

Fairbanks, Alaska.

December 9, 1920.

To Alaska Road Commission,  
Fairbanks, Alaska.

13  
12

FILE

Gentlemen:

Myself and sons (George and Ralph Keys) are engaged in mining on Moose Creek a tributary of the Henana River, have quite extensive holdings there which bid fair to develop, with proper amount of work, into very good producers. Already some Forty Thousand Dollars have been taken out, and the ground merely scratched, and with more energetic work than has been the custom of a few old timers, owners, prior to our acquisition of property there, it should produce many times as much as in the past.

Conditions for the transportation of supplies to this creek are very poor and the only time in the year that they can be moved to advantage is on or over the glaciers, formed on the creek during the winter, in the months of March or April, and sometimes even then it is not safe to use horses and only dogs can be used. But from a point three miles above the mouth of said Moose Creek at the Ferry or crossing of the A.E.C. Ry. over the Henana River, there is a stretch six miles in distance between that point and our operations on Moose Creek, which at a nominal cost or outlay of say, the sum of One Thousand Dollars, will give us a very good, practical route, which can be used in summer by wagons, and in winter by sleighs, for hauling supplies, and if the Commission can give us assistance to the extent of say one-half the amount of One Thousand Dollars stated, we will agree to personally undertake the work if so desired as early as practical in the Spring and prosecute said work to a finish guaranteeing said work to be finished and road completed. That is for help in the sum of Five Hundred Dollars, we will gladly do work which will not be less in legitimate cost of about One Thousand Dollars.

Each year there can be taken out at least twice the present amount (generally about four or five thousand dollars).

In my past seven teen years operations here in the Fairbanks District, wherein I have mined and produced over Six Hundred Thousand Dollars, we,

**GEORGE F. MARSH**  
U.S. COMMISSIONER  
**NOTARY PUBLIC**  
FORTUNA LEDGE, ALASKA

Gen. Jas. G. Steese

No. 2

June 29, 1927.

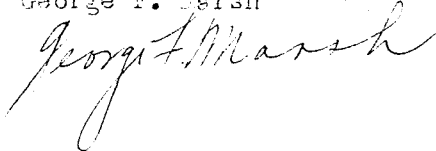
and Congressman Shreve asked, "Does Col. Steese, the Chairman of the Alaska Road Commission favor the project, and when Mr. Sutherland informed him that you did, Mr. Shreve stated, "Then I am for it."

Would appreciate having you take the same stand as Mr. Shreve, in regard to the NEW TRIFOD ROAD.

Mrs. Marsh joins me in very best wishes.

Cordially,

George F. Marsh



September 29, 1926

Mr. F. W. Webster  
Territorial Road Commissioner  
Unalakleet, Alaska

My dear Mr. Webster:

I was very sorry not to get to see you while our plane was in Unalakleet a few weeks ago. I trust by this time the bridge work on the Kaltag Portage has been completed and that it will prove as great a relief to next winter's travel as we have hoped.

Your letter of June 24 to the Territorial Board has just been referred to this office. However, I went over this situation in detail with Ross Kinney while with him at St. Michael last summer.

By the time you get this letter, Kinney no doubt will have been through there to make an examination on the ground and to arrange for such work as may be practicable.

With best wishes

Cordially yours,

Jas. G. Steese  
President.

JGS:IH

13/130-3

September 29, 1926

Territorial Board of Road Commissioners  
Juneau, Alaska

Gentlemen: Subject: Improvement Unalakleet-St. Michael Winter Mail Trail

Referring to your letter of the 27th inst. enclosing letter of June 24 from Divisional Road Commissioner, F. W. Webster of Unalakleet, recommending improvements to the Unalakleet-St. Michael winter mail trail I have to advise that Superintendent Kinney and I had before us a copy of this letter while in St. Michael last summer.

When I landed at Unalakleet later by airplane, Commissioner Webster was still up country completing a suspension bridge on the Kaltag-Unalakleet winter portage, authorized last year, so that I did not have an opportunity to see him.

Superintendent Kinney and I went over the situation and funds are available to do so much of this work as personal examination on the ground may determine to be practicable. Superintendent Kinney is now or soon will be going over this route in person to arrange for the work.

The necessary allotment will be made out of our programmed funds for winter trails in the Second Division.

Very truly yours,

Jas. G. Staese  
President.

JGS: IH

WAR DEPARTMENT

BOARD OF ROAD COMMISSIONERS FOR ALASKA

TAKOTNA, ALASKA

July 16, 1927.

Subject: Flat-Holy Cross Trail.

To: Engineer Officer of the Board.

1. On my inspection trip last spring I found the Flat-Holy Cross Trail in very poor condition and badly in need much improvement.

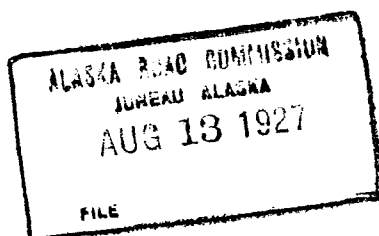
Last winter the mail contractor Mr. Jas. Walker roughly relocated the last thirty miles of this trail. Although I have never made a trip over the other route I understand from many reliable parties including Mr. Earle Forrest that this new location is much better, and also ten or fifteen miles shorter.

Timbered stretches in this new location were only partly cut and the open country needs considerable more tripoding to bring it up to standard. Several slough banks near the Yukon River should be cut down and arrow pointers placed on the banks to show the direction of the travel.

The unchanged part of the trail between Flat and Lovett's Shelter Cabin is also poorly cut and marked. By cutting <sup>and</sup> marking straighter the trail can easily be shortened several miles. At the present time it is hardly more than an Indian trail.

Mr. Walker accompanied me on the trip and as we traveled along I pointed out the places that needed improvements. When we reached Holy Cross I asked him to make a bid as to how much money he would want to make the improvements I mentioned. He stated he would do this work for \$700.00.

I consider this a very reasonable amount to cut and tripod thirty miles of trail, and also include the construction of two small bridges. As this work is needed more than any other trail work in the district and beneficial to all travel to and from Holy Cross and Flat, and also the reindeer men at Reindeer River I request an allotment of \$700.00 for this work.



*C. F. Lottsfeldt*  
C. F. Lottsfeldt,  
Superintendent.

Tacotna Als Sept 21 1927

A R C JUNEAU ALS

\* \* \* REF GILLETTS SECOND REQUEST INCREASE TACOTNA PROGRAM SEVEN  
HUNDRED DOLLARS FLAT HOLYCROSS TRAIL THIS WORK DESIRABLE \* \* \* \*

TAYLOR

Original wire filed Taylor Suspense

Increase authorized Steese suspense

15/129-0

February 21, 1936

Mr. Glenwood Dines  
Yakima, Wash.

Dear Sir:

Your letter of January 9 addressed to Mr. Frank Nash, Superintendent at Fairbanks, has been referred to this office. Ordinarily the Alaska Road Commission is in a position to assist new mining operators in the construction of some type of road into their operations and it is the desire to aid in developments of this type. However, the funds which will be available for the coming season's work are very limited and will not permit undertaking any extensive new work.

At the first opportunity an investigation will be made of the route of the proposed road and when and if funds are available consideration will be given to your request.

Very truly yours,

Ike P. Taylor,  
Chief Engineer.

IPT:IW  
CC Mr. Nash

10/113-1

INTERIOR  
WAR DEPARTMENT  
ALASKA ROAD COMMISSION  
JUNEAU, ALASKA

*A - per Doc*  
*Spec. Nat. Park*  
*113*  
*[Signature]*

DISTRICT OFFICE  
FAIRBANKS, ALASKA

January 21, 1936.

Alaska Road Commission,  
Juneau, Alaska.

Gentlemen;

Enclosed herewith please find a copy of a letter received from Mr. Glenwood Dines, of Yakima, Washington, in regard to the construction of a road, from the 4 mile post on Route 88, to and up Moose creek, to placer properties located on that creek.

Having never been over the proposed route, I cannot at this time make any definite statement as to the cost of the construction of the proposed road. However from information gathered from Mr. Keys it is believed that this road could be constructed for a probable cost of \$5000.00.

Very truly yours

*Frank Nash*

Frank Nash  
Supt.





Copy

Yakima, Washington.  
Jan. 9th, 1936.

Mr. Frank Nash,  
Supt. Road Commission.  
Fairbanks, Alaska.


Dear Sir;

I am assembling a hydraulic plant along with other equipment and materials and will ship same north this winter to Ferry station to have it hauled up to Moose Creek and have it installed on Mr. Keys placer gold property and will be working same continuously. Mr. Keys informed me that about seven years ago he wrote Colonel Steese, now a General, that S.R. Moore, a mining engineer, was doing extensive prospecting on Eva Creek and employing about ten men and that it was very hard to transport supplies due to the fact that there was no road, so if the road commission would investigate, he, Mr. Keys, thought they would recognize the urgent need of a road being built from Ferry. Colonel Steese wrote Mr. Keys a letter thanking him for calling their attention to the matter and that he, Colonel Steese, would send his engineer up at once to investigate and report on same. Mr. Keys states that at once Colonel Steese sent an engineer, Mr. George Haslem, up and that his report was favorable and road work was started immediately. Mr. Keys also stated that he notified you on matter of road in case a Mr. Garland should take up option and that you stated that just as soon as it was certain that operations on a substantial scale were started, then if sufficient funds were available, the road would have immediate attention. Mr. Garland wanted to take up matter of a road being put thru up with other authorities but Mr. Keys assured him and also assured me that it was proper to take the matter up with you personally first. I can assure you that it was largely thru his assurance that I have concluded a deal with him to work property on a large scale.

The point where he says road could and no doubt will be best is 4 miles out on the highway from Ferry and that it is approximately 1 mile across to his road and from there down to his camp about 4/5 mile which is mostly a graded road, no rock or swampy ground, and as it stands is only suitable for hauling with horse and wagon. With some regrading it would be fine for hauling with tractor or truck. All told Mr. Keys says there is just about 1 1/2 miles to be built, one mile of the cutoff to be built and a 1/2 mile of his road to be regraded. I shall appreciate it very much, Mr. Nash, if you could go yourself or send your engineer up to investigate and see for yourself the feasibility and practicability of the route suggested.

Mr. Keys writes me that some winters a team of horses or a tractor might be able to travel and haul equipment and supplies up Moose Creek but many winters and this one especially no team of horses or tractor can possibly travel up Moose Creek from the RR.

Signed  
Glenwood Dines.



7113  
WAR DEPARTMENT

BOARD OF ROAD COMMISSIONERS FOR ALASKA

~~JUNE 10, 1923~~

ANCHORAGE, ALASKA,

July, 11, 1923.

SUBJECT: Shipment of Powder to E.M.Heys, Ferry (Mile 371)  
Alaska.

To: Major John C. Gotwals, Engineer Officer of Board.

1. Referring to your letter dated July 3rd to Mr. E.M. Keys, Ferry (Mile 371) Alaska, in which you direct that 1500 lbs be forwarded to Mr. Keys, if available in this district, have to advise that this amount of TNT is being prepared for shipment from Wasilla, and that Mr. Keys will be notified direct from this office of exact date of shipment.

2. Will you please advise this office what accounting will have to be made, or if billing and accounting for same will be taken care of by the Headquarters Office.

*Oliver A. Hall*  
OLIVER A. HALL,  
Acting-Superintendent.

*ll/ll*

*4/ JMS*

(SEE letters dated Aug. 7 & 8, 1924 from Steese to Sterling filed 21/26)

SOUTHWESTERN DISTRICT,  
A.R.C.,  
ANCHORAGE, ALASKA.

July 12, 1923.

Subject: Shipment of Powder.

To: E.M.Keys, Ferry (Mile 371) Alaska.

1. Referring to letter to you from Major Gotwals, dated July 3rd, I beg to advise that we are shipping 1500 lbs. of TNT from Wasilla to you at Ferry by tomorrow's freight, Friday July 13th.

2. Please advise this office upon receipt of same.



OLIVER A. HALL,  
Acting-Superintendent.

CC to Maj. Gotwals.

113  
A  
LANE  
Anchorage, Alaska,  
July 3rd, 1923.

Mr. E. M. Keys,  
Ferry (Mile 371),  
Alaska.

My dear Mr. Keys:

I have just received your letter of June 21st in respect to the salvaging of the bridge span near the old bridge site. It seems probable that we can salvage this very conveniently from the bridge plant we will be forced to assemble to replace this bridge. However, there may be a change in our plans for this and in such case I will get in touch with you at once.

In respect to the work on your road, I saw Mr. Taylor last Friday and he will take up with you and no doubt can arrange in the way you desire.

As to explosive, we are very short of the same along the Railroad but I am inquiring of our superintendent, Alaska Road Commission, Anchorage, and if he has 1500 pounds available he will forward to you, notifying you of time of shipment.

We are getting pretty well over the onslaught made along the line by the recent flood and are now entirely in shape to handle the President's Party.

I hope I can get through and see you in the near future. In the meantime, my very kindest regards,

Very truly yours,

John C. Gotwals,  
Vice-Chairman.

JCG:D  
CC Supt. Hall  
" Taylor

Copy for ARC Files. ✓

1971 219' TUSE  
Wagonsite WYRAGG

Ferry (371) June 21, 1923.

Colonel Jas. G. Steese,  
Chief Engr., Alaska Railroad,  
Anchorage, Alaska.

Dear Sir:

In regard to the span of the bridge here which was swept down river about 1,000 feet, myself and son should like if you should decide to wreck and salvage to be given an opportunity to do the work.

We stand willing to take a contract and will give a reasonable bond if required.

We made a trip to the span where it lies and there is much material which can be saved. There are over 100 land truss rods some  $2\frac{1}{2}'$  and some  $1\frac{1}{2}'$  and few  $1'$ . Then the heavy cost plates about 50 of them and 4 good rails.

Much of timber is OK but will have to be handled by power to take down. We would secure small boiler and a single drum hoist and would be willing to tackle the job in about November or as soon as river is frozen over strong enough to travel in with a team.

If you should prefer to let us work by day and you furnish us with boiler and hoist we will guarantee to do the work economically, well as expeditiously, and save truss rods without bending. Of course we would prefer a contract if that would be possible.

We will work our placer property on Moose Creek this summer and also will do the road work. The high flood which swept out the bridge span also washed out all of approach to our road which necessitates starting anew at another point and grade along side hill tillowe top the old road built about two years ago.

I spoke to Mr. Ike Taylor and he said when we got ready to do it and he would arrange for inspection. At that time when talking to him I knew nothing of the flood having damaged road. It will cost close to \$125 for new piece of road work. In all we can estimate approximately a total cost of \$600 and we would be willing to stand  $1/2$  of same. If Commission can grant us help to amount of \$300.00, we shall do our best to make work entirely satisfactory. In fact, we will guarantee it to be so.

The other miners claim they are unable to assist in work owing to fact of this time of year being only time they can operate their mines and do their sluicing. So we shall undertake the work ourselves same as we did in the other road work and will say that the other road work cost us

\$1,450 deducting the \$500 appropriation left for our share \$950.00.

This work which we shall do this summer will make road cost about \$2,050.00, approximately 2/3 being borne ourselves which is all right with us as we realize the benefit we shall derive from improvement of transportation of supplies.

We have arranged for team to be shipped from Dunbar soon as first freight train will leave Fairbanks. We have quit mining coal and henceforth will bend our efforts to operate our Moose Creek property.

We are securing our necessary supply of 40% Giant powder from Anchorage and will need 1500# of TNT powder for "Bulldozing" boulders and will appreciate it very much if Commission can sell us that amount.

It will enable us to increase the output materially.

Trusting we may hear favorably from you in the matter,

Respectfully yours,

(Signed)

E. M. KEYS & SON

Kindest regards to yourself and Major Gotwals

E. M. K. & Son

CC Mr. Taylor  
Mr. Hansen.

Juneau Alaska June 20 1922

113  
Sterling  
Fairbanks

Yours nineteenth Keys and Sons approved

JGS:D

Steese

Form 155-B

C.P.P., A.E.F.—3405—3-6-19—106M

86  
**SIGNAL CORPS, UNITED STATES ARMY**  
**TELEGRAM**

ALASKA ROAD COMMISSION  
JUNEAU ALASKA  
JUN 20 1922  
FILE

**RECEIVED AT: HEADQUARTERS SERVICES OF SUPPLY, A. E. F.**

28291 X M 31 08

FAIRBANKS ALS JUNE 19 1922

STEESE

JUNEAU

RE YOUR LETTER MAY THIRTY FIRST KEYS AND SONS ALLOTMENT

TWO HUNDRED DOLLARS THEY ARE NOT MINING THIS SUMMER AND

WOULD PREFER LET ROAD WORK MOOSE CREEK GO UNTIL NEXT

SEASON

STERLING

812PM

May 31 1922

superintendent  
Alaska Road Commission  
Fairbanks

Dear Sir:

Extract

In accordance with your recommendation of last winter, this Commission will be allowed to make an allotment of \$200 under the same conditions as last year to Keys and Son for the Moose Creek project provided you still recommend this work and profitable agreement can be entered into with Mr. Keys.

Recommendation should be submitted by wire, if necessary, to authorize the work during the most economical season.

Very truly yours

Jas G Steese  
President

For original- see  
Bonnifield-Wood River  
file.



ALASKA ROAD COMMISSION

Fairbanks, Alaska.  
December 24, 1921.

From Fairbanks Superintendent

To The Board, Juneau, Alaska.

Subject,- Government Railroad-Moose Creek trail.

1 - Lastspring the appeal made by E.M.Keys and Sons for an appropriation by the road commission for the purpose of helping them to construct a road from the railroad to their property on Moose Creek was answered by an allotment of \$ 500 under the stipulation that they perform labor upon the road, which at the standard wage scale would equal that amount, thus making a total of \$ 1000 in labor spent upon the road.

2 - This road leaves the railroad at Mile 371 just north of the crossing of the Nenana River, the distance to their ground on Moose Creek being six miles. The road climbs a series of benches, having a hard bottom practically the entire distance, and drops into Moose Creek thru a small pup about nine miles from the mouth of Moose Creek. Previous to the work done this year all supplies were packed in.

3 - Though the grades made to climb the benches are far too steep, I can say that the amount of work performed for the money expended was really remarkable, and that the class of work done for the small size of the appropriation was as it should have been, that is, the money was spent in the right way. It is now possible to haul a load of a thousand pounds over the road with a team.

4 - This road is serviceable for not more than six small prospecting outfits and therein lies the doubt as to whether it would be advisable to offer a small appropriation for next season. There is no question that the money would be well applied, so far as actually doing the work is concerned. The Keys outfit took out \$ 3700 in a very short season this year which eliminates all doubt as to the ground carrying values. Their plan is to try to install a small hydraulic plant next year. They will ask for an appropriation of \$ 200 under the same conditions that the work was performed this year.

5 - In brief the following work was performed this year for the \$ 500 allotment,- Grading  $1\frac{1}{4}$  miles, brushed out  $1\frac{1}{2}$  miles and leveling with grubbing hoes  $\frac{1}{2}$  mile.

*Hawley W. Sterling*

Hawley W. Sterling, Fairbanks Superintendent

July 1st,  
1921

13

From: President of the Board.  
To: The Superintendent, Alaska Road Commission,  
Fairbanks, Alaska.  
Subject: Moose Creek Road.

1. Receipt is hereby acknowledged of your letter of June sixteenth on the above subject.

2. You are hereby authorized to expend not to exceed \$500.00 upon the Moose Creek Road, provided that Mr. E. M. Keys and associates contribute labor to an equivalent amount, and provided that the work accomplished will meet the immediate needs in opening this road.

3. It is left to your discretion to make the best arrangement possible with Mr. Keys, either by letting a contract to him to perform one thousand dollars worth of work for five hundred dollars and otherwise as may be deemed best. It is essential, however, that such inspection and final checking up of the work be made by you as to insure performance.

4. This allotment will be in addition to the funds otherwise available for your district.

JGS:D

Jas. G. Steese  
Major, Corps of Engrs.

*M. M. ...*

ALASKA ROAD COMMISSION

Fairbanks, Alaska.  
June 16th, 1921.

From Fairbanks Superintendent  
To Engineer Officer of the Board  
Subject, - Moose Creek Road

13

- 1 - Referring to your letter written to Mr. E. M. Keys under date of April 7th, a copy of which you sent to me.
- 2 - While in the vicinity of Lignite recently I met Mr. Keys and between trains made a trip to a point a little over half way between the railroad and his claims on Moose Creek and I have the following data to report,
- 3 - Mr. Keys asks for an appropriation of \$500 to apply toward the construction of a wagon road from the railroad at a point called Ferry to his placer claims on Moose Creek a distance of 6 miles. He agrees to perform labor to the value of \$500 free, making a total of \$1000 toward the construction of the road. He claims that this amount will put the road in good shape.
- 4 - \$1000 will not build six miles of wagon road even though the ground happens to be particularly favorable for the purpose as it is there, but after going over it I believe that the \$1000 applied will put the trail in such condition that a team can go over it with a thousand pounds which is all that Keys asks.
- 5 - The work to be done principally is grading approximately 1800 feet sidehill, ditching one half mile and putting in about six small culverts and in addition cutting the light growth of brush which covers about two miles out of the six. Except for one half mile the whole trail is hard and dry and could be used for a wagon as soon as it was brushed out.
- 7 - I believe Mr. Keys to be thoroly reliable and conscientious and think that ever dollar would be spent to advantage, the only question remaining is whether it is advisable to take up another new project at this time. The road if built would be of benefit to six prospecting outfits at the head of Moose Creek and beyond Moose Creek.

ALASKA ROAD COMMISSION  
JUNEAU, ALASKA  
JUL 2 1921  
FILE

Should this work be taken up I recommend that Mr. Keys be instructed to do the work and apply the money as he thinks best

*Henry H. ...*

April 7, 1921.

Mr. S. M. Keys,  
Moose Station, Alaska Eng. Coam. R.R.,  
via Anchorage, Alaska.

Dear Sir:

I have your letter and petition in regard to road up Moose Creek to your workings. I am very sorry that I could not get in to look at your property and work while in the interior this winter. I have asked Supt. Sterling to do so at the first opportunity. At this time I can give you no definite assurance for work to your claim as our appropriation has not yet been passed and we are consequently taking up no new work. The cooperation you offer is especially worth while and if we can enter into the project it will certainly be taken advantage of. I am returning, as you request, one copy of your petition. The other is held on file here. I trust I will be able to see you some time early this summer.

Please accept for yourself and your sons my highest regards.

JCC-JB  
1 inclo.

Major, Corps of Engineers.

13

12/2  
1/3

Moose Station A.B.C.Ry. 1/29-1919  
Caluel Gotwals  
Chairman Alaska Road Commission  
Fairbanks Alaska

Dear Sir:-

In the early part of Dec I submitted  
a request to the Commission for some  
assistance to put in a road from the  
Railroad to <sup>place mining</sup> our property on Moose  
Creek a tributary of the Penana River.  
It will cost approximately \$1,000.00  
to construct a road good enough  
to haul light loads with wagon or  
sleigh from Sec #5 (or old station #3)  
Distance is about six miles if the Commission  
can grant us 1/2 above amount we  
will do balance our self any time  
that your Engineer should desire to  
look over the layout we will gladly  
show him over it and we have room  
so as to accommodate him for meals

and bed There are three of us myself  
+ two sons George + Ralph + we have  
had considerable experience in the  
matter of Roadbuilding and have  
never asked any compensation for  
the various pieces of road + several  
bridges built some on public roads  
where they are still doing good service.

Myself + son George met you coming  
up on Steamer Alameda We are  
well known here throughout this  
Country having been mining here  
and up at Dawson Country for 23 years  
and can refer you to a score of  
Business men as to our responsibility.  
I enclose you a copy of former petition  
wherein a number of former Business men  
vouch for us.

Our handiest route would be up creek  
but in this case here it would take at  
the very least about \$5000.00 and so it

would not ~~hardly~~ be so practical as  
this other route. While this request is  
made by ourselves there are a number <sup>of</sup> others  
who will be using it. We have the route  
broken for pack trail and there is  
about 5 miles that loads can be hauled  
by wagon or sled with out any work  
~~on~~ on road whatever. There is about  
1 mile that will need grading on side  
hills at points along trail. Trail is  
not broken now and one would  
perhaps need snow shoes to look  
it over. If we had of been able to do  
the \$1000.00 worth of work past summer  
we would have kept using it for our  
road & kept in good shape for travel.  
Trusting you can give us this much help  
we remain

Yours Truly

P.S.

Ed. M. Key & Sons  
We would like if you would please return me copy of the  
petition - I hope you see much

myself and Sons have repeatedly, voluntarily built and repaired roads to facilitate handling supplies for ourselves and neighbor miners, without any compensation whatsoever, so we do feel that we are amply qualified to prosecute successfully this work on the herein mentioned piece of road.

After next year we hope to have installed a suitable hydraulic plant which will no doubt quadruple, or even more the amount of the present output.

Trusting that you will be able to consider this matter and to give us this much help, gladly giving references to responsible citizens of both Fairbanks and Nenana, Alaska, we beg to remain,

Yours Respectfully,

*E. M. Cape & Sons*  
Per. E. M. C.



February 24, 1937

Mr. Fred J. Spach  
Assistant Engineer, A. R. C.  
Anchorage, Alaska

Dear Sir:

Following my letter of yesterday with reference to the Kinak and Nunichak trails, I find that it will probably be better to separate these projects in getting out calls for bids. If a contract of this class totals more than \$2,000 two bonds are required, one for the Government and one to guarantee payment to labor, while if the contract is for less than \$2,000 no bond whatever is required. As it will probably be difficult for Hansen and anyone at Bethel to prepare a satisfactory bond I think it best to avoid this requirement by separating the two trails. However, it would appear that the Kinak Cabin can be included in the same specifications as for the Kinak Trail Staking as these two will not total the \$2,000 limit.

The limit of \$2,000 will not prohibit the awarding of both jobs to one contract but it simply means that the jobs must be advertised separately and contracted for separately.

It is also necessary to provide that bidder will execute an affidavit required under provisions of the Act of June 13, 1934 (48 Stat. 948). This, however, is nothing more than an affidavit to the effect that the employees have been paid with nothing withheld. I am enclosing a sample of this affidavit.

In getting out these calls for bids they should be gotten out on blank paper somewhat in the form enclosed. The item of guarantee need not be included nor should any requirement for liquidated damages on account of delay be included. After bids are opened contract should be prepared on Standard Form 23. If you do not have a supply of this form on hand they should be requisitioned. There is no printed form for the affidavit. It may be typed as required.

You will note that this affidavit is to be made up weekly. Of course, I realize that this will be impossible for Hansen or whoever else has this job as he will be out on the work. We will have to take care of this by permitting contractor to make up an affidavit for each week but all of which can be made when he is in Bethel.

Very truly yours,

Ike P. Taylor,  
Chief Engineer.

Originals filed 13/150-29

February 23, 1937

Mr. Fred J. Spach  
Assistant Engineer, A. R. C.  
Anchorage, Alaska

Dear Sir:

Reference is made to your letter of February 16, 1937 with copy of letter from H. M. Hansen of January 15, 1937, concerning the construction of the Kinak cabin and the staking of the Kinak and Nunichak trails.

The offer made by Hansen is satisfactory but it will be necessary for you to write up invitations and call for bids at Bethel. These invitations should be sent to the postmaster with request that he post one on the board in the post office. You can send Hansen an invitation direct and it will, of course, be necessary to explain to him that it is impossible to give him the work on contract without formally calling for bids.

The bids can call for staking both trails, total of 65 miles. It is not known here just how the pipes are divided as to present location, but due to greater permanence it would seem best to have the pipes used on the far end of both trails.

The construction of the cabin can be included in the same invitation as the trail staking.

Very truly yours,

Ike P. Taylor,  
Chief Engineer.

Anchorage, Alaska  
February 16, 1937

Subject: Shelter Cabin and Trail Work - Bethel  
(Ref: My letter of November 28, 1936)

To: Alaska Road Commission, Juneau

I have recently received the following letter from H. M. Hansen on the above subject:

Bethel, Alaska  
Jan. 15, 1937

Mr. F. J. Spach  
Anchorage, Alaska

Dear Sir:

I have been looking over the trail between Bethel and Nunachagamate. The distance is about 35 miles.

The trail between Kinak and what is known to the Juneau Office as Reindeer Creek is a distance of about 30 miles. There will be enough pipes to complete one trail.

About two or three years ago the P.W.A. started staking the tundra back of Bethel towards Nunachak but did not do much if anything towards the trail. I was out on the Nunachak and Bethel trail last winter also this winter but if I have to travel that route again I will hire a guide.

Now both trails are much in need of staking (tripoding). The Bethel-Nunachak trail has two schools, one at Nunachak and one at Nunapitshak; the first about 15 miles from Bethel and the last about 25 miles.

If the A. R. C. wants both of them tripoded I will do the two jobs at \$32.00 per mile using the iron pipes for tripodong one trail and spruce poles for the other, or using one half pipes on each trail, or I will do one trail only with pipes for \$32.00 per mile.

I will pay the expense of handling the pipes at Lomovik and Acolorock and Eek but will not pay the bill for the ones now in Bethel, nor will I do the job by day labor. All work will be guaranteed and completed before December 31, 1937.

Regarding the road cabin on the Kinak-Bethel trail, I will transfer materials to cabin site from Bethel, furnish all extra lumber, as I told you in Anchorage, two extra windows, stove, stove pipe and safety, for the sum of \$500.00, work guaranteed and job complete before July 1,

1937 - but will not take the job for day labor. This is the best I can do and if satisfactory with the A. R. C. let me know at earliest date. All my work is guaranteed or no pay.

Yours very truly,

H. M. Hansen

In the next to the last paragraph of Han's letter in which he referred to the bill for the pipe now in Bethel, I think he had the transportation bill in mind from the Moravian Mission and Felder & Gale; the former transported pipe from Quinhagak and the latter from Good News Bay; these two bills did not reach me until February 1st and were vouchered at that time; the total of the 2 bills was \$106.72. It is my understanding that all the left over pipe are in Bethel.

Awaiting your advice on this subject, I am

Yours very truly,

(s) Fred J. Spach  
Assistant Engineer

Anchorage Alaska  
November 28, 1936

Subject: Shelter Cabin and Trail Work - Bethel

To: Alaska Road Commission, Juneau

1. H. M. Hansen (Big Hans) is in Anchorage for a few days and I had a talk with him on the above subject. He advised me that the cabin materials checked out according to the invoices he received and that he packed all the materials to a place behind Samuelson's store and covered them with canvas.
2. The lumber was all green and wet at the time he handled it and it hasn't had a chance to dry out as yet. Hans recommended that the building of the cabin be deferred until after the breakup next spring as there being over 5 tons of it, the expense of hauling it with dog team to the cabin site would be prohibitive and that by taking it down the river on a barge at the time the cabin was ready to be constructed a big expense could be eliminated.
3. He advised also that some additional lumber would have to be purchased locally to make up for the shrinkage as none of the 8-inch lumber measures over 7 inches; there is also a lack of extra lumber to take care of the door and window casings. There are 3 windows in the order where 5 are really needed according to Hans as 2 of the windows should be doubled. He stated that due to the scarcity of fuel on these trails in this section of the country, the cabins should be built as warm as possible and insulated with celotex together with the building paper between the double walls.
4. In regard to the pipe staking Hans stated that the driving of pipe in that country has proven a failure inasmuch as most of the pipe driven, between Bethel and Goodnews Bay, now stands at a 45 degree angle; this is due to the sun heating the pipe and thawing the ground to the bottom of the pipe and the strong winds would cause the pipe to lean over. None of this pipe was driven less than 3 feet and most of it from 4 to 5 feet deep. Wherever the pipe was used in hard ground they made tripods with it and these tripods are all upright.
5. Hans estimated there is enough pipe on hand to tripod 60 to 65 miles of trail, that is by placing these tripods 500 feet apart; allowance is made in this case where the trails would cross lakes which would eliminate some of the tripods which would otherwise have to come in the lakes.
6. According to Hans Section Map Sheet 5 must be wrong where Johnson River is shown; he claims that Johnson river comes into the Kuskokwim

about 20 miles above Kinak. The map shows the confluence at Kinak village. He said that there was no Reindeer Creek in this locality and that the trail staking petitioned for was for that section between Johnson River and Kinak instead of Reindeer Creek and Kinak.

7. About 2 years ago the local people around Bethel spent some PWA money in tripoding the trail from Bethel to Nunichak 35 miles; according to Hans a poor job was done as most all of the tripods fell down before the end of that winter. He thinks there are plenty of pipes on hand to tripod both places, Johnson River-Kinak and Bethel-Nunichak.

8. Hans advised me that he would send me a bid on the cabin construction and also a pipe tripoding bid shortly after he returns to Bethel. He figured that the pipe tripoding between Johnson River and Kinak could be done early in the spring at the time the cabin was constructed as the pipe could be taken down the river with the cabin materials.

9. Hans said he has felt fine since his operation for hernia and has received some money from the Compensation Commission but they have not sent him his travel expense money.

Yours very truly,

(s) Fred J. Spach  
Assistant Engineer, A. R. C.

INTERIOR  
~~STATE~~ DEPARTMENT  
ALASKA ROAD COMMISSION  
JUNEAU, ALASKA

DISTRICT OFFICE  
FAIRBANKS, ALASKA

October 14, 1937.



Alaska Road Commission,  
Juneau, Alaska.

Gentlemen;

Reference conversation with Mr. Taylor, in September in regard to work on routes 7J and 7JA.

Since Mr. Taylors departure from Fairbanks, Mr. George Mutchler, owner of the Chena Hot Springs, came to this Office requesting help from the A R C or Territory to repair and construct bridges between Fairbanks and Chena Hot Springs. As Mr. Mutchler had not been over this trail for several years it was impossible for him to state how much it would cost to make the necessary repairs and construct new bridges where needed. Nor has any one from this Office been over this trail for some time, so it is impossible for me to determine what the cost of this work would be.

It is known however that there is no bridge across the Little Chena River (foot bridge was taken out last spring during the flood) nor is there any bridge across the North Fork which is crossed three times, nor the West Fork which is crossed once. The condition of old bridges on this route is not known.

However Mr. Mutchler stated that he believed that if they received help to the extent of \$750.00, that they by contributing some work could put this trail in passable condition for the coming winter.

Mr. C. F. Shields, who will be operating (drilling and prospecting) on the Upper Chena River has also asked for some work on these routes. As far as is known at this time the only work required up the Middle Fork of the Chena would be a temporary bridge across the Chena below the Mouth of the North Fork and bridge repairs above that point, which work could probably be done for an additional \$300.00.

However before any work is authorized I believe it would be advisable for either Burglin or Wuenboe to fly to Chena Hot Springs, shortly after the freezeup and walk out over these routes.

Very truly yours

A handwritten signature in cursive script that reads "Frank Nash".

Frank Nash  
Supt.

Department of the Interior  
Alaska Road Commission  
Takotna, Alaska.

November 7, 1937

Subject: Akiak-Canyon Creek Route  
(My letter of July 24, 1937)

To: Mr. Ike P. Taylor, Chief Engineer, Juneau.

Dear Sir:

At the time I reported on my interview with Mr. H. W. Reeth, Vasaborg Exploration Co., I sent Mr. H.M.Hansen (Big Hans) a copy of Mr. Reeth's letter to you also copy of my report. I asked Mr. Hansen if he could throw any further light on the subject. This is his reply:

Bethel, Alaska,  
Sept. 25, 1937.

Mr. F. J. Spach  
Takotna, Alaska.

Dear Sir:

Your letter of July 24 on hand and of much interest. I noticed by it that H. W. Reeth of Akiak has been buttonholing the Juneau office for a trail and bridges to his property at Golden Gate, which he claims to own. To my knowledge at this date he does not own a foot of ground in that vicinity. I will admit that Mr. Reeth did bring in about six or seven men in 1919 and that he, Reeth, made a nice fluke of things but Mr. Reeth did not pay for it nor was it any fault of the Scandinavian Bank that caused his failure since all checks came back stamped no funds. I don't remember whether this was the year of the Scandinavian Bank failure or not.

Mr. Reeth has never done any work in the vicinity of Golden Gate since the year of 1921 outside of 1924 when I understand he did some trapping and then in 1927 he went over to the head of Togiak River trapping beaver. I believe he then took sick and was unable to trap and has never been in the hills since.

I noticed by the copy of your letter to the Juneau office that you considered Mr. Reeth a highly educated person and that he is in the seventy's; In this you are correct but to us on the lower Kuskokwim he is not only looney but a nuisance and a poor neighbor with a specialty of writing to people like President Roosevelt, Henry Ford and others in same class. In 1930 he made some kind of a mess of things writing to a Miss Hammonds of Washington D.C. getting her to come to Bethel on strength of his Golden Gate property and my such a headache; Miss Hammonds was a sister of Admiral Hammond of the U.S. Navy and she couldn't get the Tupper to leave fast enough.

Mr. Reeth is correct about the Anderson brothers of Akiak taking out about \$200,000. from Canyon creek since 1914 but their tonnage of freight per year has never been over one ton and one half (3000 lbs.) In earlier days they hauled by reindeer,



Akiak-Canyon creek route.

later by dogs and now by plane at the rate of 5¢ per pound. This is about all the mining done in that section outside of ~~Mark~~ Herman Oman who has been sniping on Canyon creek but whose ground is worked out.

Last summer some natives made a little strike at the head of Togiak river which is about 25 miles due east of Canyon creek. I understand that they took out about \$400. this summer in coarse gold and that is all the output in this section up to date.

Canyon creek is located about 85 miles due east from Bethel by plane and is about the same distance by dog team starting from the south side of the mouth of the Kiseralic river which is located about six miles below Akiak, then following in easterly direction for about 30 miles to Columbia creek, following up Columbia to its head and then swinging around head of Johnson river to Crooked creek which is about 15 miles from Canyon creek. Crooked creek is a tributary to Quitluck river and the only creek that needs a bridge between the Kuskokwim and Canyon creek. This bridge should need to be 75 feet long. I measured this stream in 1937 and also this summer.


Note- When you see the name Johnson River don't get mixed with the one that comes in 20 miles below Bethel.

I am in hope this will give you some outline of things and leaving it up to the Alaska Road Commission to use their own judgement.

Yours very truly  
H. M. Hansen

Mr. Charles Herbert, who has been in this district this past season investigating mining property on which applications had been made for Government loans, asked me about this Mr. Reeth as he has an application from him. I let him read "Big Hans" letter which satisfied him.

Yours very truly

  
Fred J. Spach  
Assistant Engineer.

July 31, 1937

Mr. Fred J. Spach  
Assistant Engineer, A. R. C.  
Takotna, Alaska

Dear Sir:

Receipt is acknowledged of your letter of July 24 regarding the proposed route into Canyon Creek from Akiak.

The information furnished is all that is required at this time and you need not plan on a detailed reconnaissance unless further instructed.

If mining in the area to be served develops to a greater extent further consideration will be given to this project, providing also that funds are available.

Very truly yours,

Ike P. Taylor,  
Chief Engineer.

IPT:IW

Department of the Interior  
ALASKA ROAD COMMISSION  
Taktotna, Alaska

July 24, 1937

Mr. Ike P. Taylor  
Chief Engineer, A.R.C.  
Juneau, Alaska



Dear Sir:

In reply to your letter of July 2nd requesting me to contact Mr. H. W. Reeth, Vasaborg Exploration Co., Akiak, relative to the Akiak-Canyon Creek route, I visited Mr. Reeth at Akiak on July 20th.

This is the first time I ever met Mr. Reeth, and although the answer to my inquiries about him around Bethel, before I left for Akiak, were to the effect that he is a "looney old Finn", my meeting and two hours conversation with him convinced me that he is a highly educated civil engineer. He is a man I judge to be in his early 70's, and he has been mining and prospecting in the Canyon Creek district since 1908. He told me that in 1919 he was mining on a big scale over there and had a \$3000 per month payroll, but having his funds in the Scandinavian Bank at the time it went defunct, he lost all he had and his checks were protested with the ultimate result that all his mining machinery was sold to satisfy his creditors.

From his own maps of this section he proved to me that he knows map making at least, and he advised me that he contributed maps and data of that section to the Geological Survey Office, Washington D.C. Due to the fact that his residence in Akiak burned down several years ago, he lost many maps, his surveying instruments, and what worldly possessions he had, so of late years he has just been getting along on the gold he is able to get out in a crude way.

Although the ARC map, sheet #3, shows very little topography due east of Akiak, you may have some Geological Survey maps that may throw some light on the following description of the proposed route as described to me by Mr. Reeth.

The course of the route is practically due east from Akiak and the distance to Canyon Creek according to Mr. Reeth is 80 miles, 75% of which is on gravel flats.

The first bridge would be 8 miles out of Akiak across Otter Creek; Nukluk Creek is crossed at Mile 30, and Clear Creek at Mile 33. A quartz vein 100 feet wide for a distance of  $3\frac{1}{2}$  miles is staked here, outcrops of which assay from \$2.00 to \$3.00 per ton. Gravel beds continue to Mile 45 to Swift Creek, which is crossed, thence up Swift Creek to the Golden Gate Hydraulic Mine owned by Mr. Reeth at Mile 53.

*gmp*  
*7/27/37*  
*1-10-37*

He claims that here he estimates 67 million yards of gravel that will yield 45¢ per cu.yd. This has been worked by Mr. Reeth since 1908. The route then continues to Mile 58, where Pass Creek is crossed, then to Observation Mountain, Mile 63, where the Crooked Creek reindeer corrals are located. The route then continues to Mile 73 where Gold Creek is crossed, thence 7 miles more to Mile 80, Canyon Creek. The Anderson brothers have been hydraulicing here since 1914, and have taken out over \$200,000 in gold, at the mouth of Canyon Creek, since that date.

Canyon Creek is tributary to Fork Creek, Fork Creek is tributary to Crooked Creek, and Crooked is tributary to Kwikluk River. Kwikluk is the same as the Kiselalik River as shown on the 1935 ARC wall map of Alaska. They used to call the Kiselalik Kwikluk, but on the map the latter river is dotted in as the next river south.

The distance from Observation Mountain, Mile 63, to the head of the Togiak river, where some new discoveries were recently made, and which ground is now being drilled, is 30 miles.

This route would also tap Marvel Dome and Bear Creek. There is no doubt in my mind but that this route would open a highly mineralized section both in placer and quartz. If Mr. Reeth's opinion is correct, a road could be built from Akiak to Canyon Creek at a very little expense outside of the bridges, which would be six in number, namely: Otter Creek, Nuklak Creek, Clear Creek, Swift Creek, Pass Creek, Gold Creek. These bridges would average 40 feet in length. In this section the timber isn't very large so for any structure of this character it would be necessary to ship in the stringers at least, and haul them in by tractor.

When asked if he and the other operators would contribute toward a project of this kind, Mr. Reeth said that personally he was unable to do anything toward it financially, but believed that the Anderson Brothers would help.

I am sending H. M. Hansen (Big Hans) a copy of this letter with the request for further information and comments. I believe Big Hans is interested in some mining ground on Crooked Creek and tributaries, and he knows this section well, having been over it all both summer and winter. As soon as I hear from him I will advise you of his report.

Dr. Carter of Bethel has been promoting some ground on Canyon Creek, and I understand that the Yuba Mining Co. have been doing some drilling on it.

In order to get a true picture of this project, it would be necessary to walk both ways, a distance of 160 miles, as it is hard to get plane service in this section. It would take at least


Akiak-Canyon Creek, cont.

3

ten days for the round trip, barring no trouble in crossing the streams. I would be glad to make the trip if you think it is necessary.

I am enclosing an extra copy of this letter for Mr. Hesse, in the event you wish to give it to him.

Yours very truly,

  
Fred J. Spach  
Asst. Engr.

*Copy handed  
to Hesse*

FJS/wrc

enc. c/c Mr. Hesse

c/c H.M.Hansen

July 2, 1937

Mr. Fred J. Spach  
Assistant Engineer, A. R. C.  
Takotna, Alaska

Dear Sir:

Mr. Hesse has received a letter from Mr. H. W. Reeth, Vasaborg Exploration Co., Akiak, requesting several small bridges and some work on the route from Akiak to Canyon Creek.

It is requested that on your next trip down to Bethel you attempt to contact Mr. Reeth and learn just what is required. As the distance from Akiak to the mines is approximately 60 miles, it is doubtful if you would have the time to actually go over the route. However, if an inspection of the proposed work could be made it would be desirable.

Very truly yours,

Ike P. Taylor,  
Chief Engineer.

CC Mr. Hesse  
IPT:IW

13 | 150-12

March 15, 1923

150

Mr. Ed Smith,  
Akiak, Alaska.

My dear Mr. Smith:

Your letter of November 15th last concerning trail from Akiak to Canyon Creek, addressed to Karl Theile, Secretary of the Territory, has been forwarded to this office for investigation.

We have also received a letter from Mr. H. W. Reeth, of Golden Gate Falls, urging that no bridge be built across Rignugalic River which would be an obstruction to navigation.

We shall make an investigation of this situation during the coming season if possible and will take up with you later the question of desired improvements. The conditions in your district are realized and we are attempting to afford relief as rapidly as possible. As you know, during the last two years we have done work on a great many cooperative projects centering around Bethel with funds partly contributed by the Territory and partly furnished by ourselves.

Very truly yours,

Jas. G. Steese,  
President.

JCS-IB

Copy to:  
Territorial Board of  
Road Commissioners.

13  
150/2

150

March 15, 1923

Mr. H. W. Reeth,  
Golden Gate Falls,  
Akiak, Alaska.

My dear Mr. Reeth:

Your letter of November 15th last, addressed to the Honorable Scott C. Bone, Governor of Alaska, with reference to bridge across the Riglugalic River and other work desired upon the Akiak-Canyon Creek trail, has been referred to this office for investigation. The map sent under separate cover has not been received.

With reference to your first anxiety, I have to advise that no bridges can be placed across navigable streams without a permit from the Secretary of War and such permits are issued only after a thorough investigation of the situation including the taking of testimony from all navigation interests concerned.

I can therefore assure you that no bridge will be placed across this stream that will interfere with navigation. If a bridge is found desired it will have to be placed at such an elevation as to be cleared by the boats which ordinarily use this stream.

During the past two years the Territorial Board and ourselves have been investigating the transportation situation in the country contiguous to Bethel and Akiak, as a result of which considerable work has been authorized on the winter trails. We shall make an investigation of your situation just as rapidly as possible and we hope to take the matter up with you personally at a later date.

Very truly yours,

Jas. G. Steese,  
President.

JGS-LB

Copy to:  
Territorial Board  
of Road Commissioners.



March 6, 1923

Secretary,  
Territorial Board of Road Commissioners,  
Juneau, Alaska.

Dear Sir:

Receipt is acknowledged of your letter of the 7th ultimo, concerning the need of bridges on the trail between Akiak and Canyon Creek. Conditions in this district will be investigated as soon as practicable during the coming working season and the matter will again be taken up with your Board when report is received.

It is noted that one of the streams in question is navigable. If this is correct, authority for the erection of a bridge will have to be secured from the Secretary of War after plans for such bridge, if found desirable, have been completed. You will be advised further concerning the situation.

JGS-LB

Jan. G. Steese,  
President.

12  
150/2

DEPARTMENT OF THE INTERIOR

KARL THEILE  
EX-OFFICIO SECRETARY  
OF ALASKA

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

February 7, 1923.

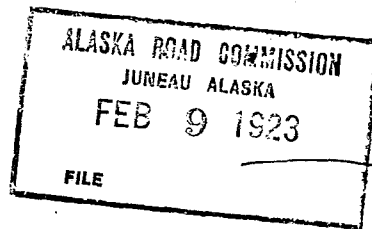
Board of Road Commissioners for Alaska,  
Juneau, Alaska.

Gentlemen:

At the request of the Territorial Board of Road Commissioners I am enclosing herewith correspondence in regard to the need of small bridges on the trail between Akiak and Canyon Creek.

The Territorial Board is of the opinion that this request is worthy of consideration and it is therefore respectfully referred to you.

Very truly yours,



*Karl Theile*  
Secretary Territorial Board of Road  
Commissioners.

JAN 29 1923

Akiak, Alaska.  
Nov. 15 1922.

Honorable Scott C. Boone,  
Governor of Alaska.

Dear sir:

I have learned that a petition will be sent in for funds to be used in building three bridges for a winter trail between Akiak and Canyon creek where some placer mines are located. I desire to attract your attention, especially to the one planned on the lower part of Riglugalic River (Kisalerik River) so it will be built above the high water mark and will not be an obstruction to navigation.

The Riglugalic River is navigable for power boats carrying twenty tons and over, for a long distance above the place where the proposed bridge is to be built. There is a great need for bridges or rather a wagon road into this promising mining district as it would be a great help to transport mining machinery of different descriptions.

I will send under separate cover one of my sketch maps with explanation so you can form an idea which route is the most feasible and to the best benefit for future development of this country, the above route mentioned, or the one I will recommend.

The winter trail and bridges which funds will be called for, is traversing across a swampy lowland for about thirty or forty miles, full of lakes and can never be used as a summer trail and the banks of the Riglugalic River where the bridges are proposed to be built are of silt and sand and every spring during the break-up, the banks caves in ten or more feet on each side, so it will be a hard matter to make a bridge to last for any length of time. The bridge across the Kashigaluk River will come practically under the same condition. The one across Crooked Creek is very needful and is above navigation.

I will draw a dotted line with ink on the map so you will see the approximate track of the winter trail, these bridges will seldom be used except in the fall before the river is frozen enough to travel on, and sometime early in the spring.

The road I will recommend would start at the fishing village Nunalenhak, see map and follow my preliminary survey of the proposed Electric line to Golden Gate Falls and from there to Crooked Creek bridge and the same to Canyon Creek. All that is needed are two good bridges, one across the lower end of Golden Gate Falls a span of about eighty feet and solid rock foundation and one across Swift Creek about the same length, also solid rock foundation there. These two bridges and the one for Crooked Creek I would highly recommend as there is a summer trail from Nunalenhak up to Golden Gate Falls, which are much used by natives, Reindeer Herders and prospectors and at times when there is heavy rainfall when the above streams cannot be crossed. Survey of the proposed Electric Line follows a high plateau from Nunalenhak to the foot of the Mountains and then the mountain range to Golden Gate Falls. Crooked Creek, at the Golden Gate Falls is located the Golden Gate Hydraulic Gold mine which is at present time under development and survey has been made of Golden Gate for installing a Electric plant in the near future or as soon as transportation facilities permits. And close to the summer trail as will be seen on the map are located the Royal group of Quartz which is undeveloped for lack of transportation facilities.

From an Engineering point of view it can not be denied that this route is the most beneficial to the whole districts. However if you should decide to build the bridges on the lower river, please have them specified to be built twenty feet above high water mark so they will not be an obstruction to navigation.

13/150/2

The following map was made before Canyon Creek placers were discovered so it is necessary to make some correction in ink.

As illustrated in my explanation in regards to the bridges necessary to be built for the benefit of the mining industry and public at large, I will add that it would be just as necessary to have a Wagon road built which could be used both summer and winter and if said road was built along the line I have recommended it would be benefit, also to the Bear Creek placer mining district, Geographically the road would be centrally located so short branch roads could be built to any of the now producing mining camps and be in direct connection with water transportation

Yours Respectfully,

Golden Gate Falls Nov. 15th, 1922  
Akiak, Alaska.

*H. W. Reeth*

*P. S. The map will be sent under separate cover.*  
*H. W. R.*

Akiak Nov 15<sup>th</sup> = 22

Mr Karl Theile

The boys asked me to write to you about the trail from here to Canyon Creek they are not interested so much in the trail as in the streams that has to be crossed on the trail. Crooked is the worst every spring and fall some one has a hell of a time to cross it you yourself had a little experience there those two branches of the Keaseavolik out about seven and ten miles from Akiak are bad winter and summer the Kuseageluk is fifteen miles from Akiak whenever we have a soft spell in winter its hard to cross any of those lower streams the Natives. the Lapps and Everyone Else gets hung up there for days as you cant get around them. if there was foot Bridges over those three lower streams and some kind of double Ender boat or ferry on Crooked one could travel winter or summer without any trouble I asked Ed McCann what he thought it would cost to put those in

he said it would cost about three thousand dollars as the streams are all too wide to place stringers across. there would have to be cable strung. we are getting some pretty good prospects about 3 1/2 miles from Akiak on a creek that crosses the trail. I have not saw anyone from Bear Creek but I hear that Company that is drilling up there are getting good prospects everyone here is fine. Akiak is growing. quite a few new people have come here last summer most of them for the government the bun having a racket over there and the lady that came in as house-keeper is living on this side but that is nothing new. we have two new babies here Mrs Olie Anderson and Mr Grien are the lucky ones. well Earl I guess that is enough for this time  
give my kindest regards  
to Mrs Theile

I Remain yours  
Respectfully

Ed Smith

ALASKA ROAD COMMISSION  
ANCHORAGE ALASKA  
FEBRUARY 21st, 1947

Mr Harry Steen  
Flat, Alaska



Dear Sir:

This acknowledges receipt of your letter of February 14th, enclosing a petition to have some work done on a winter trail from Flat at the crossing of the Bonanza river, and to have a shelter cabin constructed at the head of Dorothy Creek, on the Crooked Creek trail.

Your petition has been forwarded to our head office for their consideration, but I am unable to give them an estimate of the cost of the proposed work as I am not familiar with this trail.

I would appreciate your advising me an estimated cost of the repairs to the bridge and the cost of building a shelter cabin near the head of Dorothy Creek, also what arrangements could be made to have ~~the work done~~ the work done.

While I have been over the Moore Creek winter trail many times, I was only on the Crooked Creek trail once, and those days there were no aids for travellers

Very truly yours

M.C. Edmunds, Sup't.

ALASKA ROAD COMMISSION  
ANCHORAGE ALASKA  
FEBRUARY 21st, 1947

5



*Handwritten initials and scribbles:*  
om  
LB  
gk

Mr Ike P. Taylor  
Chief Engineer  
Juneau, Alaska

Dear Sir:

I am forwarding a petition for work to be done on route 32-D, the winter trail from Flat to Crooked Creek, in the Kuskokwin district.

The petition has been signed by forty one residents of the area.

I am forwarding a copy of my acknowledgment to Mr Steen, and in it am enquiring regarding costs of the proposed work, and what arrangements can be made to have the work done, so that I may advise you further.

*Handwritten note:*  
No answer  
until estimates  
received  
gk  
1/25/47

Very truly Yours

*Handwritten signature:* M.C. Edmunds  
M.C. Edmunds, Sup't



January 12, 1938

Mr. Geo. Mutchler  
Fairbanks, Alaska

Dear Sir:

With reference to your letter of December 7, I assume from a wire received today from Mr. Grandison that you are now straightened out on this matter.

Evidently Mayben decided to do the work up the Middle Fork before going up the North Fork if, as you say, the crew was then working on the Middle Fork. However, since funds were sufficient for only seven or eight days work on the Middle Fork there would be little delay in getting to the work on the North Fork.

Very truly yours,

Ike P. Taylor,  
Chief Engineer.

IPT:IW

*Handwritten initials*

12/11/38  
9-211/2

Fairbanks, Alaska  
Dec. 7, 1938

Mr. Ike P. Taylor,  
Juneau, Alaska.

Dear Ike;

Am writing you about the work we were talking about to be done up the north fork of the Chena River.

The crew is up there now but are doing the work up the middle fork instead of the North Fork, which will be useless to us at the spring. Have been led to believe by Mr. Nash and the other A. R. C. officials at Fairbanks that the bridge work was to be up the fork to the springs.

Mr. Nash and the others with the exception of Mr. Grandison are in the states at present and Mr. Grandison informs me that he can do nothing without authority from you.

What I want is to get the bridges in so that I can get my freight and supplies in ~~referencing~~ now. At the present time a tractor and bulldozer should be on the way up there to work on the air plane field.

Have just been talking with Mr. Hesse and he said he would take the matter up with you when he gets to Juneau tomorrow and can no doubt explain it more in detail than I can in a letter but please let me know immediately for this is very urgent and should be done now.

Very sincerely

Geo. M. Metcher



Juneau Alaska Aug 14 1940

Nash  
Fairbanks

Territory willing begin construction on extension Eva Creek road to the extent of three thousand dollars conditional upon satisfactory cooperation by local people and supervision ARC Mr Hesse desires have permanent location made and work started as soon as possible

Skinner

*for allotment  
file 21/132*

13/121-2

Original filed 32/88

Recommendation

ARL make Survey -	\$ 800.00	} ARL
80' Bridges @ 20 <sup>00</sup>	1600.00	
1 Dozer (HDB) w/ operator @ 21 <sup>50</sup> 100 days	2150.00	
1. Subcontractor (for culverts etc) 100 days	750.00	
	<u>\$ 5300.00</u>	

Balance to be done by  
minis -

JM

Department of the Interior  
ALASKA ROAD COMMISSION  
Fairbanks, Alaska

August 6, 1940

Alaska Road Commission  
Juneau, Alaska

Gentlemen:

Enclosed herewith please find two copies of report of B. D. Stewart, Jr., Transitman, of a reconnaissance trip made recently by him from the end of the present Eva Creek road to mining operations of Nels Jackson in the Totatlanika River.

Mr. Stewart advises that the majority of the ground traversed on the proposed location is a good dry character and that if the proper co-operation is received from the interested parties that this 14 miles of road can be constructed at a cost to the A.R.C. of \$4000.00.

Very truly yours,

*Frank Nash*

Frank Nash  
Sup't.

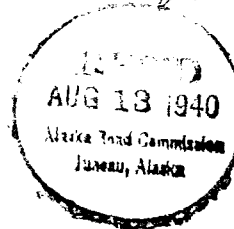
*From Stewart report  
would say like  
most minus cooperation  
that it is willing  
but not - sketchy*

13/121-2

#3

*14 miles of road  
for 4 lanes, 10'*

*Copy Juneau  
8/14/40*

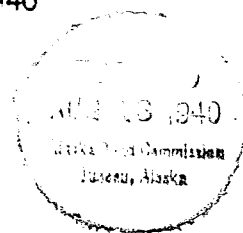


s

Department of the Interior  
ALASKA ROAD COMMISSION  
Fairbanks, Alaska

August 5, 1940

Mr. Frank Nash  
Sup't. A.R.C.  
Fairbanks, Alaska



Dear Sir:

Following is a report of a recent reconnaissance trip to the Bonnifield district.

I left Fairbanks at 8:00 a.m. August 1, via Brill car on the Alaska Railroad and arrived at Ferry at 11:15 a.m. Mr. E. W. Fringle, manager of the Trippe X Placer Co., was at the railroad and very kindly gave me transportation to his Moose Creek camp, where I had lunch and looked over his operations. This camp is about  $6\frac{1}{2}$  miles from Ferry, and is at the end of  $2\frac{1}{2}$  miles of road which Mr. Pringle has constructed from Mile 4 on the Ferry-Eva Creek road, Route 88. The mining operations here consist of dredging on lower Moose Creek with a Baker-Hopkins one-bucket dredge, and a dragline outfit working on upper Moose Creek. About 12 men are employed.

B  
W.D.

In the afternoon Mr. Pringle drove me over to his Eva Creek camp, where Standard Mines, also managed by him, are operating a one-bucket dredge. Mr. Pringle has built  $2\frac{1}{4}$  miles of road from the end of Route 88 to the site of this dredging operation. Five men are employed here, working two 12 hour shifts.

I spent the night at the dredge camp and the next morning started for the Totatlanika River. The route followed was down Eva Creek to it's confluence with Elsie Creek, over a low ridge and down into California Creek. A. O. Brown has a cabin here, at the mouth of McAdam Creek, and is engaged in prospecting for quartz leads. From here I went up McAdam Creek to the fourth tributary on the right limit (unnamed), and up it to it's head, at which point is located what is known as the Glory Hole, a deep cleft in a large deposit of what appears to be rotten quartz. The Glory Hole is visible for several miles around the country, due to the large white face presented, and is one of the local landmarks. From here I followed a ridge down to June Creek and down June Creek to the Totatlanika River and Nels Jackson's camp at the mouth of 4th of July Creek.

While at Jackson's place, I examined the field he has constructed on a ridge about a mile from the camp and about five hundred feet above the Totatlanika, on the right limit. The field is 1600 feet long by 75 feet wide, running approximately East South East. It is hard and smooth, the material being

13/159-222

schist and clay, but there is quite a hump on the West end, field rising on a 7% grade for 700 feet. The field is constructed at a right angle to the prevailing wind, but there is no other suitable location in the vicinity. ]

Jackson is mining by the hydraulic method, using a dozer to stack tailings, and employs five men. Considerable time has been lost this season due to difficulties encountered in transportation of repair parts and supplies.

I spent the night at Jackson's camp and the next morning he and I scouted Coal Creek and June Creek for possible road locations. That afternoon I returned to California Creek and, with Mr. Brown, scouted another road location. This is the route of the old Norine road, and from California Creek, at the mouth of McAdam, follows the ridge between McAdam and Bonanza Creeks to the Totatlanika divide and hits the river at the mouth of Homestake Creek. I returned to the Eva Creek dredge camp and spent the night.

] The next morning, August 4th, I examined the field that Mr. Pringle has constructed on the bench above his Eva Creek dredge. It is 1600 feet long by 75 feet wide, running approximately East and West, with a grade of +2 $\frac{1}{2}$ % to the West. The bench it is built on is covered with deep moss, but has a good gravel bottom, and is an excellent site for an emergency field on the Fairbanks-Anchorage airplane. There is room on the bench for an all-way field for planes of any size, with no obstructions. ] 13/159-323

Mr. Diebold, who operates a roadhouse at Ferry and does freighting for the prospectors, arrived about 9:00 a.m. with a cook for the dredge crew, so I returned to Ferry with him. On the way in I examined the bridges at 6 $\frac{1}{2}$  Mile and 7 Mile and found them in need of repairs. The bents on the 7 Mile bridge are being pushed in at the bottom by the weight of the fills, there being no braces between the bents. The North end cap of the approach span of the 6 $\frac{1}{2}$  Mile bridge has been undermined, and the approach span is being supported by a temporary bent placed by Mr. Diebold some years ago, but this is being washed out and has settled so that it is no longer safe for heavy loads. I left Ferry at 1:40 p.m. and arrived in Fairbanks at 5:00 p.m.

From my observations on the trip, I believe that the cheapest and best location for a road that would open up the Totatlanika country would be the route down Eva Creek to Elsie Creek, over the divide to California Creek, crossing it at McAdam Creek, then over the old Norine road to the mouth of Homestake Creek on the Totatlanika. This would be a central route, as all prospects so far are above the mouth of Homestake Creek, with the exception of Jackson. He could easily reach this road by going up the Totatlanika, a distance of two miles. It would take fourteen miles of road to reach the Totatlanika from the end of Pringle's road on Eva Creek, and three bridges. Two of these would be twenty foot framed bent spans to cross Eva and Elsie Creeks, and the third would be two twenty foot pile bent spans across California Creek.

Jackson is willing to furnish his D6 bulldozer, with all fuel, grease, oil, repairs, driver, and one extra man, for \$35.00 per day. However, as the tractor is needed for mining, it would be intermittent work. Mr. Pringle will furnish his D6 dozer on Eva Creek on a fifty-fifty basis, for two or three days at a time, until the end of the fall season, at which time, the tractor could work steadily. In view of the fact that these machines could work only at odd times, it is recommended that a crew and equipment be sent to Ferry to do any proposed work.

*Actual cost to him, too indefinite*

The people in the district are very anxious to get even a trail opened up, so they can get their supplies in by some other means than back-packing, and are willing to donate their time or tools to obtain this.

It is estimated that a passable, fairweather road can be obtained for \$4000.00, with the co-operation of interested parties.

The people are desirous of securing a survey as soon as possible so that in traveling back and forth, and whenever the opportunity occurred, they could do work on an established line.

The following prospectors are now working in the district: E. W. Pringle on Eva and Platte Creeks, Nels Jackson on the Totatlanika, Chas. Helig on the Totatlanika at Homestake Creek, Miss C. C. Heid on Platte and Fox Creeks, James Muir at the head of Marguerite Creek, Bert Brown and Cook and Murphy on Eva Creek, A. O. Brown on California Creek, Winchut, Ruland et al on Thistle Creek, Mike Lody on Martin Creek (Tributary to McAdam).

Everyone encountered on the trip was most helpful; Mr. Diebold and Mr. Pringle made no charge for transportation furnished me between Ferry and Eva Creek.

The Ferry-Eva Creek road, route 83, is generally in good shape. There are several places that need ditching as the spring run-off has filled the ditches and allowed the water to scour the road, particularly on Miles 3 and 4.

Very truly yours,



B. D. Stewart, Jr.  
Transitman



DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA

15  
October 9, 1939.

Alaska Road Commission  
Juneau, Alaska.

Gentlemen;

Reference your letter of October 2, in regard to your letter of April 24, re reconnaissance of proposed extension to the Ferry-Eva Creek Road.

This reconnaissance was not made due to press of work elsewhere, lack of adequate assistance and that no one from this office was any where near that vicinity during the past summer.

No one from that section have been seen for some time, nor have any requests for any work on the proposed extension been received during the past summer.

No doubt, during the winter months, some one from that vicinity will be contacted from whom some reliable information can be secured, if so the matter will be reported by special letter or in recommendations for work during the 1940 season.

Very truly yours

*Frank Nash*  
Frank Nash  
Supt.

October 2, 1939

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

Dear Sir:

Reference is made to my letter of April 24 concerning the Iva Creek Road.

It is presumed that due to the press of work during the summer and to lack of adequate assistance you have been unable to make the necessary investigation. However, if you have been able to obtain any general information as to the needs in this district I will be glad to have you furnish such information with a view to the possibility of making a reconnaissance of the proposed road extension next summer.

Very truly yours,

Ike P. Taylor  
Chief Engineer

IPT:LN

*[Handwritten signature: James]*

*[Handwritten signature: James]*

April 24, 1939

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

Dear Sir:

Several requests have been received for the extension of the Eva Creek Road to serve new mining operations . Most of these letters have been from Nels Jackson. He advises that the Bartholomae Oil Co. is also working below the end of the road.

It is requested that sometime during the summer, as soon as opportunity affords, you have an investigation made of the situation below the Eva Creek Road to determine how much road is required to serve the present operators and an estimate of the cost of construction. Consideration should be given only to trunk road which would generally serve all the operators but not to the construction of branch roads to the actual site of the work.

When Mr. Murphy passed thru Juneau he requested that some maintenance work be done on the main Eva Creek Road and I advised him to see you when he went to Fairbanks. He thought that probably one of the operators would be willing to furnish a tractor to clean out the ditches with a grader provided we pay the labor. If you can make arrangements for the work on some such basis it should be done. Funds can be taken from your Miscellaneous allotment.

Very truly yours,

Ike P. Taylor  
Chief Engineer

IPT:IW

A large, stylized handwritten signature, possibly 'Ike P. Taylor', is written across the bottom of the page. To its right, there are several other handwritten initials and scribbles, including what appears to be 'J. C. Taylor' and other illegible marks.

12/10/39

ALASKA ROAD COMMISSION

FAIRBANKS ALASKA

*Handwritten initials*

November 5, 1934.

Alaska Road Commission,  
Juneau, Alaska.

Gentlemen:

Reference your letter of October 8th 1934 in regard to obtaining from Mr. Jackson the location of his proposed operations on the Totatlanika.

Enclosed herewith please find a sectional map on which has been spotted the location of the various active mining operations in the Bonnifield and Eva Creek Area.

Mr. Jackson informed me that it was approximately 14 miles from the end of the Eva Creek road to his property on the Totatlanika, and that during the coming summer he proposes working there with a crew of 5 or 7 men.

Very truly yours,

*Handwritten signature: Frank Nash*

Frank Nash,  
Supt.

*Handwritten notes: B, pic, and other scribbles*

13/121-2





*Val Jacobs*

*Keys & Solha*

*Bert Brown*  
*Alone*

*James Muir*  
*and*  
*Iman*

*3 miles*

*Otto Lindfelder*

*Jackson*  
*Heiligme*  
*and*

*Benfield*

*Mt*

ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA

October 30, 1934.

Alaska Road Commission,  
Juneau, Alaska.

Gentlemen:

Reference your letter of October 8, 1934 in regard to securing some information from Mr. Jackson about his proposed operations on the Tatlanika river.

To date I have been unable to contact Mr. Jackson as he has been out on the creeks. However, this information will be secured as soon as possible.

113

Very truly yours,

Frank Nash,  
Supt.



October 8, 1934

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

Dear Sir:

It is requested you get in touch with Jackson of Last Chance Creek (Fish Creek), and find out exactly where his proposed operations are located on the Tatlanika. Mark the location on a copy of the sectional map, together with locations of other small operators who are actually operating in the Bonnielfield and Eva Creek area which you can probably get from Jackson, and send the map to this office.

Jackson should be given no encouragement whatever as we only want this information for our files in anticipation of the law makers bringing up the Nenana-Bonnielfield road and the extension of the Eva Creek road.

Very truly yours,

Ike P. Taylor,  
Chief Engineer.

HS:LF



In the House.

By Mr. Watson.

House Joint Memorial No. 13.

IN THE LEGISLATURE OF THE TERRITORY OF ALASKA,

Seventh Session

—oOo—

To the Alaska Road Commission and

The Territorial Board of Road Commissioners for Alaska:

Your memorialist, the Legislature of the Territory of Alaska, most respectfully and earnestly represents:

That it is urgently needed to have the following Postal Mail Trails from Nenana in the Fourth Division of Alaska, over the regular established mail routes, repaired and completed in order to permit the safe and speedy transportation of the mails in that section of Alaska:

(a) The Postal Mail Trail from Nenana to Campbell's Road House, or some other logical point via the River Route; and,

(b) The Postal Mail Trail from Nenana to Knight's Road House on the McGrath Trail.

WHEREFORE, your memorialist respectfully petitions that the sum of Two Thousand Dollars (\$2,000.00) be set aside from the funds in the hands of the Commission, for the purpose of completing and repairing the above Postal Mail Trails, and that such work be done as early as possible during the ensuing season.

And your memorialist will ever pray.

Passed the House, April 17, 1925.

C. H. Wilcox

Speaker of the House



ATTEST:

Lawrence S. Kerr  
Clerk of the House.

Passed the Senate, April 23, 1925.

Fred M. Ayer  
President of the Senate.

ATTEST:

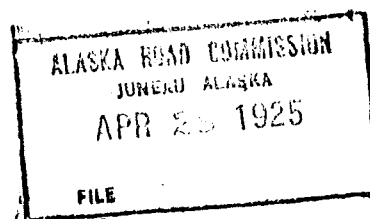
Delia B. Chace  
Secretary of the Senate.

UNITED STATES OF AMERICA }  
Territory of Alaska. } ss.

I hereby certify that the above and foregoing, consisting of one page besides this, is a full, true, correct and complete copy of the original of House Joint Memorial No. 13, which has this day been filed with the Secretary of Alaska.

Dated at Juneau, Alaska, April 27, 1925.

*Lawrence S. Kerr*  
Clerk of the House.



March 17, 1941

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

Dear Sir:

13/188  
Receipt is acknowledged of your letter of March 1 requesting consideration of the improvement of the winter road from Nenana to Lake Minchumina for truck travel and the construction of a road from Nenana to Fairbanks. The funds available for the work of the Road Commission are insufficient to allow consideration of the projects you suggest.

There are a number of badly needed roads into areas where considerable tonnage of freight is now being moved for which we have been unable to obtain funds and until areas that are now developed are served with roads it is very unlikely that any work can be done on projects such as you suggest.

Very truly yours,

Ike P. Taylor  
Chief Engineer

IPT:IN  
SC Nash, Fairbanks

# CITY OF NENANA

OFFICE OF

MUNICIPAL CLERK

NENANA, ALASKA

March 1, 1941.



Alaska Road Commission,  
Juneau, Alaska.

Gentlemen:

The Nenana Common Council wishes to call your attention to the fact that the Civil Aeronautics Authority is constructing a landing field at Lake Minchumina and all the materials and supplies used in its construction are being shipped by rail to Nenana and transported overland by tractors and trucks.

The route being used is the old mail trail from Nenana to Mc Grath. This trail has now been cleared with bulldozers all the way from Nenana to Lake Minchumina and trucks have been able to go most of the way.

Of course it is just barely passable for a truck but would make a fair automobile road for winter use if some work could be done on it soon, to take advantage of what has already been done.

It might not be feasible at present to try to make a summer road, as it would involve considerable bridge building to cross the Nenana River and other streams.

With this field to be maintained in the future it seems to us that a real need exists for a road and it can be improved now at a minimum cost.

The Council also wishes to have you consider the need of a road from Fairbanks to Nenana. We understand there is a passable road for a considerable distance at the Fairbanks end.

If this could be extended to Nenana and the trail to Lake Minchumina improved cars could go all the way from Fairbanks to Lake Minchumina.

We trust you may be able to give the above suggestions your early and favorable consideration.

Yours very truly,

*L. P. Collins*  
City Clerk.

March 19, 1941

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

Dear Sir:

*Order # 7355*

Referring to your requisition No. 81, you apparently figured the L.C.L. rate to Ferry on the lumber. Actually we can pay for a minimum car, 40,000 lbs., at \$1.29 per cwt. for a total cost of \$516 even though the shipment is less than carload. I have added 114 - 2"x12"-12' plank which we can get to Ferry for nothing but it will cost \$1.02 per cwt. to ship L.C.L. to Fairbanks as against \$1.34 C.L. rate Seattle to Fairbanks. The actual saving then is about \$26.

Definite instructions must be given to Pringle or whoever unloads and hauls the lumber that the 114 planks are to be left in the car for reshipment to Fairbanks.

Note that item 5 on your requisition has been changed to read 6"x6".

Very truly yours,

Ike P. Taylor  
Chief Engineer

IPT:IN

13/121-2

DEPARTMENT OF THE INTERIOR

ALASKA ROAD COMMISSION

FAIRBANKS ALASKA

*File 7001  
see above  
road*

March 11, 1941.



Alaska Road Commission  
Juneau Alaska.

*1111 GPT*

Gentlemen;

Reference your letter of December 19, in regard to lumber for bridges on the extension of the Eva Creek road constructed last fall.

*See increase in program letter of 4-18-41 file 32/190.*

Two bridges will be required 1-22 foot span across Elsie Creek and 1-38 foot span across California Creek. Both Stewart and Mr. Pringle, operator in that section of the country advise that these are the minimum sizes that can be used and that considerable filling will be required to get by with these lengths.

It is believed that 12 foot bridges in accordance with our old plans will suffice for this route. We are therefore forwarding our requisition accordingly.

These bridges will have to be of frame bent construction as bed rock is very close to the surface making it impossible to drive piles. Mr. Pringle, operator on Moose, Eva and other creeks in that vicinity, has assured me that if we will put in these bridges he will unload and freight to bridge sites all necessary lumber and equipment, supplies etc, and will make all necessary fills etc with his men and equipment as his contribution towards the securing of these bridges.

*The direction*

In connection with this requisition it is to be noted that less than a car load of lumber is required. It is therefore suggested that in view of the fact that we can always use 2 x 12's that a sufficient number be added to this requisition to make a carload, the entire shipment be made to Ferry and the additional 2 x 12's be reshipped to Fairbanks, thereby effecting a saving of over \$600.00.

Very truly yours

*Frank Nash*

Frank Nash  
Supt.

*129-CL*

*3.67  
1.02*

December 19, 1940

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

Dear Sir:

Operators on Lower Eva Creek and the Totatlanika have made request to Mr. Hesse for help in the construction of bridges on the road located last summer.

Mr. Hesse has requested that we make up orders for the necessary material for these bridges. I assume that Stewart obtained the necessary information to determine the size of bridges required when he was making the survey.

It is requested that you submit a requisition for the necessary bridge lumber along with your winter requisitions. It is believed it would be best to omit the hand rail on these bridges.

Very truly yours,

Ike P. Taylor  
Chief Engineer

IPT:JJ



15/121-3

DEPARTMENT OF THE INTERIOR

ALASKA ROAD COMMISSION

FAIRBANKS ALASKA

March 20, 1944

Alaska Road Commission,  
Juneau, Alaska.

Gentlemen:

Mr. Val Diebold of Ferry, contacted me today and advised that the Ferry-Eva Creek Road, Route 88, is in very bad condition and that if some work is not done on it this spring and summer, that it will be impassable.

He states that washouts have blocked the road on the hillside at Ferry, that sections on the flat on top of the first bench have settled, etc. until during the summer they are nothing but mud holes, that hillsides have slid and that on the lower end of the road several washouts have occurred.

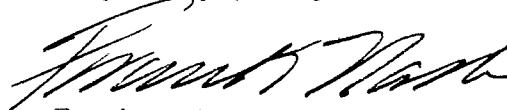
He further advises that during the coming summer he is going to secure a D 6 Tractor and Dozer, and if necessary, repair the road so that he can get over it with his truck, without reimbursement from the Territory. However, he believes that he should be reimbursed for the work and advises that he will put it in a passable condition from Ferry to the mouth of Eagle, a tributary of California Creek, a distance of 18 miles from Ferry.

Upon questioning Mr. Diebold, he advised that the following activities would be carried on in the District during the coming summer:

- Mr. Henny, Hand Mining on Margaret Creek near Jumbo Dome.
- Cook & Murphy, Hand Mining on Eva Creek.
- Mike Lodi, Hand Mining on Caribou Creek, a tributary of California Creek.
- Pete Anderson, Hand Mining on lower Tatatlanika River.
- Val Diebold, Working Coal Deposits 5 miles from Ferry on Chicken Creek. a tributary of Moose Creek.

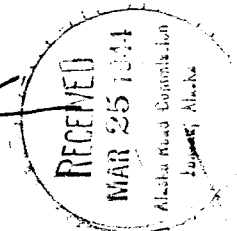
As it has been 3 years since any one from this office has been over this route, it is impossible to state as to the amount of work necessary to put this route in a passable condition. However, in view of the fact that there has been no work on this route for some time, the amount of \$2,000.00 to put it in passable condition does not seem prohibitive.

Very truly yours,



Frank Nash,  
Superintendent

FN/d



C O P Y

February 7, 1941

Mr. E. M. Keys,  
Kenana, Alaska.

RECEIVED  
FEB 10 1941  
*[Handwritten signature]*

Dear Mr. Keys:-

Replying to your letter dated January 30, concerning help on the construction of a road from the Totatlanika River to Grubstake Creek will say that no commitment can be made at this time or until money for such purposes has been appropriated by the Legislature and authorized by the Administrative Board early in April.

With a sum of money similar to what we had during either of the past two years, I believe that an allotment could be made for that project but only if interested parties in the road will cooperate.

As to carrying on work on the Grubstake field in March, experience has proven that such work is not practicable while the frost is still in the ground and I am moreover unable to understand why the work should be undertaken before the time of the year when wheels are used on planes.

As to work you have performed on the winter trail, will say that whatever arrangements you have made with the Alaska Road Commission is unknown to me and is a matter for you to settle with them. As far as the Territory is concerned it has always been a rigid as well as a necessary rule that we cannot pay for unauthorized work since we are bound to know at all times what our obligations are and we can never know this if work is expected to be paid for that has been done without authorization.

If however you have made some arrangements with the Alaska Road Commission covering work on the winter trail it is possible that they expect you to do certain work and expect to pay you for it.

I would suggest that you write me about April first setting forth the extent to which the people in that district are willing to cooperate on the extension of the Ferry-Totatlanika road.

Hoping that this finds you enjoying good health and with kindest regards I am

Yours very truly

Wm. A. Hesse  
Highway Engineer

13/121-1



July 1, 1940

Col. O. F. Chilson, General Manager  
The Alaska Railroad  
Anchorage, Alaska

Dear Col. Chilson:

Receipt is acknowledged of your  
letter of June 14 regarding an extension of the road  
down Eva Creek.

While the Alaska Road Commission  
has no funds for new road construction, Mr. Hesse,  
Territorial Highway Engineer, has been interested in  
this project and during the present season an investiga-  
tion and report on the extension of this road will be  
made for Mr. Hesse.

Very truly yours,

Ike P. Taylor  
Chief Engineer

CC Mr. Hesse  
Mr. Nash  
IPT:IS

13/121-1

ADDRESS ONLY  
THE ALASKA RAILROAD

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
THE ALASKA RAILROAD

Anchorage, Alaska  
June 14, 1940

Mr. I. P. Taylor, Chief Engineer  
Alaska Road Commission  
Juneau, Alaska


Dear Sir:

I have received a letter from Mr. Val Diebold, Ferry, Alaska, in which he sets forth a need of a few mile extension of the Eva Creek Road to serve mining operations in the Bonifield country.

He states that Mr. Pringle, who is the largest operator, is now operating one dredge and one dragline with dozers and is also installing another dredge on lower Eva Creek, 3 miles beyond the present road.

I would appreciate your looking into this situation and advising me your opinion as to the chances of having the Eva Creek road extended to serve the mining operations in that area.

Yours very truly,

  
O. F. Ohlson  
General Manager



File on  
Eva Buck Road title  
2 on map 8/1

Eva Cr

Cook and Murphy  
a lease for steam shovel  
party from anchorage

6. 8.

Bert Brown 2

Val Siebold 1 or 2

California Cr & Ref

A. O. Brown 1

Bortholomae oil Corporation

Prospecting 4 or 5

McC Adams Cr

Mike Lody 1

Tatlanika river

Wells Jackson Hydraulic 4 or 5

E on Keys Eat and Doyer 4

Homestake Cr

Chas. Heilig 2

Wells Jackson 4

Platt Cr

Lease to anchorage party steam shovel 1 2

Marguerite Cr

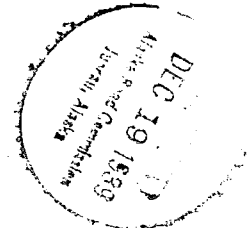
James Muir Hydraulic 3/4



12/18/1-1

COPY

December 18, 1939



Mr. E. M. Keys,

Box 833,

Fairbanks, Alaska.

*Ferry - Eva Creek Road Extension*

*[Handwritten initials]*

Dear Mr. Keys:-

Referring to your letter dated December 12, relative to the extension of the Ferry-Eva Creek road, I personally believe that such a project has considerable merit, but requests for the construction of roads and aviation fields are so numerous and involve so much money that it would please us more if someone would be kind enough to tell us where the money is to come from.

It costs about \$700,000 a year to maintain the existing roads in the Territory and any attempt to curtail maintenance would meet with protests from all over the Territory. Demands for new projects exceed seventeen million dollars and since every man's particular project is the most important in Alaska, any elimination at all is impossible.

Projects undertaken by the Territory are usually small and we expect and usually get cooperation from interested persons or concerns. It therefore follows that any consideration of your proposed road by the Territory would have to be predicated upon some local cooperation.

This is not the first request for this road. Last spring I asked the Alaska Road Commission to make an examination of this project with the hope of ascertaining what the road would serve and what it would cost. Circumstances made it impossible for the Road Commission to do this last spring and I have again made the request and it is hoped that a preliminary survey may be made as soon as the snow leaves in the spring.

For your information I will say that the outlook for Territorial road funds next season is none too rosy. The last Legislature went \$600,000 over the anticipated revenues in its appropriations which always means that the financial slack must be taken up at the expense of the roads. Few things can happen that will give us more tax money than we expect but many things can happen to give us less and they have already happened.

The increased exemption on the gold tax it is estimated will amount to \$50,000 less in revenue, the closing of the Kennecott mine will further reduce the receipts by another \$100,000 and the salmon pack tax is \$300,000 short so when you add the \$450,000 representing the shrinkage in revenue to an overappropriation of \$600,000 you have the picture for next year.

While I cannot encourage you to believe that there will be

*10/12/1-1*

# COPY

Mr. E. M. Keys - 2

any funds at all for your project, I can tell you definitely there would be little hope of any allotment without some sort of local cooperation. Of course no allocation of funds can be made for anything until we get the money ourselves.

I am hoping that this project will not involve so much money as to prevent some kind of a start in the event that money is available but if your own appraisal of other work is any criterion I am afraid of it. You say that Mr. Jackson spent \$3,000 building the aviation field there where as a matter of fact the field cost \$250.50 for which we paid.

I was glad indeed to hear from you and to learn that you are enjoying good health.

Hoping that you may be blessed with more years of active service and that you may be appropriately rewarded for it I am

Yours very truly

Wm. A. Hesse  
Highway Engineer

May 4, 1936

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

Dear Sir:

Receipt is acknowledged of your letter of April 27 regarding the request of Mr. Arthurs for extension of the Eva Creek Road.

Due to the small appropriation which will be available for our work this year, it is not probable that we will be able to undertake the construction of three miles of new road.

However, you may advise Mr. Arthurs that if he later decides definitely to put the plant on the ground and has available a tractor and dozer we will then consider the proposition of furnishing him some assistance.

Very truly yours,

Ike P. Taylor,  
Chief Engineer.

IPT:IW

u  
v  
i

INTERIOR  
~~WAR~~ DEPARTMENT  
ALASKA ROAD COMMISSION  
JUNEAU, ALASKA

DISTRICT OFFICE  
FAIRBANKS, ALASKA

April 27, 1936.

Alaska Road Commission,  
Juneau, Alaska.

Gentlemen;

Mr. Wm. Arthurs of Fairbanks, advises that during the coming summer he is going to work some placer ground on Eva Creek, 3 miles below the end of the present road.

He is requesting the construction of a road from the present end of route 88, to the mouth of Eva Creek, where this claim is located.

Mr. Arthurs states that he is going to do some drilling on this ground, at once, and that later in the season he plans on putting a \$30,000.00 plant on this claim. The kind of plant is at present doubtful and will not be decided until after the drilling is completed. He further states that he did some prospecting on this ground last summer, which was sufficient to assure him that the ground was worth going ahead and working. He may buy a tractor and dozer, and if so will be willing to co-operate with the A R C in the construction of this road, by letting the A R C use the tractor and dozer or in any other way possible.

In view of the fact that I, nor no one from this office has been over the proposed road for some years I cannot state what the cost of the construction of this road would probably be. Mr. Brown the owner of this ground advises that Mr. Sterling was down to the mouth of Eva Creek a year or so ago, it is therefore believed that he would have a good idea as to the cost of the construction of this piece of road.

Very truly yours

*Frank Nash*

Frank Nash  
Supt.

*gop*

*IR*

*hid*



April 9, 1935

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

Dear Sir:

Mr. Danziger, who was operating last year on the lower Eva Creek, called at the office today and states that he expects to continue development work and hopes to move out a number of cars of ore. I advised him that we were not in a position to do anything toward the construction of a road below the end of the present road at this time.

He also states that the existing road was damaged to some extent by runoff last season and that the work done by DeBold was of little value. While the funds available for maintenance this year are no doubt inadequate, it is suggested that an effort be made to obtain someone to do the work who will at least give us our money's worth.

Very truly yours,

Ike P. Taylor,  
Chief Engineer.

IPT:IN

13/121-1



12-1-45

January 19, 1945

Mr. L. E. Grammer,  
Assistant Superintendent, A. R. C.,  
Anchorage, Alaska.

Dear Sir:

Reference the request from the Commissioner at Aniak for help in building a bridge on the Marvel Creek trail, Mr. Hesse agreed to furnish the help and he will handle the entire arrangements directly with Mrs. Wilson.

Very truly yours,

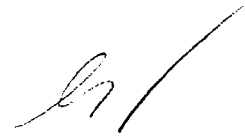
Note on file copy:

Letter requesting \$600 for a bridge over slough turned over to Mr. Hesse.

Ike P. Taylor,  
Chief Engineer.

IPT

IPT:JJ



6T-0GT/CT

March 18, 1935

Mr. Fred J. Spach  
Assistant Engineer A.R.C.  
Anchorage, Alaska

Dear Sir:

In reply to your letter of March 4 recommending a \$1500 expenditure for 1935 on a proposed winter trail from Paimute to Aniak and \$1500 on the Marvel Creek Trail, though it is admitted that both projects have merit, our funds to date are so small that they cannot be taken care of.

Should funds be increased these jobs will be given consideration.

Very truly yours,

Ike P. Taylor  
Chief Engineer

NS:MF

12/150-19

12/150-19

5

Anchorage, Alaska,  
March 4, 1935.

*[Handwritten initials]*

Subject: Route 92-M, Aniak-Tuluksak Trail

To: Alaska Road Commission, Juneau, Alaska.

Chris Dahl and Gus Wilson, operators on Marvel Creek, report that the first 10 miles of the trail out of Aniak, thru the timber, is still in a rough condition working a hardship on the sleds when hauling heavy loads.

It is estimated that if \$1500.00 was spent on this end of the trail this summer, it would make it in good condition as considerable hand grading in spots is necessary.

As Dahl & Wilson will be too busy to do this work, they recommend one of their men, Lee S. Gardner who is familiar with the trail, to look after this work if the funds are available.

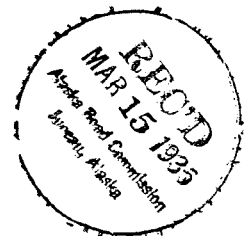
There is a drill working on Dominion Creek and if the results continue as favorably as they did last winter and spring, a dredge is expected to be moved over this trail next winter.

I recommend \$1500.00 be added to the Kuskokwim program for this 1935 season for the above project.

*rest now*  
*[Handwritten initials]*

Yours very truly

*[Handwritten signature: Fred J. Spach]*  
Fred J. Spach  
Ass't. Engineer.



August 29, 1932

MEMORANDUM--Mr. Taylor.

\*\*\*\*\*

Hawley requests an allotment for a trail on the Kuskokwim from Aniak to Marvel Creek. He asks that we wire him as to whether or not this is to be forthcoming so that I am accordingly wiring you today.

\*\*\*\*\*

G. H. Skinner,  
Chief Clerk.

Original filed "*Taylor suspense*"

13/150-19

JUNEAU ALASKA AUGUST 29 1932

IKE TAYLOR  
ARC  
FAIRBANKS

STERLING IN LETTER AUGUST SEVENTEENTH RECOMMENDS ALLOTMENT THREE HUNDRED FIFTY  
DOLLARS FOR ~~REPAIR~~ REPAIR WORK ON ROUTE NINETY TWO & THE WORK TO BE  
HANDLED BY DAHL AND WILSON WHO HAVE RECENTLY TAKEN OVER GROUND BELONGING TO  
LUTHER HESS ON MARVEL CREEK STOP ~~AM~~ AM FORWARDING HIS LETTER TO YOU TODAY

SKINNER

GHS:GW

*SS 3*

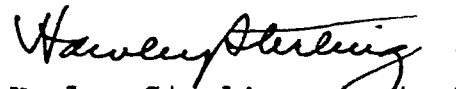
13/1500-14



Page 2.

This would have to be taken care of by a new allotment as my allotment for miscellaneous winter trails is not sufficient to cover. If approved kindly let me know by cable as the only means I have of notifying them is by a telegram from here to Bethel which will be picked up by the Steamboat Tana when they come up river on the last trip leaving Bethel about Sept 5th.

Yours very truly,



Hawley Sterling, Asst. Supt.

P.S.

5 men employed by Dahl & Willson this season, annual tonnage about ten tons,- no other operators on the creek.

HS



CONGRESS OF THE UNITED STATES  
HOUSE OF REPRESENTATIVES  
WASHINGTON, D. C.

May 2, 1932.

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

My dear Major:

I am inclosing a letter that I have just received from Anthony MacDonald, of Napamite, Alaska. He thinks that there should be a trail constructed from Aniak to Marvle Creek, and if there is anything that you can do to further the desires of the people in that neighborhood I would be glad of any assistance that you might give them.

\*\*\*\*\*

Very truly yours,

James Wickersham  
Delegate.

-----  
May 10, 1932

Hon. James Wickersham  
Delegate from Alaska  
House Office Building  
Washington, D. C.

Dear Sir:

Receipt is acknowledged of your letter of May 2, 1932, addressed to Major Elliott, in which you stated that you were inclosing a letter from Anthony McDonald, of Napamite, requesting the construction of a trail from Aniak to Marvle Creek. The letter referred to was not inclosed. However, due to the indicated amount of the pending appropriation for construction of roads and trails, it will be impossible for us to undertake any new construction whatever during the coming year.

\*\*\*\*\*

Very truly yours,

L. E. Atkins  
Acting President

Originals filed 28A/11

13/150-19



DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA

July 20, 1945

Alaska Road Commission,  
Juneau, Alaska.

Gentlemen:

Reference your letter of April 27, in regard to an investigation of Route 88, Ferry-Eva Creek.

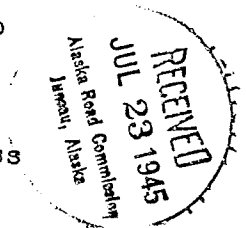
Chief Engineering Aide Quenboe recently made a trip over this Route and reports as follows:

A short section about 88 feet in length about one mile from Ferry. Bridge across Elsie Creek out. Bridge across California Creek undermined and in danger of being taken out during the next high water. The section from Ferry to the property of Cook and Murphy on Eva Creek in a run down but passable condition. The section from Eva Creek to California Creek in a very poor condition. To put this Route in good condition, the entire Route should be regraded, several additional culverts installed, several old, rotten, broken down culverts replaced, the bridge across Elsie Creek replaced, the bridge across California Creek repaired or replaced and considerable graveling performed. To perform all of this work, it is estimated that at least \$45,000.00 would be required.

As to activities in this section, Quenboe advises that there is one man working on Moose Creek, Mr. Murphy is now at the Eva Creek Mine but doing no work to speak of and contemplates selling or leasing his property to some outside concern. Beyond Eva Creek there are only 2 or 3 prospectors in the hills.

A Mr. McGee (a former employee of Pringle) has leased the ground on Eva Creek, formerly worked by Pringle and which is owned by Val Diebold. McGee proposes to start operations next season.

Quenboe advises that the road as is, is suitable to handle all traffic from Ferry to Eva Creek, in view of which, no work is recommended for this season. He also advises that if necessary early spring freighting ( next spring ) is performed at the right time and traffic over the road does not materially increase, very little work should be required to handle the traffic until such time as it is deemed advisable to put the entire route in good condition.



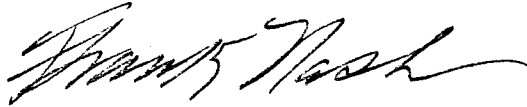
Copy  
13/121-1

Sneet No. 2

It is recommended that in the future when any amount of work is to be performed on this Route, that a competent foreman and operator be sent from Fairbanks to do the work, rather than have the work performed by local residents.

Upon the arrival of Mr. Smith in Fairbanks, this matter will be discussed with him.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Frank Nash".

Frank Nash,  
Superintendent

FN/a

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION

JUNEAU, ALASKA      Nome, Alaskam  
February 13, 1946



Subject: Reconnaissance Survey, Nome-Teller and Nome-Solomon.

To: Alaska Road Commission, Juneau, Alaska.

Nome-Teller, by plane, August 16, 1945.

Route 1. From end of Snake River Road to Stewart River, thence west down Stewart River to its junction with the Sinuk River, then following foothills to the Tisuk River and then following old trail to existing road at Bluestone.

Route 2. End of Sunset Road, across Penny River, then across low divide to Sinuk River and then along same line as Route 1. Evidence of good ground, and route feasible although grades are more excessive than Route 1.

Nome-Teller, Ground Survey, October 12-15, 1945.

Route 1. Starting from end of Snake River Road, Mile 21, thence northwest to Stewart River, 2.6 miles plus, following east slope, thence west, along south slope of Stewart River, 9 miles plus, which was as far as survey was completed. Good ground encountered and adequate good borrow for fill in bad areas. Considerable side hill seepage, causing excessive glaciating and for long distances. This would make this route unfeasible. Six creek crossings. Best ground seemed to be close to base of hills, about 1500 feet south of Stewart River.

N.B. Had to turn back on October 15 because of trouble with wanigan and snow, which made it impossible to judge on the terrain.

Nome-Solemon, by plane, August 18, 1945.

Followed ridge just east of Nome River Bridge on Route 8 to foothills north of Safety Lagoon. Sollowed foothills to a junction with the Solomon Road, approximately at Airfield site. Evidence of good ground and adequate borrow for occasional bad spots. Three river crossings at Flambeau, El Dorado and Bonanza. Very little frozen ground in evidence. Further study required by ground survey.

Respectfully submitted,

*John D. Hudert*

John D. Hudert,  
Superintendent.

13/137-7

13/137-6  
Hudert

*Sels*  
*11*  
*BE*  
*gry*

DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS, ALASKA

January 21, 1947

Alaska Road Commission  
Juneau, Alaska

Gentlemen:

Raymond and Parker, mining operators on the upper Chena advise that within about two weeks they intend starting freighting their supplies up the Chena Trail to the scene of their operations. 91

They advise that they have 200 drums of diesel fuel and between 15 and 20 tons of miscellaneous freight to move to their camp.

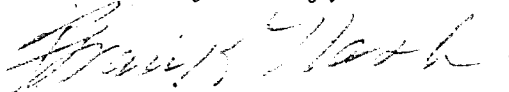
They request work on Route 7J from the North Fork of the Chena up the Middle Fork to their operations. Work requested consists of the construction of a bridge across the North Fork of the Chena River about 40 feet long and a bridge across Munson Creek about 30 feet long. The bridge across the North Fork would be a temporary structure. Other work required consists of cleaning out sled road where side hills have blocked the roadway.

They advise that they will do the work requested for \$2000.00. PB 1/19/47

They also advise that as far as they know their outfit will be the only one operating on the Upper Chena during the coming summer.

As no one connected with this organization has been over this sled road for several years nothing as to it's condition or the necessity of the requested work can be stated. However \$2000.00 is considerable of a subsidy to allow one outfit to haul in their supplies.

Yours very truly,



Frank Nash  
Superintendent

FW/b

March 10, 1947

Mr. Harry Steen  
Flat, Alaska

Dear Sir:

Your letter of February 14th, enclosing a petition signed by residents of Flat and vicinity has been referred to this office.

This request has been discussed with Mr. Smith, Territorial Highway Engineer, and he advises it will not be possible to provide funds for this work at the present time. Depending upon the funds for roads, trails, and shelter cabins by the legislature, he believes it may be possible to set up the necessary funds to do the work requested by next fall as by the time the legislature acts it is believed too late to accomplish the work this spring.

In connection with further consideration of this request, please advise approximately the amount of use that is now being made of the winter trail over Crooked Creek to Flat. Also advise the location of the proposed Dorothy Creek cabin in relation to the distance from the Dorothy Creek to Ruby Creek.

Very truly yours,

Ike P. Taylor  
Chief Engineer

IPT:hmi  
cc:Edmunds  
Smith

13/125-1

ALASKA ROAD COMMISSION  
ANCHORAGE ALASKA  
MARCH 4th, 1947

Mr Ike P. Taylor  
Chief Engineer  
Juneau, Alaska



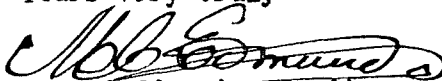
Dear Sir:

In reference to my letter of February 21st, forwarding a petition for repair work to be done on Route 32-D , Flat-Crooked Creek winter trail.

I am advised that the work would cost \$1250.00 this consisting of \$600.00 for repairs to the bridge and \$650.00 for the shelter cabin, and that arrangements could be made to have the work done thro Mr Steen.

The estimate includes cost of field work only.

Yours very truly

  
M.C. Edmunds, Sup't



13/1935-1



Flat, Alaska  
February 14, 1947

Mr. Edmunds  
Alaska Road Commission  
Anchorage, Alaska.

Dear Sir;

Enclosed please find a petition for work to be done on a foot bridge at the crossing of the Bonanza river near the RubyCreek relief cabin, also the construction of a relief cabin two (2) miles from the head of DorothyCreek on the Kuskoquim water shed.

The two items mentioned above and in said petition, are very urgently requested to safeguard traveling by foot and dog team.

Your consideration and approval to the above requests would be greatly appreciated by all concerned.

Yours truly,

*Harry Steen*

Harry Steen  
Flat, Alaska.

Incl:  
1 ea petition.

ME





March 1, 1933

Mr. R. W. Vinnedge  
North Bend Timber Company  
North Bend, Washington

Dear Sir:

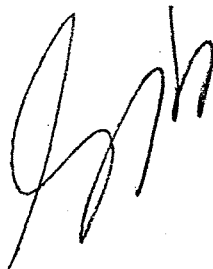
Receipt is acknowledged of your letter of February 23 to Mr. Sterling concerning the proposed road from Crooked Creek to Flat.

You are advised that, due to the very limited funds now at the disposal of the Commission, the construction of this road can not be undertaken at this time. It can be considered only when and if our appropriations are considerably increased and then must be considered along with numerous other desirable projects throughout the territory.

Very truly yours,

Ike P. Taylor,  
Chief Engineer.

IPT:IN  
CC Takotna files.



13/25-1

North Bend Timber Company  
North Bend, Washington

February 23rd. 1933.

Mr. Hawley Sterling,  
Assistant Chief Engineer,  
Alaska Road Commission,  
Juneau, Alaska,

Dear sir:

As an operator interested in two placer mining activities at Flat, Alaska, I am intensely concerned with any project which will alleviate the transportation problem confronting operators in that district. The proposed construction of a highway from Crookedcreek to Flat concerns my interests very materially both so far as our present operations are concerned as well as our future policy.

In addition to the two operations mentioned above we are investigating several other propositions with a view of extending the scope of our activities.

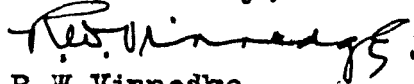
The freight bills we have already paid on mining machinery and other supplies together with what we will pay if our operations are expanded are very significant factors in our plans; in fact are very likely to be determining factors.

We know there are many creeks in the vicinity adjacent to the territory opened up by the proposed highway which can be made to pay well under modern mechanical and operating methods. These are largely low pay creeks which can not possibly be opened unless transportation costs can be materially lessened. Freight rates are the greatest deterrent factor to the opening up of this class of operations.

A favorable expression of your attitude on this project will assist us greatly in determining our future policy.

I shall appreciate hearing from you at your early convenience and shall be thankful for the courtesy.

Respectfully,

  
R.W. Vinnedge.

Durable  
Douglas Fir  
America's Permanent  
Lumber Supply

*ATP*

February 27, 1933

Mr. Lon French  
Flat, Alaska

Dear Sir:

Receipt is acknowledged of a petition forwarded by you and signed by a number of residents of Flat and Crooked Creek districts for the construction of a road from Crooked Creek on the Kuskokwim to connect with the Flat road system.

This project undoubtedly has considerable merit and if constructed would no doubt considerably reduce the freight costs into Flat and the surrounding country. However, in view of the very limited funds which we now have at our disposal for road work in all of Alaska, the adoption of this project is not possible at this time. The funds available are sufficient only to provide necessary maintenance of existing routes and it is not possible to undertake the construction of any large and expensive project such as this at this time. It can be considered only if we should receive greatly augmented appropriations and then must be considered as to relative merit compared with numbers of other projects which have been requested.

*1-5-1*

Very truly yours,

Ike P. Taylor,  
Chief Engineer.

IPT:IW  
COPY for Takotna files.

*X*

Flataska . Feb 3 1973

Dear Sir -

This letter is to advise you about present conditions here and endeavor to obtain any assistance you may desire to give to the following project .

Petitions are being circulated in Flat and Crookedcreek in an effort to get all the citizens of this community behind the recent movement to obtain a highway from Flat to Crookedcreek .

The petitions when completed will be mailed to the Alaska Road Commission at Juneau asking that a suitable highway be built with government funds for the following reasons .

The present cost of supplies prohibits profitable mining of millions of feet of low grade placer ground and present mining operations are handicapped by the high freight rates now prevailing .

The distance from Flat to Crookedcreek is 52 miles of which 8 miles are already completed to Wollow Creek .

The freight rate from Seattle to Crookedcreek is 31 dollars per ton and estimates of freighters now living in Flat approximate twenty dollars per ton from Crookedcreek to Flat over the proposed highway .

This is a reduction in freight costs of about seventy dollars per ton from the rates now in force thus enabling persons interested in mining here to work their ground more profitably and expand their operations to other ground not now workable at a profit .

The proposed highway will tap territory where there are known placer grounds such as Donlin Creek , also the routing will go from two to four miles from the well known Thrift Ginnabar Mining Co properties .

The above brief information tends to show that this proposed highway will not be a dud but provide lower costs for expansion of mining and for new mines to be opened on known ground along its routing , resulting in a prolongation of the mining life of Flat twenty to thirty years , where the cost of present operations indicate the mining life of Flat will not exceed eight years .

A Chamber of Commerce is now being organized in Flat to try and obtain this highway ; no collections of money are contemplated but it is requested that those interested in mining in this camp , like yourself make their representations to the Alaska Road Commission in Juneau , in favor of this road .

n Letters and petitions regarding this projected road are being addressed to Hawley Sterling Asst Chief Engineer of the Alaska Road Commission at Juneau .

Respectfully Yours

*Lon French*  
Lon French

*got*  
*Argument against -*  
*Est yearly pit 400 tons*  
*✓ Length road - 56 miles*  
*- cost \$560,000*  
*- saving per ton, \$70.*  
*- life of camp - 20 years*

*Saving - 400 x 70 x 20 = 560,000 -*  
*with a practically useless road at*  
*end of 20 years.*

PETITION .

We the undersigned citizens of Flat City Alaska ,and Crooked Creek Alaska do hereby petition the Alaska Road Commission to construct a highway from Flat Alaska to Crookedcreek Alaska .

J. Ebricht  
 Harry W Pantor  
 Teddy Cassidy  
 H.W. Rude  
 Fred Nielsen  
 Nick Lopez  
 Geo Adams  
 Joe F. ...  
 Ben Walberg  
 John Ogritz  
 George Rosander  
 Paul Riemer  
 Robert E. Guttler  
 Louis Miller  
 Harry Scott  
 Joe Cummings  
 Ben Mozzone  
 Chas Salmi  
 Lars Indregard  
 Mrs Joe Mc Kimmon  
 S. J. Kincaid  
 J. J. Baker

e. yosh - 957  
 Joe Keen  
 Ed Crawly  
 Harry Agoff  
 Andrew Miskovich  
 Sander Flukka  
 John Golt  
 G. M. Garland  
 Paul Willenberg  
 Chas Arnold  
 J. W. Deane  
 Miss Ebricht.  
 Angus McPhail  
 W.H. Nash  
 Geo Campbell  
 W. D. McVeigh  
 John Miskovich  
 A. E. Nordstrom  
 Chas Engquist

F. Minters.  
Karl Adolphson  
Jack McQuire  
Tor. Micochin  
Freeman, Chessey.  
J. E. Hunter  
Anna Morris  
Boar 8. Whingenburg.  
J. Laranger  
Harry Brink  
Joe Green  
John Popovich  
Roger K. Nelson.  
Frank Selens  
Michael Texoeff  
Debb. Sagoff.

W. G. Campman  
Mrs. Fred Raderen  
~~W. G. Campman~~  
W. Young  
D. Foustoy  
Dora Dupiel  
L. Aales  
Henry DeRaud  
Jennie Keith

PETITION.

We the undersigned citizens of Flat City Alaska, and Crooked Creek Alaska do hereby petition the Alaska Road Commission to construct a highway from Flat Alaska to Crookedcreek Alaska.

175

Ed Miller	Crooked Creek
Ed Williams	Crooked Creek
Red S. White	Crooked Creek
Jack O. Searcy	Cinnab. or Minn. Baron E. M.
Janey McDonald	Napamute
Dennis Parant	Crooked Creek
Jak Wasili	Napamute
Joseph Young	Forgetown
John Stephenson	Sleetmute
Olinke Macar	"
Geo A. Fredericks	Forgetown
Jack Smeaton	Sleetmute
Nick P. Mellick	"
Margaret Jung	Sleetmute
Bertka Jung	Sleetmute
Johnny Macar	Sleetmute
Nick Simon	Sleetmute
Mary Fredericks	Sleetmute
Martha Fredericks	Sleetmute
Paul Lipky	Sleetmute



Kerilla gaeore's Sleetmute

ANDREW NICKATA Sleetmute

Bertha Smeaton Sleetmute

Stephan Derindi Sleetmute

John Kerilla Goff

Andrew Benson Crooked Creek  
E W Parks,

A D Fuller

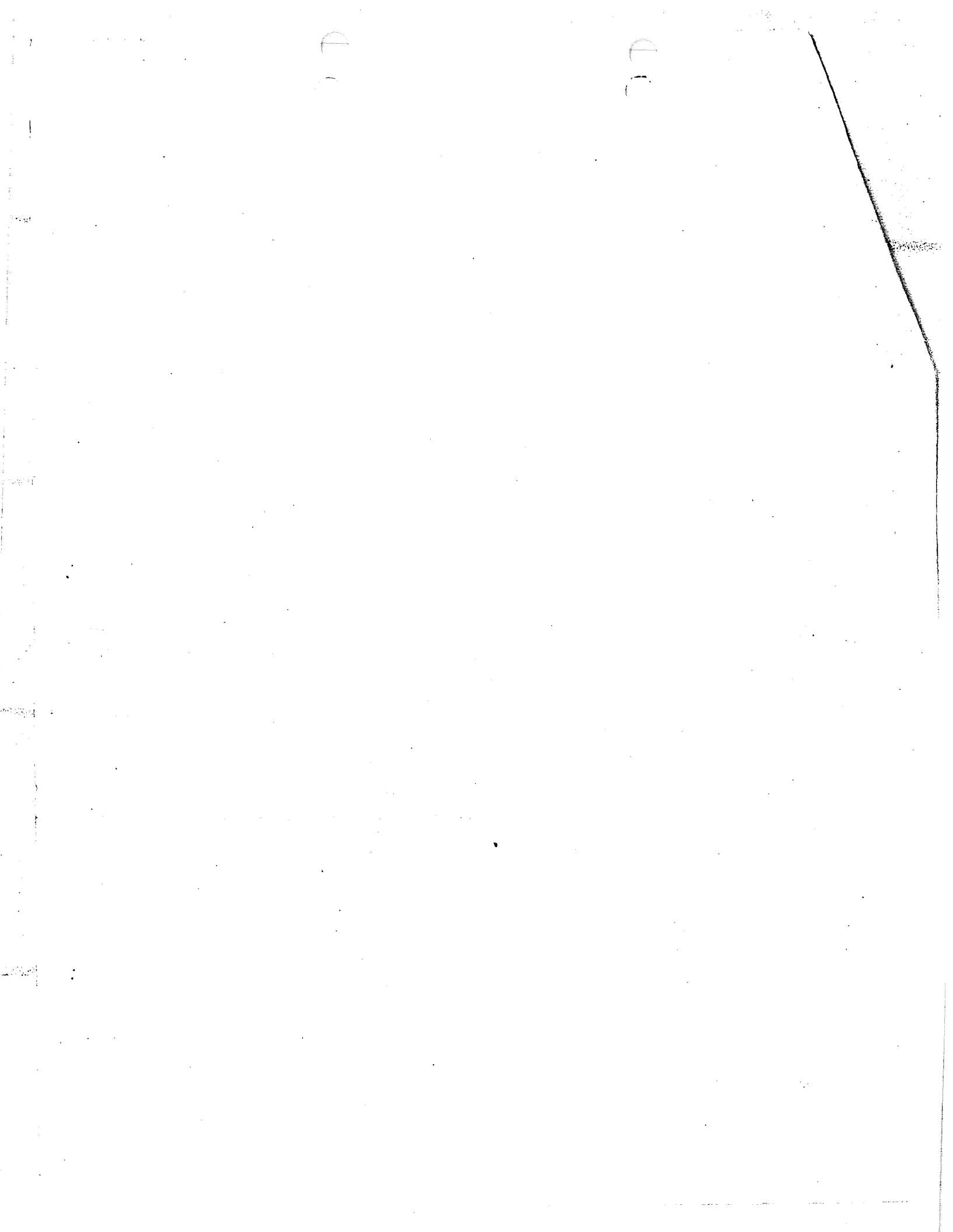
O. Willis Sleetmute

Hans Halverson Sleetmute

Bert Holland Crooked Creek

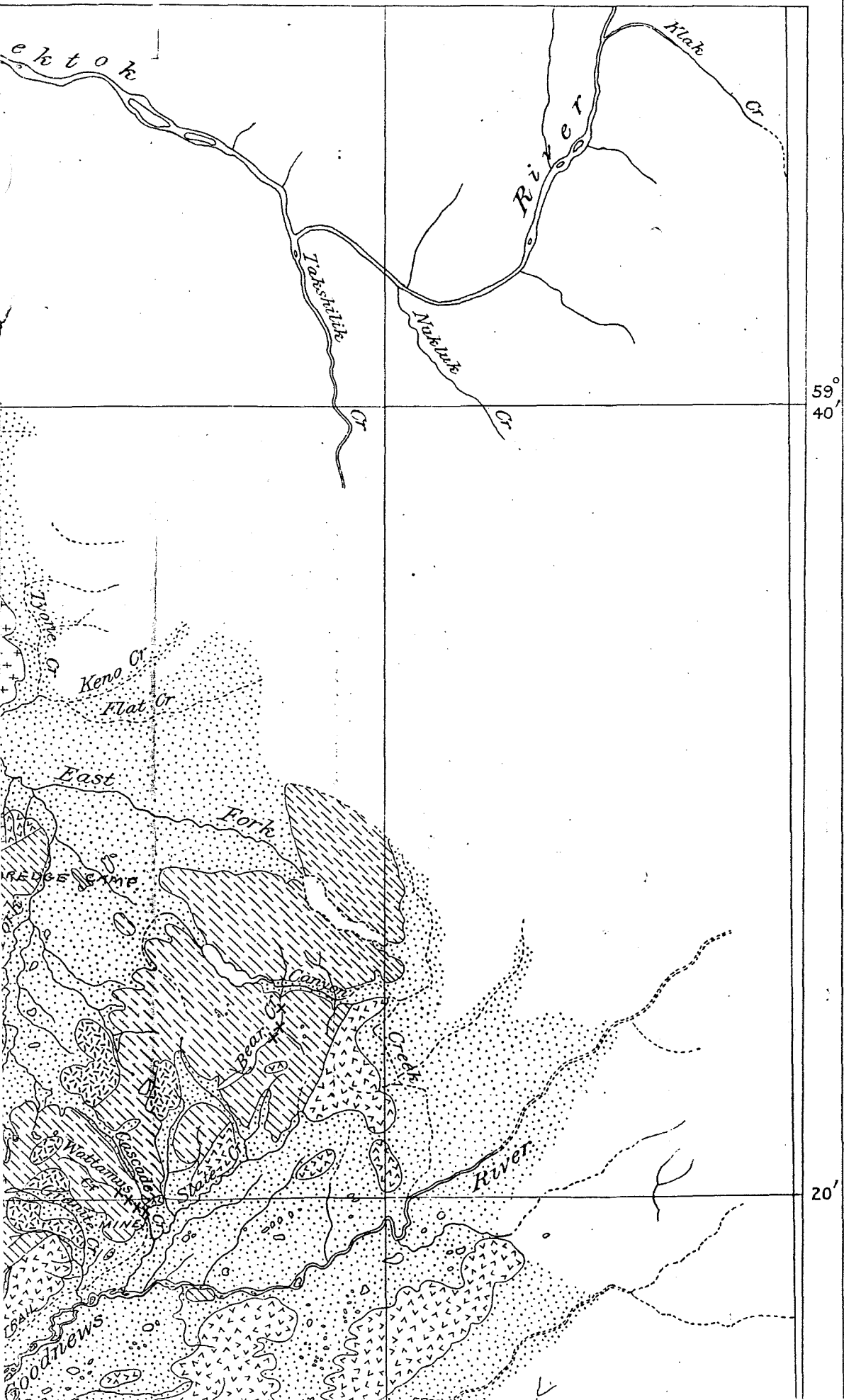
Annie Singg Crooked Creek!



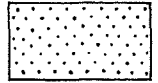


161

160 40'



EXPLANATION



Quaternary sands, silts, and gravels of alluvial, fluvio-glacial, and marine origin



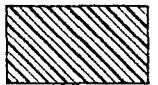
Tertiary(?) granitic and andesitic rocks



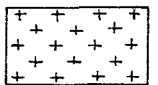
Mesozoic basaltic intrusives, flows, and tuffs. May include small amounts of sedimentary rocks



Mesozoic(?) sandstones, slates, argillites, cherts, and graywackes, with some included flows and tuffs or basalt and some granitic intrusives



Carboniferous(?) limestone with some red and black slates



Pre-Carboniferous(?) greenstones; altered acidic and basic igneous rocks, including also some areas of metamorphosed sedimentary rocks



Placer gold

59° 40'

20'

January 3, 1923.

*see file 13,1270 for  
payment to Chas Lovett*

Father P. I. Delon,  
Holy Cross, Alaska.

Dear Father Delon:

I have just received your letter covering the work performed by Newman on the Holy Cross-Iditarod Trail.

The papers you forward are not quite complete enough for us to accomplish the necessary payment. There is therefore being inclosed voucher which it is desired you have Mr. Newman complete. After this is done, return the same to our office and draft will be forwarded to him.

I regret the necessary delay but trust that as you know the payment is forthcoming, Mr. Newman will not be handicapped.

*13,1270  
a/b/k*

Very truly yours,

John C. Gotwals,  
Acting President.

JCG:D  
1 Incl:  
Voucher for  
signature.

Holy Cross, Alaska,  
November 4, 1922.

UNITED STATES OF AMERICA )ss.  
TERRITORY OF ALASKA )

William Newman, being first duly sworn, on his oath deposes and says:

My name is William Newman. I am the party to whom was entrusted the work of improving the winter trail from Holy Cross to Iditarod, at the Holy Cross end of it.

I have faithfully gone over that part of the trail, and have done all desirable improvements at every point of it. I consider myself entitled to the full remuneration for said work.

Wm. Newman  
Holy Cross, Alaska.

Subscribed and sworn to before me, a Notary Public in and for Alaska, this fourth day of November, 1922.

P. J. Delon

Notary Public for Alaska

My Commission expires Oct. 25 1924

Holy Cross.

Alaska,

Nov. 2nd, 1922.

Major Gotwals.

Dear Sir,

I have done the work assigned me  
on the Holy Cross - Iditarod trail,  
please send me the \$175.<sup>00</sup> according  
to the Contract

Respectfully Yours

Wm. Newman

Juneau Alaska Sept 7 1922

Father Delon  
Holy Cross

Desire to blaze confusing points Holy Cross Iditarod Winter Trail  
Believe month September most favorable Will you take charge of  
work One hundred seventy-five dollars available

JCG:D

Gotwals

Form 125-B

G.P.P., A.E.F.—3405—3-8-19—100M

*69*  
**SIGNAL CORPS, UNITED STATES ARMY**  
**TELEGRAM**

*129/10*

**RECEIVED AT: HEADQUARTERS SERVICES OF SUPPLY, A. E. F.**

284SI X 45 0B

HOLYCROSS ALS SEP 8 1922

GOTWALS

JUNEAU ALS.

YOURS SEVENTH WILLIAM NEWMAN ALREADY CONDITIONALLY ENGAGED BY LOVETT  
TO BLAZE CONFUSING POINTS HOLYCROSS IDITAROD WINTER TRAIL IS TRUSTWORTHY  
AND COMPETENT STOP SUGGEST HE BE GIVEN CONTRACT AT PRICE NAMED STOP  
HE ACCEPTS OFFER AND WILL LEAVE MONDAY TO BEGIN WORKX UNLESS YOU NOTIFY  
CONTRARIWISE

DELON

1110P

*129*

*11*

*Flat - Hally Cross*

May 8, 1922

Mr. Charles Lovett,  
Iditarod, Alaska.

My dear Mr. Lovett:

Upon my return to Juneau I find your letter of January 14, 1922 concerning about \$100.00 worth of work desired on the Yukon Flats trail.

Our Kuskokwim Superintendent, Mr. Walter W. Lukens, will leave in the near future for Ophir with instructions to make a complete investigation of conditions in the Iditarod-Flat district.

It is hoped that some relief may be afforded this season, but the exact appropriations cannot be foretold at this time.

Assuring you of our interest in this outlying section of Alaska and regretting that my trip down the Kuskokwim and across the portage last fall was taken too late to permit of a detour via Flat, I am

Very sincerely yours,

Jas. G. Steese,  
President

JGS-LB

*129/13*

# STOCK RECORD CARD

CARD No. \_\_\_\_\_

Article \_\_\_\_\_  
 Identification No. \_\_\_\_\_  
 Unit \_\_\_\_\_ Quantity per package \_\_\_\_\_  
 Cubic contents \_\_\_\_\_

Description \_\_\_\_\_  
 Classification \_\_\_\_\_ Location \_\_\_\_\_  
 Container \_\_\_\_\_ Maximum \_\_\_\_\_  
 Shipping weight \_\_\_\_\_ Minimum \_\_\_\_\_

LINE	(A) ON ORDER			PI
	(1) DATE	(2) REP'L No.	(3) QUANTITY	
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I was surprised  
 when I saw the  
 order for shoes.  
 I had thought  
 they had been in charge  
 of this branch. There  
 would be no need  
 of work done on  
 the shoes that had  
 had coming of them.  
 The shoes are very  
 well made, but are  
 not equipped with  
 the very best shoes.  
 I had thought they  
 would be for  
 shoes for walking on  
 hills & that is what  
 that the high waters

FILE  
 WITH  
 ORDER



July 13, 1927

Mr. Geo. F. Marsh  
Fortuna Ledge, Alaska

My dear George:

Receipt is acknowledged of your letter of the 29th ult. concerning aviation field and improvement of the Tripod Trail.

See  
13/127-31

As I wired you this morning, Kinney recommended an aviation field back of the wireless station paralleling the river, to cost \$2,000 of which your committee offered to furnish \$500. This proposal was transmitted to the Territorial Board and I have now been advised that so much of the limited funds available for the Second Division is required for completion of the fields begun last year that it is not possible to undertake a further job of this size this year.

The matter will be reconsidered next spring and I hope funds may then be made available. As you understand, our funds are not available for this purpose.

Ross Kinney, of course, has been with you since your letter was written. We have not yet had his report as to the work accomplished on the Tripod Trail or the proposed improvements. Of course I would assume that the work was satisfactory as you did it and you are the principal user.

As to the further improvement of this route for wheeled traffic we shall have to await Ross' report before going further and, in any case, nothing could be done this season.

You will be further advised at the time our next year's program is under consideration this winter.

With kindest regards to Mrs. Marsh and yourself, I am

Cordially yours,

Jas. G. Steese,  
President.

JGS:IH

**GEORGE F. MARSH**

U. S. COMMISSIONER

**NOTARY PUBLIC**

FORTUNA LEDGE, ALASKA

Fortuna Ledge, Alaska,  
June 29th, 1927.

General Jas. G. Steese,  
Juneau, Alaska.

Dear General:

I am just in receipt of your letter of May 6th, which is very much appreciated by both of us.

We will be delayed this year a little on account of the lateness of the season (too much frost), but otherwise, are in pretty good shape. As soon as the frost gets out, believe we will be able to do some real mining.

I am very glad to know that we are going to have a landing field, believe me, it means a lot to the residents of this district, especially, in cases of sickness. By the way, we have had a lot of sickness along the lower river this past spring. All had a kind of a "Flu", including yours truly. So far, there has been reported to me, 130 deaths among the natives between Anvik and Andreafsky. Have not heard from the Kuselvak and South Mouth Districts.

We did, what I consider, a pretty good job on the tripod trail, that is to say: we brushed and swamped it wider than Ross requested. It is now ready to be made into a road.

I was informed that Ross would be in this "neck of the woods" around the first of the year, and naturally, wanted him to see what we had done before asking for more improvements.

We cannot use the road as it is for summer hauling. It is full of holes, sideling and too soft in places. I do not believe it would cost a great deal to make a road that would be suitable for a small truck (a Ford) and that would be just about what we would need. At the present have to use the tractor to haul everything we need from Marshall, which is too slow and expensive. It takes a half a day to make a round trip from the claim to the present landing, and if it is necessary to go to Marshall it takes a day, and besides we need the tractor on the claims for immediate use practically every day.

Now, if it were possible to run a truck over the tripod road, I could go to Marshall and return in a couple of hours (could go in the evening after working hours). It takes me 30 minutes to go to Marshall from the point where the tripod trail touches the slough, by boat. It should not take over 20 minutes to go from the claim to the slough over the tripod road. There is hardly ever any snow here until around the first of the year, of each year. After the freezeup could use a truck between the claim and Marshall for at least a couple of months.

Mrs. Marsh and I spent practically all of last winter on Willow Creek. I read more of the Congressional Records than ever before. One passage that sticks out very clearly in my mind (not the subconscious) was when the Nome, Sheldon and Keewalik road project was under discussion

WAR DEPARTMENT

BOARD OF ROAD COMMISSIONERS FOR ALASKA

JUNEAU, ALASKA

Fairbanks, Alaska.  
February 25, 1927.

Major Lunsford E. Oliver, Engr. Officer,  
Juneau, Alaska.

Dear Sir:

In reply to your letter of January 27th regarding the new sled road now known as Route 7JA, following is its description:

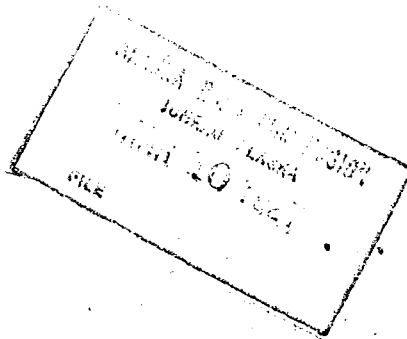
ROUTE 7JA - CHENA RIVER BRANCH, ( 35 miles sled road).

This is a new sled road serving several ~~XXXXXX~~ placer mining outfits which are operating up the main fork of the Chena River. It branches from Route 7J, Fairbanks-Chena Hot Springs road at Mile 48 and continues up the right limit of the Chena River for two miles where Moodys Roadhouse is located. Here it crosses the Chena River at the ~~XXXX~~ mouth of the West Fork of the Chena, and thence follows up the left limit of the main Chena River for 35 miles.

Of the total of \$ 1002.51 charged against 7J in our report, \$ 614.01 should be charged against 7JA. There will be a few additional charges against 7 JA on this years account for work which has already been done.

Yours very truly,

*Hawley M. Sterling*  
Hawley M. Sterling, Supt.



A sheet showing the placer mining activity in the Quinhag Goodnews Bay District, 1926, is attached. Quinhag is the site of a Moravian Mission, and Mr. A. Stecker is in charge of the Mission. The services of Henry Martin, Eskimo guide, are recommended. The foregoing memorandum consists merely of observations recorded in connection with the mining activity in the district.

PLACER OPERATIONS QUINHAGAK-GOODNEWS BAY DISTRICT 1926.

<u>Operator</u>	<u>Address</u>	<u>Creek</u>	<u>Type of Operation</u>	<u>No. of Men</u>
*Tupper Thompson	Quinhagak	Kow Kow	Groundsluicing & Shoveling in	2
(Fohn Hansen (Albert Bell (August Wicklund	Quinhagak	(Arolic R. (Kow Kow (Butte (Trail (Faro	Prospecting for dredge 1 hand drill	3
*Jack Harolson	Quinhagak	Butte	Groundsluicing & Shoveling in	1
George Weitrick	Quinhagak	(Butte (Fox (Arolic R.	Prospecting	1
Peter Roeser	Goodnews Bay	Olympic	Groundsluicing & Shoveling in	1
(Charlie Thorsen (Ed Smith	Goodnews Bay	Wattamus	Groundsluicing & Shoveling in	3
Jim Ryan	Goodnews Bay	Bear	Groundsluicing & Shoveling in	1

\*Leased to prospective dredging company.





Geo. A. Parks  
SCOTT G. SCOTT,  
CHAIRMAN

KARL THEILE,  
SECRETARY

WALSTEIN G. SMITH,  
MEMBER

R. J. SOMMERS,  
HIGHWAY ENGINEER

TERRITORIAL BOARD OF ROAD COMMISSIONERS

OFFICE OF

TERRITORIAL HIGHWAY ENGINEER

JUNEAU, ALASKA

Sept. 27, 1926

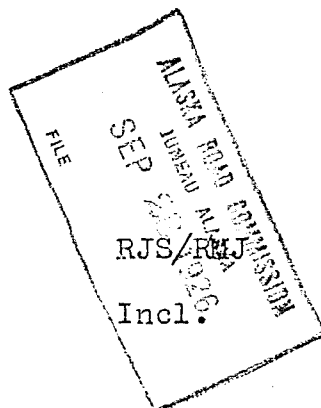
Col. James G. Steese  
Pres. Alaska Road Commission  
Juneau, Alaska

Dear sir:

For your information there is inclosed herewith a letter from F. W. Webster, member of Divisional Committee, Second Division, relative to work on the winter mail trail between Unalakleet and St. Michael.

Yours very truly,

*R. J. Sommers*  
Territorial Highway Engineer.





(3)

Mr Gen Doyle of Golsonia, who had the mail contract  
the last four years, will agree to do the work  
mentioned for the sum of Six Hundred Seventy Five  
Dollars \$675.<sup>00</sup>

I consider this a reasonable request, and  
recommend that the allotment be made.

Respectfully yours

F. W. Webster

Member Territorial Board  
Unalakleet

Alaska

Territorial Road Board.

Juneau Alaska

Gentlemen;

Unalakleet

6/24

26

This is a recommendation for trail work between St. Michael and Unalakleet Mail Route 78139. There was no work done on this trail last year, and it is essential that work be done this summer, for the coming winter

- 1 One Bridge at Andrew Creek four miles west of St Michael Twenty Five foot span.
- 2 One Bridge 2 1/2 miles north of Stigigtank Twenty Five foot span.
- 3 One Bridge 3 miles north of Stigigtank Twenty foot span
- 4 One Bridge at Five mile creek, five miles south of Goldsoria Thirty Two foot span.

- 5 Golsovia River is a 350 ft span, with  $\frac{3}{8}$  cable crossing, it will require a dead man or Anchor block at each side, also a turnbuckle for each side to take up slack of cable. At present cable is used to cross on. Also request two traveling blocks for chairs.
- 6 Bridge at Seal Oil creek 2 miles north of Golsovia 40 ft span, the present bridge is a log to cross on.
- 7 Devil's Gulch 20 miles south of Unalakleet requires grading it is glacial formation and shifts each season, it is yearly work and should be done just before the freeze up.
- 8 Toltka Creek is 18 miles south of Unalakleet it requires brush swamped out to straighten present trail 300 ft

CLASS OF SERVICE DESIRED

Fast Day Message	
Night Message	
Night Letter	

Patrons should mark an X opposite the class of service desired; OTHERWISE THE TELEGRAM WILL BE TRANSMITTED AS A FAST DAY MESSAGE.

Form No. 123-500m-July, 1919-

FA

SIGNAL CORPS, UNITED STATES ARMY  
 WASHINGTON-ALASKA MILITARY CABLE AND TELEGRAPH SYSTEM  
**TELEGRAM**

NUMBER	TIME FILED	CHECK
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SEND THE FOLLOWING MESSAGE:

KOTZEBUE, ALASKA

August 24 1926

George Marsh

Fortuna Ledge

Unable approve any ~~xxxxxxxx~~ work for summer road to Willow Creek but have authorized clearing and grubbing tripod trail for bobsled which Kinney will arrange for upon return to Nome next week

O.B. JGSteese Pres ARC

SENDER'S ADDRESS AND TELEPHONE NUMBER

7-11-10

Some of the streambed might be utilized and a near supply of gravel would be assured.

There are few places along the road from Arolic Gap to the landing that require much work. The distance from the mouth of the north fork to the proposed south fork crossing is 5 miles. The south fork is under 20 feet wide. The tide is noticeable several miles from the mouth of the Arolic River.

No timber is available in the locality. Small patches of brush are found along the streams. Cottonwood and alder are reported in the foothills on the Kanektok and Eek Rivers. The nearest assured supply of bridge timber is located above the mouth of the Tuluksak River on the Kuskokwim.

Before the actual construction of a road is attempted the route from Jacksmith Bay, along the foothills to the head of Cripple Creek, to Faro Creek should be investigated.

An extension of this road would be possible from Kow Kow Creek, along Faro Creek to the head, across Faro Creek and the head of Cripple Creek to Barnum Creek, to Indian River, Buluga Peak, and Goodnews Bay. The resultant would be a road from Quinhagak to Goodnews Bay.

There is no difficulty to winter transportation in this locality. At the present time boats are needed, in summer, for foot travel to cross the mouths of the Arolic River.

WAR DEPARTMENT  
ALASKA ROAD COMMISSION  
JUNEAU, ALASKA

FAIRBANKS, ALASKA,  
September 3, 1927.

Colonel James G. Steese, Pres.,  
Juneau, Alaska.

Dear Sir:

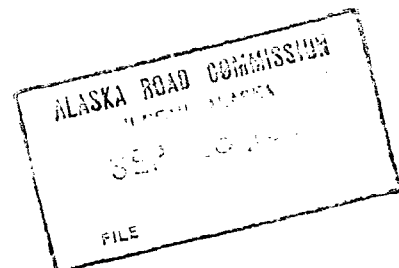
Request is made for an allotment of five hundred dollars for the Nenana-Knights winter mail trail. This trail is used almost exclusively now by everyone going into the Kantishna country, principally because the mail carriers go that way and therefore keep the trail broken for other travelers.

Money is needed for one temporary bridge, widening and general improvement.

Yours very truly,

*Hawley M. Sterling*  
Hawley M. Sterling, Supt.

JRN

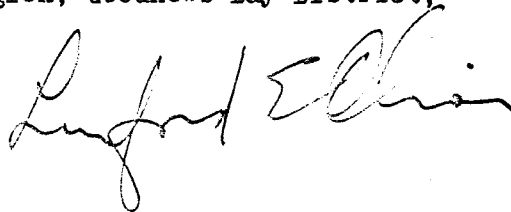


WAR DEPARTMENT  
ALASKA ROAD COMMISSION  
JUNEAU, ALASKA

January 20, 1927

Dear Steese:

There is forwarded herewith a report just received from Mr. B. D. Stewart, Supervising Mining Engineer, upon road building possibilities in the Arolic River Region, Goodnews Bay District, Alaska.



LEO: IH  
Enc.

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
GEOLOGICAL SURVEY

Juneau, Alaska, January 18, 1927.

Major Lunsford E. Oliver,  
Acting President,  
Alaska Road Commission,  
Juneau, Alaska.

Dear Major Oliver:

During the past season some mining investigations were made in the area south of the lower Kuskokwim River by Mr. Frank Holzheimer of the Geological Survey. On the portion of his journey from Ruby to Flat he accompanied Col. Steese who indicated that he would be interested in any observations Holzheimer might make in connection with possible <sup>future</sup> further road projects in the little known areas through which he was to pass. There is inclosed herewith a memorandum on "Road Building Possibilities, Arolic River Region, Goodnews Bay District, Alaska," where it is possible gold dredging operations may be undertaken in the future. In case these operations materialize the data included in the memorandum may be of interest to you.

Very truly yours,



B. D. STEWART,  
Supervising Mining Engineer.

Incl.



Juneau, Alaska,  
October 15, 1926.

Memorandum for  
Alaska Road Commission,  
Juneau, Alaska.

SUBJECT: Road Building Possibilities,  
Arolic River Region, Goodnews  
Bay District, Alaska.

A company, to be known as the Arolic Dredging Company, has been prospecting the past summer in the Quinhagak-Goodnews Bay District. At the time of a visit by a representative of the U. S. Geological Survey, September, 1926, they were encouraged with the outlook and expressed the hope of installing a dredge with the added possibility of a second dredge installation later. Should action be taken on such a project application will probably be made to the Alaska Road Commission for aid in building a road from Quinhag to their property. A brief resume of the road building possibilities, and conditions, is herewith given.

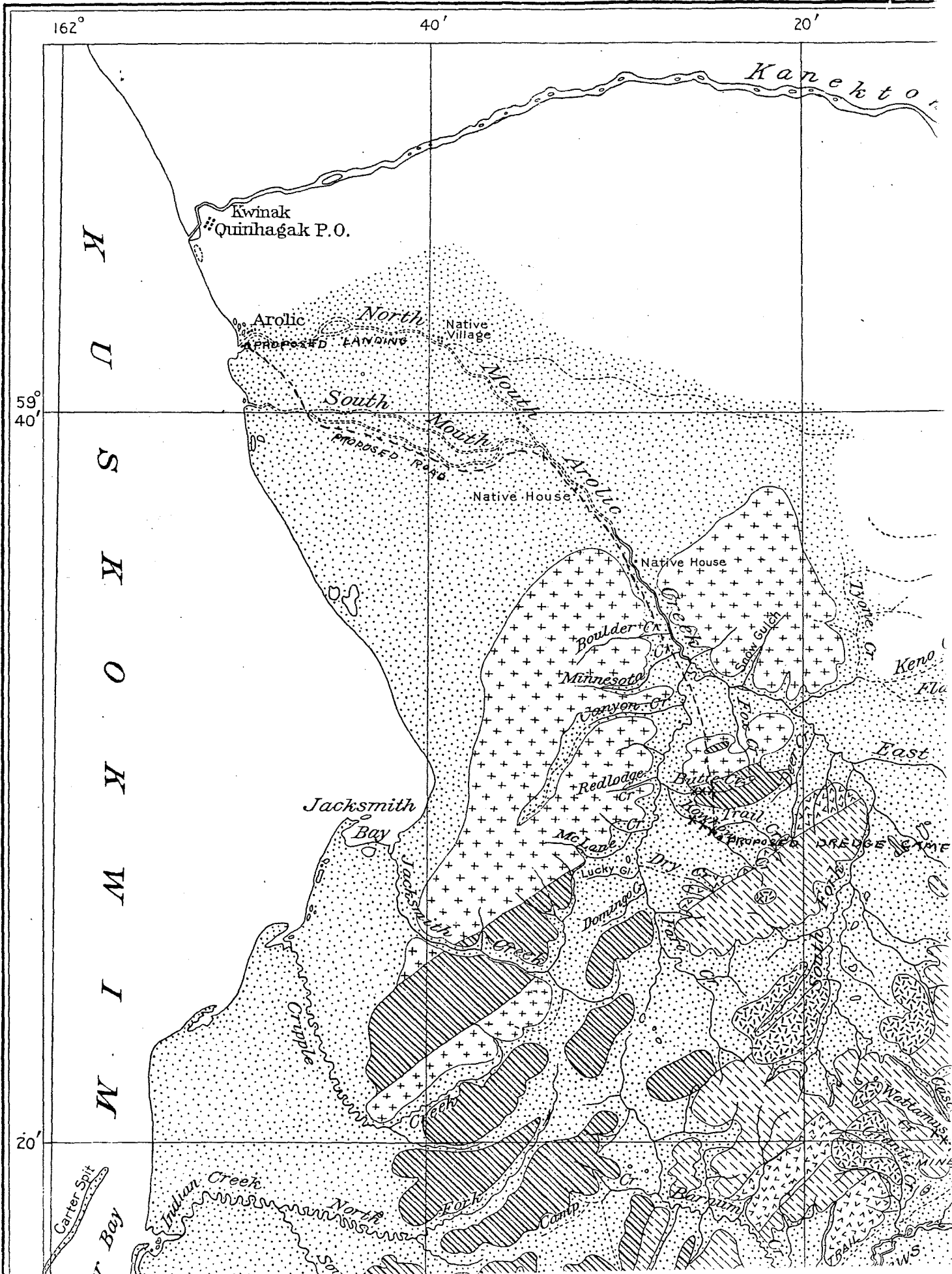
The location of the proposed dredging activity is Kow Kow Creek, shown on the accompanying map. It is planned to dredge Kow Kow, Butte, Trail, and Faro Creeks with the first dredge. A second dredge may work the Arolic River.

The coast of Kuskokwim Bay in this vicinity is not accessible to larger vessels due to an extended mud-flat area. Transportation of supplies, in summer, may be effected at high tide by gas boat to Quinhag or to a proposed landing at the mouth of the north fork of the Arolic River. Barges may be used for unloading from a vessel, off-shore, at these points. A natural highway extends, in the form of a sandy beach

from Quinhag beyond Jacksmith Bay. Apparently the logical route for a road is along the south fork of the Arolic River and along the Arolic River across Boulder Creek, Minnesota Creek, Trail Creek to the proposed dredge camp on Kow Kow Creek. The point on the map marked native house, north of Boulder Creek, is known as the Arolic Gap. The metamorphic rock, indicated by plus signs on the map, marks the location of low mountains and a consequent rise in topography.

A rolling tundra area, underlain by gravel bars, extends from the Arolic Gap to the mouth of the Arolic River. The total rise in elevation along the proposed road is not great. The rise in elevation is gradual and there are no sudden changes. From the Arolic Gap to Kow Kow Creek road construction will consist mainly of stripping moss and bridging the small streams. The bridges will average 10 feet in length with the exception of Faro Creek. The stream beds, with the exception of Faro Creek, are deep enough in the topography to enable placing a single span across them. The banks of Faro Creek rise gradually, the creek bed is about 20 feet wide. The approximate length of the road is 25 miles. Not more than 5 smaller bridges will be required from the Arolic Gap to Kow Kow Creek.

From the map the plan of diverting the water from the south fork into the north fork, and utilizing the gravel streambed as a road, is suggested. This plan is impractical owing to the crooked nature of the stream. This plan however might aid the construction of the road.



Holy Cross  
Alaska

Aug 2nd.

Mr. Cal Townsend.

Friend Cal.

FILE

This note as  
a gentle reminder about  
Holy Cross-Kattag Trail  
and staking the same.  
~~see~~ see men in charge  
of such matter and see  
if you can induce them  
to pay for the staking  
Thanking you in advance

Your friend  
Barry Lawrence

ROAD COMMISSIONERS FOR ALASKA  
VALDEZ, ALASKA

Nome Alaska Mar. 8, 1920

From: C has. D. Jones Acting Superintendant

To: Board Alaska Road Commissioners

Subject: Allotment for Kaltag St. Michaels mail trail.

1. Inclosed you will find a statement of necessary work on Kaltag St. Michael mail trail made at my request by Mr. O. C. Hall mail carrier and sub-contractor on this division of the mail trail.
2. I can recommend Mr. Hall as a dependable man and would advise that some action be taken on these recommendations.
3. I have sent the manilla rope and two blocks for the cable at Golsovia.

*Chas. D. Jones*

Acting Superintendant A.R.C.

Office  
Alaska Road Commission  
1920  
RECEIVED  
Juneau, Alaska

St. Michael Alaska Mar.25th.1920

FROM: Oscar C.Hall U.S.Mail carrier

TO: Chas.D.Jones Acting Superintendant A.R.C.

SUBJECT: Work necessary on Kaltag St.Michael mail trail.

1. The following work is necessary on the trail between St.Michael and Unalakleet.
2. A cable for crossing the Klickatarik river will have to be put up.The cable is on the ground. Between Klickatarik and Golsovia four small bridges have to be replaced, which were washed out last Spring, some grading done at the approaches and some brush cut.
3. At Golsovia the cable will have to be stretched again as it was washed out last Spring.The cable and trolley were saved but the manilla rope and blocks for same lost.
4. Some work should be done on the approaches to Parker creek and Devil's Gulch to eliminate the grade,as slips have made it almost impossible to get up and down at these points,also lots of niggerheads should be cut down at these points.This is practically all of the work necessary on this end of the mail trail.
5. Between Unalakleet and Kaltag all of the approaches to the portages in going up the Unalakleet river will have to be graded more or less,due to being washed out by high waters and no work being done on them for some time..
6. There are five small bridges to be replaced which have been washed out,one at Whale Back,one just before you reach Old Woman,one between Old Woman and Ten mile,and two between Ten mile and the summit.
7. The stakes across the flats are in need of repair many having fallen and some broken off.These stakes are badly needed

8. At all the crossings of the rivers along the route some work will have to be done as ~~some~~ <sup>now has</sup> ~~have~~ <sup>done</sup> been ~~down~~ for some time and work on them is necessary soon.

9. This work should be done for two thousand dollars at the outside and in my judgement the contract should be let so that the bidder could get his grub in over the snow and his poles cut and hauled over the snow for the work on the bridges.

*Oscar L. Hall*

U.S. Mail carrier

January 20, 1933

Mr. W. J. Rowe  
Nome, Alaska

Dear Sir:

I have for consideration your letter of December 29, 1932 concerning the bridge timbers from the old Solomon River Railroad.

While it is our intention to continue improvement of the road up Solomon Creek and into the Casa de Paga as funds will permit, no definite program of any size can be adopted under the present limitation of funds. For this reason, it will not be practicable for us to take over at this time all of the material you have left.

However, when the need for any material such as you have on hand arises we will be glad to purchase from you what is required for the work under way.

Very truly yours,

Ike P. Taylor,  
Chief Engineer.

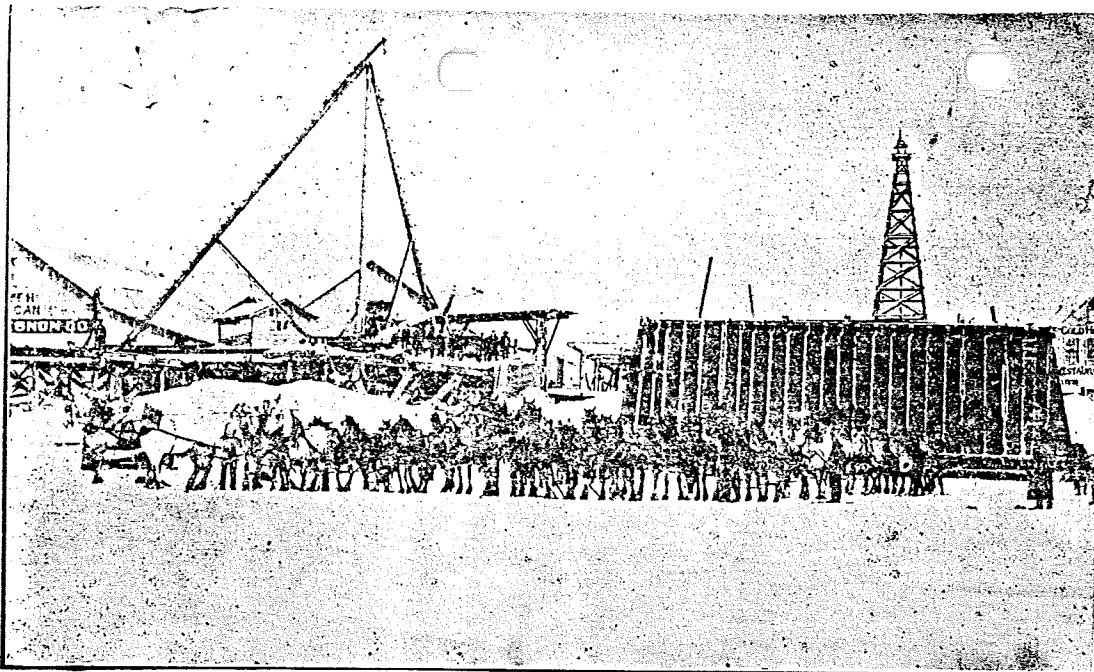
CC Mr. Kinney

IPT:IF

*[Handwritten signature]*

*13 / 137-0*





(Caisson—87 tons, Straight Haul With Forty Horses.)

**W. J. ROWE**

**Transfer**

General Freighting  
and  
Transfer.

Dealer in All Kinds of  
Lumber.

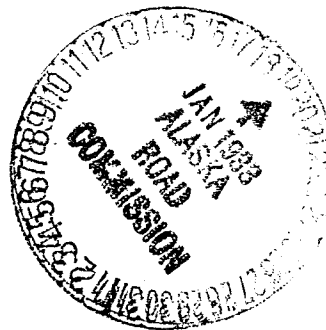
We Specialize in All  
Heavy Moving.

Office 443 Front Street,  
Telephone Main 37.

NOME, ALASKA, December 29, 1932, 1933.....

Alaska Road Commission,  
JUNEAU, Alaska  
via  
Local Superintendent,  
NOME, Alaska.

Gentlemen:



In 1918 I dismantled the Solomon River Railroad under contract and by this transaction I became owner of the bridges, timbers and other wooden material used in connection with the road.

Just recently our local District Attorney was asked by the Interior Department to take the proper procedure so that the ground in the road bed would revert back to public domain.

Now that the Interior Department are the road-building agents and that they have already started to utilize the old railroad bed for a wagon road via Solomon to the Casadepaga and have already purchased in this connection a large amount of timbers, there is no doubt in my mind that you soon will be able to utilize the remainder of it.

This old road bed is on the direct route sponsored and advocated by our local Chamber of Commerce and others for a contemplated *road* to Nulato. Furthermore, in the Casadepaga country and also the Nielukaka Flats, I know personally several men who are doing considerable mining in that section and at the present writing many are in the states with the expressed intentions of *raising* ~~advancing~~ capital

to purchase dredges and hydraulic plants essential to work this ground. Last week a letter came to a local man about town stating that one of these men had already raised sufficient capital to put an outfit of 100 tons in the Casadepaga country which he intends to do.

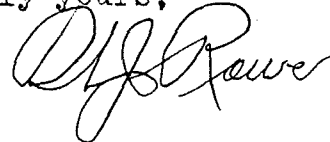
The material in these bridges are of select common timber nearly perfect in the state of preservation particularly from about the twelve-mile post inland. From the coast to the twelve -mile post the sea breeze seemed to effect the timbers.

As you are the logical and proper people who should own this material and if you are interested, I will make you an exceedingly low price on the remainder as there is nothing left at the present time from the coast to East Fork.

Thanking you very much for your consideration, I am

Very sincerely yours,

W. J. ROWE

A handwritten signature in cursive script, appearing to read 'W. J. Rowe', written over the typed name.

WJR:h

March 25, 1932

Mr. Ross J. Kinney  
Sup't, A. R. C.  
Nome, Alaska

Dear Sir:

Lt. John R. Noyes has informed this office that Mr. W. J. Rowe of Nome is anxious to sell his entire stock of bridge lumber and ties pertaining to the Solomon River Railroad to the Alaska Road Commission for \$9,000. This offer was made informally through Mr. G. R. Jackson of Nome.

It is not considered that it would be to our advantage to make this purchase. If any strong reason not known here exists for buying this lumber or any part of it, please write us on the subject. Otherwise the matter may be dropped.

In case the matter comes up, you may inform Mr. Rowe of the above.

Very truly yours,

ALASKA ROAD COMMISSION

By  
L. E. Atkins  
Engineer Officer

JRN:GW

10/1932-0



132

April 22, 1922

Mr. George R. Goshaw,  
415 Alaska Building,  
Seattle, Washington.

Dear Sir:

Your letter of April 6th in reference to timber owned by Mr. Rowe near Solomon, has just been received.

It is not probable that we at any time will require the large quantity of timber which Mr. Rowe apparently has on hand. However, from time to time it may be advantageous to purchase lesser amounts. We will do so if the occasion requires.

132/0

Mr. Rowe desires to dispose of this property to the Alaska Land Commission, and the amount and the nature of this property is as follows:

20,000 SALISBURY PINE (at price of \$1.00 per acre)  
3,000,000 BOARD FEET (at price of \$1.00 per 1000 feet)

John C. Gotwals,  
Major, Corps of Engrs.

JCC-LB by referring sale lot of timber heretofore as the following description:

...

...

...

...

GEORGE R. GOSHAW, INC.

ALASKA BUILDING  
SEATTLE

FILE

Chicago, Illinois.  
April Sixth,  
Nineteen Twentytwo.

Alaska Road Commission.  
Juneau,  
Alaska.

Gentlemen:

To confirm and make of record, a conversation with Col. Steese at Washington March 9th, 1922 pertaining to timber and bridge materials, owned by Mr W.J. Rowe of Nome, the following is stated:

That Mr. W.J. Rowe owns timber and bridge materials along the right of way of the old line of 'Council City and Soloman River Railroad' in the Solomon and the Casa De Paga sections of Alaska.

That Mr. Rowe desires to dispose of this property to the Alaska Road Commission. Prices, the amount and the nature of this property are as follows:

50,000 RAILROAD TIES (in piles of 25) @ \$ .50 each.  
3,000,000ft BRIDGE TIMBER (10x10-10x12-12x12)  
@ \$20.00 per M.

My authority for offering this lot of timber materials is the following cablegram:

"" NOME JAN 9th 1922.

GEORGE R. GOSHAW.  
415 ALASKA BUILDING,  
SEATTLE, WASHINGTON.

RAILROAD BED FROM TWO MILES NORTH SOLOMON TO EAST FORK ABOUT TEN MILES IS PROPER PLACE FOR WAGON ROAD TO COUNCIL WITH ADDITIONAL LITTLE WORK STOP WILL GIVE THIS TO ROAD COMMISSION IF THEY PURCHASE TIES AND BRIDGES STOP FINE GRADE FREE FROM WASHOUTS AND ACCESSABLE MUCH EARLIER IN SPRING.

Signed W.J. ROWE" "

Will appreciate an acknowledgement.

Yours very truly,



Fairbanks, Alaska, August 12, 1918.

From: Assistant Engineer Officer.  
To: President of the Board.  
Subject: Solomon-East Fork Road.

1. I transmit herewith letter of R. J. Oglesby, General Manager of the Eskimo Gold Dredging Co., suggesting the utilization of the road bed and bridges of the Council City and Solomon River Railway for a wagon road. The right of way parallels our Solomon-East Fork road, which follows the right bank of Solomon River while the railroad is on the left bank. I saw Mr. Oglesby in person shortly after receiving this letter and told him that I did not think conditions would warrant our purchase of these bridges as it might be many years before the development of the country would justify another road in that locality.

2. If we did not already have the road on the other side of the river, which is constructed partly on the bank and part along the tailing piles in the river bed, there might be some justification in making use of the railroad right of way. It is well graded and most of it in good shape. The bridges also appear to be sound and strong. The grading and bridges alone must have cost at least \$10,000 per mile and it seems too bad to permit this work to be destroyed. However for the reasons above stated, I do not think the circumstances warrant any action on our part.

1 inclosure.

  
Capt., E. R. C.

132/0  
#18

L

February 11, 1932

Dr. K. L. Gravem  
2039 Virginia Street  
Berkeley, California

Dear Sir:

Receipt is acknowledged of your letter of January 23rd,  
with attached sketch, addressed to Major Elliott.

The question of furnishing improved transportation to  
the Kougarok section has been considered and the work is included in  
the ten-year program for roads in Alaska. The carrying out of this  
program, however, is dependent on necessary appropriations being  
made. Due to a very probable material reduction in the amount of  
funds available for the work of this commission during the coming  
season as compared to last season, it will not be possible to  
include any new projects in this season's program.

Very truly yours,

ALASKA ROAD COMMISSION

By

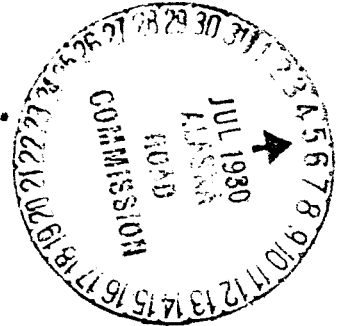
Albert H. Burton  
Secretary

IPT:GW

13/138-1

Seward, Alaska.

June 24, 1930.



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

Dear Sir:

I have the honor to submit herewith a report of my trip to Nuka Bay for the purpose of obtaining data relative to activities in that vicinity and especially the property known as Babcock & Downey's mine on Surprise Bay.

I was all set to go on this trip on the first of June, but they sent word up that the snow still lay to the water's edge - then the next boat did not go till the 15th; hence, the delay.

#### I T I N E R A R Y

Left Seward June 15th, 7:35 A.M. on Launch "Rolph III," a 25 ton power boat, owned by Captain Sather, bound for Nuka Bay with freight and passengers. Arrived Surprise Bay 4:45 P.M. Spent June 16th examining different workings and the proposed road project from head of Surprise Bay to the Babcock & Downey mine. Left Surprise Bay June 17th, and called in at Alaska Hills Mine and other prospects in vicinity with mail, etc. Stopped at Captain Sather's Fox Island for the night. Left there for Seward 10 A.M. the 18th, where we arrived 8 P.M. same day.

#### BABCOCK & DOWNEY MINES

##### Location:

At the head of a small bay inside Nuka Bay, called SURPRISE BAY, and about 75 miles west of Seward.

##### History:

This mine was located in 1925, since which time development work has been carried forward steadily and some good values have been recovered with a so-called ball mill. Some 550 feet of tunnel has been driven and some very rich ore uncovered on two levels -- one tunnel about 170 feet above sea level and another about 25 feet higher.

Elevation of new mill 40 feet; old mill, 160 feet.



Now has a crew of six men working installing a new Denver Quartz Mill with a capacity of 15 tons per 24 hours. This mill will be ready for operation in a week or two. Have also constructed a tram from mine to mill 800 feet long. Wages at the mine is \$5.00 per day and board.

A 125 foot wharf has been constructed at deep water, where small craft can tie up at low water. Average tide 10 feet. Average depth of snow 5 feet on the level.

Good timber all over the flat and covering side hill clear up to the mine.

TRAIL ASKED FOR

Assistance is asked for to construct an 8 foot sled trail from the wharf to the mine, a distance of about one mile.

This trail would lead over the flat on about a 1 per cent grade for about 4,000 feet - very easy construction then, about 1/8 mile side hill grading on about 18 per cent grade, then 1/3 mile easier grade to tunnel. The ~~old~~ trail over which they have hauled all their supplies and equipment is on a 25 per cent grade.

About midways between wharf and the hill, a 45 foot bridge should be put in over a stream channel 6 feet deep and dry at present but in rainy season runs full and overflowing. Good timber can be had on the ground for this purpose.

Apparently no rock work to be done on any part of the trail. Over the flat, the ground is hard gravel and very little under brush. Side hill is in loose shale and slate.

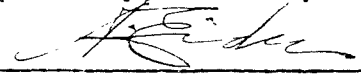
Cost of bridge.....	\$270.00
Cost of trail .....	730.00

Owing to the fact that:

- (1) It can be done cheaper by the Company who has men and equipment on the ground,
- (2) A small project in the first place,
- (3) Their heaviest hauling is over,
- (4) The mill is moved down near the flat,
- (5) Practically only one outfit would benefit,

I would hesitate in recommending any expenditure by the Alaska Road Commission.

Respectfully submitted,

  
 \_\_\_\_\_  
 A. EIDE, Asst. Supt. A. R. C.

WAR DEPARTMENT

BOARD OF ROAD COMMISSIONERS FOR ALASKA

TAKOTNA, ALASKA

May 7, 1930.



Subject: Inspection Trip Winter Trails Bethel District 1929 - 30.

To: President of the Board.

1. Reference your wire May 5th I am submitting herewith report on my inspection trip and statement of work accomplished during the past season Bethel Trails.

2. Left Seward, Alaska January 11th at 10:30 P. M., with Lars Indergard as dog musher and a team of 14 dogs, We arrived at Kanatak January 20th in the morning. This trip should have only taken 48 hours, but account a heavy northeaster the S. S. Starr was forced to lay over at different anchorages six days before a landing could be made in the surf at Kanatak. We arrived at Kanatak during a soft spell and had to stay there for 13 days. The streams and lakes were wide open making it impossible to travel.

Leaving Kanatak on Feb. 2nd we arrived at Egegik at noon on the 6th, we stopped at three different points along the lake and the fourth night at Erickson's cabin on the Egegik River. The lake had not entirely laid so traveling along the lake shore over rocks and sand was rather slow and hard. There was absolutely no snow.

We left Egegik on the 7th at noon and arrived at Portland Packers, Naknek on the 9th. One night was spent at Frank Alto's cabin and the second night at Farris cabin sixteen miles from Naknek. This distance of fifty miles was made over bare ground excepting a few miles on the ice.

Left Portland Packers on the 10th, arrived at Koggiung on the 11th, spent one night at Libbyville. The trail between Libbyville and Koggiung was much better as we were able to travel the entire distance on shore ice. Left Koggiung the 12th and arrived at Snag Point on the 14th. The first day we traveled away from the tripoded trail to take advantage of the lakes between Koggiung and the King Salmon Saltery, four miles out the second day we picked up the tripoded again on which we traveled to Portage Creek on bare ground. The third day the travel was on the Nushagak River, the tidal ice Lewis Point to Snag Point was extremely rough making traveling very hard. Laid over at Snag Point and Dillingham 15th to 18th inclusive. While there chained the route of the desired road between Snag

13/150-14

Point and Dillingham as reported in my wire March 18th, and also made an inspection of a site for an aviation field taken up in my letter of May 2nd.

Left Dillingham the 19th and arrived at Kulukuk on the 20th. Stopped at Tuklong Village evening the 19th. From Tuklong did not go back to the tripoded trail, but followed the coast to Kulukuk. The marked trail was over bare ground the entire distance, and by traveling the coast we had ice right into Kulukuk. On the marked trail there was much brush as when the trail was originally staked there was lots of snow and therefor has never been cut out.

We laid over the 21st at Kulukuk waiting for Vaughn and party to finish up their work. The high tide in the Bristol Bay country raised havoc with the tripods shipped Kulukuk as it scattered them all over the bay. Through the efforts of the school teacher at Kulukuk and several natives these tripods were gathered up and placed in piles, so very few of them were lost.

On the 22nd we all left Kulukuk and arrived at the Togiak Schoolhouse that evening. We followed the newly tripoded trail the entire distance. Leaving Togiak the 23rd we arrived Goodnews Bay on the 25th, camped out two nights enroute. Between these two places we traveled farther south than we did two years ago, although slightly longer it is much the better route, not so many draws to go in and out of and also more level. Account of snow storm we laid over at Goodnews Bay the 26th. Leaving Goodnews Bay the 27th we arrived at Quinhagak on the 28th, we were now getting into more snow making traveling much easier, stopped one night at the Indian River Shelter Cabin.

Account of a blizzard stayed over one day at Quinhagak. Leaving there March 2nd we arrived at Bethel the 3rd, stopped one night at Eek. Leaving Bethel the 4th arrived Akiak the same day. Stayed at Akiak the 5th doing paper work. Left the 6th arriving at Crooked Creek the 10th, stayed the first night out Bob Heman Shelter Cabin, the second at Kaltshak, the third at Aniak and the fourth at Napamute. The entire distance was made on ice excepting a few land portages making traveling very good.

Stayed one day at Crooked Creek account of heavy snow storm. Left Crooked Creek the 12th and arrived Sleetmute the same day, this trip was made for the Bureau of Census. Left Sleetmute the 13th arrived back at Crooked Creek the 14th, due to heavy snow storms was unable to make the return trip in one day. Leaving Crooked Creek the 15th we arrived at Flat the 16th, one night was spent at the Summit Shelter

Cabin. We left Flat the 17th arriving at Takotna the 20th. Total distance traveled 990 miles. Thirty seven actual traveling days making an average of 27 miles per day.

Route 92A Bethel Quinhagak (90 miles Trail)

The section of the trail between Bethel and Lomavik was temporary staked with willows, and also a few of the larger lakes between Lomavik and Eek.

Recommendations: Temporary staking on the rivers and lakes should be done again next season.

Allotment Required: \$50.00

Route 92B Bethel Tuluksak (44 miles Trail)

Work performed consisted of temporary staking along the river and cutting down the banks to and from the land portages.

Recommendations: Temporary Staking and maintenance.

Allotment Required \$143.00

Route 92F Quinhagak-Goodnews Bay (60 miles Trail)

Maintenance was performed on this route, and a few tripods replaced.

Recommendations: This trail will soon need considerable tripoding as the present marking is beginning to rot away, at the present four or five tripods to the mile should be placed. Considerable freight is now being hauled over this route now that the mining activities have been renewed in the Goodnews Bay country.

Allotment Required: \$800.00

Route 92G Goodnews Bay-Togiak (53 miles Trail)

This trail is very poorly marked but due to the small travel over this route it doesnot warrant a large expenditure to bring it up to standard.

Recommendations: None

## Route 92H            Togiak-Nushagak            (125 miles Trail)

The section of this trail between Togiak and Kulukuk a distance of thirty miles was tripoded with 2 X 2s. This is now the <sup>best</sup> piece of marked trail between Bethel and Kanatak. These tripods were placed at an average 14 to the mile. Five miles of trail across the flats toward Dillingham from Kulukuk was also tripoded. All of the tripods had to be hauled over the bare ground by sled as there was absolutely no snow when this work was being done, some time was also lost in gathering up tripods scattered around the bay by the high tide.

Recommendations: The present location of the trail between Kulukuk and Dillingham is not very good and also poorly marked. By a more direct route this trail could be greatly shortened as the scaled distance between these two places is only forty miles. The present location forms a big triangle to the south. Tuklong village was spotted to far north on the map, so I changed it to its approximate correct location. This trail should be relocated and tripoded in next year or so.

Allotment Required: \$2,500.00

## Route 92I            Lewis Point-Naknek            (86 miles trail)

No winter work was performed along this route.

Recommendations: The section of the trail between Koggiung and Libbyville is not marked and in stormy weather it is easy to get lost. This happened to us when we traveled it in a blizzard two years ago. This tripoding should be done this fall as there is considerable travel over this trail. The distance is 18 miles.

Allotment Required: \$1,200.00

## Route 92J    Naknek-Egegik            (50 miles Trail)

No winter work was performed on this route.

Recommendations: The big flats between Naknek and Egegik should be tripoded, because in stormy weather it is easy to get off the trail in these flats.

Allotment Required: \$800.00



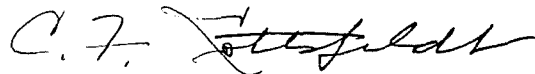
6.

Route 92P      Holy Cross-Kaltshak      (53 miles trail)

Temporary staking with willows was performed between Paimute and Holy Cross on the Yukon River and also the larger lakes between Paimute and Kaltshak.

Recommendations:      Temporary staking.

Allotment Required:      \$55.00



C. F. Lottsfeldt,  
Superintendent.

Juneau Alaska May 5 1930

LOTTSEIDT  
TAKOTNA

SUBMIT WRITTEN REPORT OF INSPECTION TRIP AND STATEMENT OF WORK ACCOMPLISHED  
DURING PAST SEASON BETHEL TRAILS

ELLIOTT

✓ IPT: IW

~~Received~~  
Recd  
5/10/30



WAR DEPARTMENT  
UNITED STATES ENGINEER OFFICE  
JUNEAU, ALASKA

Feb. 21, 1928.

Subject: Recommendations for Winter Trail Work in the  
Bethel Sub-District.

To: Engineer Officer of the Board.

1. In accordance with Major Oliver's letter Dated April 19th, 1927 I left Takotna November 30th to make the trip outlined therein. Accompanying me was Lars Indegard as dog musher and a team consisting of fifteen dogs. Arrived at Ophir evening 30th and the next day proceeded toward Flat arriving there on December 3rd. Laid over one day at Flat and then left for Holy Cross inspecting the new work along this route. Stopped evening 5th at Frank Fox's Reindeer Camp, arrived at Holy Cross following day.

Laid over the 7th and the following day left for Paimute, arriving there that evening. Account extremely soft weather laid over Dec. 9th. ~~December~~ January 10th we proceeded toward the Kuskokwim River arriving at Kaltshak that evening. The next proceeded to Tuluksak arriving there the 12th. Stopped evening 11th at Bob Herman's cabin. On December 13th in company with Tony Sumi left to make an inspection of the new shelter cabin at the Foothills; we returned to Tuluksak evening 14th.

On December 15th left Tuluksak and arrived Bethel on the 17th. Laid over at Bethel for repairs to sled the 18th, 19th and 20th. Left Bethel December 21st arrived at Quinhagak December 23rd, stopped the 21st at the new shelter cabin at Black Fish Lake and the 22nd at the Bek schoolhouse.

Left Quinhagak December 24th proceeding toward Goodnews Bay, arriving there afternoon December 26th. Stopped one night Jack Smith's Bay shelter cabin and the other at Indian River shelter cabin. Laid over the 27th at Goodnews Bay. December 28th we proceeded toward Togiak arriving there January 1st. On the 29th and 30th we were held storm bound at the shelter igloo on the South Fork of the Goodnews River. On December 31st we "siwashed it" about four miles from Togiak.

January 1st, 1928 we proceeded down the bay to Johnny Owens place. On the second we left for Kulukuk arriving there that evening. The next day we left Dillingham arriving there on the 5th. Due to poor trail markings and soft weather we were forced to "siwash it" the first night out about ten miles from Kulukuk, and the second evening stopped at the native village at Tuklong.

13/1000-14

Laid over at Dillingham the 6th, making arrangements for the summer trail work between Dillingham and Snag Point. The 7th left for Koggiung arriving there on the 9th. Stayed one night with natives six miles from Portage Creek, and the second night at the King Salmon Saltery. This saltery is four miles off the trail but does not greatly lengthen the distance to the Squaw Creek Cannery.

Left Koggiung January 10th in a blinding blizzard and were lucky to reach Libbyville Cannery that evening just at dark. This section is not marked. The next day we proceeded toward Naknek stopping that night at the Portland Packers Cannery. Jan. 12th left for Egegik arriving there before noon on the 14th. Stopped first night at the Halfway Shelter Cabin and the second at Frank Altonen's six miles from Egegik. This section is well tripoded but due to a very severe blizzard at times it was impossible to see twenty five feet ahead.

Left Egegik January 15th and arrived Kanatak January 17th at 2 P. M. Stopped the first night at West End Becharoff Lake shelter cabin and the second night at the East End Becharoff Lake shelter Cabin. Total distance traveled on the entire trip was nine hundred thirty one miles. The days actually traveled were thirty seven making an average of 25 miles per day.

Route 92 P      Holy Cross-Kaltshak      56 Miles Trail.

The section of this trail between Holy Cross and Paimute, that is the part traveled along the river should be staked with willows every winter. The river between these points has several channels, some of which are several miles longer than others. Strangers often take the longer channel due to lack of markings.

The section of the trail between Paimute and Kaltshak can be greatly shortened by cutting through some heavy timber near Paimute. Would also eliminate travel on several sloughs which overflow badly. A tundra fire burnt down many of the old tripods which should be replaced next fall.

Allotment Required      \$ 785.00

Route 92 Q      Tuluksak-Bear Creek      32 Miles Trail.

Inspection was made over this route and only necessary maintenance need be performed next year.

Route 92 M Aniak-Tuluksak 60 Miles Trail.

The crossings on the river route between these two places should be marked with willows right after the freezeup every winter. A short land portage cut out between Ohogamute and Kaltshak would shorten this trail two miles.

Allotment Required \$ 375.00

Route 92 W Crooked Creek-Aniak 74 Miles Trail.

All the crossings on this river route should be marked with willows every winter after freezeup.

Allotment Required \$ 75.00

Route 92 E Bethel-Tuluksak 44 Miles Trail.

This section should also be makred with willows on the river every fall as it is very easy for travelers to get off the beaten trail. Because of the river cutting in the banks between Alkiak and Bethel need to be cut down every year.

Allotment Required \$ 125.00

Route 92 A Bethel-Quinhagak 90 Miles Trail.

This trail is now in good condition, well marked and tripoded the entire distance. Beacons have been placed on the edge of all the larger lakes. Only maintenance work need be performed next season.

Route 92 F Quinhagak-Goodnews Bay 60 Miles Trail.

This trail is in first classcondition with only mainten-  
ance needed next season.

Route 92 G Goodnews Bay-Togiak 53 Miles Trail.

This trail is far below standard and without a guide is nearly impossible to follow. The first four miles out of Goodnews Bay there are no tripods, and the remainder of the distance they can only be found here and there. Tripods were constructed from small willows and tied at the top with rope. These tripods will not stand up against the weather in this section where at times they have very violent winds. If the commission desires to have this as a standard part of the route between Bethel and Kanatak the entire work will have to be done over as in a year or two I don't believe any of the present markings will remain. This work will be rather expensive as poles for good tripods cannot be obtained closer than Alkiak.

Allotment Required \$ 3,000.00

785  
375  
75  
125  
1500  
100  
100  
3050  
3000  
500



April 19, 1927

Kuskokwim and Bethel Districts

Operations - Season 1927

92 - Bethel Winter Trails:

This allotment is provided for the inspection and necessary maintenance of these trails. You will plan on making this trip next winter, covering this entire system of trails and coming out over the route to Kanatak, returning by way of the railroad and the Telida route.

\*\*\*\*\*

Lunsford E. Oliver  
Engineer Officer

Original filed 37/21

WAR DEPARTMENT  
ALASKA ROAD COMMISSION  
JUNEAU, ALASKA

DISTRICT OFFICE  
FAIRBANKS, ALASKA

June 11, 1928.

REPORT ON WINTER SLED ROAD UP CHENA RIVER.

Major D.H. Gillette,  
Engineer Officer, A.R.C.,  
Juneau, Alaska.

TJ and TJA.

Dear Sir:

Following is a report in accordance with instructions issued to Superintendents, May 20, 1927, on the sled road from Fairbanks up the Chena River to mining properties and to the Chena Hot Springs. The following observations were made during the period between June 2nd and June 10, 1928.

1. - Length of road.

Approximately 87 miles to Van Curler's claims, the farthest occupied property up the river. This road as far as I could find out has never been accurately measured.

2. - Distances between shelter cabins and other shelter. (all mileages approximate)

- a) Little Chena Roadhouse and barn. Mile 14.
- b) One-man trapper's cabin (stove) at small lake on Potlatch Creek. Mile 20.
- c) Cabin and barn combined (stove) on Jenny M. Creek. Mile 23.
- d) Colorado Roadhouse and barn. Mile 38.
- e) Moody's private cabin and barn at mouth of North Fork of Chena River. Mile 54.
- f) Cabin and barn at Munson's Creek (stove). Mile 63.
- g) Ten Eyck cabin and barn (stove). Mile 66. A.R.C. stove.
- h) "Nine Mile" cabin and barn (stove). Mile 73. A.R.C. stove
- i) Moore's private cabin (stove) at Teuchet creek. Mile 78.
- j) Hell-for-Sure placer mining camp (Kruzness and Leonard). Mile 81.
- k) Palmer Creek hydraulic placer mine (Sullivan). Mile 83.
- l) Shamrock Creek hydraulic placer mine ( Joe Chesna). Mile 85.
- m) Van Curler's mining claim, farm, and airplane landing field. Mile 87.

3. - General ruling grade.

6%

4. - Maximum grade encountered and length.

Grades of 12%, 14%, 16%, and 20% are encountered at approaches to streams and sloughs.

600' of -12% grade at Glacier Creek, Mile 57

300' of -20% grade and 200' of plus 16% grade at Three mile Creek above Ten Eyck. Mile 69.

100' of plus 14% grade on approach to Creek above "Nine Mile" Cabin. Mile 74.

5. - Maximum load that can be hauled by two-horse team.

2 1/2 Tons.

6. - Can relocation be made to reduce or avoid the above maximum grades and reduce them to a general ruling grade. If so, how and what cost.

All grades can be reduced by lengthening approaches to sloughs, and by filling in with brush and timber. Probable cost - \$4000. No relocation considered necessary.

7. Any bridges require renewal.

a) Bridge at Steel Creek (Mile 6 ) needs repair. West abutment has settled about 18". Flooring rotted and broken. Timber available locally.

b) Bridge over "Four Mile" Creek (Mile 42) needs repair. Flooring has been shifted sideways off stringers about 2 1/2 ft. at one end. Otherwise O.K.

c) Bridge near Ten Eyck (Mile 63) needs new flooring. Timber available locally.

d) Bridge over Palmer Creek (Mile 83) washed out. Timber from old bridge may be used.

e) It is considered desirable to anchor all bridges with wire to prevent them from washing out.

8.- Any new bridges required.

No.

9. Is grading of steep approaches needed at streams not requiring bridges.

Yes.

10. If bridges required, state type and span, distance to nearest suitable bridge timber, and estimated cost of bridges.

None.

11. Does road drift or glacier badly in any places. If so can relocation be made to avoid.

Road glaciers at Glacier Creek (Mile 57.) Not practical to avoid by relocation.

12. Is road located in part on stream or lake.

Yes, about 12 miles located on lakes, streams and sloughs. Wherever necessary, alternate land routes are provided for use when water is not frozen.

13. - Are there niggerheads, rocks, stumps brush etc. which require removal.

Yes. Niggerheads are from 18" to 24" in height in many places and their removal would be helpful.

About half a dozen birch trees had fallen across road one mile above Little Chena. Mile 16.

14. - What is condition of shelter cabins and stoves.

In general, very good.

Roof of cabin at Jenny M. is rotting in places.

15. If additional shelter cabins needed give location and estimate of cost.

None needed.

16. What is the character and amount of traffic over this route.

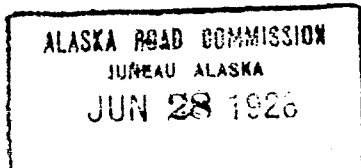
a) Character - Equipment, supplies and provisions for miners and trappers living up Chena River, for Caribou Ranch and for Chena Hot Springs. Horse-drawn freighters, pack horses, and dog teams.


b) Amount.

Month	Persons	Vehicles (sleds)	Tonnage (lbs.)
1927			
Sept.	11	1	-
Nov.	15	7	5500
Dec.	21	18	28000
1928			
Jan.	30	20	28000
Feb.	15	13	13000
Mch .	31	21	22000
Apr.	34	17	13500

17. --Can this route be used at all as a summer route, either wagon road or trail, and if so is it so used.

~~No~~ This route may be used for foot travel during part of the summer season, but detours around lakes, sloughs, and marshy places are necessary.



Respectfully submitted,  
 Philip R. Garges.  
 Philip R. Garges.



WAR DEPARTMENT  
ALASKA ROAD COMMISSION  
JUNEAU, ALASKA

Fairbanks, Alaska  
December 14, 1927

Major D. H. Gillette, Engr. Officer,  
Juneau, Alaska.

Dear Sir:

Attached herewith is a voluminous petition from the residents in and around Fairbanks asking for the construction of a summer motor road from Fairbanks to Chena Hot Springs. As noted, this petition has been signed liberally and freely by practically everyone in this vicinity and is in no way a representation of the people vitally interested in that particular district, approximately fifty in number at this time.

The upper Chena district was first discovered in 1902 and the prospecting and placer mining in a small way has been carried on almost continuously since that time, no large, rich deposits of placer have been discovered. There is, however, still a possibility that such a find is yet to come as the territory embraced covering known prospects contains several hundred square miles and hundreds of small creeks.

Tho the district is served by a creditable winter sled road leading direct from Fairbanks, there has always been more or less talk about, and argument for, a summer road. The matter did not come to a head, however, until the summer of 1923 when the Road Commission made a location survey from Route 7G, Fairbanks-Gilmore,  $1\frac{1}{2}$  miles out of town to Courtnays ranch on the bank of the Chena River, distance approximately ten miles.

This survey was brot about thru the willingness of the Road Commission to cooperate with a citizens committee which had been boosting the project and thru some misunderstanding, the details of which I am not familiar with, the committee and apparently the public in general got the impression that the Road Commission was going ahead and start active construction work. This impression resulted in the committee collecting several hundred dollars which was expended toward clearing and grubbing the road along our location for several miles. The unfortunate impression gathered and broadcasted by the committee caused some ill feeling which even now is latent with some of the leading citizens.

The petition asks for a road from Fairbanks to the Chena Hot Springs, costing roughly a half a million dollars. If such a road was contemplated for the express purpose of connecting the town of Fairbanks with the Chena Hot Springs, it is plain that such a project is entirely unwarranted except from a very far fetched and broad idea of developing Alaska. If such a road was to be built, the following benefits would be derived:

- 1 - It would enable patients to get to the springs at moderate cost in the summer months, whereas they can now get there only by aeroplane in the summer at a cost of \$50 each way. The proprietor of the springs would naturally be the direct and principal beneficiary.
- 2 - It would serve as a summer outlet for Courtnays ranch, (now temporarily, at least, abandoned), and a half dozen small farmers nearer to town who get down over a poor road they have cut themselves.
- 3 - It would open a new and closer wood supply for Fairbanks which could be brot to town by trucks, tho; a large part of this wood within ten miles of town has already been cut and hauled, either by team in winter or rafted down the slough.
- 4 - It would provide good fishing and new picnic grounds for the people of Fairbanks.
- 5 - It would serve as a quick and cheap means of transportation for the 50 people living within a very large area indirectly adjacent to it.
- 6 - It would increase the possibilities of some large company taking over reported large areas of placer ground on the South Fork of the Chena and on the Middle Fork of the Chena.

All of these hypothetical benefits might be minimized by saying that if one cannot afford to pay \$50 to fly to the Springs they can get to Circle Hot Springs for perhaps half that amount, that the proprietor sought his location and if he cannot make a living he can move, that Courtnays ranch is uninhabited and the farmers in between are somehow managing to get over the road they have made themselves, that the price of wood would not be lowered any and that there is still a large supply on the Valdez trail and the Alaska Railroad that can be hauled and delivered at present prices, that there are plenty of places to fish and picnic near Fairbanks without building a half a million dollar road, that the few people in the district can continue to take in their supplies over the winter trail and can get to Fairbanks in summer by walking or paying \$50 to \$75 for an airplane from either the Chena Hot Springs field or the Palmer Creek field or by floating down the slough providing the water is not too shallow, and that even if a company did take over the ground on the South Fork or upper Middle Fork they would still haul their supplies in winter.

Should a road to this district be considered at all at this time there are several other routes worthy of investigation as is indicated in red pencil on the accompanying tracing. There are also two possible routes not indicated on the map. It will be noted that the proposed route up the Chena from Fairbanks will not touch any of the placer ground now being worked; nor will any of the other routes, tho one of them will come closer.

Here is a list of the possible routes:

- 1 - From Mile 1 $\frac{1}{2}$ , Rte 7G, up left limit Chena to mouth West Fork and up West Fork to Hot Springs.

- 2 - From Mile 13, Rte 7C, Summit-Fairbanks Creek, down Fairbanks Crk to the Little Chena, down the Little Chena a few miles, and up a large fork coming into its left limit to the head, over a low divide and down a fork of the West Fork of the Chena to the Springs.
- 3 - From about Mile 3, Route 7C, at the head of Chatham Creek following the old Fairbanks-Circle summer trail on the high ridges to the head waters of the West Fork of the Chena and down the West Fork to the Springs.
- 4 - From Mile 25, Rte 16, up Flat Creek, over a divide and into the headwaters of the West Fork of the Chena and down the West Fork to the Springs.
- 5 - From Mile 41, Faith Creek, Rte 16, up Smith Creek, over a divide into the headwaters of the West Fork of the Chena and down the West Fork to the Springs.
- 6 - (Not indicated on map), From Mile 66, Rte 16, North Fork of Birch Creek, down Birch Creek 10 or 12 miles, up a fork of Birch and over a divide to the headwaters of a large fork of the West Fork of the Chena coming into it from the east, down this stream to the West Fork and the Springs.
- 7 - (Not indicated on Map), From Mile 28, or 34, Rte 4K, up French Creek, over a divide to the headwaters of the South Fork of the Chena, down the South Fork to its tributary called Beaver Creek, up Beaver Creek to a divide and into Munson Creek, down Munson Creek to the North Fork of the Chena, down the North Fork to the West Fork of the Chena and up the West Fork to the Springs.

And here are a few comparisons of these possible routes:

<u>NO.</u>	<u>MILES TO BUILD</u>	<u>MILES FROM FAIRBANKS</u>	<u>NUMBER DIVIDES</u>	<u>NO. LARGE BRIDGES</u>	<u>ADVANTAGES</u>
1	64	65½	none	2	See PP 2, 3, 4 Pg 2. Might also be used in winter.
2	37	70	3	2	Open extreme and Fbks Crk.
3	45	68	3	Possibly	Greatest scenic value.
4	26	80	3	none	" Probably cheapest.
5	25	95	3	"	Shortest to build.
6	32	127	4	Possibly 1	Serve Birch Creek now being drilled for prospective dredge.
6	62-64	90-98	2	2	Reported easy to build, opens South Fork and Beaver Crk, also Munson Crk. Comes nearer serving producing mines on Palmer and Shamrock Crks. Have tendency help Salchaket country.

It would seem without actual investigation of all routes that the best thing to do would be to build a ten mile road over Route 1 to satisfy and serve the farmers and connect with the Chena, and to eventually locate and construct the road on Route 7. From what information I can gather without actually walking over the ground the ten miles mentioned can be built, 26 feet wide, for less than \$25,000.

The most important question of "how much gold does the district produce" has not yet been answered. The gist of it is this: There are at present only two hydraulic outfits actually producing some gold each year. These are located on Palmer and Shamrock Creeks. These creeks, together with ground on the Chena close by, have produced \$54,220.40, Beaver Creek and Pyne Creek \$19,000 and the South Fork, its tributaries and other creeks \$23,500,- a total of \$96,720.40.

Renewed activity in this section commenced in 1924 and the gold output showed indications of steadily increasing until this year when the section suffered, as did nearly all placer mining in Alaska, from an extreme shortage of water. The gold output according to years is as follows:

Previous to 1924,	\$48,000.00
1924	8,000.00
1925	9,218.28
1926	23,015.87
1927	<u>3,486.25</u>

Total . . . \$96,720.40

There is every reason to believe that mining in a small way will continue to show a slight increase with the present methods of transportation, and there is also no doubt but what a summer road would tend to speed things up. Personally, however, all things considered, I would not recommend the construction of such a road unless it be on the basis of a general development program.

Yours very truly,

(s) Hawley W. Sterling,  
Supt.

P. S. Kindly mail us 3 prints of tracing.

H.W.S.

C O P Y

December 7, 1927

Mr. F. de la Verne  
Mayor of The City of Fairbanks  
Fairbanks, Alaska

Dear Sir:

In acknowledging receipt of your letter of December 1st, 1927 concerning the road desired into the Chena River district, I would inform you that this matter has been under advisement for some time, but that unfortunately, due to insufficient funds, the Road Commission has never felt that the construction of this road was justifiable under the existing conditions. You may rest assured, however, that should greatly increased funds become available for the roads and trails in Alaska, the matter will receive due consideration and its appropriate share of the funds available.

Very sincerely yours,

Malcolm Elliott  
President

DHG:VM

13/112-5

# City of Fairbanks

OFFICE OF

Municipal Clerk

FAIRBANKS, ALASKA

December 1 1927.


Major Malcom Elliott,  
President Alaska Road Commission.

Dear Sir:

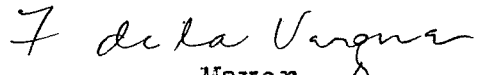
I am directed by the City Council, to urge upon you the necessity and importance of a road to the Chena River district, for which a petitions now being circulated.

This road would advance the developement of mining in the upper Chena River as well as the Salcha River, and would be of great value to this district as well as the Territory at large.

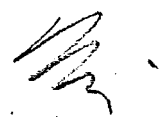
Attest,

  
Municipal Clerk.

Respectfully

  
Mayor.

701



November 9, 1926.

Tanana Valley Agricultural Association,  
Fairbanks, Alaska.

Gentlemen:

Receipt is acknowledged of your letter of the 19th ultimo inclosing petition for the improvement of the Fairbanks Big Chena Hot Springs winter sled road to summer road standard.

As you say, this project was presented to us in 1923 but we were unable to adopt it at that time. Since then demands upon us by the increased mining activity in the Fairbanks District have necessitated improving the standards of all the local roads around Fairbanks, and speeding up our program on the Chatanika-Circle Road.

However, we did at the request of the citizens of Fairbanks survey a right of way and exercise general supervision over the work performed with the \$1630 raised by the people of Fairbanks. This project has been before our Board each year, but to date we have not been able to adopt it.

Just now I am supporting our estimates before the Budget, and have no idea how we shall fare with the next Congress. It will be impossible for us to figure on our next year's program before about the first of February. At that time this project will be again considered in the light of our resources and the other demands made upon us. At this time I regret that I can not give any assurance that we will be able to place the Fairbanks Big Chena Hot Springs project on our program for next year.

Assuring you that we are alive to the merits of this project, and regretting our inability to meet all demands made upon us as rapidly as we could wish or even as the merits of the various projects warrant, I am,

Very truly yours,

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

FAP

13/100-3

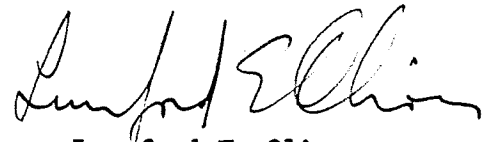
WAR DEPARTMENT  
BOARD OF ROAD COMMISSIONERS FOR ALASKA  
JUNEAU, ALASKA

October 27, 1926

Memorandum for Colonel Steese.

I am forwarding herewith a petition just received from the Tanana Valley Agricultural Association for the construction of the Big Chena Hot Springs road.

I have acknowledged receipt of this petition and stated in the acknowledgment that it had been forwarded to you for your consideration.



Lunsford E. Oliver  
Engineer Officer.

LEO:IH  
Enc.



Fairbanks, Alaska  
October 19, 1926

Colonel James G. Steese, President,  
The Alaska Road Commission,  
Juneau, Alaska.

Dear Sir:

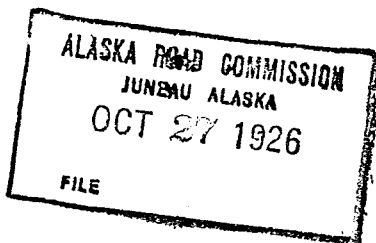
There is transmitted herewith a petition relative to a road between Fairbanks and Big Chena Hot Springs.

We would very much appreciate your favorable consideration of the matter. Correspondence regarding it should be addressed to this Association.

Yours very truly,

TANANA VALLEY AGRICULTURAL ASSOCIATION,

*J. W. Hunt*  
Secretary



August 26, 1924

Honorable T. M. Marquam  
Mayor,  
Fairbanks, Alaska

My dear Marquam:

I am enclosing herewith original letter just received from Major Gotwals concerning the Big Chena road project. This letter seems to settle the matter definitely and is in entire accordance with our method of handling these matters during the past four years.

If your misunderstanding of the matter has resulted in raising the hopes of the citizens of Fairbanks for an immediate accomplishment of this project, it is to be regretted, but this Commission is helpless in the matter and cannot undertake a new project of such magnitude until its appropriations are very greatly increased. This we are all working for.

It is requested that this letter be returned after it shall have answered your purpose.

Assuring you of my personal interest in speeding up work in the Fairbanks district as rapidly as funds permit, I am

Cordially yours,

Jas. G. Steese  
President

JGS/fmo

13/100-2