

Hill and Galloway  
 J. Woodman, x  
 William Fletcher, x  
 A. S. Scott  
 Fred E. Nightingale, x  
 Fred Hansen, x  
 Edward Pace, x  
 John Brandford, x  
 Ernest V. Kinch, x  
 William F. McMichael, x  
 William Lawrence, p  
 Frank Sclentel, 2  
 L. M. Wilkerson, x  
 Mainhard Forest, x  
 Bunnell Smeltzer, x  
 W. A. Allen, x  
 J. J. Lambert, x  
 Robert C. Cutler, x  
 Dick Green, x  
 Francis Green, x  
 Frank Wolfe, x  
 Paul W. Parlette, x  
 Robert W. ... u

C O P Y

---

Homer, Alaska, Jan 6, 1939.

Dear Mr. Edmunds:

Your letter dated Dec. 7 just got here on the last boat. In regard to the petition, I don't know half the men who signed same. The most of them are fellows from the hill and are more or less sore for some reason or other. As far as I know the persons who started the petition are Davies and Pollette, formerly of Palmer. They are sore because they could not get a job. Some are sore because the road was not on the hill. I don't think Jack Dietz had something to do with it. Tom McCroskey has his faults same as the rest of us and it would not make much difference who is foreman, there will always be a bunch to do some kicking. I hope this petition don't prejudice you against Homer as most of the people are all right. It don't take much to start any kind of a petition, as most people are like a bunch of sheep, they follow a leader. We got the boat landing now on the Homer Dock, but need a road to same very badly. Anything that you could do towards same would be much appreciated. Hoping you are in the best of health,

I am, sincerely,

Chas Miller.

Homer, Alaska Nov. 16, 1938.

Petition for change of foreman for Homer, Alaska.

We, the undersigned, residents of Homer, Alaska, hereby apply for change of road foreman for year 1939.

As the people of Homer are very much dissatisfied with the work of Mr. McCroskey as road foreman we are sending in this petition with the idea of getting someone else in his place next summer.

---

Harold Davis	Dave S. Jones
Lloyd Race	Karl Rosenberg
Mrs. W. Davis	Karl Nielsen
Erling Broderson	Joyce Christian
Floyd Mauseth	Walter Christensen
George Dahlgren	A. A. Mattox
O. S. Woodman	Mrs. Mary Price
Mrs. O. S. Woodman	Grover C. Price
Wm A. Fletcher	Edward Slavin
F.E.Nighenhelser	James D. Graham
Fred Harbinson	Freida Graham
John Brandvold	Stanley Nielsen
Geo. D. Earl	James Faulk
Paul W. Parlette	Mrs. James Faulk
E. L. Bunnell	J.M.Huffman
Buster Goss	H. G. Hohler
Bill Prosser	Alex Mathesen
J.F.Bergel	Velma Mathesen
D.E.Melvin	J.O.Alberson
Orvan Officer	Mrs. J.O.Alberson
F.A.Wolfe	Mrs. Orvan Officer
A.L.Jones	Gust Anderson
Chris Anderson	R. L. Munroe
B.B.Smeltzer	C.E.Halsted
E.V.Kirsch	Bob C. Cutler
Mr.J.V.Tolbert	Mrs. J.V. Tolbert
Mrs. V. Parlette	M. M. Meyers
Edwin Herndon	Homer Latham
Frank Hopper	Milton Horve
Sam Gasparec	

LASKA ROAD COMMISSION

Anchorage  
November 15th, 1932

Mr. I. P. Taylor  
Chief Engineer  
Juneau

Dear Sir:

I am forwarding a petition brought into the office by Mr. G. F. Petersen, asking for the construction of a road up Reed Creek, which would be about one and a half miles long, and which would branch off the Archangel road about mile 2.5.

Archangel Creek is a tributary of Reed Creek, which empties into the Little Susitna river near mile 2.5 on the Gold Mint road.

In the earliest days of the camp, Reed Creek was one of the first creeks where prospectors found encouragement - at the present time there are ten outfits prospecting, and one small mill is operating.

Most of the operators now working are without funds, they are badly handicapped on this account in getting supplies to their properties, as quartz mines require mining timbers, powder, compressors etc, in addition to camp supplies, provisions and quarters, and it is quite expensive getting materials on the ground when they have to be hauled by pack horses and man power.

There was an old track which was used in the early days during favorable conditions by horses and wagons, but a new location would have to be made to take care of new developments.

While no survey has been made of this particular road, the average cost of similar roads in the mountains is approximately \$6,000.00 per mile.

Yours very truly

M. C. Edwards  
Supt.

REQUEST FOR ROAD WORK

Nov. 1, 1938.

Mr. G. M. Edmunds, Supt.,  
Alaska Road Commission,  
Anchorage, Alaska.

Dear Sir:

We, the undersigned, being quartz mine operators, miners and prospectors in the Willow Creek district, are very desirous that a road be constructed about one and a half miles along upper Reed Creek, being about one mile north of the Mable mine where, at the present time at least ten different groups of claims are being developed and others would be doing considerable work if transportation could be made available, by the construction of a road.

Respectfully yours,

<u>NAME</u>	<u>LOCATION</u>
W. G. SMITH	Alaska-Willow Cr. Gold Mines
Thomas Johnson	Fish Hook Inn
Ray C. Ferrin ✓	Patsy Association
Bonnie Marrett	Bonnie Group
T.S. McDougal	Fern Mine
W.H.I. O'Neal ✓	( Cliff Group
Sam Erickson	( Erickson & O'Neal
C. B. Rash	Cliff Fraction
Lloyd McNally ✓	(
Lief Jacobson	( M. P. M.
C.F. Peterson )	
Martin Casing (?) )	Snow Bird Group
Ole Johnson )	
N. J. Gaikema ✓	Cornwall Group
Rupert D. Baird	Patsy Mine
C. E. Quinton	

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T.S. McDougal	Fern Mine
W.H.I. O'Neal	( Cliff Group
Sam Erickson	( Erickson & O'Neal
C. B. Rash	Cliff Fraction
Lloyd McNally	(
Lief Jacobson	( M. P. M.
C.F. Peterson )	
Martin Casing (?) )	Snow Bird Group
Ole Johnson )	
N. J. Gaikema	Cornwall Group
Rupert D. Baird	Patsy Mine
C. E. Quinton	

ALASKA ROAD COMMISSION

Anchorage  
November 8th, 1932

Mr H.A. Anderson  
Caribou Island  
Skilak Lake  
Alaska

Dear Sirs

In reference to your petition of October 15th, concerning funds for the Russian River-Kenai trail, I sent a message to you last night by radio station KFQB that you could spend \$200.00 on needed improvements as outlined in your letter.

With the changes in the mail service during recent years, the need for the upkeep of winter trails has practically disappeared, and no provision was made doing further work on the Kenai trail.

Our funds for this year are practically all expended, and the amount mentioned was all that was available at this time.

I am sending down a time book for you to keep track of the time of the men who will do the work - as mentioned over the radio all men employed must be citizens, and I am enclosing forms for each employee to fill out in reference to their status.

I am also sending down signature cards, these are to be signed in duplicate by each man, they <sup>should</sup> show whether they have worked before for the Alaska Road Commission, and in addition a note should be shown as to whether the men are married or single - if the forms are not filled out properly they will have to be returned, so it is important that the items are all filled in.

When the men sign their name they should sign the first name in full, and give their middle initial, such as "William C. Anderson" not "Bill Anderson" unless the forms are signed properly it will mean delay in payment.

When you are thru with the work return the papers to this office, together with a short report showing the work that has been accomplished, for our records.

Yours very truly

H.C. Edwards  
Sup't.

Send on  
200.  
H. H. H. H. H.

Caribou Island, Skilak Lake,  
via Seward, Alaska,  
October 15, 1938.

Mr. Edmunds,  
Supt. Alaska Road Commission,  
Fairbanks, Alaska,  
*Enclosure*  
Dear Sir:

The recent flood has so damaged the trail from the lower end of the Kenai River Road, at Russian River to Skilak Lake, that it will be useless for travel unless some work is done on it.

The flood has also blocked the river in places so that it is dangerous to run with loads. I lost the last load in the river, and as there is now about three tons at Cooper's Landing to go down here, it must be transported with horses over this trail.

Two bridges have been damaged, and a small part of the trail cut out. The work will consist of repairing the bridges, a little grading, and filling some of the worst mud holes. About six miles of this trail is part of the Kenai mail trail.

If we can get three or four hundred dollars to help repair this trail, it will help us considerably.

If you can do anything for us, please let me know as soon as possible by letter; or, better yet, send a message by KFQD. There are two or three boys here that will be available for work, so that the work could be started immediately if money can be raised.

Yours truly,

*H. H. H. H. H.*

We, the undersigned, residents of Skilak Lake, are very much interested in this trail:

Residents of Cooper's Landing:

*H. H. H. H. H.*

*Lulu Ellwell*

*John W. Quinn*

*Mrs. Charles Leas*

*Mrs. Jessie C. Anderson*

*Chas C. Leas*

*Valdomar Anderson*

*Jack Leas*

*Robt Carlson*

*Clifford C. Bypin*

*George Karl Johann*

*Ada White Sharples*

*J. M. Sharples*

*Sumner Little*

*Frank Revell*

*Art Fushie*



ALASKA ROAD COMMISSION

Anchorage  
September 24th, 1938

Mr Francis M. Henry et al  
Palmer.

Dear Sirs:

This acknowledges receipt of a petition sent in to this office, signed by yourself and various other persons in the Matanuska valley, concerning the building of a road off the Wasilla-Matanuska road, near Gus Haller's homestead, along the section line between sections 8 and 17, thence easterly to the dividing line between tract 9 and 10 to a road at Frank Wariens.

I will have our Mr King look into this matter, submitting a report so that I will know the amount of work involved, so that I may tell whether we will be able to do the work requested.

Yours very truly

M.C. Edmunds  
Sup't

S.S. King.

Mr King.

Please look into this and let me know what the situation is. According to our records it appears as the both the men could be served by short spurs off the farm road near Ohnsteds place, altho there may be some reason, which does not show up on the map, why these short connections could not be made, on account of lakes or hills or swamps.

MCE.

Some of this ground is swampy- nothing could be done about it during 1938.

The main reason why it is requested is that it is very convenient for colonists to move equipment around- if it could be done it would probably save a lot of maintenance on the roads which now have to be used to drag the equipment around- it is intended to look into this further during 1939

P E T I T I O N

TO ALASKA ROAD COMMISSION:

We, The undersigned voters of the Matanuska Valley, hereby respectfully petition the Alaska Road Commission to construct a road from the Matanuska-Wasilla road at Gus Haller's to the section line between sections 8 and 17, thence easterly along said section line to the dividing line between Tract 9 and 10, thence northerly to road at Frank Worden's, approximately 3/4 of a mile; thus making outlet for H. S. Grantham and Cecil Wells and also connect District 7 and 8.

Name	Address	Name	Address
Francis M. Henry, Palmer		Hazel Klem, Palmer	
Mrs Francis M. Henry		Stora LaValley	
Mrs. Henry Jensen, Palmer		J. S. Waller	
Mrs O. Y. Nelson		H. L. Grantham, Matanuska	
Mrs. Fred Larson, Palmer		Mrs Frank Worden	
Other Truckhouse		Henry Jensen	
Frank Thompson, Palmer		Anna M. Stab	
Harold Dinkel	Palmer	Mrs. R. E. Lyness	
pro. Harold Dinkel		Mr. R. E. Lyness	
Mrs Allen Seyton, Palmer		Mrs Mary Luette	
Mrs. Maudie Moss		Ed. Mors	
Edw. Moss		Mr Frank Worden	
Fred Larson		Mr. Michael Palmer	
John Thomson		Mrs H. E. Gushmel	
Robt. Klem		Mrs. H. K. Arson	
Allen Seyton		J. S. Edlund, Wasilla	
Ray Prince		C. A. Edlund, Wasilla	
		A. R. Carson	
		Carl W. ...	
		Anna Belle Wilson	

P. H. Allen  
D. O. Krogge  
John G. Johnson  
August Swanson  
Alaska Rural Rehabilitation Corp  
by Les Jacobs  
Jill May

This road is being laid out and bulldozed at the present time by the A. R. R. C. Perhaps the road commission would grade and gravel it.

ALASKA ROAD COMMISSION

Anchorage  
September 9th, 1938

Mr. Ibs P. Taylor  
Chief Engineer  
Juneau

Dear Sirs

In reference to your letter of August 29th, from Fairbanks, regarding a proposed road leading into the J.D. Urban homestead, located about 3 miles out on the Anchorage Lepp road.

While it was doubtful whether we could do much good on this road, I started a dzer on it, figuring that the tractor could cross some swampy ground, which was covered with a heavy growth of grass, and possibly remove some stumps on the drier ground.

However, the tractor sank down a couple of times in the first two hundred yards, and it was evident that we could not accomplish anything of value, in fact we were making the present trail much worse by making large holes where the machine was stuck, so we stopped working and returned to town.

While the work that would have been done would not have amounted to much expense, before any work is done on a location for a permanent road the route should be surveyed so that some of the wet ground could be avoided, and deeds would have to be obtained from interested parties who own the land which the road would have to traverse.

Mr. Urban, like many others, has no idea of suitable ground on which a dzer can work to advantage- the grading that has been done was done, apparently, for a foot trail.

A letter enclosing a petition for this road was forwarded from this office on January 22nd, 1937.

Yours very truly

M.C. Edwards  
Sup't.

FAIRBANKS, ALASKA  
August 29 1938

Mr. M. C. Edmunds,  
Supt. A. R. C.  
Anchorage, Alaska.

Dear Sir-

*Petition  
from 2/2/38*

J. D. Urban, a brakemen on the passenger train talked to me yesterday about a short road he wants into his place about three miles out on the loop road. He said they had graded about a quarter mile and cleared another quarter. That the stumping was not very heavy and that the road would serve two or three others. If his statements are correct it appears probably one or two days with the big dozer should rough out a road he could use. If this is the case it is requested you arrange to do the work for them preably when you are thru with the dozer on the Whitney cut off and before starting on the Spenard road. If after looking it over it is evident that it is a much bigger job than ~~you think~~ I think, wire me the actual situation.

I saw Hawley and Bill at Colerado. Told Bill about the location down Cache but didnt think to tell him about seeing Charley about getting Speck for the Park. Ghig tells me that he has also lost two motor patrol operators and didnt have anyone he could even break in on the big grader. I talked to Frank last night and he has no one available with any grader experience so I called Ghig this morning and told him to call you to see if you couldnt arrange with Charley to get Bob Speck to the Park. It appears that is probably the most important graderwork right now and he could likely get down to Anchorage in time to do the final grading on the Spenard road.

I wired Skinner today to issue allotment for ~~his~~ \$1800 for 46DA which Ghig thinks will be sufficient to cover all costs. If this proves to be short charge the overrrun to Miscl Roads allotment.

Very truly yours,

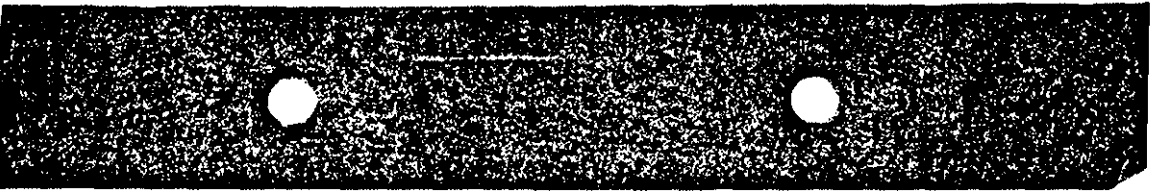
*Ike P. Taylor*  
Ike P. Taylor  
Chief Engineer.

Wire Skinner the amount of the plane fare Iliamma to Dillingham to Anchorage for use on my travel voucher

*done* →

*7-0450-0-5806*

*ME  
WJN*



We the undersigned owners  
 of the Bogard Road  
 Resurvey Section No. 4. Our maps  
 Survey of the Bogard Road  
 Commission to, route the travel along  
 the section line between Jim Parsons  
 and Geo. Vosnier and from  
 the Jim Parsons gate west to the  
 section corner the distance approximately  
 one to two rods and then set corner as all  
 line waver of title of record to the  
 Rock in corner is a right of way  
 is well chopped and burnt

dated October 2th 1937 at witness  
 Geo. Vosnier Ballard Neam.  
 Andy Anderson  
 Mr. H. Anderson  
 J. O. Hansen  
 Harry Duff  
 A. H. Verheiser  
 R. E. Rice

R. E. Rice

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
JUNEAU, ALASKA

January 5, 1938

Mr. Tom Caughlin  
Homer, Alaska

Dear Sir:

Petition signed by you and a number of other residents of Homer, sent to the Alaska Road Commission at Anchorage, has been forwarded to this office for consideration.

The superintendent at Anchorage advises that there is some doubt in his mind as to the best location for a road to serve the area described. At the first opportunity in the spring when the work at Homer starts the matter will be investigated and a survey made to determine the best route after discussion with the settlers concerned.

Very truly yours,

Ike P. Taylor,  
Chief Engineer.

CC Edmunds: When you go down to start work at Homer next spring it is requested that you have someone go down who will be able to make a survey as requested. The matter should be fully discussed with the settlers before finally determining the location—especially if the location is elsewhere than they think it should be—an effort being made to convince them of the desirability of the route finally selected as compared with others.

IPT

*IPT*

NE  
HON

Department of the Interior  
ALASKA ROAD COMMISSION  
Anchorage, Alaska

June 21, 1938

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

Dear Sir:

Reference is made to the footnote of your letter of January 5 to Mr. Tom Caughlin of Homer in regard to a petition for a road to the bench at Homer to serve settlers on the high ground to the East.

On his recent trip to Homer, Niemi discussed the matter of location with three of the new homesteaders most interested in the project and made a further investigation of the route proposed by them. Their idea, of course, is to have a new road constructed to the top of the bench starting at the old road about half way between Miller Landing and the present Postoffice, or in the vicinity of the Shelin homestead. The main argument seems to be that it would shorten the distance to the Valley as against extending the present road already constructed to the top of the bench at the West end of the Valley. A second argument, which was contradicted by other residents, was to the effect that snow lies deep on top of the bench during the winter.

When MacDonald made the survey for the present road to the bench, he also investigated a route that would be more central but found it impracticable on account of deep gullies and excessive grades. This was confirmed by Niemi this spring after walking over the route as suggested by the petitioners.

It is estimated that three miles of heavy construction would be required on this new route. It is still recommended that a road to connect with the present road to the bench would serve the purpose at less cost. The connection to the present road would be at a point about one half mile beyond the end of the present usable road. This section is already under construction by the CCC forces at Homer, (that is the half mile extension to the present road.)

When funds are available a survey will be made, but it is estimated that the connection on top of the bench will be shorter than any new route that could be selected.

Very truly yours,

M. C. Edmunds  
Superintendent

/NJK



DEPARTMENT OF THE INTERIOR  
ROAD COMMISSION  
FAIRBANKS, ALASKA  
OFFICIAL BUSINESS

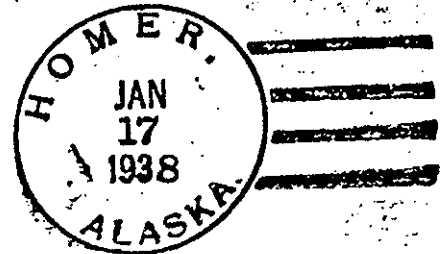


PENALTY FOR PRIVATE USE TO AVOID  
PAYMENT OF POSTAGE, \$300



REASON CHECKED  
Disclaimed ..... Refused .....  
Unknown ..... Deceased .....  
For better address .....  
Moved, Lett no address .....  
No such office in state .....

MR. TOM CAUGHLIN



ALASKA ROAD COMMISSION

Anchorage  
December 27th, 1937

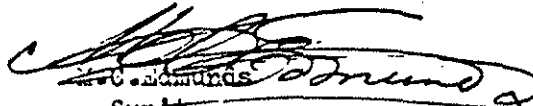
Mr Tom Caughlin  
Homer.

Dear Sir:

This acknowledges receipt of your letter of December 8th, enclosing a petition asking that a survey be made to connect the settlers living in the vicinity of township 5 South, Range 13 West, from Section 35, with the existing road at Homer.

Your petition is being referred to our Juneau office, who will no doubt reply to you direct.

Yours very truly

  
W. C. Edmunds  
Sup't.



ALASKA ROAD COMMISSION

Anchorage  
December 27th, 1937

Mr. Wendell Thurston  
Homer.

Dear Sir:

This acknowledges receipt of your letter, from Seldovia, in reference to extending the road at Homer at the East end a distance of about 300 yards in order to cross a swampy area.

For your information, this office has recommended that this work be done during the coming season, but whether funds will be provided for this purpose we do not know at this time.

I might also state that I made an investigation of the road needs at Homer a few years ago, during this time I walked over the East end to your homestead to see you, but found that you were not living there, and that there was no sign of the usual animals I expected to see, such as cows, horses, chickens and so forth.

One of your neighbors was utilizing the space in front of the house for a garden, I am not positive now as to whether she was the one, but I was informed that you worked away from Homer most of the time, and did very little farming, also that you had proved up on your ground.

At that time there was only one way to the East of you, and that was by air, between you and the road.

In reference to your statement that roads are being built for people who just come in to the Homer district, and not to the old settlers.

Where several people settle around a community, an attempt is made to connect them up with the road system, so that their children can go to school and they have means of getting supplies to their homesteads, on the assumption that they are going to be active and develop the country.

Where there are only a few persons concerned, there is not so much need of a road, especially in this case where very little activity is going on, as was the case East of the present terminus of the road at the time I visited there.

The greater part of the work done last year was confined to gravelling the main road, which certainly benefited the old settlers, as no doubt you will agree, and now that this work is done it is hoped that sufficient funds will be provided to take care of the road towards the East, in addition to opening up roads for new settlers.

M. C. Edmunds  
Sup't.

Seldovia Alaska  
Dec - 11 - 37

Mr. Edmons  
Alaska Road Com.  
Anchorage

Dear Sir -:

I am writing you once more with regards to extending the east end of the Homer Road.

We have made our home here since 1931. There are also two other homesteaders who have lived here for three years. It don't seem fair to us who have lived in a community for so long without a road, to see roads being built for people who have just come in.

If the road could be extended for 300 yards it would fix up that part which is impossible to get over before freeze up.

There are other homesteads available that have been filled on and given up because of the need of a road. Then too such an extension will open up the only good timber land around Homer.

Hoping you will give this your most sincere consideration

Truly yours

Wendell Thurston

ALASKA ROAD COMMISSION

Anchorage  
December 27th, 1937

Mr Tom Caughlin  
Homer.

Dear Sir:

This acknowledges receipt of your letter of December 8th, enclosing a petition asking that a survey be made to connect the settlers living in the vicinity of township 5 South, Range 13 West, from Section 35, with the existing road at Homer.

Your petition is being referred to our Juneau office, who will no doubt reply to you direct.

Yours very truly

H.C. Edmunds  
Sup't.

Homer Alaska Dec 8-37

Sec, Alaska Road Com. Anchorage

Gentlemen I herewith hand  
you Petition for a road survey  
this survey is badly needed as we  
now have twelve settlers on this  
proposed road. From the point  
mentioned in Sec, 35 such a road  
can be continued in a general  
north~~west~~<sup>east</sup> direction all on dry ground  
to the head of Fitz Creek, thence down  
this creek to an intersection with the  
present highway at its East end

Yours very respectfully

Tom Coughlin

PETITION FOR SURVEY.

The Alaska Road Commission and the Engineering Dept. of the Territory of Alaska.

We beg leave to submit the following.

The settlers on the high land at the East Side of the Homer Community, have constructed a roadway, beginning at a point in Section 35-Twn 5 South, Range 13 West(?) . all on high land in a general Westerly direction to a point in Section 9 Twn 6 South, Range 14 West - Here they have constructed a side cut on an easy grade several hundred feet to the first bench.

We desire to continue this grade along the face of the bluff in the same general direction, to a point in Sec. 17, thence in a Southerly direction to the present highway at or near the intersection of said highway and the Spit road.

Such a road will enable the settlers and others who are constantly coming in to open up a vast region of fertile land, thereby adding material benefit to the whole territory.

We therefore respectfully beg to petition that a survey of the proposed road be made as soon as possible to the end that any work donated by us may be done on the permanent highway to be built later.

TOM CAUGHLIN  
F.C. Nightenhelser  
Fred Harbinson  
Harold Davis  
Frank L. Tucker  
Philip Diedler

Wm Fletcher  
Wm G. Sanford  
John Brandroid  
Lloyd Race  
G.A. Romer  
Karl Rosenberg

The undersigned citizens of Homer heartily endorse the above project.

Francis L. Groth  
Roland Lee  
Mrs Grover Price  
E.W. Kirshh  
Mrs Harold Davis  
Thos L. Shelford  
Harris Gordon  
Mrs O.R. Russel  
L. Moore  
A.A. Mattox  
Alfred M. Anderson  
Lillian Walli  
Carl Sholin  
Mrs Paul Parlette

L. Forslund  
Eskil Lund  
Grover Price  
H.K. Allen  
Dal. Valley  
Lydia Shelford  
Frank L. Nemer  
R.M. Campbell  
Jim. Forsdahl  
Nels G. Svedlund  
R.B. Gray  
Phina Bowers  
Chas Miller  
Mary Jane Harrington

Anna Forsland  
Marie Moore  
Mae Harrington  
Geo. D. Earl  
Milo Kallman  
Hugh McCaughey  
C.R. Russel  
Albert Fanning  
D. Dale Pengh  
Frank A. Wolfe  
Paul Parlette  
Jim Waddell  
Geo. Kirkpatrick

ALASKA ROAD COMMISSION

Anchorage  
December 27th, 1937

Mr. I. F. Taylor  
Chief Engineer  
Juneau

Dear Sir:

I am forwarding a petition from residents of Homer for a survey of a road to connect settlers on the high bench with the present road.

As far as a survey is concerned, no doubt this would be advisable in case we have to build more roads on the higher benches, so that any work done by the parties interested would be of benefit to the permanent location.

While some of the settlers have done considerable work to date, most of the work done is wasted as far as a permanent location is concerned, as grades are excessive.

The petition calls for a road to join in with the present road near the intersection with the Spit road. We looked into this proposition at the time we were considering the extension of the road to the higher bench, finding that we obtained a better location by connecting with the road thru the Halli homestead which is about three miles to the Westward of the junction with the Spit road.

The grade on the road we constructed is about a 7 per cent, while the grade on the road constructed by the settlers is ~~maxx~~ between a fifteen and a twenty per cent.

It would appear to me that the road already constructed should be extended to the East to take care of settlers, instead of building a new road on an excessive grade in order to make a short cut to the main road.

M. C. Simonds  
Sup't.



UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
JUNEAU, ALASKA

December 9, 1937

Mr. James L. Simpson  
Palmer, Alaska

Dear Sir:

Receipt is acknowledged of a petition signed by you and a number of residents in your vicinity for the construction of a road from Goose Bay to the Richardson Highway.

An additional copy of this petition was received thru the Road Commission office at Anchorage.

While a road from Palmer to some point on the Richardson Highway is included in our general plan, construction of this project will necessarily await increased appropriations. The present outlook is that it will be a number of years before such a project can be started.

Very truly yours,

Ike P. Taylor,  
Chief Engineer.

CC Edmunds  
IPT:IN

WLN

ALASKA ROAD COMMISSION

Anchorage  
December 21st, 1937

Mr. I. P. Taylor  
Chief Engineer  
Juneau

Dear Sir:

I am forwarding a letter received in the last mail from the  
Seward Chamber of Commerce, and a copy of my reply thereto, for your  
information.

M. C. Edmunds  
Sup't.

ALASKA ROAD COMMISSION

Anchorage  
December 21st, 1937

Mr H.K. Baumgartner  
Executive Secretary  
Seeward Chamber of Commerce.

Dear Mr Baumgartner

Your letter of December 15th, in reference to the proposed road between  
Kenai, and the road at Russian River, was received in the last mail.

So far, while we have a winter trail from Kenai to Russian River, no  
funds have been allotted for a survey to locate a wagon or automobile road,  
as the funds provided for the Alaska Road Commission during the past few  
years provide for maintenance of our existing system only, and are not  
sufficient to take care of construction on any major project.

While district Superintendents make recommendations to the main office  
in reference to road requirements in their districts, the determination of  
where funds will be spent is made by our Juneau office.

While some short surveys were made by this office some time ago for  
road projects on which the C.C.C. forces are now working, the surveying of  
a road from Kenai to Russian river would have to be authorized, and funds  
provided for that purpose, by our Juneau office.

If the C.C.C. desire a road survey made, I would suggest that Mr  
Burdick communicate with Mr Ibs P. Taylor, Chief Engineer, Alaska Road  
Commission, at Juneau in reference to projects they wish to work on.

At the present time it would be impossible to make a location for a  
permanent road- the snow would have to be off the ground so that the  
engineer could determine where the location should or should not go,  
and this could not be done intelligently during the winter months.

Trusting that this gives you the information you require

Yours very truly

H.C. Edwards  
Sup't.

ADDRESS REPLY TO  
ALASKA ROAD COMMISSION

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
JUNEAU, ALASKA

December 6, 1937

Mr. Thos. L. Shelford  
Homer, Alaska

Dear Sir:

Petition to the Governor, signed by you and several other residents of Homer, has been referred to this office for consideration.

It is not possible to advise definitely at this time the extent of the work which the Alaska Road Commission can undertake at Homer next season. This will depend entirely on the amount of money made available by appropriation in the forthcoming session of Congress.

Your request will be kept in mind in preparing our program for next season and you may be assured that your community will be given equal consideration with others.

Very truly yours,

Ike P. Taylor,  
Chief Engineer.

CC Governor's Office  
Mr. Edmunds  
IPT:IN

WJN

ALASKA ROAD COMMISSION

Anchorage, Alaska  
December 2nd, 1937

Mr James L. Simpson  
Palmer

Dear Sirs

This acknowledges receipt of your letter of October 5th, forwarding a petition for the construction of a road from Goose Bay to the Richardson Highway.

This petition is being referred to the Juneau office.

However, a survey will be necessary before construction work would start on this project, funds would also have to be provided, and as it would take several years to make the connection I do not think it advisable for you to figure on buying a truck for use on this project, at this time.

I do not understand why the petition calls for a road from Goose Bay, when the logical place to connect the Palmer system of roads is to connect with the Moose Creek road.

E.C. Edmunds  
Sup't.

ALASKA ROAD COMMISSION

Anchorage  
December 2nd, 1937

Mr Ike P. Taylor  
Chief Engineer  
Juneau

Dear Sirs

I am forwarding a petition received in the last mail from various residents of the Palmer district for a road from Goose Bay to the Richardson Highway.

Just why they should want to connect the highway with Goose Bay is a conundrum.

H.C. Edmunds  
Sup't.

Palmer, Alaska,  
October 5, 1937.

We, the undersigned citizens of Alaska do hereby ask the Road Commission to put a truck road through from Goose Bay to the Richardson Highway about 114 mile post so we can put our produce on the market and for such relief from the Road Commission.

Sign here

Louis Tainio  
E.M.Kerttula  
Oscar Kerttula  
Wm Lentz  
Elmer E. Heroux  
Harold ~~Stephan~~ Stephan  
Henning Benson  
Chris Anderson  
Arvid Johnson  
Harry L. Campbell  
Mrs. Harry M. Campbell  
Leonard Hereid  
R.L.Warner  
Eino Wirtanen  
Wallen MacCullen  
Bernard Gulberg  
Mrs. Wm Lentz  
Mrs. Harold Stephen  
Mrs. James Berry  
Mrs. Vera Rorrison  
Mrs. Sadie Quarnstrom  
Mrs. Arvid Johnson  
Mrs. B.J.Lossing  
B.J.Lossing  
Mrs. John PORTER  
Vugt Eckert  
S.E.Smith  
Alice O'Neill  
D.Sullivan  
Frank Ring  
John Meehan  
Allen Sexton  
J.A.Long  
Walter Blue  
George Campbell  
C.A.Nichols  
Mrs. Grant France.  
K.B.Klimpin  
Leste Ellsworth  
Kerwin M. Frank  
Barrell Frank  
Don McKechnie

Sign here

L.S.Vasanaja  
H.C.Hoganson  
H.C.Doughty  
Ed Wineck  
Fred Rotz  
Oscar Beylund  
Waldo Fox  
Nick Weiler  
Elsa Weiler  
Beatrice Gulberg  
John Porter  
Clarence Quamstrom  
D.W.Stebbins  
Mrs. G.C.Broostrom  
Harold zook  
Mrs. Wirtanen  
Vernon Jones  
Mrs. Dan Stebbins  
Mr. Jack Cooper  
Mrs. Clarence Sjodin  
Mr. Martin Leppanen  
George S. Moshier  
Henry L. Barker  
Neal Wright.

ADDRESS REPLY TO  
ALASKA ROAD COMMISSION

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
JUNEAU, ALASKA

April 19, 1937

Mr. Almer J. Peterson  
Legal and Land Department  
Alaska Rural Rehabilitation Corporation  
Palmer, Alaska

Dear Sir:

Petition for the construction of a mile of road serving homesteads in Section 32 Township 18 North Range 2 East forwarded by you to Mr. Edmunds has been referred to this office.

All the funds available for the Wasilla-Palmer-Matanuska area for this season are programmed for use in improving the main traveled roads. This is considered necessary in view of the large increase in travel over these roads and it is felt should take precedence over the construction of new roads to serve recently located homesteads. While the necessity for these new roads is recognized, it will not be possible to undertake their construction this season. As soon as the main roads are sufficiently improved consideration will be given to the construction of additional branch roads.

Very truly yours,

Ike P. Taylor,  
Chief Engineer.

IPT:IN  
CC Edmunds

114  
WUN



ALASKA ROAD COMMISSION

Anchorage  
April 14th, 1937

Mr Ike P. Taylor  
Chief Engineer  
Juneau

Dear Sir:

I am forwarding a petition received from various residents of the Palmer District, thro Mr Almer Petersen, of the Corporation, for the construction of a road to the Scott and Thompson homesteads.

These homesteads are located adjacent to that portion of the Palmer-Fishhook road which we abandoned several years ago, when we constructed the road which at that time was called the "Werner cut off" and which has since been included as a portion of the main road between Palmer and Fishhook.

At that time no one was living in this section, and there was no necessity of keeping the road open.

Since the corporation was formed, however, the land is all taken up, and the two farmers enumerated are unable to get to the main roads except by travelling over their neighbors land.

While I have not gone over the route suggested, it is estimated that this mile of road, which is in heavily timbered country, would cost \$4,500.00 to construct.

While it is realized that funds are not available for new construction, the petition is being forwarded for your consideration as a matter of record.

Yours very truly

M.C. Edmonds  
Sup't.

C O P Y

Palmer, Alaska.  
March 22nd 1937.

Alaska Road Commission,  
Anchorage, Alaska.

ATTENTION MR. EDMUNDS:

We the undersigned, residents of farms in the Matanuska Valley, Territory of Alaska, do respectfully petition for a road to be constructed as follows, to-wit:

Commencing at the SE corner of NW $\frac{1}{4}$  of NW $\frac{1}{4}$  in section 32, Township 18N, Range 2 East, S.M. thence west  $\frac{1}{4}$  mile, thence north  $\frac{1}{4}$  mile, thence west  $\frac{1}{2}$  mile on section line between section 30 & 31. This road will open up a territory now occupied by homesteaders; they have at the present time no outlet, and have to cross over two forty acre tracts now being occupied by Fred Rotz and Frank Ring.

It makes it impossible to fence in these 40 acre tracts, except by shutting out Mr. Scott and Mr. Thompson, whom have homesteads in sections 30 and 31, Twp. 18N, R2E, S.M.

Edw. Moss  
Emil Lonsh-tract 31  
O. Y. Nelson  
David Oukka  
E. N. DeLahd  
Carl H. Miller  
J. J. Bugge  
Dan Cunningham  
Clair Patten  
Horace Diglover  
Harold Davis  
W. G. Fyspel  
Ress L. Sheeley  
Leo B. Jacobs  
A. B. Betts  
James Seward  
Phil O'Neill  
Myles Hyland  
John Porter  
J. V. Chapman  
Wm Lentz  
Wm. Taylor  
Victor John  
Jack M. Scott  
L. Z. Scott  
Don Chapman

---

Frank Ring  
Fred Rotz  
Art Thompson  
Oscar Beylund  
Chris Anderson  
Wm. D. Bennett  
Harry Jensen  
Paul Nelson  
Ray Rebarckek  
C. R. Monoghan  
Jack Borndas  
Almer J. Peterson  
Jos. T. Flakae  
Virgil Eckert  
Harold W. Moore  
Henry Laakko  
Wm. J. Bouwens  
Ferber Bailey

C O P Y

Palmer, Alaska.  
March 22nd 1937.

Alaska Road Commission,  
Anchorage, Alaska.

ATTENTION MR. EDMUNDS:

We the undersigned, residents of farms in the Matanuska Valley, Territory of Alaska, do respectfully petition for a road to be constructed as follows, to-wit:

Commencing at the SE corner of NW $\frac{1}{2}$  of NW $\frac{1}{2}$  in section 32, Township 18N, Range 2 East, S.M. thence west  $\frac{1}{2}$  mile, thence north  $\frac{1}{2}$  mile, thence west  $\frac{1}{2}$  mile on section line between section 30 & 31. This road will open up a territory now occupied by homesteaders; they have at the present time no outlet, and have to cross over two forty acre tracts now being occupied by Fred Rotz and Frank Ring.

It makes it impossible to fence in these 40 acre tracts, except by shutting out Mr. Scott and Mr. Thompson, whom have homesteads in sections 30 and 31, Twp. 18N, R2E, S.M.

Edw. Moss  
Emil Lonah-tract 31  
O. Y. Nelson  
David Oukka  
E. N. Deland  
Carl H. Miller  
J. J. Bugge  
Dan Cunningham  
Clair Patten  
Horace Diglover  
Harold Davis  
W. G. Pyspel  
Russ L. Shoeley  
Leo B. Jacobs  
A. B. Betts  
James Seward  
Phil O'Neill  
Hyles Hyland  
John Porter  
J. V. Chapman  
Wm Lentz  
Wm. Taylor  
Victor John  
Jack M. Scott  
L. Z. Scott  
Don Chapman

Frank Ring  
Fred Rotz  
Art Thompson  
Oscar Baylund  
Chris Anderson  
Wm. D. Bennett  
Harry Jensen  
Paul Nelson  
Ray Rebarchak  
C. R. Monaghan  
Jack Barndas  
Almer J. Peterson  
Jos. T. Flakne  
Virgil Eckert  
Harold W. Moore  
Henry Laakko  
Wm. J. Bouwens  
Ferber Bailey

Department of the Interior  
Alaska Road Commission  
Anchorage, Alaska.

April 12, 1937.

Mr. Almer J. Peterson,  
Palmer, Alaska.

Dear Sir:

I wish to acknowledge receipt of your letter of April 8th with the petition for the extension of the first farm road north of Palmer running west from the Palmer-Fishhook road.

This petition is being forwarded to our Juneau office for their consideration.

Yours very truly

M. C. Edmunds  
Supt.

ADDRESS REPLY TO  
ALASKA ROAD COMMISSION

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
JUNEAU, ALASKA

April 10, 1937

Mr. R. S. Bragaw  
Secretary, Anchorage Chamber of Commerce  
Anchorage, Alaska

Dear Sir:

Petition for relocation of a part of the Anchorage-Palmer Road forwarded by you to Mr. Edmunds has been referred to this office for consideration.

You are advised that it has been planned at some future time to construct a cut-off from the end of the so-called "Oil Well Road" to connect with the main road above Whitney. The matter of exact location of this route has not been determined.

It is planned to expend the funds available for the present season on additional surfacing and improvement of the main road and it is believed this is of primary importance and should be done in advance of any extensive relocations.

It is not possible to state at this time definitely when this relocation can be constructed but it will be considered in preparing future programs.

Very truly yours,

Ike P. Taylor,  
Chief Engineer.

IPT:IN  
CC Mr. Edmunds

MC  
F  
WJN

ALASKA ROAD COMMISSION

Anchorage  
April 5th, 1937

Mr Ike P. Taylor  
Chief Engineer  
Juneau.

Dear Sir:

I am forwarding a letter received from the Anchorage Chamber of Commerce in reference to the extension of the Oilwell road, route 75-I, to connect up with the main Anchorage-Palmer Road.

This road was extended about 3/4 of a mile last fall, reaching the homestead of J.Lindley Green.

By extending this road due North a distance of 1-1/2 miles it would connect with the Loop road East of the railroad, at Whitney Station, and eliminate the present main road thro the Alaska Railroad yards, including two railroad crossings.

The petition, however, calls for the location of the proposed extension for a distance of about one and a half miles to the East, before running North to connect with the main road.

There are several homesteaders to the East who would benefit by the construction of a road, as stated in the petition, but if the main road were to follow to the East it would mean abandoning a mile and a half of good road between Whitney Station and the Transmitting station of the Signal Corps.

There is the alternative of building the 1-1/2 miles of road North from Green's homestead, to connect with the main road, and build a narrower road as a farm road which could later on be extended.

It is questionable whether the route proposed would interfere with the Signal Corps Station at Whitney- if a connection were made it would have to be at least 1/4 of a mile from the station.

As far as is known the land to the East has been burned over and should be good grading ground, similar to the Oilwell road, tho it is probable we run into timber in the vicinity of Ship Creek, the same as at the lower crossing due North from Green's homestead.

According to scaling off a map the distance of the road called for in the petition would be about 3 miles.

The extension of the Oilwell road made last fall of 3/4 of a mile consisted of grading only, so it appears as tho this portion is included in the 4 miles asked for.

It is estimated that it would cost \$10,000.00 to build the 1-1/2 miles of road to Whitney station, including bridging Ship Creek and surfacing, so it is believed that the amount asked for would be about half the amount required to build the road wherever requested in the petition.

Yours very truly

M.C.Edmunds, Sup't.

Petition enclosed

ALASKA ROAD COMMISSION

Anchorage  
April 5th, 1937

Mr R.S. Bragaw  
Secretary  
Anchorage Chamber of Commerce.

Dear Mr. Bragaw:

This acknowledges receipt of your letter of March 24th, forwarding three copies of a petition for the extension of the Fifth Avenue Road towards the East and North to connect with the present main road between Anchorage and Palmer.

The petitions are being forwarded to the main office of the Alaska Road Commission at Juneau, and no doubt you will hear from them in due course.

Yours very truly

M.C. Edmunds  
Sup't.

*Copy for Edmunds,*

J. LINDLEY GREEN

Attorney at Law  
ANCHORAGE, ALASKA

March 24th.1937.

Mr. William Hesse,  
Territorial Engineer,  
Juneau Alaska.

Dear Mr. Hesse:-

There has been a petition filed addressed to the Alaska Road Commission and yourself which will be referred to you by the Alaska Road Commission, there are over five hundred signers to this petition, the petition is self explanatory and for this reason it is unnecessary for me to give a detailed description of the proposed route but I will say that it will eliminate two miles of very crooked and dangerous road and eliminate two very heavy grades.

The petition calls for the construction of about four miles of auto road but it will open up and make available a large area of the best homestead land around Anchorage and will make available large areas of meadow lands near and on the foot hills of the Chugak mountains back of Anchorage that will be of great value for hay and pasture, -at the point where the proposed route will cross Ship Creek there is no steep hill but a gradual slope on each side of the creek rendering an easy grade from the plateau to the creek on both sides.

We are asking you to allow the Commission to use ten thousand dollars in the construction of the road, we do this for the reason that The Commission can by constructing a mile and a half of road eliminate the railroad tracks and the dangerous road referred to in the petition saving the construction of about two miles and one half of road, but the construction of that mile and a half of road will not open up any new country and be no benefit to the present settlers or render the area of homestead lands and grass lands available, and for this reason we are petitioning you to allow the commission to use ten thousand dollars of the territories money so that the road can be constructed as outlined in the petition.

On account of the small appropriation made by the Government for the construction of roads in Alaska the commission does not feel that it can spare the money to construct the additional two miles and one half without getting assistance from the territory and as you have the final say in these matters I do sincerely hope you can grant this small favor. Mr. Hesse I have never asked you for any thing and would not be writing you at this time if it were not for the fact that it is a matter of vital importance to the city of Anchorage to open up an area that is at present inaccessible and unless it is done now it will probably be years before there will be another opportunity.

The Anchorage Chamber of commerce is behind the movement and is sponsoring the petition.

I hope I have not bored you with this long letter but I feel so deeply the necessity of this appropriation or rather allowance of the money for this work that I cannot refrain from being very insistent

Respectfully your friend,

*J. Lindley Green*



- COPY -

- P E T I T I O N -

TO THE ALASKA ROAD COMMISSION,  
and  
WILLIAM HESSE, TERRITORIAL HIGHWAY ENGINEER,  
Juneau, Alaska..

WE YOUR PETITIONERS respectfully request that a wagon and auto road be constructed from the east terminus of the present Fifth Avenue road in Anchorage, at the intersection of Section 9-10 and 15-16 due east on the section line between Sections 10 and 15 about a quarter of a mile to the brow of the hill, thence in a north easterly direction following the brow of the hill until it reaches the section line between sections 10 and 11, thence north along the section line between section 10 and 11 to the monument marking the middle of said section line, thence east in the middle of section 11 and 12 to the center of said section 12, thence north through the middle of section 12 and 1 to the township line in the middle of the north line of section (1) there connecting with the main Palmer-Anchorage Highway on the north line of Township 13 North 3 West and the South line of Township 14 North 3 West.

The construction of this road would eliminate the present crooked and unsafe highway paralleling, and crossing, the railroad between Anchorage and the Whitney Railroad Crossing. The present steep grades would be eliminated.

This proposed road would make easily accessible a large homestead and grazing area - said area will be the most desirable lands found in the vicinity of Anchorage and if made available to homestead will greatly aid in the development of this section.

WE THEREFORE RESPECTFULLY REQUEST that the Alaska Road Commission, and the Territorial Highway Engineer, shall allot the sum of \$10,000.00 believed necessary for the above requested two and one half miles of connecting highway:

<u>Signed</u>		<u>Signed</u>	
Otis Kjerlien,	Palmer	M.D. Snodgrass,	Palmer
Dale Applegate	"	Margaret J. Snodgrass,	"
Lee Klepper	"	L. A. Snodgrass	"
Louis Burcher	"	Ruby Snodgrass	"
Anel Walters	"	J. L. Perren	"
Geist Kahers	"	Margaret E. Snodgrass	"
Wallace Shaw	"	W. Grew	"
Gordon Astrob	"	J. C. Grow	"
Steve McLeod	"	R. B. Graham	"
John C. Lefherz	"	J. E. Tuttle	"
Chas. Bailson	"	H.E. Winchell	"
Leo A. Koslosky	"	Bill Winchell	"
Harvey Buckridge	"	L.M. Winchell	"
Henry Simmons	"	M.A. Johansen	"
Fred J. Maye	"	John E. Berg	"
E. N. Allen	"	Mitchell Smith	"



<u>Signed</u>	<u>Anchorage</u>	<u>Signed</u>	<u>Anchorage</u>
G. L. Godfrey	"	Theron Lake	"
Norman C. Brown	"	L. D. Roach	"
Ernest Miller	"	Florence L. Kolb	"
W. M. Moses	"	Barbara Edgar	"
Fred Gitchell	"	Chris Terry	"
J. H. Conway	"	G. F. Mumford	"
U. G. Crocker	"	Frank Carquist	"
S. L. Kraff	"	H. W. Barnhill	"
Clyde R. Ellis	"	Gony Crawlin	"
L. J. Sealey	"	G. Sinigt	"
Perry P. Thompson	"	Gene Sherman	"
M. Koss	"	D. M. Weston	"
C. W. Nelson	"	Wm. B. Condon	"
H. J. Miller	"	Edwin J. Martinson	"
Tom McRae	"	G. H. Ruttan	"
J. W. Moore	"	Gordon K. MacKenzie Sr.	"
M. A. Mitchell	"	F. M. Matthew	"
F. E. Matthew	"	Mildred Skinner	"
Mrs. D. W. Patterson	"	Roland E. George	"
E. N. Ellhath	"	Harry Branett	"
Jack Barrett	"	Dr. A. B. Jones	"
G. J. Abel	"	Henry E. Swanson	"
S. J. Hermanson	"	Eugene C. Smith	"
Myrtle S. Wendler	"	Roy W. Lofler	"
Art's Taxi	"	G. A. Stanford	"
Chas. E. Smith	"	S. C. Raynor	"
Kelly McCarroll	"	F. C. Darranger	"
Fred J. Nelson	"	Al. Otto	"
Mrs. Robt. L. Watson	"	Robt. L. Watson	"
Geo. Wagner	"	E. G. DeWitt	"
R. Watson	"	W. H. Richardson	"
Wm. Weber	"	J. D. Whitney	"
G. H. Phillips	"	J. S. Johnson	"
Archie Lingo	"	Thomas B. Megker	"
Milton Boudreau	"	Mrs. F. L. Wallace	"
L. A. Stephenson	"	Leonard Hopkins	"
H. O. Albritton	"	Warren R. Fenn	"
Louis Nelson	"	Marie Samuelsen	"
H. L. Madden	"	Charles L. Swanson	"
A. Charon Baldwin	"	E. W. Fringle	"
D. H. Morrison	"	G. D. Kennedy	"
J. A. Hunter	"	J. L. Simonton	"
R. H. Nichols	"	T. A. McClure	"
A. G. Thompson	"	J. J. Bugge	"
Niels P. Hanson	"	Albert Johnson	"
James Clinie	"	Elsie Segn	"
J. E. Miller	"	John Bagoy	"
Ann M. Graham	"	Roma E. Scott	"
W. J. Fritschen	"	Geo. J. Reynolds	"
Mr. & Mrs. Kenneth Laughlin	"	Winifred Erwin (Pres. C'	"
R.S. Bragaw, Sec'y Chamber	"	of Commerce.	"
of Commerce			





UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
JUNEAU, ALASKA

March 18, 1937

Mr. B. H. Mayfield et al  
Talkeetna, Alaska

Dear Sir:

A petition signed by you and numerous other residents of Talkeetna District for the improvement of the route from Peters Creek to Cache Creek has been forwarded from our Anchorage Office.

The need for the improvement of this route is recognized but, in view of the limited funds available for road work all over Alaska this season, it will be impossible to undertake the improvement of this route to tractor road at this time. The funds allotted to the Talkeetna section this season will be largely used in renewing bridges on the route from Talkeetna to Peters Creek. It is obvious that this portion of the route must be kept in serviceable condition, for it would be useless to neglect this section and use the available funds in improving the route between Peters Creek and Cache Creek.

Very truly yours,

Ike P. Taylor,  
Chief Engineer.

CC Edmunds, Anchorage

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UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
JUNEAU, ALASKA

March 18, 1937

Mr. Francis L. Groth, Secretary  
Civic League,  
Homer, Alaska

Dear Sir:

A petition for the construction of a landing field, signed by the residents of Homer and forwarded by you to the Alaska Road Commission at Anchorage, has been referred to this office.

The Alaska Road Commission at the present time has no funds for airplane landing field construction. Your petition is being referred to the Territorial Board of Road Commissioners for their consideration.

Very truly yours,

Ike P. Taylor,  
Chief Engineer.

CC Hesse

Mr. Hesse Petition and letter from Edmunds are enclosed herewith. These may be kept in your files.

IPT

✓ CC Edmunds

MS  
WJN

Department of the Interior  
Alaska Road Commission  
Anchorage, Alaska.

March 10, 1937.

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

Dear Sir:

Referring to my letter of February 18th to which was attached a petition for the construction of a road from Peters Creek to Cache Creek, known as the sled road portion of Route 51, I have just received supplementary petitions on the same subject and which I attach hereto.

Altho many of these signatures are from people in and near Talkeetna, there are many names in the lists of Wasilla and Anchorage residents.

Yours very truly

M. C. Edmunds  
Supt.



COPY OF PETITION

\* \* \* \* \*

We, the undersigned, respectfully request that the Alaska Road Commission construct a road from Peters Creek up Black Creek to Cache Creek, a distance of approximately twenty miles. From the Cache Creek Mining Section there has already been taken in excess of Two Million Dollars (\$2,000,000.00) in gold, and the country has scarcely been scratched. Without question it is a mining district of a nature in which mining will continue indefinitely.

At the present time there is a pack trail along this route but the same cannot be used for trucks. This trail was constructed years ago and the bridges over the creeks along the same have now broken down so that passage is very difficult. There are nine (9) hydraulic outfits working along this trail besides a number of small outfits.

The construction of this proposed road will not only materially aid the work that is now being done, but will increase the prospecting in this region. We believe that the activities along this proposed road clearly warrant its construction and that the same should be constructed during the summer of 1937.

May we have your cooperation in this matter?

Signatures follow:

LIST OF NAMES ON SUPPLEMENTARY PETITIONS

M. L. Adams	Talkeetna	Martin Carlson	
E. Bjoonsgaaed	"	W. R. Clark	
C. H. Wood	"	Miles Palmatier	
E. O. Peterson	"	A. L. Lorell	
Bert Fagerness	"	Edwin Johanson	
P. J. Collins	"	T. J. Wilson	
Edw. J. Stronks	"	Gene Baker	
H. W. Nagley	"	Earle N. Shahan	
C. M. Reeve	"	Allen E. Lathrop	
R. L. Seitz	"	George Canas	
Fred R. Smith	"	Wm. A. Fornaciari	
Wesley G. Harriman	"	Mrs. F. R. Smith	
Wm. Bunnett	"	Sydney Thayre	
Jeff Nation	"	Louie Larson	
Lillian VanWinkle	"	John Styhan	
Alex Bedar	"	J. H. Sheward	
Jack Fry	"	Phil Sheward	
Joe Gliska	"	E. W. Pringle	
Mat Hambey	"	Sven Bodin	
Mrs. Bert Olson	"	Neal A. Browne Jr.	
Bert Olson	"	Geo. H. Weatherell	
Joseph Kummeractor	Yentna	Nellie Martin	
C. H. Larsson	Talkeetna	Jack Devault	
Wm. Gaedekeh	"	H. O. Ronning	
Harry Kennedy	"	George Pitiff	
Frank Mouimkes	"	A. E. Andresen	
George D. Poggas	"	Jacob Jensen	
I. L. Mayfield	"	B. H. Mayfield-Talkeetna	
T. R. Weatherall	"	Helena Jenkins	"
Geo. M. Blair	"	F. W. Jenkins	"
Lawrence E. Smith	"	Ernest Bull	"
Joa. Chopek	"	Annie Dahl	"
F. Meise	"	Carl Peterson	"
Johan Zulick	"	Harry Jones	"
Johan Cuculch	"	E. Nauman	"
George P. Perkins	"	Floyd E. Lee	"
J. E. Nagley	"	Mike A. Trepte	"
Leo Kohler	"	Sam E. Wagner	"
H. A. Peters	"	Mrs. M. A. Trepte	"
Fred Negus	"	Al. A. Wolf	"
Otto Glatz	"	Freda E. Devault	"
J. G. Beaver	"	Frank E. Lee	"
Nic Nicoli	"	Mrs. B. H. Mayfield	"
Halvar Eriskson	"	B. E. Morlan	"
C. Hammerschmidt	"	G. W. Lawrence	"
L. C. Bragg	"	Alex Liska	Anchorage
Walter Minano		Wm. W. Maitland	XXX
Henry Meise		Geo. E. Anderson	"
Joseph Anderson		Calvin Reeve	"
Ellen Carlson		Frank Carlquist	"

Helen Shop  
Jake G. Erbacher  
J. Kenneth Lohnes  
Mrs. C. M. Reeve  
D. N. Hoytman  
Mrs. J. M. McDonald  
J. B. Gottstein  
W. A. Taylor  
W. A. Baldwin  
Robert B. Atwood  
N. F. Nelson  
Alaska Mother Lode Mines Co.-by Geo. Anderson  
Huie Goodell  
Harry Riley  
N. R. Balabanoff  
Ole Dahl  
Daisy Killaran  
L. A. Haley  
C. E. Quinton  
Arnold Martens  
Damon Palk  
Carl E. Martin  
D. E. Hewitt  
Roy J. Frolen  
A. K. Huffman  
R. A. Francis  
Harvey Rait  
H. F. Mumford  
Kenneth Brittell  
J. B. Wadman  
Fred Gitchell  
Myrtle Gitchell  
O. S. Gill

Department of the Interior  
Alaska Road Commission  
Anchorage, Alaska

March 10, 1937.

Alaska Road Commission,  
Juneau, Alaska.

Dear Sirs:

Attached hereto is a petition for a new Aviation Field for Homer, Alaska as transmitted by Mr. Francis L. Groth, secretary of the Homer Civic League, and 66 other signers.

The heavy rains last fall washed away what field they had at Homer and altho winter landing with skis is usually good, there is no place to land with wheels in the summer time and landing on pontoons is possible only at certain times and then is always hazardous.

Homer is developing into a good farming settlement and growing rapidly in population and I recommend that an investigation be made toward a more feasible site for a field rather than improve the old one, also that an appropriation be set up for the construction of a new field.

Yours very truly

---

M. C. Edmunds  
Supt.

C O P Y

To Mr. MC.Edmunds,  
Alaska Road Commission.

Whereas the community of Homer is so isolated both for mail service and passenger service as well as all other modes of transportation, We the people of Homer do petition the Alaska Road Commission to construct an airplane landing field at Homer.

At present the people of Seldovia come to Homer for airplane service in the winter time, but present facilities make landing and taking off extremely hazardous for airplanes.

During the past season there have been at least five emergency calls for planes for urgent hospitalization.

(signed) Francis L. Groth  
Sec. Civic League

SIGNATURES

Alex Mathesen  
Guy Waddell  
Peter Nielsen  
Chas. Miller  
W. J. Frazier  
Laura Frazier  
Karl Nielsen  
Mrs. M. Nielsen  
Stanley Nielsen  
Lloyd Forslund  
Anna Forslund  
Ford Bechtel  
Zelma Bechtel  
Adella M. Kirkpatrick  
George K. Kirkpatrick  
W. G. Sanford  
Jack Deitz  
Donald Ingalls  
Haleen Ingalls  
Vilma Mathesen

Freida Graham  
James Graham  
Bill Fletcher  
T. Coughlin  
Albert Fanning  
May Fanning  
E. S. Nordbø  
Fern Nordby  
Mary Price  
Grover Price  
Joyce Christensen  
Walter Christensen  
Pearl Christensen  
Ann M. Sholin  
C. A. Sholin  
Chas. Erickson  
Milo Kallman  
Greg Naslund  
Glen R. Bower  
Thos. L. Shelford  
Nels O. Svedlund  
Lillian M. Wallis  
Henry Strand  
Bert Hansen  
J. R. Johnson

Mrs. J. R. Johnson  
Mrs. Mabel Shotter  
Era J. Walli  
Ed Anderson  
E. Sandvik  
O. G. Haarstad  
Orval D. Hite  
R. C. Cutler  
H. K. Allen  
R. B. Malone  
F. A. Wolfe  
E. V. Kirsch  
N. Neal  
Geo. D. Earl  
O. R. Russell  
Mrs. O.R. Russell  
R. D. Kranich  
Arleen Kranich  
Thelma Gordon  
Bernice Groth

Department of the Interior  
Alaska Road Commission  
Anchorage, Alaska,

March 9, 1937.

Mr. Francis L. Groth,  
Sec. Civic League,  
Homer, Alaska.

Dear Sir:

I wish to acknowledge receipt of a petition for a new airplane landing field at Homer which has just reached this office from you and it is being forwarded to the Juneau office with my recommendations.

As you probably know, practically all the money spent on Aviation Fields in Alaska, is appropriated by the Territory so this petition will ultimately go to the Territorial Board for approval and funds.

As soon as we are advised as to the outcome of this, you will be notified.

Yours very truly

M. C. Edmunds  
supt.

9

ALASKA ROAD COMMISSION

Anchorage  
March 5th, 1937

Mr. J.D. Urban  
Anchorage.

Dear Sir:

In reference to the petition sent in to this office asking for the construction of a road off the Anchorage Loop road, near mile three, dated January 13th, 1937, to your and other homesteads in Sections 29, 30, and 32.

The petition was forwarded to our main office, and recommended by this office.

The following reply has been received, and is quoted for your information.

"Reference is made to your letter of January 22nd enclosing a petition from certain homesteaders near Anchorage.

Due to the limited funds available it is not probable that this work can be included in our program.

The petition is being referred to the Territorial Board of Road Commissioners for its consideration."

Yours very truly

signed Ike P. Taylor  
Chief Engineer.

are  
It appears as the funds for roads for this summer are going to be very small- after the large appropriations we have had for the past two years it will be very noticable in this district.

I am sorry we will not be able to do anything for you this summer, unless the Territory furnishes funds.

Yours very truly

M.C. Edmunds  
Sup't.

ADDRESS REPLY TO  
ALASKA ROAD COMMISSION

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
JUNEAU, ALASKA

February 6, 1937

Mr. M. C. Edmunds  
Superintendent, A. R. C.  
Anchorage, Alaska

Dear Sir:

Reference is made to your letter of January 22 enclosing a petition from certain homesteaders near Anchorage. Due to the limited funds available it is not probable that this work can be included in our program.

The petition is being referred to the Territorial Board of Road Commissioners for its consideration.

Very truly yours,

*Ike P. Taylor*  
Ike P. Taylor,  
Chief Engineer.

B

117  
WJH



UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
JUNEAU, ALASKA

February 24, 1937

Mr. R. S. Bragaw  
Secretary, Anchorage Chamber of Commerce  
Anchorage, Alaska

Dear Sir:

Receipt is acknowledged of petition indorsed by your Chamber for the improvement of the Peters Creek-Cache Creek Trail to road standard.

It now appears that Federal funds to be available for the coming season's work will be sufficient only for maintenance and some minor improvements to the existing roads. For this reason it will not be possible to undertake the construction of a road to Cache Creek. It is planned to make some improvements, however, on this route so that it will be usable as a tractor road. The funds available for this particular section will largely be used in replacing bridges on the section of the road from Talkeetna to Peters Creek. It is of course necessary to maintain this portion of the road so that any traffic destined for points either up Cache Creek or Peters Creek can be assured of getting over the route.

Very truly yours,

Ike P. Taylor,  
Chief Engineer.

IPT:IN  
CC Edmonds

173  
WJW

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
JUNEAU, ALASKA

May 26, 1936

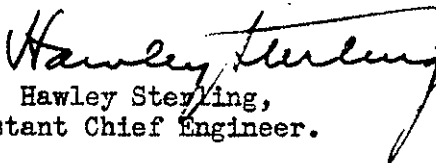
Mr. M. C. Edmunds  
Superintendent, A. R. C.  
Anchorage, Alaska

Dear Sir:

Receipt of your letter regarding the extension of the road around Lake Spenard is acknowledged. Under our present program we are unable to undertake any new work.

However, copy of your letter together with petition is being sent to Mr. Hesse who may be interested. It is suggested that should he visit Anchorage you apprise him of the petition. He may be willing to allot a small amount. Mr. Hesse left by airplane for Fairbanks and Nome today.

Very truly yours,

  
Hawley Sterling,  
Assistant Chief Engineer.

CC Mr. Hesse with copy of  
Edmunds' letter & petition

WJN

ALASKA ROAD COMMISSION

Anchorage

February 18th, 1937

Mr. I. P. Taylor  
Chief Engineer

Juneau

Dear Sir:

I am forwarding a letter and petition received in the last mail from the Anchorage Chamber of Commerce relative to the road leading from the Peters Creek roadhouse to Cache Creek.

As you are aware, the route followed from the end of the wagon road at Peters Creek, to Cache Creek, during the summer, follows up Black Creek, crossing the Black Creek summit, and drops down into Cache Creek at Windy Creek.

This route was built as a pack trail in the first place, and numerous wooden culverts and bridges were built to take care of drainages.

These wooden structures are now, generally speaking, unsafe, and, since tractors have been freighting over the route, are continually breaking down.

During the past few years a minimum amount of work has been done upon this route so that traffic may keep moving, both to the upper part of Cache Creek, where a number of small outfits are mining, and to lower Cache Creek, where the Morgan interests have had a crew of about 15 men working during the past two years.

Yours very truly

M. C. Edmunds  
Sup't.

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
JUNEAU, ALASKA

January 28, 1937

Mr. Herman Reft  
Karluk, Alaska

Dear Sir:

Receipt is acknowledged of your letter of December 21 with regard to a bridge across the Karluk River.

A petition was sent to this office in November 1934 signed by a number of residents of Karluk and vicinity requesting this bridge. The matter has been delayed pending a report from our district superintendent at Anchorage, who was requested to visit Karluk and investigate the conditions. We now have a report from Mr. Edmunds giving us the information required. While the amount of funds to be available for next season is not yet definitely known, it is believed that favorable consideration can be given to this project in preparing a program for next season's work. The matter is being referred to the Territorial Board of Road Commissioners for its consideration.

It is noted that you refer to a section of two miles across the spit but nothing is said as to what is required on this section. For your information, the Alaska Road Commission has never had a project at Karluk and for that reason I am at a loss to understand your statement that this section of trail across the spit is supposed to be kept up by us.

Very truly yours,

Ike P Taylor,  
Chief Engineer.

IPT:IW  
CC Mr. Hesse  
Edmunds

ME

WJW

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
JUNEAU, ALASKA

January 5, 1937

Mr. M. C. Edmunds  
Superintendent, A. R. C.  
Anchorage, Alaska

Dear Sir:

I am enclosing a copy of a letter from Foss together with my reply.

In writing Foss last summer I did not think it policy to tell him that Severson was the one from whom we had gotten the information regarding the trail.

The petition he sent in was signed by some 22 so-called "residents of Iliamna Village and Pedro Bay."

It is requested that you have whoever goes to Iliamna next summer look into this matter and if it is found the trail would be used and even \$500 would do the work we will make an allotment.

Very truly yours,

  
Ike P. Taylor,  
Chief Engineer.

Enc. 2

1/11  
1/11

Pedro Bay, Alaska

November 12, 1936

Mr. Ike P. Taylor  
Chief Engineer  
Juneau, Alaska

Dear Sir:

I am enclosing a petition signed by the resident who live on this end of the lake or east end of lake.

I dont recall anyone making any inquiry about the proposed winter trail, and there is no need for a winter trail at Iliamna Bay as stated in your letter of August 19, 1936.

Now we dont ask for much and it will do good as stated I know you have been mininformed in this, and hope you will reconsider.

Yours truly

(s) Samuel B. Foss

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
JUNEAU, ALASKA

January 5, 1937

Mr. Samuel B. Foss  
Pedro Bay via Iliamna  
Alaska

Dear Sir:

Receipt is acknowledged of your letter of November 12 enclosing a petition signed by yourself and others for a trail from Iliamna Village to Knutsen Bay, as requested by you last summer.

My letter of August 19, 1936 was in error in mentioning Iliamna Bay as Iliamna Lake was intended. I know the general location of the trails you request. I still can not see how even \$300, as mentioned in your last request, can accomplish the work desired as your petition indicates at least 20 miles of the trail would be thru timber.

Since no funds are available at this time, your request will be given consideration in preparing next season's program and an investigation will be made on the ground at the first opportunity.

Very truly yours,

Ike P. Taylor,  
Chief Engineer.

IPT:IN  
CC Edmunds

Anchorage, Alaska,  
January 14, 1937.

Mr. M. C. Edmunds,  
Supt. A. R. C.,  
Anchorage, Alaska.

C O P Y

Dear Sir:

We, the undersigned, apply for an auto road to be built to our homesteads, a distance of about three quarters of a mile on Sections 31, 32 and 29. We can not improve our land as it is now for the lack of a road. This road will benefit five homes and cross the land of all five applicants.

Map will show exact location of said road. We would like to have this road built this spring as we intend to do extensive improvements on our land this year.

Yours truly,

J. D. Urban

Geo. Rosenbohm

O. Korhonen

Jas Dunn

Werner Ohls



ALASKA ROAD COMMISSION

Anchorage  
January 22nd, 1937

Mr. Ike P. Taylor  
Chief Engineer  
Juneau

Dear Sir:

I am forwarding a petition signed by five interested parties for the construction of a road leading from mile 3. on the Anchorage-Loop road, in a North westerly direction, to the homesteads of J.D. Urban and Geo. Rosenbahn.

While the petition is signed by O. Karhonen and Werner Ohls, the road in question would be of no particular benefit to either of these men, but would benefit two other homesteaders in this vicinity, whose names do not appear on the petition.

So far as I am able to determine, none of the signers have done much farming to date, but all have substantial buildings on their property, and have taken up homesteads, and will no doubt have to farm in order to prove up on their land.

At the present time it is hard to get into these properties, the locality is heavily timbered, and a narrow road has been slashed so that a wagon can get thru.

It is estimated that it would cost \$3,500.00 to build a 24 ft road as requested, including clearing, grubbing, grading, culverts and some graveling in soft places.

The land adjacent to the proposed road is being taken up by settlers and it is believed that this is a meritorious project.

Two of the signers are married, and the Urbans have several children of school age. (At present they live in town during the school term.)

Yours very truly

H.C. Edmunds  
Sup't.

ALASKA ROAD COMMISSION

Anchorage  
November 24th, 1936

Mr. Masley Sterling  
Ass't Chief Engineer  
Bureau.

Dear Sir:

I am enclosing a petition signed by 37 residents of the Homer district, in reference to graveling the roads in that locality, and, astonishingly, appreciating the work done in that district during the past season.

Yours very truly

M.C. Edwards  
Sup't.

The first signer of the petition, Mr. Francis L. Greth, represents the Jones Lee home in their extension project at Homer.

COPY.

Mr. H.C. Edmunds  
Alaska Road Commission

Mr. Edmunds:

Whereas, the roads of Homer are in such bad condition during the  
main season, we, the people of Homer do ask and petition the Alaska Road  
Commission to gravel the road now constructed, during the coming season,  
the summer of 1937.

We wish to thank the Commission for the work done on our roads during  
the past season and hope that it will continue under the same or similar  
administration.

The following signatures represent the people of Homer in this  
matter

FRANCIS L GROTH

MRS BERNICE E. GROTH

C.A. SHOLIN

GREYER C. PRICE

GUST ANDERSON

MRS CARL SHOLIN

BERT HANSEN

C.M. HUFFMAN

ED SLAVIN

FRANK S. NEMER

FRED SVEDLUND

CLIFFORD SATHER

GEO KIRKPATRICK

W.R. JAYTER

CHAS MILLER

JOYCE CHRISTINSEN

WM FLETCHER

WALTER CHRISTENSEN

W.J. FRAZIER

VILMA MATHESSEN

LAURA FRAZIER

ALAZ MATHESSEN

ZELMA BECHTEL

DONALD ZEGALLS

L. FOSSLUND

ANNA FORSLUND

ELSIE LUND

MARY PRICE

FORD BECHTEL

TOR LUND

STANLEY NEILSEN

H. NEILSEN

JACK DIETZ

PETER NEILSEN

WM G. SANFORD

GLADYS DIETZ

Received November 20th, 1936

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
JUNEAU, ALASKA

December 17, 1936

Mr. J. J. Doyle  
1227 Bank of America Building  
Seventh and Spring Streets  
Los Angeles, Calif.

Dear Sir:

Receipt is acknowledged of your letter of November 24 in regard to the road from the Gold Bullion to the Marion-Twin Gold Mine property. It is realized that this piece of road requires improvement. In fact, very little money has been spent on it and it is really nothing more than a track.

We have no information as yet regarding the amount of our appropriation for next year. Whether or not any work can be done on this project will depend entirely on the sufficiency of funds available.

The project will be kept in mind in preparing our next year's program and if at all possible an effort will be made to provide some improvement to this route.

Very truly yours,

Ike P. Taylor,  
Chief Engineer.

IPT:IW  
CC Edmunds

MAE  
WJN

14.2

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
JUNEAU, ALASKA

December 17, 1936

Mr. Francis L. Groth et al  
Homer, Alaska

Dear Mr. Groth:

Receipt is acknowledged of a petition signed by yourself and 36 other residents of Homer requesting additional surfacing of the road in that locality.

While it is probable our funds will be quite limited again next year, it is planned to continue surfacing operations, in a small way at least.

We appreciate your statement that the work done last year was beneficial and well done.

Very truly yours,

Ike P. Taylor,  
Chief Engineer.

CC Edmunds  
IPT:IN

17-2

NCE  
WJN

Department of the Interior  
ALASKA ROAD COMMISSION  
Anchorage, Alaska.

August 12, 1936

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

Dear Sir:

I am forwarding a petition signed by various residents of Kodiak concerning the improvement of the road from Kanatak to the Fish Village.

According to the petition, these men are mostly fishermen who go to Bristol Bay during the summer months for the fishing season.

Very truly yours,

M. G. Edmunds,  
Superintendent.

MCE:bb

Kodiak, Alaska

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

Dear Sir:

In behalf of the residents of Kodiak, Alaska, Third Division Territory of Alaska concerning the construction of the right-of-way and road from Kanatak up to and including the Fish Village, and now known as the Fish Village Trail, and used by the undersigned, all of whom are engaged in the fishing industry in the Bering Sea district, and who individually use this trail in coming and going from the place of their occupation to their homes and We herewith respectfully request that you favorably consider the herein petition, which is unanimously indorsed by the undersigned.

Dated this 5th day of August, 1936.

Heino Schneck  
John Paulson  
Cliff Sumcelin  
Bill Sargent  
Ed MacKenzie  
Arnie Vogen  
Allan Petrie  
Fred Mahle  
Alfred Torgramsen  
Thos. Swanson  
Henry Neseth  
George Moe

Knut Thievik  
Claudia Walker  
Jake Amucknuck  
Glenn Palmer  
Mrs. C. Leite  
Allen Guest  
Anton Kvas  
George Dalsbo  
Fred Noren  
Louis Jensen  
Wm. Englehart



CENTER OF BIG GAME HUNTING  
COOK INLET

BEAR, MOOSE, MOUNTAIN SHEEP

KACHEMAK BAY AND HOMER  
"ALASKA'S GREATEST POTENTIAL  
NAVAL BASE" - ADMIRAL RODMAN

## Seldovia Chamber of Commerce

MEMBER

CHAMBER OF COMMERCE OF THE UNITED STATES

SELDOVIA, ALASKA

CENTRAL PORT OF DISTRIBUTION  
FOR COOK INLET TOWNS--  
ILLIAMNA, NINILCHIK, KASLOF,  
KENAI AND  
HOMER  
THE AGRICULTURAL HOMESTEADING  
DISTRICT

Office of the Secretary

-- HOMER, ALASKA --

REPORT:- Setting forth the reason and requirement for the construction a mile and one half of roadway, leading back from Homer sea level low land country up on to the highland country, and the plateau, which ranges immediately back of Homer and extends for miles in open rolling land.

DATE OF REPORT: Seldovia, Alaska | April 18, 1936 |

SKETCH MAP: Roughly indicating terrain and elevations of this short piece of roadwork that will open up and make accessible many thousands of acres of choice land to settlement and homesteaders. (attached hereto)

LIST ENUMERATING THE POPULATION of Homer as of present date. (attached)

LIST OF PERSONS with names and addresses who have written during the past two months, March and April, for all information concerning Homer, Alaska. A number write to say that they are arriving here during May and June. They are financing themselves entirely. This list is attached to indicate the amount of interest actually taken in this Homer country, by persons over a wide range of the United States.

HOMER, ALASKA, comprises an agricultural community ranging around the base of Homer Spit, a natural breakwater extending some 5 miles across the entrance of Kachemak Bay that leads off Cook Inlet waters. HOMER is an area in which the entire population are land settlers and farming minded. This district extends along the shoreline of Kachemak Bay and also adjacent to Cook Inlet. It is a comparatively narrow strip of land extending back from the water edge to an average of from one mile to one and a half miles. There at that point, occurs a very sharp rise and elevation of the land. It continues to a point where the land is some 700 feet above sea level. From thence on the entire country constitutes an open plateau of wide range and fine rolling country.

It is on this elevated land and beyond reaching miles into the back country that is the only land available to homesteaders. All the land of the lower level, as now constituting Homer, has been taken up and homesteaded. There remains nothing left for new arriving persons. This situation can only be remedied by the building of about  $1\frac{1}{2}$  miles of road that will provide means to settlers getting to and opening up of the land situated on the Homer plateau areas.

There are right now, nine settlers located up on the highland back of Homer. They have established there only recently. They have roughed in a roadway and are now transporting up their material and effects comprising lumber, stock feed, equipment, furniture, wire fencing, and one homesteader is taking in a new portable saw-



will to cut all lumber for dwellings, barns and extensive sheep sheds. They have roughed in a roadway up the hillside themselves and at their own expense. It is very steep and requires a four horse team to transport a load of 500 pounds of material and goods. The putting in of a "switch back" to the present roughed in road up Bydarky Canyon would establish a fairly good road, having only a six per cent grade. This is the opinion of a man who has homesteaded land within the past three months. He is a surveyor, and was engaged during the past several years in land survey work in the Matanuska Valley area. This indicated road, properly completed and with switchback of not more than 1500 feet in length, would open up all of the highlevel ground situated on this plateau country.

Once on top of this highland, settlers could break their own trails to whatever point they desired to go and without much difficulty. This method would serve to meet general needs until the advent of a more embracing program of road construction work at a later date.

During the present month of April, one settler alone had some 10 tons of freight landed on the beach at Homer, including 5 head of horses. He has transported everything, under the most difficult circumstances, up on the highland area. The type of men and their families are a determined lot. They finance their own way from the States and elsewhere, to Homer. They meet their difficulties and surmount them. They ask no odds or cry for help. The merits of Homer, its climate and situation, appeal strongly to them. For that reason, a survey or study should be made to examine into the present requirements of this area, from the angle of what is needed to assist in the immediate development and making the open homestead land accessible to those wanting it and willing now to take it up.

During the past two years there is no known instance of persons, having gone to Homer intending to look over the land, who have gone away disappointed. They have all either stayed right there, or left only to secure their equipment and return.

There are 14 newcomers known to be coming from the States to Homer during the month of May. In many instances they have stated the finances that they have in hand--it ranges from \$2000 to \$5000. One newcomer this last week went to Homer with the avowed intention of starting a Creamery. He has bought outright 145 acres of land for the purpose.

With these new arriving prospective settlers, it is to be desired that at least a roadway leading up on to the highland back of Homer, should be put in at as early a date as is possible. There has been done a meager amount of road work at Homer, designed to serve the immediate needs of present settlers. All of what has been done is to a major extent ungraveled and most difficult at times to traverse. NOTHING WHATSOEVER has been attempted to provide to make available to new settlers the additional land they are now needing, and to which they can get only under the most difficult circumstances and retarding influence.

The means to do this is by the putting in of the roadway here suggested and indicated. This roadway of under a mile and one half in length, is neither difficult, costly or elaborate and moreover, there is no rockwork to be encountered.

This roadway constitutes a matter of vital and major importance to this locality, and it is contended by all persons at Homer that something in this direction should be undertaken at the earliest possible date, to accommodate and make attractive to new settlers who are coming from distant places at their own expense with the full intention and expectation of finding suitable land on which to take up and file homestead rights thereto.

It is for the foregoing reasons that this subject is being addressed to you, Governor, the Honorable John W. Troy, that due a review of the subject can be made, and according to your judgement, and in line with what merits this case may suggest to you as having, be directed to that department having the administration of such work.

As an additional significance of the importance of and for opening up this Homer area, we attach hereto list of names of persons from all parts of the States, who have written in to the Chamber of Commerce, for information relating to Homer. These listed names are of letters received during the months of March and April of this current year. These are unsolicited and we have issued no publicity that would encourage such interest.

Respectfully submitted  
Seldovia Chamber of Commerce.

J. H. Malcolm ----Secretary.

Department of the Interior  
ALASKA ROAD COMMISSION  
Anchorage, Alaska.

May 15, 1936

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

Dear Sir:

I received a petition in the last mail signed by 15 persons who have homesteads or homes in the vicinity, concerning extending the Spenard road around the Lake. A couple of years ago the persons interested cleared and grubbed about one mile of road which we graded up for them. No surfacing has been done on this section.

This road is used considerably during the fall and spring and becomes badly rutted. When running the motor grader or maintainer over the Spenard road we generally cover this section also, which leaves it in fairly good shape during the summer time. There is one section of road about 500 ft. long where the road runs along the rim of the lake but should be changed, as cars traveling over this road endanger the lives of children playing around the lake. This, however, is only a small job.

With the settling up of the land around town more people are moving out towards the lake with the idea of having summer homes and also homesteading. At the present time the settlers are clearing for a road and are asking that the road be extended and also surfaced. While no investigation has been made of the possibilities of getting gravel south of Lake Spenard, there are no gravel pits containing suitable gravel on this road. Most of the good gravel has been obtained from the gravel pit near the Alaska Railroad offices and the surfacing of this road will probably cost in the neighborhood of \$4,000.

I am forwarding a copy of the petition for your information.

Very truly yours,

M. C. Edmunds,  
Superintendent.

MCE:bb

H  
5/15/36

14.1

75  
Lake Spenard  
Anchorage, Alaska

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

Signatures of settlers to benefit by two miles of new road graded  
and graveled. Impossible to travel on now until improved in some  
way.

C. C. Collins

Pete Cavanaugh

A. H. Dyer

Lee Hartley

Carl G. Osterlund

John Stahl

Peter Ericksen

George Blackman

A. N. Brown

J. S. Preston

J. S. DeLong

Dave Patterson

Adolph Olson

Frederick Hansen

W. A. Mills

14

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
JUNEAU, ALASKA

January 29, 1936

Mr. R. S. Bragaw  
Secretary, Anchorage Chamber of Commerce  
Anchorage, Alaska

Dear Sir:

The petition requesting that the Wasilla mine roads be kept open in winter has been forwarded here by Mr. Edmunds.

As you know, the funds of the Alaska Road Commission have never been sufficient to accomplish the construction of numerous roads which have been asked for and which are actually required. This year our appropriation is smaller than usual comparatively due to several hundred miles of road which have been built with emergency funds. It will barely cover maintenance.

We have on this account never been able or felt warranted to do snow removal work on any scale. In fact the only road we feel obligated to keep open is that between Fairbanks and Chatanika and that only because it was so agreed before the railroad took up its steel between these points. We do cooperate with the school authorities in a small way so that the children can get to school.

As Mr. Edmunds states, keeping the road open from Wasilla to Willow is a large order, to say nothing of being hazardous on account of the road being narrow. However, since it does mean so much to the district and since we have a machine on hand which is made for the purpose, we are willing to offer cooperation to the extent of furnishing the machine. The operators and others interested would have to furnish all other expenses, driver's wages, gas, oil, grease, and make deposit to cover. We would select the driver.

In making this offer, it is conditional that the machine can be used only when not required in the valley and that we find it practicable for the machine to do the work. That is, it may prove it can not negotiate the turns or that the glaciers are prohibitive to the point of danger.

Should those interested accept this offer they should be notified that we make a rough estimate that the road could not be opened for less than \$30 a mile average and that the work might have to be repeated the next day if a wind storm comes up. From two to four men would be required, depending upon conditions.

If the operators are interested on the above basis, get in touch with Mr. Edmunds.

HS:EW

Very truly yours,

CC Mr. Edmunds — If they accept get deposit first, try it. Depreciation would be charged. *Alaska Road Commission*  
Hawley Sterling,  
Route.

14

Department of the Interior  
ALASKA ROAD COMMISSION  
Anchorage, Alaska.

March 30, 1936

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

Dear Sir:

I am forwarding a petition received in the last  
mail from the residents of Wasilla in regard to the instal-  
lation of fire protection for the town, together with a  
copy of my letter to Mr. Howard Wilmoth, the Commissioner.

Very truly yours,

M. C. Edmunds,  
Superintendent.

MCE:bb

8 C

Department of the Interior  
ALASKA ROAD COMMISSION  
Anchorage, Alaska.

*Copy*

March 27, 1936

Mr. Howard Wilmoth  
U. S. Commissioner  
Wasilla, Alaska

Dear Sir:

This acknowledges receipt of a petition signed by various residents of Wasilla in regard to the installation of a pump, tank, etc. for fire protection in the town of Wasilla.

While it is remarked that two fires started in the Alaska Road Commission garage which might have caused a lot of damage around town, at the same time the installation of fire protection is somewhat outside the line of activities usually undertaken by the Alaska Road Commission. I am forwarding the petition to our main office in Juneau so that it will be delivered into the hands of those concerned.

Very truly yours,

M. C. Edmunds,  
Superintendent.

MCE:bb  
Copy to Ike P. Taylor

Department of the Interior  
ALASKA ROAD COMMISSION  
Anchorage, Alaska.

January 7, 1936

Mr. C. L. Cadwallader  
Wasilla,  
Alaska

Dear Mr. Cadwallader:

This acknowledges receipt of the petition sent in from Wasilla concerning the opening of the road to the Willow Creek Mining district during the winter time.

This petition is being forwarded to our main office at Juneau for their consideration.

Very truly yours,

M. G. Edmunds,  
Superintendent.

MGE:bb

BE



Department of the Interior  
ALASKA ROAD COMMISSION  
Anchorage, Alaska.

January 7, 1936

Mr. R. S. Bragaw  
Secretary, Chamber of Commerce  
Anchorage, Alaska

Dear Mr. Bragaw:

This acknowledges receipt of a petition sent in by various miners, and other interested in the Wasilla district, concerning keeping the road leading into the Willow Creek mining district open during the winter time. I am forwarding this petition on to our Juneau office for their consideration.

While we have a new snow plow in the Wasilla district, this is the first one of this kind we have had and I am not able to state just what the machine will be able to do. However, I doubt very much whether we could do any good trying to plow out the road to the Willow Creek Mining district during the winter time. The road is very narrow, with numerous curves and excessive grades, which would make it a hazardous undertaking to try to clean the road off under the present conditions.

Very truly yours,

M. C. Edmunds,  
Superintendent.

MCE:bb

2

Department of the Interior  
ALASKA ROAD COMMISSION  
Anchorage, Alaska.

January 7, 1936

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

Dear Sir:

I am forwarding a petition received from some of the residents of the Wasilla district asking that the road over the Hatcher Summit be kept open during the winter time; also the roads to the other mines in the district, including the Gold Chord and the Fern Mines.

I am also inclosing a copy of a letter sent to Mr. Bragaw, secretary of the Anchorage Chamber of Commerce who have endorsed the petition. In addition to the remarks in Mr. Bragaw's letter, I imagine there would be considerable ice in places along the road and no doubt rock would be mixed up with the snow, making it hard to do snow plowing on this route.

Very truly yours,

M. C. Edmunds,  
Superintendent.

MGE:bb

100  
27

P E T I T I O N

To the Alaska Road Commission  
Juneau, Alaska

We, the undersigned, realizing the urgent necessity to have the road leading into the Willow Creek Mining District, kept open during the winter months, respectfully petition your Honorable Organization, to grant us this needed relief, and in support of this petition we submit the following reasons for presenting same:

There is now several properties operating in the Mining District mentioned, others carrying on development work, with the expectation of early operation, there is now and will be during the entire winter season, a great number of persons employed in the District or carrying on development work for themselves, that this work can be prosecuted during the winter months, if said roads were kept in condition, so that necessary supplies can be carried to the properties, that the cost of keeping said roads in condition will be slight in comparison with the benefits that will accrue to the parties using the roads, that if the roads are not kept open, it will be necessary to close much of the work that is now going on in said District, therefore depriving a large number of men continuing their employment, and delaying development work that is now being prosecuted, that your consideration of this request will be greatly appreciated by the undersigned.

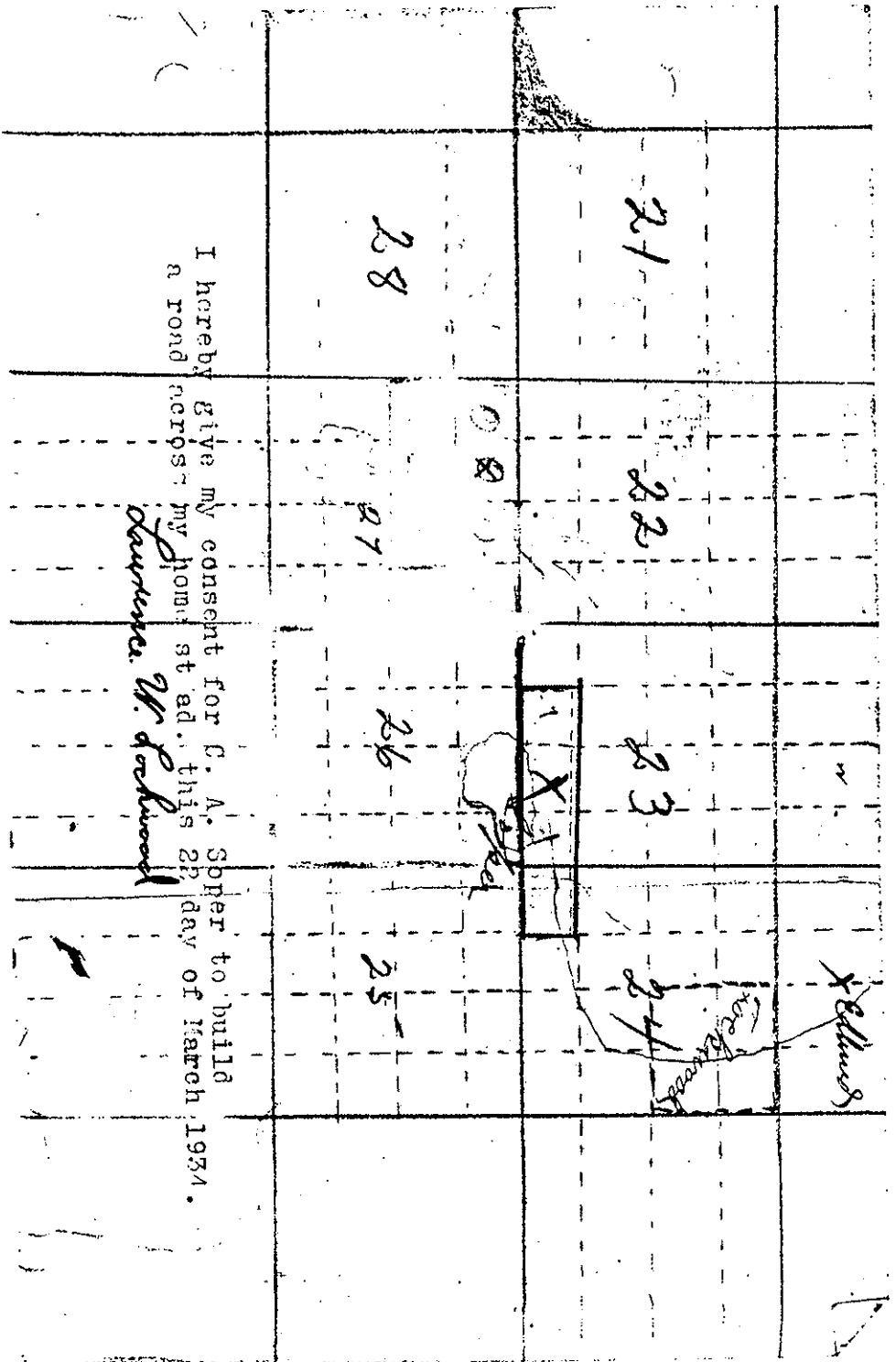
(Signed)

Ready Bullion  
Bralaska Ming. Corp.  
Fern Gold Mining Co.  
New Bullion Mine  
Freighter  
Basilla Service Company  
O. G. Herning

Sidney E. Black, Mgr.  
James M. McDonald, Supt.  
T. S. McDougal  
G. S. Herning, owner  
Gus Swanson  
C. L. Cadwallader, Mgr.  
Mgr. Knik Trading Company

(Endorsed by the Anchorage Chamber of  
Commerce at a regular meeting held  
December 12, 1935

Certified by  
R. S. Bragaw, Secretary  
Anchorage Chamber of Commerce.



I hereby give my consent for E. A. Spier to build a road across my home at ad. this 22 day of March 1934.

*Lawrence W. Lockwood*

*X Edmund*

*W. E. ...*

ALASKA ROAD COMMISSION

Anchorage, Alaska  
May 7, 1934

Mr. Jack Lean,  
Lawing Alaska

Dear Sir:

In reply to your letter of the first, we expect to do some work down your way this season, and would like to accomplish the greatest possible amount of work with what funds we will have available. Please let us know about what time in the season it will be possible to get the most work done.

Yours truly,

JB/RW

  
M. C. EDMONDS  
Superintendent

EE

My wish in this matter and it  
 will be a great help to those  
 wishing to prospect as well.  
 Trusting there will receive  
 your prompt consideration  
 and thanking you in advance  
 from your old friend and  
 yours very truly  
 J. H. [unclear]

Yours truly  
 J. H. [unclear]

In reply to your letter of the 11th  
 use of prospect I do have work  
 down your way this season, and  
 would like to accomplish this  
 quarter's prospecting as well as  
 work with what funds we will  
 have available. Please let me  
 know about what time in the  
 season it will be possible to  
 get the men to work down

your way. I am sure you will  
 be glad to hear of our success  
 in each case. I will be glad to  
 make it as easy as possible for  
 you to make it as easy as possible  
 for you to make it as easy as possible

is eight feet in several places  
In all occasions, one very large, the  
small animals are water and  
many animals are on the trail.

It is now seven or eight years since  
any work was done on the upper end  
of this trail and it would be greatly  
appreciated by some of our other  
living animals if you could allot a  
portion of your funds for maintenance  
work on it this summer.

It is the consensus of opinion  
by those who know the trail that  
it would require an allotment  
about \$500.00 to put it back into  
passable condition. I have attempted  
to secure the signatures of the various  
owners living along a line of the trail  
but as you see that is limited (you  
see) and of those you are to work in various  
places I will not be able to see them  
etc. Nevertheless, even if you do not  
any labor allotted on this trail this  
summer will be greatly appreciated

Kenai Lake. April 24-34

We, the undersigned residents, living enroute and duly affected by mail delivery between Moose Pass and Kusiloff hereby ask your cooperation in securing funds for repairing of trail between Russian River and Kenai:

W C Kusack Owen Christensen

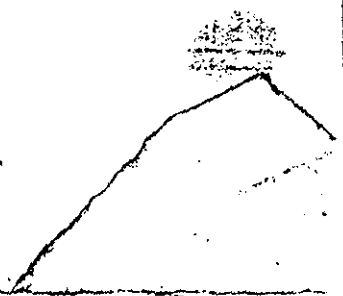
Duncan Little

Jack Lean



Chas C Lean  
Frank E. Towle  
Jean Bolam  
Phyllis Downing  
Andrea Hixson  
Flex Bolam  
John Bateman  
Doris Bateman  
William J. Boyd  
Fagle Towle  
Everett E. Simpson  
Ruth J. Simpson  
Frank Roycroft  
Mrs. Frank Roycroft  
Mrs. M. H. Estes

00918



WE THE UNDER SIGNED MINING CLAIMS OWNERS, OF THE SIDNEY  
BASIN REGION, IN THE WILLOW CREEK MINING DISTRICT, WASILLA,  
ALASKA, HEREBY PETITION THE ALASKA ROAD COMMISSION, TO  
BUILD A FOT AND PACK BRIDGE ACROSS ARCHANGEL CREEK, THIS  
WILL MAKE TRAVEL AND PACKING OF SUPPLIES EASIER AND  
FASTER INTO THIS REGION, THIS BRIDGE WOULD BE BUILT FROM  
THE FERN MINE AUTO ROAD ACROSS THE ABOVE MENTIONED CREEK.

-----

<u>Name</u>	<u>Name of Mine</u>	<u>Address</u>
1. P. A. Marion	Gold King	Wasilla
2. G. S. Herning	Gold King	Wasilla
3. C. A. Bartholl	Pay Day	Wasilla
4. C. W. Isaacs	Bonanza	Wasilla
5. F. Isaacs	Bonanza	Wasilla
6. L. J. Gram <i>Grant</i>	Golden Eagle	Wasilla

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*62*

ALASKA ROAD COMMISSION

Anchorage  
February 28-1935.

Mr P.A. Marion et al  
Wasilla.

Dear Sirs:

This acknowledges receipt of your letter enclosing a petition for a bridge across Archangel Creek, to provide access across Sidney Basin.

I am forwarding the petition to our Juneau office, and will investigate the crossing at the first opportunity.

Yours very truly

M.C. Edmonds  
Sup't.

Route 35-A

ALASKA ROAD COMMISSION

Anchorage  
February 28-1935

Mr Ike P. Taylor  
Chief Engineer  
Juneau

Dear Sir:

I am forwarding a petition received in the last mail from some prospectors asking that a bridge be built across Archangel Creek, suitable for pack animals.

Archangel Creek runs approximately parallel to the Archangel road, where the Fern mine is located, and the bridge asked for is about half way between the Willow Creek extension and the Fern mine.

Without making an investigation, which is out of the question until the snow is off, I would estimate the bridge required would cost \$300.00.

Yours very truly

M.C. Edmunds  
Sup't.

ADDRESS REPLY TO  
ALASKA ROAD COMMISSION

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
JUNEAU, ALASKA

April 30, 1934

Mr. C. A. Soper  
Wasilla, Alaska

Dear Sir:

Receipt is acknowledged of your letter of April 23 with reference to a petition for a road into your homestead.

There was a limited amount of funds available for construction of farm roads in the Wasilla section last fall. These funds were allocated by the Public Works Administration and it was endeavored to use them for the construction of roads serving the greatest number of settlers.

As these funds are practically exhausted and our regular appropriation is limited to maintenance of the existing roads it does not appear probable that we will be able to undertake construction of the road you request this season. However, if additional funds become available your request will be given consideration.

Very truly yours,

Ike P. Taylor,  
Chief Engineer.

IPT:IF  
CC Mr. Edmunds, Anchorage

*ME*

*file*

ADDRESS REPLY TO  
ALASKA ROAD COMMISSION

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
JUNEAU, ALASKA

April 25, 1934

Mr. Charles Walker et al  
Kodiak, Alaska

Gentlemen:

Receipt is acknowledged of a petition signed by numerous residents of Kodiak and vicinity, forwarded to the district superintendent at Anchorage, requesting a road from Kodiak to Sycamore Bay.

You are advised that, in view of the limited funds available, which are sufficient only for maintenance of the existing roads and trails, it will be impossible to undertake construction of the road you request.

Should additional funds be made available on Public Works or through the regular appropriation your request will be given consideration along with numerous others which have been received.

Very truly yours,

Ike P. Taylor,  
Chief Engineer.

IPT:IK

CC Mr. Edmunds, Anchorage

*ME*

*Re*

ADDRESS REPLY TO  
ALASKA ROAD COMMISSION

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
JUNEAU, ALASKA

April 25, 1934

Mr. Chris. A. Opheim  
Ouzinkie, Alaska

Dear Sir:

Petition signed by yourself and others for a road from Ouzinkie to Opheim Cove, addressed to Governor Troy, has been referred to this office for reply.

You are advised that, in view of the limited funds available, which are sufficient only for maintenance of the existing roads and trails, it will be impossible to undertake construction of the road you request.

Should additional funds be made available on Public Works or through the regular appropriation your request will be given consideration along with numerous others which have been received.

Very truly yours,

Ike P. Taylor,  
Chief Engineer.

IPT:IV

CC Mr. Edmunds, Anchorage

*NE*

*24*

ADDRESS REPLY TO  
ALASKA ROAD COMMISSION

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
JUNEAU, ALASKA

February 23, 1955

Mr. A. C. Manser et al  
Naknek, Alaska

Gentlemen:

Receipt is acknowledged of your petition for a road from Naknek to Egegik.

The funds available for road work in Alaska this year so far as now known will be sufficient only for maintenance and it will not be possible to undertake new projects of this type unless considerable additional funds are made available.

In order that this office may have as much information as possible in connection with this project it is requested that you advise the number of people who will be served by the road and the estimated probable tonnage which will be moved over it.

Very truly yours,

Ike P. Taylor,  
Chief Engineer.

IPT:IW  
CC Edmunds

*VE*

31



ALASKA ROAD COMMISSION

Anchorage  
April 21-1934

Mr C.A. Soper  
Wasilla.

Dear Mr Soper:

This acknowledges receipt of your letter of April 16th, concerning the granting of a right of way for a road thro Laurence W Lickwood's property, leading to your homestead.

Since the petition was forwarded to Juneau, I have not been advised that there are any funds with which to build your road, and so far I understand no Public Works funds are available, so unless further funds are appropriated for Alaska there will be no chance to start work on this project.

Yours very truly

M. J. Edmunds  
Sup't.

38

Wasilla Alaska  
April 16 - 34

Mr. Edmonds,  
Anchorage, Alaska,  
Dear Sir

I am enclosing plat  
of road to my place,  
including Lockwood's consent  
to cross this Homestead  
he wants road as he has  
no out-let from Homestead  
This would give road for  
several other Homesteads  
I remain yours Truly

C A Soper  
Wasilla

ALASKA ROAD COMMISSION

Anchorage  
April 16-1934

O. Kreft and Son  
Kodiak

Gentlemen:

This acknowledges receipt of the petition concerning the building  
of a road. This acknowledges receipt of the petition forwarded recently  
concerning the building of a proposed road from Kodiak to Sycamore Bay.

The petition has been forwarded to our main office at Juneau

Yours very truly

Yours very truly

M. C. Forande  
Sup't.

34

ALASKA ROAD COMMISSION

Anchorage  
April 16-1934

Mr Ira P. Taylor  
Chief Engineer  
Juneau

Dear Sir:

I am forwarding a petition received in the last mail from Kodiak, in reference to building a proposed road from Kodiak to Sycamore Bay.

While no survey has been made of this project, it is estimated that it would cost approximately \$25,000 to build this road to the same standard as the local roads at Kodiak.

Yours very truly

Y. C. Edmunds  
Sup't.

*See Reconna  
May 29th 1938*

Petition

We, the undersigned, request that the following described road work be done by the by the Alaska Road Commission during the coming season. To build a road approximately three miles in length from the town of Kodiak to Sycamore Bay. This road would serve the H.P.Walker patented home-estead on Sycamore Bay and open up the country between the two points. It would further serve the people of Uzinkie, permitting them to row to Sycamore Bay and walk over the proposed road to Kodiak at such times as they could not make the trip by water due to rough weather.

Susan Shuravloff  
Mrs Alex Simeonoff  
Chas Walker  
C.C.Buchanon  
Albert Kraft  
Norman Noble  
Anton Kvas  
S.B. Thorsheim  
Fred Mahle  
Eugene D. Weaver  
Oscar Bostronin  
Ben J. Sholl  
Tom Karsh  
Walter Sargent  
Peter L. Unger  
Loyd B.Hardy  
Chas Madsen  
Mrs Walker  
Mrs Elizabeth Andersen  
Mrs Chas Meyer  
D.W.May  
W.C.Anderson  
Fred Sargent  
Paul Walkoff  
Louis Jensen  
T.Flynn  
Wm Sundberg  
W.J.Erskein  
R.P.Atkinson  
M.J.Loughran  
Albert Lind  
J.B.Brown  
Hilbert Andersen  
George Hendrickson  
C.A.Mattie  
Mrs Lee Pryer  
D.L.Pryer  
Clarence Selig  
Gabe Karluk  
Edwin Cetah  
W.Ekstvonn  
Mrs A.E.Can  
Mrs B.J.Sholl  
J.M.Blinn  
Karl Armstrong  
Nick Shuravloff  
Walter Shuravloff  
J.W.Walker

John Norton  
Mike Kerr  
Mrs Mike Kerr  
Miss Marian Kerr  
Emil Christoffersen  
Mrs E.C.Christoffersen  
Bill Simeonoff jr  
Mrs Fred R.Sundberg  
Otto Mahle jr  
O.C.Olsen  
W.A.Anderson  
Mrs W. Anderson  
Harry Morrison  
Alex E. Simeonoff  
Charles Norring  
Mrs Charles Norring  
Chas Huotarie  
Henry Johnson  
Louis Thompson  
Mr & Mrs Petroff  
Mr & Mrs Krogstad  
Alfred Torgramsen  
W.H.Troutt  
Dick Wasbrekoff  
Samuel Kolkoff  
Oscar Andersen  
P.B.Woche  
Benjamin Woche  
Mrs A. Peterson  
Andrew Peterson  
Rev N. Kashevaroff  
Betty Kashevaroff  
Dick Paterochin  
Arkadia Pestrikoff  
Augusta Yevicaloff  
Annie Yevicaloff  
Mrs Fred Fomin  
Val Morrison  
D.E.Simeonoff  
Ernst Magnusen  
Chas Skinner  
C.R.Anderson  
Geo O.Thompson  
Jessie Nelson  
Helen Anderson

Kodiak Petition Cont'd

Max Shuravloff  
 Efram Shuravloff  
 Larry Morgan  
 George Dalsbo  
 Mrs H. Morrison  
 Wm J. Robertson  
 Mrs Wm J. Robertson  
 Mrs Emil Olsen  
 V.P.Morrison  
 Masiave Wills Hauster  
 Mrs L. Hardy  
 Efka Pestriakoff  
 Ele Metrokin  
 Ennis Nekeferoff  
 Ed Bensen  
 Ernest Danielsen  
 Nels Christianson  
 A.Riddell  
 O. Gisule  
 August Heitman  
 Mrs Efka Pestriakoff  
 Natalie Pestriakoff  
 Mrs Agnes Feeney  
 Florence Ponchene  
 Speridan Patarochin  
 C.Haritonoff  
 Nick Karluk  
 Mrs Chernoff  
 Miss Mary Yecociff  
 John Hubley sr  
 Kia Hubley  
 Hans Gerdrum  
 John Morrison  
 John Lehr  
 J.P.Anderson  
 H.H.Lancler  
 Peter Gregoroff  
 Mrs Senafont Gregoroff  
 Ben Gregoroff  
 Herman Ponchene  
 Tim Chernoff  
 Chris Andersen  
 Mrs Chris Andersen  
 Mrs S.B.Thorsheim  
 A.F.Demidoff  
 Susie Peterson  
 Mrs A.Johnson  
 Mrs C.C.Buchanon  
 Kelly Simeonoff  
 Peter Romanoff  
 Senofont Malutin  
 Jas Lehr  
 Andrew Kashevaroff  
 Nicholas Chernoff  
 Fred Malutin  
 Mrs S Malutin  
 Andrew Lehr

A.A.Huseby  
 Mrs Curley Hendrickson  
 Mrs Val Morrison  
 Mrs Geo Christofferson  
 Martin Larsen  
 Bill Heitman  
 George Nekeferoff  
 Joe Amuknuk  
 Frank F. Wills  
 Jacob Amuknuk  
 Fred Fomin  
 Pete Heitman  
 C.R.King  
 Harry Norton  
 Archie Kellog  
 John Hubley Jr  
 Costia Yoseda  
 George Yoshida  
 Louis Dumas  
 Mrs Walkoff  
 Mrs J.C. Kristensen  
 Bill Zharoff  
 Wm Shreeve  
 Mrs Chris Leite  
 Gust Goodmansen  
 John Goodmansen  
 Mrs Thos Swenson  
 Mrs Costia Yosheda  
 Mr Sergay Walkoff  
 Thos Swensen  
 Carl Brumstad  
 Douglas McLean  
 Wm Romanoff  
 Mike Metrokin  
 Walter Poole  
 Chas G.Anderson  
 Mrs Chas G. Anderson  
 Chris G. Mattsen  
 Marie Mattsen  
 John Paulson  
 Harry Brown  
 Mike Shuravloff  
 Mrs Hartman  
 Mrs J. Heitman  
 Joe Heitman  
 A.F.Lyman  
 Fred Kvasnikoff  
 Harry L.Holt  
 Oscar Nelson  
 Mrs Edward Cohen  
 Wm Simeonoff  
 Mrs P.L.Unger  
 Emil Olsen

ALASKA ROAD COMMISSION

Anchorage  
April 16-1934

Mr Ike P. Taylor  
Chief Engineer  
Juneau

Dear Sir:

I am forwarding a petition received in the last mail for a road from Ozinski, on Suruce Island, Kodiak group, to Gudimovs cove.

I have no knowledge concerning this route.

Yours very truly

W.C. Edmunds  
Sup't.

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ALASKA ROAD COMMISSION

Anchorage  
April 16-1934

Mr O.L.Grimes et al  
Ousinki.

Dear Sir:

This acknowledges receipt of a petition received in the last mail concerning a proposed road between Ousinki and Onheins Cove.

I have no knowledge of this road, the distance or the kind of ground traversed, so have been unable to make any statement regarding the estimated cost to our head office, but have transmitted it to Juneau for their consideration, and no doubt you will hear from them in due course.

Yours very truly

W.C. Edmunds  
Sup't.