

EXTENSION HIGHWAY ASKED

FORT YUKON PETITIONS TO ALASKA ROAD COMMISSION TO EXTEND STEESE HIGH- WAY TO THAT POINT

Fort Yukon, second largest community in the Fourth division and absolutely isolated insofar as roads are concerned, will be connected with Fairbanks by automobile highway if a move launched there meets with the approval of road building officials.

Word reaching Fairbanks is to the effect that residents of the district are united in requesting extension of the Steese highway from Circle.

Writing to the News-Miner from Circle Hot Springs, F. M. Leach, owner of the Springs, says:

"Word has just come up here from Ft. Yukon, that every interest centering at Ft. Yukon is joining in a concerted drive for an extension of the Steese highway from Circle to Ft. Yukon.

"There is a petition being circulated, covering the country between Circle and Fairbanks in support of this extension. It occurs to me that linking up a producing population of approximately one thousand people with an automobile road to Fairbanks, which population has been practically isolated in the past, is a matter of immense importance, comparable with your whole tourist business. It would be a great benefit to the whole Steese highway and everybody along it and when you consider the resources of this great region, there is no project in the whole Interior of Alaska which can compare with it."

The population at the Springs, Mr. Leach writes, consists of 23 at present, with a number more expected within the next few days. "Radio reception has been surprisingly good here all fall," he says.

Trappers in the Circle district are reporting the catch as very light "but the martin season being open helps out mightily. Mr. Spore and Mr. Nelson are prospecting Portage Creek and Frank McGarvey and B. J. Bowers are prospecting below the peat bog on the bank of Crooked Creek. The Westenvick brothers are prospecting on the Porcupine at the mouth of Bonanza and a number more will begin sinking holes after January 1."

The petition asking for the extension of the Steese highway follows:

a year, one fox and mink farm, one saw mill, one freezing plant.

The Ft. Yukon post office excepting only Fairbanks, does the largest postal business in Interior Alaska.

The town is also served by a government wireless station, one government school with an enrollment of 36 children, one territorial school, enrolling 22 children, a U. S. commissioner's office, a marshal's office and jail house.

There are two trading posts located on the Black river, a tributary of the Porcupine river, one trading post located at Rampart House on the Porcupine river on the American side of the line, two stores and a Northwest Mounted Police station at Old Crow, Yukon Territory, on the upper Porcupine, and one trading post at the head of the Porcupine. All freight and travel for all this country centers at Ft. Yukon.

The very numerous trips of the airplanes from Fairbanks to Ft. Yukon, charging \$1 per mile per passenger, indicates the pressure for constant and quick communication with Fairbanks and the Outside.

Aside from the A. Y. N. boats, the river transportation in and out of Ft. Yukon is handled by 40 gasoline launches with from eight to 65 horse-power engines, and 20 outboard motors.

With no roads whatever this commercial center is struggling to carry on with one five-passenger automobile, one automobile truck, and three tractors, supplementing the horses.

There are five privately owned electric lighting plants and the gasoline shipped into Ft. Yukon amounts to 2500 cases per year.

Eleven radio sets in Ft. Yukon, and five in the adjacent country keeps at least a part of the people in touch with the outside world.

The Hudson Stuck Memorial hospital is located there. It has a doctor and staff of trained nurses, and is thoroughly equipped with modern and up-to-date appliances, and serves suffering humanity from hundreds of miles around.

The St. Stephen's mission and church, located in Ft. Yukon, unite the community and makes it complete.

This vast community now asks for a road, its first road, to connect it with the Alaska road system and the Government Railroad at Fairbanks. When so much is at stake, when so much has been accomplished without any road whatever, where is there another

district in all Alaska where construction will benefit so surely we believe no other of Alaska is more deserving more in need of immediate assistance than this. Therefore, we undersigned humbly petition the above named extension of the Steese highway.

Geo McKingie
John Mitchell
Neil McDonald
James H. Finley
W. B. Mason
Abel A. Payne
Tom Wade
Geo. Hanley
Wm. K. Kelly
D. H. Bentley
Bill Koroff
K. F. Johnson
M. J. Kelly
Karl A. Fink
Victor Anton
Eugene Anton
C. W. Tibbitt
J. W. Keller
J. R. Rice
E. H. ...

James White
Joseph May
John Sumner
W. H. Bassett
C. J. ...
John Campbell
A. Charro
Warren Knapp
J. Howell
Jack Bailey
Gus Schack
R. J. Peterson
Joe W. Keller
Samuel Russell
Frank ...
Frank Kelly
J. M. Wells
S. ...
Don ...
James ...
J. F. Regner
B. J. Kennedy
Joe ...

Wally Laboski
Al. Friedaich
Fred Biaccia
J.H. Foreman
H. J. Dean
Joe Sibrona
O. Sanders
Joseph Chernio
P. H. Laverly
P. Powers
L. W. Blakely
Miss Minton
Joe Vessa
Raymond Brown
Ed. J. [unclear]
W. E. Brown
M. Lauridien
J. P. Bryant
Joe [unclear]
O. M. [unclear]
E. J. [unclear]
Fred Schhardt
R. Blakely

Martin Keath
Kernan Galloway
Ed. Allen
James Delgrath
Robert Scarpino
Alfred Anderson
Sam Stey
Archie Barron
Julienas Dwyer
Mr. [unclear]
P. J. Whelan
Paul Scaupe
A. B. Lashley
Charles Schick
Wm. J. Burns
Frank [unclear]
Charles McSwath
Frank B. Brown
Robert Jones
James [unclear]
Wm. [unclear]

Mary R. Pedron
H. R. Riddell
Joe Cox
Tony Barr
Jimmy
E. G. McGahan
Harold Helbrook
Frank F. Boyle
Wm. F. Macon
R. U. Trelts
Wm. Molschman
H. S. Low
E. B. Bartlett
Chas. Mc Dermott
J. A. Hartman
P. Moreng
Oscar D. Fisher
Chas. H. Miller
C. P. Brannan
J. C. Underwood
Arthur H. King
J. E. Williams
Arthur D. Dalton

Victor J. Hill
M. E. Anderson
Tom Luce
John Bissoff
D. P. Christman
Mrs. Carl Berger
James Stewart
O. E. Turnberg
A. V. Euse
Danes Kier
Phos Burk
Carl Berger
Jacobson
M. R. G. G.
J. W. Downey
D. M. Tadden
Pat M. F. J. J.
Joseph P. P. P.
L. D. Bridg
Joe Kontros
Christina G. G.
Mrs. H. L. Lane
Sam Estes
Walter M. M.

John Larson
Ted Brown
Vary Coop
Kroto Miljovich
G. M. Ekonomos
C. I. Driscoll
James Harris
Darius Hubbard
John G. Bigelow
Harry Nelson
Mel Labm
P. S. Heford
Peter Schmitz
Henry Lewis
Robt Roberts
Mrs M Baird
E. S. ...
Mike Whitney
Al ...
Dan Kennedy
Steve McGovern

G. W. Cottonall
Hans Galbreath
Lars Black
Dan Callahan
Al Beeier
Frank McGinn
Shos Hoover
H. S. Sigman
B. M. D. ...
H. J. ...
W. S. ...
P. J. ...
F. D. ...
Joe Bussof
Clara ...
Geo Sarantos
John ...
Pa ...
Martin ...
Mrs ...

John C. Warriss
A. I. Rowlett

Osca Blomquist
and J. J. Johnson

Hans Hansen

Jam Burns

Carl N. Nelson

George Boy

John Brown

Wm F. Wess

Sandy Alvarado

Rich. J. Johnston

W. R. Fingers

John P. Mederica

Leonard Thompson

Samuel G. Meyer

Ben Eastwood

W. J. Brown

R. M. Turner

Dan McDonald

Olof Hjelm

Miss E. Casson

J. F. Zimmerman

Orni G. Van Kaas
Vartan and Sophia Agonian

Frank Joaquin

U. E. Kuyper

Val. Berger

Mrs. McShee

M. S. Skoff

Paul Weizel

Aura Weizel

R. J. Chaudhuri

Geo. B. Bordo

J. M. Cunningham

E. J. Arman

Wm. Goodpastor

O. A. McConnell

Oscar Eastman

M. F. Brown

Henry G. Brown

Martin Haveli

J. N. Schmitt

J. H. Kuyper

G. H. Bender

Chas. F. Brown

Stanish d'Palliva

PETITION FOR ESTABLISHING A SLED TRAIL FROM CIRCLE ALASKA,
TO FORT YUKON, ALASKA.

To The Alaska Road Commission,
Fairbanks, Alaska.

The undersigned residents of Fort Yukon, Alaska respectfully request that an overland sled trail be established commencing at Circle, Alaska and terminating at Fort Yukon, Alaska.

The distance from Circle to Fort Yukon is approximately forty five miles, air line the usually traveled route over the ice on the Yukon river is eighty miles; owing to ice conditions it is not only impossible to follow this route at present but it is extremely hazardous at all times the swift and shifting current thru the Yukon flats cutting out the trail sometimes in a few hours; in attempting to follow this route recently the mail carrier broke thru several times and after drowning one of his dogs and narrowly escaping losing his own life and the mail was forced to abandon it and follow a trappers trail down Birch Creek and across to Fort Yukon a distance of over one hundred and twenty five miles.

A trail can be cut from Circle to Fort Yukon all thru a flat country with numerous lakes and considerable distances where very little cutting is required with only one crossing of the river and the distance would probably not exceed sixty miles.

As the mail is already two weeks overdue and other travelers delayed by existing conditions it is requested that immediate action be taken to establish a trail.

Curtis Wells	A. P. Drane
Robert	W. O. Sunmaster
Elizabeth Wells	Joe Parro
Geo. Merrill	Thos. McTain
A. H. Antonsen	Joe Henry
W. H. Hooper	W. E. DeYar
Sophie Temple	David Kuhn
W. H. Hooper	W. E. DeYar
W. H. Hooper	Phas. P. P. P.
W. H. Hooper	Mrs. J. Romaker
W. H. Hooper	Joseph Romaker
Olson H. Bunker	G. A. on Johnson
Wm. H. H. H.	D. B. Tucker
W. H. H. H.	John L. Boyle
W. H. H. H.	John Helenius
E. D. Jones	
Theresa D. Jones	

Solomon, Alaska. July 10, 1918

Captain John Sugg,

% Daniel A. Jones,

Nome, Alaska.

Dear Sir:-

I heard of your being in Nome while I was there some days ago and regret not having had the pleasure of meeting you and discussing personally with you a subject I have in mind, viz., the idea has occurred to me that if satisfactory arrangements could be made whereby the Government could procure the present bed of the Solomon River Railroad it would be very advantageous. I am advised that Mr. W. J. Rowe has the contract to take up all the iron of the railroad during the summer for the purpose of shipping it from this section, and I am further advised that he is to take over all trestles and bridges as a part payment for his contract. The idea has occurred to me that with very little work these trestles and bridges, together with the rest of the railroad right of way, could be utilized for a wagon road. By this means you would have a good grade away from river troubles excepting at Bonanza and East Fork at both of which points the railroad crosses the river. The road where it intersects the Government road at Bonanza could be cordoned with ties across the flat to Dickson, or, better still, the present Government road utilized some distance up Solomon river and a ford or bridge established far enough up the river not to be affected by the tide. I think the situation is worthy of deep consideration and I hope it will be your pleasure to investigate it before Mr. Rowe dismantles the trestles

If you will confer with Mr. Daniel Jones, our present Commissioner, he can post you fully in reference to the general conditions I have outlined as well as to the conditions pertaining to the upkeep of the present road up the river. I at first thought of taking this matter up with Mr. Jones by letter, but as he has a great deal of work calling him out of town at frequent intervals he might be away on the arrival of my letter.

To the Alaska Road Commission,
Juneau, Alaska.

Maj. Malcolm Elliott, Chairman.

Greetings: TA WINDS

We the undersigned users of the Steese highway, believing that the extension of that highway from Circle, Alaska, to Ft. Yukon, Alaska a distance of some 70 miles, for reasons set forth in the facts below, will make it the greatest artery of traffic in the north, do humbly petition you, for the aforesaid extension of this highway, as soon as conditions will permit.

Ft. Yukon lies north of the Arctic Circle, under the Midnight Sun.

The permanent population that lives in the Ft. Yukon district and outfits from this center numbers approximately one thousand people.

The freight tonnage coming into Ft. Yukon each summer amounts to approximately one thousand tons.

The approximate value of furs shipped out of Ft. Yukon each year amounts to \$250,000.

The business houses of this town comprise three general merchandising stores, two roadhouses, one pool room, one moving picture house, two metal working shops, two boat building shops, two wood contractors, furnishing the town approximately 1,000 cords of wood

I am deeply interested generally in good roads throughout this section, and I might say particularly so in this one as I have a great deal of heavy hauling to do for our company. I will write Mr. Jones a letter also calling his attention to the fact of my having written you. I ~~xxx~~ hope he will be in Nome on its arrival that you may confer with you on this subject.

Very truly yours,

Robert Leaty Gen. Mg'r.
ESKIMO GOLD DRESSING COMPANY.

J.P.

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

January 23d, 1932.

Major Malcolm Elliott
President Alaska Road Commission
Washington. D.C.

Dear Sir: -

I was not in Nome last summer when you discussed road developments and other problems with the miners and members of the Nome Chamber of Commerce and I take the liberty of addressing you now. I am particularly interested in the extension of the tramway from Shelton to Dahl Creek or better still to the Kougarok River, about 7 miles beyond Dahl Creek, a total distance of less than 20 miles. The extension to Dahl Creek has been recommended by several of the officials of the Alaska Road Commission such as Col. Steese, Major Gotwal, Major Oliver, and A.G. Blake, U.S. Deputy Mineral Surveyor, who made a preliminary survey for the proposed extension to Candle Creek several years ago, says there are no physical objections to the extension, but for some reason or other it has never been undertaken. 10 years ago I took it up with Col. Steese and inclosed you will find copy of a sketch mailed to him at that time. This was before the tramway between Nome and Shelton was rehabilitated, but my contention still holds good. A road connecting Igloo with Shelton would make a perfect hookup and would eliminate the demand for the Davidson-Taylor Road. The extension to the Kougarok River would serve as a trunk line for three precincts and pass thru the very heart of the Kougarok Precinct, where the miners, the mail route and the general route of travel are located.

I am mailing you under separate cover, a sketch showing 1968 acres of patented placers on Coffee Creek and nearly 3000 acres of other placer mining ground on Coffee Creek and Checkers Creek now under option to New York parties. The claims shown on the Kougarok River are under option to other parties. The fact that so much ground has been patented and that capital is seeking information as to the cost of operating in that section should be evidence enough to prove that good values have been found and that capital is interested in this section, but as Alfred Brooks said "The expansion of mining is possible only in districts served by reasonable freight rates." The Kougarok Precinct, the most extensively mineralized precinct on the Seward Peninsula, has been sorely neglected as far as roads are concerned. No systematic road program has ever been undertaken in this precinct. We know that the Alaska Road Commission, in many instances, can not do what it would like to do, on account of lack of appropriations, but the Kougarok Precinct should be entitled to its share of what appropriations are made. We are grateful for the rehabilitation of the tramway between Nome and Shelton, but its terminus at Shelton is the very beginning of the Kougarok Proper and it is a question whether it is a good investment or not unless it is extended thru the mining section, because we can land freight at Shelton by way of Teller as cheaply as we can over the tramway.

The taking up or the rejection of the options referred to above depends largely upon whether the Alaska Road Commission extends the road or not and I have been asked to get information on this point.

The extension of the road from Shelton toward Taylor Creek would be the signal to start the development of 2000 acres of patented placer mining ground on Coffee Creek and approximately 10,000 acres of placer mining ground held by miners between Coffee Creek and the Kougarok River.

The rehabilitation of the tramway between Nome and Shelton was a step in the right direction and reduced the cost of transportation between those two points from \$200.00 a ton to \$20.00 a ton.

We are now paying \$4.00 a ton to have freight taken across the river at Shelton. A bridge would eliminate that charge.

The rate between Shelton and Taylor Creek (about 40 miles) is now about \$135.00 a ton. The extension of the tramway to Taylor should reduce that rate to \$10.00 a ton or at most \$15.00 a ton, making a thru rate between Nome and Taylor \$30.00 a ton or at most \$35.00 a ton. Such a rate would induce capital to develop the Kougarok Section, which is known to contain gold, tin and copper and other minerals.

The first objective should be the Kougarok River about seven miles beyond Dahl Creek- less than 20 miles from Shelton. This alone would be of inestimable value.

1. It would cover a section unsuitable for wagon roads.
2. It would give the miners on Coffee Creek, Dahl Creek and the Lower Kougarok River a chance to open up their mines.
3. The miners on the Upper Kougarok River around Taylor Creek could, until the road was further extended, haul their non perishable good up the river during the winter, and their perishable goods could be hauled during the summer time from a point about half way between Dahl Creek and the Kougarok River.
4. It would eliminate the demand for a road from Davidson's Landing to Taylor Creek.
5. It would ultimately serve as a trunk line for three precincts and bring capital for their development.
6. The extension of the tramway or a road from Shelton toward Taylor seems to me to be an absolute necessity in order to develop the Kougarok Precinct, because the expansion of mining is possible only where there are reasonable freight rates.

An early answer as to your plans for road developments in the Kougarok Section will be highly appreciated.

Respectfully yours

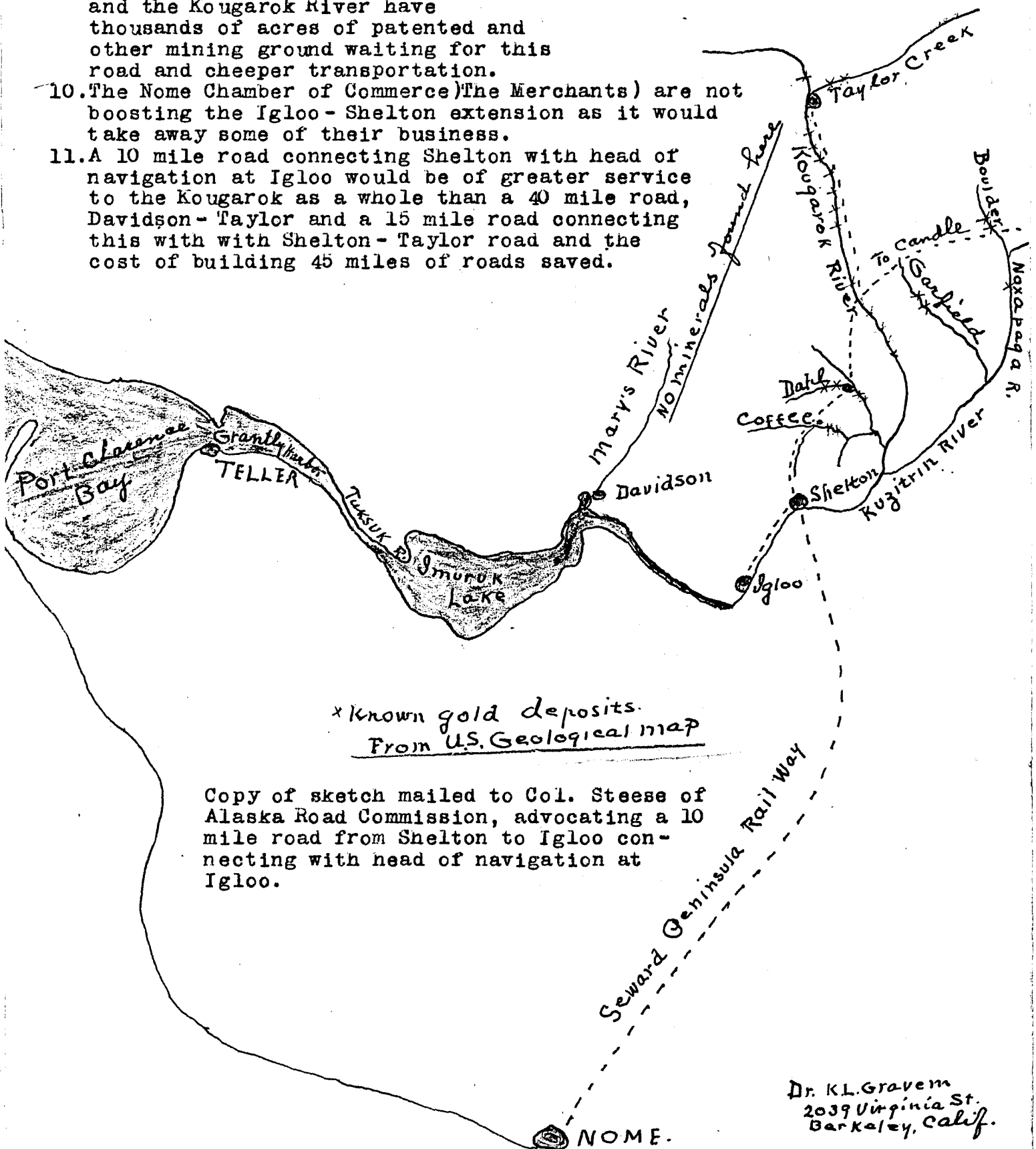
Coffee Creek Mining Company

By W.D. Graven
President.

Igloo-Taylor Road

Davidson - Taylor Road

- | | |
|---|---|
| <ol style="list-style-type: none"> 1. Distance about 40 miles 2. Known gold deposits along 30 miles of its length. 3. Serves everybody. 4. Easy grades obtainable 5. River at Igloo freezes over later in the fall and opens up earlier in the spring. 6. Freight rates and steamers supplying both places are the same 7. Has always been, is and very likely will continue to be the mail route as people live here. 8. The people from Candle, Deering, Immachuk and other places come and go this way. 9. Coffee, Dahl, Quartz Creek and the Kougarok River have thousands of acres of patented and other mining ground waiting for this road and cheaper transportation. 10. The Nome Chamber of Commerce (The Merchants) are not boosting the Igloo - Shelton extension as it would take away some of their business. 11. A 10 mile road connecting Shelton with head of navigation at Igloo would be of greater service to the Kougarok as a whole than a 40 mile road, Davidson - Taylor and a 15 mile road connecting this with Shelton - Taylor road and the cost of building 45 miles of roads saved. | <ol style="list-style-type: none"> 1. Distance about 40 miles. 2. No valuable deposits found along its entire length. 3. Serves only two companies which can be served better the other way. 4. Passes over hills with steep grades necessitating double tripping. 5. Davidson situated on still inlet, which freezes over early in the fall and opens up late in the spring. 6. Freight rates and steamers supplying both places are the same. 7. Nobody along its course and no mailservice. |
|---|---|



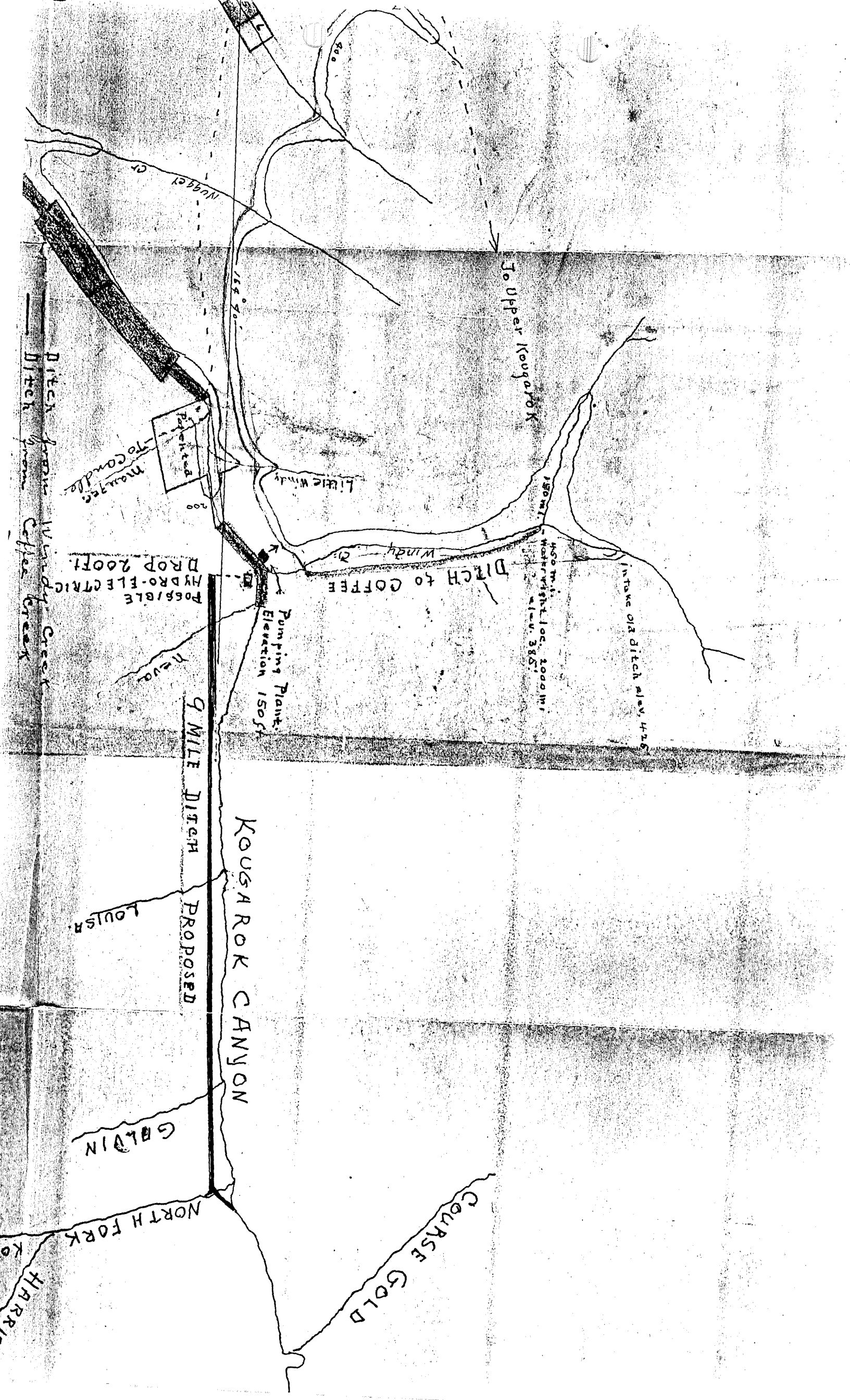
* Known gold deposits.
 From U.S. Geological map

Copy of sketch mailed to Col. Steese of Alaska Road Commission, advocating a 10 mile road from Shelton to Igloo connecting with head of navigation at Igloo.

Seward Peninsula Rail Way

Dr. K.L. Gravem
 2039 Virginia St.
 Berkeley, Calif.

NOME.



KOUGAROK CANYON

9 MILE DITCH

PROPOSED

LOUISIANA

KOURSE GOLD

NORTH FORK

HARRIS

GARDIN

PUMPING PLANT
Elevation 150 ft.

POSSIBLE
HYDRO-ELECTRIC
DROP 200 FT.

Neva

DITCH TO COFFEE

LITTLE WINDY

WINDY CREEK

4.50 m. l.
WATERWHEEL LOC. 2000 ft.
alt. - v. 3850'

Intake old ditch elev. 425'

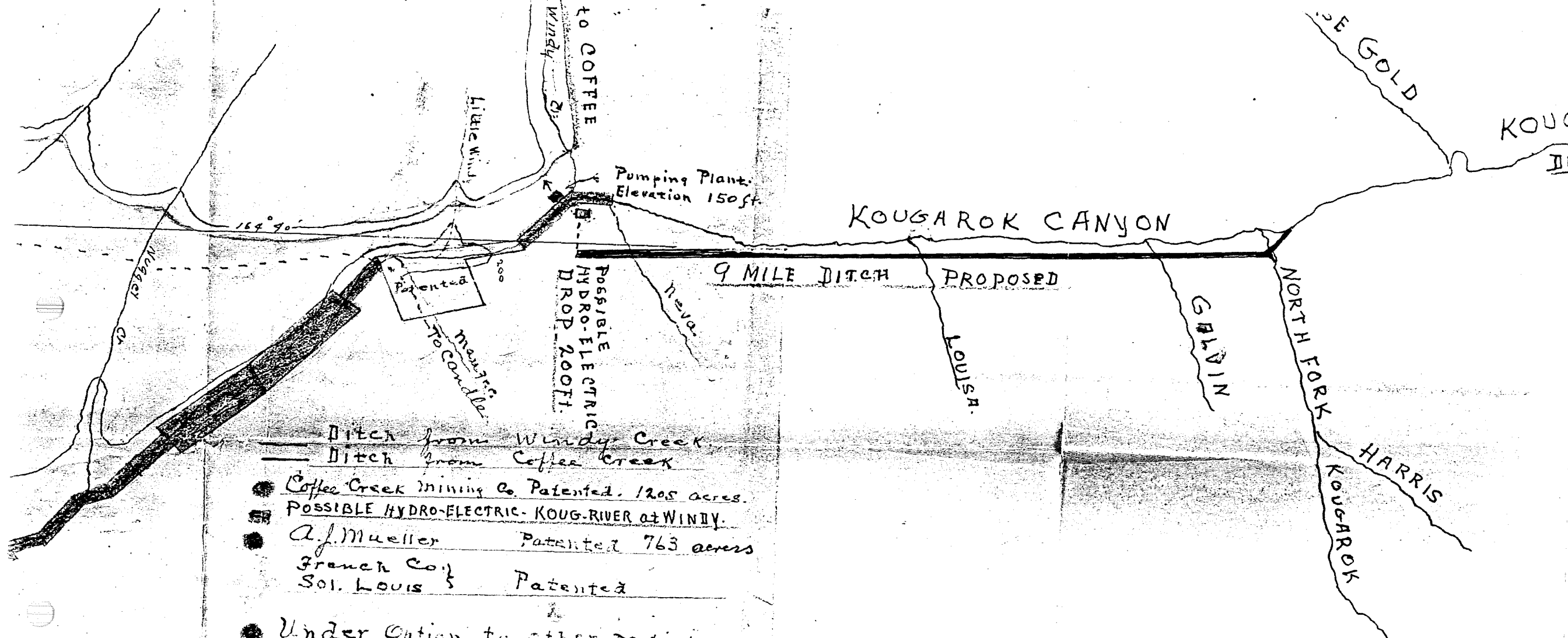
To UPPER KOUGAROK

NUGGET CR.

PROJECTED

MOUNTAIN
- To Canada

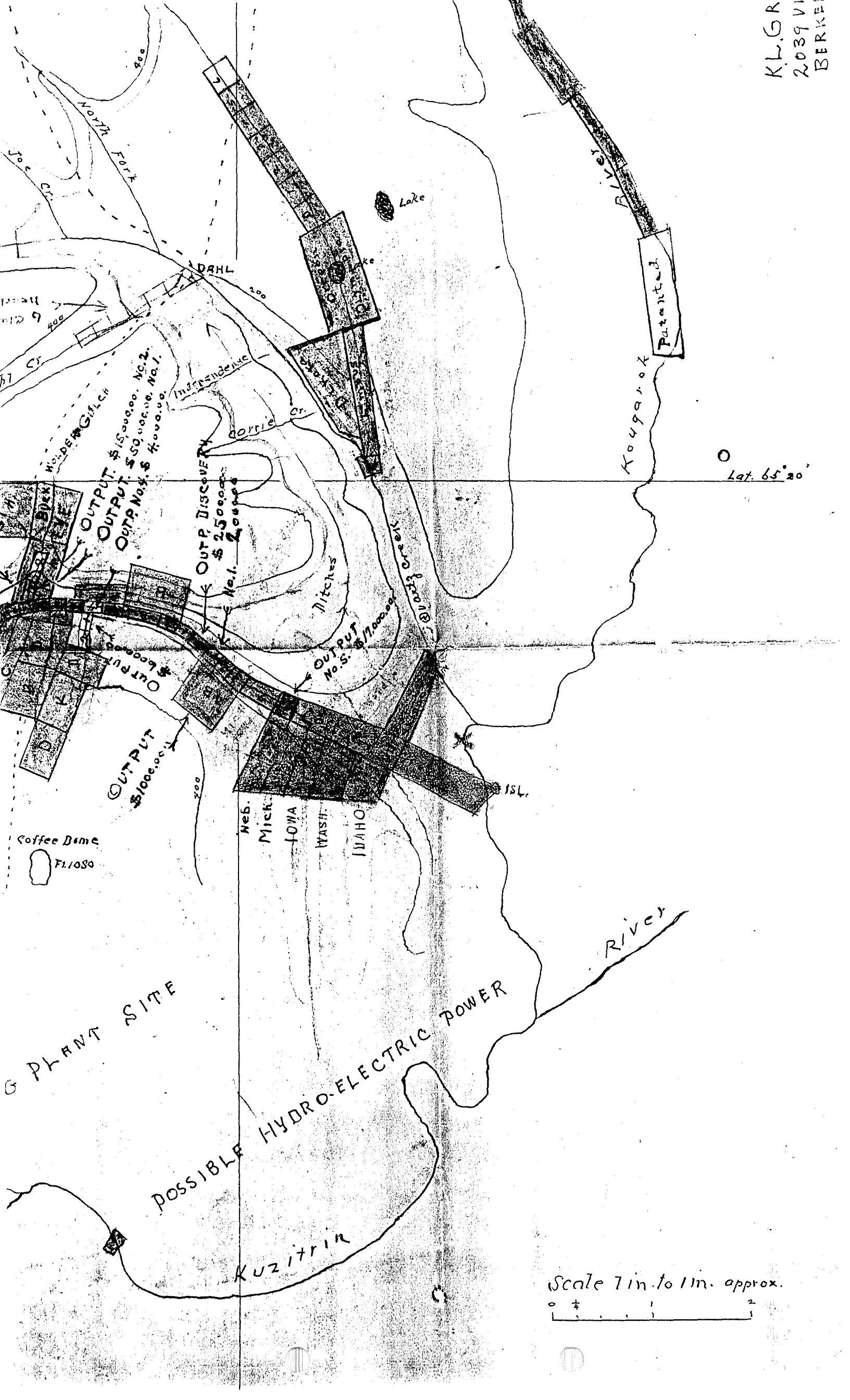
DITCH FROM WINDY CREEK



- Ditch from Windy Creek
 Ditch from Coffee Creek
- Coffee Creek Mining Co. Patented. 1205 acres.
 - POSSIBLE HYDRO-ELECTRIC-KOUG-RIVER at WINDY.
 - A. J. Mueller Patented 763 acres
 - French Co. Patented
 Sol. Louis
 - Under Option to other parties
 - K. L. Graven 3000 acres
 - Pumping Plant, mouth of Windy.
 - Quartz Camp, head of Coffee
 - 1/2 million taken out of Dahl Creek.
 - ✕ Pumping Plant mouth of QUARTZ.
 - Pumping Plant Site at Shelton
 - POSSIBLE HYDRO-ELECTRIC POWER KUZITRIN RIVER 3 MILES above SHELTON

GRAVEM
 VIRGINIA ST.
 KELEY, CALIF.

K.L.G.R
2039 VI
BERKE



OUTPUT \$15,000.00 No. 2.
OUTPUT \$50,000.00 No. 1.
OUTPUT \$400,000.00

OUTPUT \$600,000.00
OUTPUT \$1,000,000.00
OUTPUT \$1,000,000.00

Coffee Dam
F11080

PLANT SITE

POSSIBLE HYDRO-ELECTRIC POWER

KUZITRIN

Scale 7 in. to 1 m. approx.
0 1/4 1 2

Lat. 65° 20'

Patented

North Fork
500
400

Dahl
200

Holder Gulch
Mitsches
Corrie Cr.

OUTPUT \$250,000.00
No. 1. 200000

OUTPUT \$1,000,000.00
No. 5. 1000000

OUTPUT \$1,000,000.00
No. 5. 1000000

OUTPUT \$1,000,000.00
No. 5. 1000000

OUTPUT \$1,000,000.00
No. 5. 1000000

OUTPUT \$1,000,000.00
No. 5. 1000000

OUTPUT \$1,000,000.00
No. 5. 1000000

200
100

Lake

Lake

Lake

Lake

Lake

Lake

Lake

Lake

Lake

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

100
50

XXXXXXXXXXXXXXXX

2802 M^h ions Building,
Washington, D. C.
January 23, 1926.

Handwritten signature

Dr. K. L. Cravon,
2059 Berkeley Way,
Berkeley, Calif.

Dear Dr. Cravon:

Receipt is acknowledged of your letter of the 15th ultimo concerning mining difficulties in the Kenai. We were ourselves also disappointed at not being able to carry out our plan of completing the rehabilitation of the tramway all the way to Shelton. However, as you know, the Territory diverted considerable of the road money in the Second Division to telephone lines, aviation fields and Nome Harbor. The tramway had to stand its share of the cut. However, I am confident we will be able to complete this work next season.

see file 13/146-5

No extension of the tramway can be begun until authorized by Congress. During the last session of Congress Delegate Sutherland's bill to authorize a development of the transportation situation on the Seward Peninsula in accordance with the report which we submitted several years ago, passed the House but failed to get thru the Senate in the short session. This bill was reintroduced by the Delegate last December, is now before the House Committee on the Territories and hearings are expected to be held in about two weeks.

13/138-1

Handwritten signature

That gives you the situation to date. Until something happens at this end we are powerless to do anything further in Alaska other than the road and trail construction and maintenance which we have been doing in past years under the general road act.

I am glad to have the sketch accompanying your letter, and trust that sufficient funds may be received to continue the substantial progress which we have been making in rehabilitating the road and trail system in the Seward Peninsula during the past four or five years.

Cordially yours,

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

ALASKA ROAD COMMISSION
JUNEAU ALASKA
FEB 1 1926
FILE

Dr. K.L.Gravem,
2059 Berkeley Way,
Berkeley, California.

December 15th, 1925.

Col. Jas. G. Steese,
president Alaska Road Commission,
Washington, D.C.

My dear Colonel: -

Referring to my letter of December 18th, 1921 and your reply to same of Jan. 11th, 1922, I again take the liberty of addressing you in regard to the road problems in the Kougarak. The Kougarakers were somewhat disappointed last summer on account of the curtailment of the rehabilitation of the tramway between Iron Creek and Shelton. We are thankful, however, for the bridges across Iron and Sherette Creeks and the temporary repair to Shelton, which has already been the means of reducing the freight rates between Nome and Shelton by 50%. This will be further reduced as soon as the traffic increases.

I understand that you are asking for an appropriation to extend the tramway, thru the Kougarak, to Candle. I have taken this matter up with the two senators from California and with representative Free and Curry from the same state, all of whom should take more than a voting interest in it as California would be greatly benefitted by it. I have called their attention to the fact that the 17 dredges operating on the Peninsula were constructed in California. The latest ones, three modern steel dredges, cost about \$2,000,000.00. The 6 Diesel engine units, each 5000 horse power, generating electricity to run these dredges, were constructed in Oakland, California and the fuel to run the engines is a California product. The extension of this road would develop a very promising part of the country and more machinery and fuel would be needed.

Have also written to Senator Key Pittman, whom I met in Teller, Alaska 25 year ago and who generally has been favorable to Alaskan appropriations.

I have emphasized the following points.

1. Over \$50,000,000.00. in gold has been mined from Seward Peninsula and the mining on scientific bases has just begun.
2. It has been fully demonstrated that the country along the route of the proposed extension contains gold in commercial values.
3. The mail route, which now runs between Nome and Taylor, could be extended to serve Candle and other places which are now served in an uncertain, expensive and irregular manner by water from Nome. This would save thousands of dollars for the Mail Department.
4. Coal for the miners could be secured from Chicago Creek near Candle. Over 20,000 acres of placer mining ground are held by miners along this route, who are patiently waiting for cheaper transportation to open up their mines. The freight rates to the central part of the Kougarak are between \$300 and \$400 dollars per ton.
5. The extension of this road would serve the greater part of three precincts and bring capital for their development.

#2.

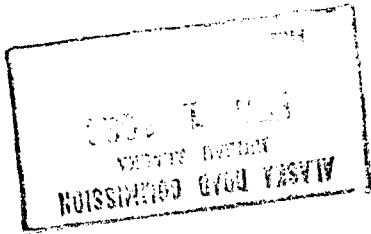
6. The last report of Alfred Brooks, Bulletin 773, pages 3 and 49 should in itself be evidence enough for the Government to lend a helping hand to develop the enormous resources of the Seward Peninsula, but he says that "The expansion of mining is possible only in districts served by reasonable freight rates."
7. My personal opinion is that when the mining of the high bench gravels is undertaken lode gold will be discovered that will make the estimated gold contents of the gravels of Seward Peninsula look like 30 cents, and the estimate of the gravel gold is rather formidable as Mr. Brooks estimated it to be about \$325,000,000.00. This estimate was made nearly 20 years ago, but he says in his last report that there is no reason for changing it although much more gold may be taken out as new and cheaper methods of extracting the gold are being devised particularly that of thawing frozen ground with cold water, which is now being successfully done by a large company in Nome.

Myself and associates are developing some mining ground on Coffee Creek, but we can not see our way clear to start active operation until better transportation facilities have been secured.

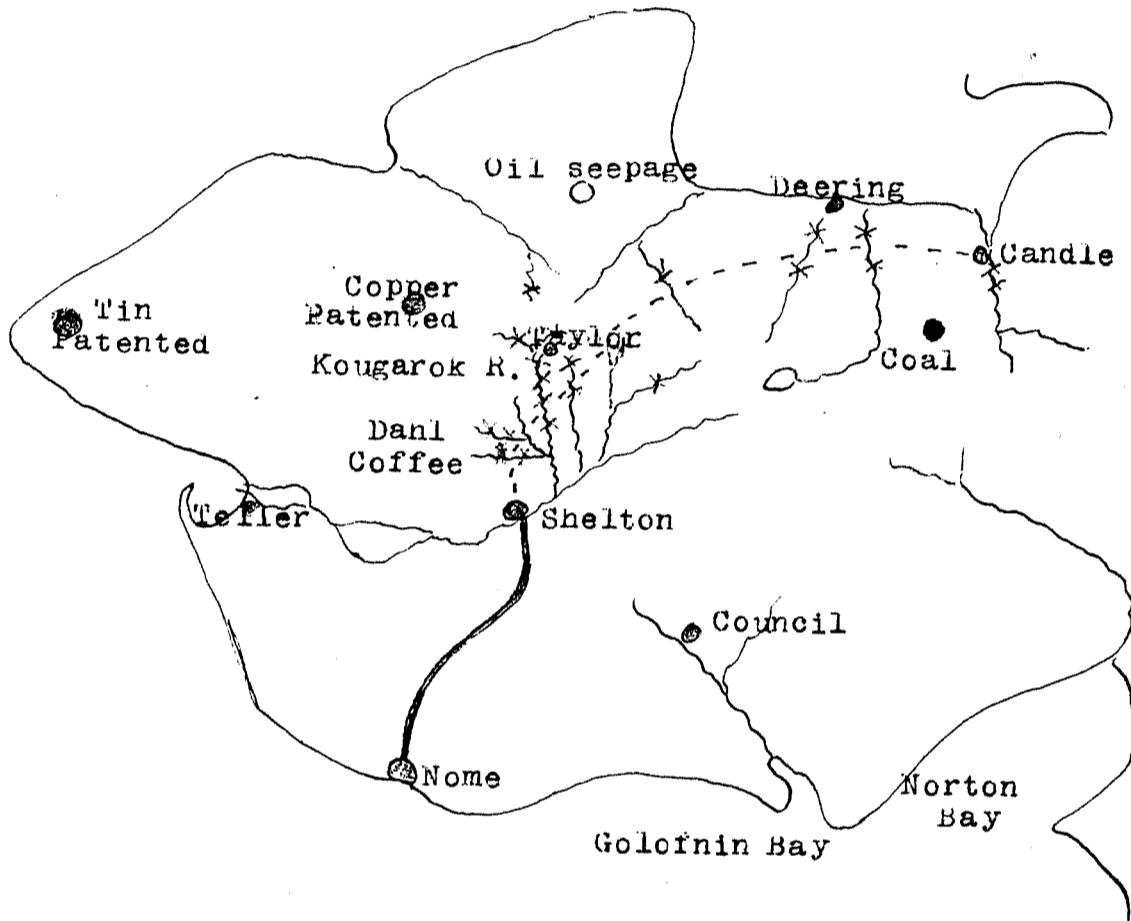
Sketch attached.

Very truly yours

K. L. Graven



Seward Peninsula, Alaska.



———— Seward Peninsula Railway from Nome to Shelton.

----- Proposed extension from Shelton to Candle.

- Coal mines.
- Copper mines. Patented.
- Tin mines. Patented.

○ Oil seepage.

× Gold deposits. From geological maps and personal knowledge

January 11, 1922.

138

Dr. K. L. Graven,
1536 Milvia St.,
Berkeley, Calif.

My dear Dr. Graven:

Your very valuable letter of December 15 and in-
closed sketch concerning the Mary's Igloo Kougarok River
District has just been received. I was very sorry that
neither Major Gotwals nor myself were able to see you while
in Nome this fall.

I left before receiving Mr. Blake's report, which
will await my return to the Juneau office a little later
in the winter. Our report to Congress will not be made
until next year, and we can not commit ourselves to any
extensive program until Congress provides the necessary
funds; in the meantime, I am counting upon personally visit-
ing this entire area next year.

Your letter gives the best description of this
section that I have yet seen and will be of great assistance
in analyzing Mr. Blake's report and in making a later per-
sonal inspection on the ground of the conditions.

Thanking you, I am

Very sincerely,

g

138/13

Fairbanks, Alaska
October 19, 1926

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

Dear Sir:

In 1923 a movement was initiated in Fairbanks for the construction of a road from Fairbanks to Big Chena Hot Springs, a distance of about 60 miles. As will appear, certain proceedings were taken and a certain amount of preliminary work done, and it is now respectfully requested that the project again be given consideration, with a view of commencing construction in the spring of 1927.

In the beginning, the matter was taken up with Major Gotwals, who immediately arranged for a cruise over a portion of the route by Mr. Taylor, of the Commission forces. Upon completion of the cruise, Mr. Taylor recommended that a survey be made from Fairbanks to the mouth of the Little Chena River, a distance of about 10 miles, and this survey was immediately made. There being no provision for the inauguration of work that year, the people of Fairbanks raised a fund of \$1,630.00 and expended this amount on preliminary work that fall. The right of way was cleared to the mouth of the Little Chena River and the first 4½ miles from Fairbanks was grubbed and stumped ready for plowing and grading. The work was done under the general supervision and in accordance with the specifications of the Commission, Mr. Taylor rendering most valuable services in this respect.

Action by the Commission was requested in 1924 and again in 1925, in order that the money already expended might not be lost through new plant, brush and tree growth, and for this reason and in view of the improved mining and other conditions in the district, it is believed that the project should be considered when allotments are made for the forthcoming year.

The benefits to be derived from the construction of the road are many - mail facilities, development of mining and of agriculture and the furnishing of an additional inducement for tourist travel.

A post office was established in the Big Chena district over two years ago, but due to inadequate transportation facilities no contract has ever been let for supplying the office with mail. The road now contemplated would solve this problem.

The Big Chena Hot Springs district comprises an extremely large area of proven low-grade placers,

ALASKA ROAD COMMISSION
JUNEAU ALASKA
OCT 27 1926
FILE

Colonel Steese - 2

the development of which has been and now is retarded and held back for lack of proper transportation. At present, supplies must be taken in over a winter road, to last for the entire season, under adverse weather conditions and at very high costs. In spite of these conditions, however, there are two hydraulic outfits now working in the district, with a very considerable number of men prospecting on the various creeks. While the season is not yet finished, it is conservatively estimated that the 1926 production will be approximately \$50,000.00. There is no question but that with adequate transportation the district would soon become one of the most active producers in Interior Alaska - especially so, in view of the renewed activities in this district during the past two years.

The land along the proposed route is practically all capable of agricultural development. The completion of the first ten miles from Fairbanks alone will open 2500 acres of the finest farm lands in the Tanana Valley, and all immediately adjacent to the road. There are now five homesteads which would be benefited, access to which is now very difficult.

The route leads into one of the finest game sections of Alaska and would provide excellent fishing streams within a few miles of Fairbanks. The Big Chena Hot Springs are claimed to be of the highest medicinal value, and, even with the limited transportation facilities, have been patronized by the people of Interior Alaska for many years. The country and scenery are of the most pleasing character. In all, the road would provide a very material added attraction for the inducement of tourist travel.

The construction will involve no unusual physical problems - in fact, the conditions are probably the most favorable in Alaska. The terrain is excellent for road-building - no heavy rock work and no excessive grades or detours. While there is sufficient timber for all construction and building purposes, there are but few heavy stands to be encountered.

For all the foregoing reasons, we respectfully request that this project be included in the next allotments and that the completion of the first ten-mile section referred to be made as early in 1927 as may be practicable, with the further extension and completion to be made as rapidly as conditions will allow.

Respectfully,

<u>Name</u>	<u>Occupation</u>
<u>George H. Steese</u>	<u>Mayor of Fairbanks</u>
<u>John H. Steese</u>	

Name

Occupation

Lawson Valley Agricultural Assn

by H. M. Badger Pres

First National Bank, Fairbanks, Alaska

Banking

Northern Commercial Company

Thompson

Fairbanks Telephone Co.

Thompson

Wm. J. Thompson

President News Miner

Lavery and Bailey

General Merchandise

Fairbanks Airplane Corporation

by Robert Lavery General Manager

Wm. Smith

W. S. Marshal

W. C. Carlson

Chief Deputy U. S. Marshal

M. J. Bond

Commissioner

Robert W. Taylor

Clerk District Court of Div

William H. Hurley

Surveyor

Wm. H. Taylor

Wm. H. Taylor

Martin E. Stevens

J. S. Rodabaugh

Insurance Broker

A. H. Anderson

Chukchee Highway Team Co.

Dr. P. S. Whitney

Dentist

By O. L. Albers

Physician

By Gordon's Store

Karl Peterson Ingr

J. H. Brown

Attorney at Law

L. E. Thompson

Merchant

Paul H. Robert

Farmer

Peter Steel

California Market

A. Jansa

Lad. Finnish Store

Name

Occupation

Andrew Arland

Merchant

J. H. Bennett

Harvey E. Pratt

Attorney at Law

Lewis H. Pratt

Leard & Leard

Garage Business,

J. M. Leard

Farmer.

John H. Kelly

Ag. Alaska Commercial Co.

Carl Nordal

Cap Nordal Hotel

A. C. Frost

Miner

Fairbanks Commercial Club by J. Nordal Pres

W. H. Sullivan

Shut Miter & Plumbing Shop

Paul Prater

Bakery

Guar 1911

Manager, Peppercorn, Seattle

Harry Carson

Miner

Joseph H. Smith

South Hdr. Gun Store

by R. Fowler

G. Harry Woodward

Real Estate

McIntosh & Tubor

Druggists

Brookhoff & Brown

Jewelers

RED CROSS DRUG STORE

Druggists

MARTIN A. PINCKA

by F. R. Jeloch Prop

McIntosh & Tubor

Merchant

A. H. Hunter

Way Pinika Store

A. H. Hunter

Attorney

Chas. L. Thompson

Miner

Thomas Smith

Southern Hotel, Anchorage

H. L. Hedger

Dentist

WAECHTER BROS. CO.

Fresh Meats

James Finigan

Farmer

McIntosh & Tubor

Name

Occupation

Ed. Bonsett

Deputy Clerk of Court

Fam Phillips

Merchant

R. J. Chamberlain

"

J. J. Johnson

"

E. J. Quinn

"

J. M. L. L.

"

Fairbanks Laundry Co., Inc. by

Andrew Anderson

W. Groves

Automobile Dealer

Bernard P. P. P.

Baker

J. Berg

Taylor

G. A. Roth

Sailor

J. M. Winter

Jeweler

W. G. Weitzel

Blacksmith

Thos. H. Gibson

Automobiles

J. O. Ellis

General Merchandise

L. M. Wells

Sailor

G. A. McQuarrie

Miner

August Brunell

Hotel Cafe

Frank McLaughlin

"

C. Allen

Manager Fairbanks S. L. Co.

Walter B. Wood

Storey at law

Arthur K. Wood

Wine owner

George J. Pederson

Toy Goods Store

Jonas J. Brown

Miner

Mrs. J. Bjerrmark

Merchant

Chas. J. Quinn

Photographer

W. J. ... Cashier

First National Bank, Fairbanks, Alaska

W. J. ...

Dentist, Fairbanks.

John F. Long

Merchant

Name

Occupation

C. O. Wagner

Merchants Cafe

U. S. R. R. R.

Miner

Carl Berger

Hotel Northern

L. W. Sibbitt

Pioneer Hotel

W. E. Tynes

Prosperity Tailors

Hydon Watson

Chef Restaurant

Thos. H. Foster

The Hotel Alaska

Paul Kelly

Sheet Metal Work

James D. Kade

Farmer

J. Barrow

Merchant

TANANA VALLEY FAIR ASSOCIATION

Fair Association

MT. MC KINLEY TOURIST & TRANSPORTATION CO.

By John Kelly Secretary-Treasurer

A. J. Anderson

Clerk Miner

D. J. Fairburn

Asst. Postmaster

H. D. Dunderton

Postmaster

D. G. Newton

Barber

M. J. Munday

Accountant

J. H. Murray

Farmer

R. Bloom

Merchant

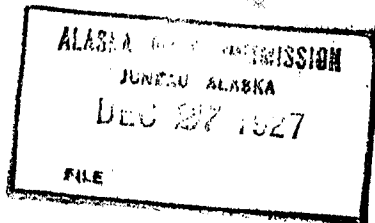
H. I. Casslett

Procha safe

R. W. Ferguson

Mgr. Independent Lumber Co

and Mining



P E T I T I O N

TO The ALASKA ROAD COMMISSION, Juneau, Alaska:

GENTLEMEN:

WE, the undersigned residents of Fairbanks and the vicinity of the Big Chena mining section, including the CHENA HOT SPRINGS, realizing as we do the importance of said Big Chena section from a mining standpoint, and the Hot Springs as an institution beneficial to the general health of the community, submit this Petition asking that you use your best efforts toward the construction of a summer road suitable to all mode of transportation between the

Town of FAIRBANKS
and
CHENA HOT SPRINGS, Alaska.

Respectfully submitted,

David Stull
Bobbie R. Miller
Alice Jankovich
May W. Miller
Henry Miller
Lilly Miller
Emma Miller
Mrs. F. Miller
Mrs. M. Miller
J. H. Maphis
Vernon Lewis
Joseph Visca
Roy Calvert
Mrs. Anna Visca
Frank Relfa
Chris Stachovic
John W. Kniez
Mrs. Patterson
John Myzler
Mike Oylate
M. Bosnich
Mike Papadimitriou
Chas. Kuff
John F. Long
W. Pearson
Rose Haag

C. Antonium
Wick Sakech
Lang Yamamoto
Kilid Gurokoff
Steve Dornier
Joe Kerwin
League Price
Sam Steovich
Geo. Bjornick
Harold Strandberg
Tony Martini
J. P. Suggs
Mike Grotovich
John Hajdusovick
Geo. Bantich
Alex. Savitoff
Sam Samardzija
Steve Knezovich
Gust Grapso
Mike Makraich
Jean Sults
Gust Wagner
J. J. Blackhall
R. A. Perkins

Form No. 104

DEPARTMENT OF THE INTERIOR
THE ALASKA RAILROAD
TELEGRAPH AND TELEPHONE DEPARTMENT

TELEGRAM

RECEIVED AT

3 FN PA 101 N

6-5183

FAIRBANKS, ALASKA, XØ OCT. 9-25

OLIVER

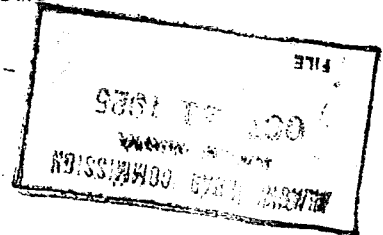
ANCHORAGE

IN ACCORDANCE WITH VERBAL UNDERSTANDING HAVE AUTHORIZED RECONNAISSANCE SURVEY FOR LAND TRAIL FROM END OF CIRCLE TRAIL TO FORT YUKON STOP WILL COST ABOUT ONE HUNDRED FIFTY DOLLARS FOR SURVEY STOP AM ADVISED FROM FORT YUKON THAT IT WILL TAKE SEVEN HUNDRED AND FIFTY DOLLARS TO CLEAR TRAIL OF DEBRIS CAUSED BY EXTREME HIGH WATER AND STRAIGHTEN CABIN WHICH IS UNDERMINED STOP OUR MAN AT FORT YUKON COULD COME OUT OVER TRAIL AND DO THE WORK IF ALLOTMENT IS ISSUED OTHERWISE HE WILL RETURN BY PLANE AT FIRST OPPORTUNITY STOP WILL HAVE AMPLE FUNDS UNEXPENDED OCTOBER THIRTY FIRST FROM WHICH ALLOTMENT COULD BE DRAWN.

EDMUNDS

5 1/2 P

*(see other side
this wire for
Prof. Albers'
reply)*



April 22, 1924

Mr. Curtis Wells, et al,
Fort Yukon, Alaska

My dear Mr. Wells:

Referring to my letter of January 31, 1924, with reference to work upon a sled trail between Fort Yukon and Circle, I am pleased to be able to advise that we have now made an allotment to your Fairbanks Superintendent for preliminary work along this route.

Upon receipt of his report as to the work necessary to provide a good winter trail between Fort Yukon and Circle, we will proceed to its completion as rapidly as our available funds may permit in view of the many demands upon us from all parts of the territory.

Cordially yours,

James G. Steese
President

JGS/fme

13
/111/1

August 10, 1920

Engineer Officer of the Board.

Mr. Harry Horton, Ft. Yukon, Alaska.

Circle-Ft Yukon

Dear Mr. Horton:

In regard to the trail which you and others at Ft. Yukon recommended from Ft. Yukon to Circle, considerable thought has been given. This is believed to be a very worthy project, but the length is great and the cost will not be small. I believe that we should start out with about the amount of money which I mentioned at Ft. Yukon, i.e., between twelve and fifteen thousand dollars. This we have not available this year. An effort will be made to include it in next year's allotments and in next year's appropriations. It seems possible that we will receive more liberal appropriations in the future and your trail with many other similar worthy projects can then be taken up. I am sorry that more cannot be done for you this season but am sure that you will understand.

Will you please extend my regards to Mr. Spencer and the other men whom I met in Ft. Yukon.

(13)
John C. Gotwals,
Captain, Corps of Engineers.

JCG/LB

0-111
161

Room 2802 Munitions Building,
Washington, D. C.

January 31, 1924.

Mr. Curtis Wells, et al,

Fort Yukon, Alaska.

My dear Mr. Wells:

Receipt is acknowledged through our Fairbanks office of the petition from the residents of Fort Yukon for a sled trail between Fort Yukon and Circle. As your name heads the list I am making this acknowledgment to you. It is requested that you advise the other parties concerned that we will have an examination of this route made at the earliest opportunity with the idea of affording such relief as conditions may require and our resources will permit.

Assuring you of our interest in your section of the country and thanking you for the information conveyed in your petition, I am,

Cordially yours,

Jas. G. Stoese,
President.

Alaska Road Commission

Fairbanks, Alaska

Jan. 4/1923.

SUBJECT: Petition Fort-Yukon to Circle winter road.

TO: Engineer Officer, Juneau.

Herewith petition for an overland sled road from Fort Yukon to Circle.

Fort Yukon is one of the most important places on the Yukon river today, situated at the confluence of the Yukon and the Porcupine rivers, and about twenty miles above the mouth of the Chandalar river.

The Episcopal church maintains a large mission here, with a hospital and resident doctor, which takes care of white patients and natives over a large amount of territory, I believe this is the farthest North hospital in this country.


It is also an outfitting point for trappers and prospectors, and a fur center for the regions North.

Circle is at the terminus of the Fairbanks-Circle wagon road, under construction at the present time, and the place thro which the mail for the upper Yukon and the Chandalar district is routed.

The signatories are mostly residents of Fort Yukon and Circle

The distance between these points in an airline is nearer sixty five than forty five miles, the general direction of the Yukon being almost a straight line.

There is no record of any work having been done on this route from the Fairbanks office.


M.C. Edmunds
Dist. Supt.

February 2, 1931

Mr. F. W. Leach
Circle Springs, Alaska

Dear Mr. Leach:

I am in receipt of petition signed by yourself and many others in favor of extension of the Steese Highway to connect with Fort Yukon.

The Alaska Road Commission is aware of the advantages that would follow the construction of this route and is pleased to take under consideration the facts and arguments which you advance in favor of the project.

It is believed that there are good reasons for extending the Steese Highway as suggested and that especially after the Pacific-Yukon Highway has taken definite form, the road which you are now recommending will be entitled to favorable consideration. It is regretted that at the present time there are no funds available with which to initiate a project of this magnitude. With the rather small appropriations that are made available each year, it is impossible at this time to adopt new projects of the size of this one until some of the remote areas not served by water transportation have been taken care of.

We are pleased to receive the information which you submit and assure you that the advantages to be gained by the construction of this project will not be overlooked in the consideration of our working programs.

I request that you inform the other petitioners of our attitude in the matter as stated above.

With best wishes

Yours sincerely,

Malcolm Elliott
President

MR:GW

TO THE ALASKA ROAD COMMISSION, JUNEAU, ALASKA.

MAJ. MALCOM ELLIOTT, CHAIRMAN.

Greetings:

We the undersigned users of the Steese Highway, believing that the extension of that Highway from Circle, Alaska, to Ft. Yukon Alaska, a distance of some seventy miles, for reasons set forth in the facts below, will increase the usefulness of this Great Highway many fold, will make it the greatest artery of traffic in the north, do humbly petition you, for the aforesaid extension of this Highway, as soon as conditions will permit.

Agenda:

Ft. Yukon lies north of the Arctic Circle, under the Midnight Sun.

The permanent population that lives in the Ft. Yukon district and outfits from this center numbers approximately one thousand and people.

The freight tonnage coming into Ft. Yukon each summer amounts to approximately one thousand tons.

The approximate value of furs shipped out of Ft. Yukon each year amounts to Two Hundred and Fifty Thousand Dollars.

The Business Houses of this town comprises three General Merchandising stores, Two Roadhouses, One Pool Room, One Moving Picture House, Two Metal Working Shops, Two Boat Building Shops, Two wood Contractors, furnishing the town approximately one thousand cords of wood a year, One Fox and Mink Farm, One Saw Mill, One Freezing Plant.

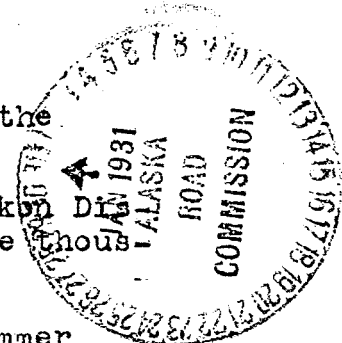
The Ft. Yukon Post Office, excepting only Fairbanks, does the largest postal business in Interior Alaska.

The town is also served by a Government Wireless Station, One Government School with an enrollment of Thirty Six Children, One Territorial School, enrolling Twenty Two Children, a U. S. Commissioners Office, a Marshall's Office and Jail House.

There are Two Trading posts located on the Black river, a tributary of the Porcupine river, One Trading post located at Rampart House on the Porcupine river on the American side of the line, Two stores and a Northwest Mounted Police station at Old Crow, Yukon Territory, on the upper Porcupine, and One Trading post at the head of the Porcupine. All freight and travel for all this country centers at Ft. Yukon.

The very numerous trips of the Airplanes from Fairbanks to Ft. Yukon, charging one Dollar per mile per passenger, indicates the pressure for constant and quick Communication with Fairbanks and the outside.

Aside from the A. Y. N. boats, the river transportation in and out of Ft. Yukon is handled by Forty Gasoline Launches with from eight to sixty five horse power engines, and Twenty Outboard motors.



13/111-2

A handwritten scribble or signature in the bottom right corner of the page, consisting of several overlapping, curved lines.

With no roads whatever this commercial center is struggling to carry on with a One Five Passenger automobile, One automobile truck, and Three tractors, supplanting the horses.

There are Five privately owned Electric Lighting plants and the Gasoline shipped into Ft. Yukon amounts to Twenty Five Hundred cases per year.

Eleven Radio sets in Ft. Yukon, and five in the adjacent country keeps at least a part of the people in touch with the outside world.

The Hudson Stuck Memorial Hospital is located there. It has a Doctor and staff of Trained Nurses, and is thoroughly equipped with modern and up to date appliances, and serves suffering humanity from hundreds of miles around.

The St. Stephens Mission and Church located in Ft. Yukon unites the community and makes it complete.

This vast community now asks for a road, its first road, to connect it with the Alaska Road System and the Government Railroad at Fairbanks. When so much is at stake, when so much has been accomplished without any road whatever, where is there another district in all Alaska where road construction will benefit so much? Surely we believe no other part of Alaska is more deserving or more in need of immediate assistance than this. Therefore, we the undersigned humbly petition for the above named extension of the Steese Highway.

F. M. Leach
 H. A. Asis
 Rod Morrison
 O. F. Yellerman
 Henry R. Ruppke
 Emma Leach
 E. M. Brown
 Graziella Miller
 M. Miller
 Steve. Ordly
 P. Fowler
 Wm. Horn
 B. M. Leach
 Jack McElroy

M. H. Greep
 Alexandra Smith
 Etha Reitzma
 Tom Wade
 Marie Taruma
 Emma Evans
 W. F. Lyons
 C. B. Nelson
 Erny Spore
 Ray Hamilton
 Alf Erickson
 W. Woodman

Cora N. Blainey
Geo Wright
Otto & Meyer
John Bayen
John Palm
C. H. Palm
B. J. Barro
Albert H. Baker
G. L. Peters
Frank M. Garvey
Ben Cedermalgh
Jay F. Kelly
D. Groves Bayless
Wick M. McKean
E. Simpson
C. H. Wheeler
Ed Bartlett
Lars Westervik
J. O. Westervik
Hans Westervik

W. H. H. H.
B. H. H. H.

ALASKA ROAD COMMISSION

FAIRBANKS ALASKA

December 30 1930

Alaska Road Commission,
Juneau, Alaska.

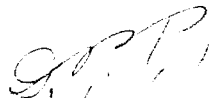
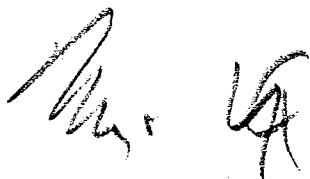
Gentlemen;

Enclosed herewith please find one marked copy of the Fairbanks
Daily News-Miner of December 26 1930.

Very truly yours



Frank Nash
Supt.



Fort Yukon, Alaska
December 1, 1930

Maj. Malcolm Elliott
Chairman of the Alaska Road Commission
Juneau, Alaska

Dear Sir:

We the residents of Fort Yukon, Alaska, do hereby petition you for an appropriation to cover improvements on our roads and trails as follows:

1. An appropriation of \$2,500.00.

To cover the extension on land of the regular mail trail from Circle to Fort Yukon some twenty miles on the Fort Yukon end, to a point opposite Fort Yukon so that part of said trail will be on land instead of on the river.

RESIDENTS OF FORT YUKON, ALASKA

PER H. E. CARTER, ACTING SEC.

January 3, 1931

Residents of Fort Yukon, Alaska
Mr. H. E. Carter, Acting Secretary
Fort Yukon, Alaska

Gentlemen:

In reply to your petition dated December 1, 1930 relative to certain improvements on your roads and trails please be advised that the board will consider this petition when drawing up its program for the coming season. There is such a large number of requests for work that the funds allotted cover only a part of the improvements that seem to be desirable. For this reason these requests must be considered with many others in making up our program for the year's work.

Very truly yours,

R. B. Oxrieder
Secretary

Originals filed 13/96-28

13/111-2

DAN SUTHERLAND
DELEGATE, ALASKA

Congress of the United States
House of Representatives

Washington, D. C. Dec. 24th, 1927

Major Elliott

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

My dear Major Elliott:--

My attention has been called to the bad condition of the winter trail between Circle and Ft. Yukon which was constructed by the Road Commission a few years ago. As I understand it, the trail was brushed out in a sort of preliminary manner and nothing further has been done toward its improvement. During the summer season the willow and alder growth on this trail has proceeded so rapidly that in the few years since its original survey it has become next to impassible.

It would not be an expensive job to improve this trail and therefore I write to ask you if you would call the matter to the attention of Mr. Price, your local engineer or superintendent, with a view to allotting a small sum of money to make the required improvement so that the trail may be passible for winter mail service.

Sincerely,

ALASKA ROAD COMMISSION
JUNEAU ALASKA
DEC 27 1927

Dan Sutherland
Delegate from Alaska.

Taylor

7-111/21

Recd. Alaska

Spent approx \$500 from Winter Trail allotment at time this letter was written and trail is now in good shape. Doubtful if will have to spend another \$500 this year.

WAR DEPARTMENT
ALASKA ROAD COMMISSION
JUNEAU, ALASKA

March 11, 1931

Memorandum - Major Atkins. (on his return)

Mr. J. A. Stewart, Fairbanks, was in the office yesterday talking about the Chena Hot Springs Road. He is now en route from the United States to Fairbanks.

He says that he has secured capital outside interested in going into a hotel proposition at Chena Hot Springs. He realizes the impracticability of any road projects being adopted for connection from Fairbanks to Chena Hot Springs in the near future. What he desired particularly was that a possible route be surveyed and staked so that any work which his company might do on their own hook could be made to accord with the final approved location.

I did not give him any assurance that such a survey could be made and, in fact, hardly believe it possible under present conditions for this year. I gave him a blue print of the map which accompanied Noyes' report dated June 13, 1928 and suggested that he use this map for guidance in case the company that he is representing desires to put in any road. He seemed well satisfied.

Atkins

4/4

Taylor
T. Stewart
G.P.

12/11/2-5

February 23, 1929

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

My dear Mr. Sutherland:

Acknowledgment is made of receipt of letters from
you requesting consideration of the following road projects:

Fairbanks-Chena

The data submitted will be given careful consideration
and every effort will be made to give favorable consideration to those
projects which are economically advantageous.

Sincerely yours,

Malcolm Elliott,
President.

ME: IH

Original filed 13/26-17

13/112-5

DAN SUTHERLAND
DELEGATE, ALASKA

Congress of the United States
House of Representatives

Washington, D. C.

Feb. 2nd, 1929.

Major Malcolm Elliott,
President Alaska Road Commission,
Munitions Bldg.,
Washington, D.C.

My dear Major Elliott:--

I write to solicit your interest in the improvement of the road from Fairbanks to the Chena mining region.

There are about five or six hydraulic outfits on the creeks in that region who are greatly handicapped by the lack of roads over which to transport their mining supplies. They cannot get anywhere near their claims by water transportation and transportation by horse teams in winter is very difficult and expensive.

As I understand it, there has been a partial survey of the road leading to the Chena section and I believe that small sums of from \$300.00 to \$1000.00 have been expended to make the trail passible in winter.

The miners in this region have been operating there for quite a number of years and the small profit they make on the operation of low grade ground is all paid out for transportation.

A well known operator of that section has written to tell me that some of the draws and little creeks could be bridged or corduroyed and a bridge put across the main river, which would not be very difficult, toward the head waters, and it would be possible for them to bring their supplies in by automobile when the ground is first frozen in the fall.

The construction of these little bridges to make the road passible for an automobile during the season mentioned would, so my correspondent informs me, cost from \$10,000.00 to \$15,000.00, and if they can transport their supplies in the manner I have mentioned at this cost to the Road Commission, it would be money well spent.


This is a mining section of Alaska that has never received any attention from Government bureaus, but the people have plodded along under adverse conditions and have demonstrated that the country has large areas of low grade

-2-

placer ground which will be worked for many years to come.

I wish that when you go to Fairbanks you would have this little project in mind and investigate it thoroughly with a view to helping those people out. I believe that your road engineers at Fairbanks will confirm what I have stated regarding this region and the necessity for some aid in the way of improved transportation facilities.

Sincerely yours,


Delegate from Alaska.



January 24, 1928

Judge James Wickersham
Juneau, Alaska

Dear Sir:

I have your letter of January 5 concerning the summer road from Fairbanks to the Chena Hot Springs. We are also in receipt of a petition from the citizens of Fairbanks and vicinity on this subject.

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,

D. H. Gillette,
Engineer Officer.

DHG:IH

13/112-5

LAW OFFICES OF
James Wickersham
JUNEAU, ALASKA

January 5, 1928

Alaska Road Commission
Juneau, Alaska

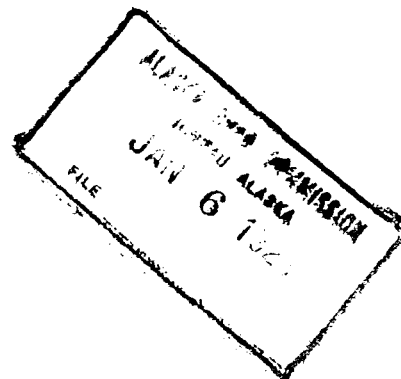
Gentlemen:

I am requested by many persons in Fairbanks to request the Commission to construct a summer road from Fairbanks to the Chena Hot Springs. This request is made to me because some years ago under an Act of the Territorial Legislature, I was instructed by the Governor of Alaska to visit the Springs with a view of reporting on the advisability of locating a Pioneer's Home there. I made the trip from Fairbanks to the Springs and viewed its possibilities which seemed to me to be excellent for such an institution but I was constrained to report against the project proposed by the Act of the Legislature because there was no road connecting the Springs with the town of Fairbanks, or with any system of roads, or with the railroad terminals, and no possibility of securing such a road through local or Territorial finances at that time.

I do, however, strongly recommend the construction of such a road by your Commission, because these springs are said to be excellent for the cure of rheumatism and similar diseases which afflict the miners, especially, in that region, and because such a road would open a great territory to prospecting for minerals. In my judgment that road would be very largely used by the people of that region, and for these and other reasons which will readily occur to you, I join with the people of Fairbanks and that region in respectfully urging its construction by your Commission. It may be, the Legislature of Alaska at its next session can be induced to assist in the construction of this road by a Territorial appropriation.

Very truly yours,

James Wickersham
James Wickersham



DEPARTMENT OF THE INTERIOR

ALASKA ROAD COMMISSION

FAIRBANKS ALASKA

September 28, 1939.

Alaska Road Commission,
Juneau, Alaska.

Gentlemen;

A request has been received from a Mr. Brannon, who is placer mining on Pine Creek, a tributary of the Chena River, for some trail work on route 7J, between Fairbanks and Colorado Creek.

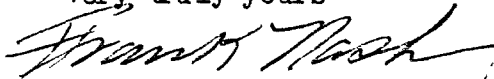
Requested work will consist mostly of bridge construction and repairs. As there has been no work performed on this route for two years there is no doubt but what such work is necessary.

Mr. Brannon advises that he will have somewhere in the neighborhood of 200 or 250 tons of freight to move to Pine Creek during the early spring.

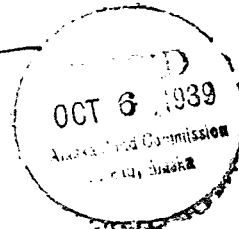
As near as can be estimated the total cost of the requested work will be approximately \$1500.00.

Mr. Brannon is leaving Fairbanks in a few days for the States, enroute he will call in and take this matter up with you.

Very truly yours



Frank Nash
Supt.



Fairbanks, Alaska
Jan. 18th, 1938

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

Dear Sir:

On Jan. 11th Mayben got to the first crossing of the North Fork and on Jan. 12th, while the crew were working there, he walked up to Gregg's cabin. On his way to Gregg's cabin he saw that he would have to replace a 50-foot bridge and either bridge or grade the banks of a number of small sloughs. Seeing this and knowing that Mr. Frank Nash had instructed him to do, he found that he would not have enough money to complete the job, so he decided to do the work on 7JA and on his return from that route, if he had any money left, he intended to do some work on 7J.

When Mayben got back off route 7JA Jan. 16th Aviator Lynn dropped the letter, which I wrote to Mayben Jan. 14th and which I had given to Mutchler & Lynn on Jan. 14th. Mayben was on Colorado Creek when he received the letter.

o o o o o

Yours very truly,

Percy Grandison

Original filed Fairbanks Property.

1/18/38

Juneau Alaska March 25 1932

STERLING
TAKOTNA

PROGRAM WILL INCLUDE FUNDS FOR STAKING APOKAK GOODNEWS BAY TRAIL

AND * * * * *

ARC

Original filed 37/35

13/150-3



ALASKA ROAD COMMISSION

Takotna, Alaska.
February 24, 1932.

Handwritten notes and a routing slip. The routing slip includes fields for 'To', 'By', 'Date', and 'Expense'. There are handwritten initials and a checkmark in the 'To' field.

Alaska Road Commission,
Juneau, Alaska.

Gentlemen:

Reference is made to your wire of February 15th and to my reply of Feb. 23rd in regard to restaking winter trail from Apokak to Goodnews Bay and erection of Shelter Cabin at Warehouse Creek.

Apokak is approximately 26 miles north of Quinhagak on Route 92 A, Bethel-Quinhagak. The country between Apokak and Quinhagak is all low tundra, open country. It was practically all covered by an extremely high tide some 6 weeks ago, cakes of ice being left as much as three miles inland. One shelter cabin on this stretch was completely submerged, partly destroyed and remained where it was only because it was frozen into the ground. My information comes from Foreman Hansen who left Bethel Jan. 28th and went over the trail and who had a letter here for me upon my return from the Nixon mine.

Hansen states that the entire trail should be moved 4 miles inland, that such a move would make a better and a shorter trail. He does not state exactly how many miles require tripoding but if the entire distance requires it, this particular part of the work requested by Martin Garthe would cost \$ 2,000 according to previous costs on similar work.

Recommendation for retripoding the balance of the portion requested by Garthe is taken up in my recommendations of Dec. 15th, Route 92F, Quinhagak-Goodnews Bay in which \$ 1500 is recommended for tripoding approximately 30 miles of trail. This \$ 1500 estimate for 30 miles is Lottsfeldts. The \$ 2,000 estimate for 26 miles as given above is, as noted, from what similar jobs actually cost including share overhead etc.

Therefore a total of not less than \$ 3500 would be required, or \$ 2000 more than what has been included in my regular list of recommendations. From what Hansen says, the work is a necessity.

13/117-41 [Regarding the wanted cabin at Warehouse Creek, I am not certain as to its location but am under impression that it is 5 miles south of Goodnews Bay. If so, you will find this recommendation under separate list of cabin recommendations submitted this date. I am wiring Bethel to ascertain location.]

Yours very truly,

Hawley Sterling
Hawley Sterling, Asst. Supt.

AM

13/150-3

Juneau Alaska Feb 15 1932

STERLING
TAKOTNA

HAVE REQUEST FROM MARTIN GARTHE AT BETHEL FOR RESTAKING TRAIL APOKAK TO
GOODNEWS BAY *****IF POSSIBLE HAVE HANSEN EITHER LOOK OVER SITUATION
OR OBTAIN SUFFICIENT ADDITIONAL INFORMATION LOCALLY SO THAT ESTIMATE OF
COST CAN BE MADE FOR INCLUSION IN NEXT SEASONS PROGRAM

ARC

* * * * *

TAKOTNA ALASKA FEB 23 1932

ARC
JUNEAU

REURTEL FIFTEENTH *****AM MAILING YOU RECOMMENDATIONS CONCERNING
RESTAKING TRAIL GOODNEWS BAY *****

STERLING

Original filed 13/117-47

13/150-3

March 19, 1925.

Mr. Raymond Replogle

Goodnews Bay, Alaska.

Dear sir:

Mr. Forrest has turned over to us your letter of Feb. 2 with inclosure of voucher in favor of C. Thorsen for \$75.00 which we are covering with our check mailed direct to Mr. Thorsen today.

Noting your memo to the effect that you are out \$3.00 covering meals on this trip, we inclose herewith a Form 330 voucher which please sign on the line indicated, and return to us, together with a memo showing dates on which the meals were taken and we will then be glad to reimburse you for this expense.

Thanking you for making this inspection for us,
we are,

Yours very truly,

H. E. Fisher
Disbursing Officer

GHS/RMJ

1 Incl.
Voucher 330

13/150-3

DEPARTMENT OF THE INTERIOR

BUREAU OF EDUCATION, ALASKA DIVISION

ALASKA NATIVE SCHOOL, MEDICAL, AND REINDEER SERVICE

Please send this to me as it was
paid out of my own finances
Raymond Rappole.

Dear Sir:

W.H. Johnson

Raymond Rappole

Received three Dollars (3⁰⁰) for travel from

#10746 Alaska
Jan 30 25.

DEPARTMENT OF THE INTERIOR

BUREAU OF EDUCATION, ALASKA DIVISION

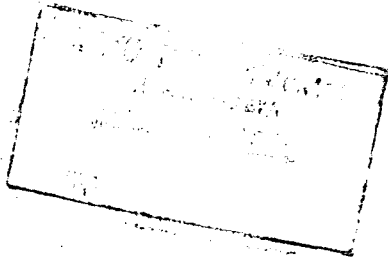
ALASKA NATIVE SCHOOL, MEDICAL, AND REINDEER SERVICE

STATION

Goodnews BayJan Feb 2 1924Mr. E. M. Horrest
Dear Sir:

Have gone over Goodnews-Togiak trail and found everything in fair condition. Charles Thorsen took me over. It took us five days (5), three over and two back. January 27th to January 31st inclusive at (\$5-00) fifteen dollars a day. Seventy-Five Dollars (\$75-00) for the trip. I paid my own expenses at Togiak so if you can, arrange to have that given to Charles, he can reimburse me. About our reappointment we are going out next year. for a year anyway perhaps longer. Thanking you for your prompt assistance with the coal situation I am,

Sincerely yours,

Raymond Replogle,
Teacher

\$75. paid
C. Thorsen
on Nov 124
Mar 1925

ALASKA ROAD COMMISSION

Takotna, Alaska.
August 22, 1932.

Gov. Office
Chief Clerk
Asst. Chief Clerk
Chief Clerk
Supt. of Highways

Subject: General Report on Route 92Q, Upper Landing - Bear Creek.

To : Alaska Road Commission, Juneau, Alaska.

1. Length of trail, 26 miles.
2. Distances between shelter cabins or other shelter; There is one shelter cabin located at the foot-hills, 11 miles from Upper Landing and 15 miles from Bear Creek Camp.
3. No streams to be forded; all bridged.
4. Three small bridges in bad condition.
5. All bridges are stringer type and pole decked; two of them pile driven. Three small bridges in bad condition.
6. First two and one half miles out of Upper Landing is over open mossy tundra, cannot be relocated to advantage and would cost approximately 20,000 dollars to corduroy and cover to withstand loads hauled over it ; not recommended. Several short stretches between the 2½ mile point and Bear Creek totalling approximately ½ mile needing corduroy with some material on it to prevent breaking; recommended at a cost of \$ 4000.
7. Caterpillar traffic with one 20 ton and one 60 ton Best hauling approximately 800 tons annually, the bulk of it in the winter.
8. Trail can be traveled, but not advantageously, with wagon or buck board as it now is. Estimated cost of improving entire route for buck board or good caterpillar road, 10,000 dollars, less the first 2½ miles which can somehow be negotiated by making a new track each time traversed.
9. Not marked well for winter traffic. Needs tripods.
10. OK except needs rethinking.
11. ~~XXXXXXXXXXXX~~. No additional cabins required.

A considerable portion of funds expended on this route has gone to cut new locations to avoid bad holes that developed on road rather than to improve the original location. Also, the corduroy being laid upon an irregular and uneven foundation has broken down from the heavy loads because none of it has been covered. Other portions of corduroy have washed away for the same reason.

In many places thru the timber where the tractor has been obliged to follow the same track, numerous holes almost adjoining each other and from two to five feet deep have developed until it is like riding the waves of the ocean. Some of these should be repaired with covered corduroy, others need filling in. At nearly every bridge end there is a sharp drop-off and a deep hole.

As a whole this route is ideal for a caterpillar road, as gravel is to be found at or near the surface.

Yours very truly,

Hawley

19/144-2

AUG 1932
ALASKA
ROAD COMMISSION

9/11/32

Woodchopper
Yukon River

Mr. H. L. Millard

Dear Sir I am sending you report
also the Bills of the Two Bridges that we have
made Woodchopper Bridge is 60 Feet Long at
8 inches at the small end Bulkhead at one
end 2 sets of Post and Caps at the other
40 Foot Approach Logs 10 inches at the small
end Post and Cap at upper end Large
Mudcill at Lower end Buried in the
ground with Logs drifted to it this
Bridge is Last Bridge with Railing on one
side

Bridge No 2

There is Bulkhead in both ends 3 heavy
Stringers 6 inch Decking 2 heavy Gang Rails
This Bridge is 51 Feet Long 12 Feet wide Gang
Rails and Stringers are drifted and Lashed
with wire cable every thing was green spruce
and every thing Keel we have Two Good
Bridges and would like if you could see them
we thank you very much for the trouble and
tell Mr Hesse we are thankful for his kindness
and we will not forget it

P.S. will send angles
on Last Bridge in spring & etc.

Respect Jack Welch

Mr Jack Welch Limer
Woodchopper Bridge

August -
29th

Cutting Stringers	1 Day
Cutting Bulkhead Timbers	1 "
Getting them in Creek	2 "
Floting them in Stream	2 "
Building Bulkhead	1 "
Building Bridge	2 "

Bridge No 2

Cutting Stringers and Gard Rails	1 "
Cutting Decking	1 "
Packing Decking	2 "
Peeling Decking	1 1/2 "
Putting up Stringers + Bulkhead	1 "
Laying Decking + Gard Rails	1 "
Furnishing 50 th Spikes for Decking (1/2 doz. x 7.75)	4 6 8
Sixteen and one half days at \$ 42 per day	10 5 9 3
	<hr/>
	11 0 6 1

Jack Welch
 Aug 25 to Sept 10 inc.
 for Sept 11
 17 1/2 doz.

Mr Carl Stout - Linn

Woodchopper Bridge

August -

25	Cutting Stringers	1	Day
26	Cutting Bulkhead Timbers	1	"
27	Getting them in Creek	2	"
28	Floting in Stream	2	"
29	Building Bulkhead	1	"
30	Building Bridge	2	"

Sept -

1	Bridge No 2		
2			
3			
4	Cutting Stringers + Gard Rails	1	"
5	Cutting Decking	1	"
6	Packing Decking	2	"

Thirteen days at \$6.42 per day \$ 83 46

Carl Stout

Aug 25 - 31
 Sept 1 - 6
 1940

Mr Martin Adamik June

Hoodehopper Bridge

Aug 25	Cutting Stringers	1 Day
26	Cutting Bulkhead Timbers	1 "
27-28	Getting them in Creek	2 "
28	Shooting them in Stream	2 "
	Building Bulkhead	2 "
	Building Bridge	2 "

Bridge No 2

	Cutting Stringers and Gard Rails	1 "
	Cutting Decking	1 "
	Packing Decking	2 "
	Peeling Decking	1 1/2 "
	Putting up Stringers + Bulkhead	1 "
	Laying Decking and Gard Rails	1 "

Sixteen one half days at \$6.42 per day 105' 93

Martin Adamik,

Aug 25 - 31 inc.
 Sept. 1 - 9 inc.
 10th day
 16th day.

Eagle, Alaska, August 31, 1932.

Jack Welch,
Woodchopper, Alaska.

Dear Sir;

Am shipping you on commercial bill of lading freight prepaid 50 drift bolts ~~IX2~~ 3/4 x 18" and one ships augur 1/2". You can return augur to me on first boat next spring.

I wired you August 18th as follows:

"Request you take charge or deputize responsible party start rebuilding two bridges at once stop keep account of each mans time and send me names of men working with dates worked and time for each man stop rate of pay six dollars forty two cents per day of eight hours stop hold total expense within limit of three hundred dollars stop advise me this mail number drift bolts required and I will send with augur on return trip. Millard"

The above wire was undoubtedly put in mail at Circle which accounts for my not hearing from you on last boat up river. However I have taken a chance that fifty drift bolts will be sufficient.

The rate of pay quoted in my wire is \$7.00 per day ~~IXXX~~ less the general cut of 8-1/3 percent passed by Congress. Please render report to me as soon as job is completed as payment has to be made from the Juneau office and the sooner I receive payroll the sooner the men will receive their pay.

Yours very truly,

D. F. MILLARD
General Foreman.

OB

Eagle, Als., August 18, 1932.

Jack Welch,
Woodchopper via Circle
and Steamer Yukon.

Request you take charge or deputize responsible party start rebuilding two bridges at once stop keep account of each mans time and send me names of men working with dates worked and time for each man stop rate of pay six dollars forty two cents per day of eight hours stop hold total expense within limit of three hundred dollars stop advise me this mail number drift bolts required and I will send with augur on return trip.

MILLARD.

Form 125K

SIGNAL CORPS, UNITED STATES ARMY

WASHINGTON-ALASKA MILITARY CABLE AND TELEGRAPH SYSTEM
TELEGRAM

GOVERNMENT PRINTING OFFICE

c2-9481

RECEIVED AT 5 WXP W 16 CB

FAIRBANKS ALS AUG 18 1932

MILLARD

EAGLE ALS

RE WOODCHOPPER BRIDGES APPROVED ARRANGE WITH WELCH FOR WORK STOP
WILL INCREASE YOUR PROGRAM IF NECESSARY

TAYLOR

OB

Eagle, Als., Aug. 16, 1932.

A. R. C.
Juneau, Als.

Re your letter June twenty eighth Woodchopper
creek bridges^{colon} due to delay mail have just received letter from
Jack Welch who runs roadhouse at Woodchopper stop he states two
bridges need rebuilding will cost at least three hundred dollars
comma plenty men available locally comma bridges necessary for
travel to Coal Creek and Saltjacket stop season too far advanced
for me to make trip Woodchopper and supervise work stop suggest I
be authorized turn work over to Welch who is recommended by N. C. Co.
as being reliable stop all material and tools at ~~skg~~ site except
drift bolts which can be sent from Eagle advise.

MILLARD.

8/8/32

Woodchopper Creek
Yukon River

Mr Frank Willard of A. R. C.

Cog. Alaska

Dear Sir
On the Boat going up on the 26th July I made
you in regards to the two Bridges that is
to be repaired the first one the Deck
is all gone the stringers may do with some
repairs it is 30 feet long I thought at first you
might get poles near but in looking over I
find you will have to go about $\frac{1}{4}$ mile
The one over Woodchopper will have to be big
logs and will have to be cut up the creek about
 $\frac{1}{2}$ mile and floated down there will have to be
~~Indian~~ ^{one} end and Bulthead on the other the Bridge
is 25 feet long I dont think the work can be
done for less than three hundred dollars there
is men here you can get there is plenty of tools
all you will need is $\frac{1}{2}$ inch ship Auger and some
Drift Bolts Mr Willard these Bridges are
used by all on Woodchopper also Coal Creek
and people going into Salt Jacket it is short-
way in there and there are needed very
Badly

Respt
Jack Welch

7/27/02

Woodchopper Creek

Lorenman of A.R.C.

Cape Alaska

Dear Sir

The Chesser on the Yukon told me you would like to know what was to be done on the Bridges at Woodchopper The last one the Decking is all gone the Stringers may do with some Repeins it is 30 feet Long I think you can get enough poles and But the one over Woodchopper will have to be big Logs and will have to be cut up the creek about $\frac{1}{2}$ Mile and I doubt down than will have to be Logs on one end and Bulkhead on the other I dont think it can be done for less than Three Hundred dollars There is plenty of men to do the work the Bridge over Woodchopper is 45 feet Long there is plenty of Tools except $\frac{1}{2}$ inch Ship Auger and some Wire Balls we have planes and Block & Tackle and other Tools

Respect
Jack Welch

WAR DEPARTMENT
ALASKA ROAD COMMISSION
JUNEAU, ALASKA

June 28, 1932

Mr. D. F. Millard
General Foreman, A.R.C.
Eagle, Alaska

Dear Sir:

We are in receipt of a petition signed by miners on Woodchopper Creek requesting the replacement of two bridges which were washed out this spring.

It is requested that you find out if possible what the cost of replacement would be and advise this office by wire with your recommendation as to whether or not the work should be done.

Very truly yours,

ALASKA ROAD COMMISSION

By

L. E. Atkins
L. E. Atkins

Engineer Officer

OB

Eagle, Als., August 18, 1932.

Jack Welch,
Woodchopper via Circle
and Steamer Yukon.

Request you take charge or deputize responsible party start rebuilding two bridges at once stop keep account of each mans time and send me names of men working with dates worked and time for each man stop rate of pay six dollars forty two cents per day of eight hours stop hold total expense within limit of three hundred dollars stop advise me this mail number drift bolts required and I will send with augur on return trip.

MILLARD.



13/115

MILLARD

FAIRBANKS ALASKA

Aug: 18, 1932

EAGLE ALASKA

REF WOODCHOPPER BRIDGES APPROVED ARRANGE WITH WELSH FOR WORK STOP
WILL INCREASE YOUR PROGRAM IF NECESSARY

TAYLOR

Handwritten signature

13/15



Fairbanks Alaska Aug 18 1932

ARC
JUNEAU

HAVE ANSWERED MILLARD DIRECT STOP *****

TAYLOR

Original filed 66/0

Waschlappet Creek

13/115

Juneau Alaska August 17 1932

TAYLOR
ARC
FAIRBANKS

FROM MILLARD QUOTE RE YOUR LETTER JUNE TWENTY EIGHTH WOODCHOPPER CREEK BRIDGES
COLON DUE TO DELAY MAIL HAVE JUST RECEIVED LETTER FROM JACK WELCH WHO RUNS
ROADHOUSE AT WOODCHOPPER STOP HE STATES TWO BRIDGES NEED REBUILDING WILL COST
AT LEAST THREE HUNDRED DOLLARS COMMA PLENTY MEN AVAILABLE LOCALLY COMMA BRIDGES
NECESSARY FOR TRAVEL TO COAL CREEK AND SALT JACKET STOP SEASON TOO FAR ADVANCED
FOR ME TO MAKE TRIP WOODCHOPPER AND SUPERVISE WORK STOP SUGGEST I BE AUTHORIZED
TURN WORK OVER TO WELCH WHO IS RECOMMENDED BY N C CO AS BEING RELIABLE STOP ALL
MATERIAL AND TOOLS AT SITE EXCEPT DRIFT BOLTS WHICH CAN BE SENT FROM EAGLE
ADVISE UNQUOTE

SKINNER

ES

F.

011/c1

Form 125K

NAL CORPS, UNITED STATES AR.

WASHINGTON-ALASKA MILITARY CABLE AND TELEGRAPH SYSTEM

TELEGRAM

3

GOVERNMENT PRINTING OFFICE

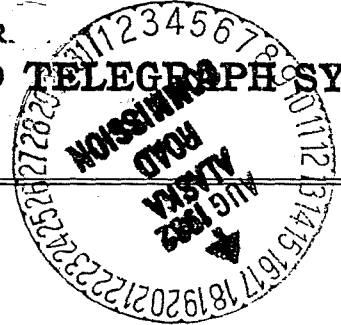
c3-8481

4WVD K 105 CB

RECEIVED AT EAGLE ALASKA AUG 16-17 1932

ARC

JUNEAU ALASKA



RE YOUR LETTER JUNE TWENTY EIGHTH WOODCHOPPER CREEK BRIDGES COLON
 DUE TO DELAY MAIL HAVE JUST RECEIVED LETTER FROM JACK
 WELCH WHO RUNS ROADHOUSE AT WOODCHOPPER STOP HE STATES TWO BRIDGES
 NEED REBUILDING WILL COST AT LEAST THREE HUNDRED DOLLARS COMMA
 PLENTY MEN AVAILABLE LOCALLY COMMA BRIDGES NECESSARY FOR TRAVEL TO
 COALCREEK AND SALTJACKET STOP SEASON TOO FAR ADVANCED FOR ME
 TO MAKE TRIP WOODCHOPPER AND SUPERVISE WORK STOP SUGGEST I
 BE AUTHORIZED TURN WORK OVER TO WELCH WHO IS RECOMMENDED
 BY N C CO AS BEING RELIABLE STOP ALL MATERIAL
 AND TOOLS AT SITE EXCEPT DRIFT BOLTS WHICH CAN BE
 SENT FROM EAGLE ADVISE

MILLARD.....1123PM

June 28, 1932

Mr. D. F. Millard
General Foreman, A.R.C.
Eagle, Alaska

Dear Sir:

We are in receipt of a petition signed by miners on Woodchopper Creek requesting the replacement of two bridges which were washed out this spring.

It is requested that you find out if possible what the cost of replacement would be and advise this office by wire with your recommendation as to whether or not the work should be done.

Very truly yours,

ALASKA ROAD COMMISSION

By

L. E. Atkins
Engineer Officer

IPT:GW

60
Aug 28

6/4/32

Woodchopper Crk

Territorial Highway Emergency

Juneau Alaska

Dear Sir The recent Flood washed
our Two Bridges out - and we the Roadists
of Woodchopper Creek petition you to
use your influence to have it repaired
this is the first time in years that we
have asked anything of the Commission
The parts - that is left - is very dangerous

Frank Bennett

Carl Stout

George McGregor
S O Sir

Martin Adamik

Dr P. Beaton

Jack Welch

Mrs Jack Welch



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

*These copy sent
see note Bennett
- letter was signed
by A.H.*

A.H.

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

RECEIVED at

22161 X 27 08

EAGLE ALS JLY 27 1923

A R C

JUNEAU ALS.

19
FROM RETURNED FROM WOODCHOPPER TWENTY FIVE MEN PROSPECTING THIS WINTER
RECOMMEND ALLOTMENT BE USED FORWARD FORMS THREE THIRTY FOUR STARTING
WORK AT NATION SEVEN MEN ON PAY ROLL

PRICE

1206AM/29TH

12
113

April 26, 1921

12

Mr. John C. Boyle
Woodchopper on the Yukon,
Alaska.

Dear Sir:

Your petition in reference to work upon the road from Woodchopper to the workings in that vicinity has been forwarded to this office by our Fairbanks superintendent.

We will try to have one of our foremen go through this next year and if a small amount of work can give you all of the relief needed we will certainly perform the work.

Very truly yours,

John C. Gotwals
Major, Corps of Engrs.

JCG:D

115

ALASKA ROAD COMMISSION

Fairbanks, Alaska.
April 2, 1921.

From Fairbanks Superintendent
To Engineer Officer of the Board
Subject,- Petition from Woodchopper

- 1 - Enclosed herewith is a petition from the citizens of Woodchopper, Alaska which is self-explanatory. You will note that this is not the Woodchopper in the Hot Springs district but a place fifty miles above Circle on the Yukon River.
- 2 - Aside from the information given in the petition I only know that the people of that district have never received any assistance toward road building from the Alaska Road Commission or from the Territorial Road Commission. I find, however, that they have always lived in hopes kept alive by political office seekers and political office holders, whose promises have never materialized.
- 3 - Unless advised to the contrary I will instruct McKinnon to make a visit to the district some time during the summer when he is at Circle, providing he can make the right connections on the boats without laying over too long, and ask him to report on it making suggestions as to what should be done and the amount of money needed to be of some benefit to them.

Yours very truly,

Walter J. Sterling

District Superintendent

C/C Daniel A. Jones

FILE

John B. Boyle
 Walter Fisk
 W.P. Butler
 Ida Behn
 F.E. Breutlinger ✓
 E.M. Brown

E.W. Brown
 Alfred Johnson
 Martin Adams
 Nels Nelson
 Edward Mortimer
 Samuel Harvey
 A. Summers
 John Larson
 Wm. Quinn
 K.J. Moore
 Adams Record
 A. Toftager
 Gus Abrahamson
 W.D. McLaughlin
 J.D. Barnett
 John Holmstrom
 John Corvran
 Frank Rossbach
 E. Edwards
 D. Lee
 Fred Breutlinger
 John Cornell
 A. Biederman

Vote of board on most deferred classification found

Ayes..... Noes.....

Ayes..... Noes.....

Classification on appeal

					I	II	III	IV	V

1. Questionnaire mailed _____
2. Questionnaire returned _____
3. Time extended to _____
4. Classification posted _____
5. Record forwarded to District Board _____
6. Record returned by District Board _____
7. Record forwarded to President _____
8. Ordered to report for physical examination _____

CONDITIONALLY QUALIFIED

Petition - Woodchopper
Alaska

Alaska Road Commission

Gentlemen:

We Your undersigned Petitioners do hereby Respectfully petition for the necessary assistance in Improving the Trails leading from the Yukon River at a point at or near the Post Office at Woodchopper 50 Miles above Circle extending from said Post Office to a Point approximately Three Miles up Woodchopper Creek where the trail branches to the different Production Creeks namely, Goat Creek, Boulder Creek, Ben Creek, Sam Creek and its tributaries, Woodchopper and its tributaries, Mineral Creek and Alice Creek. The above mentioned trail Three Miles up Woodchopper with Improved bridges would be practically used by all the Mine Owners of the Camp, since the Discovery of this Camp in 1898 any Improvements on the Trails and the erection of bridges has been met by the property owners and prospectors of the Camp assistance has never been heretofore requested, but as the large amount of low grade ground requires Machinery for its proper Development the time has arrived when your Petitioners feels that in Justice to this Camp the above prayer should be granted.

Respectfully The undersigned

John C. Boyle

Walter Fisk

W. P. Burt

Ida Behm

F. E. Breutinger

E. M. Brown

E. W. Brown

ALASKA ROAD COMMISSION

FAIRBANKS ALASKA

October 16, 1934.

Alaska Road Commission,
Juneau, Alaska.

Gentlemen:

Reference my letters of September 24th and 29th in regard to work on Routes 7J and 7JA.

A reconnoissance trip was recently made over these routes by Asst. Engr. C. E. Burglin who found that the following work would be necessary to place this trail in condition for winter freighting with caterpillar and sleighs:

Replacing two 16 foot bridges, one 40 foot bridge, one 25 foot bridge, the bridge across the Little Chena River which consists of one 50 foot "A" frame and one 50 foot and one 35 foot approach, grading one half mile of side hill average width 4 feet, and clearing trail of wind falls.

Estimated cost of replacing all of above small bridges with cribbed ends and native timber, and the bridge across the Little Chena with a 50 foot "A" frame and suitable approaches, with native timber and driven piles, and other necessary work - \$8,000.00

However, if the bridge across the Little Chena is replaced with a 50 foot "A" frame, native timber, this would necessitate annual blocking up of the span, as suitable timber for such a span to hold up under heavy loads is not available.

Estimated cost to replace all small bridges with pile driven bents and fir lumber, and the bridge across the Little Chena with a 60 foot pony truss and suitable approaches, and other necessary work - \$10,000.00.

It is believed, however, that if the smaller bridges are replaced with native timber and cribbed ends, the Little Chena bridge with a foot bridge and banks graded down to allow heavy freighting, and other work performed, that this trail will be suitable for winter freighting until such a time as operations on the upper Chena reach such an extent that it is necessary to go into work on this trail on a more elaborate scale. Estimated cost - \$4,000.00.

Please advise by wire as soon as possible which of the above plans shall be adopted.

Very truly yours,

Frank Nash.

Supt.

*See 22/73
for wire
10-25-34
W. H. H. H.
H. H. H. H.*

113

13/112-5

ALASKA ROAD COMMISSION
FAIRBANKS ALASKA

A large, stylized handwritten signature, possibly 'R. Nash', is written in the upper right corner. Below it are several smaller, less legible handwritten marks and initials.

September 29, 1934.

A set of handwritten initials, possibly 'RN', is located in the lower right area of the page.

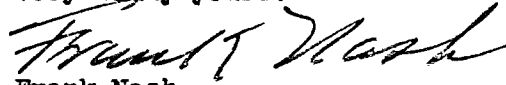
Alaska Road Commission,
Juneau, Alaska.

Gentlemen;

Reference your letter of September 22, in regard to the bridge
across the Little Chena on route 7J.

Your attention is called to my letter of September 24, as stated
this matter will be investigated as soon as possible.

Very truly yours.

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

Frank Nash
Supt.



ALASKA ROAD COMMISSION
FAIRBANKS ALASKA

Handwritten initials and scribbles, including "J.P.", "B", and "A.C."

September 24, 1934.

Alaska Road Commission,
Juneau, Alaska.

Gentlemen;

Your attention is called to a resolution, sent to the Governor of Alaska and to the Territorial Road Commission, by the Fairbanks Chamber of Commerce, in which they request the construction of two new landing fields in the upper Chena River country and that the winter road from Fairbanks to this district (routes 7J and 7JA) be repaired and rehabilitated.

Please be advised that during the past summer a large section of that district was swept by forest fires which no doubt left several windfalls in the trail, destroyed bridges and caused other damage to the trail. To date no definite information has been received as to conditions on this trail, however a few days ago I was advised by a trapper that the bridge across the Little Chena River had been destroyed by fire,

As soon as possible definite information in regard to this trail will be received and estimates and recommendations for rehabilitating same will be forwarded.

Very truly yours

Handwritten signature of Frank Nash
Frank Nash
Supt.



September 22, 1934

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

Dear Sir:

While at Fairbanks Andy Petersen, who with two partners is moving an hydraulic outfit to Pine Creek on the South Fork of the Chena this winter, told me that in his opinion the bridge over the Little Chena is unsafe.

As I remember it, this bridge consists of a 40-foot "A" frame with approaches over a stream requiring a 60-foot span. I believe it is native timber and pole decked and was constructed about 1924. However, on the strength of his information the bridge should be examined and if found faulty, renewed.

Petersen also informed me that some minor repairs and a small bridge or two would be required on the branch road to the South Fork. This work should be done. Petersen has stated his willingness to do what necessary work is required on the branch trail. He is absolutely reliable.

I suggest you have a talk with him and if you haven't sufficient trail money to handle the work, make formal application to this office.

Very truly yours,

Hawley Sterling,
Assistant Chief Engineer.

NS:IN

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 for a proposed winter trail from Paimute to Aniak and *****, 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.

Original filed 13/150-19

13/150-25

Anchorage, Alaska,
March 4, 1935.

Handwritten initials and marks:
SMT
AB
113

Subject: Proposed trail, Paimute-Aniak.

To: Alaska Road Commission, Juneau, Alaska.

I have recently received a request for a trail between Paimute on the Yukon and Aniak on the Kuskokwim, a distance of approximately 30 miles. This route is claimed to be the shorter distance between the two rivers compared to the Paimute-Kalshak route.

The latter or present route would still be traveled extensively but would not be used by the Aniak people if the proposed trail were made due to saving at least one days travel or one side of the triangle which would be about 40 miles.

Almost every native family in Aniak is interested in the reindeer herd ranging in the vicinity of Paimute and at least 100 reindeer carcasses are hauled to Aniak from Paimute via Kalshak every winter.

The proposed trail would consist of approximately 25 miles of tripoding over the tundra and 5 miles of cutting thru timber and brush at the Kuskokwim end.

The timber and brush cutting could be done during the summer months and the poles for tripods could be cut at the same time in order to have them ready at freeze-up time.

Estimate cost of trail, using pole tripods, is \$1500.00 which I recommend in addition to the present 1935 program. } *not now*

Yours very truly

Fred J. Spach
Fred J. Spach
Ass't. Engineer.



THE MORAVIAN MISSION
Quinhagak, Kuskokwim Bay, Alaska

April 11, 1935.



Alaska Road Commission,
Juneau, Alaska.

Gentlemen:-

By way of expressing my appreciation of your operations along our coast this winter I would like to state that the man in charge of the work, Mr. Hansen, and his crew passed through our village yesterday on their way home, having completed the staking of the trail to Goodnews Bay. Although I have not traversed the entire distance staked since it was completed I have received reports from different ones that the work was quite satisfactory. In spite of contrary ideas regarding the work and how it should have been done, which are to be expected, the newly staked trail is a great improvement and worthy of commendation.

We were also very thankful to hear that a new bridge is to be built across the creek just a few miles this side of Eek. It is greatly needed and at this time of year is always treacherous. Last year on my last trip to Eek, which is one of our Mission's out stations, we had to ford the creek through three and a half feet of water. On returning after a few days of cold weather we broke thru the ice and got a good ducking. Fortunately it was not extremely cold and shelter was within ten miles so no serious harm was suffered.

There were quite a large number of pipes left over from the staking on this side. Would it be possible to use those extra pipes to stake a trail on the other side of the Kuskokwim toward Quigillingok? It is greatly needed over there as well as a shelter cabin. Again thanking you for your work on our trail, I am,
Very truly yours,

Charles B. Michael

February 14, 1935

Mr. T. R. Conquest
Apokak via Bethel
Alaska

LHC

Dear Sir:

I have your letter of January 28, 1935 and am forwarding a copy to Mr. Fred J. Spach at Anchorage who handles the Bethel work. He will investigate further.

If we have sufficient funds this year, we will try to do this bridge job for you.

We appreciate your compliments on the trail work done and trust that the pipe staking will prove satisfactory in every respect.

Very truly yours,

Hawley Sterling,
Assistant Chief Engineer.

HS:IF

CC Spach with copy of letter from Conquest

I suggest you send word over KFQD, if not too late, and have Hansen get the exact dope on this on his way back to Bethel, including kind of bridge for crossing, length, etc. and his recommendation. Then wire us total estimated cost. If possible we will then, if O.K. put it in your program.

H.S.

13/150-3

Apokak Alaska.

I . 28. / 1935.

Mr H. Sterling.

Alaska Rode Comissioner.

Juneau Alaska.

Dear Sir.

We would like to have a ~~Bridge~~ Brige acrost a Slough or Creek on the Trail betwene hear & Eek as said Creek is Impossible to cross at times owing to the Tide Waters Backing up after Freeze up also in Soft spells .

I have had Travellers stop hear 4 Days at a Stretch owing to being onable to cross it .

This Brige would only need to be around 125 to 150 Ft long and about 4 or foot cut off with a Span around 24 ft.

The Creek is 6 mls above Apokak & 3 mls below Eek and as there are a lot of Traveling between the two Vilages besids the through Trafic a Brige is badley NEEDED.

Mr H Hansen who is on the Road Work hear in this Section is sure doing good Work in Marking the Trail I think that those Pipes with the Flags are just the thing as they not only can be Seen but Point the way that the Trail go

There will be no excuse for getting Lost as in the past as there has been some Men getting Lost and Sleeping out most every Winter.

The Trails in this part of Alaska have been badley Neglected in the Past ontill this last Summer they tell me that there was some good Work done around Good news Bay.

Now i am pleased to see the Trail Staked now if this Creek was Brigid the Winter Trail from Bethel to Apokak would be near Perfict.

Hooping that You can see Your way clear to have a Brige on this Creek

I remain

Sincearly Yours

T. R. Conquest
Apokak Via.
Bethel Alaska.

T. R. Conquest

Mr Hawley Sterling.
Road Commir Alaska Div.
Juneau Alaska.



Apokak Alaska.
Aug 30 /1935 .

Dear Sir ?

Last Winter i wrote You in regards to the Trail Staking and Praised the Work that Mr Hanson was doing it sure looked good at that time and mr Hanson told me that they were puting the Stakes in the Ground 3 Ft but at least some of them are not in the Ground over I4 Inches i am sorry to say.

It is a shame as i am sure the Pipes are the only stake But they must be put at least 36 Inches in the Ground as the first Ft is only Tundra Moss.

Some of the Stakes around hear are falling down now and more of them will as the Ground filles up with Painwater.

The Stakes should of had a Mark Painted on them at the 3ft Mark then the Foreman could see that His Men were Puting them Down.

I understand that Earl Forest is the Foreman in place of mr Hanson if so will say You have made a very Poor choice as He knows nothing about Bridging nor Trail Staking if You want a good Man for this Work Edward McCan of Bethel is a Competant Man as he has done lots of that kind of work.

Sincearly Yours.

T. R. Conquest

ALASKA ROAD COMMISSION

Anchorage, Alaska,
May 7, 1935.

Mr. Hawley Sterling,
Assistant Chief Engineer, ARC.,
Juneau, Alaska.

Dear Sir:

Referring to your letter of February 14th to Mr. T.R. Conquest of Apokak re bridge across the slough between Eek and Apokak, I attach hereto report on same from H.M. Hansen which gives his recommendation as to size etc.

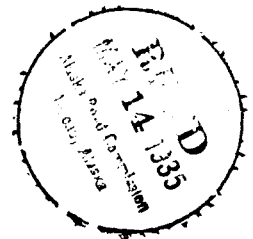
Considering the costs of the 2 suspension bridges across the Mud creeks at Goodnews Bay, one of which has a 107 foot span and the other a 116 foot span, both bridges having 18 foot approaches at each end, I would estimate the cost of this bridge south of Eek at \$ 4000.00 which would include 2 approaches 18 feet in length each.

Altho you suggested that I wire this estimate, the time of Hansen's report being so late in reaching me, this letter with Hansen's report will give you more information.

Yours very truly

Fred J. Spach

Fred J. Spach
Ass't. Engineer.



Enclosed: Copy of Hansen's report.

copy

113

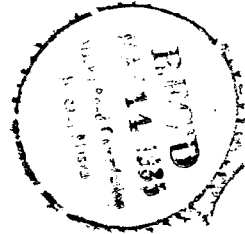
AS

13/150-3

C O P Y

Bethel, Alaska,
April 20, 1935.

Mr. F. J. Spach,
Supt. A.R.C.,
Anchorage, Alaska.



Dear Sir:

Your message over KFQD regarding measuring of the Slough between Eek and Apokak was handed to me on the trail before reaching Goodnews Bay so I measured it on my way home and found it to take a span of 110 feet from center to center of towers. I give plenty of allowances for cutting of slough, also located a good place to span slough about 1000 feet downstream from the regular trail which was the only place I could find. The slough is a tough one when the extreme high tides are in or heavy rain and can't be crossed for several days at a time. This trail is very much used between Eek, Apokak and Quinhagak also between Eek and native fish camps to mouth of Eek river, altho it is only used in winter. I carried mail down here for two years and I know the dam place well but fortunately there happened to be a couple of igloos on the bank of the slough in those days which were quite a help. When the water happened to be in the natives would always come and get me with a boat but now if the water happens to be in it is either swim or go back to Apokak, sometimes for a long stay. If the A.R.C. intends to build a bridge over this slough I would recommend exactly the same type as used in Goodnews Bay but of much lighter construction and the floor stringers should be about two feet higher from the ground to give a little more clearance in case of an unforeseen high tide. I noticed the bridges in G.N. Bay when I was over with the caboose that they could have stood an additional foot since the snow had drifted to within 2 feet from the deck and glaciated; also please don't forget the approaches.

Now that we are interested in bridges, what about one for Bethel slough? The one over Bethel Slough has to fall whether she likes it or not. I took Mr. Forrest over and showed him the bridge and told him to pull it down so no one could cross and get hurt. The bridge stringers are hanging in a couple of cables and will slip out at any time with the least shaking.

We measured the distance for a new bridge in case the ARC would take the notion to surprise the people of Bethel, Akiakchak and Akiak with a new bridge to replace the old one.

The distance is 130 feet from center to center of caps; recommend the bridge to be of the same type as G.N. Bay with the exception that it be 2 feet higher from the ground and with long

Sheet 2- Hansen's bridge report.

approaches and a few extra planks for mud sills and the decking not over 1-1/4 inches. The ones in Goodnews Bay were 2 inches full and that was a load of its own.

Thanking you in advance for what we like to get

Yours sincerely

H.M. Hansen

April 30, 1935

Mr. Charles B. Michael
Quinhagak, Alaska

Dear Sir:

Your comments on the trail staking between Apokak and Goodnews are appreciated.

Building of the bridge near Ek is an indefinite matter at this time and depends upon funds being available.

The matter of using the extra pipe for staking of trail toward Quigillingok is being referred to Mr. Fred J. Spach who has charge of the district.

Yours very truly,

Ike P. Taylor,
Chief Engineer.

CC Spach with copy of Michael's letter

Mr. Spach:

Please handle through recommendations from Hansen.

IPT

HS:IW