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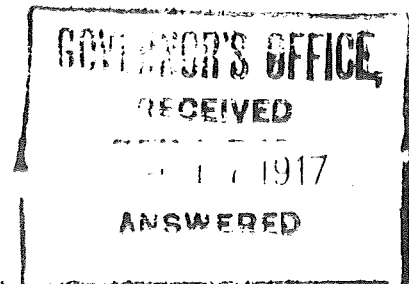
BOARD OF ROAD COMMISSIONERS, ALASKA

UNALASKAN, ALASKA

Juneau,

September 14th, 1917.

From: Chairman, Alaska Road Commission.  
To: Honorable J. F. A. Strong, Governor of Alaska,  
Juneau, Alaska.  
Subject: Petition for wagon road from the Nenana coal fields,  
mile 364 on government railroad from Seward.



Dear Sir:

I beg to acknowledge receipt of the petition for a wagon road from the Nenana coal fields on the government railroad into the Kantishna region, signed with the names of various persons in that region together with map. The same will receive due consideration by our Board, although the outlook is not very encouraging for undertaking this work in the near future.

Yours very truly,

*W. F. Nichol*  
Brig. Gen., N. A.

POST OFFICE DEPARTMENT : JULY 26, 1917

ADVERTISEMENT

INVITING PROPOSALS FOR

CARRYING THE MAILS

OF THE

UNITED STATES

ON THE

STEAMBOAT OR OTHER POWER-BOAT ROUTES  
AND THE STAR ROUTES

IN THE

TERRITORY OF ALASKA

FROM JULY 1, 1918, TO JUNE 30, 1922

PROPOSALS RECEIVED UNTIL 4.30 P. M. DECEMBER 4, 1917

ALBERT S. BURLESON, Postmaster General



WASHINGTON

POST OFFICE DEPARTMENT,  
Washington, D. C., July 26, 1917.

Proposals will be received at the office of the Second Assistant Postmaster General, Post Office Department, until 4.30 p. m. of December 4, 1917, for carrying the mails of the United States on the routes and by the schedules of departures and arrivals herein specified in the Territory of

ALASKA,

from July 1, 1918, to June 30, 1922.

The award of contract under this advertisement will be announced as early as practicable, but the department reserves the right to accept a proposal submitted under it at any time within 60 days from the date of the expiration of the advertisement.

Contracts to be executed and filed in the department within 60 days after date of acceptance of bids.

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*Bidders should read carefully the instructions contained in this advertisement and should be careful to fill properly all of the blanks in the proposal, as bids which are not in proper form can not be accepted. The law requires a bond, oath of bidder, oath of sureties, and certificate of postmaster with every proposal.*

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Individual sureties on a bond accompanying a proposal for mail service must be approved by a postmaster, and in cases where the amount of the bond exceeds five thousand dollars (\$5,000) such approval must be by a postmaster of the first, second, or third class.

Postmasters should give as much publicity as possible to this advertisement, bring it to the attention of persons who would be likely to submit proposals, and endeavor to secure competition for the service.

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Postmasters who receive a copy of this advertisement should preserve it for future reference.

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78166			
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Alakleet to St. Michael,  
from June 15 to Octo-  
perform the duties of  
tional compensation, in  
ther power boats, and  
department of not to  
a way.

Bids to state rate for

78099 be let, no award  
nos. 78096 and 78100.

, and Keewalik (n. o.)  
ice about every 10 days  
from about June 15  
other points at which  
and the purser to per-  
lerk without additional  
le steamboats or other  
satisfactory to the de-

Bids to state rate per

78098 be let, no award  
Nos. 78096 and 78100.

Nome, Teller, Wales,  
Kotzebue, 660 miles and  
ring the season of navi-  
about October 31 each  
vessels may land to be  
m the duties of railway  
mpensation, in safe and  
ower boats, and by a  
ment.

Bids to state rate per

d will be made of serv-  
9.

## STAR ROUTES IN ALASKA.

78101 From Valdez by Beaver Dam, Copper Center, Gulkana, Paxson (n. o.), Washburn (n. o.), and Salchaket to Fairbanks, 370 miles and back, twice a week from October 1 to November 23 and from March 21 to May 31 each year, carrying not to exceed 800 pounds of mail a single trip each way, and three times a week from November 24 to March 20 each year, carrying not to exceed 1,600 pounds of mail a single trip each way.

*From October 1 to November 23 and from March 21 to May 31.*

Leave Valdez every Monday and Thursday;  
Arrive at Fairbanks in 12 days;  
Leave Fairbanks every Sunday and Wednesday;  
Arrive at Valdez in 12 days.

*From November 24 to March 20.*

Leave Valdez every Monday, Thursday, and Saturday;  
Arrive at Fairbanks in 12 days;  
Leave Fairbanks every Monday, Wednesday, and Saturday;  
Arrive at Valdez in 12 days.

When ice is forming in the fall and breaking up in the spring, not to exceed three days additional running time each way will be allowed when necessary.

Bond required with bid, \$95,000. (Bids to state rate for the period of each year.)

NOTE.—If this route be let, no award will be made of service on routes Nos. 78102, 78103, 78104, and 78105.

78102 From Chitina by Copper Center, Gulkana, Paxson (n. o.), Washburn (n. o.), and Salchaket to Fairbanks, 306 miles and back, twice a week from October 1 to November 23 and from March 21 to May 31 each year, carrying not to exceed 800 pounds of mail a single trip each way, and three times a week from November 24 to March 20 each year, carrying not to exceed 1,600 pounds of mail a single trip each way.

*From October 1 to November 23 and from March 21 to May 31.*

Leave Chitina every Tuesday and Friday;  
Arrive at Fairbanks in 11 days;  
Leave Fairbanks every Sunday and Wednesday;  
Arrive at Chitina in 11 days.



*From November 24 to March 20.*

Leave Chitina every Tuesday, Friday, and Sunday;  
Arrive at Fairbanks in 11 days;  
Leave Fairbanks every Monday, Wednesday, and Saturday;  
Arrive at Chitina in 11 days.

When ice is forming in the fall and breaking up in the spring, not to exceed three days additional running time each way will be allowed when necessary.

Bond required with bid, \$66,500. (Bids to state rate for the period of each year.)

NOTE.—If this route be let, no award will be made of service on routes Nos. 78101, 78103, 78104, and 78105.

78103 From Cordova by Chitina, Copper Center, Gulkana, Paxson (n. o.), Washburn (n. o.), and Salchaket to Fairbanks, 437 miles and back, twice a week from October 1 to November 23 and from March 21 to May 31 each year, carrying not to exceed 800 pounds of mail a single trip each way, and three times a week from November 24 to March 20 each year, carrying not to exceed 1,600 pounds of mail a single trip each way.

*From October 1 to November 23 and from March 21 to May 31.*

Leave Cordova every Monday and Thursday;  
Arrive at Fairbanks in 12 days;  
Leave Fairbanks every Sunday and Wednesday;  
Arrive at Cordova in 12 days.

*From November 24 to March 20.*

Leave Cordova every Monday, Thursday, and Saturday;  
Arrive at Fairbanks in 12 days;  
Leave Fairbanks every Monday, Wednesday, and Saturday;  
Arrive at Cordova in 12 days.

When ice is forming in the fall and breaking up in the spring, not to exceed three days additional running time each way will be allowed when necessary.

Bond required with bid, \$95,000. (Bids to state rate for the period of each year.)

NOTE.—If this route be let, no award will be made of service on routes Nos. 78101, 78102, 78104, and 78105.

78104 From Valdez by Beaver Dam, Copper Center, and Gulkana to Paxson (n. o.), 187 miles and back, twice a week from October 1 to November 23 and from March 21 to May 31 each year, carrying not to exceed 800 pounds of mail a single trip each way, and three times a week from November 24 to March 20 each year, carrying not to exceed 1,600 pounds of mail a single trip each way.

*From October 1 to November 23*

Leave Valdez every Monday  
Arrive at Paxson (n. o.)  
Leave Paxson (n. o.)  
Fairbanks;  
Arrive at Valdez in 6

*From November 24 to March 20*

Leave Valdez every Monday  
Arrive at Paxson (n. o.)  
Leave Paxson (n. o.)  
from Fairbanks;  
Arrive at Valdez in 6

When ice is forming not to exceed 1½ days will be allowed when necessary.

Bond required with bid, \$66,500. (Bids to state rate for the period of each year.)

NOTE.—If this route be let, no award will be made of service on routes Nos. 78101, 78103, 78104, and 78105.

78105 From Fairbanks by Salchaket (n. o.), 183 miles and back, twice a week from October 1 to November 23 and from March 21 to May 31 each year, carrying not to exceed 800 pounds of mail a single trip each way, and three times a week from November 24 to March 20 each year, carrying not to exceed 1,600 pounds of mail a single trip each way.

*From October 1 to November 23*

Leave Fairbanks every Monday  
Arrive at Paxson (n. o.)  
Leave Paxson (n. o.)  
Valdez;  
Arrive at Fairbanks in 6

*From November 24 to March 20*

Leave Fairbanks every Monday  
Arrive at Paxson (n. o.)  
Leave Paxson (n. o.)  
from Valdez;  
Arrive at Fairbanks in 6

When ice is forming not to exceed 1½ days will be allowed when necessary.

Bond required with bid, \$95,000. (Bids to state rate for the period of each year.)

NOTE.—If this route be let, no award will be made of service on routes Nos. 78101, 78102, 78104, and 78105.

*From October 1 to November 23 and from March 21 to May 31.*

Leave Valdez every Monday and Thursday;  
Arrive at Paxson (n. o.) in 6 days;  
Leave Paxson (n. o.) twice a week upon receipt of mails from  
Fairbanks;  
Arrive at Valdez in 6 days.

*From November 24 to March 20.*

Leave Valdez every Monday, Wednesday, and Saturday;  
Arrive at Paxson (n. o.) in 6 days;  
Leave Paxson (n. o.) three times a week upon receipt of mails  
from Fairbanks;  
Arrive at Valdez in 6 days.

When ice is forming in the fall and breaking up in the spring  
not to exceed 1½ days additional running time each way  
will be allowed when necessary.

Bond required with bid, \$47,500. (Bids to state rate for the  
period of each year.)

NOTE.—If this route and route No. 78105 be let, no award  
will be made of service on routes Nos. 78101, 78102, and  
78103.

78105 From Fairbanks by Salchaket and Washburn (n. o.) to Paxson  
(n. o.), 183 miles and back, twice a week from October 1  
to November 23 and from March 21 to May 31 each year,  
carrying not to exceed 800 pounds of mail a single trip  
each way, and three times a week from November 24 to  
March 20 each year, carrying not to exceed 1,600 pounds  
of mail a single trip each way.

*From October 1 to November 23 and from March 21 to May 31.*

Leave Fairbanks every Monday and Thursday;  
Arrive at Paxson (n. o.) in 6 days;  
Leave Paxson (n. o.) twice a week upon receipt of mails from  
Valdez;  
Arrive at Fairbanks in 6 days.

*From November 24 to March 20.*

Leave Fairbanks every Monday, Wednesday, and Saturday;  
Arrive at Paxson (n. o.) in 6 days;  
Leave Paxson (n. o.) three times a week upon receipt of mails  
from Valdez;  
Arrive at Fairbanks in 6 days.

When ice is forming in the fall and breaking up in the spring  
not to exceed 1½ days additional running time each way  
will be allowed when necessary.

Bond required with bid, \$47,500. (Bids to state rate for the  
period of each year.)

NOTE.—If this route and route No. 78105 be let, no award  
will be made of service on routes Nos. 78101, 78102, and  
78103.

78106 From Chitina by Willow Creek (n. o.) and Copper Center to Gulkana, 76 miles and back twice a month from June 1 to September 30 each year, the contractor to provide side supply for Beaver Dam once each round trip from Willow Creek (n. o.), 50 miles, by a schedule satisfactory to the department of not to exceed six days running time each way, carrying not to exceed 750 pounds of mail a single trip each way.

Bond required with bid, \$1,100. (Bids to state rate for the period of each year.)

NOTE.—If this route be let, no award will be made of service on route No. 78107.

78107 From Valdez, by Beaver Dam and Copper Center, to Gulkana, 132 miles and back, twice a month, from June 1 to September 30 each year, carrying not to exceed 750 pounds of mail a single trip each way.

Leave Valdez the 1st and 15th of each month during the period named;

Arrive at Gulkana in six days;

Leave Gulkana 24 hours after arrival;

Arrive at Valdez in six days.

Bond required with bid, \$1,100. (Bids to state rate for the period of each year.)

NOTE.—If this route be let, no award will be made of service on route No. 78106.

78108 From Chitina, by Copper Center, Gulkana, Paxson (n. o.), Richardson, and Salchaket, to Fairbanks, 306 miles and back, once a week from June 4 to September 30 each year, by a schedule satisfactory to the department of not to exceed seven days running time each way, carrying not to exceed 300 pounds of mail a single trip each way; service to be performed by motor vehicle.

Bond required with bid, \$1,300. (Bids to state rate for the period of each year.)

NOTE.—If this route be let, no award will be made of service on route No. 78109.

78109 From Valdez, by Beaver Dam, Copper Center, Gulkana, Paxson (n. o.), Richardson, and Salchaket, to Fairbanks, 370 miles and back once a week from June 4 to September 30 each year, by a schedule satisfactory to the department of not to exceed eight days running time each way, carrying not to exceed 300 pounds of mail a single trip each way; service to be performed by motor vehicle.

Bond required with bid, \$1,300. (Bids to state rate for the period of each year.)

NOTE.—If this route be let, no award will be made of service on route No. 78108.

78110 Fr

78111 Fr

78112 Fr

78113 Fr

78114 Fr

78115 Fr

78116 Fr

From Sulzer, by head of Copper Inlet (n. o.) and head of Chomly Sound (n. o.), to Chomly, 12 miles and back, twice a week by a schedule satisfactory to the department in close connection at Chomly with mail boats to and from Ketchikan, carrying all mail offered.  
Bond required with bid, \$800.

78111 From McCarthy, by Dan Creek, to Nizina, 48 miles and back, twice a month from May 1 to September 30 each year, by a schedule satisfactory to the department of not to exceed three days running time each way, carrying not to exceed 300 pounds of mail a single trip each way.  
Bond required with bid, \$500. (Bids to state rate for the period of each year.)

78112 From McCarthy, by Dan Creek, to Nizina, 48 miles and back, twice a month from May 1 to September 30 each year, by a schedule satisfactory to the department of not to exceed three days running time each way, carrying all mail offered.  
Bond required with bid, \$900. (Bids to state rate for the period of each year.)

78113 From Dempsey, by Chistochina (n. o.), to Gulkana, 80 miles and back, once a month from July 1 to August 31 each year, by a schedule satisfactory to the department of not to exceed seven days running time each way, carrying not to exceed 150 pounds of mail a single trip each way.  
Bond required with bid, \$200. (Bids to state rate for the period of each year.)

78114 From Dempsey, by Chistochina (n. o.), to Gulkana, 80 miles and back, once a month from July 1 to August 31 each year, by a schedule satisfactory to the department of not to exceed seven days running time each way, carrying all mail offered.  
Bond required with bid, \$300. (Bids to state rate for the period of each year.)

78115 From McKinley to Gulkana, 125 miles and back, three times during the period from June 22 to September 30 each year, by a schedule satisfactory to the department, carrying not to exceed 150 pounds of mail a single trip each way.  
Bond required with bid, \$300. (Bids to state rate for the period of each year.)

78116 From McKinley to Gulkana, 125 miles and back, three times during the period from June 22 to September 30 each year, by a schedule satisfactory to the department, carrying all mail offered.  
Bond required with bid, \$300. (Bids to state rate for the period of each year.)

78117 From Richardson to Washburn, 211 miles and back, once a week from November 1 to April 30, each year, by the schedule satisfactory to the department of not to exceed five hours running time each way, carrying all mail offered; service to be omitted during such time in the fall and spring as the carrier on the route from the coast to Fairbanks may travel by way of Richardson.  
Bond required with bid, \$200. (Bids to state rate per round trip.)

78118 From Fairbanks, by Tolovana, Hot Springs, and Tofty, to Tanana, 162 miles and back, once a week from October 16 to December 3 and from April 1 to May 15, each year, carrying not to exceed 800 pounds of mail a single trip each way, and twice a week from December 4 to March 31, each year, carrying not to exceed 1,200 pounds of mail a single trip each way.

*From October 16 to December 3 and from April 1 to May 15.*

Leave Fairbanks once a week immediately upon receipt of the first mail of the week from Cordova or Valdez;  
Arrive at Tanana in 9 days;  
Leave Tanana once a week upon receipt of mail from St. Michael;  
Arrive at Fairbanks in 9 days.

*From December 4 to March 31.*

Leave Fairbanks twice a week upon receipt of mail from Cordova or Valdez, due about Wednesday and Friday;  
Arrive at Tanana in 7 days;  
Leave Tanana twice a week in due connection with mail from St. Michael;  
Arrive at Fairbanks in 7 days.

When ice is forming in October and breaking up in May, not to exceed five days additional running time each way will be allowed when necessary.  
Bond required with bid, \$14,000. (Bids to state rate for the period of each year.)

78119 From St. Michael, by Unalakleet, Kaltag (n. o.), Nulato, Ruby, and Kokrines, to Tanana, 427 miles and back, once a week from October 16 to December 12 and from April 10 to May 19, carrying not to exceed 600 pounds of mail a single trip each way, and twice a week from December 13 to April 9, each year, carrying not to exceed 450 pounds and 900 pounds of mail on alternate trips each way.

*From October 16 to December 12 and from April 10 to May 19.*

Leave St. Michael every Tuesday;  
Arrive at Tanana in 18 days;  
Leave Tanana once a week upon receipt of mail from Fairbanks;  
Arrive at St. Michael in 18 days.

78120 From

*From No*

78121 From

78122 From

*From December 13 to April 5.*

Leave St. Michael every Monday and Friday;  
Arrive at Tanana in 18 days;  
Leave Tanana twice a week immediately upon receipt of mail from Fairbanks;  
Arrive at St. Michael in 18 days.

When ice is forming in October and breaking up in May, not to exceed seven days additional running time will be allowed when necessary.

Bond required with bid, \$26,000. (Bids to state rate for the period of each year.)

78120 From Nome, by Solomon, Bluff, and Golovin, to Unalakleet, 235 miles and back, once a week, from November 1 to December 27 and from April 25 to May 19, and twice a week from December 28 to April 24, each year, carrying not to exceed 500 pounds of mail a single trip each way.

*From November 1 to December 27 and from April 25 to May 19.*

Leave Nome once a week in time to connect at Unalakleet with carrier from St. Michael;  
Arrive at Unalakleet in 8 days;  
Leave Unalakleet once a week immediately upon receipt of mail from Tanana;  
Arrive at Nome in 8 days.

*From December 28 to April 24.*

Leave Nome twice a week in time to make due connection at Unalakleet;  
Arrive at Unalakleet in 8 days;  
Leave Unalakleet twice a week immediately upon receipt of mail from Tanana;  
Arrive at Nome in 8 days.  
Bond required with bid, \$12,000. (Bids to state rate for the period of each year.)

78121 From Chena to Nenana, 48 miles and back, once a week from October 18 to May 15 each year, by a schedule satisfactory to the department of not to exceed three days running time each way, carrying not to exceed 100 pounds of mail a single trip each way.  
Bond required with bid, \$700. (Bids to state rate for the period of each year.)

78122 From Fairbanks by Chena, Berry, Fox, Meehan, Dome, Olmes (n. o.) and Chatanika to Cleary, 12 miles and back, twice a week and as much oftener as carrier may make trips, by a schedule satisfactory to the department of not to exceed 24 hours running time each way, carrying not to exceed 100 pounds of mail a single trip each way.  
Bond required with bid, \$700. (Bids to state rate for the period of each year.)

78123 From Livewood to Olmes (n. o.) 74 miles and back twice a week all the year, by a schedule satisfactory to the department of not to exceed three days running time each way, carrying not to exceed 400 pounds of mail a single trip each way.

Bond required with bid, \$2,200.

78124 From Chatanika by Miller House and Deadwood to Circle, 131 miles and back, four times a month from November 1 to April 30 each year, carrying not to exceed 400 pounds of mail a single trip each way.

Leave Chatanika on the 1st, 8th, 16th, and 24th of each month during the period;

Arrive at Circle in 5½ days;

Leave Circle on the 1st, 8th, 16th, and 24th of each month during the period;

Arrive at Chatanika in 5½ days.

Bond required with bid, \$3,800. (Bids to state rate for the period of each year.)

Note.—If this route and route No. 78127 be let, no award will be made of service on routes Nos. 78125 and 78126.

78128

78125 From Chatanika by Miller House and Deadwood to Circle, 131 miles and back, four times a month from November 1 to April 30 each year, carrying not to exceed 600 pounds of mail a single trip each way.

Leave Chatanika on the 1st, 8th, 16th, and 24th of each month during the period;

Arrive at Circle in 5½ days;

Leave Circle on the 1st, 8th, 16th, and 24th of each month during the period;

Arrive at Chatanika in 5½ days.

Bond required with bid, \$4,700. (Bids to state rate for the period of each year.)

Note.—If this route and route No. 78126 be let, no award will be made of service on routes Nos. 78124 and 78127.

78129

78126 From Fort Yukon to Circle, 75 miles and back, twice a month from November 1 to April 30 each year, carrying not to exceed 150 pounds of mail a single trip each way.

Leave Fort Yukon twice a month in time to connect with carrier leaving Circle for Chatanika;

Arrive at Circle in five days;

Leave Circle twice a month upon receipt of mail from Chatanika;

Arrive at Fort Yukon in five days.

Bond required with bid, \$1,400. (Bids to state rate for the period of each year.)

Note.—If this route and route No. 78125 be let, no award will be made for service on routes Nos. 78124 and 78127.

78130

78127 From Eagle by **tion and Circle to Fort Yukon, 200 miles**  
and back, once every two weeks from October 16 to May  
15 each year, carrying not to exceed 400 pounds of mail a  
single trip each way.

Leave Eagle once every two weeks upon receipt of mail from  
Dawson and Skagway;

Arrive at Fort Yukon in 12 days;

Leave Fort Yukon once every two weeks not less than 24 hours  
after arrival from Eagle;

Arrive at Eagle in 12 days.

Bond required with bid, \$4,700. (Bids to state rate for the  
period of each year.)

NOTE.—If this route and route No. 78124 be let, no award  
will be made of service on routes Nos. 78125 and 78126.

78128 From Eagle by Steel Creek, Jack Wade and Franklin to  
Chicken, 99 miles and back, once every two weeks, carry-  
ing not to exceed 600 pounds of mail a single trip each  
way.

Leave Eagle once every two weeks upon receipt of mail from  
Dawson and Skagway;

Arrive at Chicken in four days;

Leave Chicken 24 hours after arrival;

Arrive at Eagle in four days.

The carrier will be required to remain one hour for the  
exchange of mails at Jack Wade each trip from Eagle  
from November 1 to March 31.

Bond required with bid, \$5,000.

NOTE.—If this route be let, no award will be made of service  
on routes Nos. 78129 and 78130.

78129 From Eagle by Steel Creek, Jack Wade and Franklin to  
Chicken, 99 miles and back, three times a month, carrying  
not to exceed 400 pounds of mail a single trip each way.

Leave Eagle on the 1st, 11th, and 21st of each month;

Arrive at Chicken in four days;

Leave Chicken 24 hours after arrival;

Arrive at Eagle in four days.

The carrier will be required to remain one hour for the ex-  
change of mails at Jack Wade each trip from Eagle from  
November 1 to March 31.

Bond required with bid, \$5,500.

NOTE.—If this route be let, no award will be made of service  
on routes Nos. 78128 and 78130.

78130 From Eagle, by Steel Creek, Jack Wade, and Franklin to  
Chicken, 99 miles and back, three times a month, carrying  
not to exceed 600 pounds of mail a single trip each way.

Leave Eagle on the 1st, 11th, and 21st of each month;

Arrive at Chicken in four days;

Leave Chicken 24 hours after arrival;

Arrive at Eagle in four days.



The carrier will be required to make the exchange of mails at Jack Wade each trip from Eagle from November 1 to March 31.

Bond required with bid, \$6,600.

NOTE.—If this route be let, no award will be made of service on routes Nos. 78128 and 78129.

78131 From Circle, by Central House (n. o.) and Deadwood, to Miller House, 65 miles and back, three times a month, from June 1 to October 31 each year, carrying not to exceed 500 pounds of mail a single trip each way.

Leave Circle on the 1st, 10th, and 20th of each month during the period:

Arrive at Miller House in three days:

Leave Miller House not less than 18 hours after arrival from Circle:

Arrive at Circle in three days.

Bond required with bid, \$900. (Bids to state rate for the period of each year.)

78132 From Rampart, by Stevens Village (n. o.), Beaver (n. o.), and White Eye (n. o.), to Fort Yukon, 250 miles and back, once a month from November 1 to April 30 each year, by a schedule satisfactory to the department of not to exceed 12 days running time each way, carrying not to exceed 200 pounds of mail a single trip each way.

Bond required with bid, \$900. (Bids to state rate for the period of each year.)

78133 From Hot Springs to Steamboat Landing (n. o.), 2 miles and back, twelve times a month, from May 16 to October 15 each year, by a schedule satisfactory to the department in connection with mail boats at the steamboat landing, the running time not to exceed one hour each way, carrying all mail offered.

Bond required with bid, \$200. (Bids to state rate for the period of each year.)

78134 From Hot Springs, by Eureka, to Rampart, 58 miles and back, once a week from November 1 to April 30 each year, by a schedule satisfactory to the department of not to exceed three days running time each way in connection at Hot Springs with mail from Fairbanks, carrying not to exceed 300 pounds of mail a single trip each way.

Bond required with bid, \$500. (Bids to state rate for the period of each year.)

78135 From Hot Springs to Eureka, 18 miles and back, once from June 20 to 30 and twice a month from July 1 to September 30, each year, by a schedule satisfactory to the department, carrying all mail offered.

Bond required with bid, \$100. (Bids to state rate for the period of each year.)

78136 From Hot Springs to Tofty, 16 miles and back.

June 20 to 30 and twice a month from July 1 to September 30, each year, by a schedule satisfactory to the department, carrying all mail offered.

Bond required with bid, \$100. (Bids to state rate for the period of each year.)

78137 From Ruby by Long to Poorman, 56 miles and back, once a week from May 20 to October 6, each year, by a schedule satisfactory to the department, carrying all mail offered.

Bond required with bid, \$800. (Bids to state rate for the period of each year.)

78138 From Ruby by Long, Poorman, and Cripple to Ophir, 196 miles and back, once from October 16 to 31 and twice a month from November 1 to April 30, each year, by a schedule satisfactory to the department of not to exceed seven days running time each way, carrying not to exceed 400 pounds of mail a single trip each way.

Bond required with bid, \$1,700. (Bids to state rate for the period of each year.)

Note.—If this route be let, no award will be made of service on route No. 78139.

78139 From Ruby by Long, Poorman, Cripple, Ophir, and Iditarod to Flat, 266 miles and back, twice from October 16 to 31 and once a week from November 1 to April 30, each year, carrying a single trip each way not to exceed 800 pounds of mail between Ruby and Ophir and 600 pounds between Ophir and Flat, by a schedule satisfactory to the department of not to exceed 10 days running time each way.

Bond required with bid, \$9,000. (Bids to state rate for the period of each year.)

Note.—If this route and routes Nos. 78140 and 78141 be let, no award will be made of service on routes Nos. 78138, 78142, and 78143.

78140 From Ophir by Tokotna to McGrath, 39 miles and back, twice a month from November 1 to April 30 each year, by a schedule satisfactory to the department in connection at Ophir with the carrier from Ruby, carrying not to exceed 400 pounds of mail a single trip each way.

Bond required with bid, \$500. (Bids to state rate for the period of each year.)

Note.—If this route and routes Nos. 78139 and 78141 be let, no award will be made of service on routes Nos. 78138, 78142, and 78143.

78141 From Matanuska by Wasala and Ketchikan to Kodiak, 100 miles and back, twice a month from November 1 to March 31 each year, by a schedule satisfactory to the department of not to exceed three days running time each way, carrying not to exceed 400 pounds of mail a single trip each way.

Bond required with bid, \$900. (Bids to state rate for the period of each year.)

NOTE.—If this route and routes Nos. 78139 and 78140 be let, no award will be made of service on routes Nos. 78138, 78142, and 78143.

78142 From Seward by Knik, Susitna, McGrath, Tokotna, Ophir, and Iditarod to Flat, 526 miles and back, once a week from November 1 to April 10 each year, carrying a single trip each way not to exceed 475 pounds of mail between Seward and Susitna and 400 pounds between Susitna and Flat, by a schedule satisfactory to the department of not to exceed 25 days running time each way.

Bond required with bid, \$17,100. (Bids to state rate for the period of each year.)

NOTE.—If this route be let, no award will be made of service on routes Nos. 78139, 78140, 78141, and 78143.

78143 From Seward by Knik, Susitna, McGrath, Tokotna, Ophir, and Iditarod to Flat, 526 miles and back, once a week from November 1 to April 10 each year, carrying a single trip each way not to exceed 675 pounds of mail between Seward and Susitna and 600 pounds between Susitna and Flat, by a schedule satisfactory to the department of not to exceed 25 days running time each way.

Bond required with bid, \$22,000. (Bids to state rate for the period of each year.)

NOTE.—If this route be let, no award will be made of service on routes Nos. 78139, 78140, 78141, and 78142.

78144 From Ophir by Tokotna to McGrath, 125 miles and back, four times between June 1 and September 30 each year, by a schedule satisfactory to the department, carrying all mail offered.

Bond required with bid, \$500. (Bids to state rate for the period of each year.)

78145 From Flat to Iditarod, 7 miles and back, once a week and as much oftener as contractor may make trips from May 16 to October 30, by a schedule satisfactory to the department, carrying all mail offered.

Bond required with bid, \$200. (Bids to state rate per pound for all mail carried.)

78146 From Iditarod by Holy Cross to Fortuna Ledge, 200 miles and back, once a week from November 1 to April 30 each year, by a schedule satisfactory to the department, carrying not to exceed 200 pounds of mail a single trip each way.

Bond required with bid, \$1,900. (Bids to state rate for the period of each year.)

NOTE.—If this route and route No. 78147 be let, no award will be made of service on route No. 78148.

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78147 From Andreafsky to Fortuna Ledge, 52 miles and back, twice a month from November 1 to April 30 each year, by a schedule satisfactory to the department, carrying not to exceed 150 pounds of mail a single trip each way. Bond required with bid, \$300. (Bids to state rate for the period of each year.)

NOTE.—If this route and route No. 78146 be let, no award will be made of service on route No. 78148.

78148 From St. Michael by Andreafsky to Fortuna Ledge, 232 miles and back, twice a month from November 1 to April 30 each year, by a schedule satisfactory to the department of not to exceed eight days running time each way, carrying not to exceed 300 pounds of mail a single trip each way.

Bond required with bid, \$900. (Bids to state rate for the period of each year.)

NOTE.—If this route be let, no award will be made of service on routes Nos. 78146 and 78147.

78149 From Holy Cross by Anvik to Kaltag (n. o.), 200 miles and back, once a month from October 16 to May 15 each year, by a schedule satisfactory to the department of not to exceed 10 days running time each way, carrying not to exceed 450 pounds of mail each way.

Bond required with bid, \$1,400. (Bids to state rate for the period of each year.)

78150 From Bethel, by Russian Mission (n. o.) and Pimute (n. o.), to Holy Cross, 190 miles and back, once a month all the year, carrying not to exceed 300 pounds of mail a single trip each way.

Leave Bethel once a month in time to connect with outgoing mail at Holy Cross;

Arrive at Holy Cross in 15 days;

Leave Holy Cross once a month immediately upon receipt of incoming mail;

Arrive at Bethel in 15 days.

Bond required with bid, \$2,700.

78151 From Bethel, by Eek (n. o.) to Quinhagak, 100 miles and back, once a month all the year, carrying not to exceed 200 pounds of mail a single trip each way.

Leave Bethel once a month upon receipt of mail from Holy Cross;

Arrive at Quinhagak in 8 days;

Leave Quinhagak once a month in time to connect with outgoing mail at Bethel;

Arrive at Bethel in 8 days.

Bond required with bid, \$700.

NOTE.—If this route be let, no award will be made of service on route No. 78150.

78152 From Bethel, by Eek (n. o.) to Quinhagak, 100 miles and back, once a month all the year, carrying not to exceed 350 pounds of mail a single trip each way from November 1 to February 28 and 200 pounds from March 1 to October 31.

Leave Bethel once a month upon receipt of mail from Holy Cross;

Arrive at Quinhagak in 8 days;

Leave Quinhagak once a month in time to connect with outgoing mail at Bethel;

Arrive at Bethel in 8 days.

Bond required with bid, \$900.

NOTE.—If this route be let, no award will be made of service on route No. 78151.

78153 From Quinhagak to Dillingham, 180 miles and back, three times between November 1 and March 31 each year, by a schedule satisfactory to the department of not to exceed 14 days running time each way, carrying not to exceed 200 pounds of mail a single trip each way.

Bond required with bid, \$500. (Bids to state rate for the period of each year.)

NOTE.—If this route and route No. 78154 be let, no award will be made of service on routes Nos. 78155 and 78156.

78154 From Dillingham, by Nushagak and Koggiung (n. o.), to Naknek, 100 miles and back, three times between November 1 and March 31 each year, by a schedule satisfactory to the department, carrying not to exceed 150 pounds of mail a single trip each way.

Bond required with bid, \$300. (Bids to state rate for the period of each year.)

NOTE.—If this route and route No. 78153 be let, no award will be made of service on routes Nos. 78155 and 78156.

78155 From Dillingham, by Nushagak, Koggiung (n. o.), and Naknek, to Cold Bay (n. o.), 300 miles and back, three times between November 1 and March 31 each year, by a schedule satisfactory to the department, the carrier to exchange mails with the postal clerk on the steamer at Cold Bay (n. o.), carrying not to exceed 200 pounds of mail a single trip each way.

Bond required with bid, \$800. (Bids to state rate for the period of each year.)

NOTE.—If this route be let, no award will be made of service on routes Nos. 78153, 78154, and 78156.

78156 From Seldovia, by Hiamna, Koggiung (n. o.), Naknek, and Nushagak, to Dillingham, 400 miles and back, three times between November 1 and March 31 each year, by a schedule satisfactory to the department of not to exceed 20 days running time each way, carrying a single trip each way not to exceed 250 pounds of mail between Seldovia and Hiamna and 200 pounds between Hiamna and Dillingham.

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Bond required with bid, \$1,000. (Bids to state rate for the period of each year.)

NOTE.—If this route be let, no award will be made of service on routes Nos. 78153, 78154, and 78155.

78157 From Kenai, by Kussiloff (n. o.) and Nuelchuk (n. o.), to Homer (n. o.), 75 miles and back, once a month from December 1 to March 31 each year, by a schedule satisfactory to the department of not to exceed seven days running time each way in due connection with mail boats at Homer (n. o.), carrying all mail offered.

Bond required with bid, \$600. (Bids to state rate for the period of each year.)

NOTE.—If this route be let, no award will be made of service on route No. 78158.

78158 From Kenai to Seward, 100 miles and back, once a month from December 1 to March 31 each year, by a schedule satisfactory to the department of not to exceed seven days running time each way, carrying all mail offered.

Bond required with bid, \$600. (Bids to state rate for the period of each year.)

NOTE.—If this route be let, no award will be made of service on route No. 78157.

78159 From Hope, by Sunrise and Roosevelt, to Seward, 102 miles and back, twice a month from November 1 to March 31 each year, by a schedule satisfactory to the department of not to exceed five days running time each way, carrying not to exceed 150 pounds of mail a single trip each way.

Bond required with bid, \$800. (Bids to state rate for the period of each year.)

78160 From Hope, by Sunrise and Roosevelt, to Seward, 102 miles and back, twice a month from November 1 to March 31 each year, by a schedule satisfactory to the department of not to exceed 5 days running time each way, carrying all mail offered.

Bond required with bid, \$1,200. (Bids to state rate for the period of each year.)

78161 From Tanana, by Bettles and Coldfoot (n. o.), to Nolan, 305 miles and back, once a month, from October 16 to May 15 each year, by a schedule satisfactory to the department of not to exceed 14 days running time each way, carrying not to exceed 200 pounds of mail a single trip each way.

Bond required with bid, \$1,500. (Bids to state rate for the period of each year.)

78162 From Tanana by Alatna (n. o.), Shungnak, Kiana, and Noorvik (n. o.), to Kotzebue, 430 miles and back, once a month from November 1 to April 30 each year, by a schedule satisfactory to the department of not to exceed 25 days running time each way, carrying not to exceed 300 pounds of mail a single trip each way.

Bond required with bid, \$1,100. (Bids to state rate for the period of each year.)

NOTE.—If this route be let, no award will be made of service on routes Nos. 78163, 78164, 78165, 78166, 78167, and 78169.

78163 From Tanana by Alatna (n. o.), Shungnak, Kiana, and Noorvik (n. o.), to Kotzebue, 430 miles and back, twice a month from November 1 to April 30 each year, by a schedule satisfactory to the department of not to exceed 25 days running time each way, carrying not to exceed 300 pounds of mail a single trip each way.

Bond required with bid, \$2,200. (Bids to state rate for the period of each year.)

NOTE.—If this route be let, no award will be made of service on routes Nos. 78162, 78164, 78165, 78166, 78167, and 78169.

78164 From Tanana to Alatna (n. o.), 120 miles and back, once a month from November 1 to April 30 each year, by a schedule satisfactory to the department of not to exceed 5 days running time each way, carrying not to exceed 300 pounds of mail a single trip each way.

Bond required with bid, \$300. (Bids to state rate for the period of each year.)

NOTE.—If this route and route No. 78165 be let, no award will be made of service on routes Nos. 78162, 78163, 78166, 78167, and 78169.

78165 From Kotzebue by Noorvik (n. o.), Kiana, and Shungnak, to Alatna (n. o.), 310 miles and back, once a month from November 1 to April 30 each year, by a schedule satisfactory to the department of not to exceed 20 days running time each way, carrying not to exceed 300 pounds of mail a single trip each way.

Bond required with bid, \$800. (Bids to state rate for the period of each year.)

NOTE.—If this route and route No. 78164 be let, no award will be made of service on routes Nos. 78162, 78163, 78166, 78167, and 78169.

78166 From Tanana to Alatna (n. o.), 120 miles and back, twice a month from November 1 to April 30 each year, by a schedule satisfactory to the department of not to exceed 5 days running time each way, carrying not to exceed 300 pounds of mail a single trip each way.

Bond required with bid, \$600. (Bids to state rate for the period of each year.)

NOTE.—If this route and route No. 78167 be let, no award will be made of service on routes Nos. 78162, 78163, 78164, 78165, and 78169.

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78167 From Kotzebue by Noorvik (n. o.), ~~Kiana~~, and Shungnak to  
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November 1 to April 30 each year, by a schedule satisfac-  
tory to the department of not to exceed 20 days running  
time each way, carrying not to exceed 300 pounds of mail  
a single trip each way.

Bond required with bid, \$1,600. (Bids to state rate for the  
period of each year.)

NOTE.—If this route and route No. 78166 be let, no award  
will be made of service on routes Nos. 78162, 78163, 78164,  
78165, and 78169.

78168 From Kotzebue by Noorvik (n. o.), and Kiana to Shungnak,  
225 miles and back, once a month from June 1 to Septem-  
ber 30 each year, carrying not to exceed 500 pounds of  
mail a single trip each way.

Leave Kotzebue about the 1st of each month during the period;

Arrive at Shungnak in 15 days;

Leave Shungnak not less than 24 hours after arrival;

Arrive at Kotzebue in 15 days.

Bond required with bid, \$400. (Bids to state rate for the  
period of each year.)

NOTE.—If this route be let, no award will be made of service  
on route No. 78169.

78169 From Kotzebue by Noorvik (n. o.), and Kiana to Shungnak,  
225 miles and back, once a month, except in May and  
October, each year, carrying not to exceed 500 pounds of  
mail a single trip each way.

Leave Kotzebue about the 1st of each month (except May and  
October);

Arrive at Shungnak in 15 days;

Leave Shungnak not less than 24 hours after arrival;

Arrive at Kotzebue in 15 days.

Bond required with bid, \$900. (Bids to state rate per  
annum.)

NOTE.—If this route be let, no award will be made of service  
on routes Nos. 78162, 78163, 78164, 78165, 78166, 78167,  
and 78168.

78170 From Candle to Keevalik (n. o.), 8 miles and back, once about  
every 10 days during the season of navigation each year,  
from about June 15 to about October 15, by a schedule sat-  
isfactory to the department in close connection at Kee-  
walik (n. o.) with mail steamer and of not to exceed 12  
hours running time each way, carrying all mail offered.

Bond required with bid, \$900. (Bids to state rate per  
round trip.)



78171 From Unalakleet, by Haycock, Candle, Keewalik (n. o.), and Deering, to Kotzebue, 300 miles and back, twice a month from November 1 to May 15 each year, by a schedule satisfactory to the department of not to exceed 12 days running time each way, carrying not to exceed 500 pounds of mail a single trip each way.

Bond required with bid, \$2,600. (Bids to state rate for the period of each year.)

NOTE.—If this route be let, no award will be made of service on routes Nos. 78173, 78174, and 78175.

78172 From Golovin to Council, 35 miles and back, three times a month from November 1 to April 30, and twice from May 1 to 19, each year, by a schedule satisfactory to the department of not to exceed two days running time each way, carrying not to exceed 400 pounds of mail a single trip each way.

Bond required with bid, \$800. (Bids to state rate for the period of each year.)

NOTE.—If this route and route No. 78171 be let, no award will be made of service on routes Nos. 78173, 78174, and 78175.

78173 From Golovin, by Council, Candle, Keewalik (n. o.), and Deering, to Kotzebue, 275 miles and back, twice a month from November 1 to May 15 each year, by a schedule satisfactory to the department of not to exceed 12 days running time each way, carrying not to exceed 500 pounds of mail a single trip each way.

Bond required with bid, \$2,400. (Bids to state rate for the period of each year.)

NOTE.—If this route be let, no award will be made of service on routes Nos. 78171, 78172, and 78174.

78174 From Solomon, by Council, Candle, Keewalik (n. o.), and Deering, to Kotzebue, 280 miles and back, twice a month from November 1 to May 15, each year, by a schedule satisfactory to the department of not to exceed 12 days running time each way, carrying not to exceed 500 pounds of mail a single trip each way.

Bond required with bid, \$2,400. (Bids to state rate for the period of each year.)

NOTE.—If this route be let, no award will be made of service on routes Nos. 78171, 78172, and 78173.

78175 From Golovin to Haycock, 85 miles and back, twice a month from November 1 to May 15 each year, by a schedule satisfactory to the department of not to exceed three days running time each way, carrying not to exceed 250 pounds of mail a single trip each way.

Bond required with bid, \$500. (Bids to state rate for the period of each year.)

NOTE.—If this route and either route No. 78173 or No. 78174 be let, no award will be made of service on route No. 78171.

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78176 From Nome, by Solomon, to Council Bluffs and back, once a week from June 1 to October 31 each year, by a schedule satisfactory to the department of not to exceed three days running time each way, carrying not to exceed 450 pounds of mail a single trip each way.

Bond required with bid, \$1,200. (Bids to state rate for the period of each year.)

78177 From Nome, by Hot Springs (n. o.), Marys Igloo (n. o.), Shelton, and Dahl (n. o.) to Taylor, 125 miles and back, once a week from July 1 to October 31 and twice a month from November 1 to June 30 each year, Hot Springs (n. o.) and Marys Igloo (n. o.) to be omitted from July 1 to November 30, by a schedule satisfactory to the department of not to exceed four days running time each way, except in June and November, when two days additional running time will be allowed if necessary, carrying not to exceed 400 pounds of mail a single trip each way.

Bond required with bid, \$2,300.

78178 From Nome, by Sinuk (n. o.), to Teller, 90 miles and back, twice a month from November 1 to May 31 each year, by a schedule satisfactory to the department of not to exceed four days running time each way, carrying not to exceed 400 pounds of mail a single trip each way.

Bond required with bid, \$800. (Bids to state rate for the period of each year.)

78179 From Teller, by York (n. o.), to Wales, 65 miles and back, once a month from November 1 to May 31 each year, by a schedule satisfactory to the department of not to exceed three days running time each way, carrying not to exceed 200 pounds of mail a single trip each way.

Bond required with bid, \$300. (Bids to state rate for the period of each year.)

78180 From Barrow, by Wainwright and Tigara, to Kotzebue, 650 miles and back, three times during the winter season of each year, from about November 1 to about May 15, carrying not to exceed 200 pounds of mail a single trip each way.

Leave Barrow about November 1, January 1, and March 1;

Arrive at Kotzebue in not exceeding 35 days;

Leave Kotzebue about December 1, February 1, and April 1;

Arrive at Barrow in not exceeding 35 days.

Bond required with bid, \$1,400. (Bids to state rate for the period of each year.)

POST OFFICE DEPARTMENT  
SECOND ASSISTANT POSTMASTER GENERAL  
WASHINGTON

August 28, 1917.

Hon. J. F. A. Strong,  
Governor of Alaska,  
Juneau, Alaska.

RECEIVED

ANSWER

24-1

Sir:

In answer to your letter of the 14th instant, which the Postmaster General has referred to me, endorsing the recommendation of the postmaster at Haycock, Alaska, for establishment of a winter mail route from Unalakleet by Haycock, Candle, Deering and Kiana to "Blossom," I have the honor to inform you that proposals are invited in the general advertisement of July 26, 1917, for service on a route between Unalakleet and Kotzebue via Haycock, Candle and Deering. "Blossom" is not a post office. It appears that the route advertised is practically as recommended by the postmaster.

A copy of the advertisement of July 26th is inclosed.

Very respectfully,

*Otto Rayer*

Second Assistant Postmaster General.

Inclosure.

Ex. 72171 page 38

August 14, 1917 .

34-1

The Postmaster General,

Washington, D. C.

Sir:

I am advised by the postmaster at Haycock, Alaska, that he is desirous of having the Post Office Department advertise for bids to carry mails over a route from Unalakleet to Blossom twice a month during the winter, intermediate offices being Haycock, Candle, Deering and Kiana, and all way points, such service to take the place of the present routes as follows: One from Solomon to Blossom and another from Colovin to Haycock. I am further advised that the adoption of the new route would only cut out part of the route from Solomon to Blossom---that part from Council north.

Inasmuch as I am personally acquainted with the topography of the country wherein these offices are situated and as the change of routes would be in the interest of economy and efficiency, I have to endorse the proposition of Mr. Gundersen that an advertisement for bids covering the carrying of mails along the new route be included in the Department's regular call for a four-year service to be made this calendar year.

August 14, 1917

34-1

Mr. Lars Gunderson,  
Haycock, Alaska

My dear Lars:

The receipt is acknowledged of your letter of July 23, in which you state that you are urging the Post Office Department to advertise for bids to carry mail over a route from Unalakleet to Blossom twice a month during the winter season, intermediate offices being Haycock, Candle, Deering and Kiana, and all way points, such service to take the place of the routes from Solomon to Blossom and from Gelevin to Haycock. You also state that only a part of the route from Solomon to Blossom would be abandoned, that part from Council north. You ask that I give this immediate attention, which I shall gladly do, with the hope that the necessary change will be made by the Post Office Department.

Permit me to extend my very best wishes for you in every way.

Yours very truly,

Governor

Haycock, Alaska, July 23, 1917.

**GOVERNOR'S OFFICE**  
**RECEIVED**  
AUG 14 1917  
**ANSWERED**

34-

Hon. J. F. A. Strong,

Juneau, Alaska.

Dear Gov. Strong.

I am urging the post office to advertise for bids

to carry the mails over a route from Ualikleet to Blossom twice a month during the winter season, intermediate offices being Haycock, Candle, Peering and Kiama and all way points, such service to take the place of the present routes as follows. The one from Solomon to Blossom, and the one from Golovin to Haycock. Of course we would only cut out part of the route from Solomon to Blossom that part from Council north. You are personally acquainted with the topography of the country where these office are situated, and can see where the proposed change would be in the interest of economy and efficiency. I am desirous of having this advertisement for bids inserted in the department's regular call for postage services which will be made this year.

In connection I call your attention to House Joint Memorial Session Laws of 1913 territory of Alaska as far as the memorial pertains to the route I have suggested. The only difference is that Mr. Kennedy's memorial calls for a route from Bonanza, where there is not office, there is a substitute on Ualikleet. Please give this matter your immediate attention if you will directly please all your good friends in all these matters and see that such a mail service.

Yours very truly,

*Carl Linderson*

March 23, 1917

34-1

Mr. F. L. Jewett, Postmaster,

Circle, Alaska

Dear Mr. Jewett:

I have your letter of February 20, enclosing a copy of a letter to the Second Assistant Postmaster General, recommending a change in the mail contract for the delivery of mail between Chatanika and Circle.

In reply I have to advise you that I have endorsed this recommendation by a letter to the Second Assistant Postmaster General, a copy of which is herewith enclosed.

With best wishes, I am,

Sincerely yours,

Governor

Circle, Alaska, Feb. 20, 1917.

Second Assistant Postmaster General,  
Division of Miscellaneous Transportation,  
Washington, D. C.

Sir;-

Regarding Mail Contract No. 78123, from Chatanika, by Miller House, Deadwood and Central House, to Circle. When the new contract for this route is made I would suggest the word "Central House" be eliminated, giving the contractor the privilege of making the Miller House and Deadwood Postoffices by a much more direct and shorter route.

Central House is not and never has been a Post-office, but is simply a roadhouse, and but two parties have their mail left at this point, and one of these would be served much closer by the carrier following the more direct route. This would reduce the traveling distance between Miller House and Circle approximately 15 Miles.

This also applies to contract No. 78125.

Respectfully,

*L. J. Jewett*  
Postmaster.



March 23, 1917

Mr. W. F. Green,

United States Commissioner,

Tacotna, Alaska

Dear Sir:

The receipt is acknowledged of your letter of February 21, together with a petition from the residents of Ophir and Tacotna, with reference to securing appropriations for the building of roads in your section of the Territory. I have noted carefully what you say with reference to the prospective richness of your district, and, from my personal knowledge, I may say that I fully coincide with the statements therein made. I have further to advise that I shall do everything within my power to aid you in this respect, realizing as I do your remoteness and the necessity of road building if your rich section of the Territory is to be opened up to prospectors and miners.

It is to be regretted, however, that the appropriation of \$500,000, asked by the Alaska Road Commission and the War Department, failed of passage in the late Congress, and at the forthcoming special session of Congress. Attention be made, I fear that there will be little

in the Territory during the current year. It is possible, however, that the Territorial legislature may have some funds which it can appropriate for road and trail building purposes, and if so, I shall recommend that the demands of your district be given careful consideration.

I am,

Yours very truly,

Governor

W. F. GREEN, M. D., D. D. S.  
COMMISSIONER

# DEPARTMENT OF JUSTICE

OFFICE OF UNITED STATES COMMISSIONER FOR  
MT. MCKINLEY PRECINCT, ALASKA

Honorable J. F. A. Strong

Juneau Alaska

Dear Sir

RECEIVED  
MAY 19 1917  
ANSWERED

Inclosed I hand you the original of two petitions copies

of which I have mailed to the Departments therein mentioned.

I copied the names (type-written) and certified as per copy attached. We are or will be some day know that we are alive in here and propose to remain so for some time to come.

Also that Gentle creek is the richest creek per square foot of bed rock in that has ever been shown up in Alaska so far--bar none.

That we have more miles of placer ground than any other section of Alaska waiting the advent of a suitable road upon which we can haul supplies from the head of navigation on the Tuskokwita river.

At present we have only such roads as GOD ALMIGHTY and the people here have made. This spring the Kimbal Plume Dredge Co. expect to build six (6) miles of road to enable them to get their dredge on to Yankee creek and operating before the fall. The Messrs. Higgins and Thomas will have a (4) miles of road to enable them to use a wagon to take rockings on Tades creek.

So we propose to let the Departments know we are here because we are here and that the Government has never spent a dollar on building

--"U" P E T I T I O N --"U"--

TO THE  
HONORABLE SECRETARY OF THE  
POSTMASTER GENERAL, SECRETARY OF THE  
INTERIOR, DELEGATE TO CONGRESS,  
GOVERNOR  
OF ALASKA, JUDGE of the DISTRICT COURT for the  
FOURTH DIVISION, CHIEF of the SIGNAL CORPS,  
UNITED STATES ARMY, and the CHAIRMAN ALASKA  
ROAD COMMISSION.

GENTLEMEN:

The residents of OPHIR and TOKOTNA  
ALASKA desire to call to the attention of the proper officials  
some of the urgent needs of these Communities and request that action  
be taken in the matters here referred to.

Although these two settlements are on different water-sheds and in dif-  
ferent Recording Precincts they are so close together that they may be  
regarded for most purposes as one community. Both are on the same winter  
mail routes and the quickest and shortest connection for either of  
them is by way of Iditarod Alaska which is about equi-distant from both  
places. What is done for one is of almost equal benefit to the other,  
and the development of the mining country surrounding them is held  
back by the same causes.

The Town of OPHIR is at the head of the Inneke river and is the chief  
supply point of creeks that have produced in the past, and will con-  
tinue for several years to produce gold in considerable quantities.

To date something over \$3,000,000.00 has been produced by this District

and is called the name of the Small Miner, who by reason

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and the development of the mining country surrounding them is held  
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supply point of creeks that have produced in the past, and will con-  
tinue for several years to produce gold in considerable quantities.  
To date something over \$3,000,000.00 has been produced by this District  
which may well be called the Home of the Small Miner, who by reason  
of the high values in the ground has been able to mine at a profit not  
withstanding the many difficulties he has had to overcome in the way  
of lack of means of transportation and communication, high freight  
rates, and the like, all increasing the operating cost.

To day the ground remaining unworked is of lower grade, and can not be  
worked successfully under the high operating costs of the past.

The town of Tokona Alaska lies on the other side of the Yukon-  
Innoko river divide at the head of navigation on the Tokona river.

It is the supply point of a rapidly developing mining district on the

Kuskekwin side of the divide and also ~~supplies the Innoko District~~ to some extent supplies the Innoko District.

Supplies are landed in Ophir by horse scows mostly and in Teketna by steam boats and gasoline launches as the Teketna river is always navigable for these from Mc. Grath Alaska which is on the Kuskekwin river at the mouth of the Teketna river.

From Ophir and Teketna to points on Ganes, Yankee and other creeks in the Innoko District the freight is on an average T F N (10) cents a pound by pack horses, from either point. On both sides of the divide roads and trails are badly needed. What summer roads and trails are in the district have been put in by the operators at considerable cost to them in time, money and labor. The Government in this respect has done nothing for the ~~development~~ development of this section of Alaska.

At present the Government winter trail from Iditarod to Teketna Alaska - a link in the trail to Seward, is not used by the mail carrier or the bulk of the winter travel. This is now going over a trail from Teketna by way of Ophir which has been cleared and marked by the Kuskekwin Commercial Company of Teketna and from Ophir to Iditarod Alaska by the people of Ophir and Iditarod. Unless something is done by the Government on roads or trails in this district the development of the country on both sides of the divide will be seriously checked and retarded.

The formation of this country is mostly broken slate and road building is not expensive, if the Government will only help. In addition it is essential that the trail to Iditarod used for summer travel to Ophir

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Neither Ophir or Teketna can meet the present school-law which requires twenty children of school age in a school district out-side of Incorporated towns. However this is an instance of a law not fitting the country. On the entire Kuskokwim River from Bethel to Teketna there is no

school for white children or those of mixed blood, for there is the Inneke. A school is needed at Teketna, it will be attended by more than the minimum number of pupils required by law.

There will be this winter, as there was last year a shortage of supplies on the Kuskekwin river. Both years vessels carrying supplies and machinery have met with accidents and have failed to reach Bethel.

In both of these years news of these accidents reached Teketna and Ophir too late for arrangements to be made for other shipments.

In both instances the information was delayed because there was no means of communicating it other than by the convenience of chance travellers. The fact that this information could not be quickly conveyed to the districts concerned has caused serious loss to the merchants, miners and inhabitants of the Kuskekwin river and the Inneke in general. There should be Government wireless stations at Bethel and on the upper Kuskekwin river. The lack of telegraphic communication is a serious thing for so large a section of country with such possibilities as the Kuskekwin, Mt. Mc. Kinley and Inneke Precincts.

The winter mail service to the upper Inneke and Kuskekwin is fairly good, probably as good as can be expected, but in summer there is no service at all. Two mails have been received during the summer of 1916

When navigation is open the mail service should be at least monthly.

There is no United States Marshal (Deputy) stationed in either the Kuskekwin, Mt. Mc. Kinley or Inneke Precincts. One should be stationed

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This petition has been signed by people living in and around Ophir and Teketna, but the matters touched on concern those living anywhere in the Kuskekwin and Inneke districts.

The Kuskekwin river is the second largest river in Alaska, yet it drains a country which is without telegraphic communication with the rest of the Territory; in summer it has practically no mail service; it has no schools for white children, and no trails except those built by God Almighty and the people living in the said districts.

Although well mineralized this country is of slow development because it has for some reason not been given by the Government the aid furnished to other parts of the Territory.

Your petitioners would ask that Twenty-thousand (\$20,000) dollars be appropriated for and used in building a section of the Trunk-Line road ~~some~~ between Ophir and Teketna Alaska where it is sadly needed, and eventually connecting with the Ruby-Leng-Poerman-Ophir-Teketna-Mc.Grath-Susitna-Seward Trunk-Line road from the Yukon to tide water.

NAMES

A. G. Blough  
Fred Waugh  
Thomas Foxcroft  
Edmund Fortin  
as. Newman  
J. E. Mc  
I. Smith  
O'Connor  
Jack Kolman  
G. F. H. Kemp  
J. J. [unclear]  
[unclear]

NAMES

A. R. Eldridge,  
C. [unclear]  
C. Nelson  
G. [unclear]  
G. [unclear]  
L. W. Sprague  
L. W. Birkhof  
C. E. Larson  
A. J. [unclear]  
[unclear]