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124

Report of

The Divisional Road Commission, Second Judicial Division,
Territory of Alaska,

to

The Territorial Road Commission, Juneau, Alaska,
for the year 1917.

Nome, Alaska, Feb. 10, 1918.

The Territorial Road Commission,
Juneau, Alaska.

Gentlemen:

I herewith submit the annual report of the Divisional Road
Commission for the Second Judicial Division for the year 1917.

Very respectfully,

John A. Wilson
Chairman Div. Road Commission.

The Divisional Road Commission for the Second Judicial Division, consisting of John A. Wilson, Chairman, and A. D. Potest and E. H. Pfaffle, Members, met and organized at Nome, Alaska, June 15, 1917.

After conferring with the local Superintendent of the Alaska Road Commission as to the plans of the A. R. C., it was decided that the Divisional Road Commission undertake the construction of a wagon road from The Landing to Willow Creek, Wade Hampton Precinct, 4½ miles in length; the building of a wagon road from Dime Landing to Dime Creek, Koyuk Precinct, 6½ miles in length; the construction of a wagon road from Fort Davis to Cape Nome, 9 miles in length; to take over the road from East Fork to Council, Council City Precinct, 30 miles; to reconstruct the wagon road from East Fork to Butte Creek, 4 miles; to construct a foot bridge over Bay Creek, Fort Clarence Precinct; and to construct three foot bridges in the Kougarok, one at Shelton, one at the crossing of the Innachuk trail and one across the Kougarok at Coarse Gold Creek.

Later the Chairman recommended and the Commission approved that the Commission take over the Cape Nome road, 1.6 miles in length; that it take over the Deering - Innachuk road, Fairhaven Precinct, 25 miles; that a winter trail cut-off be made from Pilot Station to Marshall, Wade Hampton Precinct, 23 miles; that the mail trail from Golovin to Unalaklik be overhauled and repaired; that a winter trail be staked from Dime Roadhouse to Snyder's, 45 miles; that a winter trail be staked from Macalin Creek to the Hot Springs, 13 miles, and that stakes be erected permanently on the winter trail from Davidson's Landing to Taylor Creek, Kougarok Precinct.

During the summer the Chairman made two trips to Marshall, one to Dime and one to Council. A. D. Potest also made an official trip to Dime. E. H. Pfaffle made a trip to Nome to attend the meeting of the Commission.

During the season 6¾ miles of first-class wagon road was built at an average cost of \$4,984.00 per mile; 36.2 miles of wagon road was repaired and maintained at an average cost of \$215.00 per mile; 4 suspension foot bridges were built at an average cost of \$354.00 each, and 138 miles of winter trail were repaired and staked at an average cost of \$5.38 per mile. The above figures include all charges, location, construction, camp equipment, tools, traveling expense, office expense and commission. The total amount expended on the different projects and a detailed list of expenditures on each is given on the following pages.

Most of the work was done by day's labor, since it was considered unsatisfactory and impractical to contract the work in most instances. On The Landing - Willow Creek and the work was done partly by contract. The work on the Cape Nome road and the Pilot foot bridge was done by contract.

The cost of construction has been high owing to the high cost of food, camp equipment and tools, traveling expense, office, traveling

expended.

Two complete camping outfits and tools were purchased, one for Nome and one for Council, and tools for the Marshall and Inmachuk routes.

The Commission decided, upon being petitioned by the Nome mine Workers' Union, to pay the standard scale of wages prevailing in the mining camps in the Second Division, namely, \$5.00 per day and board. Where men were boarding themselves, an extra allowance was made for board which varied according to the cost of board in the camps where the work was done. The allowance for board in the Nome district was \$1.30 per day; in the Inmachuk, \$2.00 per day; in Marshall and Dine, \$3.00 per day.

Some delay in the payment of accounts has been caused by vouchers not properly made out being sent from outlying districts. In several instances the payer had left the district when the voucher came back for correction, still further delaying payment, and on Dec. 31 there were outstanding accounts to the amount of \$586.50. Where such work is done by day's labor, it is believed that a simpler system would be to use payrolls in duplicate than to make out vouchers for every man working, as at present. Both original and duplicate would be signed and the duplicate could be forwarded to Juneau, serving the same purpose as individual vouchers, besides eliminating a great deal of clerical work.

While during the first year of its existence the Road Commission has experienced the usual difficulties inevitable in getting a new department in smooth running order, substantial results have been obtained in the way of road building for the money expended. The handicaps are the short open season, the immense extent of the Division, the urgent need of roads in every mining district, necessitating the work being scattered out over a wide area, the difficulty of constructing satisfactory roads with the material available for road building. The lack of roads is the greatest hindrance to the development of the rich mineral resources of the Division. A great amount of work has been accomplished by the Alaska Road Commission, but more funds should have been available. A trunk line through the Peninsula from Nome north to Candle would be of great benefit in opening up the country. However, the cost of such a road would be too great for the Territory to undertake at the present time.

Harmonious relations have at all times existed between the Division Road Commission and the Alaska Road Commission. The Chairman has had unrestricted access to all books, records, accounts, maps, etc. belonging to the A. R. C. The utmost courtesy has been shown by the local Superintendent, Mr. Daniel A. Jones, who has ever been ready and willing to furnish information and to counsel from his own experience in the Nome District.

The Commission is indebted to a large number of citizens for advice, recommendations and honest criticisms made. It is believed that full value has been rendered for the money paid to every man working for the Commission or supplying it material.

Statement of receipts and disbursements

From July 24, 1917, to Dec. 31, 1917.

DEBITS

deposits received by Treasurer up till Dec. 31, 1917	\$50,000.00
deposited by Chairman to correction of Voucher No. 138	4.50
Total	<u>50,004.50</u>

CREDITS

disbursements as per statement below	<u>41,137.40</u>
Balance, Dec. 31, 1917	8,867.00

Expenditures by routes

	Wagon road built	Wagon road maintained	Trail	Bridge	
Standing-Willow Creek	4 1/2 m.				10,232.40
Fort Davis-Cape Nome	2 1/2 m.				19,069.30
East Fork - Council Blaine		20 m.			5,322.90
Cape Nome		1.6			382.50
Chellier				1	498.20
Seering-Inmachuk		14			150.00
Region wagon trail		1			1,498.30
Sougarok bridges					58.50
Shelton				1	348.00
Niagara				1	481.00
Coarse Gold				1	348.40
Inter trails			138m		694.50
Office expense					<u>764.50</u>
Total					39,745.00
Accounts outstanding					<u>568.50</u>
Net amount expended					39,176.50
Commissioner's compensation (5% of money expended					<u>1,958.90</u>
Total amount expended					<u>41,137.40</u>

(5)
Office Expense.

An office was maintained in the same building as that occupied by the Alaska Road Commission and no expense was incurred for rent, light or heat. The office expense was in consequence light, being less than 2% of the money expended.

The expense has been as follows:

Office furniture	\$ 29.50
Stationery, Blank books, vouchers, etc.	139.50
Typewriter	92.85
Clerk hire	300.00
Services, typewriting, contracts, etc.	25.00
Janitor services	40.00
Official bonds of Treasurer and Commissioner	80.00
Telegraph and telephone service	87.34
Miscellaneous expense, stamps, etc	10.09
	<hr/>
Total	764.58

Commission

According to the road bill, the Commissioner is to receive as compensation for his services 5% of all monies expended. A total of \$39,178.54 was expended up till December 31, 1917, and the Commissioner's compensation was accordingly \$1,958.93

The Landing - Willow Creek Road

The first work undertaken by the Divisional Road Commission was the construction of a wagon road from The Landing to Willow Creek in the Marshall district, Wade Hampton Precinct. This road serves to supply the town of Willow and the placer diggings on Willow Creek. Marshall, situated on the Yukon, is the distributing point for these diggings, all freight being trans-shipped by small boats to The Landing, 12 miles distant. From The Landing the freight is hauled by wagon to Willow Creek, a distance of from 3 to 4½ miles. About 1.6 of this is over swampy tundra, almost impassable in rainy weather before the road was built, and the remaining distance through scattered spruce and birch timber, where the bottom is firmer.

Active mining was carried on on six claims on Willow, and the output is estimated at \$400,000 for 1917.

The Alaska Road Commission had out a large amount of poles for corduroy in the early part of 1917, but lacked necessary funds to construct the road, for which reason the commission decided to take over the work. Work was started with day labor on July 8 and concluded on Sept. 21

(6)
and during this time a most substantial wagon road was built from The Landing to No. 3 Above on Willow Creek, a distance of 44 miles, at a cost to the Territory of \$10,333.44. The Alaska Road Commission had previously expended \$5,001.00, so that the total cost of the road was \$15,333.44, or \$3,584.34 per mile.

For 8,600 feet from The Landing onward the road is of corduroy, that is, spruce and cottonwood poles from 4 to 8 inches in diameter and from 8 to 11 feet in length placed upon stringers. From 3 to 4 stringers are used and the poles are covered with tundra taken from a small ditch on each side of the roadbed. Two turnouts, each 50 feet long and 14 feet wide, were built, a 40 foot trestle over a draw, and culverts put in wherever needed.

From Station 26 to Mile 3, a distance of 7,340 feet, the location follows closely the old wagon trail. The work on this section consists of grubbing, grading, ditching and the laying of 402 feet of corduroy. From Mile 3 to No 3 Above, a distance of 6,300 feet, 528 feet of corduroy were laid and 8,073 feet graded, ditched and culverts put in. In all, 8,536 feet of corduroy were laid at a cost of 75¢ per linear foot, 12,904 feet of road grubbed, graded and ditched at a cost of 30¢ per linear foot, and 21 culverts, from 10 to 13 feet in length and from 1 to 3 feet in width, were put in at a cost of \$19.00 each.

In a general direction, the location runs north-east, with an almost uniform rise of a 3% grade.

About 335 tons passed over the new road this season, and whereas before about 500 pounds was considered a load, it is now possible to haul any sized load.

The work was under the direction of J. C. Jenkins as foreman.

In addition to using 6,925 poles and 680 stringers of the Alaska Road Commission cutting, 9,632 cottonwood poles were acquired by contract for 24¢ each delivered at the Landing, and 1,527 spruce poles and 5,472 linear feet of stringers were bought at 25¢ each for poles and 3¢ per foot for stringers. Most of these poles had to be hauled from a few hundred feet to 2 miles, which accounts for the heavy expense of hauling. About 1,050 poles and 400 stringers of the A. R. C. cutting have to be left behind owing to the difficulty of hauling them over the swampy ground. They will be hauled out when snow falls and utilized on the road next season.

The expenditures have been as follows:

Wages of laborers	\$ 5,456.00
Team hire	1,507.75
Road material (poles and stringers)	3,831.19
Tools and supplies	98.50
Traveling expense (two trips)	235.00
Telegraph expense	4.00
Total	<u>10,333.44</u>
Outstanding accounts, Dec. 31	358.50

(1)
Fort Davis - Cape Nome

A wagon road from Fort Davis to Cape Nome to connect with the Territorial wagon road built over the Cape has long been considered a project of prime importance. A first-class wagon road exists between Nome and Fort Davis, but from here eastward the beach offers the only means of travel, and only at extreme low water is the beach passable. A road had been built along the edge of the tundra, but it was destroyed in the great storm of 1913. A road here will not only serve to supply the mining camps along the Second Beach line and Derby, Cunningham and Hastings creeks, but will serve as a connecting link in a trunk line eastward to the mining camps of Solomon, Casadepega and Council. Much freight and many passengers are transported between Nome and these camps. At the present time nearly all of this travel is by water to Solomon, 37 miles, and thence by wagon road to the Casadepega and Council. Transportation by water is very uncertain owing to the frequency of storms and lack of harbors, and is frequently at a standstill for long periods.

The distance of the road to be constructed from Fort Davis to Cape Nome is 8 miles. It had been suggested that the new road follow the Second Beach line, about 1/2 mile back from the present beach, from the beginning, but since this part is almost devoid of material for road making, it was decided to run the first two and one-half miles on the tundra, where the present beach high enough to be out of all danger of high water. From the 2 1/2 mile point the road will follow the Second Beach.

The construction work was started on July 26 and concluded on Oct. 22. A. D. Potest was in charge as foreman, and the work was done by day's labor. A total of \$19,069.38 was expended, of which \$1,108.24 was paid out for camp equipment and tools. Two and one-half miles of road were constructed over the most difficult part of the route, costing per mile \$7,183.00. The high cost of construction is mainly due to the fact that the tundra is soft and swampy, and a foundation of sod and driftwood had to be built to carry up the gravel. The tundra was not disturbed, since if the sod is cut the glacial ice underneath will thaw and the roadbed will settle down. For 3,860 feet a foundation of sod was laid down, from 1 to 1 1/2 feet thick and 16 feet wide. Driftwood was used as corduroy in the worst places, about half the distance being so corduroyed. A layer of gravel 3 inches in depth was spread over this foundation. No more ditching was done than was absolutely necessary, but culverts were put in wherever there was any natural drainage. For 6,240 feet the gravel was dumped on the tundra, since it was on more solid ground. About 4,070 cubic yards of sod and 4,175 cubic yards of gravel were used in the construction work. A total of 43 lumber culverts, each 18 feet long and from 1 to 3 feet in width, were put in at an average cost of \$13.00 each.

The remaining distance of this road will be constructed next summer and the cost per mile will be much less, since a great part of it can be constructed with a grading machine.

The expenditures on this project have been as follows:

Wages of laborers	\$ 7,431.40
Subsistence (groceries, meats, etc.)	2,879.49
Team hire	7,272.10
Camp equipment	914.55
Tools	160.24
Material (for culverts, etc)	284.35
Telephone service	27.35
Total	19,068.38

East Fork - Council.

This wagon road, which is part of the summer mail route from Solomon to Council, was taken over by the Commission for maintenance and general repair. The distance from East Fork to Council is 30 miles, 5 miles of which is corduroy. All travel in summer time to Council is by this route, but little freight passes over it, since most of the freight is shipped at present by way of Golovin Bay.

Twenty miles of this road from Council westward was put in first-class condition this season at a total cost of \$5,372.25, or an average of \$268.13 per mile. Work was commenced on July 23 and concluded on September 30 and was done by day's labor, with Jas. C. Fuessell in charge as foreman. The work was under the general direction of E. H. Pfaffle, Member of the Commission, who received no remuneration.

Starting from the Ninkluk River opposite Council, the corduroy road extends for 5 miles to Fox River. This portion of the road was in bad shape, and the work consisted of removing rotted poles and stringers, replacing them with new timbers, raising sunken parts of the road, repairing and reflooring one bridge between Mile 2 and 2 $\frac{1}{2}$ and surfacing the roadbed with 353 cubic yards of gravel. From Mile 5 to Skookum Divide, 12 miles, the road follows the banks and bed of Fox River. The work on this portion consisted of grading, filling in ruts and wash-outs with willows and gravel, surfacing the roadbed and picking out large boulders where the road follows the river bed.

Over the Skookum Divide, which with the approaches extends from Mile 17 $\frac{1}{2}$ to Mile 20, 2 $\frac{1}{2}$ miles in length, deep wash-outs and heavy slides are caused in the spring by the tremendous spring floods. The numerous wash-outs here were from 2 to 3 feet deep and 12 to 14 feet wide. On the south approach in particular, the road was nearly obliterated for hundreds of feet. A new piece of road 322 feet in length and 12 feet

was constructed here. The work over the divide and on the approaches consisted of filling in the wash-outs, removing slides, grading and ditching. A total of 17 new culverts were put in, 8 of lumber and 9 of stone. About 9 old culverts were dug up and replaced.

The itemized expenditures on this route have been as follows:

Wages of laborers	\$2,377.80
Subsistence	864.56
Camping outfit	239.25
Tools	94.75
Material (culverts, bridges)	87.79
Team hire	1,511.50
Telephone	21.50
Traveling expenses	115.80
	5,322.95
Total	5,322.95

Dime Landing - Dime.

Dime is a promising mining camp situated about 150 miles to the eastward of Nome, in the Koyuk Precinct. The placers of Dime Creek were discovered in 1913, since which they have yielded about \$150,000 yearly. New discoveries have been made and the camp has a bright future. Adjacent streams to Dime, such as Sweepstake, Rube creeks, etc are also producers.

The camp has been greatly retarded for lack of roads. All freight is hauled from The Landing on the Koyuk River to Dime, a distance of about 6 1/2 miles. No road of any kind exists, and in places the wagons are wire to the hubs. Freight charges are four cents per pound. Owing to the swampy condition of the tundra and the lack of gravel or other road metal, it will be necessary to construct a corduroy road over the greater part to make a satisfactory road. Timber is scarce and has to be hauled a long distance.

Owing to the impossibility of hauling material in summer time, no work was undertaken this past summer except running a location line and swamping a wagon trail through the brush. A contract has been let for the cutting and delivering of about 25,000 poles for corduroy, the poles to be delivered along the right-of-way before May 1, 1918. The construction of the road will be undertaken next summer.

The itemized expense on this project has been as follows:

Wages of laborers (clearing trail and chaining)	\$104.00
Traveling expense (Petrol and "illegals")	148.50
Advertisement	30.00
	282.50
Total	282.50

Cape Nome Road.

This wagon road, which was constructed in 1915 under the supervision of Dan'l A. Jones with money from the Forest Reserve Fund, is located 13 miles east of Nome and is 1.8 miles in length. The steep hillside necessitated heavy side-cutting in building the road, and during the spring thaw a considerable amount of dirt and gravel slide down. The Commission decided to take over the road and to contract for the clearing of the grade. The work was awarded to the lowest bidder for \$467.50. The work consisted of clearing the slides from the roadbed, dressing the slope, filling in ruts and cleaning out culverts. Approximately 600 cubic yards of rock and dirt were moved.

A total of \$498.25 was expended on this route, or \$311.40 per mile, distributed as follows:

Contract	\$467.50
Advertising bids	7.50
Telephone	.75
Team hire (inspecting work)	<u>23.50</u>
Total	498.25

Deering - Inmachuk Road

This road, which is 25 miles in length, connects Deering with the diggings on the Inmachuk River and its tributaries, Fairhaven Precinct. The road follows the windings of the Inmachuk River, crossing and re-crossing it many times. The Commission expended a total of \$1,498.35 in general repair and maintenance work for a distance of 14 miles from Deering, or at the rate of \$107.00 per mile. The work was done by day's labor under the supervision of Dick Hammond as foreman, from September 14 to 30, and consisted chiefly of filling and resurfacing and the cutting and laying of willows for corduroy. Willow corduroy was laid for about 750 feet and about 540 cubic yards of gravel was hauled for surfacing material, two new culverts were constructed, the Mystic Creek bridge repaired and the approaches graveled.

The expenses on this route was as follows:

Wages of laborers	\$ 931.50
Team hire	530.00
Tools	7.75
Camping equipment	11.00
Material for culverts	<u>18.10</u>
Total	1,498.35
Accounts outstanding	<u>119.00</u>
Net amount expended	1,379.35

On this trail, which is about 20 miles north-east from Nome and runs from Penny River to Oregon creek, \$58.50 was expended by days labor removing about 90 cubic yards of slide rock covering the trail for 1/2 mile. the cost being 65 ¢ per cubic yard. Only a few loads of freight pass over this trail in summer.

Bay Creek Suspension Footbridge.

A suspension foot bridge with a span of 60 feet was constructed over Bay Creek, a tributary of Grantley Harbor, about 4 miles north of Teller, Port Clarence Precinct. This bridge is used by all foot travelers to the American River, Asiapuk, Sunset, Swanson creek, etc., districts. The work was done by contract, the contract price being \$150.00.

Kougarok Suspension Footbridges.

Three suspension footbridges were constructed in the Kougarok Precinct over streams where they are a great benefit to foot travelers

One with a span of 135 feet was constructed over the slough at Shelton at a cost of \$346.08, one over the Kougarok near Niagara gulch (crossing of Inwachuk trail) with a span of 150 feet at a cost of \$481.00 and one over the Kougarok at Coarse Gold creek with a span of 135 feet at a cost of \$346.48. Each bridge is constructed of two hand cables and two foot cables of from 1/2 to 3/4 inch in diameter, spaced 3 feet apart. The work was done by Day's labor under the direction of R. E. Ledgerwood as bridge carpenter.

The expense on the three bridges is as follows:

Wages of laborers	\$ 433.66
Material	393.27
Freight and teaming (hauling material)	307.16
Traveling expense of bridge carpenter	37.00
Telephone	2.50
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Total	1,173.59
Outstanding account	70.00
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Net amount expended	1,103.59

Winter Trails.

The principal winter routes of travel in the Second Division are marked with stakes set into the ground or into the snow about 130 feet apart for the guidance of travelers. The staking is done permanently wherever possible by putting spruce or willow stakes into the ground, but in crossing bays, lagoons, etc., lath are used which have to be reset every winter.

The Alaska Road Commission has this work well in hand and does nearly all the staking, but it was found necessary to stake or restake several pieces of trail for which the A. R. C. lacked the necessary funds, for which reason the D. R. C. undertook to do this work, which has been as follows:

Staking permanent trail from Davidson's Landing to Taylor P. O., Kougarok Precinct, 40 miles. Stakes had been distributed along the route by the A. R. C. last winter, and the work consisted of putting them into the ground, which was done by day's labor at a cost of \$124.50 or \$3.11 per miles.

Overhauling and repairing overland mail trail from Golovin to Unalaklik, 128 miles. This work was done by day's labor, the A. R. C. furnishing one man and the D. R. C. one. The cost to the D. R. C. was \$301.00, or \$4.70 per mile. The work consisted of replacing all broken stakes, repairing several bridges and in general maintainance work.

Staking permanent trail from Macklin Creek to Serpentine Hot Springs, Kougarok Precinct. 12 miles. This was done by day's labor at a cost of \$48.00 or \$4.00 per mile.

Making winter trail cut-off from Pilot Station to Marshall, Vads Hampton Precinct, 22 miles. The work consisted of cutting a trail 6 feet wide through the willows and timber and staking the trail where it crosses lakes or sloughs. The distance from Pilot Station to Marshall is 45 miles when following the windings of the Yukon, while the cut-off reduces it to 22 miles. The contract price was \$200.00 and \$21.00 was paid to have the work supervised and the trail inspected, making a total of \$221.00, or \$10.05 per mile.

The expenditures have been as follows:

Wages of laborers or persons rendering service	\$690.00
Telephone	4.50
	694.50
Total	694.50
Account outstanding	21.00
	673.50

Net amount expended in 1917

Statement of expenditures in detail:

Labor or services rendered, Fox River Cabin	\$ 390.00
Material " " "	598.71
Subsistence for men " " "	72.23
Service rendered and material furnished, Hunter cabin	450.00
Total	1,510.94
5% Commission on amount expended	75.55
Total expended	1,586.49

The Shelter Cabins constructed have been greatly appreciated by travelers, and several more cabins have been put up since the end of the year. During the winter months the chief mode of travel is by dog team over the tundra waste, and while the main routes of travel are marked with stakes, blinding snowstorms frequently spring up making it imperative to get into shelter as quickly as possible. During early days roadhouses were built and maintained by private parties wherever the travel justified it, but of late years many of these roadhouses have been abandoned and allowed to go to ruin owing to the lessened amount of travel. Long stretches of dangerous trail have also been without shelter of any kind.

Since Dec. 31 two more cabins have been constructed - one near Timber old roadhouse on the topkok - Council mail trail and one on Quartz Creek on the winter trail from Dine to Candle. Both of these cabins are built of logs. Two cabins have also been secured and fixed up on the mail trail from Golovin eastward - one at Walla Walla and one at Moses. A contract has been let for the building of a cabin at the mouth of the Kobuk River.

DIVISIONAL ROAD COMMISSION

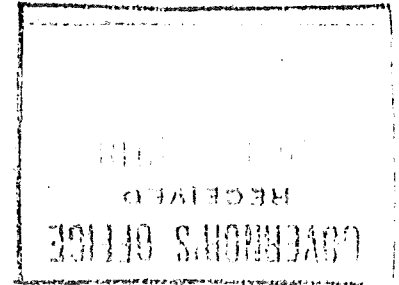
COND JUDICIAL DIVISION

124

NOME, ALASKA,

Aug. 24, 1918.

Hon. Thomas Riggs,
Governor of Alaska,
Juneau, Alaska.



Dear Sir:

In conformity with your request dated June 28, 1918, I herewith submit a report covering road and trail work done, shelter cabins built, etc., under my supervision during the fiscal year ending June 30, 1918.

From June 30, 1917, to June 30, 1918, $2\frac{1}{2}$ miles of wagon road was built at Nome and $4\frac{1}{4}$ miles at Marshall, a total of $6\frac{3}{4}$ miles at a cost of \$4,639.00 per mile; 39.1 miles of wagon roads were repaired and maintained at a cost of \$202.00 per mile; four suspension foot bridges were built at a cost of \$371.00 each, and 234 miles of trails were staked and repaired at a cost of \$7.28 per mile. The above figures include all charges, such as location surveys, camp equipment, tools, construction, office and traveling expense and commission.

In addition to the above, 24,500 poles and 31,280 linear feet of stringers were acquired by contract for the corduroy road at Dime Creek at a cost of 47¢ each for poles and $3\frac{1}{2}$ ¢ per linear foot for stringers, and 10,000 railroad ties were purchased for 50¢ each for the corduroy road over Ruby Divide. A detailed statement of receipts and expenditures, as well as a brief description of the work done on each project, follows.

Four shelter cabins were built at a cost of \$534.00 each (which includes a 14 x 20' horse barn at one cabin), two cabins were purchased and repaired at a cost of \$67.00 each, and three cabins repaired at a cost of \$14.35 each. A description of the location and cost of each cabin follows.

The Road Act passed by the Third Territorial Legislature provides that each Divisional Road Commission shall make an annual report on January 1st of each year, and my detailed report for the period ending Jan. 1, 1918, has been filed with the Secretary of the Territorial Road Commission. Since most of the work in this division is done in summer time and work does not ordinarily start before July the greater part of the work done since the organization

(Governor of Alaska)

of the Road Commission is covered in detail in that report, a copy of which is enclosed. The unit cost given in the report on Jan, 1st varies slightly from that given in the present report, since such charges as office and traveling expense, commission, etc., varies.

The work since Jan. 1, 1918 has consisted of additional trail staking, getting out poles for the road at Dime Creek, the purchasing of the railroad ties for the Ruby road, the construction of two shelter cabins, the purchase and repairing of two cabins, the repairing of three cabins, and necessary repair and maintenance work.

Trusting that the report as submitted will be found satisfactory,

I remain very respectfully,

John A. Wilson
Territorial Road Commissioner,
Second District, Territory of Alaska.

STATEMENT OF RECEIPTS AND EXPENDITURES
 by the
 Divisional Road Commission, Second District, Territory of Alaska,
 from June 30, 1917, to June 30, 1918.

DEBITS

Deposits received from June 30, 1917, to June 30, 1918	\$70,000.00
Deposited by Chairman to correction of Voucher No. 136	4.5
Total	70,004.5

CREDITS

Disbursements as per statement below	61,678.1
Balance, June 30, 1918	8,326.3

Expenditures by Routes

	Wagon road built	Road main- tained	Trail	Bridges	Mate- rial	Amount
The Landing-Willow Road	4 $\frac{1}{4}$ m					10,232.
Fort Davis-Cape Nome	2 $\frac{1}{2}$	2 $\frac{1}{2}$ m				19,098.
East Fork-Council		20				5,322.
Cape Nome Road		1.6				498.
Deering-Inmachuk Road		14				1,498.
Oregon Road		1				58.
The Landing-Dime Road					24,500 poles	13,341.
East work-Casa Road					10,000 ties	5,000.
Teller Foot Bridge				1		150.
Kougarok Bridges						
Shelton				1		348.
Niagara				1		481.
Coarse Gold				1		406.
Winter Trails			234 m			1,497.
Office expense						1,092.
Commission						2,658.
Total	3 $\frac{3}{4}$	39.1	234	4		61,686
Outstanding account from Marshall						8
Net amount expended						61,678

The Landing-Willow Creek Wagon Road

Wade Hampton Precinct

This wagon road, which was the first work of construction undertaken by the Divisional Road Commission, has a total length of $4\frac{1}{4}$ miles. It connects The Landing, 12 miles above Marshall, with the diggings on Willow Creek. All supplies for Willow Creek pass over this road. About 335 tons of freight passed over it after its completion last fall.

A total of \$10,232.44 was expended by the Commission for material and constructing the road, while the Alaska Road Commission had previously expended \$5,001.00 getting out poles for corduroy, so that the total cost was \$15,233.44, or \$3,584.34 per mile.

One and eight-tenths of this road is constructed of corduroy, while 2.45 miles were grubbed, graded and ditched. The actual work of construction was done by day's labor, while 10,345 poles and 5,472 linear feet of stringers were acquired by contract and purchase.

Fort Davis-Cape Nome Wagon Road Cape Nome Precinct.

Two and one-half miles of this projected road was constructed last year over the most difficult part at a cost of \$7,185.00 per mile. A total of \$19,098.88 was expended, which includes camp equipment and tools. The work was done by day's work. The construction was difficult and costly owing to the swampy nature of the ground. A foundation of driftwood and sod had to be built up to carry the gravel. This foundation is 14 feet wide.

When completed, this road will form a connecting link in a trunk line eastward from Nome to the mining camps of Solomon, Casadepaga and Council, and will also supply the mining camps along the Second Beach Line. A first-class wagon road exists from Nome to Fort Davis, 3.4 miles, and in 1915 a road 1.6 miles in length was constructed over Cape Nome with money from the Forest Reserve Fund. The intervening distance is 9 miles. Construction work is again carried on this summer, and the cost per mile will be lessened, since parts of it can be constructed with a grader.

(5)

East Fork - Council Road
Council City Precinct

This wagon road, which is part of the road system from Solomon to Council, was taken over by the Commission for maintenance and general repair. The distance from East Fork to Council is 30 miles, 5 miles of which is corduroy. Twenty miles of this road from Council westward was put in first-class condition at a cost of \$5,322.95, or an average of \$266.15 per mile. The work consisted of overhauling the corduroy, replacing rotten poles and stringers with new timbers, grading and filling in ruts and wash-outs with willow corduroy and gravel, surfacing the roadbed and picking out large boulders where the road follows the river bed.

The Landing-Dime Wagon Road
Koyuk Precinct.

Dime is a promising mining camp situated on the Koyuk River about 170 miles east of Nome. The diggings have yielded about \$150,000 annually since their discovery in 1915. All freight has to be hauled by wagon from The Landing on the Koyuk to the diggings on Dime, a distance of about 7 miles. The tundra is very swampy and to make a satisfactory road almost the entire distance should be corduroyed.

During the winter of 1917 - 1918 24,500 poles and 31,280 linear feet of stringers were delivered by contract along the road way for corduroying $2\frac{1}{2}$ miles of the worst part of the road. Poles were cut and delivered for 47¢ each and stringers for $3\frac{1}{2}$ ¢ per linear foot. The laying of the corduroy and the building of 4 small bridges is at present under way, being done by day's labor.

A total of \$13,341.50 had been expended up to June 30, 1918.

Cape Nome Wagon Road
Cape Nome Precinct.

This road is located 13 miles east of Nome over Cape Nome and is 1.8 miles in length. A contract was let to clear the grade of slide rock, dress the slope, fill in ruts and clear the culverts for \$467.50. A total of \$498.25 was expended.

Deering-Inmachuk Wagon Road
Fairhaven Precinct

A total of \$1,498.35 was expended in general repair and maintenance work covering 14 miles of this road, or at the rate of \$107.00 ~~mile~~ per mile. This work consisted of filling in ruts, re-surfacing, laying willow corduroy and replacing culverts. This road has a total length of 25 miles and connects Deering with the placer

Oregon Wagon Trail
Cape Nome Precinct

On this wagon trail, which is about 30 miles north-west from Nome, \$58.50 was expended removing slide rock from the roadway for a distance of 1 mile.

East Fork - Casadepaga Wagon Road
Council City Precinct

As the railroad from Solomon to Penelope Creek, upon which the miners along the Solomon and Casadepaga Rivers have depended upon for transportation, is being dismantled, it will be necessary to build a wagon road over the most difficult part from East Fork to Ruby Creek on the Casadepaga. The worst place is over Ruby Divide which is over very swampy ground and where no material is available for a roadbed. It was decided to buy 10,000 railroad ties and use them for corduroy over the divide. They were purchased for 50¢ each, or a total of \$5,000.00

Teller Foot Bridge
Port Clarence Precinct

A suspension foot bridge with a span of 60 feet was built over Bay Creek, a tributary of Grantley Harbor, 4 miles north from Teller. The work was done by contract at a cost of \$150.00

Kougarok Foot Bridges
Kougarok Precinct

A suspension foot bridge was built over the slough at Shelton with a span of 135 feet at a cost of \$348.58, one over the Kougarok River near Niagara Gulch at a cost of \$481.03 with a span of 150 feet, and one over the Kougarok at Coarse Cold Creek with a span of 135 feet, with an extension built to it 32 feet in length at a cost of \$424.66. \$22.50 additionally was spent in the break-up protecting the Niagara Bridge, which, however, was carried out by the abnormally high water and ice and which will have to be rebuilt. The work was done by day's labor.

Winter trails

Permanent winter trails were staked as follows:

From Davidson's Landing to Taylor Post Office, Kougarok Precinct. The stakes had been distributed along the route by the Alaska Road Commission, and the work consisted of putting them into the ground, which was done at a cost of \$124.50 for 40 miles, or \$3.11 per mile. The work was done by day's labor.

Overhauling, restaking and repairing mail trail from Unalaklik to... 128 miles. This work was done by day's labor, the

- * - (17)

Divisional Road Commission furnishing one man and the Road Commission furnishing one. The cost to the D. R. C. was \$301.00, or \$4.70 per mile.

Winter trail cut-off from Pilot Station to Marshall, Wade-Hampton Precinct, 22 miles. The work consisted in cutting a trail 6 feet wide through the brush and timber, which was done by contract at a cost of \$221.00, or \$10.05 per mile.

Staking permanent trail from Haycock P. O., Dime Creek to Snyder's Roadhouse, Koyuk and Fairhaven Precincts, 44 miles. The work was done by contract at a cost of \$374.00, or \$8.60 per mile.

Staking permanent trail from Macklin Creek to Serpentine Hot Springs, Kougarok Precinct, The work was done by days' labor at cost of \$48.00 for a distance of 12 miles, or at the rate of \$4.00 per mile.

Building a 16 foot foot bridge over Golden Tern Creek, near Bluff, Cape Nome Precinct, at a cost of \$15.00.

Seasonal trails, by which is meant staking in places where trails follows lakes or lagoons and which have to be restaked each winter, were staked as follows:

Staking from Cape Wooley to Teller, Cape Nome and Port Clarence Precincts, 40 miles. This trail was staked with lath furnished by the A. R. C. at a cost of \$100.00 for staking, or at the rate of \$2.50 per mile.

Staking from Teller to Swanson Creek, Port Clarence Precinct, 12 miles. This was also staked with stakes furnished by the A. R. C. at a cost of \$25.00, or \$2.08 per mile.

A total of \$288.95 was incurred by the Commissioner as traveling expenses inspecting trails.

Office Expense

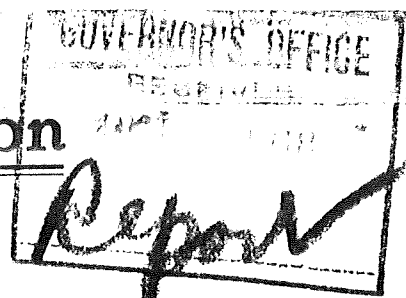
The total office expense up till June 30, 1918, was \$1,092.81. This expense includes office furniture, typewriter, stationery, blank books, clerk hire, janitor service, official bonds of Commissioner and Treasurer, telephone and telegraph service, rent of store room, surveyor's transit, stamps, etc.

Commission,

The Commissioner had drawn \$2,658.93 as compensation for his services up till June 30, 1918.

Territorial Road Commission

Fairbanks, Alaska



September 20th, 1918.

Hon. Thomas Riggs, Jr.,
Governor of Alaska,
Juneau, Alaska.

SIR:

In compliance with your request for a report for the fiscal year ending June 30th, 1918, I beg to submit the following:

The Commission did not get organized in 1917 until early in July, so that nothing had been done under the law as passed by the 1917 Session of the Legislature until after the first of July.

A system of numbering the roads in the various precincts was adopted and work was started in the repairing and building of roads in the Fairbanks, Upper Tanana, Circle, Tolovana, Ruby, Fortymile, Iditarod and Kuskokwim Districts.

The Commission received petitions for the construction and repair of roads and trails requiring money far in excess of the amount available.

Owing to the fact that the Fairbanks District has been stripped of timber and burned off, the country has dried out to an extent that permits the construction of new roads much cheaper than other parts of the district. There has been constructed in the vicinity of Fairbanks nine and one-half miles of new road at an average cost of only \$180.00 per mile. These

Territorial Road Commission

Fairbanks, Alaska

roads while being adequate for their needs are mostly narrow graded roads.

In the Tolovana some three and a half miles were built under rather wet conditions at an average cost of \$4,111.00 per mile, and in the Iditarod two and a quarter miles were built at an average cost of \$4,289.00 per mile.

FAIRBANKS DISTRICT.

There are eighty miles of road in the Fairbanks District, of which nine and a half miles were built at a cost of \$1,727.00. The maintenance of the remaining seventy and a half miles was done at a cost of \$9,002.52, an average of \$127.73 per mile.

There has been in addition a bridge built across Noyes Slough, This work was in charge of the Alaska Road Commission under an agreement with the Divisional Commission by which the Alaska Road Commission were to expend the sum of \$1,500.00 and the balance to be paid by the Territory. The bridge was completed about July 1st, 1918, but the Territory had not paid a any of the amounts at the end of the fiscal year. The bridge cost about \$4,000.00 of which the Alaska Road Commission paid the labor of constructing, costing \$1,688.85.

UPPER TANANA.

Only four miles were maintained in this district at an expense of \$500.00, or \$125.00 per mile.

CIRCLE DISTRICT.

Work of repairing the road between Central House and

Fourth Division

Territorial Road Commission

Fairbanks, Alaska

Deadwood a distance of about twelve miles, was done at an expense of \$923.00.

TCLOVANA DISTRICT.

\$20,247.35 has been expended in this district, but this includes the purchase of machinery and camp equipment and also the purchase of supplies for seasons work, amounting to more than \$2,000.00. About four miles of new road was built and a good deal of preliminary surveying was done trying to find a feasible route down the valley to the Log Jam. The surveying in addition to repairing the winter road was done at a cost of \$1,683.73.

RUBY DISTRICT.

The work here is in constructing a road from the Salatna Landing to Poorman, a distance of eight miles. Work of constructing was partially completed for a distance of about two miles at an expense of \$6,984.97. This also includes the purchase of camp equipment and machinery. Work was resumed on the road this year.

FORTY MILE DISTRICT.

Work of repairing the trail between Steel Creek and Chicken Creek, about thirty miles, was done at a cost of \$769.00.

IDITAROD DISTRICT.

* Total of \$10,293.60 was expended in this district, of which

Territorial Road Commission

Fairbanks, Alaska

\$9,651.60 was expended in building a road from Flat to Discovery
Cutter, a distance of two and a quarter miles. The balance, \$642.
was expended on the road from Iditarod to Flat, eight miles.

KUSKOKWIM DISTRICT.

\$2008.00 was expended in this district in constructing
a road from Candle to the Kuskokwim, six and a half miles, of
which four miles was built. Donations of T. Aitken to the
extent of about \$2,000.00 were used in this work, enabling
the road to connect with a slough on which freight could
be brot in small boats. Work was resumed on this road this
year an effort to connect thru to the Kuskokwim River.

OFFICE EXPENSE.

The office expenses for the fiscal year amount to
\$4,564.15, which includes the salary of commissioner, clerk
hire, office rent, printing, etc.

SUMMARY.

The Fourth Division Road Commission has completed con-
struction of Nineteen and three-fourths miles of new wagon
road during the fiscal year and maintained ninety-nine and one
fourth miles of old road, fifty-two miles of winter sled road,
and has now under construction sixteen miles of new wagon road.

A total amount during the fiscal year has been expended of
\$58,703.32.

Territorial Road Commission

Fairbanks, Alaska

SHELTER CABINS.

In the construction of shelter cabins the work has been let by contract and in most cases the bids were much lower than the estimates as furnished by petitioners in requesting the construction.

One cabin and barn have been constructed on the Chatanika-Circle trail at a cost of \$275.00. On June 30th this work had not been inspected or paid for.

Petitions have been received for the construction of cabins in Iditarod, Ophir and Koyukuk precincts.

Respectfully submitted,

H. H. Ross

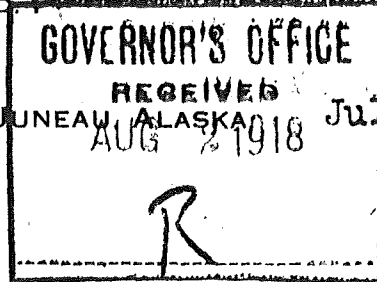
Chairman.

Report

DIVISIONAL ROAD COMMISSION

DISTRICT NO. 1

124



Governor of Alaska.
Juneau Alaska.

Dear Sir;.

In answer to your request for a report on road work for fiscal year ending June, 30, 1918. I am enclosing copy of 1917 report which was all done after June, 30, 1917. In regard to this seasons work will say that this work was just practically started in this district at this time, having taken so much time in getting the work on waterway started. We had at June, 30, 1918. for this season,

- 1 mile of road completed on road # 5 on Flat Bay end.
- 2 miles of trail partially completed from Haines north along the Lynn Canal side of the hill, toward the Chilcoot Cannery.
- 1/2 mile of road built from the Cemetary at Wrangell toward the town of Wrangell.

Have improved road # 1 built last season, 1917.

Two men on Road #, 2. bulldozing large rock on right of way on account of having powder at this place.

3000 feet of Waterway over ~~Edessfiss~~ from Gastineau Channel to Frätz Cove excavated one half width.

Yours respectfully,

Chairman DIV. ROAD. COMM. DIS'T #1.

12

1917

Report.

DIVISIONAL ROAD COMMISSION
DISTRICT. NO. I.

GOVERNOR'S OFFICE
RECEIVED
AUG 12 1918
R

Road, No 1.

Eagle River, Salt lake locality.

shown on Highway Plat Book Division #1 Map #2.

This work started principally for the benefit of the Homesteaders in this section. Work was distributed over approximately three miles of level country. Ditching and bridge work being the principal work performed. There was no separate account of bridge cost kept for the reason that the bridges are all small. The following shows amount of money used on this road.

Labor including board and camp cost	\$3788.59
Lumber and other material used	726.59
Transportation	362.25
	<hr/>
	\$4877.43
Inventory of tools & Etc Nov, 30. '17	159.79
	<hr/>
Expenditure	\$4717.64

Contract let for winter work to Henry Alexander to get out material and place same on ground for one thousand feet of corduroy, in eight foot lengths, to be distributed as shown where needed. Price to be twenty five cents per foot of roadway. Measurement to be taken after laid.

ROAD? No 2.

South side of Taku River.

Shown on Highway Plat Book Division #1 Map# 2

The intention in starting this road was to extend same to the boundary line of British Columbia, about sixteen miles up the Taku River. It will encourage homesteaders in this section as well as assist those already there, and also assist mineral prospectors in the locality of the boundary where some very encouraging finds have heretofore been located. This work will also induce the Canadian Government to extend the road into their territory as it is the natural outlet to a large section which has no transportation connection at all. This work can be carried on from time to time and extended as needed from year to year, as the present condition during the war will retard the development of any new section.

The following shows how money was used on this work.

Labor including camp expense	\$11212.79
Transportation	711.00
Powder, Lumber and other material	3386.18
Air compressor, tools, equipment.	2068.24
	<u>\$17378.21</u>
Inventory, Nov, 30, 1917.	
Compressor, tools, camp equipment, powder, oil, drills and etc.	4035.75
Expenditure	<u>\$13342.46</u>

The above distributed over about six miles of roadway three miles practically complete and seven hundred feet of very heavy rock

Trail, No. 3

Auk Bay to Mining Claims, one to two miles distant.

Shown on Highway Plat Book, District # 1 Map # 2.

The work done on this trail was under the supervision of foreman for the Treadwell Co. who was on the ground doing development work on mining claims. The labor was performed by his men and other claim owners in this section. It was improvement of the old trail with the idea of making a wagon road of same if the development of claims in this locality would justify same. The following is the cost of above work, the workmen having used their own tools principally.

Labor,	\$1022.74
Transportation	30.00
Tools	16.90
Expenditure	<u>\$1069.64</u>
	000

Waterway, No 4.

Small Boat Channel over tide flats from Gastineau Channel to Fritz Cove. Shown on Highway Plat Book, District #1, Map # 3.

This project for the improvement of channel through the tide flats was started with a donkey engine on log raft and bagley scraper. with haul back. The work was carried on for approximately one month and was deferred as the equipment was not satisfactory to do the work needed. The work will be renewed next season if able to procure the necessary equipment to carry on the work, as desired. The following shows the money used in this work.

Engine and rigging	\$2408.23
Labor	557.90
Transportation	477.50
Coal, material used and	<u>787.24</u>

ROAD? No 5.

Letnikof Cove to Flat Bay. Chilsat Peninsula.

Shown Highway Plat Book District # 1, Map # 1.

This road being built for the benefit of the Homesteaders in this locality. The work was started late in the season and there was no grading done at all. The money was used in clearing the rightaway of timber and extended over approximately one and one half miles. The following shows how money was used.

Labor including camp expense	\$1104.18
Transportation	117.47
powder, tools etc	<u>423.25</u>
	\$1644.90
Inventory Nov, 30. 1917.	
Powder, tools. Provisions	<u>503.15</u>
Amount expended on work	\$1141.75

November 16, 1918

124

Mr. James E. Wilson, Chairman,
Divisional Road Commission,
Valdez, Alaska

My dear Mr. Wilson:

I am today requesting the Treasurer of the Territory to place \$900 to your credit for the construction of two cabins, one on each side of Rainy Pass, in accordance with your estimates.

Allow me at this time to congratulate you upon your reelection as Divisional Road Commissioner.

Very truly yours,

Governor

October 24, 1918

124

Mr. W. Bertram Hancock,
McCarthy, Alaska

My dear Sir:

I have your letter of October 4. I am glad to have your report on the Nisina River bridge.

At a meeting of the Territorial Board of Road Commissioners, it was the opinion of the Board that, owing to the comment which has been made on the construction of the bridge, it would be only right that an examination and report should be made to the Board before payment is made. If the report shows that the contract was complied with, payment will promptly be made.

It has been reported to the Board that the piling was driven into frozen ground without the prescribed penetration being obtained. If you have any information on this subject, I should be very glad, indeed, to hear from you.

Very truly yours,

Governor

October 4th, 1918.

GOVERNOR'S OFFICE

RECEIVED

OCT 18 1918

R

Hon. Thos. Riggs,

Governor of Alaska.

My dear Sir:-

Having been requested by several of the business men and members of the Commercial Club of Mc.Carthy, to make an examination of the Nizina Bridge, built by contract last spring, under an Act Chap. 50, H.E. 47, Laws of Alaska 1917, I yesterday examined the same, and the following brief report is the result of such examination.

The Bridge as constructed is 3025 feet in length, 16 feet wide, built upon piles spaced 15 feet apart, each bent consisting of 4 piles, size of caps 10 X 12 inches, size of stringers 3 X 10, sway braces 3 X 10, thickness of planking 3 inches, and guard rail 6 x 6.

Skolai Creek drains a minor westward-facing lobe of Russell Glacier flows west for 15 miles, and disappears beneath Nizina Glacier to emerge as Nazina River, which is a tributary of the Chitina in the Copper River basin. Itself heading in a large glacier, it receives several ice-fed tributaries, is at certain times heavily loaded with large trees, roots and debris, and has built an extensive gravel fill near its head, and another in its lower basin. The intermediate portions flow through narrow rock-cut canyons, and have cut a deep broad channel in the valley floor. The flood plain in places, particularly along the rivers lower course, reaches a width of over 1 mile, and is bounded on both sides by banks- in some places gravel, in other places hard rock. Over this gravel flood plain, the river flows in numerous branching subchannels, whose position are constantly changing, and are particularly unstable at the time of

spring floods, so that those who follow them one time may find them entirely different the next time. The current is at all times swift, rarely less than 6 or 7 miles per hour. Near the upper end of the stream there is a considerable lake, whose waters are muddy from the influx of glacial silt. At the mouth of Skolai Creek also there is a lake, dammed by Nazin Glacier. The glacier periodically closes the subglacial outlet of this lake, which then rises rapidly until the hydraulic pressure is sufficient to reopen a channel beneath the glacier. Once opened, the lake waters pour out with a rush, carrying everything in the way of trees, roots and ice before it, and flooding the valley below. This usually happens early in summer, and the subglacial channel remains open until the following winter. In the winter the outlet is again cut off and the lake gradually refills, to repeat its periodic rise and disappearance.

To the foregoing facts may be attributed the great difficulty of maintaining intact a bridge erected at any point across the Nizina River.

After the present bridge was completed by the contractors, the lake referred to above, broke out, and the trees, roots and ice carried by the waters lodged against the piling of the bridge and eventually carried out 33 bents of the piling, and in most places the caps, stringers and deckings, the largest space carried out being 234 feet long. The remainder of the spaces are but short ones, and two weeks work would put the bridge into serviceable condition again.

As you will see from the foregoing conditions, this damage was not owing to any fault in construction, but one of the contingencies which have to be met wherever glacial streams are bridged on piling, as instanced on the Copper River & N. W. Railway in the bridge over the

(3)

Kennecott River at McCarthy, the bridge over the Copper River at Chitina and also the bridges and trestles over the Baird Glacier streams, all of which are under the same conditions, and have many bents swept out each summer.

Considerable adverse criticism has been expressed by road-house keepers, ranchers and others having holdings near the Nizina River, regarding the bridge site and construction, and reported by them to the Territorial Road Commission, which has led to the money appropriated for the construction being tied up by the officials at Juneau, although the work has been passed upon and the vouchers signed and sent in by the Divisional Road Commission.

Mr. Nels Tjosevig who acted as bondsman and furnished all the money to the contractors, has had all payments due the contractors from the Treasurer of the Territory, duly assigned to him by them before they were drafted into the U.S. Army, and although he has made repeated applications for the amount, has not up to this time been paid. This is felt and looked upon by the inhabitants of the district as a great injustice, as the specifications and construction have been rigidly carried out to the satisfaction of the Divisional Road Commission, and as neither the contractors or bondsman had any voice in choosing the bridge site or plan of construction, they surely cannot be held responsible for the damage caused by nature to certain parts of the structure.

As I am given to understand that your attention has been called to this matter, may I respectfully ask your Honor, to investigate it with a view to its speedy settlement, as Mr. Tjosevig has practically concluded his engagement with this Company, and only awaits the satisfactory settlement of this payment before leaving for Norway.

(4)

Trusting this will receive your kind attention in due course,

Respectfully,

M. Bertram Snow

October 24, 1918

124 .

Mr. Thos. W. Clossinger, President,
McCarthy Commercial Club,
McCarthy, Alaska

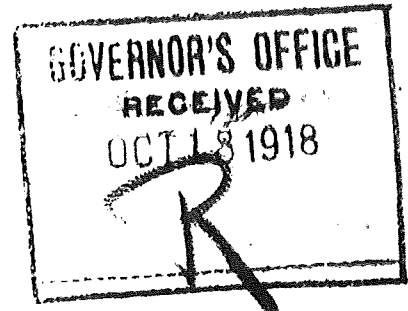
My dear Sir:

I have your letter of October 2, transmitting the motion of the McCarthy Commercial Club, requesting that payment be made for the Nizina River Bridge, on the ground that the vouchers had been signed and sent in. I beg to assure you that this matter will be promptly attended to as soon as the engineer's report is submitted to the Board.

Very truly yours,

Governor

McCarthy, Alaska. October 2, 1918



Hon Thos Riggs,
Govenor of Alaska.

Dear Sir:

At a meeting of the McCarthy Commercial Club held on above date the matter of the Nizina Bridge was taken up and upon a motion it was unanimously adopted that we write you regarding the construction of this bridge being still unpaid, although the work had been accepted, the vouchers signed and sent in and it is our earnest request that you endeavor to have this voucher passed into the regular channels and that the pay check is forthcoming to Mr Nels Tjosevig.

Very respectfully,


President of McCarthy Commercial Club.

COMMERCIAL TRAFFIC

S. R. S. No.

U. NAVAL RADIO SERVICE

10525

STATION

Juneau 021 Als

OR U. S. S.

DATE

Oct 21 1918

57 NPB HO 21 NL

Shusanna Als Oct 21 1918

Honorable Governor Theo Riggs Jr

Juneau Als

Understand from Wilson payment for Nisana bridge rests entirely
with you and Davidson please urge the matter forward answer by
wire

Nels T Joshvi

435p

COMMERCIAL TRAFFIC

S. R. S. NO.

U. S. NAVAL RADIO SERVICE

10527

STATION

OR U. S. S.

DATE

Oct 22 1918

51 NPB S WO 38 N.L. Via Sitka

Shushanna Junction Als 22nd.

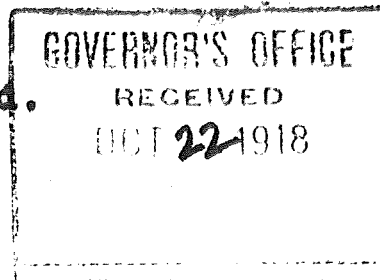
Governors Office

Juneau

Please wire names of those who have protested against payments of contractor of Nisana Bridge also send by mail copy of letter written early last winter by G C Gwinn to Governor Strong protesting against site of bridge

McCarthy Weekly News

11:46 A.M.



124

Juneau, Alaska, October 23, 1918.

McCarthy News,
McCarthy.

Attention of board first directed to possibly faulty construction by McCarthy Weekly News of August tenth. For protection of board investigation being made. If bridge built according to specifications and contract board will authorized payment immediately. Gwinn letter merely asks where bridge was to be located and where bids were to be let.

Riggs, Governor.

Secretary

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

124

RECEIVED at SEWARD, ALASKA

OSI K F 64 0B

JUNEAU ALS SEP 14 1918

GOVERNOR RIGGS

SEWARD ON STEAMER ENROUTE FROM NOME

TREASURER AND MYSELF HAVE REFUSED TO MAKE PAYMENT ON NIZINA BRIDGE CONTRACT
REPORTS SAY ONE FIFTH OF BRIDGE WENT OUT ALMOST IMMEDIATELY AFTER COMPLETION
DUE TO NONCOMPLIANCE WITH CONTRACT AS TO PENETRATION OF PILES AND OTHER
MATTERS WOULD SUGGEST YOU MAKE WHAT INVESTIGATION POSSIBLE MATTER WILL
UNDOUBTEDLY COME UP WHEN YOU REACH VALDEZ AND CORDOVA

DAVIDSON

1155A

() (1) 124
Juneau, Alaska; Aug. 26, 1918

H. H. BOSS

FAIRBANKS

Governor has approved your request funds shelter cabins as follows Circle Trail
two hundred seventy five Koyukuk one thousand Kuskokwim one thousand total two
thousand two hundred seventy five Warrant for above will be forwarded to your
Treasurer should be disbursed by him same as Road funds An returning voucher
for Parkin

CRAMER

Secy.

OFFICE OF

Fourth Division

Territorial Road Commission

Fairbanks, Alaska

August 5th, 1918.

GOVERNOR'S OFFICE

RECEIVED

AUG 22 1918

Hon. Thomas Riggs, Jr.
Governor of Alaska.
Juneau, Alaska.

Dear Sir:

I enclose herewith voucher in duplicate in favor of E. R. Parkin, Chatanika, Alaska, for construction of shelter cabin and barn on Fairbanks-Circle Trail, in the sum of \$275.00. Draft for this may be sent direct to J. R. Parkin, ^{Miller House} ~~Chatanika~~ Alaska, C/o 12 Mile Road House, Circle Trail. Enclosed also is the original contract entered into with Parkin for the work. I have had the work inspected by the U.S. Mail Carrier, Mr. Palm, who reports that all work was performed according to specifications.

I have also submitted bids for construction of cabins in the Koyukuk to the amount of about \$700.00, and also for the erection of cabins on the trail from Iditarod to Kuskokwim, which will probably require about \$1,000 in addition to the \$1,000 granted by Governor Strong. Kindly advise me by wire if this additional \$1,000 can be granted, that I may immediately let the contracts for construction of same.

Yours truly,

(Encl.)

H H Ross

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

NUMBER	TIME FILED	CHECK
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SEND THE FOLLOWING MESSAGE:

O. B.

Juneau, August 22, 1918

124

Governor Riggs,

Raby

Requesting funds shelter cabins as follows: Fairbanks-Circle trail already constructed two hundred seventy-five dollars; Keyukuk seven hundred dollars and Iditarod-Kuskokwim trail two thousand dollars.

Wire your approval.

CRANER,

Secretary

May 7, 1918

124

Mr. James E. Wilson, Chairman,
Divisional Road Commission,
Valdez, Alaska

My dear Mr. Wilson:

I have your letter of April 24, concerning relief cabins to be built on the Skelai trail.

Will you kindly designate to me, a little more in detail, the proposed location of these cabins and the estimated cost of each, together with the distance each cabin will be from the nearest roadhouse. As I remember the Skelai trail, two cabins properly placed should cover all the emergency needs of the trail.

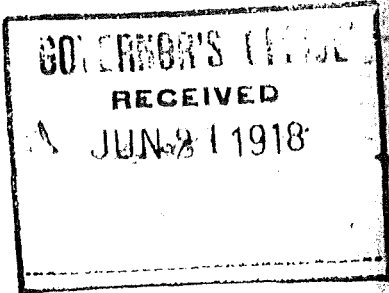
Very truly yours,

Governor

AL ROAD COMMISSION

CHONBACK
H. H. MERRIFIELD
ILSON

J. E. WILSON
Chairman and Secretary of the
Road Commission



Valdez, Alaska, June 17, 1918.

Hon. Thos. Riggs, Jr.,
Governor of Alaska,
Juneau, Alaska

Dear Sir:

Following out the directions in your letter of May 7, we have communicated with the McCarthy Commercial Club and have obtained the following information.

The cabins are to be 12' x 12' and the estimated cost will be:	
Lumber, roofing paper, door, window, nails, bunks, hardware, stove, etc.	\$ 252.75
Labor in constructing the cabin	350.00
Freight on the material	<u>400.00</u>
Estimated cost of one cabin,	\$.1002.75

The first cabin will be located at the mouth of Fredricka Creek, at a point 14 miles east of Gwinn's cabin and 24 miles from Clarkin's Roadhouse. The second cabin will be 9 miles east of Fredricka Creek in the Skolai Basin, or 12 miles west of Harry Marker's cabin, this cabin is 6 miles west of the Solo cabin. The third cabin will be ten miles north of Solo cabin which is ten miles south of the Trail Creek cabin, this cabin being ten miles south of Shushanna.

This information was obtained from G.C. Gwin and verified by Bud Sargent.

Hoping that this information will be what you desire, I am

Respectfully yours,

James E. Wilson
Chairman.

Valdez, Alaska, April 24, 1918

Hon. Thomas Riggs,
Governor of Alaska,
Juneau, Alaska

Dear Sir:

I am in receipt of a petition from the McCarthy Commercial Club asking that four shelter cabins be built on the Chisana trail. Upon investigating the petition I found that the cabins were needed, but upon deliberation with the McCarthy Club and the people of McCarthy it was decided to build the cabins on the Skolai trail. The first petition called for an expenditure of \$4,000 for the four cabins, while the later location will lower the cost to \$2500.00 for the four. The country is difficult of access which will account for the high cost of the cabins, the freight on material running from 5¢ to 20¢ a pound, according to the location of the cabins. I am enclosing copies of the petitions so that you may judge for yourself of the merits of the case.

According to chapter 17 of the Session Laws for 1917 the Governor is given the power to apportion monies to the different districts for the purpose of erecting such cabins as the above; therefore, if you judge that these cabins are a necessity, and in our judgment they are, I respectfully ask that you apportion the sum of \$2500 to the Third Road District to build these cabins. We estimate that to furnish each cabin with a suitable stove, pay freight on the same and the compensation of the commissioner will amount to approximately \$225 more than the sum asked for building the cabins, or a total of \$2725.

Respectfully yours

McCarthy, Alaska, Feb. 6, 1918.

Hon. James E. Wilson,
Road Commissioner, Valdez, Alaska,

Dear Sir:

The McCarthy Commercial Club has directed me to communicate with you relative to the erection of shelter cabins on the Chisana Trail. This Trail crosses the barren ice of the Nizina Glacier for over forty miles with no shelter of any kind for man or beast. It is the most available and the most used route to the Chisana Placer diggings.

We most respectfully ask that you expend the sum of four thousand dollars for the erection of cabins on this trail. This can be done under the provisions of the 17th Chapter, Session Laws of the Territory of Alaska for the year 1917.

Trusting that this subject will meet your early and careful consideration, we remain,

Respectfully yours,

McCarthy Commercial Club,

By F.H. Estabrook,
Sec.

McCarthy, Alaska, Feb. 20, 1918.

Mr. James E. Wilson,
Road Commissioner,
Third Territorial District,

Dear Sir:

At a meeting held on the above date it was duly ordered, upon motion made and carried, that we ask you for the sum of Twenty-five Hundred (\$2500.00) Dollars to be expended for shelter cabins on the Skólad Trail, under present act relating to shelter cabins on the traveled trails.

Yours Very truly,

Thos. W. Cloninger
Pres. McCarthy Commercial Club.

W.M. Goodwin
Secretary.

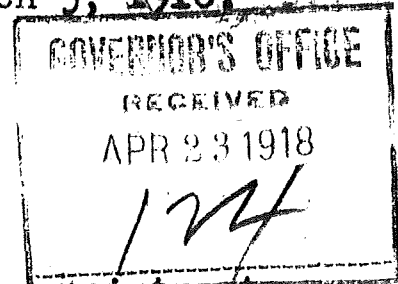
TERRITORY OF ALASKA
KUSKOKWIM PRECINCT

DEPARTMENT OF JUSTICE

FOURTH JUDICIAL DIVISION
DUKE E. STUBBS, U. S. COMMISSIONER

Aniak, Alaska, March 3, 1918.

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



Dear Governor Strong:--

In making up your appointments for Road Commissioners in the Fourth Judicial Division will you please bear in mind the urgent needs of the Kuskokwim Precinct in trails and bridges?

This Precinct is among the largest in area, has never received one cent for such work, and because of the lack of a sled bridge across the Aniak river, in a very few years five lives have been lost and many endangered. The Aniak trail has been established about six years, but needs work done on it, and this bridge; it serve as a summer and winter trail for the camps on Ophir creek, Bear creek, Aniak, Marvel creek, and Holitna river, all about equal distant and in a semi-circle about 15 miles apart.

Also the trail from Mouth Crooked to Iditarod, used by the entire central and lower Kuskokwim and Yukon rivers. It is also both summer and winter trail.

A word from you in our behalf will be greatly appreciated.

Respectfully,

U. S. Commissioner.

through which said road passes, because they are accessible, -
because there is ingress and egress thereto. And following
in the wake, will come, settled and permanent community and
family life, - church and school - the fire-side and real homes -
and these last are the bulwarks of stable governments.

In view of the foregoing, think you, it is worth
while to make haste to have horizontal lines, and we recommend
the construction, very we are honestly convinced that it is
desirable and practicable, - commencing, say, at Mountain
View and extending to an intermediate intermediate point. In
subsequent developments will follow in its wake.
In this, our opinion, we are not unmindful of the fact, that we
are planning not alone for ourselves, - but likewise for the
welfare of Alaska, and the Nation.

We deem the thought, whether in past years, our people
and nation have been justly or unjustly dealt with, this is no
time for discussion. Our eyes, and mind are centered only on
the present and future and will continue so, until the present
work has been accomplished. Give us a chance to develop
this country.

We would be pleased and honored to receive a reply,
regarding the subject matter, "The Mountain Public Works Act",
to be begun and completed during the year 1920.

Very sincerely,

John C. Murphy.

Nenana, Alaska, Feb. 11, 1918.

Honorable Franklin K. Lane,
Secretary of the Interior,
Washington, D. C.

Dear Sir:

Permit me a few minutes time. I am enclosing you a copy of petition and blue print both self-explanatory. I am writing this for myself as well as the petitioners. Yes, we know your Department is not charged with the construction of public wagon roads, and yet there is a pressing thought, that such must be built if the country, is to be developed, either minerally or agriculturally. When the railroad must have tonnage and this is an impossibility without wagon roads, as feeders to the great railroad. Both of them will work wonders. You will notice that this proposed wagon road will run into the heart of the Lignite Creek Mining District. Now there are still Alaska road funds in the hands of the various boards or commissions, to-wit, - Forestry, Federal Alaska Road Commission, and Territorial Road Board. We are, I take it, entitled to some of this money. Mr. Secretary, your Department, as well as, Mr. Secretary Houston's cannot but be deeply interested in this wagon road construction. In view of this want you kindly give our people the benefit of your great influence in this matter, to the end of commencing this road this working season.

Very sincerely,

John C. Murphy
MEMBER OF THE PETITIONERS.

Enclos.

*Original Sent
on Secretary.*

comprises an area of approximately two thousand square miles; and while placer mining has been carried on in said region since 1904 and something like six hundred thousand dollars in gold has been taken out, despite the fact, that, wittingly or unwittingly, it was woefully neglected and overlooked in providing transportation facilities and ingress and egress was and is accomplished only by the greatest of hardship and expense;

That said region is acknowledged by all the government geologists who have visited same as a district of wonderful promise and possibilities and a continuation of the highly mineralized belt, so notable at Dawson, Fairbanks, Haby and Valdez Creek Districts;

That the present rates for getting supplies and freight into said region is heart-killing, running from eight to twenty-five cents per pound;

That the region is rich in lead, quartz, gold, copper, lead, silver, antimony, iron, tungsten and platinum, but actual production of these precious metals cannot take place until a wagon road connects said region with the government railroad;

That said railroad needs the tonnage of this region as badly as said district needs the wagon road;

That the Alaskan Engineering Commission in one of its reports states, among other things, of this district: "The first resources south of the Tanana Valley, which may be considered directly tributary to the western route, are in the Kantishna District. There are reported to be large areas of low grade gravels suitable for dredging. Geologically, the formation is similar to that of Fairbanks District and should be favorable for the occurrence of mineralized zones. Specimens of ore from this country plainly showing free gold, have been exhibited to the Commission and information which is considered reliable points to the region as being an ultimate producer of low grade gold. Navigation for small crafts on the Kantishna River is possible. The most probable route however, will be by wagon road and according to available information it should be of easy construction and maintenance.

That there are thousands of acres of good and fertile agricultural lands, and thousands of acres of grazing lands situated within the road and wagon road belt;

That the proposed wagon road for wagon road touches a part of the following lands owned by the Government of Alaska:

That the following lands are owned by the Government of Alaska:

PETITION FOR KANTISHNA WAGON ROAD.

TO HONORABLE SECRETARY OF INTERIOR, SECRETARY OF AGRICULTURE.

WIL. C. HISS, CHAIRMAN ALASKAN ENGINEERING COMMISSION,

WASHINGTON, D. C., ACTING CHAIRMAN ALASKA ROAD COMMISSION,

JUNEAU, ALASKA, - CHAIRMAN TERRITORIAL ROAD BOARD,

JUNEAU, ALASKA.

We, your petitioners, prospectors, miners, farmers, merchants and citizens generally, of the Kantishna and Tanana Region and deeply interested in the advancement and development of same, do most respectfully and earnestly represent;

That the great Kantishna Mining, Grazing and Agricultural Region comprises an area of approximately two thousand square miles; that while placer mining has been carried on in said region since 1906 and something like Six Hundred Thousand Dollars in Gold has been taken out, despite the fact, that, wittingly or unwittingly, it was woefully neglected and overlooked in providing transportation facilities and ingress and egress was and is accomplished only by the greatest of hardship and expense;

That said region is acknowledged by all the government geologists who have visited same as a district of wonderful promise and possibilities and a continuation of the highly mineralized belt, as attested at Dawson, Fairbanks, Ruby and Valdez Creek Districts;

That the present rates for getting supplies and freight into said region is heart-killing, running from eight to twenty-five cents per pound;

That the region is rich in lead, quartz, gold, copper, lead, silver, antimony, iron, tungsten and platinum, but actual production of these precious metals cannot take place until a wagon road connects said region with the government railroad;

That said railroad needs the tonnage of this region as badly as said district needs the wagon road;

That the Alaskan Engineering Commission in one of its reports states, among other things, of this district: "The first resources south of the Tanana Valley, which may be considered directly tributary to the western route, are in the Kantishna District. There are reported to be large areas of low grade gravels suitable for freighting. Geologically, the formation is similar to that of the Kantishna District and should be profitable for the extraction of minerals."

region, and earnestly urge upon you its early construction:

Beginning at Nenana coal fields on the main line of the government railroad at mile 364 from Seward; thence up Dry creek south-westerly; thence in a westerly direction to the east fork of Middle river, crossing said river by a 50 ft. bridge; thence in a westerly direction to the west fork of said Middle river, crossing said west fork by a 50 ft. bridge; thence westerly to the east fork of the Toklat river, crossing same with a 50 ft. bridge; thence west-erly to the west fork of said Toklat river, crossing same by a 50 ft. bridge at or near the mouth of Little Moose creek; thence south-westerly up said Toklat river along its western bank to the mouth of Myrtle creek; thence up Myrtle creek to and along a low divide at the head of Willow creek; thence along the western bank of Willow creek to Moose creek, a tributary of Kantishna river; thence down the north bank of said Moose creek to the mouth of Glen creek; thence down the north bank of said Moose creek to the mouth of Glen creek; thence down the north bank of said Moose creek to the mouth of Eureka creek; thence continue down north bank of said Moose Creek to mouth of Eureka creek. Approx-imate total distance for said road, 50 miles.

That from the mouth of said Dry creek to the mouth of Little Moose creek a tributary of the east fork of Toklat river, is an open country, with low benches, covered with gravel and sand, with no timber, except upon the banks of the streams:

That the divides are very low between each river, none ex-ceeding 250 feet above the creeks; that from said Little Moose creek and on up the Toklat river, the proposed wagon road follows along a bench above said Toklat river which is seemingly slide rock, affording good material for a roadbed. Similar conditions are found up Myrtle creek, down Willow creek and along the broad benches of Moose creek, a tributary of the Kantishna river, and to the mouth of Eureka creek; that there is ample timber for all bridging purposes and that the cost of construction per mile, in-cluding bridges, will not exceed \$400:00

That we cannot urge upon you too strongly to hasten the very early construction of the above road, and for which we will ever pray.

Respectfully submitted,

Chas. A. Trendy,
Chas. F. Grison,
Ole L. Halvik,
John Hamilton,
Wm. H. Hays,
Joseph J. Dalton,
G. H. Nelson,

John Chr. Lee,
Andrew G. Rose,
Peter Knutson,
Charles A. Whelan,
Mr. Van Gorder,
Mrs. Van Gorder,
Thomas H. Hays,

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

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Shushanna Jct January 11 1918 Recd 1211

GOVERNOR'S OFFICE,
RECEIVED
JAN 12 1918
ANSWERED

RECEIVED at

J F A Strong

Juneau

Nizina bridge house bill forty seven jeopardized Wilson demands eight
thousand dollars additional request your help obtain this from Alaska
Road Commission

McCarthy Commercial Club

317pm

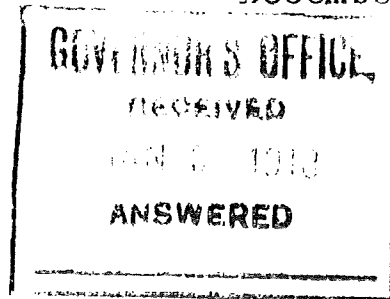
FOURTH DIVISION
 TERRITORIAL ROAD COMMISSION

H. H. ROSS, CHAIRMAN

FAIRBANKS, ALASKA,

December 11th, 1917.

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



SIR:

Some weeks ago the necessity for the construction of a shelter cabin on the Fairbanks-Circle trail near the head of McManus Creek was brought to my attention and I suggested to the parties interested that they circulate a petition setting forth the necessities for such shelter cabin, where it should be located and the estimated cost. Instead of doing they have merely circulated a petition ~~setting forth~~ asking that a cabin be constructed. I have made inquiries of several persons who know the conditions, and am informed that there is a necessity for such a cabin. It is proposed to construct a cabin and small barn on the McManus side of the divide on the trail leading over into Twelve Mile Creek, and while there is a road house on the twelve Mile side only about two miles from the proposed site of the shelter cabin, frequently travelers and mushers are unable to cross the summit of the divide on account of storms and are forced to "siwash" as there is no shelter for several miles down the McManus. At one time there was a hunter's cabin at this point, but it was destroyed. The estimated cost of such a cabin is from \$500 to \$1,000.

OFFICE OF

FOURTH DIVISION
TERRITORIAL ROAD COMMISSION

H. H. ROSS, CHAIRMAN

FAIRBANKS, ALASKA,

I enclose the petition herewith. If permission is granted by you to build the cabin and barn, I propose to handle the matter, if satisfactory to you, under the provisions of the 1915 road law, Chapter 27, by advertising for bids and letting a contract for the work.

Hoping to hear from you with a favorable reply, I remain,

Yours truly,

H. H. Ross

CHAIRMAN Fourth Div. Road Com.

To the

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

We, the undersigned, do hereby most respectfully request and
petition that you have a "Trail Cabin" ^{and Barn} erected on the Fairbanks-
Circle United States Trail, for the accomodation and protection
of the many travelers going over the trail, at head of McManus Creek.

<u>W. A. Bowman</u>	<u>A. H. Cameron</u>
<u>W. H. Bailey</u>	<u>P. Moran</u>
<u>S. S. Sarruth</u>	<u>Tom Thornton</u>
<u>N. H. Brown</u>	<u>Frank Carroll</u>
<u>B. P. Ryan</u>	<u>M. Sweeney</u>
<u>Chas Beaman</u>	<u>L. McLean</u>
<u>Thos. McRae</u>	<u>H. E. Callahan</u>
<u>C. Baker</u>	<u>Samuel B. Weiss</u>
<u>John H. Johnson</u>	<u>W. A. Smith</u>
<u>B. W. Johnson</u>	<u>Peter Hamrath</u>
<u>J. P. Anderson</u>	<u>James O'Connell</u>
<u>B. D. Johnson</u>	<u>J. H. Miller</u>