

March 11, 1935

Mr. R. J. Kinney
Superintendent, A. R. C.
Nome, Alaska

Dear Sir:

With reference to the trail work requested around Shungnak, you are authorized to take care of any of this that you consider necessary out of your permanent trail allotment. The bill that they mention in the petition was never passed, so far as I know. However, the Territory is cooperating with us for practically all projects in the Second Division to the extent of its available funds.

Very truly yours,

Ike P. Taylor,
Chief Engineer.

IPT:IN

RG 30, FRC Seattle,

FRC BOX 65638

Q 04/04

c-09T/CT

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

NOME, ALASKA,
February 21, 1936

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

Dear Sir:

Enclosed please find petition and correspondence relative to road and trail work around Shungnak. (What is now Kobuk P. O., about five miles up Kobuk river from Shungnak P. O. and eight miles above Shungnak Village and school.

The "Martin" referred to in H. O. Brown's letter of November 9th is G. rnet Martin, Representative from Nome, who introduced the bill in the last session for investigation of conditions (aimed especially at lack of mattresses as he informed me) in ARC camp on tram road. From the tone of their petition (expectation of two thousand dollars cash) it appears there might be a good reason why Mr. Martin ran so high in the Kobuk country.

I recommend, if our permanent trails funds permit, some work be done between Kobuk P. O. and Dahl creek. This trail would lead directly to the Kobuk landing field, as well as to the mining on Dahl creek. This would be a continuance of our Kotzebue - Shungnak route, or if a new name and number were assigned, which would probably be better, it might be known as "Kobuk - Dahl Creek, Route 41-AB."

For your information we are not sending Mr. Hesse a copy of this petition, but no doubt you will bring it to his attention.

Yours very truly,

Ross J. Kinney
Ross J. Kinney,
Superintendent.



H. O. BROWN

General Merchandise

Dealer in Furs

KOBUK, ALASKA

Jan 28 - 1931

Mr. Ross J. Kinney
Nome Alaska

RJK

1/21/31

Dear Sir

I acknowledge receipt of your letter of December 3. In regards about the two thousand dollars I know that the government dont send any cash around the country to have work don on trails and roads. I was talking to Paul Preimer and also let him read your letter and said we never got any mon from the road commission for to make any trails and that we need one thousand dollars to fix up the trail from Kobuk Post Office to the head of Dohl Creek there has got to be four bridges put in this side of the landing field and one bridge about one mile above Slayok and the trail cut out and he thought one thousand would not do all the work. So you can use your own judgement as I told you before

Sincerely yours

H. O. Brown

Nome, Alaska,
December 3, 1935

Mr. Harry O. Brown,
Kobuk, Alaska.

Dear Sir:

We acknowledge receipt of your letter of November 9, also the petition from all the good people around Shungnak and Kobuk, for the improvement of roads and trails. Now of course we both know that you do not have any roads around Shungnak and Kobuk. We have on our list of trails the Kotzebue-Shungnak trail and the Kiana-Selawik-Shungnak trail.

As I understood, when we talked about trails last fall, it was a new trail you people wanted; from Kobuk Post Office to the mining section up Dahl creek. I can authorize work on an established trail, but I cannot do any work on a new road or a new trail without authority from Juneau.

Of course you understand I could not send you the two thousand dollars in cash, but when I find out just what you need and what done, I shall be glad to give it consideration and will recommend it if it appears worthy. I have walked to Dahl creek from Kobuk Post Office around the lake and sloughs, and know it is a tough trail. If that is the trail you have reference to, please advise which would be the best route to follow in your opinion. Would it be better to follow the old trail or follow down the Kobuk river towards mouth of Dahl and then up Dahl creek?

Very truly yours,

Ross J. Kinney,
Superintendent, A. R. C.

H. O. BROWN
GENERAL MERCHANDISE
DEALER IN FURS
KOBUK, ALASKA

Nov 9 - 35

Mr Ross Kenny
Nome Alaska

Dear Mr. Kenny

You will find inclosed a
petition what we was talking about
Goyal had the only typewriter up here
and I told him to type it out but he
did not type it the way I told him he
was talking to Dunbar if I spelled it
wright he was up here and he also got a
letter from Master at Nome that is where
he got the Bill No and all that red tape
so do not pay any attention to that dope
I told him to make out the petition that
we need some money for making trail and
staking trail but he had to have his
way

Sincerely Yours

H O Brown

Petition To Mr Ross J. Kelly.
Road Commissioner Second
Division Territory of Alaska.

Dear Sir.

In the House, House, Bill No. 127.
In The Legislature Of The Territory Of Alaska. Twelfth Session. A BILL. An Act directing the Territorial Board of Road Commissioners for Alaska. to expend, from the allotment to the Second Judicial Division of Alaska, for construction, repair and maintenance of roads, trails, Bridges and Ferries, the sum of Two Thousand Dollars (\$2,000.00), to be used for repairs of roads and trails at Shungnak, Alaska."

Be it Enacted By The Legislatature of The Territory Of Alaska; Section I. The Territorial Board Of Road Commissioners Of Alaska is hereby instructed to expend, out of the mon~~ey~~s appropriated at this Session of the Territorial Legislature, for the construction and maintenance of roads, trails, bridges, and ferries in the Territory of Alaska, and which may be allotted to the Second Judicial Division of Alaska, the sum of Two Thousand Dollars (\$2,000.00), or so much thereof as may be Necessary, for the purpose of repairs to roads and trails at Shungnak Alaska,

NOW, THEREFORE, we Citizens of Shungnak Alaska, hereby Petition you as our Road Commissioner, to foward us the whole amount of the Two Thousand Dollars as enacted by the Legislature of Alaska, and we will fix up as much of the Trail as the said amount of Money will go,

<i>Paul Piemer</i>		
<i>H. Brown</i>		
<i>Mabel Brown</i>		
<i>William Dugan</i>		
<i>S. N. Goodwill</i>		
<i>B. A. Montague</i>		
<i>F. Strubley</i>		
<i>Lewis H. Hays</i>		

Ellie Lloyd

Michael Moran

Charlie Cleveland

Herman Pohl

Jonas Ward

Mrs Jonas Ward

Johnny Hobson

David Black

Nina C. Cox

Frank Tobrik

Lawrence Gray

Mark Cleveland

Stuart A. Widener

Mrs. Stuart A. Widener

Fred Johnson



Kobuk Alaska.
June 4th 1935,

Mr. Ike. Taylor. Road Commission.
Juneau Alaska.

Dear Mr Taylor.

Regarding Hous Bill No.127. Twelfth Session.

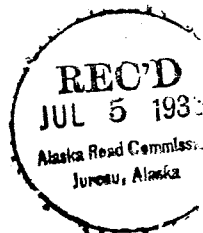
Directing the Territorial Board of Road Commissioners for Alaska, to expend, for the allotment to the second Judicial Division of Alaska, for construction, repair and maintenance of roads, trails, bridges and ferries the sum of Two Thousand Dollars (\$2,000.00. to be used for repairs of roads and trails at Shungnak Alaska,

Now Mr Taylor wont you please push this thing along together with Mr Hesse and get us the necessary money for the Trails, and the Road Phones, these things are absolute necessities, especley as it is after the spring thaw, its almost impossible to go to the Village for supplies Mail or at times of elections. its bad enough for the Men Felks with their Hip B Boots, but think of the Woman felks wading through such sluch to get down to Vote, or to the stores for supplies during the opan season. We are only asking for Two Thousand as we figured that would fix up the worst part of the worst of the Trails, and as for the Road Phone we are suearly in need of it, several times this last winter their has been calls for medical ade, and no way of calling for help, Think what would Peit Barrow have done if they hadent the Wireless to call for HELP,

Thanking You,
Very Truly yours.

Lewis Lloyd

Mr G.W.Martin. House Representative Filed my letter with Mr.Hesse, so that he will not forget what we want at Shungnak ;



85

TELEGRAM

3-80

RECEIVED at

XXXXXX 82K C 105 0B

KOTZEBUE ALS APR 17 1926

Handwritten signatures and initials: JMD, Hct, M, etc.

OLIVER

JUNEAU

HAVE MADE PORTAGE TRAIL LOCATION AND CONTRACTED WITHIN YOUR LIMIT
 FOR STAKING ACROSS CAPES KRUSENSTERN COMMA THOMPSON AND RISBURN STOP
 TOTAL DISTANCE SIXTY FOUR MILES STOP INSPECTED TRAIL AND SHELTER CABIN
 CONDITIONS FAR AS WAINWRIGHT TOTAL DISTANCE FROM NOME MEASURED BY CYCLOMETER
 SEVEN HUNDRED THIRTY SEVEN MILES STOP DELAYED BY STORMS SEVEN DAYS OR WOULD
 HAVE REACHED POINTBARROW STOP KEEWALIK POINTBARROW ROUTE MUCH IN NEED SHELTER
 CABINS AND DOGS HOUSES STOP REQUEST AUTHORITY TO CONCENTRATE ALL NEW
 CONSTRUCTION SHELTER CABINS THIS YEAR ON THIS ROUTE COMMA RESERVING
 NECESSARY AMOUNT FOR REPAIRS AND IF APPROVED WILL SUBMIT RECOMMENDATIONS

13/161

ALASKA ROAD COMMISSION
 JUNEAU ALASKA
 APR 17 1926
 FILE

WASHINGTON-ALASKA MILITARY CABLE AND TELEGRAPH SYSTEM

TELEGRAM

3-807

RECEIVED at

82K C PAGE 2

LOCATIONS STOP PLANNING LEAVE FOR NOME EIGHTEENTH

KINNEY

937PM

ALASKA ROAD COMM.
JUNEAU ALASKA
APR 17 1926
FILE

NATIONAL CORPS, UNITED STATES A

WASHINGTON-ALASKA MILITARY CABLE AND TELEGRAPH SYSTEM
TELEGRAM

60

GOVERNMENT PRINTING OFFICE

ALASKA ROAD COMMISSION
JUNEAU ALASKA
MAR 29 1926
FILE 1926

RECEIVED AT 48K C 129 OB 3 EXTRA

POINTHOPE ALASKA VIA KOTZEBUE ALS MAR 29 1926

OLIVER JUNEAU ALS

ARRIVED POINTHOPE EVERYTHING OK STOP HAVE MADE RECONNAISSANCE CAPE KRUSEN-
STERN AND CAPE THOMPSON PORTAGES ACCOMPANIED BY PROSPECTIVE CONTRACTOR AND
TRAIL LOCATION PRACTICALLY MADE STOP PROCEEDING TODAY TO RECONNOITER
AUKALVRIK PORTAGE STOP RECOMMEND TWO BY FOURS AT KOTZEBUE BE CUT FIVE FEET
FOUR INCHES INSTEAD OF EIGHT FEET AS SNOW FALL INVARIABLY LARGE AND STRONG
WINDS SWEEP TUNDRA STOP WOULD PLANT FEW EIGHT FOOT WHERE DANGER DRIFTING
STOP FROM KOTZEBUE TOWARDS KOBUCK ELIMINATING MOST OF ANNUAL STAKING
SURPLUS STAKES CAN BE USED FOR PERMANENT STAKING ALSO IMPROVE OLD
STAKING ACROSS CAPE BLOSSOW PORTAGE STOP MOST URGENT NEED SHELTER CABINS
AND DOG BARN ALONG THIS MAIL ROUTE STOP MAIL CARRIERS HAD SEVEN DOGS
FROZEN ON ONE TRIP STOP WILL CONTINUE TOWARD POINTBARROW FAR AS PRACTICAL
FOR SAFE RETURN

KINNEY 150P

Handwritten signature and initials

SIGNAL CORPS, UNITED STATES ARMY

WASHINGTON. ALASKA MILITARY CABLE AND TELEGRAPH SYSTEM
TELEGRAM

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73KM 81 0B

BOTZEBUE ALASKA MAR 12 1926

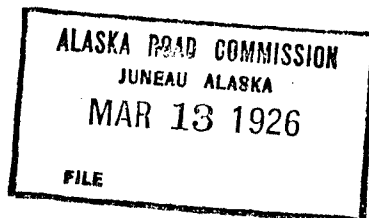
OLIVER

JUNEAU

RE TWENTY SEVEN TONS TWO BY FOURS FOR TRAIL STAKES
 HERE WOULD COST ABOUT FOUR THOUSAND DOLLARS TO FREIGHT BY
 DOG TEAMS TO POINTS NEEDED STOP PROHIBITIVE STOP CAN FREIGHT
 SAME BY BOAT COMING SUMMER FOR ABOUT FOUR HUNDRED STOP
 THIS MEANS STAKES CANNOT BE DISTRIBUTED ALONG TRAIL TILL NEXT
 WINTER AND DRIVE SUMMER FOLLOWING STOP EXPECT LEAVE TOMORROW FOR
 POINTHOPE AND GO FAR AS POSSIBLE TOWARDS BARROW STOP ANTICIPATE
 CHANCE SEND YOU MESSAGE VIA NATIVE CARRIER BEFORE MY RETURN HERE

KINNEY

10 45P



*See file 23/20 for
 instructions to furnish
 above information*

13/161

12

SIGNAL CORPS, UNITED STATES ARMY TELEGRAM

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

15KM 38 0B

NOME ALASKA JUNE 12 1925

OLIVER

JUNEAU

YOURS EIGHT WINTER STAKING KOTZEBUE POINTBARROW WINTER TRAIL DO ADVIS
THAT YOU PURCHASE STAKES OUT OF AVAILABLE FUNDS FOR PERMANENT STAKENG
COMMA AS MUCH TIME IS REQUIRED TRANSPORTING STAKES TO KOTZEBUE
ALSO FROM KOTZEBUE TO THE TRAILS LOCATIONS

LUKENS

846A13

[Handwritten signature]

FILE
JUN 13 1925
JUNEAU ALASKA
ALASKA ROAD COMMISSION

13/161

FILE
JUN 13 1925
JUNEAU ALASKA
ALASKA ROAD COMMISSION

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

RECEIVED at

10 / F 109 JB

NOME ALASKA JUNE 8 1925

OLIVER...CORDOVA ALASKA

FURTHER INFORMATION KOTZEBU POINT BARROW WINTER TRAIL PERMANENT STAKING THE FOLLOWING SECTIONS HAVE BEEN RECOMMENDED STAKED SECTION OF ELEVEN MILES BETWEEN THE MOUTH OF NOATAK RIVER AND KIVALINE ^{AND} SECTION OF EIGHTEEN MILES ACROSS LOW BILL PORTAGE HILL AND BACK OF CAPETHOMPSON AND SECTION OF THIRTY FIVE MILES FROM AUKALURIK SHELTER CABIN WHICH IS ABOUT FOURTEEN MILES NORTH OF POINT HOPE THE STAKED SECTION TO EXTEND FROM AUKALURIK CABIN ON NORTH ACROSS THE AUKALURIK PORTAGE TO THE COAST STOP TOTAL MILES THIS TRAIL TO THE STAKED SIXTY FOUR MILES AT SIXTY DOLLARS PER MILE TOTAL COST THIRTY EIGHT HUNDRED FORTY DOLLARS CUMMA MINUS SIXTEEN HUNDRED DOLLARS COST STAKES LANDED KOTZEBU CUMMA LEAVING TWENTY TWO HUNDRED FORTY DOLLARS FOR FIELD CONSTRUCTION RECOMMEND THAT STAKES BE SHIPPED IN FOR THIS WORK ON STEAMER LEAVING

Form 125

SIGNAL CORPS, UNITED STATES ARMY

WASHINGTON-ALASKA MILITARY CABLE AND TELEGRAPH SYSTEM
TELEGRAM

3-8074

RECEIVED at

TO V F 109 03 SHEET NUMBER 2

SEATTLE JUNE TWENTY FOR KOTZEBU DIRECT THIS COST TO BE
DEDUCTED FROM THE NINETEEN TWENTY SIX ALLOTMENT STOP TO DATE
HAVE NOT BEEN OVER THE ROUTE AND IT IS MY
SUGGESTION (OUTLINE TO YOU COMMA ADVISE YOUR DISPOSAL

LUKEINS

406PM

Juneau, Alaska, June 5, 1925

Oliver, A.R.C.
Chitina, Alaska

FOLLOWING TO YOU FROM LUKENS QUOTE SUBMITTING THE FOLLOWING TRAIL STAKING PERMANENT WORK
COMMA WEST OF NOATAK TOWARDS KIVALINA SECTION OF ELEVEN MILES COMMA PORTAGE OVER THE LOW
HILLS BACK OF CAPE THOMPSON DISTANCE EIGHTEEN MILES COMMA ANKALALIX DISTANCE THIRTY FIVE
MILES STOP ESTIMATE THE ABOVE TRAIL WORK TO COST SIXTY DOLLARS PER MILE COMMA IT IS POSSIBL
THAT SPRUCE STAKES CAN BE GOTTEN OUT IN THE KOTZBUE DISTRICT AND SHIPPED THROUGH DO NOT
ADVISE STOP ROAD VISE THE FOLLOWING THAT STAKES BE PURCHASED IN SEATTLE AND SHIPPED DIRECT
TO KOTZBUE COMMA SEVENTEEN HUNDRED PIECES OF TWO INCH BY FOUR INCH SIXTEEN FEET LONG
REQUIRED COMMA ESTIMATED COST LANDED SIXTEEN HUNDRED DOLLARS STOP SHOULD BE SHIPPED ON
STEAMER LEAVING SEATTLE JUNE TWENTY IF ACCEPTEED UNQUOTE LUKENS JUNEAU PURCHASE AND FREIGHT
PROGRAM NOW CLOSELY ESTIMATED OVERRUN NINE HUNDRED THREE DOLLARS COMMA THIS REQUEST IS
SIXTEEN HUNDRED ADDITIONAL OVERRUN PROGRAM STOP APPROVED PURCHASES INCLUDE TWENTY ONE
HUNDRED ABOVE STAKES NOME SIZES ONE BY TWO INCH BY SIX FEET FIVE THOUSAND NOME SAME
NUMBER DEERING STOP IF THIS LARGE OVERRUN APPROVED SHIPMENT GOES ON TWENTIETH PLEASE
ADVISE

Fisher

HEF/RMJ

116

SIGNAL CORPS, UNITED STATES ARMY
TELEGRAM

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

121KC 118 0B

NOME ALS, JUNE 4 1925

OLIVER

JUNEAU ALS

1 SUBMITTING THE FOLLOWING TRAIL STAKING PERMANENT WORK COMMA WEST OF NOATAK TOWARDS KIVALINA SECTION OF ELEVEN MILES COMMA PORTAGE OVER THE LOW HILLS BACK OF CAPE THOMPSON DISTANCE EIGHTEEN MILES COMMA AUKALALIK DISTANCE THIRTY FIVE MILES STOP ESTIMATE THE ABOVE TRAIL WORK TO COST SIXTY DOLLARS PER MILE COMMA IT IS POSSIBLE THAT SPRUCE STAKES CAN BE GOTTEN OUT IN THE KOTZEBUE DISTRICT AND SHIPPED THROUGH DO NOT ADVISE STOP ROAD VISE THE FOLLOWING THAT STAKES BE PURCHASED IN SEATTLE AND SHIPPED DIRECT TO KOTZEBUE COMMA SEVENTEEN HUNDRED PIECES OF TWO INCH BY FOUR INCH SIXTEEN FEET LONG REQUIRED COMMA ESTIMATED COST LANDED SIXTEEN HUNDRED DOLLARS STOP SHOULD BE SHIPPED ON STEAMER LEAVING SEATTLE JUNE TWENTY IF ACCEPTED ...LUKENS...1059PM

April 10, 1925.

Mr. William A. Thomas, et al
St. Thomas Mission
Tigara, Alaska.

Gentlemen:

Receipt is acknowledged of letter and petition of January 22, 1925 addressed to our Assistant Superintendent, Charles D. Jones of Nome, Alaska, concerning work between Kotzebue and Point Barrow.

As you know we have been working on the improvement of the Point Barrow trail for several years and have now gotten considerable work done from its connection with the Kaltag-Nome trail as far north as Kotzebue, and have constructed shelter cabins as far north as Cape Lisburne. We hope to continue this work during the succeeding years so as eventually to accomplish the work recommended in your petition.

This work will be in the hands of our Nome Superintendent, Mr. Walter W. Lukens.

Assuring you of our interest in this route, I am,

Yours very truly,

James G. Steese
President
Alaska Road Commission

JGS/RMJ

Copy to Lukens

Note to Lukens: Recommendations in question are inclosed herewith for your information and report. Such of this work as may fit into your coming season's operations and is possible within the funds, you have available, is authorized.

JGS.

This map section should
go with section, as shown
Route 41-B.

Showing Barrow trail.

W. W. F.

File 107

TABLE OF TRAIL DISTANCES

Distances between Nome and Point Barrow, Compiled by Alaska Road Commission.

<u>Miles</u> <u>from</u> <u>Nome</u>	<u>Station</u>	<u>Accommodations</u>	<u>Distance</u> <u>between</u> <u>Stations</u>
21	Safety	R. H.	21
33	Solomon	"	12
48	Topkuk	S. C.	15
53	Bluff	R. H.	5
66	Cheokuk	S. C.	13
78	Golovin	R. H.	12
96	Walla Walla	S. C.	18
104	Elim	R. H.	8
115	Moses	S. C.	11
131	Isaacs Pt.	R. H.	16
149	Koyuk (mouth river)	"	18
162	Dime Landing	Store (Pfaffle Co.)	13
169	Haycock (Dime Creek)	R. H.	7
173	Peace River	McCoy's Cabin	4
180	Sweepstakes Creek	Smith's mining camp	7
188	Kivalik River	McCoy's old cabin (N.G.)	8
201	Quartz Creek	R. H. & S. C.	13
210	Snyder's	Old R. H. (Cabin)	9
228	Candle	R. H.	18
237	Kivalik	"	9
251	Choris Pen.	S. C.	14
271	Arctic Circle	"	20
291	Riley Wreck	"	20
310 -	Kotzebue	R. H.	19
319	Sheshalik	Igloos	9
335	Chas. Allen's	Igloo	16
342	Talikoot	"	7
360	Kilikmak	Trapper's Cabin	18
369	Okolikshook	S.C. & Dog Barn	9
377 380	Epeokvik	Igloo	7 11
380 389	Utonok	"	4 9
394	Kivalina	B. of E. Schoolhouse	5
407	Cape Seppings	Igloos	13
420	Singawkalik	"	13
433	Cape Thompson	"	13
454	Koonkook	"	21
473	Pt. Hope	B. of E. School & Mission	19
485	Tuckfields	Capt. Tuckfield's home	12
506	Aukarlurik	S. C. & Dog Barn	21
525	Ahyautuk	Igloos	19
540	Corwin Coal Mine	Coal Mine Cabin	15

13/16/1-0

September 24, 1945

Mr. John D. Hudert,
Assistant Superintendent, A. R. C.,
Nome, Alaska.

Dear Sir:

Your letter of August 30 regarding buildings of Mr. Archie Ferguson, addressed to the Land Office at Nome, has been referred through the Field Examiner at Anchorage to this office.

Unfortunately there are no prescribed rights of way for roads on public domain. Consequently, all the road right of way we can hold is the amount we are using. It is agreed it is unreasonable for Mr. Ferguson to restrict the road width to 20 feet by the construction of buildings but there is no punitive action that either the General Land Office or the Alaska Road Commission can take. It is possible that when Mr. Ferguson attempts to acquire title to that portion of the public domain he is now occupying, that some reserve can be made for road right of way across his property. This is a matter, however, which must be left to the Field Examiner of the General Land Office.

It is requested that in the future matters requiring action with other agencies be referred to this office for action in order to avoid possible conflict.

For our records please furnish a sketch from memory showing the situation as it now exists.

Very truly yours,

Ike P. Taylor,
Chief Engineer.

CC: GLO, Juneau.
IPT:JJ

13/166-3

Nome, Alaska
August 30, 1945

Land Office,
Nome, Alaska.

Dear Sirs:

On a recent inspection trip to Kotzebue, Alaska, a condition was brought to my attention which should be checked and rectified at the earliest opportunity.

In direct violation of one of your statutes, regarding the placement or erection of an obstruction on land allotted for road purposes and for public domain, Mr. Archie Ferguson has erected a warehouse on the west side of the road. The road goes between this building and his store and the distance between them does not exceed twenty feet.

This also creates a drifting snow condition that will inconvenience those using the road, and public opinion is decidedly against this building remaining in its present location.

The above statements can be verified by Rev. O'Connor, catholic missionary, Mr. Rotman, trader, and others.

In checking on this matter I find that Mr. Ferguson does not have any previous approval from the Nome Land Office, and evidently is doing this on his own initiative.

This building should be moved and I look for your earliest cooperation.

Very truly yours,

John D. Hudert,
Assistant Superintendent.

COPY

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF BIOLOGICAL SURVEY
ALASKA GAME COMMISSION

McGrath, Alaska
Sept. 14, 1932

Mr. H.W. Terhune
Executive Officer,
Alaska Game Commission
Juneau, Alaska.

Dear Sir:

According to your instructions, I thoroughly examined the road from Candle landing to Candle creek.

This road has not been used by wagon teams for several years and is in bad condition. Willow brush has grown up in the middle of the road four and five feet high in places and no attempt has been made to clear. Several small bridges over natural creeks have fallen due to rotting of the logs. In its present condition, I would call it a good trail for this country for pack horse or dog teams. Between the landing and the mountains are two long narrow lakes, which were formerly sloughs to the main river. These lakes are used in their natural condition by several colonies of beaver. The road crosses the first of these lakes by a bridge which is still above water and dry. The road parallels the second lake for about a mile before it begins to ascend to the hills. At one place there is an outlet from this lake into the first lake. At this outlet the beaver have raised the level of the lake with a small dam above the road and this causes the water to overflow the road for about seventy-five feet to a center depth of about one foot. Close to the dam there is a beaver house about fifteen feet high and thirty feet long. There is a similar house about a half mile up the lake. There is ice in the lakes now and the beaver are ready for winter. The small dam raises the level of the lake about one foot.

I am certain that I could crib up with poles and bridge this place easily in two days, making a dry crossing without disturbing the beaver. Several others who have used the trail this summer say the same thing and also state that they experienced no difficulty in using the trail.

About eight hundred pounds were hauled over the trail this summer with dogs. As far as I can determine there is less than a ton to be hauled over this winter and as the freeze up is not far off, this can be done with little difficulty. There is no other place where beaver have disturbed the trail.

I interviewed D.D. McDonnel at Candle creek. He states that his main reason for wishing to destroy the dam at this time is that he will have no time next spring. I got him to admit that he could get his freight in this fall without much trouble. Personally, I am not at

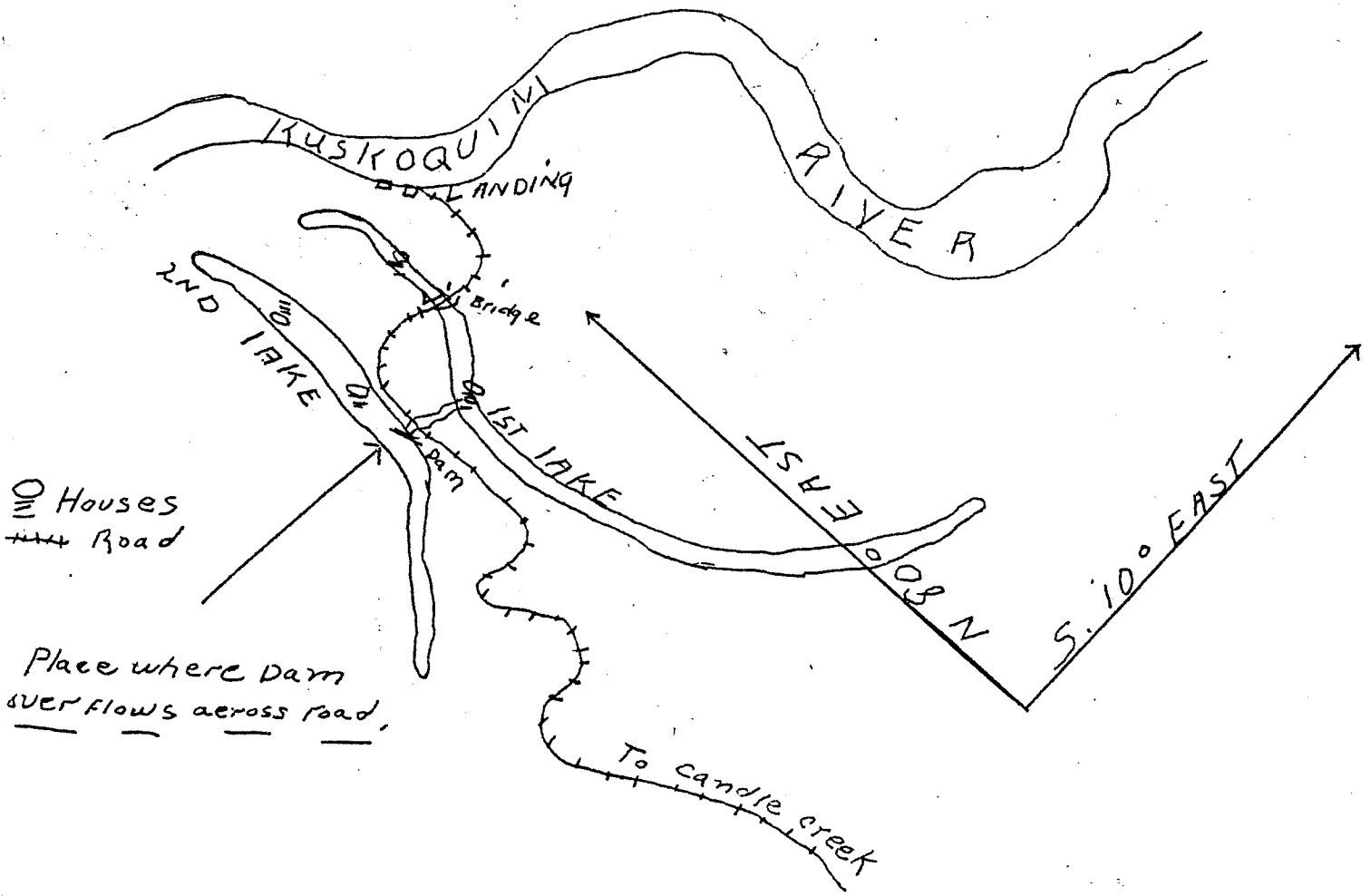
all sure that he has any freight to haul. I suggested that he make an effort to trap the beaver this winter and apply for permission to destroy the dam next spring when the beaver left could move to some other location. This did not meet with his approval and he stated that the only way to get rid of the beaver was to break the dam now and trap and kill them as they attempted to repair the damage. He stated that he thought it was up to the road commission to handle the affair as they assisted the dredging company in building the road and that he did not suppose the government would do anything to help the small operator.

The whole affair seems like propaganda to me and I think that if McDonnel is sincere he could apply for permission to break the dam next spring and not inconvenience himself to any great extent. I also believe that a good sportsman would use the trail without molesting the beaver.

Very trully Yours,

/s/ GRENOLD COLLINS
Dep. Alaska Game Warden.

Note: A rough sketch below shows position of road in relation to lakes.



UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF BIOLOGICAL SURVEY
ALASKA GAME COMMISSION
JUNEAU, ALASKA

October 19, 1932

Mr. Hawley Sterling,
Superintendent, Alaska Road Commission,
Takatna, Alaska

Dear Sir:

I wish to thank you for your wire of October 8 regarding the McDonell trail matter on Candle Creek.

I have suspected that this was another one of the many small matters that have been brought up to try to embarrass Warden Hallson.

In view of the circumstances and as a result of a personal investigation made by Deputy Warden Collins, who is assisting Hallson, we shall allow this matter to remain as it is until spring when, if the necessity arises, we can have the dam removed.

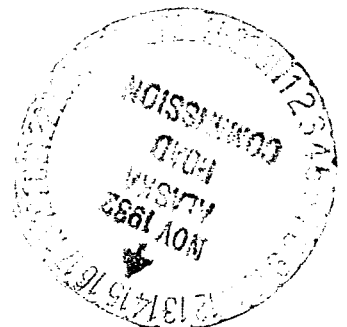
Yours very truly,



H. W. TERHUNE
Executive Officer

HWT:McL

13



13/168-2

KUSKO

ALASKA SATURDAY, OCTOBER 1, 1910

WHICH MOST IMPORTANT— MINING OF GOLD, OR PRO- TECTION OF BEAVER HOMES?

Dan McDonell, well known mining man operating at Candle, wants to mine. To do this he must transport supplies from McGrath to Candle. On this road to Candle, however, the building of beaver dams have blocked transportation, as alleged by Mr. McDonell. He appealed to the Alaska Road Commission. The A. R. C. passed. Appeal then went to the Alaska Game Commission, with no result. And there you are.

Mr. McDonell a few days ago dispatched a telegram to Delegate Wickersham, as follows:

"Delegate James Wickersham, Juneau: Have received no satisfaction from Game Commission or Governor in regard to destruction of Candle Creek road. I am not asking any money from the Government for road repair; just want permission to keep road usable to my mine from river. Evidently the Alaska Game Commission and Governor value the few beaver as of more importance to this community than my mining operations. I am sending a copy of the correspondence to the press.

D. S. McDONELL."

Department of the Interior
Alaska Road Commission
Taketna, Alaska.

July 5, 1937

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



[Handwritten signature]
13/168-2
[Handwritten initials]

Dear Sir:

In reply to your letter of April 26th relative to the Road from Candle Landing to Candle Creek, I was in McGrath June 19th and talked to Ted Strandberg, son of Dave Strandberg; Ted has charge of the Candle Creek mining project and at the time of my interview with him he had a few men cutting out the brush and niggerheads on what they call the old summer trail from McGrath to Candle and which leaves the Kuskekwin about eight miles below McGrath and follows a ridge to lower Candle creek from which place they can follow the old tailings up to where they intend to operate first. Dave Strandberg told me the same thing July 3d when I came to Taketna from Bethel on the same plane with him; Dave also said that their tractor road was in shape so they would be able to take their dragline and tractor over it but he did not ask anything about the old road from the landing to Candle; whether or not they still plan on using the old road for hauling supplies I do not know but I will be in McGrath again the latter part of this week and will inquire and report on same later.

Yours very truly
Fred J. Spach
Fred J. Spach - Assistant Engineer

April 26, 1937

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

Dear Sir:

Reference your letter of April 16 regarding road to Candle Creek, you are advised that it will not be possible to allot as much as \$10,000 for this project.

However, it may be possible a little later to provide some funds on a cooperative basis for the construction of bridges.

It is requested that you visit this project as soon as convenient after going to Takotna and advise if, say, \$3,000 would be of any benefit.

Very truly yours,

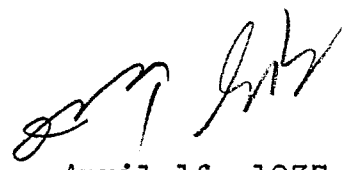
Ike P. Taylor,
Chief Engineer.

IPT:IN



13/168-2

Department of the Interior
Alaska Road Commission
Anchorage, Alaska.


April 16, 1937.

Subject: Route 33-G, Candle Ldg.-Candle Creek

To: Alaska Road Commission, Juneau.



Dear Sirs:

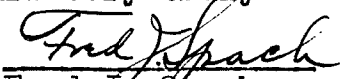
I have recently been interviewed by Mr. Harold Strandberg on rehabilitating the above mentioned nine miles of road. He stated that they will receive 300 tons of freight for Candle creek this season and altho a good share of it will be transported from McGrath by plane, the machinery and oil will have to be hauled over the road.

I walked over this road in 1933 and found that the bridges were all broken or rotted down and the corduroy which is exposed to the air, in many places, was also rotten.

As this company include a dragline and bulldozer in their outfit, Strandberg stated that they would do the necessary grading over the hill if the Alaska Road Commission would build the bridges and repair the corduroy.

Outside of the cooperation from Strandberg's we would require \$10,000. to put this road in shape for tractor hauling purposes.

Yours very truly


Fred J. Spach
Assistant Engineer

Department of the Interior
Alaska Road Commission
Anchorage, Alaska.

April 16, 1937.

Subject: Route 33-G, Candle Ldg.-Candle Creek

To: Alaska Road Commission, Juneau.



Dear Sirs:


I have recently been interviewed by Mr. Harold Strandberg on rehabilitating the above mentioned nine miles of road. He stated that they will receive 300 tons of freight for Candle creek this season and altho a good share of it will be transported from McGrath by plane, the machinery and oil will have to be hauled over the road.

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Outside of the cooperation from Strandberg's we would require \$10,000. to put this road in shape for tractor hauling purposes.

Yours very truly


Fred J. Spach
Assistant Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF BIOLOGICAL SURVEY
ALASKA GAME COMMISSION
JUNEAU, ALASKA

Slattery

March 8, 1933

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

MP
gpt. HS

Dear Mr. Taylor:

Confirming our conversation of the 6th in which you granted authority for Warden Hallson of McGrath to obtain a half a box of dynamite from your supply in the Tacotna district and to purchase fuse and caps from the Northern Commercial Company for use in removing a beaver dam near the Candle Creek road, we are enclosing for your information copies of correspondence with Warden Hallson concerning the above.

13/168-2

Yours very truly,

H. W. TERHUNE
Executive Officer

By *E M Goodard*
Acting

EMG:McL

Encl.

*Copy for Tacotna files
Done
gpt.*



(COPY)

McGRATH ALASKA 2PM MAR 6 1933

ALASKA GAME COMMISSION
JUNEAU ALASKA

PLEASE OBTAIN FROM ROAD COMMISSION PERMISSION TAKE PROBABLY HALF
BOX DYNAMITE COMMA CAPS AND FUSE FOR USE REMOVING BEAVER DAM NEXT
SPRING NEAR CANDLE CREEK ROAD STOP CACHE DYNAMITE BOTH AT YANKEE
CREEK AND BERRYS LANDING BUT CAPS AND FUSE LOCATED ELSEWHERE

HALLSON

JUNEAU ALASKA MARCH 8 1933

ODDIE HALLSON
ALASKA GAME WARDEN
MCGRATH

RETEL SIXTH PERMISSION OBTAINED FROM ARC TAKE HALF BOX DYNAMITE EITHER
YANKEE CREEK OR BERRY LANDING STOP IF CAPS AND FUSE UNAVAILABLE PURCHASE

SUFFICIENT SUPPLY NCC COMPANY CHARGED TO ARC STOP SIGN INVOICE WITH
SEPARATE NOTATION ATTACHED SHOWING PURPOSE USED

GODDARD ACTING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF BIOLOGICAL SURVEY
ALASKA GAME COMMISSION
JUNEAU, ALASKA

November 2, 1932

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

Handwritten initials and scribbles

Dear Mr. Taylor:

As I promised you yesterday, there is enclosed here-
with copy of letter from our Deputy Warden Collins reporting
on his investigation of the McDonnel-Candle Creek road controversy.

Yours very truly,

Handwritten signature of H. W. Terhune

H. W. TERHUNE
Executive Officer

13/168-2

HWT:McL

Encl.

Handwritten initials: JWL and AS



July 15, 1938

Mr. Fred J. Spach
Takotna, Alaska

Dear Sir:

As it now appears very probably that Mr. Hesse will set up some funds for work on the Nixon Fork-Takotna Road, I am arranging for the shipment of the shovel and trucks from Bethel to McGrath on the last upriver boat. I am also placing requisitions for spare parts for trucks and the shovel which you made up last winter, as well as a requisition for additional gas, diesel and lubricating oil. Copies of these requisitions are enclosed. It is presumed that it will be necessary to have someone at Bethel to load this equipment and if such action is necessary you are authorized to send Beeler down by plane to handle this.

In anticipation of work on this project it is desired to determine whether we are overlooking a more practicable route from Candle to Takotna than the one from Nixon Fork. For this reason it is requested that you make the trip suggested in my recent letter over this route so that we may know something about the comparative cost of completing the route already opened up as against abandoning that and going from Candle.

Very truly yours,

Ike P. Taylor,

Original filed 8/1/38

19168-4

Juneau Alaska July 31 1937

Spach
Takotna

Three thousand dollars transferred from JP to Field and program increased two thousand dollars Nixon Fork Road allotment number fourteen comma five thousand dollars issued date stop While possible Territory may be position allot additional funds later unable to get definite commitment now stop Suggest you reduce crew with a view to operating equipment for entire open season probable Hesse may visit Takotna before end of August

Taylor

Original filed 21/

12/168-11

Form 125K

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

GOVERNMENT PRINTING OFFICE

CS-8481

RECEIVED AT
285 D AB 49 GVT NL VIA ANCHORAGE

TACOTNA ALS JULY 26 1937

TAYLOR

174 JUNEAU

IF POSSIBLE TO OBTAIN CAN USE ADDITIONAL TEN THOUSAND FIELD TO VERY
GOOD ADVANTAGE ON TACOTNA NIXON FORK ROAD STOP BALANCE FIELD ALLOTMENT
WILL CARRY PRESENT CREW OF FORTY FOUR TO MIDDLE OF AUGUST OR BY CUTTING
CREW IN HALF AUGUST FIRST CAN CARRY ON UNTIL SEPTEMBER FIRST ONLY

SPACH

334P

SP

SP



Form 125K

GENERAL CORPS, UNITED STATES ARMY

WASHINGTON-ALASKA MILITARY CABLE AND TELEGRAPH SYSTEM
TELEGRAM

GOVERNMENT PRINTING OFFICE

CS-8481

RECEIVED AT

19 DM 25 GOVT COLLECT VIA ANCHORAGE NL

MCGRATH ALS JULY 30 1937

TAYLOR

2 JUNEAU

REURTEL TWENTY SEVENTH ESTIMATE TOTAL COST PROJECT EIGHT TWENTY FIVE
THOUSAND DOLLARS WHEN PRESENT FIELD ALLOTTMENT EXHAUSTED STOP HAVE NOT
YET RECEIVED URLET JULY NINETEENTH

SPACH

427A 31

SP



Handwritten mark

Juneau Alaska July 27 1937

Spach
Takotna

You report only eighty seven hundred dollars total cost on Nixon Fork July
fifteenth stop Check and advise your estimate of total cost when field allotment
exhausted stop Have you received mylet nineteenth

Taylor

IPT:IN

Handwritten signature

Handwritten signature

July 19, 1937

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

Dear Sir:

Reference is made to Mr. Sterling's letter of July 16, copy of which was furnished you. In view of the fact that the money will probably be needed to insure completion of the bridges on the Takotna-Ophir road it is not desired to use any of these funds for the Flat section.

Also with regard to Mr. Sterling's letter of July 15 concerning additional funds on the Takotna-Nixon Fork road, it is considered very unlikely that additional funds can be made available for this project. The only safe thing to plan on now is to keep your crew within the limits made necessary by the present allotment. I believe that it would be well to attempt to get some sort of a road all the way thru which might be used by tractors rather than to have several miles of very good road and nothing over the balance of the distance; that is, it might be possible to omit some of the corduroy and gravel covering. I am not in a position to say as to this, not having seen the country, but I do not think we will be in a position to provide any additional funds. The matter has been suggested to Mr. Hesse but he has indicated no willingness to augment our present allotment.

Very truly yours,

Ike P. Taylor,
Chief Engineer.

CC Mr. Sterling
IPT:IF

13 | 168-1



ALASKA ROAD COMMISSION

Anchorage, Alaska.
July 15, 1937.

Mr. Ike P. Taylor, Chief Engr.,
Juneau, Alaska.



Dear Ike:

When leaving Takotna, Spach and I walked down over the cleared right of way as far as Shorty Creek. They have been calling this six miles from Takotna, whereas I am quite sure after walking it that it cannot be more than five miles.

Clearing has been completed $1\frac{1}{2}$ miles beyond this point and all bridges but one were in place. Two camps are established in the area; one at Shorty Creek, the other between there and the aviation field road. Supplies brot up the river from McGrath are taken from the river at the mouth of Shorty Creek, about 20 miles by river below Takotna, and hauled by tractor over the moss etc, $1\frac{1}{2}$ miles to the Shorty Creek camp.

Ed Adams is working in the capacity of Gen Foreman of all camps including the work at McGrath with three men acting as subforemen.

The intention was that the entire distance from the Lukens road to Shorty Creek would be corduroyed and they are engaged in cutting vast quantities of corduroy for this purpose. No grading whatever was contemplated. Spach and I found a mile which I am sure can be graded; if it can't be graded this year, it can be stripped and finished next year. No use has been made of the Oates cat though there is plenty for it to do if a rental can be agreed upon and if the cat is in shape to work. Oates says it is, claiming he has spent over \$ 1000 for parts alone, while Adams claims it isn't. Fred is going to investigate this and see what can be done about it.

I did not go beyond Shorty Creek, but Spach says the ground becomes better for the next few miles, with a considerable distance on the Nixon end which will have to be cordurpyed.

40 men ar employed at present. As these men are costing on an average of at least nine dollars a day including board, the \$ 30,000 is not going to last the full season. Remains one of two things to be done; cut down the crew or get more funds. I believe that if it is at all possible, since he is now set up to work this crew, every effort should be made to keep him going on this basis. In fact, I think it will be necessary ^{IN ORDER} to get a tractor road through by Fall. If WPA funds cannot be transferred, it is suggested that Hesse might be interested in adding a few thousand.

Yours very truly,

Hawley Sterling
Hawley Sterling,
Asst. Chief Engr.

CC SPach

13168-4

April 20, 1937

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

Dear Sir:

o o o o o

Takotna-Nixon Forks.

A location will be made along the lines of the route recommended by you following the left limit of the valley.

Work this season should be so planned as to provide at least a summer tractor road throughout on the final location. This would contemplate building all bridges and doing clearing, grubbing and grading where necessary. Additional equipment for this work will be available later in the season. A 2-yd. scraper is being ordered for Takotna.

It is presumed most material for bridges can be obtained locally. Any material required to be shipped from Seattle must be ordered at once.

It is possible you may rent any equipment available locally for this work pending availability of our own equipment.

o o o o o

Ike P. Taylor
Chief Engineer.

Original filed 80/1-E

12/168-4

July 13, 1936

Mr. Frank Speljack et al
Takotna, Alaska

Dear Sirs:

The proposed Takotna-Nixon Fork Road, for which you petition under date of June 26, has been on the approved list of proposed roads for several years.

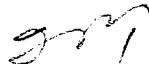
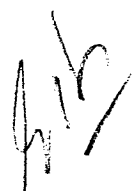
It was again brought to the attention of the Division of Territories on June 1, 1936. It has been on the recommended list of the Alaska Road Commission each year for many years. Its justification is acknowledged.

The Territorial finances will not permit an allotment of \$150,000 for this project. We are therefore dependent upon the Federal Government for funds. If and when such funds are allotted the road will be constructed.

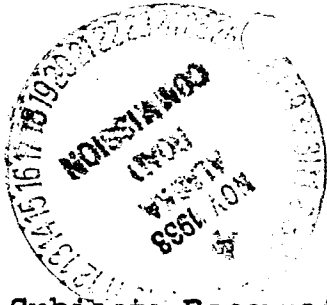
Very truly yours,

Edward W. Griffin,
Acting Governor of Alaska.

HS:IW



13/168-4



Takotna, Alaska,
October 25, 1933.

119
113

Subject: Reconnaissance Report-Takotna to Nixon Fork.
To: Alaska Road Commission, Juneau, Alaska.

1. Left Takotna 9 AM Oct. 22d walking over Lukens' summer trail to Nixon Fork returning to Takotna at noon Oct. 24th via the winter trail.

2. Left the Aviation Field road on what is called the 2 Mile road to the Takotna Landing; followed grade along the bench a distance of 1 mile to the blazed summer trail where the road to the Landing turns abruptly to the right across the valley to the river.

3. Crossed a small creek at Mile 1 which will require a 15 ft. span 4 ft. high; following the blazed trail to Mile 1.8 where a gully was crossed which will require a 30 ft. span 4 ft. high; Mile 2.0 another gully was crossed requiring a 20 ft. span 4 ft. high. No more bridges required until Shorty Creek is crossed at Mile 5; this creek requires a 30 ft. span 8 ft. high, the banks being quite steep.

4. From Mile 1 to Mile 5 the clearing consists of scattering spruce of a maximum diameter of 6 inches.

5. Leaving Shorty Creek the trail goes over a small divide to Gulickson Creek Mile 6.5; this crossing requires a 20 ft. span 5 ft. high. Leaving this creek another divide is crossed to Wolverine Run Mile 8.5; this is quite a deep gully with banks 18 ft. high and requiring a 30 ft. span bridge.

6. The clearing between Shorty Creek Mile 5 and Wolverine Run Mile 8.5 consists of small green spruce with a maximum thickness of 8 inches except in the immediate vicinities of these two creeks where a good stand of spruce and birch is located with a maximum thickness of 14 inches.

7. Leaving Wolverine Run at Mile 8.5 the route goes over a divide to Mile 10 at which place it goes around the head of a big draw; no bridge required; in the next half mile another divide is crossed to Mile 10.5 going around the head of another big draw; no bridge required; another divide is crossed to Mile 10.8 where

120
168-4

Takotna-Nixon Fork Recon.

a 30 ft. span 6 ft. high is required; at Mile 11.0 the route follows a course around the head of a draw where a 10 ft. span 4 ft. high would be required; at Mile 11.5 a deep gully is crossed requiring a 30 ft. span 10 ft. high; this is a small creek showing evidence of a stream 5 ft. wide and 1 ft. deep at this time. At Mile 12.0 a small creek is crossed requiring a 15 ft. span 4 ft. high.

8. The timber between Wolverine Run Mile 8.5 and Mile 12.0 is green and heavy consisting of spruce and birch of a maximum ~~thickness~~ of 18 inches.

9. From Mile 12 to Mile 13 the route goes thru small 4 inch green spruce to the West fork of Bridge Creek. The trail turns to the right here and goes thru a flat between numerous swamps toward the lower end of Bridge Creek so it had to be abandoned as far as locating a route for a road is concerned.

10. West Fork of Bridge Creek was crossed at Mile 13; this creek has steep banks 10 ft. high and requires a 30 ft. span. The location will follow the left limit of the West Fork to Mile 13.5 where the East Fork confluences and another 30 ft. span is required for the crossing of East Fork in order to follow the left limit of Bridge creek proper.

11. The timber along Bridge Creek is very heavy green birch and spruce with a maximum thickness of 18 inches and the ground is high consisting of a gravel and shale formation.

12. Bridge Creek is followed from Mile 13.0 to Mile 15.5 where the course of the route turns to the left for a distance of 1/2 mile or Mile 16.0 crossing what is called the meadow, sand and silt soil, to the mouth of Nixon or Nixon Fork and the deep water.

13. No corduroy is required on the entire route if followed according to the above description. The general alignment of Lukens' trail from Takotna to Mile 13, the West Fork of Bridge Creek, is good, there being no steep side hills but in order to maintain a maximum grade of 6% a few slight changes in the alignment will have to be made between Shorty Creek, Mile 5 and Mile 13.

14. As near as I could judge the distances a general summary follows:

Takotna-Nixon Fork Recon.

Summary Bridges

Mile	1.0	-	15'	Span	4'	high	
"	1.8	-	30'	"	4'	"	
"	2.0	-	20'	"	4'	"	
"	5.0	-	30'	"	8'	"	Shorty Creek
"	6.5	-	20'	"	5'	"	Gulickson "
"	8.5	-	30'	"	18'	"	Gully
"	10.8	-	30'	"	6'	"	"
"	11.0	-	10'	"	4'	"	"
"	11.5	-	30'	"	10'	"	Creek-no name
"	12.0	-	15'	"	4'	"	Gully
"	13.0	-	30'	"	10'	"	W. Fk. Bridge Crk.
"	13.5	-	30'	"	12'	"	E. " " "
					<u>290 lin. ft.</u>		

Clearing Summary

Mile	1.0	--	Mile	5.0	4 miles	light-max.	6"
"	5.0	--	"	8.5	3 1/2 "	heavy	8"
"	8.5	--	"	12.0	3 1/2 "	"	18"
"	12.0	--	"	13.0	1 "	light	4"
"	13.0	--	"	15.5	2 1/2 "	heavy	18"
					<u>Total</u>	<u>14 1/2 miles</u>	

15. I observed from fallen trees that this timber has no tap root; roots being in a broom shape which will make the clearing, grubbing and stripping possible in one operation with the use of a 30 tractor.

16. It is recommended that the clearing be done to a width of 60 feet thereby avoiding future obstruction to the roadway by wind-falls. Total acreage of clearing 105.5 acres.

17. The entire course of the route is on a south slope and can be constructed with tractor and grader and a 16 foot roadbed is recommended.

18. As noted in the clearing items the timber for all bridges is available in close proximity to the bridge sites and by the same token it is recommended that the drainage of the road-bed be made by the installation of peeled timber culverts, an average of 6 to the mile or 100 culverts being required.

Takotna-Nixon Fork Recon.

19. Approximate Cost Summary:

105.5 Acres Clearing	@ \$500. per Acre-	\$52,750.
290 lin.ft. Native Str. Brdgs	@ 15. " lin.ft.	4,350.
16 Miles Grading with Grader		
16' road-bed	@ 1200. " mile	19,200.
100 Peeled Timber Culverts	@ 35. each . . .	<u>3,500.</u>
Total		\$79,800.00

20. The item of gravelling is eliminated at this time due to the estimate that 75% of the grading is thru gravel and shale formation. No evidence of rock was found in the entire distance. ~~The~~

21. The grading is estimated as 25% on ground with a $2\frac{1}{2}$ -1 slope and 75% on 4-1 slope.

22. This is I consider the most worthy project in the Kuskokwim District which will not only reduce the cost of getting fuel oil and supplies to the creeks by a large per cent but will stimulate mining activities even on low grade properties. Ganes, Yankee and Ophir Creeks will no doubt be dredged their entire lengths and the benches also have been found to contain high values, especially the left limit of Ganes Creek. The road will also make good timber available for this community.

In my correspondence with your office during the past season I stressed the fact that the low water in the Takotna was a great handicap for moving freight from McGrath as only one trip was made with the two river boats, Annabelle & Sea Wolf and 50 tons of supplies had to be transported by plane to our small field on the hill. Altho this season was exceptional for extreme low water in the Takotna River, it is quite ordinary for a low water stage at the time when high water is most needed.

In behalf of a large community I earnestly recommend an appropriation sufficient to open this route for freighting within the next year.

Yours very truly

Fred J. Spach

Fred J. Spach
Assistant Engineer.

September 25, 1933

Mr. Stanley J. Nichols et al
McGrath, Alaska

Gentlemen:

Receipts acknowledged of petition forwarded by Mr. Fred Spach to this office requesting the construction of a road from McGrath to Takotna. The desirability of a road from Takotna, at least as far as the mouth of the Nixon Fork, is fully recognized by this office. A reconnaissance and report covering this route will be made and an effort will be made to obtain funds for its construction.

An estimate for the construction of this portion of the project has been included in a request for additional funds forwarded by the Governor's Office to the Administrator of Public Works.

Very truly yours,

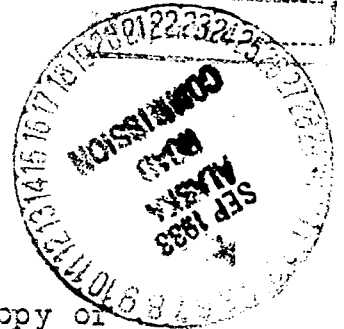
Ike P. Taylor,
Chief Engineer.

CC SPACH
IFI:IT

13/168-3

Takotna, Alaska,
August 24, 1933.

Chief Clerk
Asst. Engr.
Asst. Engr.
Chief Clerk



Alaska Road Commission,
Juneau, Alaska.

Dear Sirs:

Enclosed herewith are 2 sets of a copy of petition, recently handed to me, for the construction of a road between McGrath and Takotna.

This petition has the signatures of nearly every adult in McGrath, Takotna, Ganes Creek, Yankee Creek, Little Creek, Ophir Creek and Ophir.

This season, like many others in the past, has caused a hardship, on the population in the above mentioned places, in getting supplies transported up the Takotna river, due to the low stage of the water. Foodstuffs have been transported by airplane at a cost of \$60.00 to \$80.00 a ton from McGrath to Takotna; this high cost of transportation likewise affected those located northwest of Takotna.

A reconnaissance of a route from ~~the~~ Takotna to the mouth of Nixon Fork, where the water is always navigable for the S.V. "Tana", will be made in the near future and a report as to distance, features etc. will be submitted. It is understood that Mr. Lukens made a survey of this route several years ago and that will be viewed first.

Yours very truly

Fred J. Spach
Assistant Engineer, A.R.C.

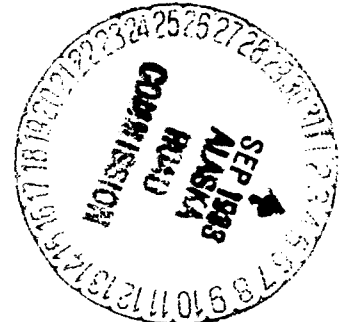
- C O P Y -

PETITION FOR ROAD

To: Mr. Fred J. Spach,
Supt. Alaska Road Commission,

We, the undersigned residents of the upper Kuskokwim Valley respectfully submit to you this petition, asking that you use every means at your disposal to have constructed, a road between McGrath, and Takotna, thereby greatly assisting those engaged in mining activities, Merchants and Prospectors in this district.

Stanley J. Nichols,	Deputy U.S. Marshall
Northern Commercial Co.	by L.L.Laska, Agt.
P. A. Stone	Fur Farmer, McGrath, Alaska.
Fred King	Prospector, " "
Albert Ivey	"
W. J. Davidson.	"
Chas. Konig	
Jack Faey	World war vet.
W. R. Luky.	
Peter Michels	
Robert Hartman.	
Jack Morris	Prospector
Fred Marks	
D. E. Clough	
Tom Leknoff	Miner
Cinav Carlson	Trapper
Ronald Morrison,.	U. S. Commissioner
Leroy E. Mackes	Prospector
E. J. Stevenson	M. E.
Alaska Rivers Navigation Co.	"S.V.Tana" by Frank Mortimer Vic.Pres.
Dr. C. D. Carter.	
J. I. Willis	
Eli M. Walker	Pilot S.S.Tana
Frank M. Larson	
E. D. Ralston	
Dan Sprague	
W.N. Stanton.	
W. T. Vanderpool.	
Sophie Vanderpool	
Wm. Kruhm	
Oddie Hallson	
Edna Hallson	
C. F. Hood.	



Sheet 2 - Petition for Takotna-McGrath Road.

M. E. Langley
Charles Cowan
Ike Hayes
Samuel Andrew
Alfred Havelin
J. H. Langley
J. E. Waterworth Star Air Service, Inc.
Jack Maughion Prospector
Harry Dulak
Woodrow Vanderpool
Robert I. Vanderpool
Peter Snow
Rubey Faey
Frank Murray Capt. S.V. "Tana"
A. X. Grant Tusko Times
Fred Dubois
Mrs. Fred Dubois
Miss Bezrae Boyd
W. H. Alford
Mrs. W.H. Alford
Wm. H. Lehman
Ralph Anderson
Mrs. Ralph Anderson
J. H. McLean
A. H. Twitchell
Mrs, John Rieck
Helen B. Rieck
C. Riece
Frank J. Guskey
Pauline Guskey
John D. Petersen
Claude Nyberg
J. W. Downey
M. Hochreter
Chris. Petersen
Mrs. Chas. O'Halloran
Bert Goodpaster
Peter Mesilg
Jos. Oates, Sr.
Waino F. Puntila
Joseph Oats Jr.
Chas. Nichols
Frank Speljack Ophir
Mrs. Frank Speljack Ophir
Aivid Larson
Halfdan Wiig
C. Nelson

Sheet 3. -Petition for Takotna-McGrath Road.

Swan Anderson	
Chas. O'Halloran.	
Corimir Noudts.	
R. E. Lowrie.	
Ben Devin	
Del Thompson.	Ophir
Evan L. Jones	
J. B. Adams	
Aida M. Taylor.	
Axel Peterson	
Matti Kevi.	Ophir
Axel Almdahl.	"
George Karitunen.	"
Pola Karttunen.	"
J. Jacobson	
H. Maxtable	
H. Ervasti.	Ophir
Eric Hard	"
John Repa	"
Emma Liskey	
Mrs. C.V. Brink	
T. E. Nollet.	Ophir
George W. Clyde	
Chester Brink	
Emil Anderson	
Eng Hegg.	
J. Blanchell.	
Lee Lamprecht	
Pete Jensen	
Ernest J. Gove.	
David Eison	
Phil E. Smith	
Mike Kerrone.	Ophir
Alfred Johnson.	"
N. J. Vibe.	"
John P. Myklebust	"
Hans S. Hansen.	"
C. L. Barka	"
H. A. Dries	"
L. H. Bamm	"
Arthur F. Dries	"
Amelia Hill	"
Victor Hill	"
Carl Olsen	"
Mrs. P.A. Anderson	"
William Johnson	"
Christian Bolgen.	"

- C O P Y -

Sheet 4. - Petition for Takotna-McGrath Road.

J. W. Stayton	Ophir
Bob Arnold.	"
Andrew Pedersen	"
Robt. Serafino.	"
P. W. Carlson	"
Virginia Howard	"
V. Myers.	"
Alex Giasson.	"
Frank Meier	"
Andy Schwaerdall.	"
John Collins.	"
Ed Enholm	"
Augusta Levenhagen.	"
Mrs. Joe Oates.	"

(141 signatures)

April 12, 1932

Mr. I. W. Purkeypile
Selawik, Alaska

Dear Sir:

This will acknowledge receipt of your letter of March 1, 1932, relative to the trail from Selawik to Kiana.

We were glad to hear that so many travelers are using this trail and that the work done is appreciated by the people living in that vicinity.

Yours very truly,

ALASKA ROAD COMMISSION

By

Albert H. Burton
Secretary

AEB:GF

73/160-1

April 11, 1932

Mr. A. R. Ferguson
Selawik, Alaska

Dear Sir:

This will acknowledge receipt of your letter of March 9, 1932, relative the new trail from Selawik to Kiana.

We were glad to hear that so many travelers have used the trail this winter and that the work done serves a useful purpose and is appreciated by the people living in that vicinity.

It is impossible to say at this time when the work mentioned in your letter as being necessary to complete the job can be undertaken as funds for road and trail work are going to be very short this year.

Yours very truly,

ALASKA ROAD COMMISSION

By

Albert H. Burton,
Secretary.

ANB: ES

13/160-1

Selawik Alaska Mar.

President	_____
Eng. Officer	_____
Asst. Officer	_____
Asst. Chf. Engr.	_____
Chief Clerk	_____

Suspense	-----

Alaska Road Commission.

Juneau Alaska.

Gentlemen.

I would like to thank you people for the work you people had done here on the trail between here and Kiana .

We were allowed a Post Office, here this winter and there was no trail for the carrier . But Mr Ross Kinney arrived here by dog team the first part of December and he stayed right on the job till the work was finished. He had a shelter cabin built half way between here and Kiana. twelve by fourteen. logs all hewed inside windows and floor.ets. The best cabin in this district.

Opening this trail though by Kiana has been a wonderful thing for this country , as the first month the trail was opened we had over forty teams over the trail. and before it was opened there was no travel . as it was dangerous in a storm with out stakes.

The people had to go by Nervisk which was forty miles farther around . We need three more cabins and the trail staked from here to Shungnak. Then we will be all fixed up in this end of the country. Thanking you again for the work you did here I remain

Respect yours

A. R. Ferguson



CAF