension would serve also to open up the Port of Whittier to automobile traffic, and

WHEREAS such opening would make possible surface transportation for the development of commerce between the communities of Prince William Sound and the most heavily populated region of Alaska, the Cook Inlet area, and

WHEREAS Whittier is a completely ice free port accessible by water to all of Prince William Sound, a vast area of protected waters having 3700 miles of timbered shoreline and hundreds of timbered islands, and

WHEREAS Prince William Sound is an immense storehouse of scenic beauty holding almost totally untapped resources for recreational hunting and fishing not presently available for such recreational use by Alaskan and visitor enjoyment, and

WHEREAS construction of an automobile route to Whittier would greatly facilitate the construction of the military pipeline and at the same time open the area as a tremendous visitor and recreational attraction,

NOW THEREFORE BE IT RESOLVED that the Alaska Sport Fish and Game Institute does hereby urge the Honorable Senator E. L. (Bob) Bartlett, the Honorable Senator Ernest Gruening, the Honorable Representative Ralph Rivers, the Honorable Secretary of Defense McNamara, the Honorable Secretary of Interior Udall, the Honorable Secretary of Agriculture Freeman and the Honorable William A. Egan, Governor of Alaska, to marshall all possible resources for the prompt construction of an automobile route to the Port of Whittier, Alaska, for the use of the military, particularly for pipeline construction, for the development of tourism, for the commercial development of the vast fish, timber and mineral resources of Prince William Sound and for opening the greatest natural hunting and fishing area of America to the 67,000 holders of Alaska hunting and fishing licenses and the vast numbers of other sports-minded Americans.

Adopted unanimously April 28, 1966
by Board of Directors
ALASKA SPORT FISH AND GAME INSTITUTE

RESOLUTION ADOPTED BY THE BOARD OF DIRECTORS OF THE ALASKA SPORT FISH AND GAME INSTITUTE URGING THE CONSTRUCTION OF A MULTIPLE-USE ROADWAY TO WHITTIER, ALASKA

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Adopted unanimously April 28, 1966
by Board of Directors
ALASKA SPORT FISH AND GAME INSTITUTE

COPY

May 11, 1966

attach to file

Mr. D. G. Patterson,
President,
Cordova Chamber of Commerce,
P. O. Box 99,
Cordova, Alaska

Dear Mr. Patterson:

With reference to your letter of April 30, with enclosures, relative to a road from Portage to Whittier and stressing continued emphasis on the Copper River Highway, I am enclosing copy of letter written the other day to Mayor Knight. Thank you for keeping me advised.

With best wishes, I am

Sincerely yours,

E. L. Bartlett

CC: Hon. Ernest Gruening
Hon. Ralph J. Rivers

MAY 1 0 1966

MAY 12 1966

6-1 Roads (Whittier)
ELB:MLC/dh

COPY

May 6, 1966

Mayor Arthur P. Knight
Cordova
Alaska

Dear Mr. Knight:

Thank you for sending copy of Resolution 66-16 relative to a road from Portage to Whittier. I had previously received a communication from the Alaska Sport Fish and Game Institute on this same matter and have suggested that meetings with State Highway Commissioner McKinnon and Regional Engineer William J. Niemi of the Bureau of Public Roads might be helpful. I am sending them copies of the resolution and am also sending a copy to Joseph H. FitzGerald at Anchorage who is Chairman of the Federal Field Committee for Development Planning.

With best wishes, I am

Sincerely yours,

E. L. Bartlett

cc: Mr. Donald A. McKinnon
Mr. William J. Niemi
Mr. Joseph H. FitzGerald
Hon. Ernest Gruening
Hon. Ralph J. Rivers

FILE: STATE BUREAU OF PUBLIC ROADS

May 18, 1966

Mr. W. H. Scott
President
Greater Anchorage Chamber of Commerce
304 G Street
Anchorage, Alaska 99501

Dear Mr. Scott:

Thank you for sending copy of Resolution 66-16 relative to a road from Portage to Whittier. I had previously received a communication from Mayor Knight of Cordova on this same matter and have suggested that meetings with State Highway Commissioner McKinnon and Regional Engineer William J. Niemi of the Bureau of Public Roads might be helpful.

With best wishes, I am

Sincerely,

Ralph J. Rivers,
Member of Congress

We owe letter to Mayor Forgey — with permission changes attached

Greater Anchorage Chamber of Commerce

304 G STREET
ANCHORAGE, ALASKA

PHONE
BRoadway 8-1711

May 9, 1966

Greater Anchorage Chamber of Commerce
OSLO NEW YORK TOKYO LAGOS SEATTLE HONGKONG PORTLAND MANILA SAN FRANCISCO
ANCHORAGE
"AIR CROSSROADS OF THE WORLD"

The Honorable Ralph J. Rivers
House of Representatives
Room 541
Cannon House Office Building
Washington, D. C.

My dear Mr. Rivers:

Within fifty-five miles of Anchorage, Alaska, lies an area which is referred to as a 'Billion Dollar Recreation Area' - Prince William Sound. Presently, the Chugach Mountain Range separates Anchorage residents from this area, with the exception of a freight-cargo rail connection operated by the Alaska Railroad that runs through a narrow glaciated barrier of three and one-half miles. Tunnels have been utilized to garner access by the railroad; however, to date, a question of safety has kept the Alaska Railroad from allowing joint use of the present access, other than regular scheduled freight trains into the area.

The purpose of this letter is to apprise you of recent announcements by the Alaska Military to construct a petroleum pipeline from Whittier, Alaska, to the military bases near Anchorage and to ask your support - and that of your good offices - to assist us in obtaining an automobile route into this tremendous recreation and natural resource area.

The attached Resolution adopted by the Alaska Sport Fish and Game Institute merely reiterates our Chamber's viewpoint and will give you further pertinent details about the desirability of having public access to this important area.

Any assistance you can possibly give this project will be appreciated.

Sincerely,

W. H. Scott

W. H. Scott
President

MAY 13 1966

ALASKA CENTENNIAL 1867 1967

PLEASE REPLY AIRMAIL

RESOLUTION ADOPTED BY THE BOARD OF DIRECTORS OF THE ALASKAN SPORT FISH AND GAME INSTITUTE URGING THE CONSTRUCTION OF A MULTIPLE-USE ROADWAY TO WHITTIER, ALASKA

WHEREAS, the Alaska Military is scheduled to construct a petroleum pipeline from Whittier, Alaska, to the military bases near Anchorage for critical defense needs, and

WHEREAS there is no access to the Port of Whittier save through the tunnels of the Alaska Railroad, and

WHEREAS a highway would serve as an alternate route in the event the tunnel became impassable, and

WHEREAS the Railroad questions the joint use of the tunnel to the extent that it has submitted the question of safety of such an installation to the Inter-State Commerce Commission, and

WHEREAS an extension of the Portage Glacier highway to Whittier, about three and one-half miles, would provide the only safe alternate pipeline route to Whittier, and

WHEREAS the concurrent installation of the pipeline adjacent to the roadbed would result in a much lower per mile road cost than would otherwise be possible and

WHEREAS such a highway extension would serve also to open up the Port of Whittier to automobile traffic, and

WHEREAS such opening would make possible surface transportation for the development of commerce between the communities of Prince William Sound and the most heavily populated region of Alaska, the Cook Inlet area, and

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United States Senate

COMMITTEE ON APPROPRIATIONS

May 17, 1966

Mr. W. H. Scott
President
Greater Anchorage Chamber of
Commerce
304 G Street
Anchorage, Alaska

Dear Mr. Scott:

Reference is made to your letter of May 9 relative to the construction of a highway from Portage to Whittier. Enclosed is copy of self-explanatory letter that I wrote earlier to Mayor Knight of Cordova on this subject.

With best wishes, I am

Sincerely yours,

E. L. Bartlett

cc: Mr. Donald A. McKinnon
Mr. William J. Niemi
Mr. Joseph H. FitzGerald
Hon. Ernest Gruening
Hon. Ralph J. Rivers

COPY

May 11, 1966

attach to file

Mr. D. G. Patterson,
President,
Cordova Chamber of Commerce,
P. O. Box 99,
Cordova, Alaska

Dear Mr. Patterson:

With reference to your letter of April 30, with enclosures, relative to a road from Portage or to Whittier and stressing continued emphasis on the Copper River Highway, I am enclosing copy of letter written the other day to Mayor Knight.

Thank you for keeping me advised.

With best wishes, I am

Sincerely yours,

E. L. Bartlett

CC: Hon. Ernest Gruening
Hon. Ralph J. Rivers

MAY 1 2 1966

MAY 1 2 1966

June 5, 1962

Alaska Highways

Mr. Frank Titus
Kokrines, Alaska

Dear Mr. Titus:

Thank you for your letter of May 28th in which you urge the construction of the proposed highway between Fairbanks and Nome. This is a good idea which should eventually be realized.

Since Alaska became a State, the responsibility for highway construction rests with the State Government and not with the Federal Government as it did under territorial status. Although the Federal Government contributes generously ($37 1/2 million per year) for road construction in Alaska, under the Federal Aid Highway Act, the State Division of Highways exercises the authority of allocating the money for specific projects from year to year as the State highway system is developed. Therefore, it would be my suggestion that you write to the Division of Highways, Box 1841, Juneau, for information as to the proposed highway between Fairbanks and Nome.

You may be sure I will continue to support the Federal Aid Highway Program which is so helpful to Alaska.

With best wishes, I am

Sincerely yours,

Ralph J. Rivers
Member of Congress

Mr. Ralph J. Rivera Kokrines, Alaska
Washington D.C. May 28, 1962

Dear Sir,

I am writing a short letter in answer to the letter you sent, in it you said, to write, when ever you could be of service to us, as time is in the Interior of Alaska is far from easy most of the time, and some part's of the Yukon River country where I live is very much isolated, would it be possible to have the Fairbanks Nome Road built. it would put money in a lot of pocket's where its needed most in a lot of community along the River, and as we have asked for a small air field with out success time & again) because we are isolated here, we might benefit from it, so would a lot of people. Thank you. Sincerely

Frank Titus

ERNEST GRUENING
ALASKA

HOME ADDRESS:
Box 1001
JUNEAU, ALASKA

United States Senate

WASHINGTON, D.C.

GEORGE SUNDBORG
ADMINISTRATIVE ASSISTANT

HERBERT W. BEASER
LEGISLATIVE ASSISTANT

July 3, 1962

Mr. Hugh J. Wade
Secretary of State
State of Alaska
Capitol Building
Juneau, Alaska

Dear Hugh:

In the absence of Senator Gruening I enclose copies of letters received from P. D. Hanson, Alaska Regional Forester, and from Edward P. Cliff, Chief of the Forest Service, concerning Senate Joint Resolution No. 63. Senator Gruening is handling this matter for the entire Alaska delegation.

The very first step toward the realization of a forest highway--a "group b" road under the Federal Aid Highway Act of 1958--is the placement of the proposed highway on the forest highway program. This designation is made by state officials.

As you perhaps know, there are two kinds of highways that are built in the national forests. One is a forest development road, a type of highway built with funds appropriated to the Department of Agriculture, and the other is a forest highway, the kind of road mentioned above. The funds for this latter type of road are appropriated to the Department of Commerce; the road is built by the Bureau of Public Roads.

The best information available to me is that the Resurrection River Highway has not been included in the Forest Highway Study required by section 3(b) of the Federal Aid Highway Act of 1958. I am corresponding directly with Mr. Donald A. McKinnon, the Alaska Highway Commissioner, to ascertain the status of this highway. If it is not listed on the highway study it must be placed there before any funds can be allocated by the Department of Commerce. After this initial step is taken by the State we can go forward with efforts to garner an adequate appropriation.

In his testimony before the Subcommittee on Interior and Related Agencies during March of this year Senator Gruening made a strong plea for additional forest highway funds. He indicated, with a striking compilation of the funds allocated to forest highway construction in every state of the Union, that Alaska, with the greatest forest acreage, receives the least forest funds. We are trying to remedy this discrimination. Enclosed are the tear sheets of the Senator's testimony.

Sincerely yours,

HERBERT W. BEASER

Enclosures
bcc: Senator Bartlett
Representative Rivers

ERNEST GRUENING
ALASKA

HOME ADDRESS:
Box 1001
JUNEAU, ALASKA

United States Senate

WASHINGTON, D.C.

GEORGE SUNDBORG
ADMINISTRATIVE ASSISTANT

HERBERT W. BEASER
LEGISLATIVE ASSISTANT

July 3, 1962

Senator Irvin L. Metcalf
Box 54
Seward, Alaska

Dear Irv:

In the absence of Senator Gruening I enclose copies of letters received from P. D. Hanson, Alaska Regional Forester, and from Edward P. Cliff, Chief of the Forest Service, concerning Senate Joint Resolution No. 63. Senator Gruening is handling this matter for the entire Alaska delegation.

The very first step towards the realization of a forest highway--a "group b" road under the Federal Aid Highway Act of 1958--is the placement of the proposed highway on the forest highway program. This designation is made by state officials.

As you perhaps know, there are two kinds of highways that are built in the national forests. One is a forest development road, a type of highway built with funds appropriated to the Department of Agriculture, and the other is a forest highway, the kind of road mentioned above. The funds for this latter type of road are appropriated to the Department of Commerce; the road is built by the Bureau of Public Roads.

The best information available to me is that the Resurrection River Highway has not been included in the Forest Highway Study required by section 3(b) of the Federal Aid Highway Act of 1958. I am corresponding directly with Mr. Donald A. McKinnon, the Alaska Highway Commissioner, to ascertain the status of this highway. If it is not listed on the highway study it must be placed there before any funds can be allocated by the Department of Commerce. After this initial step is taken by the State we can go forward with efforts to garner an adequate appropriation.

In his testimony before the Subcommittee on Interior and Related Agencies during March of this year Senator Gruening made a strong plea for additional forest highway funds. He indicated, with a striking compilation of the funds allocated to forest highway construction in every state of the Union, that Alaska, with the greatest forest acreage, receives the least forest funds. We are trying to remedy this discrimination. Enclosed are the tear sheets of the Senator's testimony.

Sincerely yours,

Enclosures
bcc: Mr. Donald A. McKinnon

HERBERT W. BEASER
Senator Bartlett, Rep. Rivers

ERNEST GRUENING
ALASKA

HOME ADDRESS:
Box 1001
JUNEAU, ALASKA

United States Senate

WASHINGTON, D.C.

GEORGE SUNDBORG
ADMINISTRATIVE ASSISTANT

HERBERT W. BEASER
LEGISLATIVE ASSISTANT

July 3, 1962

Mr. Donald A. McKinnon, Director
Division of Highways
Department of Public Works
P. O. Box 1841
Juneau, Alaska

Dear Mr. McKinnon:

In the absence of Senator Gruening I am writing in behalf of the entire Alaska delegation about the Resurrection River Highway proposed in Senate Joint Resolution No. 63, adopted by the Alaska Legislature in its last session.

It is my understanding that the first step in the construction of a forest highway is to include the proposed road in the Forest Highway Study required by section 3(b) of the Federal Aid Highway Act of 1958. The best information I have is that the Resurrection Highway is not included in the current forest study. Before the delegation can take steps to secure funds for this project it must be put on the list. Would you please advise me of the status of the Resurrection River Highway and of the State's reasoning on this subject.

I enclose a copy of the letter written to Senator Metcalf, the sponsor of the Senate resolution, as well as copies of relative correspondence from P. D. Hanson, the Alaska Regional Forester, and from Edward P. Cliff, Chief of the Service. I hope we can coordinate this involved matter and realize some progress.

Sincerely yours,

HERBERT W. BEASER

Enclosures

bcc: Senator Bartlett
Representative Rivers

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
WASHINGTON 25, D.C.

IN REPLY REFER TO
5610

Your reference:
5/14/62

Honorable Ernest Gruening
United States Senate
Washington 25, D. C.

Dear Senator Gruening:

There are two types of forest roads provided for in Title 23 of the United States Code. One type is defined as a road of primary importance for the protection, administration, and utilization of the National Forests. Roads of this type are called forest development roads. They are built by the Forest Service with funds appropriated to the Department of Agriculture. There is no need for a forest development road up the Resurrection River Valley. Therefore such a road is not included in the transportation plan for the Chugach National Forest.

The other type of forest road provided for in Title 23 is defined as a road of primary importance to the State or to the counties and communities within and near the National Forests. Roads of this type are called forest highways. They are built by the Bureau of Public Roads with funds appropriated to the Department of Commerce.

There is need for a forest highway up the Valley as described in Resolution No. 63. We understand that consideration was given to including such a road in the Forest Highway Study which was required by section 3(b) of the Federal-Aid Highway Act of 1958. However, for reasons unknown to us it was not so included.

Regional Forester Hanson, at Juneau, acts for the Forest Service on forest highway matters for Alaska. We are asking him to write you direct on the prospects for designating and improving a forest highway up the Valley. If you have any questions after hearing from Mr. Hanson, please let us know.

The road allocations in the Development Program For The National Forests are for forest development roads. They do not include any

Growth through Agricultural Progress

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
BOX 1631
JUNEAU, ALASKA

IN REPLY REFER TO

5610

May 31, 1962

AIRMAIL

Honorable Ernest Gruening
United States Senate
Washington 25, D. C.

Dear Senator Gruening:

I have received a copy of Mr. Harper's letter to you, dated May 25, in which I was asked to write to you direct about State Senate Joint Resolution No. 63.

The proposed Resurrection River highway was considered in the forest highway planning meeting last fall. As a result of this consideration, the Bureau of Public Roads made a reconnaissance study of the proposed route. This study indicates that construction on this location is physically feasible. The 37.3 miles of road would cost $8.5 million. It would shorten the existing route between Seward and Homer by 11.6 miles. While there are no physical obstacles to construction of this road, the financing of such a road at the existing level of both the Forest Highway and Forest Development Road Programs presents a sizable problem. It would require the combined resources of both programs over a five-year period to construct this one road.

With the more pressing road needs in other locations, I am sure you will agree that the relative priority of this road is, at present, rather low and must remain so for the foreseeable future.

Sincerely yours,

P. D. HANSON
Regional Forester

Growth Through Agricultural Progress

C
O
P
Y

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
Box 1631
JUNEAU, ALASKA

5610

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P. D. HANSON
Regional Forester

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Regional Forester Hanson, at Juneau, acts for the Forest Service on forest highway matters for Alaska. We are asking him to write you direct on the prospects for designating and improving a forest highway up the Valley. If you have any questions after hearing from Mr. Hanson, please let us know.

The road allocations in the Development Program For The National Forests are for forest development roads. They do not include any funds for forest highways. The allocations are based on requirements for protection and needs for multiple-use development to meet the demands for the products and services of the National Forests during Fiscal Years 1963-1972. For these purposes the construction and reconstruction of 371 miles of forest development roads at an estimated

cost of $26 million is needed in Alaska and is provided for in the Development Program.

We are glad of the opportunity to comment on the resolution of the Senate of Alaska. We deeply appreciate the interest of the officers and members of the Legislature and their support of the National Forest Program in the State of Alaska.

Your copy of the resolution is enclosed.

Sincerely yours,

EDWARD P. CLIFF, Chief

By V. L. Harper

Enclosure

6/14

United States Senate

May 14, 1962

111-6661

Mr. Edward P. Cliff, Chief
Forest Service
Department of Agriculture
Washington 25, D. C.

Dear Mr. Cliff:

On behalf of the Alaska delegation I enclose herewith a resolution passed by the Legislature of the State of Alaska urging development of a road into the Resurrection River Valley near Seward in order to open that very scenic area to tourism and forest development. This appears to be an eminently worthwhile project which I wholeheartedly endorse.

As you no doubt remember, at the appropriation hearings on national forests I submitted tables of funds allotted to each state for road construction in the national forests and indicated that Alaska received a proportionately smaller share than any other state while yet harboring almost the greatest national forest acreage of any state in the Union. The development of forest roads through Alaska's national forests has proceeded at snail's pace and this, of course, continues to be a hindrance to using the forests for purposes of tourism and silviculture both.

If it is possible to commence work this year on the Resurrection River Valley road, that would be splendid. If not, however, I urge that this be very seriously considered as one of next year's priority projects.

With every good wish, I remain

Cordially yours,

ERNEST GRUENING, U.S.S.

Enclosure

bcc: Mr. Hugh J. Wade
Senator Irwin L. Metcalf
Senator Bartlett
Representative Rivers

May 17, 1962

Mr. Hugh J. Wade
Secretary of State
State of Alaska
Capitol Building
Juneau, Alaska

Dear Hugh:

Enclosed herewith are copies of letters I have sent on behalf of the Alaska delegation to the various appropriate agencies concerning House Joint Resolutions Nos. 35, 54, and 77 and Senate Joint Resolutions Nos. 63 and 66.

The ideas contained all seem valuable and worth working for; you can be sure we will do our best.

With every good wish, I remain

Cordially yours,

ERNEST GRUENING, U.S.S.

Enclosures

bcc: Senator Bartlett
Representative Rivers

Fairbanks, Alaska
October 18, 1956

Mr. Irving Reed
Territorial Highway Engineer
Box 2073
Juneau, Alaska

Dear Sir:

At a meeting of the Fairbanks Chamber of Commerce Roads Committee, and attended by other interested area parties, which was held on October 16th at Fairbanks, it was decided to request a change in the priority arrangement of the first three listed projects that appear on the priority schedule submitted by the writer at the Nome meeting of the Territorial Bo rd of Road Commissioners which was held September 10-11 1956.

The requested change is believed advisable since I understand that funds were not appropriated for the completion of the Fairbanks-Nenana road by Congress. I, therefore, specifically request that the Fourth Division priority schedule be re-arranged to read as follows in so far as the first three projects appearing on the reference list is concerned:

1. Completion of U. S. Route 97 from Fairbanks to Nome (Primary).

2. Completion of the Fairbanks-Nenana road unless funds are now available for the completion of that road. (Secondary).

3. If funds are available for the completion of the Fairbanks-Nenana road, then the Chena River road is to be advanced to the second position and the completion of the Nenana-Mckinley Park leg (of the Fairbanks-Nenana-McKinley Park road) is to be placed in the number three position. (Secondary)

All other listings on the schedule should remain in their present relative positions.

As has been previously stated, the foregoing changes has been made at the request of the Fairbanks Chamber of Commerce, the Fairbanks Planning and Zoning Commission and other interested organizations.

Very truly yours,

G. A. Seeliger, member
Territorial Board of Road Commissioners

cc: Chairman Roads Committee, Fairbanks
Manager, Fairbanks Cofc
H.W. Johannsen, District Engr.

REQUEST FOR XEROX COPIES OF ARCHIVAL MATERIAL

Date: 04/27/89

For - Name: G. BLEAKLEY
Department: HISTORY DEPT

Collection: RALPH RIVERS COLLECTION
Box #: CASE FILE
Folder: BOX #20

Department Account #: _____
or
Paid: _____

#3 State matter

CITY COUNCIL

Anderson, Alaska

8 April 1963

Governor Wm. A. Egan
State Capital
Juneau, Alaska

Re: House Bill - 16

Honorable Sir:

This letter is written in reference to House Bill - 16, which concerns the construction of roads to rural areas. The residents in the City of Anderson have considerable interest in this legislation.

At the present time there is no maintained road connecting the City of Anderson to any of the State or Federal Highway Systems. The trail the residents are now using is impassable during spring break-up or after a heavy rain. Being over five miles from the Clear Ballistic Missile Early Warning Site 2, this poses a considerable problem to the residents since almost every family has one or more members employed at the Clear Site. During poor road conditions the residents are forced to walk to work, or to the post office, or to the airport, or to any other means of commercial transportation. In the event of an emergency, the people would be at the mercy of the elements.

The grocery store was forced to close because of prohibitive transportation expenses. The fuel companies cannot get to the City for lengthy periods causing quite a hardship on the businesses as well as the residents. The high school students must either take a correspondence course or be boarded out at another city, usually in the lower 48, because they can not get to a bus.

Only three miles of road need to be constructed. The right of way and materials are readily available.

(Continued Page 2)

There are approximately sixty families residing at Anderson with considerably more people moving in all the time. Unless the road problem is solved, the economy and future growth of the City is imperilled.

We, the City Council of Anderson, Alaska, heartily urge your passage of legislation that will provide for the construction of a road to our city. Senator Jack Coghill and Representative Grant Pearson are fully aware of this situation, as is the Highway Department and the Governor's Office.

Copies of this letter are being sent to the names listed at the bottom of this page.

Very sincerely yours,

THE CITY OF ANDERSON

Ella Vone L. Stafford
for William H. Devon
President, City Council

WHD:lgt

cc: Senator Bob Bartlett
Senator Ernest Gruening
✓U.S. Rep. Ralph J. Rivers
Speaker of the House, State House of Representatives
President of the Senate, State Senate
Federal Highway Commissioner

Fairbanks, Alaska
June 3, 1961

The Honorable
Ralph J. Rivers
House of Representatives
Washington, D.C.

My dear Mr. Rivers;

Please find enclosed a carbon copy of a letter sent to Governor William A. Eagan petitioning for a road through the Goldstream Valley.

Any help you can give us in this matter will be appreciated.

Very truly yours,

Ed Leak, P.O. Box 893
Fairbanks Alaska

Donald E. Harper
Resident Goldstream Valley

Reply to: Glen R. Hadlock
President Goldstream Valley Community
General Delivery, Fairbanks

JUN 26 1961

Fairbanks, Alaska
June 3, 1961

The Honorable William Egan
Governor of Alaska
Juneau, Alaska

My dear Governor Egan:

Please find enclosed a petition bearing the signatures of ---- people of the Goldstream and Fairbanks area requesting an all purpose road to service the farming community of Goldstream Valley.

We have not made an effort to obtain a great number of signatures, but rather, have tried to obtain a cross section of our local business men, law makers, newspaper men and others of that caliber. We feel that the enclosed signatures will give you a representative idea of the support we have found in this project.

The opening up and settlement of a farming community this near Fairbanks would help contribute to the economy of the Fairbanks area as the Goldstream farming community is able to raise grains, grass feeds and other farm products now being imported from the lower states.

We feel that such a road is worthy of your serious consideration and will appreciate what ever help you can give us to go about obtaining such a road.

Yours very truly,

Ed Leak
RR, Box 893
Fairbanks Alaska

Donald E. Harper
President, Goldstream Valley

Glen R. Hadlock
President, Goldstream Valley Community
General Delivery, Fairbanks

A.G.
Richard A. Downing,
Dept. of Public Works

Warren A. Taylor,
Speaker of the House

Ralph J. Rivers
Member of the House of Representatives

Alec Willer
Democratic National Committeeman

Roads
Alaska

June 27, 1961

Mr. Lewis M. Dischner
Alaska Local 959
195 South Seward Street
Juneau, Alaska

Dear Lew:

Just a note to acknowledge receipt of your letter of June 14th accompanied by a resolution expressing strong support for expediting the Juneau-Taku-Atlin Highway.

This is a forceful and constructive resolution and I will be glad to extend my full support on this end in the course of developments.

It was good to see you again at the Alaska-Canadian conference. With kindest regards, in which Martha joins, I am

Sincerely,

Ralph J. Rivers, M.C.

PHONE 6-322[illegible] 195 SOUTH SEWARD STREET JUNEAU, ALASKA

INTERNATIONAL BROTHERHOOD OF
Teamsters, Chauffeurs, Warehousemen and Helpers of America
① LOCAL NO. 959

June 14, 1961

The Honorable Ralph J. Rivers
Member of Congress
House of Representatives
Washington 25, D. C.

Dear Ralph:

Enclosed is a copy of a Resolution adopted by our Union concerning a matter of pressing importance to Juneau and all Alaska. We shall appreciate your support of our action by every appropriate means.

LET'S BUILD ALASKA.

Yours very truly,

Lew

Lewis M. Dischner,
Legislative Council
International Brotherhood of
Teamsters, Chauffeurs, Warehousemen
& Helpers - Alaska Local 959

LMD:eve

JUN 19 1961

RESOLUTION

Whereas, construction of the Juneau-Taku-Atlin Highway will serve to connect all of Southeastern Alaska with interior Alaska, Canada and the continental United States with a year around access road,

And will provide mineral rich Yukon and Northern British Columbia with the most economical access to tidewater and the International Markets,

And will provide the most attractive tourist itinerary for millions of Canadian and United States citizens wishing to visit Western Canada and Alaska,

And will enhance the value of Alaska's commercial fisheries by providing the most economical means of reaching the hundred million consumers living in central and eastern United States - making Juneau a fishing port of first magnitude, and will, as a year around highway insure the feasible operation of the Alaska Ferry System on a year around basis; now therefore,

We propose that the Governor of Alaska join with the Premier of British Columbia and the High Commissioner of Yukon Territory and by their joint efforts enlist the support of their fellow citizens, the respective Federal agencies and private industry to complete this vital link in the Transcontinental and Pan American Highway systems.

Attach to the correspondence recd re the Teller road + Nome + Geneta R.

March 14, 1961

The Honorable Rex Whitton
Federal Highways Administrator
Washington 25, D. C.

My dear Mr. Whitton:

This is to advise that William J. Miami, Regional Engineer, Region 1, Bureau of Public Roads, Juneau, Alaska, has held fast to his usual policy of perpetually delaying the orderly progress of road construction in Alaska, in that the Teller-Bluestone project of the Nome-Teller road, Route 131, was ready for advertising, and Mr. Miami departed Juneau for Chicago today, but just before departing for Chicago, he gave instruction to his Assistant Regional Engineer, Mr. Prentice Julian, as follows: "Do not release the Bluestone-Teller project until I return" - his excuse being that there was no field inspection of the line.

However, the State Division of Highways has a letter from the BPR that such field inspection would not be needed on BPR locations, and also Mr. Tipton of the BPR informed the Division of Highways that a field inspection of this specific project would not be required, and for the State to proceed, and the BPR would approve the project for advertising. (Why this is denied not known. A high-ranking BPR official here in Juneau remarked that: "Bill Miami doesn't mean to cut State Highway people's throats, but he just can't help himself - because he has run the show for so many years.")

It is necessary to award this contract now, so that the contractors may work up their bids, can get equipment marshaled, and the equipment and materials in on the one and only boat of the year. Otherwise, we stand a very good chance to lose the entire construction season.

I am enclosing a true copy of a letter from Mr. Prentice Julian, Assistant Regional Engineer of the BPR, which is dated February 27, 1961, to T. D. Sherard, attention Mr. Bruce A. Campbell. You will kindly note that the letter clearly states that a field inspection will not be required on the project.

Mr. Whitton, I would like you to know that this Nome-Teller Route 131 road project has been in the mill since 1955. Only last summer was a construction contract awarded for grading and draining on this road, and this was accomplished only after many discouraging, disconcerting, needless delays.

I feel that you also deserve to know that route 131 has been or was surveyed by air by photogrammetric survey method. The work was conducted by Donald J. Belcher Associates of Ithaca, New York.

ground reconnaissance survey was then completed in the fall of 1957 by Mr. Buel Hixson, who was a civil engineer at the time for the BPR. He was the most sincere, dedicated, competent, hard-working man, and I was greatly pleased with his survey operation. I had occasion to inspect his operation in the field when he was serving not only as Party Chief, but also as Instrument Man, and I scrutinized his field notes carefully. They were very well done. He keeps a book that will do any highway engineer justice.

As a result of the above work, the preliminary design of the route was conducted, then it was rejected and redesigned. The redesign was rejected, and the redesign was redesigned, and I have been informed that the project was re-redesigned approximately five times by the BPR: delaying action, obvious incompetence, or what am I to believe? A possibly deliberate intent to delay the orderly progress and development? I can hardly believe otherwise.

Consequently, I find myself writing to you in the vein that I have today. This is further testimonial as to why I feel that we would, in fact, be better off if Mr. Kiesi could either be retired or transferred to Juba or elsewhere.

Well, I will forego my desire to see Mr. Kiesi retire or be loaned to Juba, but in so doing, I will pray that possibly your office may be able to bring order out of chaos, and by issuing the proper instructions that will permit this project to be advertised for bid so that we may proceed with efficiency and dispatch and protect the interest of our nation - which I am sure such a directive would bring about.

Without further ado, I remain,

Sincerely,

RRB:ca

ROBERT R. BLOBERT
State Representative
District 23

ENCL.

cc: Governor William A. Egan
Richard A. Downing, Commissioner, State Dept. of Public Works
L. L. Sherrard, Director, State Division of Highways
The Honorable Ernest Gruening, U. S. Senator
The Honorable E. L. Bartlett, U. S. Senator
The Honorable Ralph J. Rivers, U. S.

Honorable Representative Rhodes
House of Representatives
Juneau, Alaska

My Dear Mr. Rhodes

Inasmuch as we have observed with pleasure the introduction of a bill to further the highway between Kenai and Hope, Alaska, we are very desirous of seeing the passing of such a measure.

The "North Road" as this transportation median is known locally is a very essential link-up in the economy of the Kenai Peninsula. Numerous families in the area of the North Kenai Peninsula are without any roads whatsoever. These families, many of whom have children who must attend local schools, need an immediate efficient road system such as the fulfillment of the "North Road" would provide.

As you are very well aware of, Alaska is in dire need of an efficient road and highway system. Commerce must move rapidly in order to supply the rapidly advancing economy of progressive Alaska. The Kenai Peninsula is in the very heart of such an advancing economy--yet, hampered and essentially slowed down by an inadequate highway connection with Alaska's commerce centers. The proposed "North Road" will greatly remedy this unfortunate situation and will subtract hours from motor transportation between Peninsula consumer and production points and commerce points.

We very strongly back your introduction of the "North Road" bill. The time for action is NOW.

Sincerely,

James Ames

Copy to;
Governor Egan
Senator Bartlett
Senator Gruening
Rep. Rivers
State Senator Metcalf
State Rep. Logan
State Rep. Devean
Shevard - Director of Highways

MAR 21 1961

Road Extension (cont)

March 22, 1961

Mr. Arthur Tauriainen
President
North Kenai Community Club
North Star Route
Kenai, Alaska

Dear Mr. Tauriainen:

Thanks for the copy of your letter to Mr. T. D. Sherard, Director, Department of Highways, regarding the "North Kenai Road" to Hope, Alaska.

I have had a letter from Mr. James Arness of Kenai on the same subject, and I assured him, as I do you, that although Federal aid road funds for Alaska, comprising approximately $37 million per year are turned over to the State for allocation by State authority and disbursement in the construction of highway projects, as specified by the State, I nevertheless wish to express my support of the "North Kenai Road" and willingness to render any appropriate help on this end.

With best wishes and kindest regards to you and the other members of the North Kenai Community Club, I am

Sincerely,

Ralph J. Rivers, M. C.

Mr. T. D. Sherard
Director, Department of Highways
Bureau of Public Works
Juneau, Alaska

If you don't mind, Mr. Sherard . . .

I would like to take a few moments of your valued time to explain a dire situation that needs an immediate solution on the Kenai Peninsula.

I feel that you are in the position to help this area most. North Kenai has been, and still is, without a road system adequate to handle its present demands. Numerous children in this rapidly growing and advancing area take correspondence courses in lieu of attending public schools due to transportation difficulties caused by an absence of a road system which makes it impossible to supply these families and the area and its ever increasing demands.

The logical solution to this problem is the fulfillment of the "North Kenai Road" to Hope, Alaska. This proposed road which was approved by the Alaska House of Representatives (Bill#20) and has been on the "Omnibus Bill" for a long time has had my support from the very beginning and will continue to receive my endorsement.

The "North Kenai Road" is a must for the Kenai Peninsula to grow and prosper. Along the route lies some of the best "Tourism" locales in Alaska. The road is the logical supply route for the entire North Kenai Peninsula. It will afford an alternate civil defense exit route for the heavier populated metropolitan areas. It is the logical link to the proposed causeway.

It is my understanding that the fulfillment of the "North Kenai Road now rests in your hands. I urge your immediate action to complete this project.

May I have the pleasure of hearing from you at your earliest convenience.

Thanking you sincerely for any consideration extended, I am,

Yours very truly,

Arthur Fancourt
Pres. North Kenai Community Club

Dear Representative Rivers -
This is a copy of the letter I sent
Mr. Sherard on Mar. 13, 1961
I am continuing to urge support
of the road and the long
range benefits to the
community.
T.

MAR 20 1961

Roads
Extension
Case

February 19, 1960

Mr. W. W. Geiser, Manager
Trans-Alaska Telephone
Post Office Box 126
Kenai, Alaska

Dear Mr. Geiser:

With further reference to your lett er of February 1, I am enclosing a copy of a letter I have just received from Honorable Richard Downing, Commissioner of Public Works, along with a copy of a letter from Governor Egan to Mr. M. McGahan.

I am, indeed, sorry that the news is not encouraging for the immediate construction of the Kenai-North Road. I am sure, however, that you realize with the enormity of the program and the vast areas to be covered, only a long range road program can include all the needed roads. The Alaska State officials, as well as the Alaska Delegation here in Congress, are all vitally concerned with the development of Alaska and are ready to assist whenever possible.

With kindest regards and best wishes, I am

Sincerely yours,

RALPH J. RIVERS
Member of Congress

Enclosures - 2

February 19, 1960

Mrs. Frances Torkilsen
Post Office Box 74
Kenai, Alaska

Dear Mrs. Torkilsen:

With further reference to your letter of January 27, I am enclosing a copy of a letter I have just received from Honorable Richard Downing, Commissioner of Public Works, along with a copy of a letter from Governor Egan to Mr. M. McGahan.

I am, indeed, sorry that the news is not encouraging for immediate construction of the Kenai-North road. I am sure, however, that you realize with the enormity of the program and the vas t areas to be covered, only a long range road program can include all the needed roads. The Alaska State officials, as well as the Alaska Delegation here in Congress, are all vitally concerned with the development of Alaska and are ready to assist whenever possible.

With kindest regards and best wishes, I am

Sincerely yours,

RALPH J. RIVERS
Member of Congress

Enclosures - 2

pertinent

February 5, 1960

Mr. Richard A. Downing
Commissioner of Public Works
Post Office Box 1361
Juneau, Alaska

Dear Dick:

The enclosed letter from Mr. W. W. Geiser of Kenai is pertinent to your public works program.

I am certainly in sympathy with the people in the area from Daniels Lake north to Bishop Creek and hope that their situation with respect to a road will be improved in the not too distant future. Many thanks for anything you can do.

With kindest regards, I am

Sincerely yours,

Ralph J. Rivers
Member of Congress

February 5, 1960

Mr. W. W. Geiser, Manager
Trans-Alaska Telephone
Post Office Box 126
Kenai, Alaska

Dear Mr. Geiser:

I have your letter of February 1 with regard to the extension of the North Kenai Road from Daniels Lake north to Bishop Creek and can certainly agree with you that there is a great need for this extension. It would appear from your letter that the interested groups are contacting their representatives in the State Legislature, which is, of course, the right step to take. Today I am writing to Mr. Richard A. Downing, Commissioner of Public Works, at Juneau, and enclose a copy of my letter. It is my desire to be as helpful as possible in this matter. With kindest regards, I am

Sincerely yours,

Ralph J. Rivers
Member of Congress

C
O
P
Y

February 1, 1960

Representative Ralph J. Rivers
U. S. House of Representatives
House Office Building
Washington 25, D. C.

Dear Representative Rivers:

Subject - extension of North Kenai Road, Daniels Lake, North.

I can see no need in prolonging the expansion of the North Kenai Road. Families as well as my own are desperately trying to homestead and improve this wonderful country of ours. There are thirty-five families located from Daniels Lake north to Bishop Creek in a distance of six miles. Without a road in this area means in short hardship on everyone. Many of the children are without proper schooling due to this condition. Simultaneously power, communications, mail, and emergency agencies are nil and void. Citizens of this area are forming groups to try and let the legislative bodies of the government know the true needs so that action may be taken immediately. As a group leader your support will be more than justified.

Thanking you for your cooperation

Sincerely,

W. W. Geiser

Manager, Trans-Alaska Telephone
P. O. Box 126
Kenai, Alaska (Homesteader)

3/2

Pending

February 8, 1960

Mr. Richard A. Downing
Commissioner of Public Works
Post Office Box 1361
Juneau, Alaska

Dear Dick:

Enclosed for your consideration is a letter I have received today from Mrs. Frances Torkilsen of Kenai, concerning a continuation of the North Kenai Road to Anchorage.

With best wishes, I am

Sincerely yours,

Ralph J. Rivers
Member of Congress

pending

February 8, 1960

Mrs. Frances Torkilsen
Post Office Box 74
Kenai, Alaska

Dear Mrs. Torkilsen:

Thank you for your letter of January 27th with regard to the extension of the North Kenai Road to Anchorage. Your letter clearly sets forth the need for this extension, and I can certainly agree with your statements.

Having already received correspondence from Kenai in regard to this road extension and having written Mr. Richard A. Downing, Commissioner of Public Works, on the subject, I shall forward a copy of your letter to Mr. Downing also. While road extensions are within the province of State officials, I am certainly happy to lend any assistance I can from this end.

With kindest regards and best wishes, I am

Sincerely yours,

Ralph J. Rivers
Member of Congress

January 27, 1960

Hon. Ralph J. Rivers
U. S. House of Representatives
House Office Building
Washington 25, D. C.

Dear Mr. Rivers:

I would like to urge your support of any program proposing a continuation of the North Kenai Road to Anchorage. This road already extends about twenty miles out of Kenai, and a survey and tote road has been made to Bishop Creek, adding another eight or ten miles. Settlers are pushing in as fast or faster than the road. If the oil and gas potentiel are to be developed this North Kenai route would provide the shortest distance to Anchorage. From the military defense angle, two routes to a given area have more strategic value than one. Tourists would have a "loop" to make on the peninsula, being able to go one way and return another--thus giving them "their money's worth". For residents on the East side of the Peninsula Mt. Range, the North Kenai route would have only a fraction of the miles of mountain driving that the present route has.

Roads are a sign of progress and the Kenai Peninsula, with its fishing, moose range, oil, gas, old Russian settlements and beautiful scenery can be the spear-head of achievement for all of Alaska.

Respectfully yours,

Mrs. Frances Torkilsen
Box #74
Kenai, Alaska

cc:

Dr. Theo, J. Norby, Commissioner Of Education
Mr. Herb Lang, Department of Lands
Lee A. Johnson, Director, Division of Tourism and Economic Developement

USE ANCHORAGE ADDRESS FOR:

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

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

STATE OF ALASKA
DEPARTMENT OF PUBLIC WORKS
P.O. BOX 1361
JUNEAU, ALASKA

RICHARD A. DOWNING - COMMISSIONER

USE JUNEAU ADDRESS FOR:

DIVISION OF HIGHWAYS
DIVISION OF BUILDINGS
DIVISION OF COMMUNICATIONS
DIVISION OF WATER & HARBORS
DIVISION OF PROPERTY & SUPPLY
DIVISION OF EQUIPMENT OPERATION
SOUTHEASTERN REGION

3/

February 11, 1960

Re: Kenai-North Road

The Honorable Ralph J. Rivers
United States Representative
House of Representatives
Washington, D. C.

Dear Representative Rivers,

Enclosed is a copy of a letter from Governor William A. Egan to Mr. M. McGahan of Kenai concerning the Kenai-North Road. In the past few weeks we have provided similar information to many organizations and individuals in the Kenai area as a result of an apparent, organized campaign by residents of the area to obtain immediate construction of the Kenai-North Road.

We are in full agreement that the road is needed and would like nothing better than to begin building it tomorrow. The major obstacle in accomplishing this is money--or rather, the critical lack of money. Available funds constitute but a very small percentage of the amount required to meet the needs and the demands. Consequently, we must gear our program downward to stay within budget limitations. A primary requisite for continued availability of Federal Aid funds to the State is the State's ability to maintain its highways. So we not only must match the construction funds but we must provide adequate standards and maintenance on existing highways. This means we must spend an appreciable amount each year on our present system. Furthermore, we can only spend Federal Aid funds on approved Federal Aid System highways and there are limitations involved in the extension of these systems.

The Kenai-North Road is but one of the many roads needed in Alaska. The proponents of these other roads are just as adamant in their belief and insistence that their needs are urgent and immediate as are the citizens of Kenai. A good example can be seen in the road requests received in two months' time which totaled over one-half billion dollars and which included mainly new access roads to communities and areas not now being served by any road. Compare these requests with a maximum possible annual program under present conditions of one to two million dollars and the enormity of our task becomes clear. I am sure anyone who considers the problem from an impartial viewpoint will understand why we cannot satisfy all road demands, even though badly needed, within the immediate future.

One possibility of relief to the local road user will be the creation of boroughs. The boroughs can take over their rightful jurisdiction of local roads.

We are going to do the best we can for Alaska and I'm sure your continued assistance will be invaluable.

Sincerely yours,

RICHARD A. DOWNING
Commissioner

Enclosure

Bartlett file

Rec'd file

I have already answered La Fevre

February 21, 1962

Mr. John S. LeFevre
Cordova, Alaska

Dear John:

My delay in thanking you for sending me copy of the letter you wrote Senator McNealy has had nothing to do with any lack of interest on my part in the subject of your letter. The contrary is true. However, I wanted a chance to check our files on some of the history you related as my recollections on some of the information was somewhat different from yours.

You certainly wrote a comprehensive letter which should be useful in connection with the present hearings. I have been following them in the papers but must confess difficulty in piecing together exactly what happened to bring about the financial situation on the road program.

I, for one, cannot ever forget all the yeoman service you have performed through the years with relation to the Copper River Highway which we all call here in the office the LeFevre Highway, as is your due. It is as disappointing to me, as I know it has been to you, that completion of this highway has been delayed. As you know, we had our troubles back several years in even getting the money which was made available. You mentioned in the third paragraph of your letter that Congress had authorized a five-year construction program for the highway. My recollection is that there was no actual authorization as such since the Alaska Road Commission had basic road construction authority without seeking specific authorization for any one road. It is also my recollection that the first

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money we received, namely, $100,000, was earmarked by Congress to start the project in the 1952 fiscal year even though the President's budget carried no money. We received $550,000 in the 1953 fiscal year as requested in the budget, $2,400,000 in the 1954 fiscal year requested in the budget, and in the 1955 fiscal year the Eisenhower budget did not include any funds but Congress allowed $700,000.

It was always a struggle to obtain road funds for the Alaska Road Commission as requests had to be made on a year to year basis and because of the uncertainty of the success of each year's proposals it was difficult to plan ahead on highways. That is why I was particularly gratified that Congress in 1956 transferred the road building functions to the Bureau of Public Roads under the special and unique formula for Alaska. You well recall that the special formula permitted one-third of Alaska's area to be used in computation and allowed Alaska's allocation to be used for both construction and maintenance with Alaska putting up 10 percent of the total federal contribution. Although we had hoped that Congress would favor continuation of a special formula for Alaska under statehood, this was not to be and we were brought into the program on an equal footing with the other states. That there was no battle in Congress in bringing Alaska into the formula in full partnership with the other states was remarkable in itself because it meant that the allocations to the other states had to be diminished to accommodate Alaska's share. We were able through the Omnibus Act for Alaska to receive special transitional grants to cushion the blow to Alaska in having to put up matching grants right away. Although these funds were unearmarked, the State was able to use a considerable portion of each year's grant for road purposes. Then in 1960 the Congress agreed to my bill which became law to reduce the matching requirements on federal allocations on the part of the public land states which meant that Alaska could receive the entire yearly allocation by putting up a minimum matching amount. You are also aware, I know, of the proposed resolution upon which hearings are to be held later this month to authorize a study

of Alaska's road problems. Therefore, John, I must confess I was somewhat startled to note your inclusion of "our U. S. Senators, U. S. Representatives" in the first sentence of the fourth paragraph of your letter. Certainly, none of us here has had any part of "pinning all our troubles onto one man".

With best wishes, I am

Sincerely yours,

E. L. Bartlett