

270 LAURIER AVE. W.
OTTAWA, ONTARIO

March 9, 1955.

Mr. Tolson	
Mr. E. A. Tamm	
Mr. Clegg	
Mr. Glavin	
Mr. Ladd	
Mr. Nichols	
Mr. Rosen	
Mr. Tracy	
Mr. Carson	
Mr. Egan	
Mr. Gurnea	
Mr. Harbo	
Mr. Hendon	
Mr. Pennington	
Mr. Quinn	
Mr. Nease	
Miss Gandy	

WON
JRS
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*What can we
do then on
this?
WGN*

Dear Sir:

Please accept my thanks for your letter of February 25, with further reference to your surveys along the Taku River towards the International Boundary. I note that your instrument surveys were only carried to the Yehring River about ten miles west of the border.

Representatives of the Reynolds Aluminum Company and the Utah Construction Company were correct in saying that the industrial development in British Columbia would be on the south bank of the Taku River. This is the site that Northwest Power Industries Limited, and which is the construction subsidiary of the Ventures - Frobisher - Quebec Metallurgical Industries Companies, has chosen for its industrial development and is just east of the International Boundary. Our deep water dock would be somewhere between Taku Point and Jaw Point so that to be of full use to us your section of the highway should cross from the north to the south side of the river in the vicinity of Jaw Point.

The location of our deep water dock is not yet decided.

I would be very pleased to receive information in regard to your Bench Marks at Yehring River so that we can locate these and perhaps tie them in with our assumed datums in the vicinity of the industrial site.

Faithfully yours,

J. M. Wardle

J. M. Wardle,
Consulting Engineer,
Northwest Power Industries Limited. *As requested FEB/15/55*

*Don't place
at Mt. Rainier
to get bench
mark description
on a section
7/15/55
As requested
FEB/15/55*

A. F. Chiglione, Esq.,
Commissioner of Roads for Alaska,
United States Department of the Interior,
Alaska Road Commission, P.O. Box 1961,
Juneau, Alaska.

8 04/67

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DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
JUNEAU, ALASKA

HEADQUARTERS

1955 WORK ORDER NO. 92

Taku Survey

For office engineering incident to the pioneer survey of the
Juneau-Canadian Boundary route.

PROGRAMMED AMOUNT \$ 10,000

DISBURSE DIRECT LABOR None

Budgetary Activity - 1

Appropriation Activity - F

General Ledger Account - 161

Asset Account - 156

Cost Schedule - A

AUTHORIZED: March 7, 1955

Wm. J. Nicmi
Chief Engineer

620 Taku

P. O. Box 1961

February 25, 1955

Mr. J. M. Wardle
Consulting Engineer
Northwest Power Industries Limited
270 Laurier Avenue, W.
Ottawa, Ontario

Dear Mr. Wardle:

Reference is made to your letter of February 14, 1955, regarding the status of surveys on the Taku Highway. I am sorry to inform you that our levels have not been carried to the British Columbia border.

Our instrument surveys were carried only to the Yehring River, about ten miles this side of the border. In our original plan for this work we anticipated crossing the Taku River to the north side and proceeding towards Tulsequah. However, after discussions with representatives of the Reynolds Aluminum Company and the Utah Construction Company, our plans were changed since they insisted that any industrial development in British Columbia would remain on the south bank of the Taku River. We discontinued further instrument surveys and directed our efforts towards determining the most feasible route to follow from the Yehring River to the border along the south bank of the Taku River.

It is not our plan to extend the instrument survey beyond the Yehring River until the plans for the highway system in British Columbia are more fixed. If you desire to tie in with our surveys at Yehring River we will be pleased to furnish additional information for identification of bench marks. Our surveys are based on mean lower low water datum. Lower low water being 0.00 while mean sea level is 8.70. It is noted that you refer to sea level datum in connection with your surveys.

Sincerely yours,

A. F. Ghiglione
Commissioner of Roads
for Alaska

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Our instrument survey was carried only to Gehrung River, about 10 miles this side of the border. We had originally planned to cross the Takou river and head toward Tulsequah; however we changed our plans last fall after a visit by Reynolds Alumnium Co and Utah Construction Company representatives. These people insisted we should remain on the South bank of the Takou with our road since their proposed industrial site would be on that side just beyond the border. Our survey efforts were then directed toward determining best route to follow from the Gehrung River to the border following along the South bank of the Takou. We do not plan to extend the ^{instrument} survey beyond the Gehrung river until the Canadian plans for a highway system in British Columbia are firmed up.

The datum used for our survey is Mean Lower Low Water. This is 0.00 while Mean Sea Level is 8.76 H.B.S.

270 LAURIER AVE. W.
OTTAWA, ONTARIO

February 14, 1955.

Comm. R.	<i>WJM</i>
Chf. Engr.	<i>WJM</i>
Admin.	<i>WJM</i>
Cons.	
S. & C.	<i>WJM</i>
Road Br.	
Bridge Br.	
Const. Engr.	
R/W Off.	
Finance	
Perf.	
Suppl.	
R/E Off.	

Dear Mr. Ghiglione:

This will acknowledge the receipt of your letter dated January 17th. It was interesting to note that the Alaska Commission has completed the surveys between Juneau and the British Columbia boundary along the south bank from a point in the vicinity of Jaw Point in Taku Inlet.

In the projection of the survey it is presumed that your engineer carried sea level datum and probably tied this survey and levels into the Boundary Monument 89. As the Company is interested in the area just north of the boundary, above the Sittakanay River it would be appreciated if you could let us have a sketch plan where this survey was closed on the boundary with the location of any land ties and the elevation of Boundary Monuments established. *ie Benchmarks*

Part of our survey program this year will consist of traversing the area north of the boundary to permit a contour plan being made of the area. Any information relative to levels and your land ties would be of considerable assistance in extending these levels up the Taku to connect with those we have carried down to the mouth of the Inklin River.

Thanking you for any information in this connection.

Faithfully yours,

J. M. Wardle,
Consulting Engineer,
Northwest Power Industries Limited,

Per: *[Signature]*

A. F. Ghiglione, Esq.,
Commissioner of Roads,
Alaska Road Commission,
P.O. Box 1961,
Juneau,
Alaska.

P. O. Box 1961

January 20, 1955

Mrs. R. D. Kinsey
308 White Building
Seattle, Washington

Dear Mrs. Kinsey:

Your letter of January 15, arrived today and I will give you the story on the Taku survey.

Most of the field work has now been accomplished except for the last ten miles nearest the Canadian border. Until we have more definite knowledge of where the Canadian Government will cross the border with their surveys, we will not attempt to complete the field engineering on that section. We are, therefore, not planning on subsisting any engineers at Taku Lodge next season.

We too hope that your next trip to Juneau might be more leisurely. These are interesting times in Alaska and we would enjoy visiting with you.

Sincerely,

Wm. J. Niemi
Chief Engineer

WJNiemi:ak

WJN
WJN

March 15, 1955

Mr. Niemi:

Following is the information required by Northwest Power Industries, Limited, which I am furnishing you as suggested by Mr. Schultz.

Alaska Road Commission levels for the Taku Survey were derived from Bureau of Public Roads datum in the vicinity of Thane which, in turn, was based on U.S.C. & G.S. tidal bench mark No. 9 at the south corner of the Gastineau Hotel in Juneau. Since this is a tidal bench mark elevations referred to are mean lower low water.

The International Boundary monuments are based on mean sea level which according to the U.S.C. & G.S. is 8.70 feet above mean lower low water.

Following are the descriptions and elevations for the last three bench marks on our Taku Survey; No. 77 being the bench nearest the border and lying on the Taku Lodge side of Yehring Creek:

<u>Bench Mark No.</u>	<u>Description</u>	<u>Elevation</u>
75	Nail in root of 26" Spruce located 1 ft. right of Sta. "T" 729+60	35.16
76	Nail in root of 26" Spruce located 6 ft. left of Sta. "T" 742+49	63.05
77	Nail in root of 21" Spruce located 6 ft. left of Sta. "T" 752+38. Approximately 50 ft. from West bank of Yehring Creek.	35.17
78	Steel pin on line "T" 756+80	28.10

Regarding the description of the deep water dock I would like

to review our reason for selecting the north central shore of Jaw Point as the terminus of our road on the south or east side of the inlet. There are long shoals extending out from Turner Creek and

on East side of Yehring

Davidson Creek. There is some deep water at Davidson Point and Taku Point, but these were not considered because of the shoals above-mentioned and the fact that heavy silting, both from the normal flow of the river and the recent heavy activity of Taku Glacier, is taking place. There is truly deep water along the outer half of Jaw Point and it appears removed far enough from silt deposition to be safe for many years to come. The major disadvantage of Jaw Point is exposure to northerly gales during which docking would not be safe.

FEB
F. E. Baxter, Chief,
Survey & Road Design Branch

P. O. Box 1961

March 16, 1955

Mr. J. M. Wardle
Consulting Engineer
Northwest Power Industries Limited
270 Laurier Avenue, W.
Ottawa, Ontario

Dear Mr. Wardle:

In the absence of Mr. A. F. Chiglione, Commissioner of Roads for Alaska, who will not return from Washington for another ten days, I wish to acknowledge your letter of March 9, 1955 regarding the Taku River Road survey of the Alaska Road Commission.

Our elevations were carried from a bench mark near Juneau and are intended to serve the purpose of a pioneer survey only. For instance, in crossing Taku Arm, simultaneous water surface elevation was taken on each side on the inlet, which method is entirely satisfactory for a pioneer road survey but may not serve for specialized work such as you contemplate. However, we carried our elevations in this manner to bench mark No. 78, which is a steel pin on the road survey line at Station "T" 756/80, which is near the east bank of the Yehring River. Elevation is 28.10. The next temporary bench mark of this point is No. 77, a nail at the base of a 21" Spruce tree located six feet left of Station "T", 752/38, approximately 50 feet from west bank of the Yehring River. Elevation is 35.17.

We regret that the information you seek is not as substantial as it should be, or that it is not closer to the Canadian border where it would be readily accessible for your use.

If we may be of further service, please let us hear from you.

Sincerely yours,

Wm. J. Niemi
Chief Engineer

WJNiemi:ak

WJN
WJN

600. Taku

Mr. C. D. Buttrey, Chief, Property Section

April 6, 1955

Chief, Southeastern Surveys

Missing Hand Levels

Reference is made to your memorandum of April 4, 1955, regarding the three Abney hand levels and the one simple-type hand level which were missing when the final inventory of Taku Survey equipment was made.

There are only three places where there is any possibility of tracing these instruments. In your official position as chief of the Property Section, it would be appreciated if you would write each of these to see if they can be located.

W.D.
HDT

1. Valdez District. Mr. Joseph Bell may have taken one to Valdez when making the Tazuna Reconnaissance and inadvertently left it in the District.

W.D.
YEB

2. Haines. It is possible that one of these went to the Skagway-Carcross Survey and was left at either Skagway or Haines.

3. Mr. Joseph Bell, 1908 - 8th Avenue North, Seattle, Washington. One of the missing Abneys was signed for by Mr. Bell. It may be that he can cast some light on its present location.

W.D.

These are the only possibilities that occur to me for tracing this equipment. The personnel employed on the surveys are now scattered far and wide. Further, the loss could have occurred during the fall of 1953 as well as during the 1954 summer season.

I would like to add that these are very small instruments, readily lost. They could easily have dropped out and been lost on one of the many rough and rugged trails used by the survey crews, or dropped overboard from a boat during daily trips on the water, transfer of equipment from boat to boat and shore to boat, or been lost during a swamping or capsizing.

In the light of our experience in Southeastern, I wonder what success the other Districts have had in tracing down the many

hand levels which have been lost in the interior, and the findings of the various Property Survey Boards in these cases.

H. D. Thatcher
Chief, Southeastern Surveys

HDThatcher:FEBaxter:vr

Ferry Slips

Bear Cove to Jaw Point	\$ 250,000
20% Eng. & Cont.	<u>50,000</u>
	300,000

Paving

43.1 miles at \$55,000 per mile	\$ 2,645,500
20 % Eng. & Cont.	<u>529,100</u>
	3,174,600

Total Cost

Grading and Drainage	\$16,200,000
Ferry Slips	300,000
Paving	<u>3,174,600</u>
Grand Total	\$19,674,600

The Bureau of Public Roads estimated this project at \$10,250,000 in September, 1951. Their estimate, however, was based on a 20' top-width graded road with no base or paving. This 20' would be directly comparable to our 28' subgrade. Reducing our estimate on direct ratio for width of grading, eliminating paving and cutting the ferry slips \$50,000 to the B.P.R. amount, we would have a figure of about \$11,820,000. This is quite close to the D.P.R. estimate, considering the fact that their work was based entirely on reconnaissance.

F. E. Baxter
Chief, Survey and
Road Design Branch

FE Baxter:ew

P. O. Box 1961

January 17, 1955

Mr. J. M. Wardle
Consulting Engineer
270 Laurier Avenue, West
Ottawa, Ontario

Dear Mr. Wardle:

Reference is made to your letter of January 14, 1955, concerning the proposed development of a power project in the Yukon-northern British Columbia area. I was very much interested in the details of the proposed development since they have a definite bearing on our highway planning.

The Alaska Road Commission has completed surveys between Juneau and the British Columbia border on the Taku River. These surveys have been made in recognition of the developing interest in the region and the ultimate probability that highway access will be afforded the Juneau area. Obviously it will not be possible to request construction funds until the connecting link is assured through British Columbia and Yukon Territory.

The surveys have shown the most feasible route along Taku River on our side of the border to be on the south bank until reaching deep water in the vicinity of Jaw Point, approximately 34 miles from the boundary. At this point it would be necessary to ferry either to Juneau or to the north shore of the inlet for continuation of the highway into Juneau. It is not considered feasible to attempt a bridge crossing in the vicinity of the Taku Glacier.

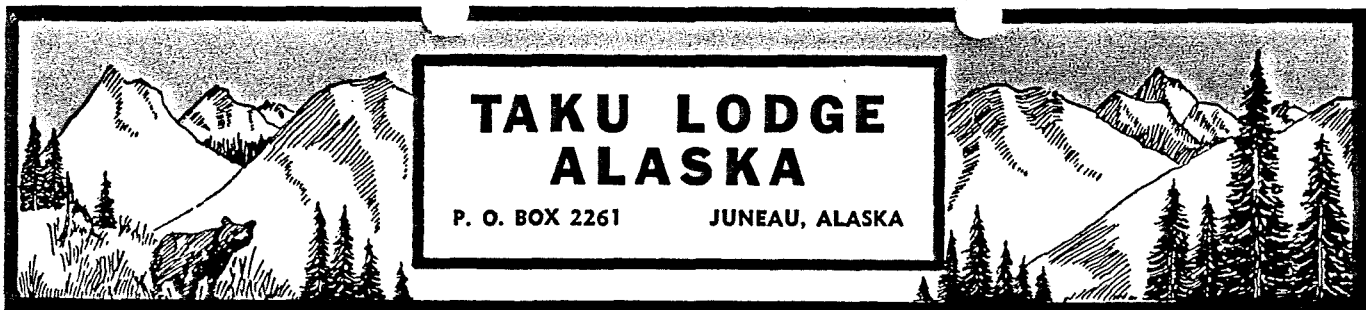
It is not possible to definitely state that construction of the Canadian portion of the Taku route would assure the Alaska link. However, its construction would provide the necessary justification for the Alaskan portion and very probably assure early appropriations.

Sincerely yours,

A. F. Chiglione
Commissioner of Roads
for Alaska

AFChiglione:ak

FRC BOX 65413



308 White Bldg.
 Seattle, Wash.
 Jan. 15, 1955

See file

Comm. of Rds.
Chf. Engr.
Admin.
Op'ns.
Engng.
Acct.
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Mr. William A. Neimi
 Alaska Road Commission
 Juneau, Alaska

Dear Bill:

As you know, Bob and I bought Eleanor O'Reilly's interest in Taku Lodge last June. We are both greatly interested in the tourist possibilities of the Territory and thought in this extra-curricular activity we might make a little contribution in that direction. However, the pressure of Bob's business during the past year (he is with PNA as assistant to Art Woodley) and of mine has been so great that we were able to spend very little time at Taku and could not give the business the attention it needs to be successful. And next year promises to be even more hectic for both of us.

We have, therefore, reluctantly decided to sell our interest in Taku. We are now endeavoring to make a deal and hope within a short time to be successful. For our own information, and for that of a prospective buyer, we are wondering if the Road Commission plans to have survey parties in that area again next summer and if so, whether or not you will require the services of the Lodge to board and room them.

Haven't seen your family for a long time. Please give my best to Bernice and tell her I hope to be in Juneau on a leisurely trip sometime so we can get together for a visit.

Sincerely,

Marian Kinney (Ass. R.D.)

270 LAURIER AVE. W.
OTTAWA, ONTARIO

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January 14, 1955.

Comm. of Res.	
Chief Engr.	WJW
Admin.	WJW
Op'ns.	
Engsg.	
Acc't.	
Pers.	
Supp y	

Dear Sir:

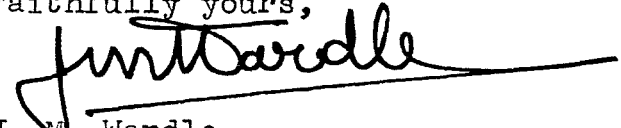
As Consulting Engineer for the Ventures Limited - Frobisher Limited interests in the proposed Yukon - northern British Columbia power project, I am interested in the possibility of a road being constructed from Juneau to the International Boundary on the Taku River. Our industrial site will be located on the south bank of the river just east of the boundary.

Our largest power development will be located on the Nakonake River and eventually there will be a plant on the north bank of the Taku River using water diverted by tunnel from the Nakonake plant.

We have in mind constructing an access road from our industrial site along the south bank of the Taku River northerly and thence along the Nakina or Sloko River to Pike Lake and the shores of Atlin Lake from which point there will be access to existing roads to the Alaska Highway near Jake's Corner. We hope to obtain some assistance from our Federal Government and the Provincial Government of British Columbia for a part of this road since it will be built to develop the power and mineral resources of the area. This route will no doubt be a main highway connection for Juneau and vicinity to the Alaska Highway.

I understand that last summer a road survey was made in the vicinity of the International Boundary and I would be very glad if you could confirm this and let me know what the survey and construction plans may be. I would think that our access road construction would begin in the fall of 1956.

Faithfully yours,



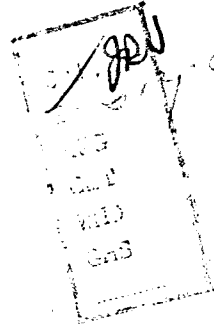
J. M. Wardle,
Consulting Engineer.

Road Commissioner
For Territory of Alaska,
Juneau,
Alaska.

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April 19, 1949

620 - Juneau - Alaska
Sunday



*This letter handed
to Mr. Rowland by
Juneau Chamber of
Commerce
JRU*

Honorable E. L. Carson
Minister of Public Works
British Columbia

Dear Mr. Carson:

We have on hand your letter of April 1 regarding the Atlin-Jake's Corner Road. It was a pleasure to receive the detailed information submitted and we feel that by joint cooperation as intimated in your letter we will in time be able to make the construction of a direct highway from Juneau to Atlin a reality. We have had one of the Government departments draw up a tentative route the road could follow and as soon as we have copies made, we will forward one to you for your files.

We will continue to do preliminary exploratory work on this project and will keep you informed as to what actions we have taken.

We again thank you for your cooperation.

Yours very truly,

JUNEAU CHAMBER OF COMMERCE

H. S. Rowland
Secretary

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VICTORIA

April 1st, 1949

Mr. H. S. Rowland,
Secretary,
Juneau Chamber of Commerce,
Juneau, Alaska.

Dear Mr. Rowland:

Your letter dated February 11th addressed to the Honourable H. Anscomb, Minister of Finance, dealing with the Atlin connection with the Alaska Highway, has been forwarded to me for attention and reply. May I apologize for the delay in answering which has been occasioned by the Sitting of our Legislature and our preparation of this year's extensive Highway and Public Works Programme.

It is noted that you are interested in the proposed Atlin-Jake's Corner Road. For your information 32 miles of this lies in British Columbia and we have allocated \$200,000.00 for this purpose. 26 miles pass through the Yukon Territory under jurisdiction of the Canadian Federal Government and they have recently allocated \$250,000.00 for this section.

Discussions are presently going on as to which Government will undertake all of the work as a joint project. We are asking that the Federal Government supervise the job as they have suitable supervisory personnel in the area while, for us to do it, would mean setting up some organization for the project.

Your remarks regarding the general opening up of roads in the north western area are noted and no doubt the sections you suggest should be given some serious consideration in an over-all development and will be of great interest to us.

With kindest regards,

Yours faithfully,

/s/ E. L. Carson
Minister.

10/14/49

February 11, 1949

The Honorable Herbert Anscomb,
Minister of Public Works,
Victoria, B. C.

Dear Sir:

It is our understanding that the residents and mining companies in the Atlin B.C. area have been attempting to have a road constructed from Atlin to the Alaska Highway.

The Juneau Chamber of Commerce is vitally interested in the possibilities of this connection because it seems to offer the most likely hookup for us with the main highway.

The thought we have in mind is this. The mining companies operating in the Tulsequah B.C. area have been contemplating construction of a road down to salt water several miles from Juneau. If they were to do this it would then be possible for us to connect with them, then if Atlin had their end opened up it would mean that the only gap left open would be that between Atlin and Tulsequah.

Such a road would offer a direct seaport connection for Northern British Columbia and would also offer a circle route for tourist travelling the Alaska Highway. Those driving from the interior of Alaska could drive to Haines then take the new car ferry to Juneau then on down through B.C. The reverse order would hold true for those coming from the south.

The extra traffic that would be diverted through our city and B.C. should make such a highway more practical than if it was left in short sections. While we realize that it would be a tremendous advantage to us locally it is our firm belief that it would be a great advantage in building up the tourist trade in B.C. and offer a cheaper route for the mining companies.

Perhaps the outline we have presented is rather vague but any information you have as to possible developments along the lines mentioned would be appreciated and if there is any detailed information that we can supply we will be only too pleased to do so.

Yours very truly,

Juneau Chamber of Commerce

H. S. Rowland
Secretary

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Juneau, Alaska
Feb. 11, 1949

Mr. Fred Eastaugh, Pres.
Juneau Chamber of Commerce
Juneau, Alaska

Dear Fred:

Yesterday I met and talked with Mr. George W. Robinson, General Superintendent of Polaris-Taku Mining Company regarding the proposed road from Tulsequah to tide water. At this time his principals are not interested in spending any more funds on preliminary surveys on this project, however our conversation did develop some facts which may be of interest to the JCC.

In early 1948 an engineer was sent in to make a cursory examination of the project, this consisted apparently of a single excursion on snowshoes over part of the proposed route. This engineer returned to Vancouver and advised Mr. W. B. Milner, President of Polaris Taku that he estimated the cost of the project to be \$400,000. Mr. Milner was then enthused enough to negotiate with Consolidated Mining and Smelting Company for a joint venture, each company paying one half the cost of a detailed survey. The same engineer was engaged to make this survey. The work seems to have misfired (Mr. Robinson's opinion) no report seems to have been furnished either of the participating companys however Consolidated sent their own engineer in to make a check on probable cost of construction and this man estimated the cost at \$1,250,000 which figure Mr. Robinson concurs in. The matter now stands at this point and in Mr. Robinson's opinion it is unlikely that the Government will undertake any development in the area. His reasons being that the main beneficiary being the Consolidated people and they being cursed with bigness, the CCF Party (Socialist) will not permit any aid by the provincial government.

Roughly the project is 29 miles long, extending from Tulsequah five miles to the boundry and thence to tide water at Swede Point. The road would follow the North bank and cross in front of Taku Glacier on the terminal morain. This construction would permit linking Juneau to the project without the use of a ferry.

I cannot see that any particular benefits could accrue to this community unless the whole plan were intergrated with a road up river from Tulsequah to Atlin, a distance of approximately 60 miles. Mr. Robinson states that this construction is mainly easy, there being but one section between Tulsequah and the north or rather East Bank which presents constructions problems.

If you desire to pursue this matter further you may be able to secure more information by writing to the following people.

W. B. Milner, Pres., Polaris Taku Mining Co.
302 Royal Bank Bldg.
Vancouver, BC

Dr. J. F. Walker
Deputy Minister of Mines
Victoria, BC

There is also a man from the Ministry of Mines, Mr. F. J. Hensworth who makes a trip into the property at least once every three months, any correspondence to Dr. Walker will be turned over to him for handling and so he might be worth cultivating. Mr. Hensworth will be in town about the end of March and Robinson will ask him to look us up if we are interested in meeting him.

I might state that in Mr. Robinson's opinion the entire Taku valley is heavily mineralized and if the area were to be opened up by roads considerable development might take place. This seems likely to me also in view of the fact that the minerals consist mainly of lead and zinc with possibility of copper, these minerals are in short supply and would attract government spending where gold developments might not.

Polaris-Taku's annual tonnage into and out of the district is now approximately 17,000 tons. Consolidated's estimated tonnage will be approximately 70,000 tons. There are now about 300 men employed in the area the year round. I estimate that not less than \$50 per man per year is spent in Juneau. Further development would indicate about the same ratio. If present currency restrictions are removed the flow of business would be greatly accelerated.

If you wish I will follow thru with the Street and Roads Committee or you can handle from your end.

Yours very truly,

/s/ W. BURR JOHNSON

W. Burr Johnson.

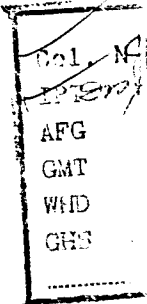
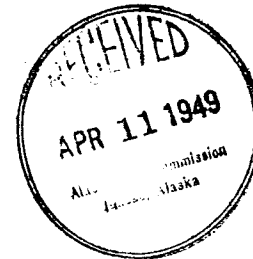


IN REPLY PLEASE QUOTE No.

D.O.

DEPARTMENT OF NATIONAL DEFENCE
ARMY

Headquarters,
Northwest Highway System,
Whitehorse, Y.T.,
7 Apr 49.



Col. John R. Noyes,
Commissioner of Roads for Alaska,
United States Department of the Interior,
Alaska Road Commission,
Juneau, Alaska.

Dear *Colonel*

There is no official information available at this Headquarters or in Whitehorse regarding the construction of the road from the town of Atlin to its junction with the Alaska Highway, Jakes Corner, Mile 865.5.

Attached please find a clipping from the Whitehorse Star which gives pertinent details as to cost, length and so on. Unofficially indications are that this road will be constructed this coming summer. It is to be wide enough for two way traffic, (about 18 feet) and I would think about the same standard as our long access roads to the Northwest Staging Route Airfields.

If we receive any additional information on the Atlin Highway we will let you know.

Sincerely yours,

A.B. Connelly
(A.B. CONNELLY) Brigadier,
Commander,
Northwest Highway System.

Encl.

*This relates to the
Taku River reconnaissance
and should be filed with
it. No further action
at this time.
JRV
11 Apr 49.*

Q 04/49

**ARRANGEMENTS CONFIRMED
FOR CONSTRUCTION OF ATLIN-
WHITEHORSE HIGHWAY.**

VICTORIA — Arrangements have been completed for the financing of the construction of an outlet from Atlin, B. C., to the Alaska Highway at Jake's Corner, Yukon Territory, it was announced by Premier Byron Johnson.

The sum of \$450,000 is now available for this major project, the Premier stated, in announcing that he had received official advice from the Honourable James A. MacKinnon, Minister of Mines and Resources that the sum of \$250,000 had been included in the Federal estimates to cover the Dominion's share in this undertaking. This sum, together with the \$200,000 provided by the Provincial Public Works Depart-

ment, will now make it possible to undertake construction of fifty-eight miles of road connecting Atlin with Jake's Corner, of which distance, 32 miles lie in the Province of British Columbia.

The details of construction will be worked out between the Dominion and the Province now that provision for funds has been made. These details are now engaging the attention of the Honourable E. C. Carson, Minister of Public Works.

March 25, 1949.

Brigadier Allan B. Connelly,
Commander, Northwest Highway System,
Whitehorse, Y. T.

Dear Brigadier Connelly:

Recent newspaper reports have mentioned
that Atlin is to be connected by road with
the Alaska Highway.

Do you know anything about this? There
has been local comment and interest shown.

With best regards, I remain

Sincerely yours,

John E. Moyes,
Commissioner of Roads for Alaska.

JRN/lcs

Office Memorandum • UNITED STATES GOVERNMENT

TO : F. E. Baxter, Chief, Survey & Road Design Branch DATE: December 16, 1954

FROM : Joseph Bell, Jr., Highway Engineer

SUBJECT: Reconnaissance Survey Report of Taku Route; Yehring River to the Border

I. INTRODUCTION

The reconnaissance work was included in Work Order No. 92, Supplement No. 1, Taku Survey, authorized by the Chief Engineer, Mr. William J. Niemi, June 25, 1954.

The work was conducted in two phases: The first, using the Canyon Island Crossing as a control point and continuing to the border on the west bank; and the second, a route to the border entirely on the east bank.

The first phase of the work was conducted by H. D. Thatcher, Chief, Southeastern Alaska Surveys, and myself in conjunction with the staking of a preliminary survey line along the east bank to a crossing of the Taku River at Canyon Island, and continuing on to the Canadian Border along the west bank. This route was intended to give direct access to the Tulsequah Mining District, approximately 5 miles up the Taku River from the Border and via the west bank a tie to the Northwest Highway System at Atlin, British Columbia. This work was conducted during the months of June and July, 1954.

The second phase of the reconnaissance was conducted by William B. Elkins, Highway Engineer, and myself, during the month of October, 1954. This involved a thorough reconnaissance of the area lying between the Yehring River and the Canadian Border, and the east bank of the Taku River and the toe of the mountains to the south. This work was necessitated when representatives of Reynolds Aluminum and Utah Construction met with you and Mr. Harold B. Schultz, Chief, Engineering Division, and disclosed some of the preliminary plans of the Frobisher Power Development on the Yukon and Taku Rivers, which both of these firms are extremely interested in. There is a possibility that the level of the Taku River may be raised appreciably, by the diversion of Yukon water into the Taku. This would inundate most of the so-called "Bank Route" which had been settled on as the location we would follow to the Canadian Border, back on July 30, 1954.

II. PROCEDURE OF RECONNAISSANCE

The first phase of the reconnaissance was conducted between June 30, 1954 and July 30, 1954, by H. D. Thatcher and myself and was comprised of one plane flight and several boat and foot trips.

On June 30, 1954, I accompanied Thatcher on an aerial reconnaissance of the valley up to the Border. At that time I oriented myself to the valley and various topographic features. We also flew several possible routes between the Yehring and Canyon Island: along the bank of the Taku; a middle route; and a toe route to the Wright River Crossing and then swinging for the Canyon Island Crossing.

On July 2, 1954, I again accompanied Thatcher on a boat reconnaissance of the river up to the mouth of the Sittakanay River.

On July 28 and July 29, 1954, Thatcher and I made a reconnaissance of the area between the Yehring and Wright rivers. It was at this time that we settled on the so-called "Bank Route" as being the shortest route, crossing the best ground, and crossing less drainage.

On July 30, 1954, you accompanied Thatcher and me on a re-examination of this area and concurred with us on the Bank Route provided we could find a crossing of the Wright River that would not be subject to flooding.

The second phase of the reconnaissance was conducted between the dates of October 10, 1954 and October 27, 1954, by William B. Elkins and myself. We were accompanied by Robert W. Vernon, who acted as boat operator, camp tender, and packer.

We established our base camp at the old Morris cabin, approximately 4 miles below the border, and did the bulk of our work out of here returning to the cabin all but one night.

The first four days were spent tracing out all the trails originating at the Morris cabin. Morris cut a good many miles of trails, many of which were dead-ends, however several trails were found that gave us fairly good access to different areas of the route.

The balance of the time was spent making, for the most part, one day foot reconnaissance trips through various sections and areas of all possible routes. Although considerable travel time was consumed, the one day trips were favored due to inclement weather and the difficulties of packing through much of this terrain.

III. DESCRIPTION OF ROUTING AND ALTERNATES

A. LOG OF ROUTE

BANK ROUTE

The route starts at "P" Line Station 753+ on the west bank of the Yehring River, and crosses the Yehring River on a rock fill and a 100' span; continues on for approximately 3.0 miles on an average bearing of N 67° E to the main channel of the Wright River. This section follows relatively close to the east bank of the Taku River and for the most part follows a slight beam of higher ground with light curvature.

The route then crosses the Wright River on a 540' span on the main channel and a 120' span on a secondary channel. From the main channel the route continues along on an average bearing of N 67° E for 2.2 miles to the crossing to Canyon Island; a span of 500'. This section also involves light curvature.

The route then bears N 20° E for 0.5 miles, to the crossing from Canyon Island to the west bank; a span of 250'. The curvature is fairly high.

From here the route bears roughly N 20° E, for approximately 3.0 miles to the Border; crossing Boundary Creek 0.5 miles below the Border on a 80' span. The curvature is light to moderate.

Through this whole section the grades are very light as they approximate the grade of the Taku River.

The slopes along the east bank are level, while on Canyon Island and the west bank they become moderate to steep and involve considerable rock except in the vicinity of Boundary Creek where there is an alluvial fan deposit.

TOE ROUTE

This route starts at "P" Line Station 753+ on the west bank of the Yehring and continues along the sidehill of the west bank on an approximate bearing of N 48° E, for 6,850'. The sidehill slopes vary from 35% to as high as 100% in some short sections. The grades are of no consequence and the curvature is light.

The route then intersects a small ridge near the mouth of the Yehring Canyon, that parallels the Yehring and bears N 45° E. The line sidehills this ridge on a bearing of S 80° E for approximately

1,350'. The slope is about 30%, the grade is light, and curvature is light.

At this point the line crosses a small bench at the lower end of the ridge, turns and bears S 40° E, for approximately 1150', crossing the Yehring with a 150' span, just upstream from where the Yehring splits and fans out over a delta formation. The grades are light, the slopes are level, and the curvature is light.

The route then swings up onto a gravel bench approximately 35' above the right fork of the Yehring and bears N 65° E for 1150'. The grades are light, the slopes are gentle, and the curvature is light.

The route then descends a moderate sidehill and follows along the toe of the mountain on an average bearing of S 85° E for approximately 7400'. Through this area the beaver lakes and marshes extend right up to the toe of the mountain, involving cutting the sidehill, filling across the marshes, or both. Several alluvial fans are crossed, which will afford a good subgrade and some borrow for filling back and ahead. The grades are very light. The sidehill slopes vary from 30% on fans up to 90%. The curvature is light to moderate.

The route then bears N 40° E for 1150'; 250' is across a shallow marsh and the remaining 900' is across a well timbered outwash fan. Grades and slopes are level, and curvature is light.

Continuing on through the timbered fan, the line bears on an average of N 75° E for 5650' to the Wright River Crossing. The grades and slopes are level, and curvature is light.

The route then bears N 66° E crossing the Wright River on a 320' span and continuing on for 11,000'. A portion of this line crosses the Wright glacier terminal moraine. The grades are light and the slopes are level. The curvature is light.

The route then follows an average bearing of N 41° E for 6600', following along the toe of the mountain, crossing the Fish Creek beaver lakes and marshes. The grades are light and the sidehill slopes vary from 30% to 100%. The curvature is light to moderate.

Then turning to an average bearing of N 11° E, the line continues to the Border; a distance of 8400'. One thousand feet of this total distance is across the Sittakanay River flood plain

and the balance is across the outwash fan. The grades and slopes are level, and the curvature is light.

MIDDLE ROUTE

This line involves an alternate route between the Wright River and the Sittakanay River.

Starting at the Wright River Crossing, the line bears N 50° E, for a distance of 20,700', misses the Wright glacier terminal moraine, and for the most part crosses timbered gravel flats, except for some doubtful ground in the vicinity of the Fish Creek beaver lakes. The line ties back into the Toe Route approximately 1500' west of the Sittakanay River. The grades and slopes are level, and the curvature is light.

B. CONDITIONS

1. MATERIALS SUMMARY

BANK ROUTE

Yehring - Mile 1.5

Low banks of sand and silt and pockets of gravel & occasional ridges of slightly higher ground - subject to flooding at some points.

Mile 1.5 - Mile 5.2

Sand, gravel, and some silt - fan deposit - slightly higher ground - unlimited borrow in the vicinity of the Wright River.

Mile 5.2 - Mile 5.7

Canyon Island: Sand, gravel, and silt overlaying solid rock - outcrops in vicinity of upper crossing.

Mile 5.7 - Mile 8.7 (Border)

Solid rock - overlain by loose rock, top soil, or stream deposits in several small areas.

Mile 8.2 (Boundary Creek)

Gravel stream bed and fan deposits - borrow available.

TOE ROUTE

Yehring - Mile 1.3

Solid rock, loose rock and talus, some old lake bottom deposits, and topsoil.

- Mile 1.3 - Mile 1.6
Gravel, boulders, and topsoil probably overlaying
solid rock. No outcrops.
- Mile 1.6 - Mile 1.8
Washed gravel - unlimited borrow.
- Mile 1.8 - Mile 2.0
Silty gravel bench - may overlay rock - fairly wet.
- Mile 2.0 - Mile 3.4
Hillside is composed of solid rock (frequent outcrops),
alluvial fans, loose rock, and topsoil.
- Marsh foundation in places appears to be firm, but for the
most part is unknown.
- Mile 3.4 - Mile 5.0
Gravel flats - contains some till and in places may be
overlain by till outwash silt - unlimited borrow.
- Mile 5.0 - Mile 6.3
Glacial moraine - gravelly till - some borrow may be
available.
- Mile 6.3 - Mile 6.7
Gravel - character of material doubtful.
- Mile 6.7 - Mile 8.0
Hillside is composed of solid rock (frequent outcrops),
alluvial fans, loose rock, and topsoil.
- Marsh foundation for the most part is unknown, however
outwash gravel was observed in several localities.
- Mile 8.0 - Mile 9.6
Gravel flats - may be partially overlaid by thin skin
of glacial silt from short flood stages - unlimited borrow.

MIDDLE ROUTE

- Mile 4.6 - Mile 7.0
Gravel flats - unlimited borrow.
- Mile 7.0 - Mile 7.5
Marsh - foundation doubtful, but probably gravel for the
most part. Heavy fill section.

Mile 7.5 - Mile 9.3
Gravel flats - unlimited borrow.

2. CLEARING AND STRIPPING SUMMARY

BANK ROUTE

Yehring - Mile 1.6
Mostly dense alders and willows, with occasional small stands of spruce or cottonwood, interspersed occasionally be open meadows or marshes. Mostly fill; very little stripping.

Mile 1.6 - Mile 5.2
Spruce and cottonwood interspersed with alder; random and heavy random clearing. Very light stripping; moss and/or grass.

Mile 5.2 - Mile 8.7
Dense alders, spruce, and cottonwood; random and heavy random clearing. Moss and/or grass constituting light stripping.

TOE ROUTE

Yehring - Mile 1.6
Dense alders and willows; an occasional spruce.

Mile 1.6 - Mile 2.0
Heavy random clearing; cottonwood and spruce. Moderate to heavy stripping from Mile 1.8 to Mile 2.0.

Mile 2.0 - Mile 3.4
Little or no clearing and stripping on marsh flats; heavy fill section.

Hillside is overgrown with dense alder and willow, occasional stands of spruce constituting random or heavy random clearing. Stripping is light to moderate; moss and/or grass.

Mile 3.4 - Mile 5.0
Heavy stand of spruce, and some cottonwood; random and heavy random clearing. Stripping is very light; moss and/or grass.

Mile 5.0 - Mile 6.3

Dense alders and willows; an occasional spruce or cottonwood. Stripping may be moderate to heavy.

Mile 6.3 - Mile 6.7

Heavy stand of spruce; random and heavy random clearing. Stripping is light.

Mile 6.7 - Mile 8.0

Little or no clearing and stripping on marsh flats; heavy fill section.

Hillside is overgrown with dense alder and willow, occasional stands of spruce constituting random or heavy random clearing. Stripping is light to moderate; moss and/or grass.

Mile 8.0 - Mile 9.7

Heavy stand of spruce and cottonwood, constituting random and heavy random clearing. Little or no stripping.

MIDDLE ROUTE

Mile 4.6 - Mile 9.3

Heavy stand of spruce and cottonwood, constituting random and heavy random clearing. Very little stripping for the most part.

3. STRUCTURE SUMMARY

BANK ROUTE

Mile 0 (Yehring River)

100' span and heavy rock fills at either approach.
(Est. \$50,000 + fills).

Mile 1.9

60" to 84" CMP, channel drains much of low marsh land to southeast. (Est. \$7,200)

Mile 2.6 (Wright River - Overflow)

60" to 84" CMP, channel now blocked by series of beaver dams, however channel may carry spring overflow.
(Est. \$7,200)

Mile 2.9 (Wright River - Slough)
20' Timber Trestle, 120" CMP, or channel may be diked off.
(Est. \$6,000)

Mile 3.0 (Wright River - Main Channel)
540' span, riprapped dikes may be necessary to protect abutments; also span may possibly be shortened. River is subject to considerable drift, therefore clear spans should be 60' to 80'. (Est. \$270,000)

Mile 3.4 (Wright River - Overflow)
60" CMP - dry channel, subject to spring floods.
(Est. \$4,500)

Mile 3.7 (Wright River - Slough)
120' span, riprapped dikes necessary to protect abutments.
(Est. \$60,000 + dikes)

Mile 4.7 (Morris Cabin Slough)
60" CMP. (Est. \$4,500)

Mile 5.2 (Taku River)
500' span. (Est. \$250,000)

Mile 5.7 (Taku River)
250' span. (Est. \$125,000)

Mile 8.2 (Boundary Creek)
80' span. (Est. \$48,000)

TOE ROUTE

Mile 1.7 (Yehring River)
150' span. (Est. \$75,000)

Mile 4.6 (Wright River)
320' span. (Est. \$160,000)

Mile 7.3 (Fish Creek)
60" CMP on fair-sized alluvial fan. Possibly 20' timber trestle necessary. (Est. \$4,500).

Mile 9.1 (Sittakanay River)
800' to 600' span. Dikes are necessary to confine river to waterway opening. Present opening is 1000'; rock outcrops directly upstream from bridge site suitable for dike abutments. River carries considerable drift, therefore clear spans should be 60' to 80'. (Est. \$400,000 + dikes)

MIDDLE ROUTE

Mile 7.2 (Fish Creek)

3 - 84" CMP or possibly 20' timber trestle if bearing can be obtained for piling. (Est. \$15,000)

SUMMARIZATION

In addition to the structures listed above, each route will require a certain amount of CMP in sizes ranging from 18" to 48". The quantities vary considerably for the different routes, but it is to be noted that the CMP quantities for Southeastern construction comprise a very small percentage of the total bid price, therefore for the present estimating purposes will not be considered in the estimates of the individual routes, but will be included in the unit estimates per mile of grading for a given set of conditions.

The Bank Route will involve the least CMP, while the Toe Route will involve the most, and the Middle Route will lie somewhere in between the two.

4. DIFFICULTIES TO BE ENCOUNTERED

BANK ROUTE

The primary consideration to be given this route is whether or not the Frobisher power project goes through. According to preliminary estimates quoted by representatives of Utah Construction to you and Mr. H. B. Schultz, Chief, Engineering Division, the normal flow of the Taku River is about 13,000 sec.-ft., a proposed 28,000 sec.-ft. will be diverted into the Taku from the Yukon watershed, bringing the total normal flow up to 41,000 sec.-ft. This will triple the normal flow of the Taku River and undoubtedly will inundate most of the bank route.

Under normal conditions the section from the Yehring to Mile 1.5 is subject to inundation during the annual Tulsequah River flood, but it was felt that this section would not be subjected to too much current as the vegetation and timber through the area is rather profuse. However, provisions should be made to riprap any sections where scour becomes apparent.

The crossing of the Yehring is quite wide, but it is believed that this can easily be constricted to a 100' span and rock fills be

placed at either approach, as the Yehring forms a large lake near its mouth and there was no appreciable current observed here.

The mouth of the Wright River presents a delta cut by several channels; the main channel is 540' wide. It may be possible to dike off several of the smaller channels and through the use of dikes to reduce the span necessary for the main channel; but this is all dependent upon the extent of the spring floods. The Wright also carries considerable drift.

The first crossing of the Taku involves a 500' span. It may be possible to reduce this span by the use of rock approach fills, but observations of this channel should be made during the Tulsequah Flood before any actual plans for accomplishing this are made.

The second crossing of the Taku involves spanning a navigable river channel. Permission for construction of this structure would have to be obtained from the Corps of Engineers and a specified vertical clearance would have to be observed.

Boundary Creek may be subject to flash floods and should be investigated during the spring floods. It has formed a rather large delta containing considerable boulders. It is possible these boulders are in situ and the surrounding mantle has been washed away.

TOE ROUTE

From the mouth of the Yehring to Mile 1.3 there are several possible slide areas. If the road is to follow this route there will be a major maintenance problem in this area.

The crossing of the Yehring River near the mouth of the canyon may involve some diking and channel control work to keep the stream confined. This site should be investigated during the spring floods. It appears at this time, that the river may be washing considerable gravel down from up the canyon during the floods and depositing it in a delta in the vicinity of the crossing.

From Mile 2.0 to Mile 3.4, there is considerable sidehill drainage and many culverts will be necessary. In addition a decision will have to be made as to whether it would be more feasible to fill across the marshes and beaver lakes or to cut the hillside which would involve some rock, or a combination of both. This same problem exists from Mile 6.7 to Mile 8.0.

The Wright River crossing bears further investigation as to flood conditions and also if ice is present in the river during the spring floods, and if so to what extent. There exists the possibility of reducing the span, provided the spring floods do not present any great problems. This site is not subject to drift.

Although there was no evidence visible, there is the possibility that relic ice exists in the Wright Glacier moraine. Further investigation of this material is recommended. No ice faces were observed or recent potholes, but what appeared to be surface drainage at the east end of the moraine could conceivably be seeps from melting ice.

The Sittakanay span length is also dependent upon the problems encountered during the spring floods. A thorough investigation should be made regarding the possibilities of diking and constricting the channel to a span of 400' or less. There are rock outcrops directly upstream from this site in either bank that may furnish abutments for wing type dikes. Considerable drift is evident at this site and upstream to at least the Border.

MIDDLE ROUTE

From Mile 6.9 to Mile 7.4, some beaver lake inundation may be encountered, but the foundation should be good for filling.

Fish Creek is crossed at Mile 7.2 and a timber trestle should suffice if adequate pile bearing can be obtained; however in the event piling are not feasible a battery of 3 - 84" multiplate pipes should be adequate.

C. ROAD STANDARDS

The Taku Highway has been designated as a Through Road, and is subject to the following standards:

R/W Width	300'
Width of Subgrade	28'
Clear Width of Bridges	24'
Design load, new Bridges	H20
New Bridges, Vertical Clearance	15'
Grades, Maximum	7%
Design Speed	50 MPH
Degree of Curve, Maximum	9°
Non Passing Sight Distance	350'
Minimum Tangent between Reverse Curves	200'

D. ESTIMATED COSTS

For the purposes of estimating the construction costs the following average figures were used:

\$110,000 per mile for common and gravel.
 \$180,000 per mile for loose rock and occasional outcrops.
 \$250,000 per mile for solid rock.
 \$500 per foot I-Beam bridges - 100' or longer.
 \$600 per foot I-Beam bridges - less than 100'.
 \$300 per foot Timber Trestle.

BANK ROUTE - 8.7 MILES

5.2 Miles Common & Gravel	\$572,000
1.0 Miles Loose Rock & Occasional Outcrops	180,000
2.5 Miles Solid Rock	625,000
Large Culvert	23,000
Bridges (1610')	<u>809,000</u>
Total Estimate	\$2,249,000

TOE ROUTE - 9.6 MILES

5.6 Miles Common & Gravel	\$ 616,000
*4.0 Miles Loose Rock & Occasional Outcrops	720,000
Large Culvert	4,500
Bridges (1270')	<u>635,000</u>
Total Estimate	\$1,975,500

MIDDLE ROUTE - 9.3 MILES

6.6 Miles Common & Gravel	\$ 726,000
**2.7 Miles Loose Rock & Occasional Outcrops	486,000
Large Culvert	15,000
Bridges (1270')	<u>635,000</u>
Total Estimate	\$1,862,000

*This quantity involves 2.7 miles of Toe Route along beaver marshes, where it is possible to either end dump and fill or cut and fill.

**This quantity involves 1.4 miles of Toe Route along beaver marshes, where it is possible to either end dump and fill or cut and fill.

E. MAINTENANCE

BANK ROUTE

From the Yehring to Mile 1.5 may require periodic riprap replacement during the 3-day annual Tulsequah flood. Possibly stand-by maintenance crews during this short period could prevent any serious damage to the grade.

Depending upon the pier structure and numbers of piers, periodic inspection of the spans across the Wright and Taku and removal of drift will be necessary.

Between Canyon Island and the Border there is evidence of at least one old snow slide. This may not have a frequency of more than every two or three years.

TOE ROUTE

From the mouth of the Yehring to Mile 1.3, there are several active slide gulches. These appear to have annual snow-slides and may periodically carry boulders and other debris.

From Mile 2.0 to Mile 3.4 and Mile 6.7 to Mile 8.0, may involve considerable culvert cleaning; at least a periodic check should be made on recent beaver construction. Possibly, annual blasting of a few key beaver dams may keep them occupied enough to leave the culverts alone. In any event the beaver are going to be a nuisance in these two areas.

The Sittakanay River is going to require periodic drift removal problems and periodic dike inspection.

MIDDLE ROUTE

The Fish Creek beaver colony will be the only problem here. Periodic culvert cleaning will probably be the only maintenance problem on this section.

F. CONSTRUCTION FACILITIES

Of primary importance in the construction of the Taku Highway is the use of water transportation to furnish access to most of the project. A contractor will be able to string-out his equipment, to attain maximum progress, without having to pioneer the job to maintain an area large enough for economic operation.

The Ritchie Transportation Company of Wrangell operates two tugs on the Taku River during the summer months, transporting ore

concentrates from the mill at Tulsequah to large ocean-going bulk carriers at the mouth of the river. A contractor could benefit greatly from the experience gained by this company regarding tug and barge operation on the Taku River.

G. SURVEY FACILITIES

A survey camp established at the Morris cabin or in that vicinity would be sufficient for completing an on the ground survey of the routes. The Bank Route is accessible by boat for most of its length.

The Toe and Middle Route would depend upon a combination of boat, survey line, and trails for travel to and from the job, but this slight increase in travel time would be far more economical and could be accomplished with far less difficulty than the establishment of any camp, in the vicinity of the Wright Glacier.

During normal water the Yehring is navigable for the first mile of the Toe Route; and the survey line should be sufficient access for another two miles. Utilization of the existing trails from the Morris cabin plus some additional trail construction and a four man rubber boat to ferry the Wright River should give access through the Toe Route and the Middle Route to Fish Creek. The south bank of the Sittakanay River and the rehabilitation of a trail along the toe from the Sittakanay back to Fish Creek would furnish access to the remainder of the Toe and Middle routes.

It is suggested that if completion of staking of one or more of these routes is desired next year that a trail crew be put out early next spring under the direction of either William B. Elkins or myself to complete the flagging and construction of the existing access trails.

IV. CONCLUSION

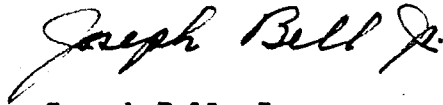
Two major factors will determine the final selection of a route from the mouth of the Yehring River to the Canadian Border; the selection of a route by the Canadians from Atlin, B.C., to the Border; and the final plans of the Frobisher power development regarding diversion of Yukon water into the Taku.

At this time, there has been no indication by the Canadian authorities as to whether they desire to tie into the Alaska section

of road on the Tulsequah or Sittakanay side of the Taku River.

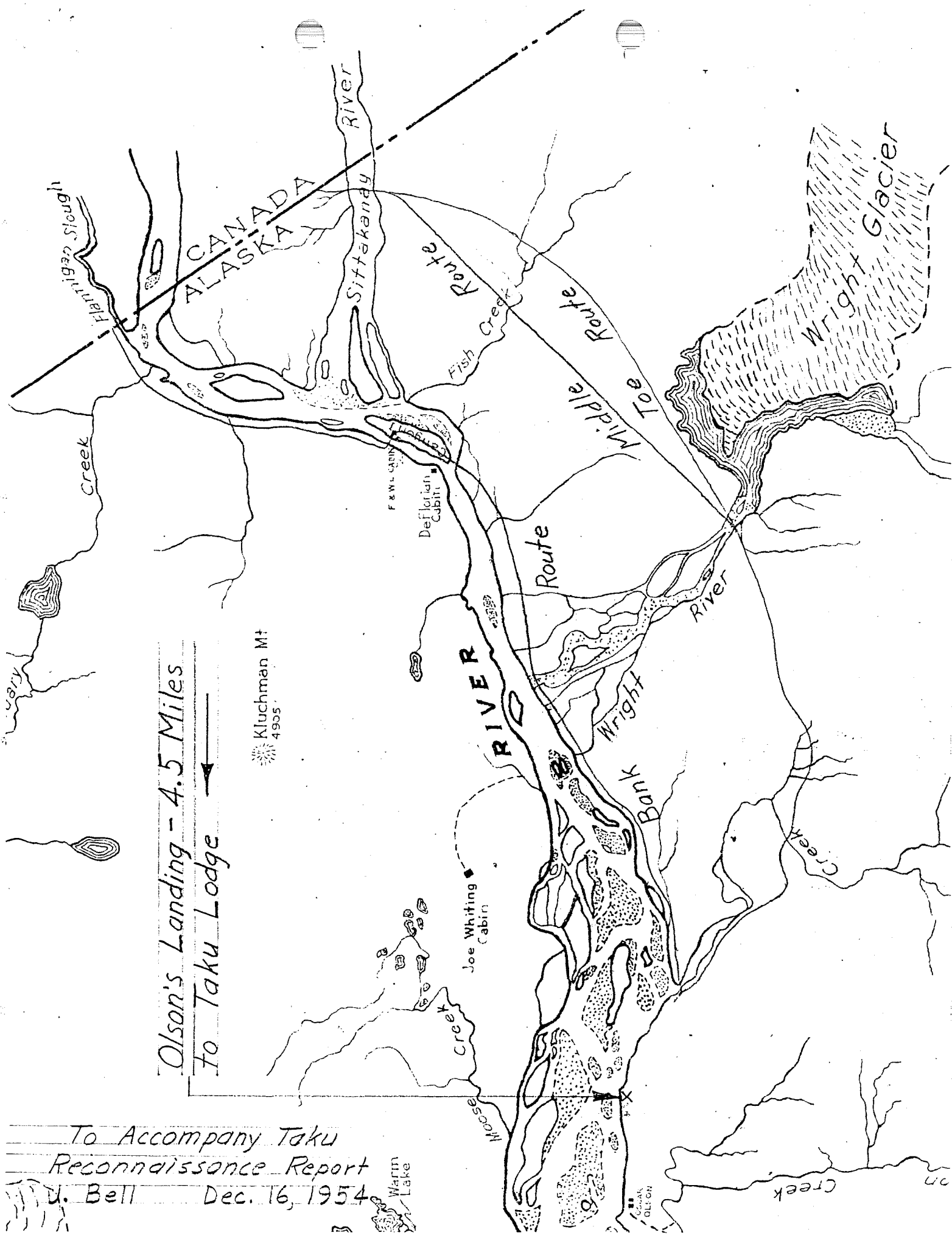
Also, if the Frobisher project goes through as we have been led to believe, the Bank Route would not be feasible as it lies for the most part on river flats and lowlands that would be inundated by the terrific increase in the volume of water carried by the Taku.

At this time, it is suggested that a "wait-and-see" attitude be adopted, until the Canadian Government and Frobisher can furnish us with some positive plans and concrete evidence, to justify any further action by the United States Government.



Joseph Bell, Jr.
Highway Engineer

Attachment



Olson's Landing - 4.5 Miles
 To Taku Lodge

To Accompany Taku
 Reconnaissance Report
 U. Bell Dec. 16, 1954

Warm
 Lake

620. Taku

Chief, Finance and Accounts Branch

November 19, 1954

Chief, Supply and Property Branch

Credit to Juneau-Taku Survey Mess

Pursuant to your request a detailed inventory was made of the food items returned from the Juneau-Taku Survey Mess.

The items were priced at the GSA or local market prices depending from where the items were procured. The inventory reveals that the items returned amount to \$374.86.

In accordance with the suggestions, please credit Account 941-901 and debit Account 139 for the above amount.

These items will remain in the Juneau warehouse until such time as we are advised by the Chief, Engineering Division, to release them to another district or to reissue to a Southeastern Survey Project.

E. Robert Haag, Chief
Supply and Property Branch

cc: Mr. Schultz
cc: Road Design Branch

ERHaag/jk

ERH

Alaska Road Commission - Headquarters

September 24, 1954

Commissioner of Roads for Alaska
Through: Chief, Engineering Division

Chief, Survey and Road Design Branch

Taku Survey Camp

Storms and high winds the early part of this week have prevented us from taking fuel oil in our own boats to the Taku Survey Camp at Turner Creek. Since the camp supply was running short, we contacted the Fish and Wildlife Service, but were advised that neither the Teal nor any other of their vessels would be available for the next two weeks.

We learned by radio that the camp's supply of fuel would be exhausted late yesterday or early today. Due to this emergency, the tug Edith A., owned by Mr. Bert Parker, was engaged to make an attempt today to transport the oil to the camp. If this should be unsuccessful, due to high seas between Salisbury and Bishop Point, a second attempt will be made tomorrow.

A charter rate for the Edith A. of \$8.00 per hour was agreed upon.

F. E. Baxter
Chief, Survey and Road
Design Branch

FEBaxter/bn

FEB
32
FEB
600, Taku

P. O. Box 1961

August 16, 1954

Mr. A. J. Kennedy
Chief, Equipment Branch
Federal Supply Service
Federal Office Building
Seattle 4, Washington

Dear Bert:

Thanks very much for the Canadian Industrial Newspaper which contained the story of possible power development in the Taku area near Juneau. We had read accounts of this before but not in such detail and without the Canadian version.

This subject had come up for discussion in the Governor's Office in connection with our road surveys from Juneau to the Canadian border in the Taku Valley. The papers were also passed on to him so they are serving a very useful purpose.

Again, thanks very much for thinking of us.

Sincerely yours,

Wm. J. Niemi
Chief Engineer

WJNiemi:ak

620
WJN

WJN

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
JUNEAU, ALASKA

HEADQUARTERS DISTRICT

Supplement No. 1
1954 WORK ORDER NO. 92

Taku Survey

To change Appropriation Activity from "A" to "F". No other change.

<u>AUTHORITY</u>	<u>PREVIOUS PROGRAM</u>	<u>THIS CHANGE</u>	<u>CURRENT PROGRAM</u>
W.O. No. 92	\$ 100,000		\$ 100,000
Supp. No. 1 No change		-0-	
	\$ 100,000	-0-	\$ 100,000
<u>FUNDS AVAILABLE</u>			
TOTAL FUNDS PROGRAMMED TO DATE			100,000
FUNDS AVAILABLE DISTRICT DIRECT LABOR TO DATE			5,000

Budgetary Activity - 1

Appropriation Activity - F

General Ledger Account - 161

Asset Account - 156

Cost Schedule - A

AUTHORIZED: June 25, 1954



Wm. J. Niemi
Chief Engineer

- cc: 1 Comm. of Roads
1 Chief Engineer
1 Chief, Operations
3 Engineering
1 Chief, Administration
1 Program Officer
3 Finance
1 Internal Audit

W.O. No. 92, Supp. No. 1

C 20, Taku - June

8-4107

Taku Survey Employees

April 23, 1954

F. E. Baxter, Chief, Survey & Road Design Branch

Policies

Following are a few general policies governing the work on the Taku Survey:

Annual Leave. Annual leave during the field survey season is limited to essential emergency leave. Leave for purely personal pleasure will not be granted in excess of one or two days per man for the season, and this only with prior approval of the engineer in charge.

Trips to Town. Any trips to town for personal reasons must be confined to non-working hours. An employee must not leave the survey before normal quitting time and must be back and ready for work by the next normal starting time.

Meal and Lodging Reductions. Charge will be made for all meals, whether eaten or not, unless an employee gives 24-hour advance notice that he will miss 3 or more meals (2 or more if one or both Sunday meals are involved), in which case he will not be charged for the meals missed. The charge for lodging will be continuous whether an employee sleeps at camp or not.

Per Diem. When an employee goes to Juneau for personal reasons his per diem stops when he leaves the survey and resumes when he returns to the survey, provided he is gone long enough to stop camp charges for meals, as provided above. Per diem will not be stopped during short absences when meals missed are charged to the employee. When an employee goes to Juneau on official business his per diem stops upon entering Juneau and resumes when he leaves Juneau, but no charge will be made for any meals or lodgings missed during his absence from camp on such official business.

Boat Use. The A.R.C. boat, which will at times be kept at camp, is not to be used for anything but official business. Pleasure riding, on or off working hours, is strictly prohibited. The resident engineer may delegate certain persons to operate or look after the boat, but persons not specifically authorized by him shall not attempt to operate it.

F. E. Baxter
Chief, Survey & Road Design Branch

cc: Accounts

FEBaxter:es

620957A Rev

FEB

7108
HBS

Road Design:

Everyone is very interested in the Taku survey. During the past week a beachhead was established with the last tent going up today. Three men and a cook composed the crew last week and one more man is going out today.

*June
620. To the
west 9. 1954*

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
JUNEAU, ALASKA

HEADQUARTERS DISTRICT

1954 WORK ORDER NO. 92

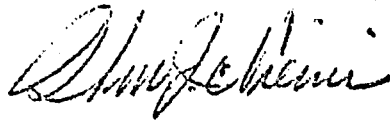
Taku Survey

For pioneer survey of the Juneau-Canadian Boundary of the
proposed Southeast Alaska Highway, via Taku.

PROGRAMMED AMOUNT \$ 100,000.00
DISTRICT DIRECT LABOR (5%) \$ 5,000.00

- Budgetary Activity - 1
- Appropriation Activity - A
- General Ledger Account - 161
- Asset Account - 156
- Cost Schedule - A

AUTHORIZED: March 7, 1954



Wm. J. Niemi
Chief Engineer

- cc: 1 Comm. of Roads
1 Chief Engineer
1 Chief, Operations
3 Engineering
1 Chief, Administration
1 Program Officer
1 Contracts
3 Finance
1 Internal Audit
1 Property and Supply

13/050. 7/1/54

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE



ADDRESS REPLY TO
REGIONAL FORESTER
AND REFER TO

E
ROADS & TRAILS
Program

Juneau, Alaska
December 3, 1953

Comm. of Res.	<i>WJH</i>
Chf. Engr.	<i>WJH</i>
Admin.	-----
Op'ns.	-----
Engrg.	-----
Acc't.	-----
Pers.	-----
Supply	-----
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-----	-----

Mr. A. F. Ghiglione
Commissioner of Roads
Alaska Road Commission
Juneau, Alaska

Dear Mr. Ghiglione:

Enclosed are three copies of the resolution from the Associated Boards of Trade of Central British Columbia concerning which I phoned you.

Also enclosed is a copy of my letter of even date to W. K. Boardman in Ketchikan, from which I hope you can expect some direct word from the Associated Boards of Trade.

Very truly yours,

A. W. Greeley

A. W. GREELEY
Regional Forester

Enclosures ^{3H} - 2

12/10/53
files are - 12/10/53

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE



ADDRESS REPLY TO
REGIONAL FORESTER
AND REFER TO

E
ROADS & TRAILS
Program

Juneau, Alaska
December 3, 1953

AIR MAIL

Mr. W. K. Boardman
Secretary
Chamber of Commerce of Ketchikan
Ketchikan, Alaska

Dear Mr. Boardman:

This is a further reply to my letter of November 17 regarding the resolution on the road between Juneau and Atlin, B. C. which was adopted by the Associated Boards of Trade of Central British Columbia.

I have had a little time to dig into this matter since receiving the copy of the resolution. You perhaps know that the Alaska Road Commission is now engaged in making a road location for the portion of this project which lies in the United States. Mr. A. F. Ghiglione tells me that the work now being done is on the initiative of the Alaska Road Commission but with the understanding that appropriate agencies in British Columbia are interested in the project and either are or will request items in their budgets to handle the road survey on the British Columbia side of the line.

The Forest Service position on this matter is that this is a good project, we want to do whatever we can to encourage it, and we would be glad to assist in whatever way we can to bring about the sort of meeting which the resolution calls for.

I would like to suggest that you or someone acting for the Associated Boards of Trade for Central British Columbia convey direct to Mr. Ghiglione word of the interest of this group in the Taku road. I am quite sure that Mr. Ghiglione could use to advantage the support which these British Columbia Boards of Trade are giving this project and appear to be ready to continue to give it.

2-Mr. W. K. Boardman-12/3/53

I want to express my thanks to you for sending us a copy of the resolution and keeping us informed of this phase of the work of the Associated Boards of Trade.

Very truly yours,

A. W. GREELEY

A. W. GREELEY
Regional Forester

✓ cc: Mr. A. F. Ghiglione
Alaska Road Commission

THE ASSOCIATED BOARDS OF TRADE
Of Central British Columbia

The Regional Forester,
JUNEAU, Alaska.

Office of the Secretary
TERRACE, B.C.

15th October, 1953.

Dear Sir:

The following 1952 resolution was re-adopted at the recent Convention of the Associated Boards of Trade of Central British Columbia, held in Burns Lake on September 3rd and 4th:

WHEREAS the connection by road of Northern British Columbia and the Northern section of South-East Alaska, by a road between Juneau, Alaska, and Atlin, B.C., via Tulsequah, B.C., has heretofore been recognized by resolution as beneficial to the areas and interests it would serve, as well as to the governments thereof;

AND WHEREAS a ground survey of the said road, to determine the location, the practical standard of construction and actual costs of such project is now necessary before additional material progress can be made to further the construction of said road;

AND WHEREAS the Board of Road Commissioners for the Territory of Alaska, and the Bureau of Public Roads, an agency of the Government of the United States, have authorized the expenditure of the necessary funds to pay the cost of a ground survey of that part of the road in Alaskan territory, and have crews available for such survey, upon agreement of the British Columbia Government to conduct a similar survey for that part of the road in Canadian territory;

BE IT RESOLVED that the proper Canadian and American officials be hereby urged to meet to discuss and agree upon the standards of the survey, the standards of the road, and to conduct the survey thereof during the summer season of 1954;

(contd.)

C
O
P
Y

Page 2.

The Regional Forester,
JUNEAU, Alaska.

15th October, 1953.

AND BE IT FURTHER RESOLVED that copies of this resolution be forwarded to the Minister of Public Works for British Columbia, the Board of Road Commissioners for the Territory of Alaska, the Bureau of Public Roads, Juneau, Alaska, the Minister of Mines and Resources of the Dominion of Canada, Ottawa, the Regional Forester, Juneau, Alaska, and the Alaska Development Board, Juneau, Alaska.

Submitted for your attention and action.

Yours truly,

/s/ W. K. Boardman
W. BOARDMAN,
Associated Vice-President for Alaska.

WB:ENS

C
O
P
Y

Harold B. Schultz, Chief, Engineering Division

September 8, 1953

George R. Russell, Chief, Survey Section

Proposed Taku River Route

Information on the proposed Taku River Highway has been gained from a study of Alaska Road Commission files which date back to the reconnaissance made by Mr. R. J. Shepard in 1921, and by conversations with Messrs. Ralph Browne, Joe MacLean and J. G. Shepard. Recently a report prepared in 1951 by Mr. H. A. Stoddart of the Bureau of Public Roads was made available and much information has been taken from it.

Construction of a road from Juneau to the International Boundary in the Taku River Valley and on to Atlin, British Columbia, has been discussed for many years with possible locations proposed on both sides of the Taku River. Such a road would give the people of Juneau an outlet to the Alaska Highway and the United States, and would provide a means of economical transportation to tidewater for ores from the mines at Tulsequah and farther inland. Because of the continued advance of Taku Glacier, construction on the north side of the river is not considered practicable and only the south side location is considered in this study.

The proposed Bureau of Public Roads location would cross Taku Inlet at Taku Point, follow the south bank of the river to Canyon Island, cross to the north side and follow the north side to the International Boundary. From the Boundary the location would follow the north bank of the Taku to the confluence of the Sloko and Nakina Rivers; thence up the Nakina and Silver Salmon Rivers to the summit near O'Donnell Lake at an elevation of approximately 2500 feet. From the summit the proposed route would connect with the existing road that extends approximately thirty miles south from Atlin. The following resume of conditions of terrain and estimate construction costs for the Alaskan portion is quoted from Mr. Stoddart's 1951 report:

Mile 0 to Mile 3: From Juneau to Thane, the existing road has been constructed as a Forest Highway.

Mile 3 to Mile 11: Thane to Bishop Point, 8 miles at \$200,000 = \$1,600,000, no existing road, side slopes 10° to 30°, 30% rock.

Mile 11 to Mile 26: Bishop Point to Norris Glacier flat, 15 miles at \$300,000 = \$4,500,000, no existing road, side

620.050
10/10

slopes 20° to 70°, 90% rock. Several bridges required over snow slide gulches.

Mile 26 to Mile 28: Norris Glacier flat to Taku Point, crossing of Taku Inlet, 2 miles, possible bridge site but for the foreseeable future, a ferry should be provided. Estimated cost of ferry slips, \$250,000.

Mile 28 to Mile 31: On south bank of river, no existing road, steep rock cliff section, 3 miles at \$350,000 = \$1,050,000.

Mile 31 to Taku Lodge, Mile 36: Generally favorable terrain, one bridge, 5 miles at \$80,000 = \$400,000.

Mile 36 to Mile 38: Steep slide rock section, 2 miles at \$250,000 = \$500,000.

Mile 38 to Mile 48: Ten miles at \$125,000 = \$1,250,000. Generally follows flats on south bank of river. Favorable conditions for grading, although requiring grade embankment be held above high water in river. Bridges necessary over Johnson Creek, Yehring Creek, and Wright River, as well as several smaller structures.

Mile 48 to Mile 49: Crossing of Taku River at Canyon Island: Requires trestle over south channel and truss for clear opening of north channel, 1 mile at \$450,000 = \$450,000.

Mile 49 to Mile 51: River Crossing to Boundary, 2 miles at \$125,000 = \$250,000. Construction on north bank with bridge necessary over Boundary Creek.

The total estimated cost of the Alaskan section as itemized above is \$10,250,000. The estimated cost of the 92 Mile Canadian section from the Boundary to Atlin is \$6,440,000. Since it has not been possible to view the proposed location on the ground, it is not possible to state whether or not the above estimates are realistic. However, it would seem that the BPR estimate of slightly over \$213,000 per mile for 48 miles of new construction from Juneau to the Boundary might be reduced considerably.

The BPR route as outlined above is essentially the same as the route proposed by Mr. Shepard in 1921, except that he favored following the south side of the Taku on across the Boundary to a crossing just below the junction of the Inklin and Nakina Rivers. However, this would not provide the easy access to the mines at Tulsequah that would be afforded by the crossing below the Boundary at Canyon Island.

Several alternate locations have been mentioned for the section from the International Boundary to Atlin, but from available information

it is believed that the location outlined above offers the least obstacles to construction. Another possible outlet that has been mentioned would be a road up the Inklin River to connect with the existing road between Telegraph Creek and Dease Lake. Future construction between Dease Lake and McDame Creek would provide an outlet to the Alaska Highway near Watson Lake.

In connection with studies of routes up the Taku River Valley, it should be noted that Canadian mining interests are reported to be making extensive studies of possible power development in this area. Mr. Joe MacLean reported that there is a possibility that construction of a dam may be started on the Inklin River within the next year. Since construction of the Alaskan portion of the route can hardly be justified without assurance of a future connection to the Alaska Highway, an attempt should be made to learn exactly what developments are contemplated in the Taku Valley.

George R. Russell
Chief, Survey Section

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION TEN

August 31, 1953

ALASKA

FEDERAL AND TERRITORIAL BUILDING
JUNEAU, ALASKA

Comm. of Rds.	<i>[Signature]</i>
Chf. Engr.	<i>W.M.</i>
Admin.	
Cp'ns.	
Engrg.	<i>H.B.S.</i>
Acc't.	
Pers.	
Supply	
	<i>Russell</i>
	<i>Baxter</i>

Mr. A. F. Ghiglione
Commissioner of Roads for Alaska
Alaska Road Commission
Juneau, Alaska

Dear Mr. Ghiglione:

In accordance with Mr. Niemi's recent request there is being transmitted herewith one copy of a Reconnaissance Report on Proposed Taku River Highway, September 21, 1951.

The reference in the report to a possible deep water terminal at Davidson Point should probably be disregarded since more recent examination of that area reveals silting in which would make development of a deep water terminal at that point very costly.

Very truly yours,

HUGH A. STODDART
Division Engineer

By *M.M. Flint*
M. M. FLINT
Construction Engineer

Enc.

622.050 7/1/53

620.8/2.1
note PS

Office Memorandum • UNITED STATES GOVERNMENT

TO : R. J. DeLaHunt, Chief, Design & Construction Div., DATE: August 13, 1956
Juneau

FROM : Alaska Road Commission, Anchorage

SUBJECT: Stampede Creek to Toklat Road, W. O. 1349

Comm. R.	
Chf. Engr.	WON
Admin.	
Opns.	
D. & C.	
B. & F. Off.	
Road Br.	
Bridge Br.	
Contract.	
Program Off.	
Finance	
Pers.	
Supply	
R/E Off.	
Safety	
M. & B.	

← 1 retained - FEB/9/4/56

Attached are two copies of the report on the feasibility of three routes investigated from Stampede Creek to Toklat Road.

We are unable to do any more field work on this project at the present time. High water and a heavy work load preclude the chances of our doing more work now.

M.C. Zimmerman
M.C. Zimmerman
District Engineer

P.S. This report is a supplement to a report sent to you on June 27, 1956.

Report dated June 25, 1956

*mcl
MLZ*

Response won 8/30

Quiley

M. C. Zimmerman, District Engineer, Anchorage
Through: N. E. Smith, Chief, Engineering Section

July 18, 1956

R. C. Johnson, Supervising Engineering Aide

Results of the Aerial Reconnaissance of the Stampede Creek end
of the Stampede Creek to Toklat Road - W.O. 1349

This trip was made by the writer during the afternoon of July 11th in a Super Cub piloted by Mr. Don Sheldon. Weather conditions were excellent for low-altitude flying. At Stampede Creek the owner of the Antimony Mine, Mr. Earl Pilgrim, was contacted, and with him as a passenger, three possible routes for the road were investigated from the air.

Route #1 would run nearly straight from Stampede Creek to a point on the Toklat River, about twelve miles from the Park Highway, and is the route mentioned in the preceding report concerning this road. This route proved to be entirely unsuitable due to nearly all of it (seven miles) being on wet ground which would require an overlay. Material for an overlay would be available at only three locations; i.e. stream beds from each end and from a ridge at about the midpoint.

Route #2 would continue about six miles farther down the Toklat River gravel bars to a point directly across from Stampede Creek. This route would then leave the Toklat River and traverse the narrowest part of the wet plateau to Stampede Creek. This may involve nearly two and one-half miles of overlay but there are some indications that suitable road-building material may be found on a few sections. Indications are that suitable overlay material may be found at several locations along this two and one-half mile section as well as at the ends. This route would be about one and one-half miles longer than Route #1.

Route #3 would continue on down the Toklat River to the mouth of Stony Creek and then up the Stony Creek valley to Stampede Creek. This would involve nearly another mile of rock cut and would increase the length of the road over Route #2 by nearly eight miles. Except for the rock, this eight miles would mostly be on gravel. This rock may be a little harder than that found along the upper portion of this road.

Route #2 would definitely be the cheapest to build. All routes will require a bridge of about one hundred feet in

length across Stony Creek. Vegetation on this lower end of the road is very small and sparse, being scattered, stunted Spruce and low brush.

Culverts needed on Route #2 are estimated as follows:

2 - 60" x 46' CMP
3 - 36" x 46' CMP
12 - 24" x 36' CMP
6 - 18" x 36' CMP

If it is desired to send a survey crew in to locate this north end of the road, the best time would be in the Spring, immediately after the Park Highway has been opened to Toklat. At that time the Toklat River is nearly dry and power-wagons or even pickups could easily drive to the point where Route #2 leaves the river. At the present time it would be impossible for even a D-8 to ford the Toklat River due to the volume of water.

H. C. Johnson
Supervising Engineering Aide

cc: ARC Headquarters, Juneau

cc: J. F. Ellis, Jr., Resident Engineer, McKinley Park ✓

UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION

ROUTING SLIP

TO—	NAME	ADDRESS
1.	Hdqtrs. - ARC	Bureau. <i>AM</i>
2.	<i>R.S.D.</i>	<i>R.S.D.</i>
3.		
4.		
5.		

FOR—

- | | |
|--|--|
| <input type="checkbox"/> Approval | <input type="checkbox"/> Necessary action |
| <input type="checkbox"/> As requested | <input type="checkbox"/> Note and return |
| <input type="checkbox"/> Correction | <input type="checkbox"/> Recommendation |
| <input type="checkbox"/> Filing | <input type="checkbox"/> See me |
| <input type="checkbox"/> Handle directly | <input type="checkbox"/> Signature |
| <input type="checkbox"/> Immediate action | <input type="checkbox"/> Your comment |
| <input type="checkbox"/> Initials | <input checked="" type="checkbox"/> Your information |
| <input type="checkbox"/> Prepare reply for - | |

signature of:.....

Answer or acknowledge before.....

FROM <i>McG</i>	DATE <i>6-27-56.</i>
-----------------	----------------------

Remarks:

*Photo copy made
for Road Branch
R.S.D. 7-5-56*

620.812-1
Attachment

Comm.	
Chf. Eng.	
Adm.	
Opns.	
D. & S.	
B. & E. Off.	
Road Br.	
Bridge Br.	
Contracts	
Program Off.	
Finance	
Pers.	
Supply	
R/E Off.	
Safety	
M. & R.	

M. C. Zimmerman, District Engineer, Anchorage
Through: N. E. Smith, Chief, Engineering Section

June 25, 1956

R. C. Johnson, Supervising Engineering Aide

Road from Stampede Creek to Toklat River, R.O. 1349

On tuesday, June 19, Mr. J. F. Ellis and I went on a field trip down the Toklat River. The purpose of the trip was to investigate road building possibilities and a distance of approximately twelve miles was looked at. Three different types of terrain will be traversed on this section, and following are descriptions of these types and notes concerning construction.

1. Gravel bars and stream fans will total about seven miles. These bars and fans are free of vegetation and a road can very cheaply be constructed on them. Construction can be accomplished with a dozer using an angled blade. In these areas the road needs to be only a few inches above the existing bars and fans except at selected locations where it is necessary to install culverts. Maximum size of the material is about six inches. One dozer should construct these seven miles in ten days.
2. Old gravel bars which are vegetated will total about four miles. The vegetation on these bars consists of a low brush and of scattered small cottonwood and spruce. Topsoil is from six to twelve inches in depth and will need to be stripped off. Excellent gravel is to be found beneath the topsoil and a dozer with angled blade can pull material out of the ditches to shape up the road. Stripping and construction will require about ten days.
3. Rock bluffs total one mile. There are two places where the bulk of the Toklat River hits directly against the surrounding rock walls, and at these places it will be absolutely necessary to leave the river bottom. This can only be accomplished by cutting the road out of the rock which stands at about a sixty five degree slope. This rock appears to be composed of a very soft material, and numerous thin layers of a fine shale are also visible. I believe a dozer equipped with a special rock point could cut through this mile of rock at an average rate of about 500' a day.

At about the twelve mile point the road will climb out of the river valley, cross a wide plateau, and then descend to Stampede Creek along a small stream valley.

Due to the inaccessibility of this last eight mile section into Stampede Creek, I recommend that Don Sheldon be hired to fly someone to the Stampede Creek landing strip from which a quick investigation could be made to determine if it would be feasible to build a road from the

plateau down into Stampede Creek. This could probably be accomplished in one day.

Since the actual ability of a dozer to cut the rock bluffs mentioned above is unknown, I strongly recommend that a dozer be equipped with a rock shoe and be sent about three miles down the river to the first rock bluff to determine this. If the rock can't be cut with a dozer, construction costs on this road will be increased tremendously.

On the twelve miles investigated, the culverts needed are listed as follows:

- 2 - 60" x 40' C.M.P.
- 1 - 60" x 50' C.M.P.
- 4 - 48" x 40' C.M.P.
- 4 - 58" x 36" x 40' C.M.P.
- 2 - 36" x 50' C.M.P.
- 3 - 24" x 36' C.M.P.

Floods such as the ones which occurred in 1953 will completely inundate the road on the bare gravel bars, but this cannot be prevented or avoided and the cost of repairing the road should be very low.

R. C. Johnson
Supervising Engineering Aide



Headquarters, Alaska Road Commission, Juneau

Sept. 11, 1950

Frank Nash, District Engineer, ARC, Fairbanks, Alaska

Rampart Roads

Enclosed herewith you will find a letter recently received at this office.

As this is a matter for the consideration of Mr. Metcalf, I am forwarding this letter to him through you.

I have advised Mr. Weisner of this.

Encl.

030

RECEIVED
ALASKA ROAD COMMISSION
SEP 15 1950

June 2, 1950

Hon. E. L. Bartlett
Delegate from Alaska
House of Representatives
Washington, D.C.

Dear Bob:

I received your letter of May 15, 1950, enclosing a copy of a letter from Mr. Joseph Fejes of Rampart regarding road work in the Rampart area. I am very glad indeed you wrote me on this subject because I consider the Hot Springs - Rampart area one especially important from the standpoint of future development.

The Alaska Road Commission is going to make a survey of a road connection between Livengood and Eureka this summer. At Eureka this new road would connect with the Hot Springs System which we are taking steps to bring into a good state of repair. Ultimately, the Hot Springs - Eureka System will be connected with Rampart. These roads appear definitely needed to connect the mining areas, agricultural land, recreational possibilities and hydroelectric sites of the Hot Springs - Eureka - Rampart area with Fairbanks and the outside world.

With regard to Mr. Fejes' complaint, a limited amount of work was authorized in the Rampart area by the Territory of Alaska in the spring of 1949. The Alaska Road Commission shipped in one new scraper. \$6,000 was set up by Mr. Metcalf to be used for work with the new scraper, performed by Mr. Leo Saarela. Of this money, \$2,931 remains unexpended and we have no report of the work accomplished. The scraper is still at Rampart and available for use with the remaining funds. On Leo Saarela's appointment as Territorial Mining Engineer, we were advised by Mr. Frank Metcalf that the work contract was changed to Milo Jackovich.

Saarela advises that only $\frac{1}{2}$ mile of road was actually repaired with the above funds. He states that Fejes was actually responsible for part of the road failure for doing his hauling too late in the season and damaged the work that had been accomplished.

I intend to visit the Hot Springs - Rampart area at a very early date and will make a comprehensive inspection of it. You may be sure that we have this area very much on our minds. However, until we can connect it with the main road system, it is not easy to accomplish

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0800

- 2 -

more than a minimum of work because of lack of equipment in these isolated places.

With best regards and hoping to see you this summer, I remain,

Sincerely yours,

John R. Noyes
Commissioner of
Roads for Alaska

JRN:yk

July 14, 1950

Mrs. Kathryn Harwood
U. S. Commissioner
Rampart, Alaska

Dear Mrs. Harwood:

Receipt is acknowledged of your letter of June 23, 1950, forwarding a petition dated May 18, 1950, requesting that work be done on the road and airfield at Rampart.

The road extending from Rampart up Big Minook Creek is a Territorial project. \$6,000 was provided by the Territory of Alaska through Mr. Frank A. Metcalf, Territorial Highway Engineer, Juneau, of which about half was reported to have been expended last year on the improvement of the road. Slightly over two miles of this road is, as stated in the petition, now in usable condition, and I inspected it at the time of my visit to Rampart. The Road Commission has furnished a large scraper and grader for the use of the local contractor in doing work on this road. The Territorial contract is understood to be held by Mr. Milo Jackovich. Additional work was done this spring.

B/159-13

The Rampart Airfield is understood to be a Territorial airfield. Funds for work upon it would have to be furnished by the Territorial Department of Aviation, of which Mr. George A. Schwamm is the Director. It is understood that some funds have recently been set up for work on this airfield; although I do not have any direct information about this. An inquiry directed to Mr. Schwamm would probably clear this up.

13/103-7

I am sorry that I did not have a chance to meet you and others at Rampart upon the occasion of my recent visit. I shall hope for that pleasure upon another occasion.

Very truly yours,

030

John R. Noyes
Commissioner of
Roads for Alaska

CC: Mr. Frank A. Metcalf, Juneau
Mr. George A. Schwamm, Anchorage

JRN/lcs

Office Memorandum • UNITED STATES GOVERNMENT

TO : Headquarters, Alaska Road Commission, Juneau

DATE: July 6, 1950

FROM : Alaska Road Commission, Fairbanks, Alaska

SUBJECT: Petition for Work at Rampart

Col. Noyes	<i>gsl</i>
Chf. Engr.	<i>gsl</i>
Admin.	
Asst.	
Engng.	

Enclosed herewith you will find a letter and petition recently received at this office.

As road work out of Rampart is mostly financed by the Territory, I am forwarding this to you for submission to Mr. Metcalf.

For your information, Mr. Tony Schwamm is setting up some funds for airfield work at Rampart. As we have no tractor at Rampart, it will be necessary for him to arrange to have local interests perform the work.

*Hold for Col Noyes to see
07/6*

Encl.

030

Rampart, Alaska
June 23, 1950

Dear Sir;

Many of us were sorry we did not have a chance to see you and present you with this petition, a few days ago.

We were unable to get the signatures of many of the miners since they are all out of the village, at present. However, I know from talking with them, personally, that they are also dissatisfied with the road & field conditions.

Very truly yours,
Kathryn Harwood
U. S. Commissioner
Rampart, Alaska

230+

Rampart, Alaska
May 18, 1950

Dear Sir:

We, the undersigned residents and voters of Rampart, hereby petition that something be done about the unsatisfactory conditions of the roads and the airfield in this community.

Last year money was appropriated but very little was done on about four miles of the road. Nothing at all was done on the airfield.

More miners would come in and open more of the surrounding mines if landing facilities were improved and if the roads were built. As it is the only means of transportation is with cats and they can travel only about two miles of road, then they have to leave the road and make their way through the brush. Opening up this region would do a lot toward developing the Territory as a whole.

Due to poor conditions of the airfield, we are isolated during wet weather and for long periods in the spring. During these times mail is dropped from a plane, but of course we cannot send any. Furthermore we should have a landing field available here at all times in cases of emergencies. As it is the pilot serving this region has risked, not only his plane, but his life in landing here in emergencies.

We feel that the preference for repairing, building, and maintaining these facilities should be given to local family men who are capable and available. Not only do these men need the work and spend their money here, but since they live here the year around they are more alert to what is needed.

Respectfully signed:

Judith Woods

Rex Harwood

Joseph Fejes - Mining Operator

Charles Mayo Jr

Charles J. Evans

Wm C. Roberts

Thas. C. Mayo Sr.

Kathryn Harwood U. S. Commissioner

Michael Albert

Matthew Daniel

John Evans

Arthur Mayo

Peter Larkin

Kitty Evans

Charles A Evans

Addie Woods

Thomas Evans

Lee Kalkbrenner

Henry A. Smith

Vivian L. Dotts A. M. S. teacher

Peter J. Evans

Lena Evans

Lulu Roberts

Robert J. Evans

Arrian M. Davis

Antoinette Woods

Katherine Mayo

Alfred Woods

Arthur Pitta

030.

In spring 1949 work
was authorized for repair and maint.
of Rampart roads as follows:

1. ARC shipped in 1 new scraper
2. Metcalf set up \$6,000 to let
Zarella to use mine tractors + our scraper
on work.

#2931 remains unexpended, scraper
still on job, and we have no report
of work accomplished.

On for Zarella's appointment as
Terr. Mining Eng. the contract was
changed to Milo Jackovich.

Zarella is due back from
Anchorage first of next week.

Zarella advises that only $\frac{1}{2}$ mile was actually
repaired with above funds. Country is terrible road
building ground - swamp + frozen clags. Fajes was
actually responsible for part of road failure -
did his hauling too late in season according to
Zarella. ARG

Office Memorandum • UNITED STATES GOVERNMENT

TO : Headquarters, Alaska Road Commission, Juneau DATE: May 26, 1950

FROM : Frank Nash, District Engineer, ARC, Fairbanks, Alaska.

SUBJECT: Funds for Work on Route 9

Enclosed herewith you will find a letter which is self-explanatory.

As no one from this office has visited Rampart for several years, we cannot advise the condition of this road. However, having seen it at various times in past years, I can well believe Mr. Fejes in his remarks as to its present condition.

Encl.

Col. Noyes.....
<input checked="" type="checkbox"/> Chf. Engr.....
Admin.....
Cp'ns.....
Engrg.....
.....
.....
.....

13/103-7

Headquarters, Alaska Road Commission, Juneau

May 26, 1950

Frank Nash, District Engineer, ARC, Fairbanks, Alaska.

Funds for Work on Route 9

Enclosed herewith you will find a letter which is self-explanatory.

As no one from this office has visited Rampart for several years, we cannot advise the condition of this road. However, having seen it at various times in past years, I can well believe Mr. Fejes in his remarks as to its present condition.

Encl.

May 14 - 1950

Joseph Fejes
Ruby Hill Mines
Rampart, Alaska

Mr. Frank Gash
Alaska Road Commission
Fairbanks, Alaska

Dear Sir,

I and two partners - Herb & Chet Strand have started mining operations on Ruby Creek - a tributary to Big Minook about 9 miles out of Rampart -

There exists, as you know, a so called road for 4 miles of this, terminating at Little Minook Creek -. This road is utterly impassable by anything except tractors and it is a common occurrence to get a tractor stuck.

You have been generous last year in allotting monies & a Carry All to have work done - but to give a miner the job of building

a road is similar to asking a novice to stand up against a Joe Louis - the experience is not there - What is needed here is a crew of men & one of your road building foremen -

I understand that no road work was done here since before the war - What are our chances of having some work done on the road? Naturally we would be interested in a road to Ruby Creek also - there are a few mining possibilities up the valley, if equipment could be used for mining - instead of wearing them out freighting - In comparison to other mining camps these requests for road work is not to extreme -
Hoping to hear from you soon

I remain

Sincerely,

Joseph Fejes

SE. 26 1949
Alaska Road Commission
Juneau, Alaska

File
Raspert, Alaska
Sept. 3, 1949

Col. N
IPT
AFG
GMT
WHD
GHS

Mr. Frank A. Metcalf
Territorial Highway Engineer
Juneau, Alaska

Dear Mr. Metcalf:

Enclosed herewith is a copy of an itemized statement which is being submitted and sent you under separate cover, by Boris Jakovitch of Hunter Creek Mining Co. This covers work done by him on the Raspert road during June and July.

The carryall scraper which was furnished by the Alaska Road Commission arrived here on June 19th on the AFR steamer Alice. Due to the peculiar and violent breakup it was impossible for us to commence work as planned and I wire you on June 24th with the recommendation that Jakovitch who had the equipment and labor available be given the contract. He contacted me on Wednesday that next week and received your approval to have the contract sub-let.

The road work commenced on June 27th with the repair of a washout between one and a half and two miles. This washout cut through the center of the road for over a thousand feet leaving a gully 6 to 8 feet deep in many places. This washout had to be filled first of all. As no ditching had been done for such a long time this was carried out with cat and grader as feasible. This was hampered by the advanced stage of thawing of the permafrost and difficulty of keeping the scraper from getting stuck. Ditching was done for three miles and the first mile from one and a half to two miles was gravelled with the carryall. Due to thawing, difficulty was experienced in hauling the carryall thru soft spots and in many places the gravel had to be dumped and damped into the holes. This thawing finally led to the abandonment of graveling as too much time was being lost until the mud could be drained or when frost would support the carryall. Graveling may be continued this month if the road becomes sufficiently dry or until next spring before thawing penetrates too deeply.

13/103-7

036

Wetsell, R. L.
Sept. 3, 1949
Fairbanks, Alaska

...against the Territorial Board of Road
... All in all substantial improvement was
made with the work carried out and continued work with
emphasis on drainage will put the road in good shape.
In this connection, as about half of the money is
unvested I recommend this work be continued next year as
condition warrant. Jakavitch is interested in continuing
the work and I would like to have the contract turned
over to him. I will probably be in Juneau for a few
days during the winter and can go over this with you
in more detail at that time.

With best personal regards,

Cordially,

Leo H. Saasela

Leo H. Saasela

Enc. 1

Geo. Jakavitch
Leo H. Taylor

Melo Jakovitch
Hunter Creek Mining Co.
Box 92
Fairbanks, Alaska

Itemized claim against the Territorial Board of Road Commissioners under sub-contract to Leo H. Scarela of Rampart under Agreement of April 5th, 1949 for work done on Rampart Road during June and July 1949 as per below:

Grading and Sub Grading 3 Miles

June 27, 28, 29, 30, July 1, 2, 6 days (12hrs)
July 3 1 day (8 hrs)
total 60 hrs at \$12 960.00

Excising Drains

July 4 (5 hrs)
July 5 (10 hrs)
Total 15 hrs at \$12 180.00

Hauling Gravel by Cart

July 6, 7, 8, 9, 10, 11, 12 (12 hrs)
July 13 (12 hrs)
Total 24 hrs at \$12 288.00

Filling Gravel into Holes
with Hand Digger

July 9 (5 hrs)
July 10, 11, 12, 13, 14 (10 hrs)
Total 15 hrs at \$12 180.00

Mechanics Labor from June 27 thru July 14

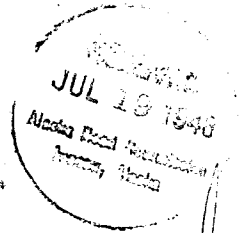
Total 60 hrs at \$1.75, 105.00

\$ 3049.00

Certified Correct and True Statement
Payment not yet received

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
FAIRBANKS ALASKA

July 14, 1948



Alaska Road Commission,
Juneau, Alaska.

Gentlemen:

Reference Page 3 - Operations Orders, General, Rampart Road.

Engineering Aid Iver Quenboe recently made a trip over this road and found it in very poor condition.

He reports the first mile and the last mile in fair condition and passable for light-wheeled traffic during extreme dry weather only; the middle two miles he advises are in very poor condition and barely passable for a tractor under the best of conditions.

He recommends rebuilding the entire route, stating that it is useless to try to do anything with the present road with a small tractor/dozer, grader and one or two dump trucks.

All culverts (wooden) have broken down and are plugged and serving no purpose; about twenty new culverts will be required.

It is believed that if any work is attempted on this route, it should be undertaken by a crew of at least one foreman, one cook, three tractor operators, one grader operator, four truck drivers and three laborers with two large tractor/dozers and one grader for clearing/grubbing/stripping and grading, one small tractor loading gravel and odd jobs and four dump trucks for hauling gravel.

It is estimated that to make this a good, dry weather road from Rampart to Little Minook Creek, the sum of \$85,000.00 will be required.

At the present time, there are probably four men working on Little Minook, Jr. and Slate Creeks, which are above Little Minook Creek; one outfit employing five men is working on Little Minook Creek and two outfits employing seven men are working on Hunter Creek.

Enclosed you will find a copy of Quenboe's Report in regard to the Rampart Airfield.

No doubt the best way to repair this Field would be with a tractor and carryall, but it is believed that in view of the small yardage to move, that the costs of shipping such equipment to Rampart would be prohibitive.

13/103-7

030.

File 13/159-13

RECEIVED
JUL 15 1948
Alaska Road Commission
Hot Springs

The grader which we have been shuttling back and forth between Rampart and Ft. Yukon, is now enroute to Rampart and will be used for leveling the Field in the near future.

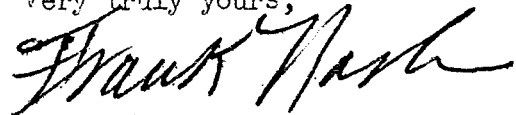
13/157-13
Bob Byers of the Lon Brennan Flying Service, has advised that a tractor can be secured from Hunter Creek to pull the grader. It is estimated that this Field can be repaired with the tractor and grader at a cost of \$600.00.

However, it is believed that this will not be a permanent job as due to the kind of soil, method of working, etc., this Field will continue going out of shape.

The telephone line between Rampart and Hot Springs is usable at times. As no one has inspected this line, its actual condition is unknown. In view of which, no estimates as to costs for repairs can be made.

As there was no one in Rampart who had been over the trail between there and Hot Springs recently, the same applies to the winter trail between the two points. However, as no work has been done on this for several years, it is not believed urgent to do any work in the immediate future.

Very truly yours,



Frank Nash,
Superintendent

FN/d
Enclosure

Rampart, Alaska.

April 17, 1933.



Handwritten notes:
13
Mc
9/11

Mr. Ike Taylor,
Chief Engineer of Alaskan Road Commission,
Juneau, Alaska.

Dear Sir:

Your letter just received and we are very disappointed to see that you can do nothing for the Rampart, road.

Some of the statements in your letter would indicate that you have been misinformed.

As long ago as two years ago there were two cars here.

I still desire to use my car for work and service out to Hoosier creek, but early last summer I had to give up the use of it because of road conditions.

You further infer that there are no big developments here - this is quite true, but there are some 45 miners working on all the creeks, all of whom must use this road.

Most of these men are men who have blazed the trails for big Companies and their officials to come in here.

It has been the custom of the majority of the Miners here to buy their Outfits direct from the outside. Our supplies arrive here by Steamer, and without a road a man has the option of leaving his outfit on the beach, storing it in the questionable security of some cabin, OR, packing it out on our back, which is mostly done.

You state that "a man could use a tractor with crawler trailer" Few men can afford this, but there are many who would have a Ford Truck to use for hawling if the road was suitable.

Very truly yours, *H. C. Thurman* U.S. Commissioner

Handwritten: 13/103-7

Handwritten: 030

April 3, 1953

Mr. Frank Nash
Superintendent, A. R. C.
Fairbanks, Alaska

Dear Sir:

Reference is made to my letter to
Mr. H. C. Thyman of Rampart, copy of which was recently
sent you.

It is requested that you communicate
with Mr. John Duncan at Rampart requesting him to furnish
you information as to the absolute necessity for repairs
on the Rampart Road; that is, if in his opinion some culverts
or small bridges are badly in need of repair. If this is
the case and Mr. Duncan will look after the performance of the
work we will consider increasing your program not to exceed
\$300 for this project.

Very truly yours,

Ike P. Taylor,
Chief Engineer.

IPT:IN



12/10/53-7

March 25, 1933

Hon. H. C. Thyman
U. S. Commissioner
Rampart, Alaska

Dear Sir:

This will acknowledge receipt of your letter of March 7 requesting work on the Rampart Road. After seeing the road last summer, it was evident that a considerable amount of money would be required to place this road in good condition; in fact, it would have to be practically rebuilt. In view of the limited funds available for all of the work in Alaska both last year and this year it has not been possible to undertake a program of this size on the Rampart Road. It was determined to afford what assistance we could, which was done in the way of repairing the bridge across Big Minook Creek and rebuilding the bridge near 12 Mile on the winter trail. From inquiries which I made at the time I was in Rampart, it was learned that very little tonnage was moved over this road to the operations on the right limit of Minook; in fact, the only method of transportation available in the camp so far as I could learn was one horse and a buckboard. While it is true that the road is very rough and with broken culverts and some soft spots, it was possible to haul small loads over it; in fact, the road would be perfectly suitable for tractor freighting with a crawler trailer if there were sufficient tonnage to move to justify anyone in owning that type of equipment.

This office has no record of any information to the effect that a tractor and grader were to have been sent to Rampart last year. Should mining activities develop to any extent in your area, further consideration will be given to the rehabilitation of this road. In the meantime, such minor repairs as are justified by the present use of the road will be made.

It is noted that you state the Alaska Road Commission has received its full appropriation. For your information, the funds carried in the Federal appropriation for this year are some \$350,000 less than the annual appropriation for years prior to 1933. In other words, our funds have been reduced by approximately 45%. In view of this reduction and the large number of demands for necessary maintenance and minor improvements of the existing system, our work must necessarily be confined to those places where present developments justify the expenditures.

Very truly yours,

Ike P. Taylor,
Chief Engineer.

IPT:IN
CC Mr. Nash.

13/103-7

Office of
United States Commissioner
Rampart Precinct
Fourth Division.

13

Rampart, Alaska.
March 7, 1933.



[Handwritten signature]

Mr. I. Taylor,

Chief of Alaskan Road Commission,

Juneau, Alaska.

Dear Mr. Taylor:

I have been approached by all the Miners and citizens of Rampart to see if we can get anything done about the road.

When you were here last summer you undoubtedly saw the deplorable condition of the road.

Practically all the culberts are rotted or caved down, and altogether it is unfit for travel.

Last spring we were told that a tractor and grader were coming here to fix this road, however it did not materialize.

The condition of this road is a great drawback and handicap to mining activities, and as we see the report that the Road Commission have received its full appropriation, it seems to us that some little of this amount might be spent here.

Hoping you can see your way to do something for us, we remain,

Yours truly,

The Miners of Rampart.

by, H. C. Thyman, U. S. Commissioner.

March 31, 1932

Hon. James Wickersham
Delegate from Alaska
House of Representatives
Washington, D. C.

My dear Judge Wickersham:

Receipt is acknowledged of your letter of March 16th, addressed to Major Elliott, concerning the work desired on roads from Rampart to the mining claims in that locality. As Major Elliott is in California and will be away from the office for a few weeks, I shall reply to your letter.

Our prospective funds for this season's work will undoubtedly be so limited as to preclude our doing any amount of work on the Rampart roads. The Territory does not expect to have any funds for Territorial or cooperative projects and we shall have to put some of our reduced appropriation into work that would ordinarily be paid for by the Territory. We shall have only about \$800 for field work on the Rampart roads.

It is hoped, however, that we shall be able to put a larger amount into these roads and bring them up to a better standard when road funds are again at a normal figure.

The suggestion that Capt. A. S. Crane would be a desirable man for foreman will be given consideration, though it is expected that an experienced foreman will probably be assigned to the work from the Fairbanks office. As employees in that grade are now under the Civil Service we would, in any case, have to appoint him from the Civil Service register.

I am planning to go over the route from Hot Springs to Rampart this summer in order to gain personal knowledge of the present condition of the road and see what can be planned in the way of an improvement.

Very truly yours,

L. E. Atkins,
Engineer Officer.

LEA:ES

13/103
1

JAMES WICKERSHAM
DELEGATE, ALASKA

Congress of the United States
House of Representatives
Washington, D. C.

March 16, 1932.

JWS

Major Malcolm Elliott,
Pres. Alas Road Commission,
Juneau, Alaska.

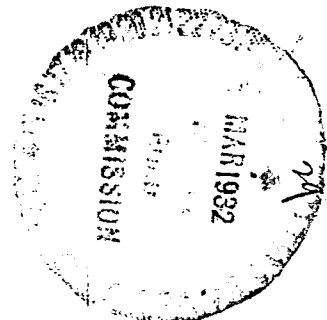
My dear Major:

I have heard from some people who live in the neighborhood of Rampart and they ask if I will not write you and urge that more work be done on the roads to Big Minook, Little Minook, Hoosier Creek, Hunter Creek, Idaho Bar, Slate Creek, Granits Creek, Quail Creek and tributaries. The suggestion is also made that Capt. A. S. Crane, of Rampart, would also make a good foreman of road work in that neighborhood. I know if you can do anything to help out this section that you will do it.

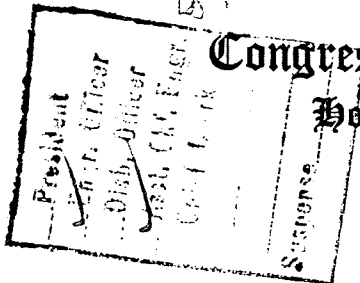
Have heard that you are feeling better physically, and am very much pleased to know this. With kind regards, I am,

Very Truly Yours,

James Wickersham
James Wickersham, Delegate.



JAMES WICKERSHAM
DELEGATE, ALASKA



Congress of the United States
House of Representatives
Washington, D. C.

April 2, 1931.



Major Malcolm Elliott,
Pres. Alaska Road Com.,
Juneau, Alaska.

My dear Major Elliott:

I have your letter of March 25, acknowledging my letter of March 12, transmitting a letter from A. S. Crane, of Rampart, in which he urges a more extensive road improvement in that region, and which I supported in my letter. Your explanation about your new projects, want of sufficient appropriations, etc., is entirely satisfactory to me, and no doubt will be to Capt. Crane, to whom I am sending a copy of your letter.

You need not be surprised to receive other and similar letters which come to me from people in distant communities where the need of roads is great. When they come to me I will send them to you, with my views, but I know the limitations upon your work, and, of course, you will not hesitate to address brief letters to me about each such demand, so that I can send copies to my correspondents in satisfaction of their urgent applications. I realize that your Commission is limited both in funds and ability to handle too many new projects, but the people in far away places are anxious for roads—do not imagine I wish to press you too far, for I do not, but I must present each case to you out of courtesy to those who urge action upon me.

I thank you for your attention to the Rampart repairs, and for your action in favor of the Dillingham-Snag Point road, for I was greatly interested in both these small projects. I think they will encourage these distant communities and do real good, out of all proportion to their cost.

If I can be of any service to the Commission here in Washington please advise me at any time, and I will assist as far as I am able.

Sincerely,

James Wickersham
James Wickersham,
Delegate from Alaska.

13 | 103 - 7

W. S. M.

[Handwritten scribble]

March 25, 1931

Hon. Jas. Wickersham
Delegate from Alaska
House of Representatives
Washington, D. C.

My dear Judge Wickersham:

Receipt is acknowledged of your letter of March 12 transmitting letter from A. S. Crane, a resident of Rampart supporting a petition from that community for increased aid for road work. The particular project referred to in this correspondence is the connection between the end of our Hot Springs-Eureka Road and Rampart. This would give Rampart and the mining section south thereof a connection with the Tanana River and thus bring them closer--in miles--to the railhead at Tanana.

It is not seen, however, how this shortening would benefit the Rampart section since its supply over the proposed road would entail several times as much truck or wagon haul--at a cost of from 30¢ to \$1.50 per ton-mile--as is now required from Rampart and would save only the steamboat haul from Hot Springs to Rampart via the Tanana and Yukon Rivers, which is believed to be much less costly than would be the overland hauling from Hot Springs. If, however, this view is incorrect and the construction of the Rampart-Eureka road should be of advantage to the Rampart district then Rampart would cease to be a supply point for the area in its immediate vicinity. It is doubtful whether the Rampart people have considered the project from this angle.

As to the supply of the Eureka district, the proposed road could only transfer the route of supply from Hot Springs to Rampart thus increasing the length of steamboat haul from Nenana and without shortening the road haul. The route from Rampart to Eureka goes up the north slope of the hills separating the two rivers, over very unsatisfactory ground, and crosses the divide, whereas the road from Hot Springs is on the south slope, does not cross the divide and follows easy country. For these reasons it appears that the Eureka section is now supplied by the best possible route and would derive no particular benefit from the road to Rampart.

If, as seems probable, neither Rampart nor Eureka would derive benefit from the proposed road then the only area that could benefit is the section between Eureka and the end of the road leading south from Rampart. The proponents of this project do not allege that this area contains any resources of importance nor is there any data available to show that there are such resources in the locality.

It is believed by this commission that the area around Rampart can best be served by the road from Rampart rather than from

12/103-7

Hot Springs. For this reason it is contemplated that all possible work will be done to improve this road south from Rampart including the bridge situation over the Big Minook. But the demands on us for the adoption of new projects are far greater than we can comply with within available funds and preclude the possibility of adopting the Eureka-Rampart project at this time.

For your information I give below a list of the most important new projects which we now have underway. The allotments to each have been pared down to the utmost and can not be reduced any further without forcing the abandonment of one or more of these projects. The projects referred to are:

Chistochina-Nabesna. This is a road project intended to reach the very important mining section around Nabesna which now has no transportation whatsoever except trail and where there is every prospect of opening up quartz property which will give year-round employment.

Olnes-Livengood. This project has finally been adopted, after pressure by local interests for many years. It is one of interest to the entire Fairbanks area. In addition to opening up the Livengood mining area, it will obviate the present futile expenditures on the maintenance of the Tolovana Tram.

Iliamna. This short project provides access to the Iliamna Lake-Lake Clark region cutting off about a thousand miles of sea travel that is necessary for access to this country from Bristol Bay.

Dillingham-Snag Point. This is a short project adopted recently, after pressure for many years, supported by the Delegate, in favor of relief for this community.

Willow Creek-Willow Station. This project connects the Willow Creek Mines with The Alaska Railroad at Willow Station. The importance of it is conceded by everyone that has investigated it. The entire delegation in the present legislature agree that this is probably the most important road project for the welfare of the Third Division. It will serve to open up properties where year-round employment in quartz mines may be expected.

In addition to the foregoing new construction projects it is desired to improve the Fairbanks-Circle highway, especially in the section paralleling the Chatanika River where serious interruptions to traffic occurred last year to such an extent as to deter investment of capital in transportation operations between Circle and Fairbanks.

I am giving you the above sketch of our situation so that you will realize that when we fail to adopt additional new projects it is not because of any arbitrary attitude on our part. It is ab-

Hon. Jas. Wickersham - 3

3-25-31

solutely impracticable to adopt a new project such as the Rampart-Eureka road for this year's program without cancelling the allotments or parts thereof to one or more of the foregoing projects now underway.

Yours sincerely,

Malcolm Elliott
President

ME: EH

James Wickersham
DAN SUTHERLAND
DELEGATE, ALASKA

Congress of the United States

House of Representatives

Washington, D. C.



March 12, 1931.

Major Malcolm Elliott,
President Alaska Road Commission,
Juneau, Alaska.

Dear Sir:

Herewith I forward to you, for the information of your commission, a letter from A. S. Crane, a resident of Rampart, Alaska, in support of the petition of that community for increased aid for road work. You will remember that some time before I left Juneau I delivered to you a petition from the Rampart people urging your attention to their wants, and requested the Commission to aid them as far as you could consistently with your appropriations and allocations of funds to other projects.

I now renew that request, for I know the conditions along the Rampart roads and I am sure their requests for aid are meritorious and will result in much good in the way of the extension of the Alaska highways to a proper point on the Yukon river, and will enable travel in the whole Fairbanks-Hot Springs country to secure an outlet to the river over this road to Rampart. It is much more than a local road--it is the proper main road from the region mentioned to the Yukon at Rampart, and opens that whole region over this line to the Rampart boat landing, and thus affords a much needed route to the whole back country--from the Government Railroad and the Hot Springs country to the river.

Being impressed with the importance of this outlet I strongly request your attention to this matter, and most respectfully urge the completion of a first-class highway into Rampart. It is quite on the same plane with the main line road from Fairbanks to Circle, and is quite as valuable as a main line, and well deserves your consideration from that point of view.

Enclosed is a clipping from the Alaska Weekly, published in Seattle, giving some additional data about Rampart, which tends to support my view that the Rampart road is worthy of your consideration.

I respectfully urge your careful consideration of the Rampart road project as a through line between the Hot Springs country and the Yukon river.

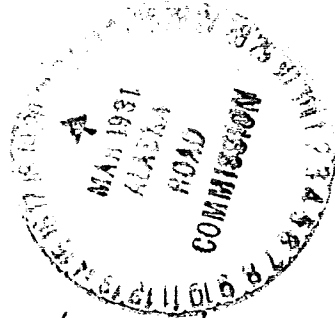
Very Truly Yours,

James Wickersham
James Wickersham, Delegate.

Feb 12-3

Rampart Alaska

Hon. James Wickersham
Juneau Alaska



Dear Sir and Freyd:

I am writing you in behalf of the people of Rampart. We feel we have been badly neglected here by the Road Commission. Four years ago we got fifteen hundred dollars for roads and have rec'd nothing since till last summer when we got (700.⁰⁰) seven hundred dollars while the Hot Springs Eureka road got (8000.⁰⁰) eight thousand dollars on a 22 mile road from Hot Springs to Eureka creek which was in a far better condition than the road from Rampart to Eureka creek a distance of 25 miles. There is about 10 miles of this road built now and we ask you to get us around \$10,000 to complete this road connecting us with the Hot Springs Road at Eureka creek. This road is impassible in the summer months. We surely need the roads and the men here need the work. more so

than they have ever need work in their lives.
There is considerable mining going on here
this winter. One Company bought J. W. McMurdo's
property for \$15000. and another company bought
the McMurdo property on Idalus Bar. and
there has been a lot of staking going on and
they are preparing for a lot of development
work this spring. There is a lot of suffering
here ~~going on~~ account of practically no fur
and a very short catch of fish last summer.
The natives and white trappers will have to
go short of the necessities unless you can
try and help us with some road work.
We hear the mail has been contracted to
an air-plane, to commence this summer.
which will finish the fish industry on
the Yukon as the mail teams all over
Alaska consumed about 150 tons of fish.
We feel that the interest of the people of
Alaska don't count much when they will
take away a contract that means
the bread and butter of thousands of
men women and children and give it
to a Co. who will spend every dollar

out side of Alaska even if they do get
the mail handled a little cheaper. If you
will look at the voting list you will see
that Rampart voted almost unanimous for
you and had the trails been frozen you
would have had quite a few more. But
at that time of the year and it was a very
late freeze-up the most of the trail were
in such slope that they did not come in.
I did the best I could for you. I told the boys
if you were elected I was sure you could
do something for Road work and an air-
plane landing. And as you see we
gave you every vote but two.

If you succeed in getting us something
please see that they give the work to the
Boys of Rampart. If you can give
some hope of work let us know as
soon as you can. Thanking you for all
of us. And wishing you the best success

I am as ever
Most Truly Yours

P. Give our best wishes
to "Our Daw".

As Crane

He wrote us in your behalf. a.s.c.

DAN SUTHERLAND
DELEGATE, ALASKA

Congress of the United States
House of Representatives

Washington, D. C. Feb. 10th, 1930.

Major Malcolm Elliott,
President Alaska Road Commission,
Juneau, Alaska.

My dear Major Elliott:--

I wonder if it is not possible for you to make a little allowance of funds for road building at Rampart during the coming summer. That section is so cut off from the rest of the Territory that it does not receive the consideration it ought with regard to governmental activities. There has been comparatively little work done there in the way of road building for a number of years, and I feel that it is time they should receive some attention from your department.

I thought it possible that inasmuch as you will have some funds released from the coast to Fairbanks and the Ruby-Poorman projects you might see your way clear to allot some of it to Rampart.

Sincerely yours,

Dan Sutherland

<input checked="" type="checkbox"/>	President
<input type="checkbox"/>	Engr. Officer
<input type="checkbox"/>	Disb. Officer
<input type="checkbox"/>	Asst. Chf. Engr.
<input type="checkbox"/>	Chief Clerk
<input type="checkbox"/>	
<input type="checkbox"/>	
<input type="checkbox"/>	Suspense

*No answer
M*

13/103-7

March 12, 1929

Hon. Dan Sutherland
Delegate from Alaska
Washington, D. C.

Dear Mr. Sutherland:

I beg to acknowledge receipt of your
letters of March 2 concerning the Dillingham and Rampart
projects.

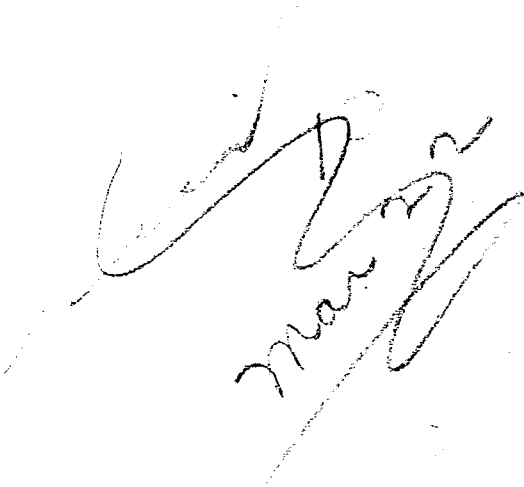
Of course it is too early yet to tell
what we will be able to do specifically on the smaller
projects this year but I take pleasure in informing you
that we will give these projects consideration when
making up our program.

Sincerely yours,

Malcolm Elliott,
President.

DEG: IH

13/103-7



A large, stylized handwritten signature, likely of Malcolm Elliott, is written in the bottom right corner of the page. The signature is written in dark ink and is somewhat cursive and slanted.

DAN SUTHERLAND
DELEGATE, ALASKA

Congress of the United States

House of Representatives

Washington, D. C.

March 2nd, 1929.

Major Malcolm Elliott,
President, Alaska Road Commission,
Juneau, Alaska.

My dear Major Elliott:--

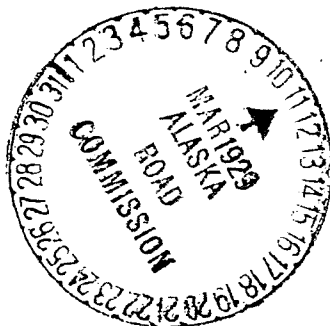
Residents of Rampart have written to ask me regarding the allotment of road money for that community for the coming road construction season. I, of course, am unable to give them this information and realize that you are unable to fix your allotment for the various projects until you know the exact amount of your appropriation.

The people of the Rampart community are looking forward to the time when they can traverse the section between Rampart and Hot Springs by automobile. I understand there is a distance of about 12 miles that is now impassable, and if it could be put into some kind of shape it would connect up the present road out of Rampart with the end of the Hot Springs road at Eureka, thus making a highway from Rampart on the Yukon to Hot Springs on the Tanana.

I would appreciate your interest in this project to the extent of having your engineer who directs the work at Rampart this summer make a survey and report on the approximate cost of connecting up these roads.

Sincerely yours,

Dan Sutherland



Ans - Mar. 13

[Handwritten scribble]

~~XXXXXXXXXX~~

2802 Munitions Building,
Washington, D. C.
March 9, 1926.

Honorable Dan Sutherland,
Delegate from Alaska,
Washington, D. C.

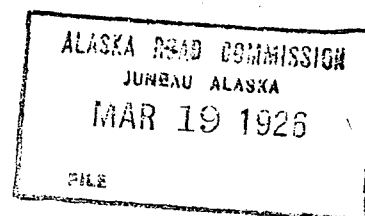
My dear Mr. Sutherland:

Referring to your letter of the 8th instant concerning maintenance of the Rampart-Hot Springs Road project, I have to advise that while no new work in the Rampart District has been considered for some years, it has been our consistent policy to maintain existing roads in at least as good condition as they are at present.

Upon investigation I find that the Rampart-Burda project consists of 8 miles of wagon road leading out of Rampart, and 19½ miles of trail connecting across the divide with our Hot Springs Landing Eureka Road at Eureka. During the 21 years that the Alaska Road Commission had been operating up to June 30, 1925, a total of \$42,841.63 including Territorial funds had been expended for the construction of this 8 miles of wagon road and 19½ miles of trail and its maintenance during this period.

During the 1923 season the following work was accomplished: Clearing the brush from sides of road, cleaning ditches and repairing culverts and grade which was badly washed out; The bridge of Big Mineok Creek giving access to the workings on Hunter Creek was rebuilt. Miners on Hunter Creek cooperated in this work. A shelter cabin was erected at 21 miles from Rampart. The expenditures for that season as contained in our Annual Report for 1924 aggregated \$1,080 from the Alaska Road Commission and \$200 from the Territory of Alaska.

During the 1924 season, as a result of Major Oliver's and my visit to Rampart, after which Major Oliver actually walked across to Hot Springs visiting all road and trail work en route, we expended only a few hundred dollars for routine maintenance as reported in our 1925 Annual Report.



For the 1925 season an allotment of \$3,500 was made for the Rampart-Eureka-Hot Springs Road which was supposed to do necessary maintenance work throughout and some heavy work on the Hot Springs bridge. It later developed that a new bridge had to be built near Hot Springs at a total cost of about \$8,000. Up to December 31, 1925, a total of \$2,601.17 had been spent on the Hot Springs-Sullivan Creek Road, \$2,267.83 on the Hot Springs Landing-Eureka Road, but nothing on the Rampart-Eureka end. An additional allotment was made to complete the bridge.

It would appear therefore that your information is correct and that the unexpectedly heavy expenditures for the bridge required the diversion to it of all possible funds. It was my understanding, however, that the Rampart end was open for traffic.

I am inclined to believe that your correspondent possibly refers to a connecting road up Little Mineok Creek for which neither the Territory nor ourselves have ever assumed responsibility. When I was in Rampart we received a petition for work upon this side road, but we were not at that time able to consider it favorably.

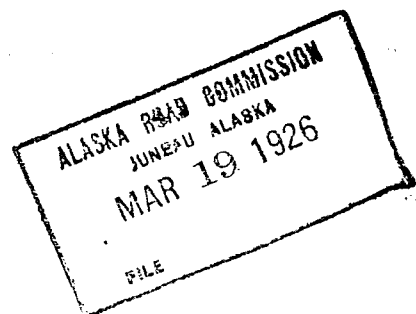
However, I will have the actual conditions investigated and I can assure you that we will maintain the Rampart Road in passable condition. We do not contemplate its extension to Eureka and new work on connecting roads up the creeks will have to await their turn in comparison with other desirable new projects which we have not been able to consider up to this date.

Trusting that the above will clarify the situation, I am,

Cordially yours,

Jas. G. Steese,
President, Alaska Road Commission.

Oliver
To note
J.M.



DAN SUTHERLAND
DELEGATE, ALASKA

Congress of the United States
House of Representatives

Washington, D. C.

March 8th, 1926.

Col. James G. Steese,
President Alaska Road Commission,
2802 Munitions Bldg.,
Washington, D.C.

My dear Col. Steese:--

My attention has been called to the necessity for the allotment of some of the road fund for improvement of the road from Rampart up Minook Creek during the coming summer. It seems that no money has been spent on the Rampart-Hot Springs road last summer at all, and I am advised that unless a substantial amount of work is done this summer the road will become impassable.

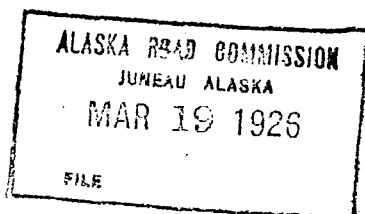
For a distance up Minook Creek there was an excellent road in the past where double horse teams could haul heavy loads, but this road has been neglected to such an extent that it is impossible to haul heavy loads over a considerable portion of it.

I feel that this Rampart section has been absolutely neglected by the Federal Bureau operating in Alaska. You are probably aware that their Agricultural Experiment Station was closed down last fall, and they have no telegraphic communication by reason of the fact that the telephone line which ran from Hot Springs to Rampart was discontinued about two years ago. I have been trying to get the Signal Corps to place a radio station at Rampart and they are disposed to do it, but the eternal question of sufficient funds comes up to prevent them.

I will greatly appreciate your favorable consideration of this request from the Rampart people, as I feel that four or five thousand dollars of the road fund should be used there this summer. The complaints made by isolated places such as Rampart are that most of the road money is spent in the Fairbanks section, and they feel that there is a real necessity for roads in their smaller communities.

Sincerely yours,

Dan Sutherland
Delegate from Alaska.



putedal
1. DC 620
2. RD survey

DEPARTMENT OF COMMERCE, BUREAU OF PUBLIC ROADS, DIVISION TEN, Fairbanks, Alaska

R. J. DeLaHunt, Chief, Design & Construction
Division, Juneau

November 6, 1956

H. W. Johansen, District Engineer, Fairbanks

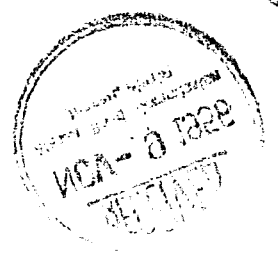
Livengood-Eureka Project - Work Order 3171 - Route 731

In compliance with your memorandum dated October 30, 1956,
requesting marking of proposed Livengood-Eureka alignment on U.S.G.S.
quadrangles, the following such maps are enclosed:

- Livengood - Scale 1:250,000
- Tanana - Scale 1:250,000

- Livengood C-4 Scale 1:63,360
- " B-4 " "
- " A-5 " "
- " A-6 " "
- Tanana A-1 " "

H. W. Johansen
District Engineer



9/04/04

620.
K 811. R
Alaska Road Commission - Headquarters

H. W. Johansen, District Engineer, Fairbanks

November 23, 1955

Chief, Operations Division

Livengood - Eureka Survey

Confirming our telephone conversation this morning, please write your recommendations to include this project.

Approximately \$40,000 is tentatively programmed for this work, which can probably be assigned to Allyn Brown after he completes the reconnaissance of the Nenana Canyon.

B. D. Stewart, Jr.
Chief, Operations Division

BDS
BDS

B D Stewart/bn

cc: Mr. Niemi
Mr. DeLaHunt
Road Design

TERRITORY OF ALASKA
Office of
HIGHWAY ENGINEER
and
SUPERINTENDENT OF PUBLIC WORKS

Box 2073
JUNEAU, ALASKA

July 22, 1954

A. F. Ghiglione
Alaska Road Commission
Box 1961
Juneau, Alaska

Dear Mr. Ghiglione:

At the meeting of the Territorial Board of Road Commissioners held July 12, 1954 at Fairbanks the Board went on record as urging extension of the Livengood Road to Eureka and then on to Rampart rather than down the Hess River and parallel to the Yukon River. Therefore at the direction of the Board I am passing this request on to you.

Very truly yours,

Irving Reed

IRVING REED
Highway Engineer

Comm. of R.	<i>IRB</i>
Chf. Engr.	<i>IRB</i>
Admin.	
Op'ns.	<i>BSS</i>
Engrg.	
Acc't.	
Pers.	
Supply	

620. Check from post

Department of the Interior
Alaska Road Commission
Juneau, Alaska

FAIRBANKS DISTRICT

Supplement No. 1
1954 WORK ORDER NO. 366

Livengood-Rampart Survey

To change Appropriation Activity from A to F. No other change.

<u>AUTHORITY</u>	<u>PREVIOUS PROGRAM</u>	<u>THIS CHANGE</u>	<u>CURRENT PROGRAM</u>
W.O No. 366	\$ 1,500		\$ 1,500
Supp. No. 1 No change		-0-	
	\$ 1,500	-0-	\$ 1,500

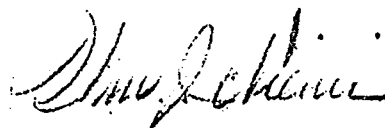
FUNDS AVAILABLE

TOTAL FUNDS PROGRAMMED TO DATE 1,500

FUNDS AVAILABLE DISTRICT DIRECT LABOR TO DATE None

Budgetary Activity - 1
Appropriation Activity - F
General Ledger Account - 161
Asset Account - 156
Cost Schedule - A

AUTHORIZED: June 25, 1954



Wm. J. Niemi
Chief Engineer

cc: 5 District
1 Comm. of Roads
1 Chief Engineer
1 Chief, Operations
3 Engineering
1 Chief, Administration
1 Program Officer
3 Finance
1 Internal Audit

W.O No. 366, Supp. No. 1

62-01

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
JUNEAU, ALASKA

FAIRBANKS DISTRICT

1954 WORK ORDER NO. 366

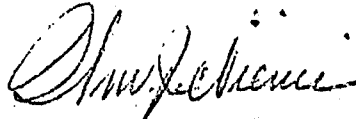
Idivengood-Rampart Survey

For completion of investigation and survey of this route.

PROGRAMMED AMOUNT \$ 1,500
DISTRICT DIRECT LABOR None

Budgetary Activity - 1
Appropriation Activity - A
General Ledger Account - 161
Asset Account - 156
Cost Schedule - A

AUTHORIZED: April 6, 1954



Wm. J. Niemi
Chief Engineer

- cc: 5 District
1 Comm. of Roads
1 Chief Engineer
1 Chief, Operations
3 Engineering
1 Chief, Administration
1 Program Officer
1 Contracts
3 Finance
1 Internal Audit

W. J. Niemi

COPY

FM ZIMMERMAN ALASKA ROAD COMMISSION FAIRBANKS

Apr 5, 1954

TO NIEMI ALASKA ROAD COMMISSION JUNEAU

URTEL APRIL FIFTH REQUIRE FIFTEEN HUNDRED DOLLARS RAMPART SURVEY
TO COVER CLASSIFIED DISTRICT LABOR PREPARATION FIELD NOTES. NO FUNDS
REQUIRED LABOR FOR WAGEBOARD

Orig. on 812. Fbx.

620. Rampart

X 812

ROUTINE APRIL 5, 1954

FM W J NIEMI CHIEF ENGINEER ALASKA ROAD COMMISSION JUNEAU ALASKA
TO M C ZIMMERMAN ALASKA ROAD COMMISSION FAIRBANKS ALASKA

ADVISE FUNDS REQUIRED FOR RAMPART SURVEY WORK ORDER THREE SIX SIX.

WJN
WJN

SSLundwall:ak

620 - Rampart

TELEGRAM

ALASKA COMMUNICATION SYSTEM
SIGNAL CORPS, UNITED STATES ARMY
FEDERAL BLDG, Juneau, Alaska

1954 APR 2

Tel. 848

1954 APR 2 19 07

KAA111

KPA13

RR UKJC

DE UKFC 46A

R 030243Z

FM ZIMMERMAN ALASKA ROAD COMMISSION FAIRBANKS

TO BALES ALASKA ROAD COMMISSION JUNEAU

INT GRNC

REQUEST WORK ORDER NUMBER THREE SIX SIX RAMPART SURVEY BE REISSUED
PD CURRENT COSTS BEING INCURRED

03/0250Z

SLL

What is unexpended balance in present W.O.?

*WTN - 50 program 71,000.00 - expenditures
70,205.09 thru 2/7/55 - No balance. SLL*

Comm. of Rds.	_____
Chf. Engr.	_____
Admin.	_____
Op'ns.	_____
Engrg.	_____
Acct'g.	_____
Perf.	_____
Supply	_____

[Signature]

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
JUNEAU, ALASKA

FAIRBANKS DISTRICT

Supplement No. 3
1953 WORK ORDER NO. 366

Livengood-Rampart Survey

To increase funds for surveys and investigation of this route.

<u>AUTHORITY</u>	<u>PREVIOUS PROGRAM</u>	<u>THIS CHANGE</u>	<u>CURRENT PROGRAM</u>
Work Order No. 366	\$ 20,000		\$ 20,000
Supp. No. 1 Increase	35,000		35,000
Supp. No. 2 Increase	14,000		14,000
Supp. No. 3 Increase		\$ 2,000	2,000
	<u>\$ 69,000</u>	<u>\$ 2,000</u>	<u>\$ 71,000</u>

FUNDS AVAILABLE

TOTAL FUNDS PROGRAMMED TO DATE \$ 71,000

FUNDS AVAILABLE DISTRICT DIRECT LABOR TO DATE 14,000

Budgetary Activity - 1

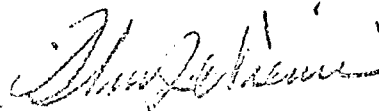
Appropriation Activity - A

General Ledger Account - 161

Asset Account - 156

Cost Schedule - A

AUTHORIZED: December 30, 1953



Wm. J. Miami
Chief Engineer

cc: 5 District
1 Comm. of Roads
1 Chief Engineer
1 Chief, Operations
3 Engineering
1 Program Officer
1 Chief, Administration
1 Contracts
4 Finance
1 Internal audit

W.O. No. 3, Supp. No. 366

13/101-29

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
JUNEAU, ALASKA

FAIRBANKS DISTRICT

1952 WORK ORDER NO. 366

Livengood-Rampart Survey

As included in 1952 Operations Orders.

PROGRAMMED AMOUNT.....	\$40,000
District Direct.....	12,000
District Clearing.....	10,000
Headquarters Clearing.....	18,000

Budgetary Activity - 1

Funds Available - Appropriation

AUTHORIZED: March 1, 1952



Wm. J. Niemi
Chief Engineer

cc: 3-District
1-Comm of Roads
1-Chief Engineer
1-Chief, Oper Division
1-Office Engineer
1-Cost Section
1-Contracts
2-Admin. Division
2-Engineering

WO #366

13/103-7
030

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
Juneau, Alaska

FAIRBANKS DISTRICT

1953 WORK ORDER NO. 366

Livengood-Rampart Survey

For survey and investigations.

PROGRAMMED AMOUNT \$20,000

District Direct Labor \$5,000

Budgetary Activity - 1

Appropriation Activity - A

General Ledger Account - 161

Asset Account - 156

Cost Schedule - A

AUTHORIZED: March 9, 1953



Wm. J. Niemi
Chief Engineer

cc: 5 District
1 Comm. of Roads
1 Chief Engineer
1 Chief, Operations
2 Engineering
2 Office Engineer
1 Contracts
1 Administration
5 Accounts

13/103-7

530

W.O. #366

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
Juneau, Alaska

FAIRBANKS DISTRICT

Supplement No. 1
1953 WORK ORDER NO. 366

Livengood-Rampart Survey

To increase funds for surveys and investigation of this route.

<u>Purpose</u>	<u>Prev. Authority</u>	<u>This Change</u>	<u>Pres. Authority</u>
W.O. 366	\$20,000	—	\$20,000
Supp. #1 Increase	—	\$35,000	35,000
	\$20,000	\$35,000	\$55,000
		<u>W.O. 366</u>	<u>Supp. #1</u>
PROGRAMMED AMOUNT		\$20,000	\$35,000
District Direct Labor		5,000	9,000

Budgetary Activity - 1
Appropriation Activity - A
General Ledger Account - 161
Asset Account - 156
Cost Schedule - A

AUTHORIZED: June 1, 1953

A. F. Ghiglione
A. F. Ghiglione
Commissioner of Roads
for Alaska

- cc: 5 District
1 Comm. of Roads
1 Chief Engineer
1 Chief, Operations
3 Engineering
1 Program Officer
1 Contracts
1 Administration
5 Accounts

W.O. #366 Supp. #1

13/103-7

100

September 26, 1951

Mr. James P. Davis
Director, Office of Territories
Department of the Interior
Washington 25, D. C.

Dear Mr. Davis:

Reference is made to your letter of September 14, 1951, concerning the proposed road connection between Livengood and the Manley Hot Springs system, together with the alternate possibilities of providing access to river transportation at Rampart. The questions raised by your letter are well considered in that the recent changes in the justification for this project have created a completely different picture.

The original project as justified before the military aspects were developed had as its purpose the linking together the isolated Manley Hot Springs road system with the through highway system of Alaska, and of secondary importance the extension of the Manley Hot Springs system to reach the Yukon River settlement of Rampart.

The military aspect of this project places the first importance on the completion of an access route to navigation on the Yukon River at Rampart, with the secondary importance being placed upon the interconnection of the two highway systems.

In view of the increased importance of the military support of this project and the desirability of obtaining access to river navigation on the Yukon which would eliminate the present difficult Tanana River freight problem, it is now believed that the latter of the above two development plans should be given preference. In other words, the provision of a road from Livengood to the Yukon River is of more importance than the linking of the two highway systems.

Our studies indicate that the cost of a road from Livengood to Rampart would equal the cost of a road from Livengood to Eureka; and since the former would provide the earliest access to navigation on the Yukon, it is recommended that this route be considered the route planned in our budgetary item of \$1,100,000. The total estimate for providing the road from Livengood to Rampart is \$2,600,000 with the estimated cost of the entire project, including the extension from Rampart to Eureka, totaling \$3,900,000, as in our previous budgetary item noted in your letter.

023

1/2/51

1/2/51

The distance from Livengood to Rampart is approximately 5 miles; and if sufficient funds were provided, the construction could be completed and the road opened to the public in two years time. While construction of the route between Livengood and Rampart would require a new location, it would still be possible to initiate construction in the 1952 season, since the first 17 miles of the line is common to our location between Livengood and Wiseman previously accomplished as requested by the Military. This portion of the Livengood-Wiseman survey is also common to the route that may be developed to serve the Naval Petroleum Reserves in the Arctic.

Sincerely yours,

A. F. Ghiglione
Commissioner of Roads
for Alaska

l:ics

Office Memorandum • UNITED STATES GOVERNMENT

TO : G. M. Tapley, Chief, Engineering Division DATE: September 24, 1951

FROM : F. E. Baxter, Chief, Road & Facility Design Branch *FEB*

SUBJECT: Livengood-Rampart Proposed Road *Noted
9/24/51*

As requested by you, an office map study has been made of the possibilities of a direct route from Livengood to Rampart. In making this study it was found that there are two alternate routes. Both of these would start in Livengood and proceed along the Livengood-Wiseman survey for a certain distance and then swing west toward Rampart.

SOUTH ROUTE:

This route would leave the Livengood-Wiseman survey approximately three miles north of Livengood, shortly after crossing Myrtle Creek. It would proceed in a westerly direction, crossing Lost Creek, the headwaters of Erickson Creek, Mud Fork, and thence to Troublesome Creek. The route would then ascend Troublesome Creek for approximately 11 miles to its tributary, Willow Creek; ascend Willow Creek to its headwaters and cross a 1,700' pass; descend Hunter Creek to its junction with Minook Creek; and thence down Minook Creek to Rampart.

NORTH ROUTE:

This route would proceed on the Livengood-Wiseman survey for approximately 17½ miles to Hess Creek. At Hess Creek the route would leave this survey and proceed westerly down Hess Creek to a point close to its entry into the Yukon River. From here the route would follow a southwesterly direction, cutting across one of the loops in the Yukon and proceeding to Rampart.

COST COMPARISON:

South Route:

Livengood to Mile 3 =	3 miles @ \$40,000 per mile	\$ 120,000
(Livengood - Wiseman route)		
Mile 3 to Rampart =	52 miles @ \$40,000 per mile	<u>2,080,000</u>
	Total cost, South route.....	\$2,200,000

North Route:

Livengood to Mile 17½ -	17½ miles @ \$40,000 per mile	\$ 700,000
(Livengood - Wiseman route)		
Mile 17½ to Rampart -	51 miles @ \$40,000 per mile	<u>2,040,000</u>
	Total cost, North route.....	\$2,740,000

September 24, 1951

DESCRIPTIVE COMPARISON:

At first glance it would appear on the basis of the above figures that the South route is the better of the two. In making this comparison an arbitrary figure of \$40,000 per mile has been used for both routes. However, judging from the evidence available on our topographic maps, it is thoroughly possible that the cost per mile of construction on the North route may be considerably less than the construction of the South route due to more favorable terrain. The highest point on the North route is the ridge west of Livengood Dome, just above Myrtle Creek crossing, having an elevation of about 1,500'. The South route will also cross this ridge at about the same elevation, although at a different point, but it will also have to negotiate a 1,700' pass between the headwaters of Willow Creek and the headwaters of Hunter Creek, a few miles out of Rampart.

On the South route, the first three miles would be chargeable to the Livengood-Wiseman road (item 21 on our present Six-Year Program), and 52 miles would be chargeable to the Livengood-Rampart road. On the North route, 17½ miles would be chargeable to the Livengood-Wiseman road, and 51 miles to the Livengood-Rampart road.

As pointed out above, an average cost of \$40,000 per mile has been used for both routes; yielding \$2,740,000 for the North route and \$2,200,000 for the South route. Due to differences in terrain, it is possible that the North route would be cheaper per mile, and the South route more expensive per mile. Therefore, a mean of \$2,500,000 for either route would probably be sufficiently accurate for estimating at the present time.

When programming either of these routes it should be remembered that a credit of either 3 miles or 17½ miles (depending on the route selected) may be taken on the Livengood-Wiseman road.

Mileage of other routes in this area is as follows:

Livengood to junction with Eureka-Manley Hot Springs Road	65 miles
Junction to Eureka, approx.	2 miles
Eureka to Rampart, approx.	28 miles.

9-24-51

Apparently a connection to Rampart could be accomplished first at a cost of \$2,500,000 plus a survey. If route is to be expedited a survey should be made.

SM



UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF TERRITORIES

Air Mail

SEP 14 1951

3	Chief Engr. <i>WPM</i>
2	Admin <i>SM</i>
	Op'ns. <i>RSB</i>
	Engrg. _____
	Acc't. _____
	Pers. _____
	Supply _____
	<i>Barter</i> <i>RSB</i>

Mr. A. F. Ghiglione
Commissioner of Roads
Alaska Road Commission
Juneau, Alaska

My dear Mr. Ghiglione:

A question has been raised by the Bureau of the Budget as to the feasibility of building a road connecting Livengood with Rampart; thus making possible the handling of river freight from Rampart and thereby closing the Railroad operation at Nenana. Your 1953 budget estimate includes an amount of \$1,100,000 as over ceiling for construction of the road between Livengood and Manley Hot Springs, showing a need for \$1,500,000 in future years to complete 65 miles of the project which is estimated at \$2,600,000. ✓

In your 6-year construction program, dated August 27, 1951, you show item 15 as Eureka-Rampart road, total cost \$1,300,000 of which \$500,000 is to be requested for fiscal year 1955 and \$800,000 in fiscal year 1956. ✓

Based on the above, it would seem that the total cost of constructing highways as now planned in this area is \$3,900,000. If funds are granted in accordance with the timing as set forth in your budget estimates and for your 6-year program, the connection between Livengood and Rampart would not be possible before the end of the calendar year 1957.

Has consideration been given to constructing the road from Livengood directly to Rampart, then from Rampart via Eureka to Manley Hot Springs? Would this be feasible from a traffic need viewpoint and how would costs compare with present proposals of the road from Livengood to Manley Hot Springs, then via Eureka to Rampart? If the direct Livengood to Rampart route is feasible, then it would seem this portion could be constructed first, resulting in a considerable lessening of time necessary to provide a highway connection to a usable transportation point on the Yukon River.

I should like to have your comments, on the basis that funds are made available, as to the best route and how soon such a route could be completed to Rampart.

Sincerely yours,

James P. Davis
James P. Davis
Director

SEP 26 ANSD

Topic

30

C O P Y

June 2, 1950

Hon. E. L. Bartlett
Delegate from Alaska
House of Representatives
Washington, D. C.

Dear Bob:

I received your letter of May 15, 1950, enclosing a copy of a letter from Mr. Joseph Fejes of Rampart regarding road work in the Rampart area. I am very glad indeed you wrote me on this subject because I consider the Hot Springs - Rampart area one especially important from the standpoint of future development.

The Alaska Road Commission is going to make a survey of a road connection between Livengood and Eureka this summer. At Eureka this new road would connect with the Hot Springs System which we are taking steps to bring into a good state of repair. Ultimately, the Hot Springs - Eureka System will be connected with Rampart. These roads appear definitely needed to connect the mining areas, agricultural land, recreational possibilities and hydroelectric sites of the Hot Springs - Eureka - Rampart area with Fairbanks and the outside world.

With regard to Mr. Fejes' complaint, a limited amount of work was authorized in the Rampart area by the Territory of Alaska in the spring of 1949. The Alaska Road Commission shipped in one new scraper. \$6,000 was set up by Mr. Metcalf to be used for work with the new scraper, performed by Mr. Leo Saarela. Of this money, \$2,931 remains unexpended and we have no report of the work accomplished. The scraper is still at Rampart and available for use with the remaining funds. On Leo Saarela's appointment as Territorial Mining Engineer, we were advised by Mr. Frank Metcalf that the work contract was changed to Milo Jackovich.

Saarela advises that only $\frac{1}{2}$ mile of road was actually repaired with the above funds. He states that Fejes was actually responsible for part of the road failure for doing his hauling too late in the season and damaged the work that had been accomplished.

I intend to visit the Hot Springs - Rampart area at a very early date and will make a comprehensive inspection of it. You may be sure that we have this area very much on our minds. However, until we can connect it with the main road system, it is not easy to accomplish

C O P Y

JFB

19/99-15-1
19/105-1
030.

C O P Y

more than a minimum of work because of lack of equipment in these isolated places.

With best regards and hoping to see you this summer, I remain,

Sincerely yours,

John R. Noyes
Commissioner of
Roads for Alaska

C O P Y

September 21, 1950

Mr. Frank Metcalf
Territorial Highway Engineer
Juneau, Alaska

Dear Mr. Metcalf:

Enclosed is a letter from Ira Weisner of Rampart,
Alaska. This is forwarded as a matter pertaining to your office.

Very truly yours,

A. F. Ghiglione
Chief Engineer

JIN:lvn

Encl.

15/103-7

030

Office Memorandum • UNITED STATES GOVERNMENT

TO : Headquarters, Alaska Road Commission, Juneau DATE: Sept. 11, 1950

FROM : Frank Nash, District Engineer, ARC, Fairbanks, Alaska

SUBJECT: Rampart Roads

Enclosed herewith you will find a letter recently received at this office.

As this is a matter for the consideration of Mr. Metcalf, I am forwarding this letter to him through you.

I have advised Mr. Weisner of this.

Encl. *aw*

Col. Noyes.....
✓ Chf. Engr. <i>aw</i>
Admin.
✓ Op'ns.
✓ Engrg. <i>kmj</i>
Acc't.
Per.
Supply
.....
.....

030

BECOME ACTIVE CAMP AGAIN

S. H. Harbell and Associates Now Opening Ground in Old Camp and Tells Fairbanks Paper About Project

FAIRBANKS, Feb. 18.—Belief that the Rampart mining district will become an important producer was expressed by S. H. Harbell, says the Fairbanks News-Miner, who with a number of associates is now opening up ground there. Mr. Harbell is now in Fairbanks on a business visit, his first in almost three years.

Mr. Harbell explained his belief by saying that although it is one of the oldest districts in the country comparatively little work has been done there. It was a camp before the Klondike but discovery of gold there drew prospectors from the Rampart and very few have since returned. What work and what prospecting has been going on has been done by a handful of men who stayed with the camp. It is a big country, Mr. Harbell declared, and there is plenty of room for prospecting in unexplored areas.

In coming to Fairbanks, he traveled across country to Hot Springs, a distance of 50 miles and came up from the latter place. There is a good road to Eureka, he said, but from there the going is tough and Mr. Harbell sees lack of transportation facilities as one of the most serious impediments to development of the country. The bridge went out last year over Big Minook Creek and will have to be replaced before any considerable amount of supplies can reach the mining district.

Mr. Harbell and his partners—Jack Elliott, Jack McCabe, Andy Webster and Eddie Farrell—recently bought the well-known Idaho bar from Jack McKenzie. Idaho Bar lies between Little Minook and Hunter Creeks. Mr. McKenzie has been working on the rim.

They are now taking out a dump but with the coming of summer plan to put in a ditch and install a hydraulic plant. The ground is 20 feet deep and shows up good.

For two years Mr. Harbell prospected in the Melozi country. "I found nothing there but don't want to condemn it," he said. "Much of it, of course, I didn't prospect and finds may be made there yet." The ground on

a.7.9 *and info*

Index
4/19/77 *Highway*

April 17, 1952

Mr. Eban Hopson
President
Barrow Village Council
Barrow, Alaska

Dear Mr. Hopson:

Please accept our apologies for not answering your letter of March 18 sooner. We have wanted to consult with the Territorial Highway Engineer regarding possible Territorial funds for your trail staking project and for such other improvement of the trail which would further facilitate winter hauling of coal to Barrow Village.

Mr. Frank Metcalf, Territorial Highway Engineer, is still absent on official business in the States, so this letter is merely an interim reply to you.

We feel that your request has considerable merit. It is always the problem of funds, especially on short notice, which prevents immediate consideration of many worthwhile projects such as this one.

You may expect further information in this regard within the next several weeks.

Sincerely yours,

Wm. J. Niemi
Chief Engineer

cc-Frank Metcalf
Territorial Highway Engineer
WJN:hh

*Mr. Niemi withdrew
Mr. Metcalf's copy*

13/161-1

WJN

BARROW VILLAGE COUNCIL.

Barrow, Alaska.
March 18, 1952.

Alaska Road Commission,
Juneau, Alaska,

Dear Sirs,

Coal is the main fuel of the village of Barrow and is taken from an underground mine 60 miles by air in the interior and transported to the village by cat train from December to June. The cat train has to travel 80 miles to get to the village. The extra travel is necessary because favorable places for crossing the rivers must be used and time and distance is consumed because there is no staked trail. The people not only depend on this coal but also the government hospital, the Mission and soon a new school. The coal is mined and transported to the village by Mr. Edward Burnell under contract with the government through the Alaska Native Service.

Considerable time and operation costs could be saved if the trail in from the mine was staked, a few river crossings made and other work done to improve and level the trail at various places. Would it be possible to secure some financial assistance from the Commission to, at least, start this work this summer? A few thousand dollars would make a beginning possible on whatever was decided to be the most important. Mr. Burnell has the equipment and labor and could do it during his slack season during the summer and fall. Would you please advise us what amount, if any, might be available for this work and under what conditions it would be available.

Very truly yours

BARROW VILLAGE COUNCIL

Eben Hopson

Eben Hopson, President.

OK

*Copies to Metcalf 4/17/52
together with our reply
to Mr. Hopson WJSM*

Chf. Engr. <i>WJSM</i>
Admin.
Opns.
Engng.
Acc't.
Plan.
Sup.

October 4, 1950

Mr. Joseph T. Flakne
Chief, Alaska Division
Office of Territories
Department of the Interior
Washington 25, D. C.

Dear Mr. Flakne:

Reference is made to your letter of September 27, 1950 concerning the oil development in the Point Barrow area. Your interest in forwarding this information was very much appreciated, since the developments in the arctic are of considerable importance in our planning of roads north of Fairbanks.

Colonel Noyes contacted me while I was recently in Fairbanks and instructed me to contact the Navy Officer in charge of the Barrow project. I, accordingly, visited Commander Aubey, the Resident Officer in charge, and was able to discuss in detail our mutual interests.

Commander Aubey stated that the Navy has not, so far, planned a highway access to the Point Barrow area. All planning to date has considered the installation of a pipe line only; however, Commander Aubey agreed that the route of the pipe line would definitely be made to approximate any highway location projected into that area. It was further agreed that a logical route for both a highway and a pipe line would be by way of the Anaktuvuk Pass, since the Survey Pass and Howard Pass are both considerably west of the logical route. It was further agreed that the route of such highway and pipe line would proceed by way of the John River through Bettels to the Yukon River in the vicinity of Stevens Village. This route would then tie in to our presently completed road survey between Livengood and the Yukon River, as it has been quite definitely determined that any road into the arctic would be best projected from our present Livengood road.

Commander Aubey appreciated our contacting his office and agreed that he would keep us advised of any plans developed by their office for locating or extending highways for their project.

Very truly yours,

A. F. Chiglione
Chief Engineer

AFG:daw

13/1/51



UNITED STATES
DEPARTMENT OF THE INTERIOR

OFFICE OF THE SECRETARY

~~DIVISION OF TERRITORIES AND ISLAND POSSESSIONS~~

WASHINGTON 25, D. C.

✓	Col. Noyes	JRN
✓	Chf. Engr.	
	Admin.	
	Opus.	
	Engng.	
	Rec'd.	
	Pers.	
	Supply	

Air Mail

SEP 27 1950

Colonel John R. Noyes
Commissioner of Roads
for Alaska
Juneau, Alaska

My dear Colonel Noyes:

A few days ago I had some confidential or secret information that somewhat reasonably good oil news was soon to be released from the Barrow Project. Today I learn that this information has been published in Pettie's Oil Letter or News--whatever its name happens to be.

It occurred to me, if oil development from the Arctic slope is likely to take place in the near future, that you may wish to discuss plans with military personnel in the north regarding road needs in that area before you come to the States this winter, where, I suppose, further conferences on this matter will be held. I expect any road work in that area would be justified on military needs.

We should appreciate being kept advised of any conferences that you have with the military on this matter.

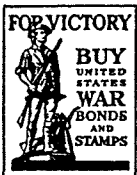
I suggest that release of any information to the Press regarding oil development had best be left to the Navy people in charge.

Sincerely yours,

Jos. T. Flakne

Jos. T. Flakne
Chief, Alaska Division

*A.F.G.: Pls prepare
reply to Flakne.
JRN*





UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF THE SECRETARY
DIVISION OF TERRITORIES AND ISLAND POSSESSIONS
WASHINGTON 25, D. C.

XXXXXXXXXX

XXXXXXXXXXXXXXXXXXXX

25, D. C.

Air Mail

SEP 27 1950

Colonel John R. Noyes
Commissioner of Roads
for Alaska
Juneau, Alaska

My dear Colonel Noyes:

A few days ago I had some confidential or secret information that somewhat reasonably good oil news was soon to be released from the Barrow Project. Today I learn that this information has been published in Pettie's Oil Letter or News--whatever its name happens to be.

It occurred to me, if oil development from the Arctic slope is likely to take place in the near future, that you may wish to discuss plans with military personnel in the north regarding road needs in that area before you come to the States this winter, where, I suppose, further conferences on this matter will be held. I expect any road work in that area would be justified on military needs.

We should appreciate being kept advised of any conferences that you have with the military on this matter.

I suggest that release of any information to the Press regarding oil development had best be left to the Navy people in charge.

Sincerely yours,

(Sgd.) Jos. T. Flakne

Jos. T. Flakne
Chief, Alaska Division

ROUTINE

FM BAXTER ALASKA ROAD COMMISSION JUNEAU ALASKA AUGUST 21 1953
TO ZIMMERMAN ALASKA ROAD COMMISSION FAIRBANKS ALASKA

RECORDS HERE INDICATE PLAN AND PROFILE ONLY DATA RECEIVED
LIVENGOOD-WISEMAN. NO FIELD BOOKS. PRINTS WILL BE AIRMAILED

FEB:es

7/23
FEB

FRC BOX 65413

04105

M. C. Zimmerman, District Engineer, Fairbanks

August 21, 1953

F. E. Baxter, Chief, Survey & Road Design Branch, Headquarters

Livengood-Wiseman Survey

Under separate cover, via air mail, we are sending you two sets of prints of the plan and profile for the Livengood-Fort Hughlin portion of the Livengood-Wiseman survey, as requested during our 'phone conversation today. You will find the Nass Creek Crossing at approximately Station 924.

As stated in my wire of today, we are unable to locate any field books on this project. I do not believe these books were ever sent to Juneau. The only record of transmittals in our files covers the second roll of plan and profile which was received here March 30, 1950. I find that I had made a notation on this at the time stating that only the roll was received.

F. E. Baxter
Chief, Survey & Road Design Branch

FEB
FEB

FEB:es

13/101-22
...

Office Memorandum • UNITED STATES GOVERNMENT

TO : Alaska Road Commission, Juneau, Alaska

FROM : Alaska Road Commission, Fairbanks, Alaska

SUBJECT: Livengood-Wiseman Map

Fairbanks, Alaska,
DATE: March 28, 1950

W

Mr. Tolson	
Mr. E. A. Tamm	
Mr. Clegg	
Mr. Glavin	
Mr. Ladd	
Mr. Nichols	
Mr. Rosen	
Mr. Tracy	
Mr. Carson	
Mr. Egan	
Mr. Gurnea	
Mr. Harbo	
Mr. Hendon	
Mr. Pennington	
Mr. Quinn	
Mr. Nease	
Miss Gandy	

W

Dexter FEB

Enclosed herewith please find the completion of the Livengood-Wiseman Map of 7BA.

Encl.

*Cloth Roll, Plan and Profile
Filed in Engineering Files ~ FEB*

H.


Mr. Nash
Fairbanks

November 9, 1948.

Livengood - Wiseman project

Recent communications from the Military have changed the proposed construction and survey plans on the above project. It is now definite that no construction will be carried past Livengood and no further survey accomplished north of the Yukon on this route.

A. F. Ghiglione,
Chief, Construction Division.



AFO:tl

October 28, 1948

Major General Stanley L. Scott,
Commanding General,
U. S. Army, Alaska,
Fort Richardson, Alaska.

Dear General Scott:

Receipt is acknowledged of your letter of 20 October 1948 regarding justification for the extension of the Fairbanks-Livengood Road to the Yukon River and possibly beyond to Wiseman.

While in Washington recently, I inquired informally of the Department of the Air Force and Department of the Army regarding their need for the extension of this road beyond Livengood and was advised that there was no urgent need for the extension. This appears to coincide with the opinion expressed in your letter.

In view of the great magnitude of the remaining program of road construction for Alaska, it appears desirable to defer construction of the road beyond Livengood until the need of the Armed Forces for this road shall have become more urgent.

At that time you may be assured that the situation will be promptly reviewed and suitable plans made for any necessary further construction.

Sincerely yours,

John R. Noyes
Commissioner of Roads for Alaska

JRN/lcs

13/101-22

CONFIDENTIAL

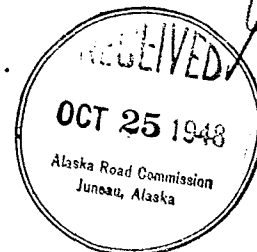
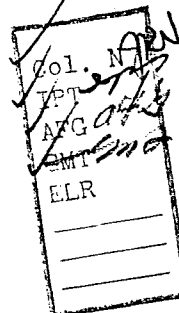
HEADQUARTERS, UNITED STATES ARMY, ALASKA

Office of The Commanding General

FORT RICHARDSON, ALASKA

20 October 1948

Colonel John R. Noyes
Alaska Road Commission
Juneau, Alaska



Dear Colonel Noyes:

Your plan for accomplishing the construction of a road from Fairbanks to Livengood and its further extension to the Yukon River and perhaps beyond to Wiseman has been reviewed with Headquarters, Alaskan Command, and with the Alaskan Air Command. The development of this road and the improvement of the Steese Highway were of particular interest to the military services when it was planned to construct additional military facilities in the area of Fort Yukon or Beaver. Development of these roads was further desirable since it would provide a truck route to the Yukon River for the movement of cargos to the River for further transportation up or down the Yukon. This was significant based on information that the Tanana River was silting up.

Although there are no present plans for the immediate development of additional military installations in Alaska, it is considered desirable that the above mentioned roadways be developed and improved since their availability would be highly desirable in the event of any emergency. It is the opinion of this Headquarters, and concurred in by the Alaskan Command and the Alaskan Air Command, that existing roadways should be improved first, and that funds and effort on the extension of the road to Livengood and Wiseman, although desirable, are in a lesser priority for military considerations than improvement of other roadways within the Theater.

I am confident you will find the military headquarters in Washington in accord with the above.

Sincerely yours,

A handwritten signature in cursive script, appearing to read "S. L. Scott".

S. L. SCOTT
Major General, U S Army
Commanding

Copy on 731. Elliott Highway

CONFIDENTIAL

October 11, 1948.

Major General Stanley L. Scott,
Commanding General,
U. S. Army, Alaska,
Fort Richardson, Alaska.

Dear General Scott:

The Alaska Road Commission has embarked upon the improvement of the road from Fairbanks to Livengood, Alaska, and its extension to the Yukon River and perhaps beyond to Wiseman.

It is understood that this project was undertaken almost wholly for reasons of military necessity. Our files are rather deficient in justification for the project and I would, therefore, appreciate a statement from General Twining or yourself to be used in its support.

I shall also inquire about this in Washington but we would like to have the views of the Air Force and Army in Alaska as to their need for this road.

Very truly yours,

/s/ JOHN R. NOYES,

Commissioner of Roads for Alaska.

JRN/lcs

ORIGINAL FILE COPY on File ~~13/101-22~~

721.

620. Planning of the Thelonian

April 12, 1948.

Fairbanks

Livengood-Wiseman Survey.

We are forwarding under separate cover a print of the map of the completed portion of the survey and also returning the blank part of the roll of plan and profile cloth.

Unfortunately we find it is very difficult to print these long roll tracings on our equipment and it was necessary to cut the tracing into 10 to 15-foot sections. The prints can be joined, if thought desirable, to make one continuous map. However, it may be better to leave the print in sections for more convenient use.

Former instructions were to put 20 miles on each roll. It is now requested that not more than 10 miles be placed on each roll except possibly the end sections.

22/4/5
IPT:jsh

Ike P. Taylor,
Chief Engineer.

13/101-22

June 26, 1947

Fairbanks

JM

Commander Roberts advised me just as I was leaving Fairbanks that his office had maps of the pipe line survey which might be of some use in connection with our survey beyond Livengood.

If you do not already have one of these maps you should contact Roberts and obtain one.

IPP:msd

Ike P. Taylor
Chief Engineer

UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION

CROSS REFERENCE SHEET

620 Livengood Wiseman
(CODE NUMBER AND TITLE)

Nov. 8, 1946
(DATE OF CORRESPONDENCE)

TO Edwin Arnold, Director, Div. of Terr. & Island Possessions
FROM Ike Taylor
SUBJECT Estimates Livengood-Wiseman survey & Fbx. to Livengood Road

SYNOPSIS:

As instructed in your radio of November 7th, there are submitted estimates for construction of a road from Livengood to the Yukon River along the route of the proposed Livengood-wiseman road and for improvement to higher standard of the road from Fairbanks to Livengood.

LIVENGOOD TO THE YUKON RIVER

ESTIMATED DISTANCE-----44 miles
Estimated cost at \$29,000. per mile-----\$1,276,000.

* * * * *

ORIGINAL FILED 731. Elliott Highway

C O P Y WIRE ORIGINAL FILED on 1948 BUDGET

4/29-19

NOV. 7, 1946

WASHINGTON D C
GOVT. INT.
IKE P TAYLOR
CHIEF ENGINEER
ALASKA ROAD COMMISSION
JUNEAU ALASKA

FOR REASONS DISCUSSED WITH YOU IT MAY BE NECESSARY TO CONSTRUCT THE LIVENGOOD
WISEMAN ROAD AS FAR AS THE YUKON NEXT SUMMER PERIOD PLEASE SUBMIT ESTIMATED
COST PER MILE FOR CONSTRUCTION OF THIS ROAD AND TIE IN ESTIMATED COST WITH
JUSTIFICATION BREAKDOWN ON GLENN HIGHWAY WHICH BUDGET BUREAU ALREADY HAS
PERIOD ALSO SUBMIT AMOUNT AND JUSTIFICATION FOR REHABILITATION OF FAIRBANKS TO
LIVENGOOD ROAD TO MAKE IT A GOOD GRADE OF ROAD FOR HEAVY TRAFFIC TWEEN FAIRBANKS
AND THE YUKON PERIOD IT IS PROBABLE THAT FREIGHT TRAFFIC FROM THE RAILROAD
WILL BE TRUCKED FROM FAIRBANKS TO THE YUKON OVER THIS ROAD AND THE TANANA
RIVER RUN ABANDONED THIS INFORMATION IS FOR YOUR USE ONLY

ARNOLD

13/101-22

6701
FEB - 1957

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION TEN
P. O. Box 1961

January 18, 1957

Mr. L. E. Hough
1113 North 199th
Seattle 33, Wash.

Dear Everett:

Thank you very much for digging around and finding your old diary on the reconnaissance up the Yukon River from Tanana. It made interesting reading, and also contained some pertinent information on the Yukon Crossing. There still seems to be some confusion on creek names, but I am sure this would resolve itself after a brief aerial reconnaissance. We have copied a great deal of the information for our files so that it will be available when further investigation of this route is initiated.

I will hold your field book here to return to you either on your way back to Valdez or if you miss Juneau, I will bring it up with me during one of the summer field trips. If you prefer, however, I will mail it back to you at Seattle.

I surely hope you and Mrs. Hough are having a nice vacation. I expect to be in Valdez next week and will miss your cheerful countenance in the upper drafting room.

Very truly yours,

F. E. Baxter, Supervising
Highway Design Engineer

FEBaxter:cfr
cc: Road Branch

msb
FEB

[Handwritten signature]

[Handwritten signature]

BUREAU OF PUBLIC ROADS

630. ~~Yukon~~
Fairbanks -
Hough's Diary

R. J. DeLaRunt, Supervising Construction

January 16, 1957

F. E. Baxter, Supervising Highway Design Engineer

Eureka - Tanana - Nome Route

The following are excerpts from a diary by Everett Hough taken during reconnaissance of a Fairbanks - Nome route in 1942 for the Corps of Engineers, U. S. Army. Mr. Irving McK. Reed was the other engineer on this reconnaissance with Mr. Hough.

Mr. Hough's transmittal letter of January 1, 1957, says:

"I found my old diary in the attic and although it is intelligible no longer, I am sending it on to you under separate cover.

Notes of explanation:

Page 3 Distances from Tower House (lodge) in Tanana

Page 8 The island I spoke to you about is called a "reef" in the diary

F. A. Hansen is still living 5766 60th N.E.
Seattle 5, Wash.

Anton Anderson is now mayor of Anchorage.

Shade was my assistant and had worked on the Yukon on the old stern wheelers. He had died since.

Page 9 Estimated range of 30 feet from low to high water.

Page 12 Fish Creek is $7\frac{1}{2}$ or 8 miles above the reef.

Page 14 & 12 Hough's opinion: Location should follow left limit of Fish Creek to the Yukon and along the left limit of the Yukon on a descending grade to the reef; crossing the reef at about 100 feet above winter ice. Ice conditions precludes a pier on the reef.

Page 24 Oris Shade was a brother to my assistant.

Page 31 Diary from this page on is of no further value."

MB
FEB

RJD

Taken from the diary:

May 1st 1942

Hough - hand level
Svarner - rod

Flew from Fairbanks to Tanana. Pilot Bob Osley. Landed on ice. Clear weather. Breeze NE.

Usual spring flood is less than 20 feet above the present ice.

Flood of '37 caused by unusual ice jam 60 miles downstream rose 31.6' above present ice.

May 2 1942

Started by dog team from Tanana 5:10 A.M. Reached 6 mi. Island 6:10.

6 Mile Island

Island nearer left limit. Island approx. $1\frac{1}{2}$ miles long. Level and about 25' above H.W. Densely covered 1 ft. diam. spruce. Right limit about 60' high, gently rising slope. Dry channel between the Island and left limit estimated width 500'. Prominent V canyon at 10 miles on right limit.

12 Mile Island

Near left limit. Dry channel between the Island & left limit estimated width 500'. Island has 20 ft. banks above H.W. dense spruce cover 1 ft. diam. $2\frac{1}{2}$ to 3 miles long. Right limit 20 ft. bank & gently rising hill.

16 Mile Island

Approx $1\frac{1}{2}$ miles long. Low plateau extends inland about 3 miles from Mile 13 to 25 approx. (on right limit)

May 3 1942

Left Pete Sabourin's cabin 3:30 A.M. and arrived above the reef 5 A.M. Dogs returned to Tanana.

Spent the whole day looking over the reef. Reef covered with huge boulder 20' to 30' long and 4 to 10 feet through. Found no bedrock in place on the reef.

Shade passed the reef all summer in 1928. Normal summer flow barely covered the boulders (approx. 20' above the level of the ice).

Oldtimer's Report

Pete Sabourin survey made for rail crossing in about 1911.
F. A. Hanson or Anton Anderson of Portage Bay may know when &
by whom.

Ice at breakup strikes rock reef and flies 50' up in the air.
(Rock reef at rapids)

May 2nd stayed all night with Pete Sabourin in his cabin 7 miles
downstream from the rapids. Weather fair.

May 3 1942 (cont'd.)

Hough - Abney
Swamer - Rod

Present ice considered very low - 23.3' approx. range from
present ice to H.W. Subsequent view shows benches in the banks
approx. 30' above the present ice.

Fair and warm 40° - 50°. Weather cloudy. Occasional upstream
breeze and showers.

(Pages 10 and 11 of Mr. Hough's diary show sketches of Brunton
traverse of the crossing of the Yukon at Rapids Reef. Copy of
this has been made and placed in Road Design files. FEB)

May 4 1942

Left campsite above the reef at 8 A.M.

2 miles above the reef Dickey or Texas Creek pours in, on the
left limit. Sharp "V" valley very narrow 3/4 mile from the river.

Left limit steep (about 30 - 35°) and solid rock to Fish Creek
(7½ to 8 miles above the reef).

At 4 and 4½ miles above the reef two small creeks pour in on the
left limit. Opposite these two creeks Larson has a clean cabin
& a boat.

Grade should begin to rise for the pass from this creek 4½ miles
above the reef.

Fish Creek broke the ice today.

January 16, 1957

May 5 1942

Camped at mouth of Fish Creek and waited for plane with food.

Guide and aid scouted up the valley on the right limit. Snow banks nearly waist deep and very soft. Shade feels snow shoes would not help because the snow is so wet.

Plane dropped food at 12:30 P.M.

May 6 1942

Left Fish Creek cabin and started up the trail on the right limit of Fish Creek. Snow knee deep and very wet.

Railroad grade should follow slope on the left limit of Fish Creek. No large streams and relatively small drainage area. Estimated slope of hillside 20° - 5° .

Right limit irregular and swampy in low spots. Many small creeks.

Old cabin $3\frac{1}{2}$ miles from the mouth - right limit.

Made approximately 5 miles.

50 lbs. food left at the mouth of Fish Creek.

May 7 1942

Followed trail up the right limit.

Crossed East branch of Fish Creek. Gravel shows on the ridge between the two branches of Fish Creek.

(NOTE: There seems to be confusion in Mr. Hough's diary regarding the creek names. The creek shown as Dickey or Texas Creek is probably the stream shown on current maps as Texas Creek. The stream now shown as Stevens Creek is not mentioned by him, and it seems probable that instead of ascending Fish Creek on May 6, the party actually ascended Stevens Creek. Fish Creek and its tributary, Garnet Creek, appear to be too far to the north and east. Stevens Creek and its headwater tributary, Orum Creek, provide the natural path to the pass leading to the headwaters of the north fork of Baker Creek and thence directly to the Alpine Creek landing field east of Eureka. Mr. Hough stated that the party was picked up at this point. The entries for May 8 and 9 tend to verify the above. Rough Top Mt. was used by the party as a foresight to guide them in their ascent from the Yukon River. FEB)

May 7 1942 (cont'd.)

Valley on the right limit flat and has uniform slope.

Estimated 8 miles.

Snow soft & wet & knee deep.

Plateau on the left limit continues unbroken and appears to be the most desirable location.

Clear weather until evening. Weather clouded up. $\frac{1}{2}$ " snow fell.

May 8 1942

Brush wet with snow.

Crossed east branch of Fish Creek and passed over the plateau between the east & west branch.

Camped about 3 miles from pass as near as we can judge.

Weather clear & warm.

Gravel showing at the edge of the hills in several places.

Plane (red monoplane) passed us about 2:15 P.M.

May 9 1942

Crossed the pass slowly. Approximately 2 ft. of soft snow.

Right of way should approach the pass from the east on the south slope, cross through the pass and leave on the north slope.

Rough Top Mt. called Moose Mt. by all old timers.

Elevation of the pass 1,200 ft. above sea level. Determined by altimeter in army plane YCG4.

Camped $1\frac{1}{2}$ miles west of Wolverine Creek.

Dist or time of travel has no relation to right of way, dist because of paths taken to avoid snow and niggerhead swamps.

May 10 1942

Passed eastward along the south slope of the north fork of Baker Creek. Wolverine, Allen, New York, Omega, and Eureka Creeks form glaciers.

Slate gravel showing in many places on the surface.

January 16, 1957

May 10 (cont'd.)

Bare hill tops, and blown down trees up to 12" diam. evidence of high winds.

3' to 5' drifts of snow in the timber, bare spots in the open.

Reached Omega Creek. Landing field in good condition. Camp closed - phone cut off.

May 11 1942

Hiked by auto road from Omega (Montana Mining Co.) to Eureka Creek (Clear Hill Mining Co.).

Water over the bridge of Eureka Creek. Road not open.

Flew with Lon Brennan to Manley Hot Springs.

May 12 1942

Met Cap't. Bush at Manley Hot Springs.

Attempted to land near the Yukon Rapids but could find no bar close enough. Ice in the Yukon moving in many places.

Returned to Hot Springs.

Discussed contour of banks adjacent to Yukon Rapids Reef.

May 13 1942

At Hot Springs. Ice at Rampart broke 8:30 A.M.

Spent day on Reports and correspondence.

May 14 1942 (also on May 15)

Spent entire day on report.

May 16 1942

Flew with Lon Brennan to Tanana, and then went to the rapids in Oris Shade's boat.

May 17 1942

At the rapids with Reed. Laying out base lines. Fair and warm.

May 18 & 19 1942

Made surveys these days. Yukon Crossing.

R. J. DeLaHunt

- 7 -

January 16, 1957

May 20 1942

Hough
Swaner

Aneroid Traverse up Dickey or Tenas. 10 - 15 mile breeze.
Clear weather.

On the ridge between Dickey and Fish Creek.

11:40 A.M. Barometer 680'
Yukon 280
400'

At approximately $4\frac{1}{2}$ from the mouth of Dickey Creek.

Moose Mountain bears S65E.

12:50 p.m. - $4\frac{1}{2}$ miles above Dickey. Low pass between Dickey &
Fish. Weather clear 7 warm. Time 1:10 p.m. Barometer 740'.

FEBaxter:cfr

P. O. Box 1961

August 25, 1954

Miss Kay J. Kennedy
Fairbanks Publishing Company, Inc.
514 Second Avenue
Fairbanks, Alaska

Dear Kay:

This will acknowledge your letter of August 21, regarding the feasibility of a road from Umiat to Fairbanks. I recall having discussed this matter with you but I have made no formal report on the matter. As usual, I am snowed under upon returning to my office and now see that I will have to make a hurried trip out the first of next week. Therefore, I will not be able to work up a story for several weeks and hope the delay will not inconvenience you.

I know that the Fairbanks area is probably concerned over the status of a paving program on the approaches to the Chena and Noyes Slough bridges. We have been plagued by a series of bad luck including unprecedented rains and cool weather which has not permitted satisfactory curing. It has now been determined that further attempts at paving this season would be foolish, therefore the work will be discontinued and resumed next summer. It is now planned to redesign for this heavily traveled area and to provide a heavier type pavement than was attempted this year. I suggest that you pass this information on to Al Seeliger, since there are probably many rumors circulating there regarding the project.

Sincerely,

A. F. Ghiglione
Commissioner of Roads
for Alaska

AFGhiglione:ak

600. Umiat

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August 21, 1954

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A.F. Ghiglione
Alaska Road Commission
Juneau, Alaska

Dear Ghig:

In connection with our efforts to get the basic initial steps taken toward the development of the Rampart potential power, I am gathering up all the available material related to it.

Wasn't it two years ago when you were on two weeks active duty with the Navy that you made a report on the feasibility of a road from Umiat to Fairbanks? I recall that I wrote a little story on it at the time.

Would it be possible to get a copy of the report or highlights from it? Especially relating to the river crossing and the present status of the extension of the Livengood road on to the river.

I thought your last meeting here with the Chamber did more toward clarifying and clearing up misunderstandings that have existed. Al Seeliger is to give a road committee report next Tuesday. If there's anything of interest to you in it, I'll send you a clipping.

Will appreciate anything you can do to help with information on Rampart.

Gaily,

Kay
Kay J. Kennedy

PLY:
USE
MIL

P. O. Box 1961

March 16, 1954

Mr. Ben J. Atkinson, Engineer
Alaska Propane Company, Inc.
Fairbanks, Alaska

My dear Mr. Atkinson:

In reply to your letter of March 11, 1954, regarding the road studies between Livengood and Umiat, Alaska, I am enclosing a copy of the short office study that was furnished the Arctic Contractors in August, 1951. This is a very preliminary study and, as you know, considerable additional information was developed concerning the route through the various studies made for the Navy.

I think of particular importance was the study made in 1945 by Leonard Berlin, now Cadastral Engineer for the Bureau of Land Management at Juneau. It is noted that Berlin's line varies somewhat from that covered in the attached study, particularly in the vicinity of the mouth of the John River and Bettles. In following Berlin's line south from Anaktuvuk Pass, it is noted that he left the John River north of Bettles at Bull Run Creek and crossed a low divide into Timber Creek which he followed on the left limit eventually climbing out and joining the old Wild River trail, and finally reaching the Koyukuk about 5 miles east of Bettles.

In discussing the possible routes with Ted Matthews, he considered the crossing of the Yukon would be best above the Big Bend rather than in the vicinity of Rampart. This would bring the line into Fairbanks by way of Hess Creek, Fish Creek and through Livengood.

Gillespie's report in 1945 recommended crossing the Yukon approximately 12 miles below Stevens and following into Fairbanks by practically the same route as recommended by Ted Matthews.

The Alaska Road Commission has no present plans for requesting funds for extension of the road towards Bettles or Umiat. We do have completed surveys for a line running from Livengood to Rampart by way of Hess Creek and also by way of Eureka with a more southerly exposure along the mountains between Livengood and Eureka. This material is available for review in either the Juneau or the Fairbanks offices of the Alaska Road Commission.

P. G. P
ABC

We are, of course, very interested in any construction that might be undertaken on this project and I appreciate your offer to cooperate with us.

Sincerely yours,

A. F. Ghiglione
Commissioner of Roads
for Alaska

Attachment

AFGhiglione:ak

ALASKA PROPANE CO., Inc.

BOX 2135
PHONE 4341

FAIRBANKS, ALASKA

Comm. of Rd.	
Chf. Engr.	WBY
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March 11, 1954

Mr. A. F. Ghiglione
Commissioner of Roads
Box 1961
Juneau, Alaska

Dear Mr. Ghiglione:

This is a request for information on a proposed road between Livengood and Umiat, Alaska. Your preliminary report dated 1951 was in my files in the engineering department at Arctic Contractors, Fairbanks Alaska and is the only report on this proposal with which I am familiar.

At the present time our company is making an estimate on a pipeline from Fairbanks to Gubik, Alaska. I will appreciate learning of any new planning regarding this proposed road as outlined in your 1951 report.

It may be possible that our pipeline engineering could be done in cooperation with your office to the benefit of all concerned.

If you have available a copy of your 1951 preliminary report on the Livengood-Umiat road, I will appreciate receiving a copy along with your comments on subsequent developments.

Sincerely yours,

Ben J. Atkinson
Ben J. Atkinson,
Engineer,
Box 325
Spenard, Alaska

BJA:ba

October 2, 1951

Mr. James P. Davis
Director, Office of Territories
Department of the Interior
Washington 25, D. C.

Dear Mr. Davis:

Forwarded herewith for your information is a copy of a letter received from the Director, Naval Petroleum Reserves, together with my reply concerning the proposed road development between Livengood and Umiat, Alaska.

As indicated in my letter, we have previously contacted the Alaska office of Naval Petroleum Reserve No. 4 regarding cooperative development of roads to serve their installations.

Sincerely yours,

A. F. Ghiglione
Commissioner of Roads
for Alaska

Enclosures - 2

AFG:lcs

13/10/51
AFG