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Joseph Ulmer Coll.

Anchorage

Acc. No. 372

November 16, 1933

SUBJECT : Koyukuk-Kobuk winter reconnaissance.

To ; M.C.Edmunds, Supt A.R.C.

Fairbanks, Alaska.

1. I am inclosing herewith an allotment for a winter reconnaissance from the valley of the Yukon into the Kobuk. The purpose of this reconnaissance is to get accurate information on the Ft Gibbon-Koyukuk Trail, to give information on the connection of the Koyukuk with the Kobuk and the condition of the trail along the Kobuk.

2. Jos. Ulmer, who is now in Fairbanks, has been tentatively engaged for this reconnaissance. Get in touch with him and equip him. He can probably use the small team of dogs now in your district, received from the Signal Corps for this. The method of travel should be for him to personally drive this dog team and to hire guides with dog teams for short distances.

3. You will require reports of progress from him and the special points which it is desired be covered are as follows :

Route 29.. Fort Gibbon-Koyukuk.....198 miles trail

Nature of trail.

Recommendations as to improvement desired in view of traffic existing or expected.

Condition of shelter cabins. Location of same.

Mileages along the entire trail.

Koyukuk-Kobuk :

The reconnaissance of this trail should extend to the mouth of the Kobuk at Kotzebue Sound. The return trip should be made along the same route as that followed going in. The same data as that given for the Fort Gibbon-Koyukuk Trail should be obtained for the Kobuk Trail.

Full report of the mining or other activity in the districts visited should be given.

4. No recent reconnaissance of the Fort Gibbon Trail has been made.

I am inclosing a copy of a report given on the Kobuk Trail by Mr. Ferguson of Shungnak, who went in over the trail; several years ago.

5. This reconaissance is very expensive and the information we gather from it is very valuable. Take pains to see that Mr. Ulmer is fully equipped and prepared to obtain the data we desire.

John. C. Gotwals,

Engineer Officer/

COPY

Shungnak, Alaska April 9 1921.

Major John. C. Gotwals.
Alaska Road Commission

I will give you a description of the trail from Ft Gibbon to Alatna and from Alatna to Shungnak, as I promised you in Tanana in January while you were there.

From Tanana the trail north to Alatna would be impossible for a stranger to follow without a guide as the trail is not staked; only in places. In some places it is grown up with brush, and is narrow for a sled. If it were cut out and straightened in places and staked it would be much better, and I think would be fine.

From Alatna to Shungnak there is no trail and no cabins; we had two natives cutting brush ahead of our teams. From Alatna we went up the Alatna River about thirty miles, then took the portage across to the head of the Kobuk River, through a timbered country which was about forty miles, and from there down the Kobuk to Shungnak, I think is about eighty five miles around the river.

By cutting portages on the river would cut the distance to the head of the Kobuk to about seventy miles, and then going straight across the portage and coming out at Alatna would be something like one hundred and ten miles from Shungnak to Alatna.

It would be very easy country to put a trail through, as it is spruce timber, no overflow, and no heavy grades, plenty of timber for cabins. There should be six cabins on the trail from Shungnak to Alatna. The cost of cutting a good trail from Shungnak to Alatna would cost less than the building of six cabins in a timbered country.

This trail across to Alatna would be a great help to this country. If we can get the trail, we can get out mail in that way in thirty days from Seattle. As it is now it takes ninety days to get mail from the outside, as it goes down the Yukon to Unalakleet and across to Kotzebue and back up the Kobuk River. It would give the people on the Kobuk and Kotzebue Sound country a chance to get Outside on the Government Railroad, if they desired.

This country has never had any help in building trails, only what the people have donated here themselves, and if you can put this trail through it will be appreciated by all the people in this part of Alaska.

Very truly yours,

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furnished to the user for private study, scholarship, or research. The researcher
sgd Frank. Ferguson.
assumes full responsibility for complying with copyright provisions.

WAR DEPARTMENT
BOARD OF ROAD COMMISSIONERS FOR ALASKA
~~YONKAWK~~ ALASKA
Fairbanks.

Nov. 23/1923.

TO WHOM IT MAY CONCERN.

This certifies that JOSEPH ULMER, whilst engaged on a reconnaissance trip for the ALASKA ROAD COMMISSION, from Fairbanks to KOTZEBUE SOUND and return, is entitled to pay any or all OBLIGATIONS incurred on the trip by ALASKA ROAD COMMISSION TIMECHECKS, which will be cashed by all branches of the Northern Commercial Co. of Alaska, or the district office of the Alaska Road Commission at Fairbanks



M.C. Edmunds
Dist. Supt.

Joseph Ulmer

CIVIL AND MINING ENGINEER

Shungnak

KETCHIKAN, ALASKA
-3333333333

Feb, 8 1924

M. C. Edmunds
Supt. Alaska Road Commission
Fairbanks, Alaska

Arrived here sixth snowshoed sixty miles to break trail across Gotwals Portage went back to Alatna for dogfeed dogfeed scarce down Kobuk, dogs dying along River distemper will not take chances to loose dogteam going further down secured all necessary data for us, will return to koyukuk in a few days dogs sore feet temperature from 54 to 69 feeling O.K.

Joseph Ulmer

Anchorage

November 16, 1933

SUBJECT : Koyukuk-Kobuk winter reconnaissance.

To : M.C.Edmunds, Supt A.R.C.

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- Route 29.. Fort Gibbon-Koyukuk.....198 miles trail
- Nature of trail.
- Recommendations as to improvement desired in view of traffic existing or expected.
- Condition of shelter cabins. Location of same.
- Mileages along the entire trail.

Koyukuk-Kobuk :

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#2

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John. C. Gotwals,

Engineer Officer/

Tukotna, Alaska, Aug. 28 1924

Major

John C. Gotwals,
U.S. Engineers, St. Louis, Mo.

Dear Major.

Your letter of June 13th. I received on my return from Iditarod-Flat, where I spent the greater part of the summer. I will give you a resume' of my summer's work. Leaving Nenana on the S.S. Jacobs, I met Major L.E. Oliver at Hot Springs to where he walked from Pampart, leaving the S.S. Yukon at that place, Col. J.G. Steese going to Nenana. The trip was very pleasant, the Major taking some good exercise, helping to wood up on the woodpile at Port Gibbon. I left the boat at Ruby, the Major proceeding on down the river. I left Ruby in company with "Buckskin" Bill Pershinger over the summer trail via Poorman to Ophir. The trail is only blazed and shelter tents are located along the route, it took us nine days to Ophir. The weather was very warm and we travelled at nights. I arrived here on July fifth, making a trip over the summer trail to Mc Grath via Candle Cr. July 10th. I left for Iditarod over the summer trail. The work there was principally of repairing the Iditarod - Flat wagon road, which is bad shape and the dismantling of the Flat Creek Dredge, salvaging all the good timber and planking. I also went to Bonanza Cr. to look over both the winter and summer trail crossings. After the seasons work Sept. 8th. I returned with Ross Kinney to here. I am getting ready to start on the winter trail work between Mc Grath and Lake Minchumin. The road to Ophir is not yet finished, there is some heavy work along the Innoko. Ross Kinney is making a trip to Cripple Cr. at present, he will be here this winter. The month of August has been very wet, the dredges on Otter Cr. had to suspend operation for several days on account of high water, but was a good season for the placer miner. Hoping this will find you in the best health, with my best wishes I remain

Yours respectfully

SEATTLE CHAMBER OF COMMERCE

SEATTLE, WASHINGTON

FOUNDED IN 1882

December 16, 1930

Mr. Joseph Miller

Fairbanks, Alaska.

Subject: Pacific Tuxton Highway.

Dear Joe:

I have your interesting letter of the 3d, inst., and am much concerned with your proposition. I took it up with our publicity department yesterday but did not get the favorable reaction expected. They could not see their way clear to sponsor the expedition and doubted very much if the local papers would do so.

As you are only asking for your expenses while in Seattle and for the return trip to Fairbanks for yourself and dogs, it would not take very much financing, but owing to the present depressed conditions here it is very much doubted if we can even put that much over. I will go into the matter further and bring it up before the Alaska Committee when they meet in January, will then advise what reactions are obtained.

Everything relating to the highway is coming along in good shape. The latest endorsement it received was by the Western Divisional meeting of the U. S. Chamber of Commerce at Portland, Oregon, on the 9th inst., when a declaration of policy favorable to the highway was unanimously passed.

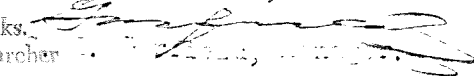
We are now waiting for the Canadian government to name its members of the joint commission. After that is done the commission can meet and make its report to the respective governments and then it is up to them to approve the project. I do not expect anything but favorable reports by both the commission and the governments. Once the governments are committed to the project the location surveys can be accomplished and construction begun. No considerable difficulties relating to finances are anticipated once the governments decide to go ahead.

In the meanwhile we are keeping up the publicity all over the country. It is being talked about very widely and becoming quite popular. Already we are receiving letters from different parts of the country inquiring if they can drive to Fairbanks and when is the best time to start from Seattle.

I am glad to learn that you are feeling fine in spite of the late seasonal unpleasantness. That kind of a job is no good and never gets one any where. You would do a lot better off working on the highway.

With best wishes for a Merry Xmas and a happy New Year,

Very truly yours,



Takotna, Alaska July 15th. 1924

Mr.

Bob Jones,

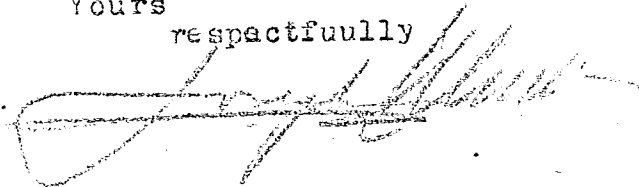
East Fork Kuskokwim, Alaska.

Dear Sir.

At our recent meeting at Mc Grath I spoke to you about hauling supplies to your place at the East Fork, for the Alaska Road Commission, to be used for winter work in connection with trail work. As the work will start from your place, it be more convenient for us to have you supply us with the necessary outfit. I am sending you a list of goods to be furnished and if you are able to supply the same at the going prices at your place, notify Supt. W.J. Kinney at Takotna, to that effect. We be ready about Sept. 15 th. to start on the work. Hoping you will send an early reply,

Yours

respectfaully

A handwritten signature in dark ink, appearing to be 'W. J. Kinney', written over a horizontal line.

List of Supplies
 Winter Trail Work Mc Grath- Nenana

Flour	100#
Beans (bayo)	25#
Milk (Eagle)	1 Case
Rice	25 #
Bacon	35 #
Lard	10 #
Baking Powder	3 #
Salt	10 #
Pepper	3 small cans
Sugar	50 #
Coffee (1 # cans)	10 #
Tea (Liptons)	2 #
Jersey Cream Crackers	10 #
Butter	20 #
Peaches (dried)	10 #
Prunes (")	20 #
Raisins	5 #
Appicots "	5 #
Apples "	5 #
Macaroni (small box)	5 #
Cheese	10 #
Vinegar	1 bottle
Corned Beef	$\frac{1}{2}$ doz. cans
Roast Beef	$\frac{1}{2}$ " "
Soap (Ivory)	$\frac{1}{2}$ doz cakes
Matches	$\frac{1}{2}$ " Pack.
Curry	1 bottle
Rolled Oates	2 10 # sacks
Cream of wheat	$\frac{1}{4}$ doz packages
Dried Eggs	5 cans (1 #)
Syrup	2 1 gall. cans
Honey	2 cans
Jam assorted	10 cans
Candles	10 doz.
Sardines	5 " small cans
Herring (Kippered)	24 "
Cornmeal	10 #
Dried Salmon	
Tallow	

Sept. 2nd 1922

Alaska Jumbo Metals Co.

Sulzer, Alaska.

Dear Sir,

Your letter of recent date regarding the Portage Road from Cholmondely Sound to the head of Netta Inlet is at hand. I have taken the matter up with Mr. Flory, District Coroner, who is here on official business, also stated that you have directed a communication to him. As I stated to you and of which Mr. Flory is of the same opinion that there will not be much done this season, but that the project will be considered in the next years budget for road construction. He will write you as soon he gets back to Juneau. I hope that you are progressing with you work to be able to have everything in shape before the bad weather sets in. With kindest regards to you all and best wishes I remain

Yours

respectfully

Fairbanks XXXXXXXXX

Nov. 30 1925

Mr.

Fred King

Takotna, Alaska

Acc. No. 815

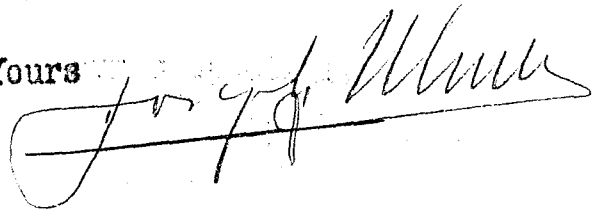
Joseph Nessel Co.

Dear Fred.

Received your letter the other day, it followed me all over Alaska. I expected to be back to the lower country last spring, but at the last minute I was sent into the Upper Copper River, bet- Gulkana and Mentasta Pass and Slate Creek to locate a feasible route for a wagonroad, and I finally got back here after some hard travel- ing. I understand Kinney is going to Nome and I wonder who is going to take his place. I took a trip to Juneau and Ketchikan last winter met all the old gang there and told them that you were still in the game. I inquired about your stock in the Indian at Prince Rupert was offered six cents, but I could not see that it, was any use to sell at that price, went to Stewart to find out right on the ground but it was a scheme to freeze out, there is plenty of good ore in the Indian, they got a new Manager and I think that the future of the property will justify to hang on to the stock a little longer. I am writing George Clothier to find out he heavy interested in the property and will let you know what is going on. Let me hear from you, write to Fairbanks, c/o Nordale Hotel. Hoping you are well give my kindest regards to all my friends with best wishes, a Merry Xmass and a Happy New Year I remain

Very truly

Yours



WAR DEPARTMENT
BOARD OF ROAD COMMISSIONERS FOR ALASKA
TAKOTNA, ALASKA

November 18th, 1924.

Mr. Joseph Ulmer,
Asst. Supt., A.R.C.
McGrath-Telida Trail,
East Fork Kuskokwim, Alaska.

My dear Ulmer:- Returned last night from a trip over the
Ophir - Poorman trail and expect to leave for Tolstoi soon.

Hope everything is going good with you on your trail work,
and am writing you especially to be sure to send a wire thru
at the end of the month to Juneau in regards to your disburse-
ments and number of men on pay roll. I think it would be better
to send it thru to Nenana as the wireless here is giving consider-
able trouble.

I sent your vouchers to McGrath the next day after getting
your letter, and didn't even have time to drop you a line before
Pete Snow was leaving, but understood from Guskey that they did
not get out to you very soon. Hope you got them O K .

Very truly yours,


Ross J. Kinney.

Joseph Ulmer

CIVIL AND MINING ENGINEER

Fairbanks ~~XXXXXXXXXXXX~~ KETCHIKAN ALASKA June 3 1930

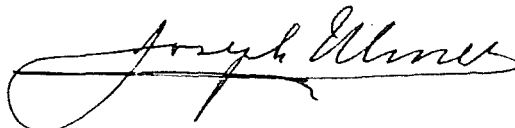
Mr,
:P.M. Monkton, B.C.L.S.

Victoria, B.C.

My dear Sir;

Your timely article in the Alaska Weekly on the route of the proposed Pacific-- Yukon Highway prompted me to write you a few lines. Sometime last fall I published in the Alaska Weekly an article on the Highway, as before that time nothing had been printed that would give the reader an idea, where the route would be located. I covered a good deal of the northern part of B.C. I gave a copy of my reconnaissance sketch map to Mr. Harold Nation, who with the late Hon. Fleet Robertson travelled through that country by the way of the Klappan section, in 1912 to Hazelton. I intended to write some more detail on the project, but you have so thoroughly covered the subject from Hazelton north along the Naas River, that I must say that it is "The Route". Only from the Iskoot Cabin the route should divert easterly, for the best grade to my estimation is along the north shore of Kinaskan Lake to the head of the Klastlin or Second South Fork, thence down to Hunters Cache, crossing below them at or above the old Indian bridge, above the canyon of the Klastlin, Thence up to the ~~Ri~~ Plateau along Buckley Lake to the Ten Mile flat on to Telegraph Creek. Going up Marchuoa Creek the many lakes and the abrupt descent to the Stikine just above the big Canyon don't look very feasible for road construction. I am a member of the International Highway Ass. here, we are ever busy to keep this project before the public eye. As I am a candidate for the office of Territorial Highway Engineer on the Rep. Ticket, it is very likely that I carry the election. However, I will endeavor to do all I can to carry this project to a successful conclusion. Hoping to hear from you along these lines, I will remain with my best wishes

Respectfully



WAR DEPARTMENT
BOARD OF ROAD COMMISSIONERS FOR ALASKA
JUNEAU, ALASKA

November 20, 1922.

Mr. Jos Ulmer, Divisional Road Commissioner,
Ketchikan, Alaska.

Subject: Recommendations for Territorial Road Work,
First Division, Season of 1923.

Dear Sir:-

I am directed by the Territorial Board to request you to submit recommendations for road work in your division for next year in accordance with Section 9, Chapter 11, Session Laws of 1919. Recommendations should be submitted through this office as soon as practicable.

You will be allowed a per diem of \$10.00 in lieu of all other salary and expenses for two days to compensate you for time devoted to this work. Personal service voucher is inclosed for your signature.

For the biennium just passed, the Territorial Board allotted the \$64,000 available per division, as follows:

- (a) About \$31,000 to cooperative projects with the Forest Service, to which the Department of Agriculture added large amounts of its own funds. This money was distributed to projects within, or partly within, the Tongass National Forests.

Prior to this year, the Department of Agriculture funds were inadequate to handle all cooperative projects within the National Forests.

Prior to May 1, 1922, it has been necessary for the Alaska Road Commission to supplement Forest Service funds with substantial allotments of its own funds. Since May 1, 1922 and for the future the Alaska Road Commission cooperation will be limited to projects entirely outside the National Forests.

- (b) About \$33,000 to cooperative projects with the Alaska Road Commission, to which the Alaska Road Commission added about \$63,000 of its own funds. This money was expended upon the following projects, in addition to cooperative projects within the National Forests, partly supported by the Alaska Road Commission prior to May 1 of this year.

Douglas - Gastineau
Sitka - Indian R.
Sitka Cemetery
Strawberry Point
Haines - Mud Bay
Haines - Pleasant Camp
Porcupine Extension.

Due to the small amount of Territorial funds remaining after the cooperative demands of the Department of Agriculture were met no special Territorial organization was maintained in this division.

The amount per division to be available next year is dependent upon the action of the next Territorial Legislature. It is assumed that the Legislature will appropriate at least \$30,000 per year per division and not over \$50,000 per year per division. Your recommendations are desired on this basis, covering all features of the situation. It is especially desired that you should propose worthy projects which should take precedence to those now under construction and maintenance and which have not yet received attention.

Final allotments will be made by the Territorial Board after reports from all three road agencies have been received and considered.

Very truly yours,



Jas. G. Steese,
Consulting Engineer,
Territory of Alaska.

JGS:K.
Incl.

Personal Service Voucher.

WAR DEPARTMENT
BOARD OF ROAD COMMISSIONERS FOR ALASKA
JUNEAU, ALASKA

April 29, 1924

Mr. Joseph Ulmer
Alaska Road Commission
Fairbanks, Alaska

Dear Sir:

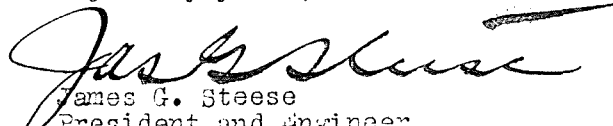
Confirming telegraphic advice, you are appointed Assistant Superintendent, Kuskokwim District, this Commission, effective May 13, 1924. Your compensation will be \$200.00 per month with station at Tokotna, Alaska, and actual and necessary living and traveling expenses within the authorized limits while away from Tokotna.

You will proceed to Seward, Alaska, in time to meet the Alaska scheduled to arrive May 17th with two horses for the Kuskokwim district. You will then conduct these horses down river on the first connecting boat to Ruby, where you will receive information from Mr. Ross J. Kinney, in charge of the Kuskokwim district, concerning further travel overland from Ruby to Tokotna. You will advise Mr. Kinney by wire at Tokotna your probable date of arrival with horses at Ruby. Upon arrival at Tokotna you will report to Mr. Kinney for duty.

You will return to Fairbanks overland after the freeze-up, performing such winter trail work and securing such other information as may be directed by him.

The travel directed is necessary in the public service.

Very truly yours,


James G. Steese
President and Engineer
Officer.

JGS/fme

Fairbanks, Alaska.

Board of Road Commissioners,
Juneau, Alaska.

REPORT ON WINTER TRAIL WORK, McGRATH-TELIDA.

I left McGrath October 7th in a small gasoline boat, with one man beside the boatman, for Big River, to cut down the banks where the winter trail crosses the rivers, taking advantage of thawed condition of the ground. The Kuskokwim River froze over on the 14th of October, the river was staked and heavy jammed ice cut out to cross over. The snowfall was heavy and many windfalls blocked the trail. These were cut out so as to clear the trail for travel.

I returned to McGrath from Big River, breaking trail with snowshoes. Leaving McGrath with dog team and two men, I proceeded to Big River, from which place work was done in the shape of building a bridge over Greyling Creek between McGrath and Big River, also cutting out heavy windfalls. Tripods were placed along the open spaces east of Big River and the lakes staked. The banks on the South Fork were cut down and slips built on the approaches to the river.

Moving camp to East Fork we proceeded to Telida to clear the trail so as to open it for travel. A new section of trail was cut through the bottom land of heavy timber one mile east of East Fork. A detour trail one mile long around the East Fork, five miles east of Jones Roadhouse, was cut through alder and birch timber to avoid the river, which is usually overflowed and dangerous to travel. The trail was widened, tripods placed along the open spaces and blazed. The banks on all river crossings were cut down as far as Telida.

The trail from McGrath to within five miles of Sloho Fork, a distance of seventy-five miles, is in good condition. The river is used for about three miles and this could be avoided by cutting a new trail about two miles, shortening the distance about two miles. The Berry Landing trail from Greyling Creek - Eagle Creek - McKlra and East Fork was gone over and cleared out. This is the new trail built in 1923 by Ross J. Kinney, and is advantageous for the travel to the Nixon Fork mining district.

The bridges on the wagon road leading from Berry

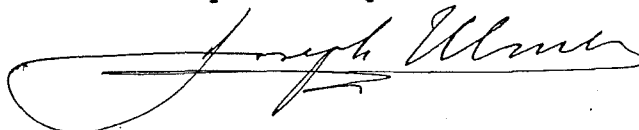
#2.

Landing to the Nixon Fork mines are in bad condition and need repairs.

From Telida to Lone Star the winter trail follows the McKinley Fork for three miles. The river is unsafe in the early fall and in the spring. A trail cut from Telida on the right limit of the river would shorten the distance and make travel much safer. The trail for the most distance is over level ground. It is an Indian trail and the natives of the Upper Kuskokwim use it as their main road during winter. There are many windings and narrows, and straightening and widening the trail would improve traveling conditions materially.

I would recommend that \$3,000.00 be allotted to the McGrath-Telida section and the same amount to the Telida-Roosevelt section. After the trail is improved the maintainance will be small. Recommendation is also made that \$1500.00 be allotted for the repair of bridges on the Berry Landing - Nixon Fork wagon road. Some of the work of laying and blazing out the trail could be done in the spring during March and April so as not to take up too much time in the fall when the trail crew is ready to do the work. I would suggest that after the trail is in a finished state, arrangements could be made with the various roadhouse keepers to cut down the banks and brush the river crossings in their respective localities, as this would save expense and benefit the traveling public.

Respectfully submitted.



Joe Ulmer
Assistant Superintendent,
Kuskokwim District.



THE SECRETARY OF THE INTERIOR
WASHINGTON

December 2, 1930.

Mr. Joseph Ulmer,
Fairbanks, Alaska.

Dear Mr. Ulmer:


Many thanks for your letter of November 17. I have sent a copy on to Major Elliott who is enroute to Victoria. He will no doubt advise you on the subject of surveys as he is especially interested in that phase of the work.

I agree with you as to the importance of a connecting road from Dawson to Fairbanks irrespective of the Pacific Yukon Highway.

Eventually the Nabesna road will connect to the Kluane road and McCarty will be connected to Dawson forming two arteries of travel but the McCarty Dawson line is far more important now because it would permit the Dawson tourists to get over to Fairbanks in about 20 hours instead of five days as at present.

I am also sending copy of your letter to Mr. Rice for his information.

Very truly yours,


ERNEST WALKER SAWYER.

Juneau, Alaska, April 25, 1924

Joe Ulmer
Fairbanks, Alaska

Will you be available to take first boat down river about May twentieth from Nenana overland from Ruby to Ophir for duty in Kuskoowim district returning in fall after freeze up question

JGS/fme

Steese

File
Conf.
R.F.

WM SULZER
COUNSELOR AT LAW
115 BROADWAY
NEW YORK

October 2, 1925.

Joseph Ulmer, Esq.,
Fairbanks, Alaska.

My dear Mr. Ulmer:

Your very interesting letter of September 4 just received, and I note carefully all you say, and I am always glad to hear from you, and no one wishes you more good luck and good health than I do. You are one of the best and greatest Sour Doughs in the Northland. You have also done a great work for Alaska, and have seen as much of it as any man that lives.

As you know I am very deeply interested in mining in the Chandalar, and have a great deal of my money and my friends' money invested there. So if you hear anything regarding the Chandalar at any time be sure to write me about it.

I am also very much interested in mining in the White River Mining Precinct, and have three groups of gold and copper mines in that wonderful country. So if you hear anything at any time about the White River country let me know, and I hope some day you can get in there and see for yourself. I was the first white man that was in that country.

For several years I have been doing everything I can with the ~~authorities~~ authorities in Washington to build a good road from McCarthy around Scolai Pass to Chisana that ultimately would be the basis for the extension of the railroad that must go from McCarthy to Chisana, and thence down the Chisana Valley to Tanana, and thence down the Tanana to Fairbanks, to connect with the Government Railroad. This would go far to open up these great wonderful valleys to agriculture, mining, &c. to say nothing about homesteads for a million people. It would never do to build a road from Gulkana to Chisana because it would cost too much to get freight in and out, and to ship ores that way. All that is necessary is a good trail from Gulkana to Chisana, and a good auto truck road from the Mizina Bridge to Chisana around Scolai Pass so that the mines in the district can ship their ores to the Smelters, and most of the ores in the District are smelting ores, but they run very high in copper, gold, and silver.

I shall be in Washington most of the Winter helping Col. Steese, and other friends of Alaska. Keep me informed, and I will keep you posted. I may have something for you to do in Northern Alaska so if you change your address inform me.

Sept. 5th. 1922

Hon. Karl Theile
Territorial Sec'y.

Juneau, Alaska.

Dear Sir.

Since my incumbency in office as Divisional Road Commissioner I received a number of requests from the different parts of this section regarding roads and trails, I have devoted a good deal of time and have even defrayed my own expences for the benefit of having something done along these lines. For three years I have recommended the construction of a road or pack trail on the Unuk and Chicamin Rivers, and for which certain amounts have been set aside, I am informed by Mr. Flory that a reconnoissance trip is to be made sometime this month, and according to the arrangements for co-operation of the different Road Departments the Territory should take its part in it. I took this up two years ago with Col. Steese who is Consulting Engineer for the Territory and who approved of the project, I must say that in the past year the office of the Divisional Road Commissioner has been somewhat ignored by the officers of the other Federal Bureaus, and I think the courtesy is due that telegrams and letters sent by me should be answered. As you know I taken up some matters with you before and will have to wait till next session of the legislature I want to be on the safe side on anything arising in the future and would ask to be authorized by the Territorial Board of Road Commissioners to look over the above mentioned projects. Hoping to be favored by a visit of you to this section in the near future, with best wishes I am

Yours

sincerely


Divisional Road Commissioner

Sept. 5th. 1918

Hon.

Earl Heille

Sec'y. Territorial Road Commission

Juneau, Alaska.

Dear Sir.

AS there has been a certain amount set aside in the appropriation for the construction of a road or pack trail on the Unuk and the Chikamin Rivers, and the same was recommended by me two years ago to Col. Steese, who approved the project, and under the co-operative agreement of the various Road Departments of the Territory to work out the plans for projected Roads or Trails, and I am informed by the Forest Dept. that sometime this month a reconnaissance trip is to be made along the above named routes. I respectfully submit that you recommend to and obtain for me, from the Territorial Board of Road Commissioners the authorization to take part in the reconnaissance trip needed for the purpose of obtaining the necessary data on the above named projects.

Yours respectfully

Divisional Road Commissioner

KARL THEILE
EX-OFFICIO SECRETARY
OF ALASKA

DEPARTMENT OF THE INTERIOR

OFFICE OF THE SECRETARY
FOR THE TERRITORY OF ALASKA
JUNEAU, ALASKA

June 2, 1923.

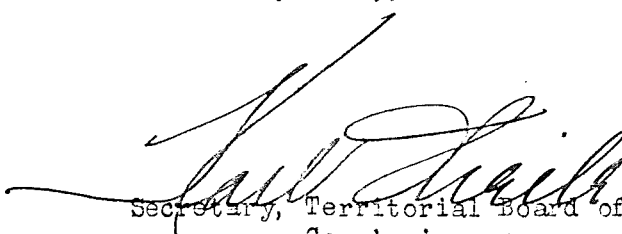
Mr. Joseph Ulmer,
Ketchikan, Alaska.

My dear Joe:

I have received your letter of May 11, 1923 relative to making the survey of the Portage between Unalakleet and Kaltag and presented the same to the Territorial Board at its meeting held May 31, 1923.

No action was taken at this time but your application will be given consideration when this matter is again up for attention.

Yours very truly,


Secretary, Territorial Board of Road
Commissioners.

Joseph Almer

CIVIL AND MINING ENGINEER

KETCHIKAN, ALASKA
Fairbanks, XXXXXXXXX

Feb. 19 1930

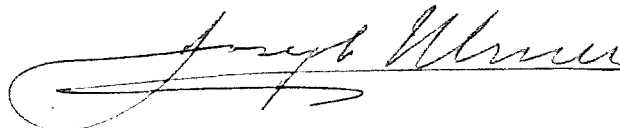
Mr. Eugene Wacker,
Wacker City, Alaska.

Dear Gene;

I received your letter two days ago, and want to thank you for the same and the kind interest which you are taken in the coming election. No doubt you noticed that I came out with my intention the first part of December and was the first to declare myself. You know that I was deprived of that office when Sommers was appointed by the Juneau bunch, when according to the road act I was entitled to it. I told them however that the time would come when I be vindicated. I understand that Judge Wickersham will be in Fairbanks next month, how are you standing with him? He is still going strong up here, especially in the outlying districts. What you say about the natives? You and Billy Paul know that I have always favored them when ever I had a chance to do so, when I was in Ketchikan and crooked realstate agents tried to grab their land and lots, I was at the front for the natives, when I built the road from Gokona to Chistochina I was the first man that had an organized camp of natives to work on the road. I see by the paper where Peratovitch made a trip to the Copper River and the natives complained of not getting any work on the road, I wish to state that the crew of natives working for me gave better results than the white labor imported from somewhere. So you can rest assured that I have the feeling and regard towards the natives and want to give them an even break, I did send you the wire as I wanted to write you along these lines and it is only a few days difference. I see where the old man passed away, I have the picture of him and you. How is your wife and all the children, I hope they are all well. Who is now the leaders of the Republicans in Ketchikan, let me know as I want to write to them as I dont want to ignore them. Well Gene let me hear from you again and keep me posted. With best regards to all the old timers and best wishes to you and your family, I am

Yours

for a better Alaska



REQUEST FOR XEROX COPIES OF ARCHIVAL MATERIAL

Date: 04/26/89

14 copies

For - Name: G. BLEAKLEY
Department: HISTORY

Collection: JOSEPH OLMER COLLECTION
Box #: 3
Folder:

Department Account #: _____

or

Paid: _____

WCC 10 217
30 514 0104 0011

Data on Gold King Property.

The Gold King Mining Property, a Hydraulic and Dredging proposition, is situated on Gold King Creek, a tributary to Wood River, Bonnefield Mining Distr. in the Nenana Recording Precinct, Alaska. The district lies on the north slope of the Alaska Range, about 60 miles south of Fairbanks, Alaska. The Gold King Mining Co. owns and controls 42 twenty acre claims or 840 acres of workable placer ground, on Gold King Creek, for a distance of about 8 miles covering the entire width of the creek bed about 900 feet across from rim to rim. The creek bed is an alluvial deposit of an average depth of 10 feet, the creek has a slope or hydraulic grade of 3%. The gravel deposits rest on a Tertiary bedrock and were the result of glacial erosion, more detail description or information, as to the origin of these placer deposits, is found in Bulletin 501 Geological Survey, by Dr. A.H. Brooks.

The property is reached by a wagon road, built by the Alaska Road Commission, from Kobe on the Alaska Railroad, distance of 40 miles and freight landed from that point at the property at a cost of \$ 40.00 per ton.

The water is conveyed to the property by a ditch 12ft. by 2 1/2ft. 1 and 1/4 mile long to the intake of the pipe line one mile long. The pipe is 36 inches diameter and reduced down to 13 inches where it connects with the monitors or giants. The average flow is about 4000 miners inches in Gold King Creek, but additional water can be brought from Mystic Creek and discharged into Gold King Creek about 10 miles upstream from the property by a ditch 3 miles long. This ditch is half completed, it will cost approximately \$ 5000.00 to finish the work, the ditch will carry about 4000 miners inches of water and insure an additional supply of water during the later part of the working season. The total head of water from the intake of the pipe to the nozzle is 240 feet. The property is still in the state of development, four No. 5 Hendy ballbearing giants are used. the ground is easy worked, the gravel being of medium small size and very few boulders are found thruout the deposit. the tailings are disposed by hydraulic method. The gold is of the the flat wheat kernel type and easily saved. The estimated yardage is approximately 13 million cubic yards, the average test showing 50 cents per cub. yrd.

The ground from No. 3 above to No. 9 below discovery can be worked by the hydraulic method and from No. 9 below to the lower end of the Company's ground embracing 600 acres can be handled more economically by installing a Flume dredge. On the lower end of the property is ample timber, both for fuel and milling, the sawmill is ~~xxx~~ about 5 miles from the timbered area, but the hauling of the sawlogs to the mill is the cheaper way. Coal can be laid down on the property at the plant for \$ 4.00 per ton from a deposit of 30 feet wide that is exposed along the ditch between Mystic and Gold King Creeks.

All the necessary buildings for the maintenance of the camp are in good condition and consist of a cook, mess and bunkhouse, office building, carpenter shop, warehouse and barn.

The work done on the property in the last two years or working season was in the nature of development, but in order to put the property on a productive basis, additional capital is needed and with diligent and efficient management the property should become a remunerative investment for years to come.

Report
of
Reconnaissance Survey Fort Gibbon to Kobuk
and Koyukuk River.

To
Col. James G. Steese, Chairman of Alaska Road Commission.
Major John C. Gotwals, Engineer Officer.
M.C. Edmunds, Supt. Fairbanks District.

I herewith submit the report of the reconnaissance survey of the roads and trails, from Fort Gibbon to Alatna, Alatna to Kobuk, Alatna to Nolan. Each division will be treated separately, so as to make it more comprehensible in case of future reference. In naming the rivers, lakes and cabins, I was told by natives and whites to apply such names, that the whites would be able to pronounce them.

Travel.

In accordance with instruction received from Major John C. Gotwals and District Supt. M.C. Edmunds, I proceeded from Fairbanks with dogteam to Nenana by freight train. After having the travelling equipment completed and the sled fitted with cyclometer wheel, I started for Fort Gibbon Dec. 1st. The snowfall was very light, an average of two inches covered the ground. The dogs were getting worked out after a weeks travel and Fort Gibbon was reached Dec. 11th. a distance of 124.75 miles from Nenana. Inquireing as to the condition of the trail between Fort Gibbon and Alatna I was informed, that the trail was in bad condition, due to the lack of snowfall. I decided to await the return of the mailcarrier from the Koyukuk to obtain the real facts concerning the condition of the trail, the information desired was given by John Adams, mailcarrier from Fort Gibbon to Wiseman. I engaged a Tanana Native with dogteam, thru the M.C. Co. to act as guide and haul dogfeed needed on the trip. The weather was cold, the temperature ranging from 12 to 50 below zero. Alatna was reached Dec. 24th.

Trail and Shelter Cabins.
Fort Gibbon to Alatna.

The trail from Fort Gibbon takes a N.E. course, nearly paralling the Yukon River for 6 miles, at which point the river is about 2 miles distant. It then leads in a northerly direction over a barren ridge, thence winding over a low range of hills, at an elevation of 2000 feet above the Yukon River. It then descends on the north slope of the range to the South Fork of the Tozitna River, where a shelter cabin, 22½ miles from Fort Gibbon, is located. The cabins are described on a separate page attached to this report. This portion of trail is a departure of the old one, which followed Bear Creek where a cabin is located 12 miles from Fort Gibbon. The present trail is in an exposed location and the northerly winds have a clear sweep, making it impossible at times to travel, while the Bear Creek trail is in the timber for 15 miles, before the summit is reached. At the head of the South Fork of the Tozi, there is a low pass, that can be crossed and the present trail shortened about 5 miles and if the Bear Creek trail is followed 7 miles can be cut off from the present route. From the 22 mile cabin the ~~the~~ trail traverses the Tozi Flats to the north of the South Fork, crossing the main Tozitna at the confluence of the two streams, distance 33.8 miles where a shelter cabin is located. From the Tozi cabin the trail winds thru low, timbered hills to Rickwoods cabin on the Middle Fork. From Rickwoods cabin the trail enters the Tozi Flats again, reaching the 45 cabin on the North Fork. Paralleling the Hay Mountains over unbroken topography the summit of a ridge is crossed, this ridge divides the Tozitna and Melozitna drainage basins. Descending on the north slope over the Melozi Flats, the Main Melozitna is reached, where 2 shelter cabins are located, 61 miles. This section, from 45 mile cabin to the Melozi cabins is probably the ~~most~~ ~~most~~ difficult, as it continually blows and shifts the snow, blizzards are frequent in this vicinity.

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Page 2

Before reaching the summit a small creek crossed, this creek is subject to ~~run~~ overflows forming glaciers, where the crossing is made. The trail should be shifted further up, where small timber covers the slope and a shelter cabin built in that vicinity. From the Melozi cabins the north side of the valley is traversed for 4 miles, thence ascending to a pass over the western flank of the Ray Mountains, to the basin of the North Fork to the Hughes Cabin. The old trail made a detour to the south a mile from the cabin. The trail was straightened for 4 miles by John Adams and the present cabin built. From this point miners and prospectors branch off for Hughes, the Red Mountain and Indian River District. North of the Hughes cabin the hills, which are part of the Ray Mountains, are covered with small spruce and birch. Birch Hill Cabin is reached, distance 77 miles. From here the trail descends to an inland basin, crossing Steese Lake, which is 3 miles across, to the Allard Cabin, $1\frac{1}{2}$ mile north of the lake, thence to the Adams Cabin 93 miles. Steese Lake is mostly wind swept and the trail obliterated, making it hard and difficult to travel across. This could be improved by diverting from the present trail about 2 miles south of the lake, following a higher level covered with birch and spruce, to the east of the lake, to the Adams Cabin. This would improve and shorten the present trail. From the Adams Cabin the trail has been straightened for 10 miles to the Old Man Cabin. This is a new cabin, being built 1923 and is 14 miles from Alatna. From here, the trail leads over the lower end of the Kanuti Valley 7 miles to the Koyukuk River, following the river for 3 miles a portage is made to Marsan. This portage was not used this winter, owing to the late snowfall. The trail ~~from~~ from Fort Gibbon to Marsan is well marked and the location suitable, except the ~~the~~ first part of this section, the Melozi summit and near Steese Lake, which were already referred to. The Trail, Cabins and ~~Distances~~ Distances were all marked on existing maps of the Alaska Road Commission, with the original copies attached to this report.

Alatna to Kobuk River.

----- Travel.

The snowfall in the vicinity of Alatna was very light at the time of my arrival at that place. the X mass Holydays brought the natives to the Mission of St. John in the Wilderness at Allakaket on the Koyukuk, near the mouth of the Alatna River. This gave me an opportunity to select a suitable guide from among the Kobuk Natives. After having all arrangements made for the trip taking 10 days supplies and dog feed, I proceeded with Napoleon, a Kobuk Native, Jan. 7th. along the Alatna River, taking advantage of the portages, to Blackjack, a Kobuk village, where we stayed at Chief Nulyook's place for the night. From Blackjack the river was used making short cuts across the portages of the many bends. A 7 x 7 tent and stove was used for camping out, as there are no cabins along this route of travel. A Thermometer from the U.S. Weather Bureau was used to register the temperature. The weather was cold and clear, but on the morning of the 10 th. it became softer and started to snow. We had already resorted to the use of snowshoes to ~~break~~ trail break trail, the snowfall being heavier towards the Endicott Range. Travelling the course of the Alatna to a point 39 miles from Marsan, we took an Indian trail leading in a westerly direction. At this point I took several compass bearings to prominent peaks and landmarks. During the night it snowed, the wind blowing from the N.E. Winding thru low hills with ~~a~~ a fair growth of small spruce a flat was reached. A blizzard from the N.E. compelled us to seek shelter behind a grove of small spruce on the western edge of the flat, where we pitched camp for the night. It snowed during the night and the wind was getting stronger. Nothing was visible for more than half a mile, but having worked out a compass course, Napoleon and myself started to break trail and mark the same. About two miles from camp we ~~reached~~ a high bench of a creek, being too steep to descend, the crest of the bench was followed, until a ravine brought us down to the creek bed, where a grove of fair sized spruce marked the course of the creek. This creek flows into the Rogatza, locally called Hog River, I named this creek Taylor Creek. Jan. 13 th. broke camp and moved to Taylor Creek. In the afternoon a light break in the weather

~~occurred~~

Page 3

occured and I ascended a hill to get my bearings. This hill I designated as Meridian Hill, being at or near the 154th m. meridian, also a landmark, as no more hills are passed, till the Kobuk is reached. It snowed during the night, we were running short of dogfeed, I sent Napoleon to his fish cache on the Alatna River about 18 miles to get more fish. Having a true course to the Kobuk, I worked along it, breaking and blazing trail, to the Hogatza River, crassing same to the western bench of the valley, here the snow was 30 inches deep, The river banks are fringed with a fine growth of spruce, some of which measure 30 inches in dia. and 100 feet long. Next day I took a relay load to Hogatza, Napoleon returning late in the evening, he having hard going, due the new snow which drifted the river trail. Moved camp to Hog- River Jan. 16 th. snowing all day. For the next two days we were breaking trail, we found faint traces of old blazes, but the snow had driven so hard, that the bark of the trees were covered with snow. The line of blazed trees corresponded to the compass course and the same was followed for 3 hours, returning to camp at dusk. During the afternoon the sun appeared, the first time in 10 days. Jan. 18th. moved camp to small stream west of Hog- River, named same Spangler Creek. Pitched camp and consumed the afternoon breaking trail. Jan. 19 th. resumed breaking trail, the weather was hazy, a low fog was hanging over and the horizon had a low visibility. Crossed a number of small lakes and a creek, named same Sterling Creek. A quarter mile west a larger stream was intercepted, its banks having a good stand of fair sized spruce and a scattering of birch. This is the largest tributary to the Hog- River, named it Edmunds River. Taking a compass bearing to a low depression on a North- South ridge, we proceeded marking the trail and on reaching the top of the ridge we were opposite the south shore of a big lake. Swinging to the right, we reached the shore of the lake. After selecting a camping place and having some hot tea, I marked a tree naming the lake as Lake Gotwals, retracing our steps, we returned to camp. Next day camp was moved, arriving at Lake Gotwals 12.30 P.M. pitched camp, had lunch and broke trail across the lake, marking same with brush. Found water beneath the snow, about half way across, getting feet and snowshoes wet. The snow was very soft, reaching the west shore a tree was marked, returning to camp after dark. The weather was clearing during the night and the thermometer was falling. The distance from Hog- River to Lake Gotwals is $\frac{1}{8}$ miles. Jan. 21st. crossed Lake Gotwals, distance 2 miles, tied up the dogs and went on to break trail, crossed Lake Nora $\frac{1}{4}$ mile wide, thence Severin Creek, which drains Lake Gotwals, returned 3 P.M. and pitched camp. The thermometer registered 50 below and we had fire going all night, this being the third instance of doing that. Next morning camp was broke at 8.00 A.M. and as the trail was hard, we made good time. Had camp made and hot lunch by sunrise. Left camp at noon to break trail. $1\frac{1}{2}$ mile below camp, Severin Creek was reached, this creek is noted for its continual overflowing during the winter months and is dreaded by the Natives. At several places we had to portage and cut our way thru the brush. Within a mile of the Kobuk the creek was wide open, the water flowing freely, even at the low temperature. turning back, camp was reached 6.00 P.M. after dark. It was evident now, that at the rate we were travelling, it was impossible to reach Shungnak, which is about 80 miles from our camp. Only two days dogfeed was on hand and our own food supply was getting low, I decided to double back to Alatna to replenish our supplies. The weather was getting colder and the trail was hard. The return trip was started. Crossing Lake Gotwals, Fur warden F. Dufresne, from Nome with 3 dogteams, one white companion and two Kobuk Natives as guides to break trail were met. They had the benefit of a broken trail for 70 miles but the two guides informed me later that they were in bad shape when they reached Shungnak. Later in the day we met Oscar Nictune, a Kobuk trapper and we camped at his tent for the night. Leaving the tent next morning, we travelled down the Alatna River, the cold was severe, the nostrils and mouths of the dogs were getting iced. We made for Footo Hope's Cabin, stopped for lunch about 1.00 P.M. Not being able to make Blackjack on the same drive,

we stayed over night. Jan. 25 th. an early start was made, the Thermometer registering 63 below. Only a cloud of vapor could be discerned, where the dogteams travelled, Napoleon having the lead, reaching Blackjack first, and Kobuk chief Nulyook had hot lunch prepared on my arrival and was much appreciated, we reached Marsan 7.30 P.M. After replenishing our supplies I engaged Oscar Nictune, to haul dogfeed, to be cached along the route of our travel, to be used on the return trip. This proved to advantage, as there was very little dogfeed procureable on the Kobuk River. Leaving Marsan Jan. 28 th. the Kobuk River was reached Feb. 1st, encountered several overflows, made camp on the right bank, about two miles above Reed River. Therm. reading 52 below. Next day Reed River and Beaver Creek were passed, at the mouth of Reed River overflow was concealed beneath the snow, got feet and sledrunners wet. The faces of the dogs and the front of our parka hoods were a frosty maze, so I decided to make camp at 3.00 P.M. During the night Napoleon and Oscar had to get up to make a fire in order to keep warm, the Therm. being down to 69 -. In the course of next mornings travel, both natives had their cheeks and chin frostbitten. We pulled in at C.R. Patterson a white Trapper and Prospector, below the mouth of Selby Creek, where we had lunch. Here I learned, that distemper was raging among the dogs along the Kobuk River and that many had died from the disease. We moved on down to the mouth of Fah River, where 3 Kobuk Igloo's are located. Stayed over night at Dick Gray's Igloo, proceeding next morning over a well broken trail on the river, arriving at Shungnak Feb. 4th. 5.00 P.M. 148 miles from Marsan. I put up at Frank R. Ferguson's, who conducts a store in connection with his mining enterprise and sawmill. The days following the weather did not seem to moderate, the Thermometer was hovering between 51 and 70 for 8 days I visited the Native Village 7½ miles below Shungnak, where the Bureau of Education maintains a school, presided over by Mr. Wm. Wright and his wife who also look after the reindeer herds in behalf of the Government. Also visited Dahl Creek, which years ago was the center of placer mining activities. The mail from Kotzebue arrived on schedule time. From the mailcarrier an Esquimaux lad, I received information, regarding the winter mail trail. The data gathered regarding trails, mining and future development, of this section, will be considered, in the succeeding pages. Owing to the epidemic amongst the dogs, the scarcity of dogfeed and the extreme cold weather, which were factors not in my favor, I decided not to continue the trip down the Kobuk River and notified M.C. Edmunds, District Sup't. at Fairbanks by wireless from Noorvik, to that effect. The cold spell was broken by a blizzard from the S.E. lasting 3 days. On Feb. 16 th. started on return trip. A strong wind blew down the Kobuk River. In many places the river was void of snow, only clear ice, and frequently the dogs had to go along the gravel bars to hold their footing. I encountered a bad overflow below Fah River, reaching the Igloo's 6.30 P.M. Feb. 17 th. the wind was very cold and strong we travelled as far as Patterson's Cabin, called Chulwupuktuk by the natives and stopped there over night. From here on, all the way back to Marsan, the trail was drifted in and the snowshoes and geepole had to be resorted to. Arriving at Marsan Feb. 24 th 5.00 P.M. where the first unit of the Geological Survey party for the Arctic was met.

Trail

The present winter trail from Marsan on the Koyukuk along the Alatna River is mainly used by the Kobuk Natives, who are settled along the river, about 11 miles from the mouth. The trail crosses a niggerhead flat for 5 miles, where it reaches the Alatna. Blackjack is the name of the native settlement and from there on, the river is used, except where portages can be crossed, which shorten the distance. Several of these portages are hard to get on and off from the river and a rope had to be used to go over these places. The valley is about two miles wide at Blackjack, the foothills of the Endicott Range reach within about a mile of the river on the north side. These foothills as well as the low hills to the south of the river, are thickly timbered with birch and spruce. An old trail, used formerly, by the Natives, to cross over into the Kobuk, led up Overflow Creek, about 28

Page 5

miles from Marsan, but has not been used for years, owing to the constant overflowing of the creek during the winter. Forty miles from the mouth of the river, below the first canyon, where the foothills converge towards the valley a trappers trail leads over low wooded ridges for 6 miles in a westerly direction. The relief between the Alatna and Kobuk River, is unbroken topography of a plateau ~~extending~~ merging out from the foothills of the Endicott Range. This plateau is incised by several streams, of which the Hogatza and Edmunds Rivers are the largest. These streams drain the southern slope of the Endicott range. The plateau extends to about 4 miles west of Lake Gotwals and south to an east-west line across Meridian Hill. To the south of this line lies the Hogatza Basin, with numerous swamps and small lakes, which are drained by the Hogatza River. A forest fire swept across the plateau some years ago, but along the streams the timber has not suffered much damage. Lake Gotwals is at an elevation of 700 feet and drains into the Kobuk thru Severin Creek. From the head of Sterling Creek around the north side of Lake Gotwals to the Kobuk river the southern slopes of the foothills are covered with green timber. North of the Kobuk River from where Severin Creek flows into same, timbered terrace benches extend down to Reed River. An unbroken topography, with streams flowing into the Kobuk from the north, extends westward. The topography on the north of the Kobuk is suitable for ~~the~~ summer and winter trail, the ground being dry, free from lakes and swamps and sufficient timber to mark the trail, thus eliminating the disadvantages, such as overflows and drifted trails, that are met with on the river travel. From Shungnak to Kiana and Kotzebue the mail is carried by river route, with several portages, where bends of the river occur. A new trail was staked a few years ago, from Ambler River to Riley Camp, below Shungnak, but was never used, by either the mail-carrier or the natives. I am informed by whites and native reindeer herders that the stretch between Hunt and Salmon River is very bad, owing to overflows and stormy weather, although the mail from Kotzebue to Shungnak has always been on time. The mail carrier reported that the shelter cabins on the Salmon and Hunt Rivers were in bad condition. Below Shungnak the valley widens and along its southern edge presents a gentle sloping profile, with small spruce and birch. The full red line marked on map of Bulletin 536, is the route of travel followed on this trip, from Marsan to Shungnak. The broken red line marked "Projected Trail" from Marsan to Kiana, indicates the most feasible location for a trail, that could be used, both summer and winter. This route three points in its favor; It is for the most part thru timbered country, it eliminates the continual drifting of snow, which is the case on the rivers and lakes and avoids the ever probability of overflows and exposure to the cold winds, in fact it is always warmer a way from the rivers. There is ample timber for the building of shelter cabins along this route and in case a trail is cut across, a new artery of transportation will be opened into an unexplored country, of which advantage will be taken whites and natives.

Mining

No mining or prospecting is carried on at present on the Alatna River. In the Kobuk region mining is of a desultory nature for the last 3 years. Near Shungnak the Shungnak River, Cosmos, Wesley and Dahl Creek and tributaries to Kogoluktuk River, namely, California and Lynx Creek comprise the area of present day operation. ~~Extensive~~ Data concerning mining condition were furnished by miners operating in this section and who have lived here for a number of years. Work is confined to the upper portion of the creeks, where ~~mining~~ mining is done by sluicing. On California Creek F.R. Ferguson has constructed a two mile ditch with a 3000 foot pipe line, to hydraulick his ground. One man is working on Lynx Creek and 3 men are taking out gold on Dahl Creek. On Shungnak River good pay was taken out years ago on shallow ground. From the Kogoluktuk west, across the Shungnak, along the base of the hills, extend benchlike deposits of auriferous gravels. The area is ideal for dredging operation and warrants further prospecting, by means of drilling. A hydraulick ~~pit~~ mining plant was shipped to Klery Creek, on Squirrel River, where winter digging was being carried on and a 3 mile ditch is being built on Central Creek. A new bed of coal, near Trinity Creek, has been discovered this winter, the ~~coal occurs~~ The coal occurs along the Kobuk 18 miles from

Page 6

kiana. Transportation seems to be the greatest problem and in measure a handi cap. Freight landed at Shungnak in 1915 cost \$ 35.00 per ton, this price has been raised considerable, altho freight from Kotzebue to Shungnak is \$ 25.00 per ton and the same price for passenger rate on the river boat. Lumber is sold at \$ 50.00 per. M. at Ferguson's sawmill 5 miles below Shungnak. There are only a few prospectors and miners in the Kobuk region at present, the Nome and Koyukuk diggings having drawn most of the earlier stampedees away. The mineral belt, within this province, extends from Squirrel River across the Koyukuk to the Chandalar, for 300 miles, thru the Endicott Range. Mining and prospecting has been confined to placer, but the formation is such, that would stand investigation with regard to quartz mining.

I may mention at this time, that the raising of Reindeer in the Kobuk Valley by the natives under the guidance of the Bureau of Education, is of considerable item. There are two herds on the Kobuk and one on the Selawik. The maintenance of these herds, have solved the problem of the food and cloth supply of the natives and may in the future prove a valuable asset to the whole of Alaska.

Alatna to Nolan

 Left Marsan, Feb. 28 th. 10 A.M. over the winter trail for Nolan and arrived at Henshaw Cabin 5 P.M. 14½ miles. The trail was drifted in many places, due to the recent snowfall. Proceeded next day, crossed West Fork of Henshaw, stopped at Murphy Cabin for lunch, arriving at Chinoko Cabin 4 P.M. At this place I met two Koyukuk Natives, who were hauling dogfeed for the Geological Survey Party. Two of the dogs, "Spot" and "Duke" showed symptoms of sickness. Next day I arrived at Bettles 37½ miles. I had a meeting with the miners and resident*s of Bettles, to talk over trail matters. I doctored the dogs, but they did not show any improvement. I secured another dog, leaving "Spot" behind, taking "Duke" along who was getting worse on the way to Nolan. Proceeded March 4th. for Nolan, arriving at the King Bros. Black Fox Farm 2.30 P.M. 16 miles from Bettles. Next day arrived at Barn Cabin, 34 miles, camped for the night. From here, very little snow was on the trail, the going was good, passed Windy Arm Cabin near the bank of the Middle Fork. Two and one half miles below Coldfoot, where Ercupine Creek flows into the Koyukuk, a heavy overflow, 18 inches deep, was encountered. Cutting a way around, thru the wood, I crossed the river lower down, arriving at Coldfoot, 52 miles, at 1.30 P.M. Had dinner at Mianano, a Jap, and then proceeded to Wiseman, over the winter sleigh road, arriving 4.30 P.M. at Wiseman, which is 63 miles from Bettles. I went to Nolan, it being the center of mining activities in the district, 6 miles from Wiseman. A meeting was held with the miners and operators to talk over road and trail matters. Returning the next day to Wiseman, where another meeting was held, at which several miners from Hammond Creek were present and who came down for the purpose of discussing the condition of roads and trails.

Trail

-----½-----

The section of winter trail, between Marsan and Bettles, was cut out a few years ago by Harry Owen. It follows over a series of low hills, lying to the west of the Koyukuk River and the foothills of the Endicott Range. The topography is unbroken and presents a gentle relief. The trail is for the most part on dry ground, excepting the first 4 miles, from Marsan, where the river is used and 2 small lakes are crossed. The route is a most direct one and the ground well suited. The trail was cut, when 4 feet of snow was on the ground and in many places, stumps and brush has to be cleared off. An expenditure of about \$ 300.00 would put the trail in shape. There are 3 shelter cabins, one of the older type and 2 new ones, which are noted in the list of shelter cabin I would recommend, that about 2 miles of trail be cut from opposite Allakaket along the east bank of the Alatna River intercepting the present trail, thus avoiding the river, especially before the freeze up in the fall and the break up in the spring. Crossing the Koyukuk at Bettles, the new section of trail to the King Fox Farm, 16 miles from Bettles, was cut out under the supervision

Page 7

of Ross Kenney, Alaska Road Commission and is the best piece of trail between Fort Gibbon and Wiseman. From Kings Farm the trail follows the Koyukuk River on the west bank, along the big bend. Crosses over to the east bank opposite the mouth of the North Fork, meandering along the bank for a mile, the river is followed again, till the North Fork Shelter Cabin is reached on the west bank. This could be shortened by 1 to 2 miles, by taking the old freight trail, crossing North Fork and intercepting the present trail, about a mile above the Northfork Cabin, eliminating the many bends and the two crossings of the Koyukuk. From the North Fork Cabin the trail leads over a plateau, to the Barn Cabin. A fire, that swept over this area, has destroyed most of the timber. From the Barn Cabin past Bronson Creek, around a graded hill, the valley floor of the Middle Fork of the Koyukuk is reached, near the Windy Arm Shelter Cabin. The country has a sharp relief and the Valley is more constricted. The trail crosses 12 mile Creek and below the mouth of Forcupine Creek, the Koyukuk is crossed, 2 miles below Coldfoot, to the east bank. From Coldfoot to Wiseman a sleigh road 11 miles long, parallels the river on the east, thru swampy, thick timbered ground, for 6 miles, thence over gravel hills to Wiseman on the west bank of the Middle Fork. This road, I am informed, is not used during the summer, owing to the swampy nature of it. The old freight road skirted along the foot of the mountains from Marion Creek and kept on dryer ground. On Slate Creek, near Coldfoot, and Marion Creek, cable ferries have been installed. The cable ferry about a mile above Wiseman, will necessitate the extension of the trail on the east side of the river. The ferry across Middle Fork, at the mouth of Hammond Creek, being installed at the time of my visit. The winter trail to Hammond Creek crosses a number of small lakes north of Wiseman, the greater portion to the north being on high ground. The winter road to Nolan winds around low hills and knobs, near the mouth of Wiseman Creek, towards the Wiseman Creek basin, into which, Nolan Creek is drained. This is not used in the summer, as it is impassable, so I am informed, the freight rates from Wiseman to Nolan are 6 cents per pound for 6 miles. A road could be built on a negotiable grade and kept up on high ground. The first two miles of it could be used for the Hammond Creek road as well, connecting at Union Gulch. At the meetings above referred to, the miners and operators from Nolan, Wiseman and Hammond Creek, expressed their desire that the road from Wiseman to Nolan and Hammond Creek be improved and that a summer footpath be cut out from Bettles to Coldfoot, along the higher benches on the east side of the Middle Fork. This would help the prospectors on the South Fork, Gold Bench and Tramway Bar. Also peoples, who may have to travel on foot, at times when the water is low and the boats are not able to go up the river, or when travel on the winter trail is impossible during fall freezeup or the breakup in the spring. Other improvements were the extension of a foot trail from Hammond Creek to Sheep, Gold and Linda Creek and over to Bettles River. A shelter cabin on Wild River, near Michigan Creek was asked for by the miners at Bettles, as it would help the prospectors of that section.

Mining.

There seems to be more prospecting and development work in the Upper Koyukuk this winter, than has been for some time past. On Nolan Creek, the center of present mining activities, 16 men are working on their ground, three outfits taking out winter dumps from shafts, others are working on the benches. There is considerable working ground, but the water for sluicing is and has been a great drawback. 2 men are sinking on Slate Creek, 2 men 1 woman on Emma Creek, 5 men 1 woman on Forcupine Creek, 2 men on 12 mile Creek, 5 men on Tramway Bar, and South Fork, 2 men on California Creek, 1 man on Bettles River, 10 men on Hammond Creek and 1 on Union Gulch. 4 men are mining on Wild and 3 on John River. The total number of men actually engaged in mining and prospecting in the Upper Koyukuk region is 55, covering an area of about 4500 Square Miles, of which the greater part is not prospected. The question of transportation and cost of supplies is the foremost and from data gathered along the various points, freight from Nenana to Bettles is \$90.00 per ton. the supplies are hauled by boats, which are owned by the operating stores, who handle mostly their own goods.

Page 8

Leaving Wiseman March 10 th. I arrived at Bettles on the evening of the 11 th. the trail being in good condition. March 13 th. left Bettles, weather unsettled, had to use snowshoes and geepole, trail being filled in with fresh snow, arrived Marsan, in the evening March 14th. Left Marsan the 16 th. weather stormy, had to break trail as far as Hughes Cabin. Trail near Fort Gibbon, on summit very little snow. From Fort Gibbon to Hot Spring the snow had melted away in many places. Arriving at Nenana March 26 th. 10.30 AM Took freight to Fairbanks. Covered 1350 miles, of which over 700 miles were travelled on snowshoes.

Summary and Conclusions.

Considering the milage covered and the areas traversed, the personal observations and the data gathered from other sources, made it possible to formulate the forgoing report. I used my best effort, to convey in concise manner the result of my investigations, altho many details, which are incidental on a trip of this kind, were omitted. I may be permitted, to make certain recommendations and suggestions, in connection with my finding of existing conditions of the trails and roads, which will be enumerated in the order of travel.

During last winter the mail trail from Dunbar to Campbells was not used, in stead the mail was taken from Nenana by way of Minto Station to Campbells, a distance of over 30 miles. The trail followed the telegraph line in zic-zac form. This can be shorten by nearly 10 miles, by having a trail about 9 miles east of Campbells branch off direct to Nenana. At Dugan Creek, a bridge is needed to cross the same, the distance is 100 feet from bank to bank on the crest. At Hot Springs the bridge across the slough is in need of repairs. The Bear Creek route from Fort Gibbon, the building of a shelter cabin near the Melozi summit, the straightening and improving the trail along the different section, were covered in the previous pages of this report. I would however suggest, that the present type of shelter cabins be discontinued and the low pitch roof type inaugurated. by making the dimensions 12 x 14 pitch roof, the rear 7 feet to be used for bunk space, the stove placed in the middle, so the heat be equally distributed and wet clothing hung on a rack over and around the stove. One pane 12x12 inch window on opposite sides, and stoves with cast iron tops installed.

The money spent in former years by the Territory, for the improvements of trails, roads and shelter cabins, north of the Yukon, has been in many cases misapplied or wasted, either, by having parties incompetent directing the work or others who directed the work for selfish purposes, as was the case of the new trail starting from Fort Gibbon. The Alatna - Bettles section fell short to finish same, as mentioned before. Estimating the cost of cutting a trail from Marsan on the Koyukuk to Shungnak on the Kobuk, over the projected route as marked on the map, including shelter cabins and stoves-----\$ 8500.00
Wagon road, Wiseman-Nolan- Hammond Creek -----\$ 5000.00
Foot trail, summer route, Bettles- Coldfoot----- \$ 1500.00
Alatna- Bettles section, improving same ----- \$ 500.00
Melozi summit improvement ----- \$ 300.00
Hammond Creek- Bettles River foot trail ----- \$ 500.00
Bear Creek trail ----- \$ 1500.00

Total estimate \$17800.00

These figures are based on current wages for labor in the respective sections and the cost of previous work done of that nature. In conclusion, I wish to thank the officials of the Alaska Road Commission for their co-operation in this work and all those, who extended me courteous treatment on my trip and were ever ready to furnish information, regarding existing condition in the sections, which were covered by this reconnaissance survey.

Respectfully submitted

Joseph Ulmer

Civil and Mining Engineer

Dated Fairbanks, Alaska, April 10 th. 1924

Inventory

Joseph Ulmer Coll.
Acc. No. 872

I
II

- I Basket Sled
- 6 Dogs
- 9 Dogharnesses
- 10 Dogchains
- 3 Chokeycollars
- I Snubbing Line 50 Ft.
- I Boys Axe
- 1/2 Coil Tugwebbing
- II Harness Snaps
- 4 " Rings
- I " Mendingtool
- I Sleeping Bag
- I SquirrillParka
- I Reindeer Hide
- 1/2 Bottle Footcure for Dogs
- I Thermos Bottle
- I Compass
- I Cyclometer

Stored at Sam Dubin's Store at Alatna, Koyukuk

- I 7x7 Tent
- I Dogfeed Bucket

I Tent Stove used on trip, left at Govrt. Cabin , Wild River

I Bicyclewheel left with N.C.Co. Tanana

Joseph Ulmer Co.

Acc. No. 872

Timechecks issued

No. 5201	To Northern Comm. Co. Supplies, Tanana	60.60
" 5202	To Tom G. Butler, Tanana, purchase of Dog	40.00
" 5203	To Jos. Anicich, Tanana, Dogfeed & Hotel	57.50
" 5204	To Louis Rose, Tanana, Meals	17.00
" 5205	To Sam Joseph, Guide with Dogteam, part payment	105.00
" 5206	To " " " " " " " " " " " "	25.00
" 5207	To Sam Dubin, Alatna, Supplies & Dogfeed	138.00
" 5208	To Napoleon, Kobuk Native, Dogfeed	39.75
" 5209	To J.S. Huntington, Allakaket, Groceries	31.25
" 5210	To Sam Dubin, Alatna, Supplies & Dogfeed	154.50
" 5211	To Oscar Nictune, Kobuk Native, hauling dogfeed,	100.00
" 5212	To F.R. Ferguson, Shungnak, Supplies & Accomodat.	221.00
" 5213	To Napoleon, Kobuk Native, Guide with dogteam.	292.50
" 5214	To Sam Dubin, Bettles, Supplies & Dogfeed	56.50
" 5215	To " " , Alatna, " " " "	57.00
" 5216	To Northern Comm. Co. for cash advanced	30.00

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ALASKAN COMMISSION, FAIRBANKS OFFICE

Report on Shelter Cabins, Gibson to Wainman

Six Mile Cabin destroyed by fire 1923

22 mile, new cabin built in 1923, 12x12x6 with 3x3 opening, flat roof no door, window or bunks. The other cabin is used by John Adams, mail carrier for his own use and keeps it locked.

Tdzitna River 12x12x6 cabin, no door.

45 mile, new cabin built 1924, 12x12x6, flat roof, no door, former cabin used by John Adams and kept locked.

Melozitna, new cabin built 1924, 12x12x6, flat roof, no door, former cabin used by John Adams and kept locked.

Hughes Cabin built 1923, 12x12x6, flat roof, no door, needs new stove.

Birch Hill Cabin, 12x12x6, flat roof and door, 3x3. Cabin in good condition

Allard Cabin, 12x12x6, flat roof, no door, is in bad location, hard to get to from both ends of the trail.

Adams Cabin, built 1923, flat roof, no door.

Old Man Cabin, built 1923, flat roof, no door.

Henshaw Cabin, built 1923, 10x10x6, flat roof, no door.

Murphy Cabin, built by Territory, gable pitch roof, 3x5 door, and window, needs new stove.

Chinoko Cabin, built 1923, 10x10x6, flat roof, no door, is in bad location, on creek bed, subject to spring floods.

North Arm Cabin, 10x10x6, flat roof, built by Allard, former mailcarrier the cabin is in bad condition.

Barn Cabin, 14x16, gable pitch roof, 3x5 door and window, needs new stove, this is the best cabin along the route.

Windy Arm Cabin, 10x10x6, flat roof, no door, built by Allard. This cabin is in bad condition and should be replaced.

Wild and John River Cabins, built by the Territory are in good condition, as I was informed by Miners and Prospectors. John River Cabin near Tiaber Creek needs new stove. These two cabins are gable pitch roof.

The new cabins built on the Melozitna and 45, cost \$75.00 each, the Henshaw and Chinoko Cabins cost \$60.00 each.

I would recommend, that the shelter cabins be built of the gable pitch roof type. It requires very little more timber and prolongs the life of the cabin. The openings should be 30 inches wide by 5 feet high. On the flat roof cabins, the snow and rain drain into your cabin instead outside. The stoves now used are ordinary camp stoves, the tops are easily warped and burnt out. Stoves with cast iron tops would be better and last longer.

This is part of the report of the reconnaissance survey of existing winter roads and trails, north of the Yukon River, by Joseph Ulmer.

Cash Expense Account on Koyukuk⁶ Kobuk Reconnaissance
By Joseph Ulmer

Joseph Ulmer Coll.
Acc. No. 312

Fowler & Morris,	Nenana	Travelling Apparel	\$100.00	\$10.50
A.D.Thompson,	"	Medical Supplies	\$24.50	\$4.50
W.A.Coghill,	"	Mending Tools		\$2.75
W.J.Taylor,	"	Speedometer		\$1.50
W.S.Thompson,	"	Dog Moccassins & Tugs		\$10.50
L.L.Lasky,	Minto Roadhouse,	Meals & Dogfeed		\$16.25
John Campbell,	Campbell Roadhouse,	" " "		\$8.50
H.Martin,	Tolovana	" " "		\$7.25
P.F.Mauer,	Dugan Creek	" " "		\$6.50
Dan Green,	Hot Springs	" " "		\$7.00
E.A.Harris,	Woodchopper	" " "		\$8.25
Chas. Anderson,	Fishlake	" " "		\$9.00
R.McMullen,	Long Lake	" " "		\$8.50
Tanana Comm. Co.	Tanana	Helmet Cap & Adhesive Tape		\$2.25
Sam Joseph,	Guide with Dogteam	by cash		\$35.00
James Huntington,	Allakaket,	for Merchandise		\$9.00
Napoleon,	Kobuk Native,	Guide with Dogteam	by cash	\$15.00
Billy Strong,	Kobuk Native	for Squirril Parka		\$35.00
Big Charlie,	Kobuk Native,	for one Malamute Dog		\$35.00
Roy King,	Kings Roadhouse,	Meals & Lodging		\$4.00
Sam Dubin,	Wiseman Store,	Dogfeed		\$14.65
Geo.Bojanich,	Wiseman,	Meals & Lodging		\$14.50
Minano,	Coldfoot	Meal		\$1.50
Sam Dubin,	Bettles Store,	Dogfeed & Provisions		\$10.00
Jim Stephenson,	Bettles Roadhouse,	Meals		\$27.75
Jos. Anicich,	Tanana	Dog & lodging		\$2.50
Louis Rose,	"	Meals		\$2.00
R.McMullen,	Long Lake Roadhouse	Meals		\$1.50
Chas. Anderson,	Fish Lake Roadhouse	Meals & Dogfeed		\$5.75
E.A.Harris,	Woodchopper Roadhouse	Meal		\$1.50
Dan Green,	Hotsprings	" Meals & Dogfeed		\$6.00
P.F.Mauer,	Dugan Creek	" Meal		\$1.50
H.Martin,	Tolovana	" Meals & Dogfeed		\$6.00
J. Campbell,	Campbells	" Meal & Dogfeed		\$3.75
L.L.Lasky,	Minto	" Meals & Lodging		\$4.00
Selawik Sam,	Alatna Native	Dogfeed		\$2.00

Total Cash Amount expended \$ 341.15

Cash received from M.C.Edmunds, Supt. Fairbanks \$300.00
 Cash drawn by ~~W~~ Timecheck at Bettles 35.00
 Cash drawn by Timecheck at Hot Springs 30.00

Total \$365.00
\$341.15

Cash on hand \$ 23.85

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Revised record of Kobuk

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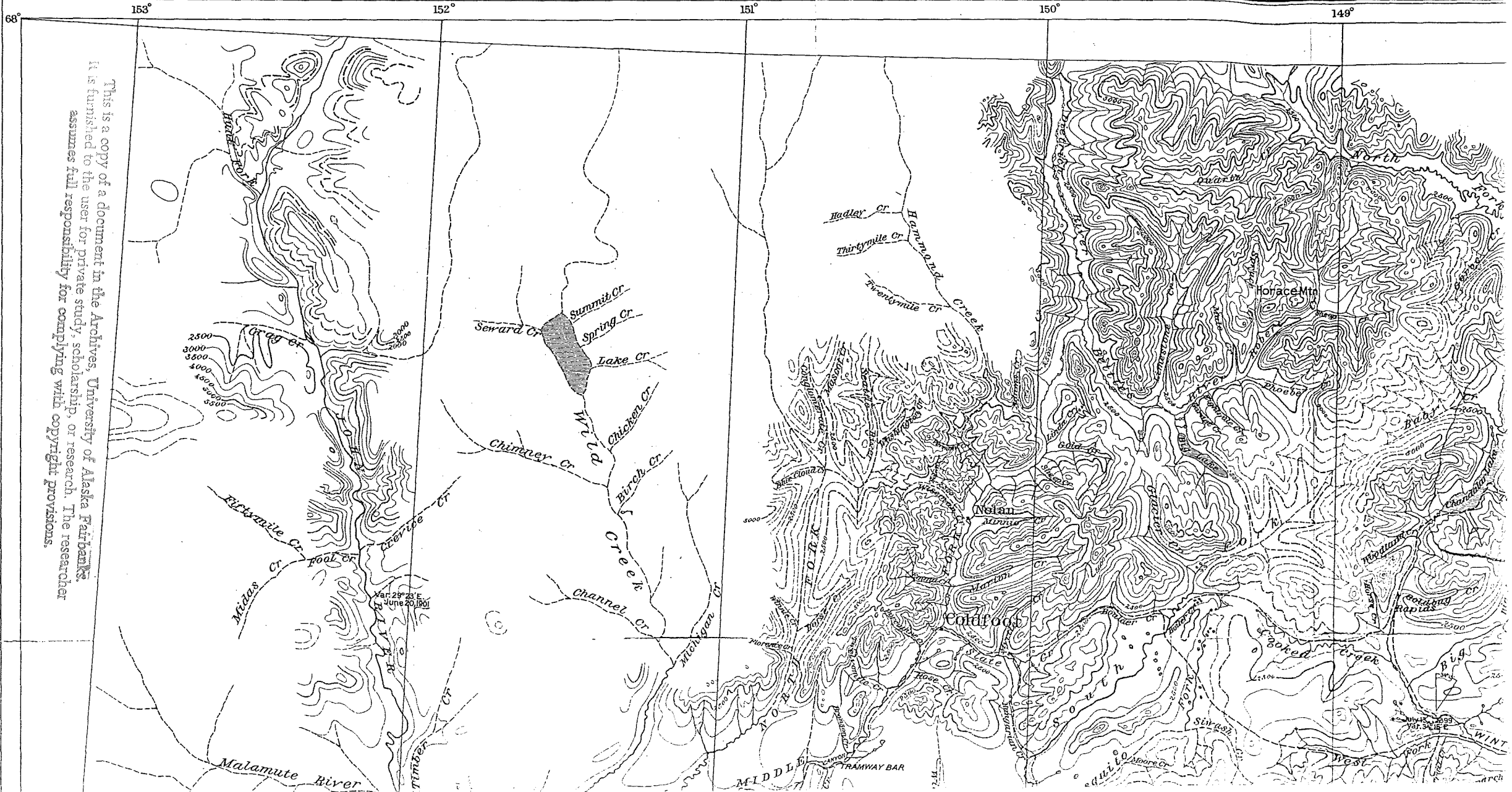
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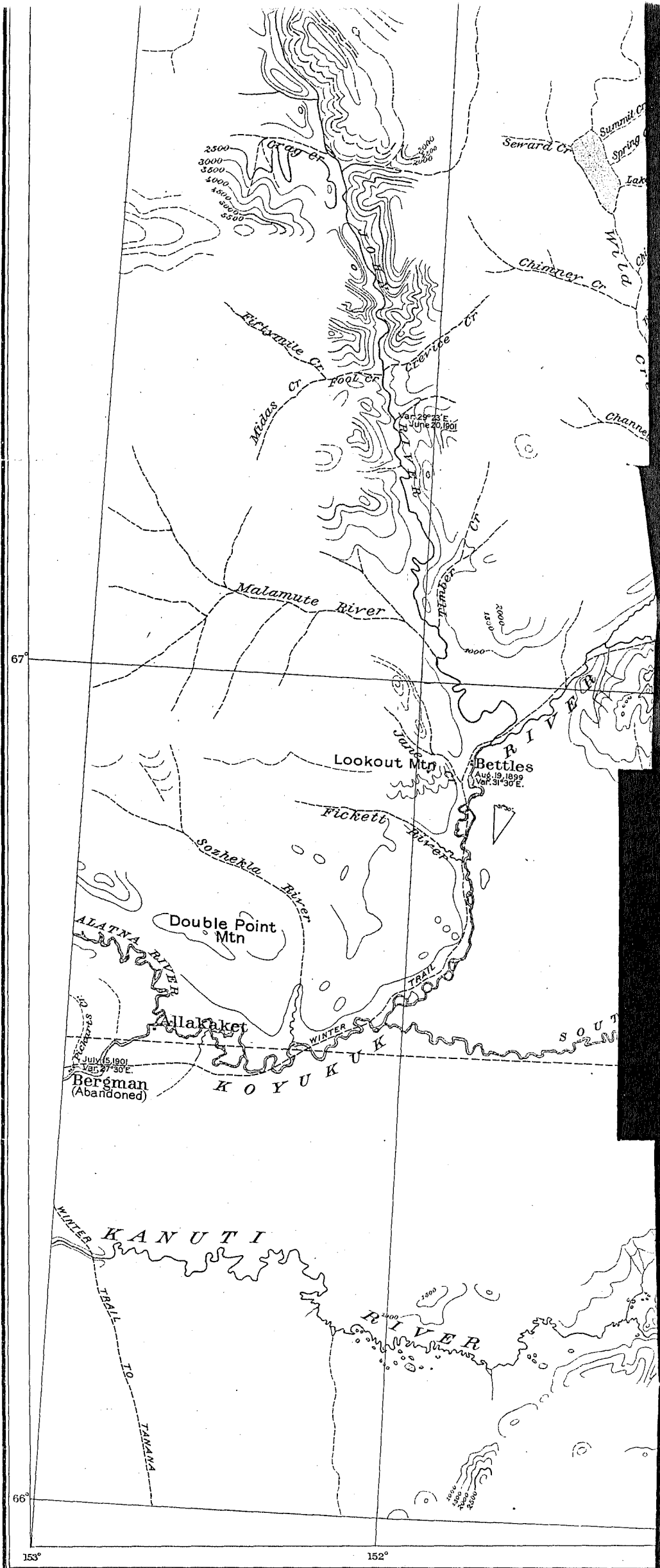
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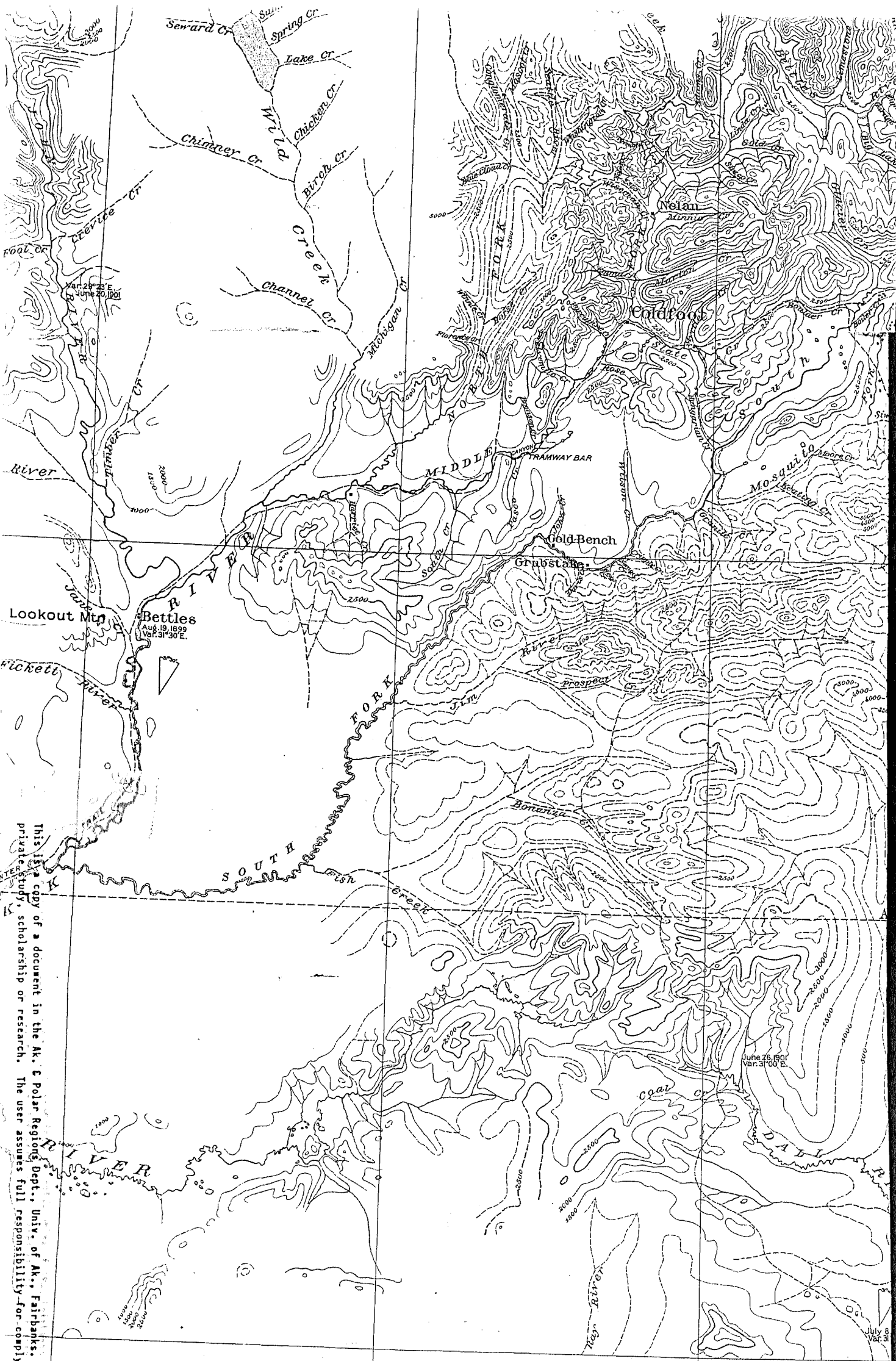


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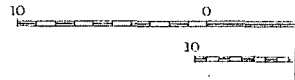
Alfred H. Brooks, Geologist in charge of division
 Topography and Triangulation by T.G. Gerdine,
 D.C. Witherspoon, D.L. Reaburn, A.G. Maddren, and
 W.J. Peters and sketch maps by prospectors

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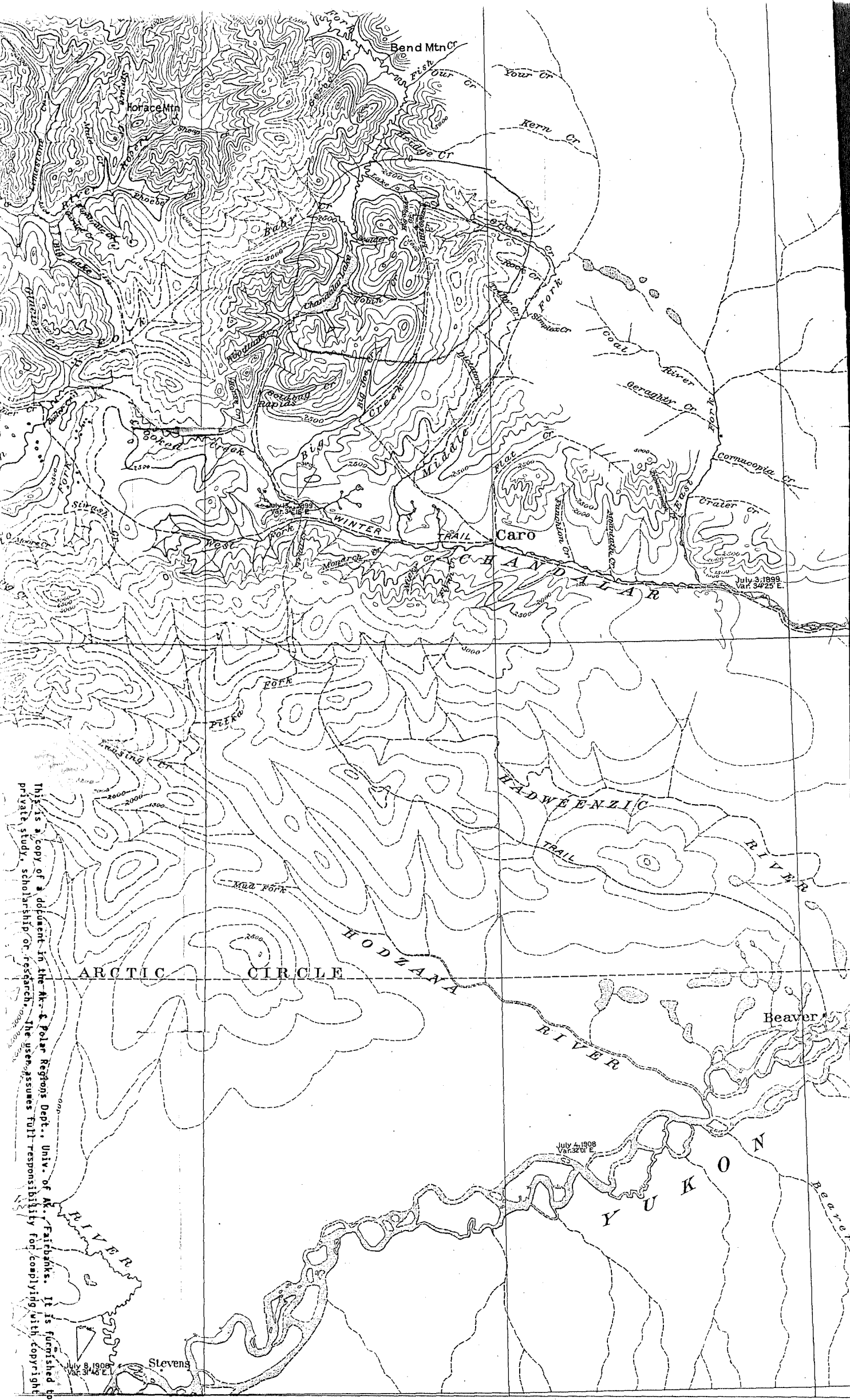


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RECONNAISSANCE MAP C

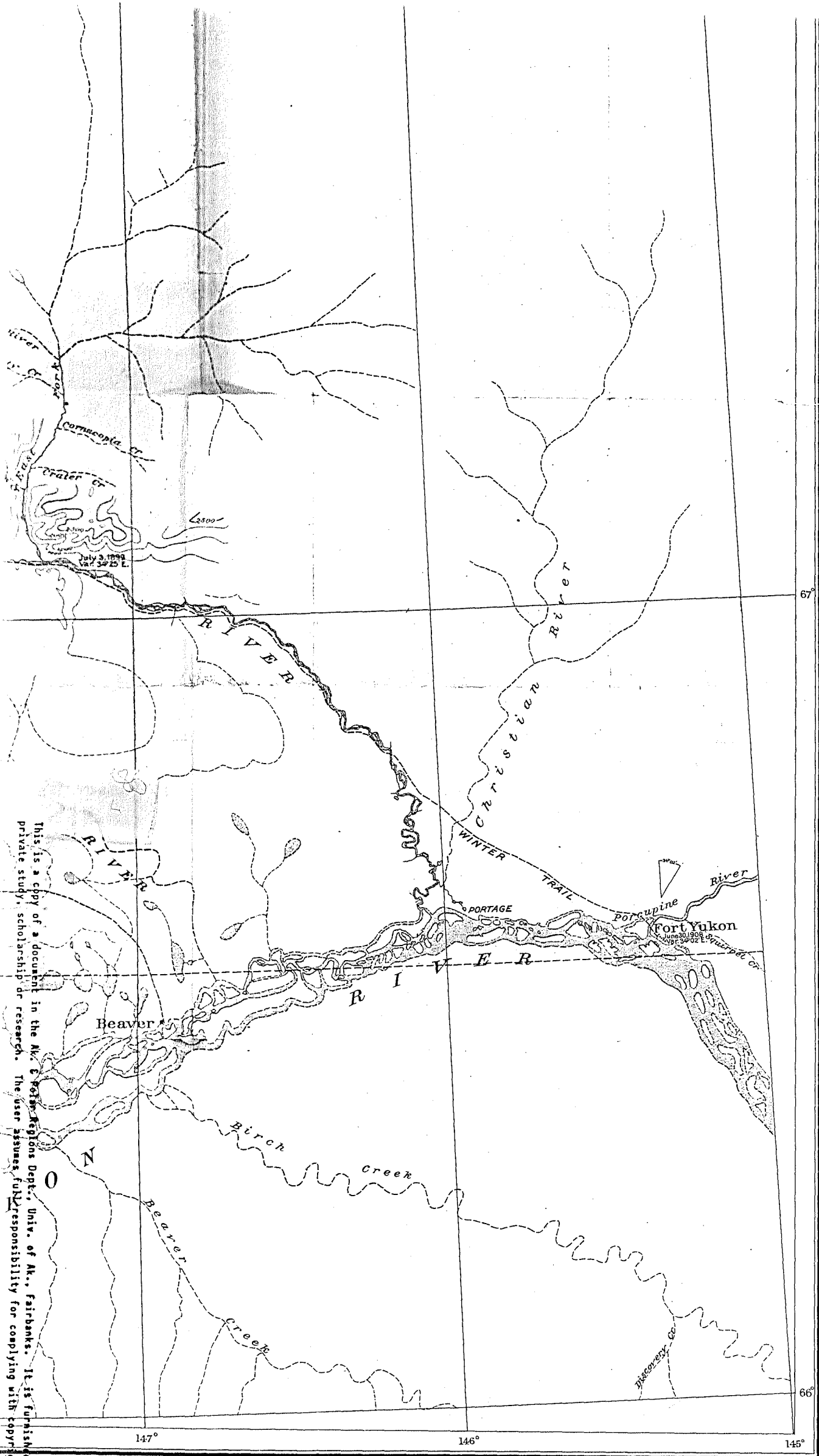


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MAP OF KOYUKUK-CHANDALAR REGION, ALASKA



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JULIUS BIEN CO. PHOTO LITH N.Y.