

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

November 5, 1934

Hon. Anthony J. Dimond
Delegate from Alaska
House Office Building
Washington, D. C.

Dear Mr. Dimond:

Reference is made to your letter of October 23 regarding the necessity of a new relief cabin between Kaltag and Nulato to replace the old one reported caved in.

As you know, all shelter cabin funds are appropriated by the Territory. At the last legislature only \$2,000 was allotted for cabins for a period of two years though requests aggregating \$20,000 were on file at the time. Unless the amount is increased nothing can be done about this cabin as the bulk of the \$2,000 is necessary to supply fuel and repairs to cabins on Seward Peninsula.

However, the matter will be investigated as to its need and placed on file.

Very truly yours,

BS:MF

CC Hesse with copy Dimond's letter
✓ CC Nash

Hawley Sterling
Acting Chief Engineer

Please investigate and if found needed include in your Shelter Cabin recommendations.

11/13/34

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
FAIRBANKS ALASKA

July 21, 1947

Mr. Robert W. Cranston, Foreman,
Alaska Road Commission,
Ruby, Alaska.

Dear Sir:

Enclosed herewith you will find a number of revised
"Affidavit of Non-Affiliation" Forms.

All men now employed and any employed in the future
must sign and have notarized one of the Forms. Therefore it
is requested that you have these Forms completed by the
following men and return them to this office as soon as
possible.

Robert W. Cranston
Claude Demoski
Joseph Dlouhy
Henry Ervasti
George T. Harrison
Robert Kennedy
Lee E. Lane
Donald M. Long
Frank Mackey
Joseph Notti
Freddie Olin, Jr.
David Purkeypile
Lester A. Sweetsir

All they need to do is sign the Form with pen and ink
as given above, on the line above the word "signature" and have
it notarized.

If you have any of the old Forms in your possession,
destroy them.

I intend making a trip to Ruby in the near future. If
you are camped at Long Creek or beyond, it would probably be
better for me to go to Long Creek then return from Ruby. How
about it? Let me know as soon as possible.

Very truly yours,

FN/d
Encl.

Frank Nash,
Superintendent

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
FAIRBANKS, ALASKA

December 30, 1948

Mr. Lester Sweetsir
Ruby, Alaska

Dear Sir:

Reference your letter of November 30, in regard to the overhaul of the tractor, etc.

As far as we are concerned, there is really no hurry about completion of the job. However, it should be started soon enough so that a few holdups, due to lack of parts, etc., will not delay the final completion beyond the spring breakup. In other words, work should be started soon enough so that the job will be completed and the Cat ready to operate during the breakup.

I suppose you have heard about Bob's death. It was sudden. He complained of a pain in his chest, called the Doctor; Doctor told him to go to the hospital. He did so, and died a half hour or so after arriving there. The Doctor says death was caused by a blood clot on the heart.

In looking through some of Bob's stuff that was here I found your letter, to him, which was also dated November 30. In regard to the time spent in charging batteries and dragging the air field. Turn that in early next spring and I will see that it is added onto your first time sheet, or better still turn it in when you send in time for working on the tractor.

Very truly yours,

Frank Nash,
Superintendent

FN/jw

November 30th

Dear Bob:

Got your letter today so will try to get this off in the mail tomorrow morning.

About the cat, saw Koski today and he still isn't ready to start work on it, says it will be January before he gets his own finished and hauls in all of the wood that Snappy and a couple of fellows are cutting out the road.

Nash wrote Les a few days before he went into the woods that it is okay for Claude to take Les' place while Les is out trapping, and that I was to send in the time every two weeks, on certain dates that he specified. As yet I have had nothing to send in as the men aren't doing anything.

Don't know where the story got started that the work was going to wait until Spring. Les had written into Nash inquiring when the work ^{was} to start and he wrote back that it was supposed to have been done long before that. No one had said anything to him and he didn't know until you wrote him in October to write Nash. Seems as though Savella had spoken to Koski but not Lester. Anyway Les had mentioned that he wanted to know was it to be done now or in the Spring.

About checks, Les spent eight days Oct 4 to 11th inclusive, charging the batteries, and then 10 hours dozing, or rather dragging the air field the 3rd and 4th of this month. Do you suppose he will ever get paid for this work?

We moved into our house about two weeks ago or more, a few days before Les left. Four rooms and hallway, with a large size bedroom to be finished upstairs for the boys next summer, that is if Les does well trapping. We have a lot of finishing up work to do but it sure is swell to have a big house with plenty of breathing space. I read an article in Jessen's that sure amused me. I wonder what happened to the five thousand feet of new lumber that we put into the house. It said that it was completely made of salvaged lumber.

Temp is down to forty six and has been there for two days. We have had nothing but damned cold weather for a couple of weeks. Bet Les is cussing the weather out on the line. Heard it was around fifty downtown this a.m.

Sure was surprised to get your letter. We thought you had gone back to the Staes long before this. I guess Nash should be back soon. He wrote Les that he'd be back around the first part of Dec.

This past week George Warner moved his sawhorse and his saw and axe into the lobby of the hotel where he resides and can be seen and heard every night sawing and splitting wood. The Evans' family were telling me today that he was splitting wood at 3 a.m. a couple of days ago. Boy, he sure is dopey!

Guess this will be all for now as I have to feed my brood. Mike went to Missouri in October to spend the winter on the farm with Mrs. Webster and her parents. He sure is having the time of his life. He told Arlene that he wants to live forever on the farm. Sure wish we could raise all of the kids on a farm, but we sure as heck miss Mike and will be glad to see him home again.

Sincerely,

Gertrude Sweetser

Ruby, Alaska
Nov. 30th, 1948

Mr. Savella
Alaska Road Commission
Fairbanks, Alaska

Dear Mr. Savella:

Just had a letter from Bob Cranston wanting to know about the work on the cat.

Saw Koski today and asked him when he was going to start work but he said that it would be January before he has his cat overhauled and all of the wood hauled into town that his cutters are cutting. His cat is torn down and he is still trying to get it overhauled.

He said that as soon as he starts he'll let me know then I can let the Fairbanks office know.

If there is any further word please advise. Les had been waiting all this time for Koski to finish up his own work so that they could use his garage and some of his tools.

Sincerely,

Gertrude M. Sweetser
(Mrs Lester A. Sweetser)

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
FAIRBANKS ALASKA

November 9, 1948

Mr. Lester Sweetsir,
Ruby, Alaska.

Dear Sir:

Reference your letter of November 5, in regard to diesel and gasoline that we will send before July 1, 1949. Your guess is as good as mine, so OKay to tell them 10 and 25 as stated in your letter.

It is OKay for Demoski to help Koski when you are not there.

Very truly yours,

FN/d

Frank Nash,
Superintendent

Ruby, Alaska
Oct. 31, 1948

Dear Mr. Nash:

Will you be away to dig the garfield using ARC equipment? The snow is too deep to take off with a load, the sleds can just barely make it empty. Let me know via Andre Nepics.

Sincerely,

Handwritten signature: Michael S. ...

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
FAIRBANKS ALASKA

October 27, 1948

Mr. Lester Sweetsir,
Ruby, Alaska.

Dear Sir:

Reference your letter of October 22, in regard to overhauling the tractor. It was my understanding that you and Koski were to do this work as soon as possible this Fall. In view of this, I believe it advisable to get started on it at once and complete the job as soon as possible.

Savela talked with Koski about fixing up tents and/or canvas in the warehouse so that some heat could be provided.

Forward your time worked at the end of the two weeks periods as follows:

November 7, 1948
" 21, "
December 5, " etc

Very truly yours,

FN/d

Frank Nash,
Superintendent

River, Alaska
Oct. 22, 1948

Alaska Road Commission

... but they are not
... ready

... will be
... done in future

W. L. Sullivan

Inventory - A.R.C., Ruby. Close of Season, 1948.

A.R.C., FBK.

Sept. 30, 1948.

Attached herewith is inventory covering A.R.C. Supplies and equipment at close of 1948 season.

The consumption of Diesel Fuel was lower than anticipated and, with no such purchases here this season, there remains a reserve here of eighteen (18 BBLs) which should be enough to start the next season. The gas consumption was normal; ^{thirty five} of twenty-five (25) BBLs, purchased from the Standard Oil Co, Ruby, there remains a balance of 16 BBLs. However, nine (9) of these are at Salmon and an additional purchase of twenty five barrels should be anticipated with which to start the next season. This will be available here.

All line equipment is in good running condition, that is, all trucks, D-7, A/C tractor, etc. We do not, therefore, believe any large requisition - as of last season - will be required and we certainly hope not. Most parts for the complete overhaul of our Cat. D-7 are here and suitable place for this overhaul is being arranged. This work will commence with the return of Niski from his phone and probably within two weeks.

With the close of the mess at Long Creek Camp near noon, as expected, some supplies are broken lots or broken cases. All perishable supplies have been left on warm storage with the A.C. Co., Ruby, subject to A.R.C. order. These other supplies are properly stored in the warehouse in Long Creek. A rough estimate of the value of left-over supplies from this (mess) source is ~~200.~~⁰⁰

The first season has been unsatisfactory to us, as we know it has been to you. Progress was slow and crude with a like want of a finished nature being done. Reclaiming washouts, soft spots, blocking ditches and frozen roads and gravel chutes, all contributed to the difficulties of our main objective; some sort of portable road to Boorman Cr., at least, Salina.

Commencing at Falls (15) mile, where entire stretches of the road went out, fills were made to Six (6) mile. These fills are far short of being sufficient and additional work next season will probably be necessary next season. At Seven (7) mile where fill was necessary to remedy a condition of long standing slash. We believe this condition permanently disposed of and no further work necessary here.

Sinking approaches, and the founding of too heavily loaded wheel-hauling equipment, tilted the mud sills and crts on the Station (12) mile bridge. To avoid further damage to the bridge, new approaches were made, crts and ditches squared, and back roads re-forested. We believe no further work is required here.

Despite repeated gravel hauls to hole at 15 mi., many holes remain there at the present stage. These are due to the recent heavy hauls of fuel by trucks to Long Creek. This, however, is merely a question of maintenance as ditches have been shot and covered, over culverts installed, and culverts skinned or re-formed.

That stretch between Long Creek and Midnight requires the greatest expenditure of time due to the necessity of road building.

pushing the growth away to or from the ditches, new ditches and the installation of many culverts and the cleaning and leveling of many more. However, the work done here is of a nature requiring but little maintenance for some time. It has made possible the hauling of fuel and supplies as far as Monument - or Lucky Hill - where a base for both miners and ourselves has been established.

No work was attempted further than Lucky Hill due to extreme weather conditions and hazardous traction for equipment. Extensive corduroying is required and, due to the late period in the season, we did not feel justified in hiring additional men for such corduroying. It is hoped that an early start on this section in some future season may enable following the frost down and reduce the chances of mining equipment.

The most essential of the season's work was that of a new bridge over Opria Creek. Crossing Opria became an impossibility, with consequent demands from miners that a bridge be placed there. These demands were justified and we are glad to report a suitable bridge - the heaviest built here - was completed August 24th. This has already been of great value to those concerned.

With the closing of the season we wish to express our appreciation for the co-operation we have received from every source and to express the hope that our actions here have justified that co-operation.

CRANDON

ARC, FAX.

Sept. 28, 1948.

We previously advised that an additional Finger Print Chart of Joseph Olouby would be forwarded in the event that sent Sept. 26th. proved unsuitable.

We regret the confusion we are causing in rendering these prints which, we assure you, is in no way a lack of effort but that of inexperience. That print of Lester Swetsia now request is also handed you and, we hope, proves suitable.

As advised, Joseph Netti is no longer an employee; his separation taking place prior to the date of your request.

CR. Winton.

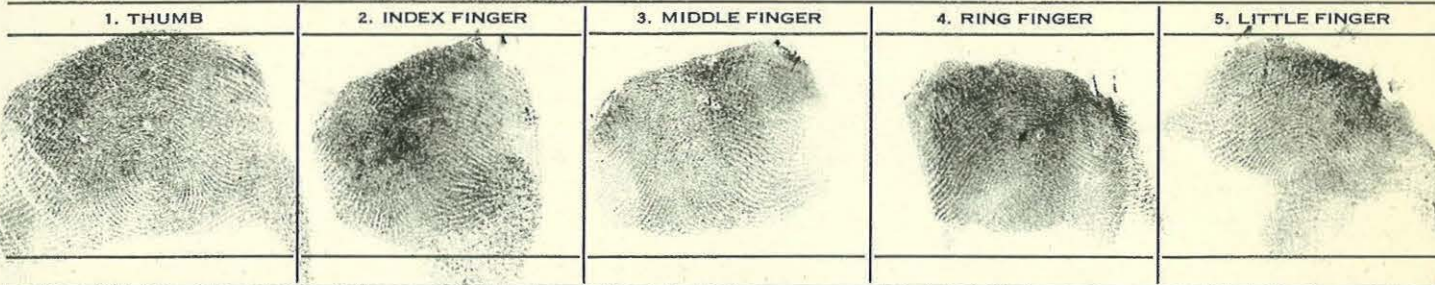
LEAVE THIS SPACE BLANK

CASE SERIAL NUMBER (CSC use only)

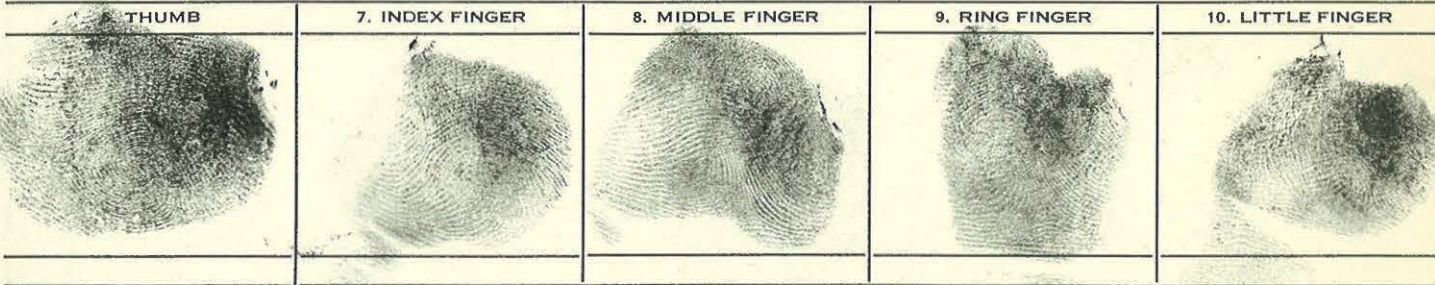
U. S. CIVIL SERVICE COMMISSION
FINGERPRINT CHART

REF.

RIGHT HAND



LEFT HAND



DATE OF BIRTH <i>Nov. 10, 1889.</i>	PLACE OF BIRTH <i>Strimice, Bohemia.</i>	<input checked="" type="checkbox"/> MALE <input type="checkbox"/> FEMALE	HEIGHT <i>5-10'</i>	WEIGHT <i>190</i>
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SIGNATURE OF OFFICIAL TAKING PRINTS <i>W. J. Crawford</i>	NOTE AMPUTATIONS <i>None</i>	EYES <i>Brown</i>	HAIR <i>Gray</i>	REG. NO. <i>574-05-1992</i>
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TITLE AND ADDRESS <i>Foreman, Lusk, Alaska</i>	EMPLOYEE'S SIGNATURE <i>Joseph Whaley</i>
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DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
FAIRBANKS ALASKA

September 20, 1948

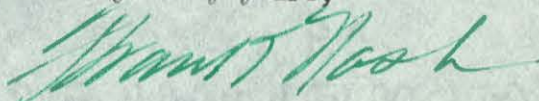
Mr. Robert W. Cranston, Foreman,
Alaska Road Commission,
Ruby, Alaska.

Dear Sir:

As funds will be exhausted, you are requested to close work on September 30th and return to Fairbanks first available transportation.

Before leaving Ruby, you will secure a complete inventory of all equipment, tools, supplies, etc. that are at Ruby, Long, Sulatna or Poorman.

Very truly yours,



Frank Nash,
Superintendent

FN/d

Recd: Sept. 24th.

WE ARE, OF COURSE, COMPLYING WITH YOUR INSTRUCTIONS AND CLOSING CAMP AS DIRECTED.

HAVING NO STANDARD INVENTORY FORMS WE WILL MAKE THIS INVENTORY ON PLAIN SHEETS, IF THAT'S OKAY.

AS EQUIPMENT HAS TO BE SERVICED FOR THE WINTER (BATTERIES, JACKED-UP, DRAINED, ETC) IT MAY BE NECESSARY TO WORK A COUPLE OF MORE THAN MANY DAYS AFTER SEPT. 30. WE WILL TRY TO PREVENT THIS IF POSSIBLE.

CRANSTON.

URGENT: PLEASE CANCEL WEEKLY MEAT SHIPMENTS. PLEASE MAKE NO SHIPMENTS AFTER THIS DATE. (FRIDAY, SEPT. 24TH.)

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
FAIRBANKS ALASKA

September 20, 1948

Mr. Robert W. Cranston, Foreman,
Alaska Road Commission,
Ruby, Alaska.

Dear Sir:

Reference the enclosed sheets re Mrs. Ahren's checks. This mistake has been made here and will be changed to \$1.70 which is what it should be. At the end of the season she will be allowed additional hours to make up the difference between the \$1.55 and \$1.70 for the period of August 2 to 29.

In regard to the 30 Lub. Oil; seems as though 30 is too heavy to use now; would say use 20, then when weather gets colder use 10. Believe any oil you need can be purchased at Ruby.

In regard to Joseph Dlouhy's 16 hours, we will give it to him later - give him two extra days at the end of the season.

Very truly yours,



Frank Nash,
Superintendent

FN/d
Enclosure

Rec'd: Sept. 25th.

*MRS. Ahrens has been advised as to this
CORRECTION*

*The question of lub Oil is settled with
no further purchases, due to close of season*

*Dlouhy's 16-hrs. will be adjusted as
authorized.*

Thanks.

Cranston.

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
FAIRBANKS ALASKA

August 11, 1948

Mr. Robert W. Cranston, Foreman,
Alaska Road Commission,
Ruby, Alaska.

Dear Sir:

Enclosed herewith you will find two each of Form W-4 for
Joseph Notti.

As he is past 65 years of age, they are entitled to special
income tax reductions.

Please have them sign them both Forms on the line after the
word "signature", using the name as given above.

Return the Forms to this office at once.

Very truly yours,

Frank Nash
Frank Nash,
Superintendent

FN/d
Enclosure

*Please note date: (Aug. 11th).
Rec'd here by STR. "NONANA": (Sept. 21st).*

*Joseph Notti is running a trading post
at NULATTA. The Forms have been sent to him
AIR MAIL with the request they be forwarded
to your office directly and at once.*

CRANSTON.

*Grader was loaded on "NONANA" last night (20th).
Charges of 6.00 for tractor hire (3 hrs) were in-
curred (Wigge) and Sweetser's time (6 hrs) should be
considered in the event of bidding the Gulson Mining Co.,
KAKA landing, ALASKA.*

CRANSTON.

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
FAIRBANKS ALASKA

September 20, 1948

Robert W. Cranston, Foreman,
Alaska Road Commission,
Ruby, Alaska.

Dear Sir:

As requested, you will secure new fingerprint charts from
the following:

Lester A. Sweetsir *to follow immediately.*
Joseph Notti - *Separated - Sept. 13, 1948.*
Joseph Dlouhy - *Enclosed herewith*

Return them to this office at as early a date as possible.

If no printers ink available, use stamp pad.

Very truly yours,

Frank Nash,
Superintendent

FN/d
Enclosure

Rec'd Sept. 25th. 1948

Reference Finger Prints, Dlouhy, Joseph.

*This employee's fingers are too stiff
to make proper prints. We are, therefore,
having him make two sets; one herewith,
the other to follow immediately. This may
enable you to use the better one.*

CRANSTON.

Alaska Road Commission
Ruby, Alaska

September 18, 1948

Alaska Road Commission
Fairbanks, Alaska

	A.R.C. 1234	Ford Dump Truck	6 cyl.	
1	1GA60510	Gasket - Cyl. Head		OK
1	1GA6050-D	Head - Cyl.		OK

RUSH BY AIR TO RUBY, ALASKA

Lester A. Sweetsir
Mechanic

Sent out B/L 505740
9/23/48

L. A. S.

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
FAIRBANKS ALASKA

August 31, 1948

Mr. Robert W. Cranston, Foreman,
Alaska Road Commission,
Ruby, Alaska.

Dear Sir:

Reference your letter of August 29.

I know of nothing further that we can do in regard to the shipment of the grader. If the steamboat will not take it on our say so, that ends it as far as we are concerned.

Read your entire letter. It is a relief to read that pickups, etc. are making it through to Midnite. That alone shows that conditions are changing for the better.

Very truly yours,

Sept. 3, 1948.

Frank Nash,
Superintendent

FN/d

The Steamer, going down River, is due here about the 10th. We have requested the N.C. Co. Agent to make every effort to induce the "NANANA" - or some boat - to load the grader.

We are advised that the "NANANA" may require our assistance in loading it or they may refuse again to take it. In that event, we have assured the N.C. Agent that we would supply a man (Suptsira) and a Cat-D-H. (Niggs) to assist loading. The Cat will cost us 200 an hour and it certainly should not take over two hours loading, fuedin', fussin' n' fightin'. We might add that two cutting blades sent us last season, and unused, have been tied to this equipment and tagged with same shipping instructions: The Lukon Mining Co., Koko Landing, Alaska. Via Str "NANANA", Freight collect.

CRANSTON

Labor Day
Puzzles

A.R.C. FAIRBANKS

Aug. 29. 1948.

Our GRADER is standing - but at midnite mail box awaiting suitable weather to go over Cokes Road. They will appreciate this and we thank you for your permission to return a favor.

The GRADER, properly tagged with shipping address to the Yukon Mining Co, Koko Landing, Alaska, has been on the beach awaiting some boat to load it since the day you left Rubey. A wire from the consignee was forwarded you, however, on his last trip down, the Captain of the NODANA would not load the GRADER without specific instructions from the Yukon Mining Co despite the fact he had other cargo consigned to them. We advised him of the wire asking it be sent freight collect. Please advise us if there is any thing further we can do to assist the Yukon Mining Co in getting the GRADER.

We returned today to Long Creek after having built the new bridge over Ophia Creek. No question about it: it had to be built as any sort of crossing there was impossible in any season and fuel-starved miners were flying fuel into Spruce and Flat Creeks. The Miscovich boys said: "Build that bridge over OPHIA and you'll never hear another squawk out of us." Well, maybe.

The old pilings were none too sound but were used in addition - and tied to exceptionally heavy mud-sills of 8x20' timbers. The creek flow was straightened with powder and the dam and culverts, doged in by the miners, was blown out. That backed the water up, causing eddies under the bridge which, we

FEARED, WOULD WASH THE BRIDGE OUT. THE CREEK WAS THUS LOWERED TWO FEET AND THE OLD BRIDGE LOWERED ABOUT TWO FEET. THE ENTIRE AREA THERE SEEMS IMPROVED BY THE BRIDGE AND DOESN'T LOOK HALF AS TOUGH AND FORBIDDING AS IT DID.

THE D-7 WAS MIAED TWICE BUT WAS PULLED OUT WITH OUR A/C WHICH, BELIEVE ME, CERTAINLY JUSTIFIED THE NEW TRACKS, FOR WHICH WE THANK YOU. THEY ARE BEING PLACED ON THE A/C TODAY AND WE'RE PRETTY PROUD OF THIS EQUIPMENT. THE D-7 WAS TOO HEAVY FOR THE SLUSH AT OPHIR AND LITTLE DOZING FOR APPROACHES WAS POSSIBLE DURING THE POURING RAIN. HEAVY LOGS WERE USED FOR THESE APPROACHES AND, IN OUR OPINION, A HEAVY, CAPABLE BRIDGE BUILT.

MUCH TO OUR UTTER SURPRISE AND AMAZEMENT, PICKUPS AND LIGHT CARS ARE NOW OPERATING, WITHOUT CHAINS, FROM RUBEN TO MIDWITE, DESPITE THE RAINS. FIXES MADE AT MIDWITE ARE VERY SOFT BUT ONLY ONE HOLE REMAINS. IT'S A SHORT ONE AND WILL HAVE TO BE CORDEROVED. THIS WILL BE DONE THIS WEEK AS WITH SEVERAL BAD SPOTS AT GREENSTONE. WE HAD NO TROUBLE TODAY BRINGING TRUCKS FROM LUCKY HILL TO LONG CREEK IN A POURING RAIN WHICH HAD BEEN POURING THE PREVIOUS DAY AND ALL NIGHT.

WE THANK YOU FOR THE CHECKS HANDED US AT LUCKY HILL CAMP WHICH, WE SUPPOSE, WERE ON THE NENANA. AT ANY RATE THEY ARE THOSE ENDING JULY 4TH. OUR PAY CHECKS ARE NOW UP TO DATE.

BLACK'S BOAT WAS IN WITH OUR PARTS AND PUMPS, SPIKES, STEEL STOCK, ETC. THE STEEL WAS ALL USED AT OPHIR BRIDGE BUT

None other need be sent as all bridges are now completed. Spruce Creek will have to be rebuilt someday but is in good condition now, easily passable, and timbers on the site. No "must" about this one.

Our equipment is in good condition with only one truck in the garage. We have had the mechanic with us at Ophir, thus explaining why our old 592 is still under repair. The new Franker pump is a honey, as are the grease guns. They were all badly needed and will definitely pay for themselves.

Our work plans now are to get to the bad stretch at Monument Bridge. Drainage is possible here but will have to be done with explosives - none of which we have on hand. This, however, should not stop adequate drainage and corduroy; or, at least, drainage on a limited scale. Crossing Monument, it is possible to drain the holes - now lakes - on the Nix. Ditching will have to start right at the creek and carried to the holes. It may not be as tough as it looks. Bad holes exist between there and Ophir but, with few exceptions, it's more a question of drainage or ditching. We did not go beyond Ophir but will make every effort to go over the road to Poorman before the season chases.

We don't know when you're going to get time to read this - if you do read them - but hope you get the idea that things are definitely better down here than when you saw them. That's giving us plenty of leeway - or, leeway.
CRAWSTON.

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
FAIRBANKS ALASKA

August 27, 1948

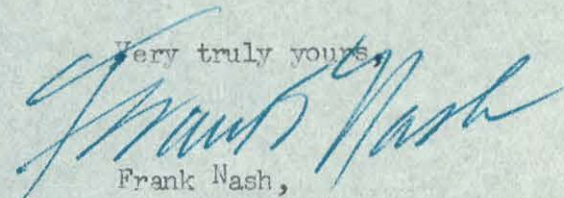
Robert W. Cranston, Foreman,
Alaska Road Commission,
Ruby, Alaska.

Dear Sir:

The Standard Oil Company has again assured me that they will have sufficient supplies there to take care of our requirements.

Be sure to tell them that if you have purchased anything from them this year, to send in their invoices at as early a date as possible.

Very truly yours,



Frank Nash,
Superintendent

FN/d

These instructions have been complied with. We are advised that all invoices to date have been sent in; that is, to Seattle, thence to JUNO, thence, we presume, to your office. At any rate, all invoices will be promptly presented as you request.

CRanston.

Sept. 3rd. 1948.

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
FAIRBANKS ALASKA

August 20, 1948

Robert W. Cranston, Foreman,
Alaska Road Commission,
Long Creek, Alaska.

Dear Sir:

Reference your letter of August 13, in regard to our
sending our grader over Coyles Road.

In view of the circumstances and in appreciation of
their help, you should not have hesitated about doing it.

You are instructed to go over their road as requested
at as early a date as possible.

Very truly yours,

FN/d

Frank Nash,
Superintendent

ARC, Fairbanks,

Long Creek, Aug. 13, 1948

Our Cat. D-7 broke thru an old wood culvert, slipped on the Frost and became badly mired between Greenstone and Midnite. To avoid any risk of damage we asked help of Coyle and Rasmussen at Midnite Placers. They came unhesitatingly to our assistance with their D-8 with Rasmussen operating. It required over two hours to doze and pull us out.

In return they have requested the ARC run their grader once-over their own road to Midnite Placers, a distance of about two miles. We estimate it will require about three (3) hours. We, of course, told them we were not allowed off our right of way without specific directives but that we would try to get this authority; the grading to be done at a time when it in no way conflicts with our own routine.

We were badly mired and would have lost much time in seeking other assistance as Koski's tractor was not working. We, therefore, would appreciate your favorable consideration and, in the event of no advice from you to the contrary, will assume it proper to grade the road once-over when conditions permit.

Cranston.

Thanks for the steaks -- and the checks.

C.

ARC, FAIRBANKS.

Long Creek, Aug. 15, 48

With Reference to 10 DRUMS OF Diesel Fuel purchased at the end of Last Season from Asher Richardson whom, we hear, is employed there as welder: We picked up only 7 DRUMS OF Diesel and one DRUM OF Gas. Other DRUMS, while at the location, were empty or only partially filled. We, therefore, should adjust any settlement made to him upon the above amounts. (7 Diesel, 1 Gasoline). All drums were G.M. This Fuel has been freighted to Monument Camp Site.

We know you are concerned over the slow progress of the Road work here, regardless of extenuating circumstances. It is, therefore, good to report the Novi-Snow Gulch bogs as having been corduroyed and gravel covered. The Bridge at Snow Gulch has been repaired and approach fixed. The Road from Long Creek to Midrite Bridge is completed, all ditched and mostly graded. The Bridge at Greenstone, broken down and washed out four years ago, has been replaced with suitable culverts and a 3-foot fix made over this particularly tough stretch. When weather permits - and it's pouring now - our trucks now haul to Monument, or Lucky Hill. As a consequence we will make effort effort to build the Ophir Bridge this week. It is an emergency and a "must"; to enable the miners to freight badly needed fuel and supplies and for us to establish our camp at Salatina. Of course Monument will have to be corduroyed and this will be done as soon as the bridge is built. The Bridge cannot wait until this slow work is done.

We Regret the Sad conditions Revealed here by your Recent inspection AND ASK this occasion to ASSURE you that every effort has been made - and is being made - not only to correct these delinquencies but to prevent any future repetition. It just can't happen here. Not again, anyway.

CRAWFORD.

VF24

WEA28

*Recd
Aug 19
R.M.C.*

TELEGRAM

ALASKA COMMUNICATION SYSTEM
SIGNAL CORPS, UNITED STATES ARMY
FEDERAL BLDG., FAIRBANKS, ALASKA

1948 AUG 14 PM 2 136

UWFC V UWE 255A 11 PAID VIA WXL FLAT

KAKO LANDING ALASKA AUG 14 1948 1030AM

FOREMAN ARC

01666

RUBY ALASKA

SHIP GRADER AVAILABLE THERE FOR US ON STEAMER NENANA FREIGHT
COLLECT

YUKON MINING CO JOE RAMSTED

142348Z

O-V-E-R.

This telegram was forwarded to Long Creek. The Steamer
is due in Ruby today and, ^{it's} too late for us to carry out these
instructions as to "Ship Freight Collected." The grader is on
the beach there and we assume proper shipping orders have
been given the Steamer by the Yukon Mining Co before this
late date. We will make every effort to comply with
this request and you will be promptly advised as to the
disposition of this equipment.

Cranston.

Re: FRANK CARLO, Dogerman.

New Employee.

Employment Forms will be Forwarded
in a day or two as no official is now
available for notarization.

CRANSTON.

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
FAIRBANKS ALASKA

July 23, 1948

Mr. Albert M. Yrjana,
Ruby, Alaska.

Dear Sir:

Reference your letter of July 14, inquiring about your letter of June 14, in regard to renting your tractor.

For your information your letter was received and answered on June 18, a copy of which is enclosed herewith.

Very truly yours,

FN/d
Enclosure

Frank Nash,
Superintendent

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
FAIRBANKS ALASKA

June 18, 1948

Mr. Albert M. Yrjana,
Ruby, Alaska.

Dear Sir:

Reference your letter of June 14, in regard to the
Alaska Road Commission renting your TD 16 tractor.

As there are two machines of approximately the same
size available, it will be necessary to handle the matter on
a sealed bid basis.

Bid Forms are being forwarded to Mr. Cransten who
will contact you.

Very truly yours,

FN/d

Frank Nash,
Superintendent

RUBY, ALASKA,
July 14, 1948.

Mr. Frank Nash,
Superintendent- Alaska Road Commission,
Fairbanks, Alaska.

Dear Mr. Nash:-

On June 14, 1948, I wrote to you asking if there would be a chance for my T.D. 18 International Tractor to get on here at Ruby on the Road Work and have not heard at all from you-

I would merely ask you now to let me know if you received that letter.

I am registering this letter so please just let me know if you received the other letter.

Thank you,

Albert M. Yipman
by Betty Yipman

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
FAIRBANKS ALASKA

July 22, 1948

Mr. Robert W. Cranston, Foreman,
Alaska Road Commission,
Ruby, Alaska.

Dear Sir:

Savela, Herry White and myself will arrive Long Creek
Friday, July 30th.

Request you meet plane so that at that time we can make
necessary arrangements with the pilot as to exact date to pick us
up at Ruby to return to Fairbanks.

Very truly yours,

FN/d

Frank Nash,
Superintendent

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
FAIRBANKS ALASKA

July 12, 1948

Mr. Robert W. Cranston, Foreman,
Alaska Road Commission,
Ruby, Alaska.

Dear Sir:

At as early a date as possible please forward a statement as to the number of meals served at your camp during the month of June.

Do not forget as such a statement is necessary each month.

Very truly yours,

FN/d

Frank Nash,
Superintendent

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
FAIRBANKS ALASKA

June 18, 1948

Mr. Robert W. Cranston, Foreman,
Alaska Road Commission,
Ruby, Alaska.

Dear Sir:

Reference your letter of June 14, in regard to renting tractors/dozers, etc.

Enclosed herewith you will find a copy of my reply to Yrjana.

I hope we do not have to rent a tractor/dozer down there or for that matter at any place. If there are as you state two of equal capacity available, we would have to rent one or the other on a sealed bid basis only, so if necessary later, can send the Forms down.

As to whom you employ - that is a matter that is entirely up to you. You are the man they have to satisfy. Veterans and married men should be given preference if they are able to hold down the job.

Very truly yours,

FN/d
Enclosure

Frank Nash,
Superintendent

Ruby, Alaska,
June 14, 1948.

Mr Frank Nash;-
Superintendent, Alaska Road Commission,
Fairbanks, Alaska.

Dear Mr. Nash;

I am writing to ask you if there is a chance to get my International T.D.18 Tractor on with the Alaska Road Commission at Ruby.

Freighting last summer set me back \$3000.00 and as the miners have not paid me, I stand to lose the cat being behind in payments to Vance Hitt, who sold me the cat. I would very much appreciate some work for it on the road- would go to work as driver myself, but if you cannot drive your own equipment would like to have Lester Sweetser drive it, as he knows the cat and would do better than most on it- then the repair and breakage would not be beyond normal wear.

I would be willing to work at any other job that I am capable of on the Road Commission, also - if you need someone.

An early reply would be appreciated.

Thank you,

Sincerely,

Albert M. Yrjana
Albert M. Yrjana.
Ruby, Alaska.

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
FAIRBANKS ALASKA

July 9, 1948

Mr. Robert W. Cranston, Foreman,
Alaska Road Commission,
Ruby, Alaska.

Dear Sir:

Reference your recent letter, no date, enclosed herewith you will find some Contracts of Employment, Loyalty Applications and Fingerprint Charts as requested. Didn't send any more Furlough Forms as you can get along without them.

We are still holding Forms for Mrs. Ahrens and Ervasti until you advise as to the color of their hair and eyes so that we can complete their Fingerprint Charts.

Contacted the Standard Oil Co. and they assure a sufficient stock to meet our requirements. They have a bunch of drum gas leaving Nenana on the 7th or 8th and a bunch of bulk gas, etc. leaving in August.

Very truly yours,

FN/d
Enclosure

Frank Nash,
Superintendent

A.R.C. FAIRBANKS

RUB. June 27.

We ARE, AS YET, unable to get any definite information regarding the delivery of Gasoline and Diesel from the tank stocks of the STANDARD here.

The distribution of this product is thru the N.C. Co., here who, thus far, make no specific promises of future delivery. The present stock of Gasoline, for instance, is in package or case goods and not in either bulk or drums. While we do not need gas at present we would not feel warranted in buying gas in 5-gal cans.

The Diesel situation is also insecure. No specific amount can be assured but is, apparently, on the first-come, first-served basis. The tanks here are of a very limited capacity. The miners are all short of fuel; any of whom may take the available supplies here at any time. Further, no supply of either fuel is assured for the beginning of next season which, in our opinion, is very necessary due to uncertain boat schedules. The alternative would seem to be a reserve stock; a policy you would doubtlessly disapprove.

We would appreciate it if you would 'phone the STANDARD there for some definite assurance of adequate deliveries to us here. We are assuming the purchase of fuel here has previously been found to our advantage.

Thanks for the promptness with which our request for an oil seal and gear for the D-7-Cat was met. As a result that highly desirable piece of equipment is now on the road. And for that — ALHAK be praised.

CRANSTON.

A.R.C. FBx.

Due to the discharge OF AN employee (ERVASTI) AND THE NECESSITY OF REPLACEMENT OUR SUPPLY OF EMPLOYMENT FORMS, OF WHICH WE WERE ISSUED BUT EIGHT, ARE EXHAUSTED. WE NEED:

4- Yellow FORMS. (Employment)

4- Loyalty "

4- Finger Print Charts.

4- Civil Service Applications

4- Non-Furlough FORMS.

PLEASE NOTE WE ARE ASKING ADDITIONAL FORMS IN THE EVENT ANOTHER OCCASION SIMILAR TO THIS SHOULD ARISE AND NOT WITH THE INTENTION OF INCREASING OUR CREW BEYOND THE LIMIT DIRECTED BY THE EIGHT FORMS PREVIOUSLY ISSUED US.

Thank,

Cranston.

Sent
7/9/48

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
FAIRBANKS ALASKA

June 11, 1948

Mr. Robert W. Cranston, Foreman,
Alaska Road Commission,
Ruby, Alaska.

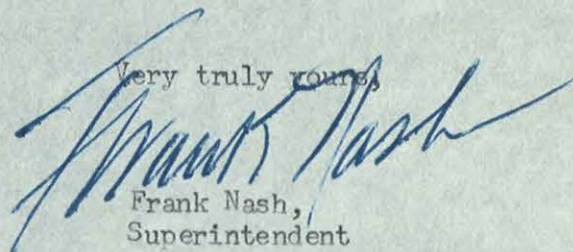
Dear Sir:

(1) Reference note sent in with time sheets, in regard to board deductions, etc.

(2) We cannot pay these sheets until after all Forms have been received, nor can we pay them until we receive the board deductions. We cannot double up on board deductions next pay period, so forward this information at as early a date as possible.

This is for a two-fold purpose - to get the men their money as soon as possible and let us clean up our current work.

Very truly yours,



Frank Nash,
Superintendent

FN/d

We Regret this letter, dated June 11th, did not reach us until June 30th. It would have had an immediate reply.

- (1) Proper board deductions have been made on all time sheets other than current ones for period ending July 4th.*
- (2) If employment forms, loyalty oath, etc. are the reference here, such forms were forwarded covering all employees to date. (Sweetser, Okavhu, Demochi, Notti, Errasti, Ahrens, Capalo, Koski). All board deductions have been made.*

We note your reference to doubling up on board. Your instructions will be strictly complied with and any such practice avoided.

Regret any confusion caused.

Cranston.