

ReBy, M. 26. 1946.

Mrs. Nash

Herewith individual Time Roll together with that of Fredrickson who, as instructed, has completed his own Record which is correct as to hours, meals, beds.

Many thanks for an encouraging letter. We have received nothing, parts or otherwise, since arriving here from either garage or warehouse there. As a result Fredrickson, awaiting parts, has been giving me valued aid on the road as truck driver and helper for the past two days. We know every effort is being made there under difficult conditions to supply these parts and await the arrival of the first boat with expectancy and high hopes.

Some help will be added after May 30th. Saw no logic in hiring them for four days with one of those a holiday with pay. Those added will probably be a grader operator and two laborers.

An ex-service man who formerly operated the pile driver for you here has applied for work in the event he does not work for Bob Deacon at Long. He appears clean cut and capable and, when needed, will be given work if available. I believe his name is Salanis, or something.

The poles will be used as is deemed necessary.

Cranton.

4/1/46



DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA

May 24, 1946

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

Dear Sir:

Reference your letter of May 23rd and previous letters.

According to them, you have the right idea as to what is to be done, so the best I can say is "go ahead and use your own judgment."

Efforts are being extended to secure additional equipment but so far nothing has shown up that would be of any use to us down there. We will continue to be on the lookout for any suitable equipment.

Your orders have been placed with the garage and warehouse and if not received as expected, advise me accordingly and efforts will be made to speed up their delivery.

Very truly yours,

Frank Nash,  
Superintendent

FN/d



Ruby, May 31st.

MR NASH

This marks the first day we have been able to put any equipment on the road. It is still very wet and, of course, very muddy. That equipment was the Adams Patrol, one Dump Truck, one Tractor, the a.c."K", and one Fresno scraper. All had to be towed out of Ruby, this being done with the K. Tractor, on account of the greasy mud. The patrol could not do effectively efficient work due to severe road conditions but did make a good showing and with permit drying more quickly. We drove the truck all the way to the gravel trap about 6 miles from Ruby. Road repairs were necessary to do this. Such repairs included ditching, the repair of a small bridge, and the fixing of two serious washouts. The road from Ruby to 6 mi. is, therefore, open for traffic. No time was spent in any attempt to surface or shape the road as we were primarily interested in getting it open. Our first camp will be at this gravel pit as I am very eager to reach the hogs about cut and cannot do it until I can get to it. Bridge repairs were made from old timbers we picked up. They are no good but will have to do until such time as replacement with new timbers is possible. They are strong enough to hold the load dump loaded with heavy rock and should carry tractors and a none too heavy load. The washouts were fixed with the Fresno scraper we dug from the ice in Ruby creek. We would drag this with the tractor, dump it on the edge of the washout then shove it in. This worked very effectively, altho hand-loading the rock was a slow process. In addition we had the Adams Patrol work the road from Ruby to the Air Port. This was very necessary on account of the volume of mail and supplies reaching here by air. The people here are, quite naturally, very eager to have this road open to trucks. We, ourselves, would like to have it open so we can more easily get mail to you rather than depending on someone who happens to be going up there. This is seldom the case. The patrol is being operated by George T. Harrison, whom you



know. He is an exceptionally hard worker and seems to handle that equipment very capably. Fredrickson, tied up for parts, has been giving help right along. We drove the truck today, "operated" the Fresno scraper and was a great help. Frank Mackay operated the Cat. We have hired no laborers as the snow, thus far, has been all equipment. We also had no way of transportation. Now that we can do that by truck it will soon be advisable to do this, hauling these men to and from the job until camp is established.

We spent four hours yesterday rebuilding the N.E. Co. Doel which was swept in hand by ice. This was necessary because their agent did not feel he should do this as so many others, including ourselves, had heavy freight lists. The consensus here was that it was our time to do it. We agreed to this if the company would supply materials and no wharfage charges would be made. Geo. the agent, advised me that no such charge was made and we felt it good policy - and good business - to go ahead and do the job rather than argue. We added to help, Fredrickson, Mackay, Harrison and myself doing the work. It only took us four hours and the agent claimed it would take a week with the kind of labor he could get here. We hope you approve of our action in doing this work.

Tomorrow (Saturday) we hope to open the road beyond the six mile post reached today. Every effort will be made to reach the bridge timbers by truck. It is very necessary we reach that spot by truck as we will need laborers, tools, chains, etc. to spot these timbers, and too much time will be lost in bringing the cat and the patrol in to Roby each night. Our policy now is to leave the equipment on the site, get the road open for trucking, and take gas, oil, etc. to the equipment. Of course even that will not be so necessary after a camp is established and a dozer, or something, a valuable for loading gravel. As we wrote you, the gravel traps are all down. We will build new ones as we go but they are useless unless we have a dozer to push the gravel into the traps; and there appears to be a long job ahead getting the a.c. "KO" conversion job on the road again. The engine



has been pulled, the jacks, I understand, were sent you last year, or some other year. For working repairs and are not here. The new bearings here are too small, but the CRANK-SHAFT, So Fredrickson claims, is okay. We are not only awaiting parts but face a long job when they are here. We have one Ford Dump on the road; one awaiting batteries. Fredrickson says the clutch on the one we have running needs replacement but I asked him for God's sake to wear it out rather than take it out and leave nothing for transportation, etc. We are out of suitable lubricating oils. There is a drum of S.A.E. 50 here but Fredrickson very strongly advises against its use in either trucks or tractors. As a result we were forced to buy 6 gals of lubricating oil (all they had) from the N.P.Co. We hated to buy this but we simply had to as be tied up for oil. That, with the exception of two axe handles is all we have bought here.

We feel very encouraged over the road situation. After starting repairs today and making surmises we find it just near as tough as it looked. There is nothing fancy about the job. Its crude and no Richardson Highway but it is being opened and those were the instructions you gave us.

Fredrickson needs:

- 12. Spark Plugs - 7/8" For "K" Tractors.
- 2. Snatch Blocks - Medium - (Road Repairs)
- 12. Cable Champs - For 1/2" cable. " "
- 1 BA. Grease Rags -

For TRUCK No. 1177. (Ford Dump)-

- (Parts Book Number Not Available) - 1 Clutch <sup>Disc</sup> ~~Plate~~
- 3- Cable (Battery to Starter Switch) 15 1/2' long - 77-14300.
- 1 Clutch Disc Assembly. (See above. No number available.)



DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA

June 3, 1946

Alaska Road Commission,  
Juneau, Alaska.

Gentlemen:

Reference your letter of May 10, in regard to bids for groceries at Ruby. After giving this matter considerable thought, it has been determined that in view of all conditions, it is advisable to accept the bid of the Northern Commercial Company.

From past experiences it is known that considerable difficulties and no end of additional work would arise from confusion if the bid was split item by item.

I feel confident that under present and probable future uncertain conditions that all three bidders are not anxious for the business and that there will be no resentment on the part of the other dealers.

Very truly yours,

Frank Nash,  
Superintendent

FN/d



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



May 10, 1946.

Alaska Road Commission,  
Fairbanks, Alaska.

Gentlemen:

We return herewith all bids forwarded with your letter of the 8th, for groceries at Ruby. The normal procedure, of course, is to make award by item on bids of this sort, but if you feel that the confusion would be too great if we split the order among the various dealers then you are authorized to accept the bid of the Northern Commercial Company who offer most of the items at the lowest aggregate price. In that case show on Form 1036 for the Stockman bid that he offered too few items to render bid worthy of consideration.

We do not know how conditions are at Ruby and how anxious the dealers there are for this little business. We should risk some inconvenience for our foreman and make award by item if award as a whole is likely to cause resentment on the part of the other dealers.

Very truly yours,

*Mrs Manske;*  
Type in

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

Encls.



Stem N.C. Co. Stockman

N.C Stockman

1	.21	.30
2		—
3		—
4	45.80	48.00
5		—
6	3.20	5.00
7	2.55	2.25
8	28.40	28.80
9		—
10	9.50	9.00
11	8.00	9.00
12	9.00	9.00
13		—
14	12.60	15.00
15		—
16		—
17	12.60	15.00
18	16.10	19.20
19	59.80	57.60
20	80	.60
21	5.76	4.80
22	5.70	4.80
23	—	.60
24	67.20	67.20
25	.80	.60
26	77.00	78.75
27	25.20	30.00
28	4.90	4.00
29		—
30	8.20	8.70
31	.80	.60
32	7.10	7.30
33	6.10	5.40
34	4.56	6.00
35	.50	.60
36	—	5.40
37	2.16	2.40
38		—
39		—
40	8.25	2.75
41	17.10	7.50
42	2.30	2.70
43	46.25	41.25
44	73.20	66.00
45	5.00	3.00
46	3.00	1.80
47	5.00	3.00
48	8.00	7.00
49	10.50	10.80
50	.60	.60
51	98.00	95.50
52	22.80	19.20
53		—
54	27.90	24.30
55		—
56		—
57	6.25	5.50
58	4.80	4.32
59	5.20	5.50

60	90	.60
61	9.95	10.25
62	93.60	90.20
63		—
64	43.10	51.30
65	2.60	4.75
66	.50	.60
67	2.76	3.00
68	18.30	16.80
69	.46	.60
70	13.50	12.50
71	28.80	24.75
72		—
73	1.35	.90
74	43.80	42.00
75	56.80	48.00
76	28.80	30.00
77	5.00	4.50
78	2.10	2.70
79	.46	.60
80		—
81		—
82		—
83	36.00	24.00
84	13.00	10.00
85	8.00	9.00
86	7.40	8.50
87	5.10	5.00
88	4.25	4.50
89	24.35	24.00
90	.60	.60
91	5.10	6.00
92	24.50	25.00
93	2.70	3.60
94	5.10	4.50
95	26.10	21.00
96	5.00	5.00
97	7.00	5.00
98	29.25	28.50
99	2.04	2.40
100		—
101	29.25	25.20
102	67.50	60.00
103	8.00	10.00
104	3.25	3.50
105		—
106		4.60
107	13.80	11.40
108	.50	.40
109	53.70	50.40
110		—
111	5.40	4.20
112		—
113	5.25	3.75
14-117	74 bids	
118-131	71 C only	
132	252.00	219.00
133		—
134	79.20	82.50

1845.71 = 1732.42



DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA

May 8, 1946

Alaska Road Commission,  
Juneau, Alaska.

Gentlemen:

Enclosed herewith you will find bids as submitted by the Northern Commercial Co., A. J. Stockman and Stanley Nichols of Ruby for the purchase of groceries at that point during the coming season.

These bids total as follows: N. C. Co. \$3007.23, Nichols \$3089.12 and Stockman \$1740.02. In checking over these bids, you will find that both Nichols and Stockman failed to give a price on several items which are very essential in the feeding of men. In view of this, it was believed necessary to accept the N. C. Co. bid. You will note that the N. C. Co. gave us a price on 113 items, Stockman 94 items and Nichols 94 items, including fresh vegetables which will probably never be obtainable at Ruby.

Please advise us by radio as soon as possible of this is OKay.

Very truly yours,

Frank Nash,  
Superintendent

FN/d



DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA

April 19, 1946

Mr. Albert M. Yrjana,  
Ruby, Alaska.

Dear Sir:

Reference your letter of April 9, in regard to timber for bridges on the Ruby-Poorman Road.

As no one from this office has been over the Ruby-Poorman Road for years, it is impossible for us to state as to how many logs we will require, as we do not know the condition of all the old bridges.

Our intentions for work during the coming summer are to get the road fixed at least to Long Creek for use by trucks and from Long Creek to Poorman for tractors.

We have considerable lumber ordered for Ruby but due to various circumstances, it is impossible to guess as to when it will get there.

In view of this, I suggest that you use your own judgment and if possible get out for use between Ruby and Long Creek about 100 logs, 16 to 20 feet long, 6 inches at the small end. Payment to be later on a lineal foot basis.

Very truly yours,

Frank Nash,  
Superintendent

FN/d



Ruby, Alaska,  
April 9, 1946.

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

Dear Sir:-

In reference to your letter of April 2, to Stanley Nichols regarding bridge timbers for bridges on the Ruby - Poorman Road; we would like more details .

Does the Alaska Road Commission want us to take a contract to furnish them and if so, what length and size wanted- and whether peeled or with the bark left on; also how many required and what would you expect to pay for them. Would also hire out to to the work.

The timbers for Monument, Ophir, Slough, Spangle and Spruce, also 4th July Bridges would have to come out of the Salatna Flats and would have to be gotten before breakup as the flats will be flooded and thawed out later on making it impossible to get them out. Timbers for Bear Pup and Long Creek Bridges can be gotten from Glen Gulch which is approximately three miles from Long Creek. For the 13 and 14 mile bridges. Possibly enough timbers could be found on the 11 mile - if not- the could be taken on the Yukon River and hauled there.

Thanking you for an early reply,

I am, Yours sin-cerely,

*Albert M. Yrijana*  
Ruby Freight & Lumber Co.  
Ruby, Alaska.



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



April 10, 1946

Mr. Frank Nash,  
Superintendent, A. R. C.,  
Fairbanks, Alaska.

Dear Sir:

A small supply of salvaged lumber, made up from a list of available sizes, has been ordered for the Ruby bridges, together with a few items for Fairbanks. This is covered by the attached requisitions Nos. 2971 and 2972.

This lumber will be shipped to you if and when transportation is available.

Very truly yours,

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

Encs.



BISHOP MOUNTAIN TRADING CO.  
STANLEY NICHOLS, OWNER  
GALENA, ALASKA

RUBY

March 20, 1946

Mr. Frank Nash, Supt.  
Alaska Road Commission,  
Fairbanks, Alaska.

Dear Frank:

Albert Yrjana came into town yesterday from the creeks, he has asked me to write you. As long as you are planning work on the road this summer he thought you would like to know the condition of the bridges.

Only the Salatna nd the 13 mile bridge can be crossed by a small cat or truck.


Monument, Ophir, Spangle, 4th of July and Spruce are in bad condition.

Without temporary bridges Poorman will be isolated, they would have to follow the ridges with their cats.

Albert suggests that if the timbers to fix the bridges were cut and hauled before the thaw, it would greatly simplify matters, as they are obtainable one to two miles below the bridges, in swampy ground.

The above notes are from conversation with Albert, and I trust they will be of use to you.

With kindest personal regards,

  
Stanley Nichols



DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA

April 2, 1946

Mr. Stanley J. Nichols,  
Ruby, Alaska.

Dear Sir:

Reference your letter of March 20, in regard to bridge timbers.

As our intentions are to get a passable tractor road through to Poorman during the coming summer, several bridge timbers and considerable lumber will be required. If they are cut and landed alongside the road before the breakup, it will be of considerable help to us. In view of which, it is requested that you contact Albert Yrjana and advise him that we will use any and all suitable timbers that he may land at bridge sites or alongside the road.

Arrangements for payment will be made at as early a date as possible.

Please advise as to whether or not any sawed timber will be available at Ruby. We will require considerable lumber for bridge work, camp, etc. We have contacted the Army in efforts to secure lumber from them, but to date have met with no success.

Very truly yours,

Frank Nash,  
Superintendent

FN/d



DEPARTMENT OF THE INTERIOR  
LANDS AND MINERALS  
WASHINGTON, D.C.

December 10, 1945

Standard Commercial Company,  
New York, New York.

Sir:

I have a request from Mr. Lester Sweetser of New York to borrow a drum of  
our Standard Gasoline and replace it with a drum of 80 from your stock.

Please be advised that such an arrangement is agreeable with this  
organization.

Very truly yours,

WJH

Frank Smith,  
Superintendent



Ruby, Alaska  
Dec. 6, 1945

Mr. Frank Nash  
Road Commission  
Fairbanks, Alaska

Dear Mr. Nash:

There is no standard gasoline in town so I would like to know if I can purchase a tank of standard from the supply here of your outfit and I can replace it with a tank of 80 that the N.C.Co. has in stock here. If this is okay with you will you please let me know as soon as possible through the N.C.CO? The 80 gasoline here is too strong for my motors.

Sincerely,

*Lester A. Sweetsir*

Lester A. Sweetsir



DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA

September 27, 1945

Ruby Lumber Company,  
Ruby, Alaska.

Gentlemen:

Mr. Ole Romunstad advises that he secured 5 pieces  
12" x 16' planks from you.

Please forward your bill for this at your earliest  
convenience.

Enclosed herewith you will find one voucher. If  
the check is to be made out to the Ruby Lumber Company, write  
that in on the line after the word "Payee" which is designated  
by a pencil crossmark and the individual signing it shall write  
his name on the line after the word "Per" which is designated  
by two pencil crossmarks; on the same line after the word  
"Title" write in owner or partner, whichever the case may be.  
If the check is to be made out to an individual, all that is  
necessary is for that person to sign the voucher on the line  
after the word "Payee." In signing be sure to use pen and ink.

Please do not put any other writing or figures on  
the voucher.

Very truly yours,

FN/d  
Encl.

Frank Nash,  
Superintendent



Ruby Alaska September 20<sup>th</sup> 1945

Frank Nash.

Dear Sir:

The truck driver quit (Lester Sweetain) so we  
called it off.

Got 5 12 inc, 16 feet planks for Ruby Bridge,  
from Ruby Lumber Co.

yours truly.

Olle Romundslad



DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA

October 5, 1945

Mr. Ole Romunstad,  
Ruby, Alaska.

Dear Sir:

Your attention is called to the last paragraph of my letter of September 14.

Again we are enclosing herewith two of Form W-4. You are requested to have Attilio Kenet fill out and sign both of these Forms and return them to this office at as early a date as possible.

It is absolutely necessary that we have these Forms before Mr. Kenet can be paid. We are holding up your August and September Time Sheets until the requested Forms are received.

Very truly yours,

FN/d  
Encl.

Frank Nash,  
Superintendent



DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA

September 14, 1945

Mr. Ole Romundstad,  
Ruby, Alaska.

Dear Sir:

Your time for August received and checks will be forwarded as soon as possible. However, before this can be done a little more information is necessary.

It is noted that during August you worked 22 days, Sweetsir 22 days and Kenet 22 days. I believe that some of this time was put in on the Ruby Airfield and some on the road. Please advise how many days each one worked on the Airfield.

Enclosed herewith you will find 2 of Form W-4. Please have Kenet fill them out, sign them and return them to this office at as early a date as possible.

Very truly yours,

FN/d  
Encl.

Frank Nash,  
Superintendent



DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA

August 22, 1945

Mr. Ole Romanstad,  
Ruby, Alaska.

Dear Sir:

Understand our grader and possibly a truck has been used at Ruby during the summer. Please advise how many days the grader was used, stating separately how many days on the road and how many on the airfield. The same applies to the truck or any other equipment we have down there.

Another thing that I would like to know is: how much gasoline have we at Ruby? Also, are there any drums there marked S. H. Co.?

Please advise in regard to the above at as early a date as possible.

Very truly yours,

Frank Nash,  
Superintendent

FN/d



DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA

P.O. BOX 1600

August 21, 1945

Mr. Harry B. Leonard,  
Wiseman, Alaska.

Dear Sir:

Reference your letter of August 18, in regard to the rental of tractor by citizens of Wiseman for hauling wood.

Please be advised that this can probably be arranged, however, I cannot authorize it without first securing approval from Juneau Headquarters. If such a rental is authorized, it will have to be under the following conditions: Someone must furnish this office with a sworn statement to the effect that there is no other means available to move the necessary fuel, interested parties will have to furnish all fuel and an operator and pay a rental charge of \$15.00 per eight hour day for the use of the tractor and some responsible person will have to assume the obligation of collecting rental charges.

This matter will be taken up with Juneau for approval; upon receiving their reply you will be advised accordingly.

In going over previous letters, noticed that you wanted some more ditching powder. We have none so that will have to wait until next season.

Reference my letter of June 7, did you get the sleighs fixed up so that you can get the gas up from Bettles this winter? If not, believe it would be a good idea to get them fixed up at an early date. Also, if you need another drum of gas or two, can send them over by plane.

Very truly yours,

Frank Nash,  
Superintendent

FN/d



Ruby, Alaska,  
July, 31, 1945,

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

Dear Mr. Nash;

We have asked Ole Romunstad if there was going to be any work done on the Road to Long Creek and he said that there was not- as there was not enough money appropriated so we wish to explain a few things and ask if some could be appropriated or else grant us permission to use the dump truck and the small cat at Long Creek and the grader which is out there beyond Long a ways. It is this - there are a number of old fellows who live at Long and Trail Creek whose homes are there and now the Dodson airways wont land at Long or Trail as the fields are not safe- and these old fellows need some grub soon also if they should become unable to get to town how would a fellow get there - unless the road is made at least a little passable- There are not many places to fill - but the ones that are wash outs do need fills. The Long Creek end- the last five miles to Long Creek is tough- We would do the work for our own use as we feel we should see that they are taken care of at least a little. We have the business from them when the camp is mining- but now the roads are tough and would like to help them if you will grant permission to use some of the Road Commission machinery. The road is dry and not "souped up " so would be able to get the gravel to the bad places alrite.

Would appreciate and early answer, please.

Sincerely,

Albert M. Yrjana,

*Albert M. Yrjana*  
Ruby Freight & Lumber Co.,  
Ruby, Alaska.



DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA

August 1, 1945

Mr. Albert M. Yrjana,  
Ruby, Alaska.

Dear Sir:

Reference your letter of July 31, in regard to using Alaska Road Commission equipment that is now at Ruby or Long.

Please be advised that it will be permissible for you to use any and all Alaska Road Commission equipment in that section for any road or trail work between Ruby and Long and Trail Creek. It will also be permissible for you to use any gasoline, diesel, lubricating oil or grease that we have there. None of the above can be used for any other than road or trail work.

If any equipment is used, it is requested that you forward to this office a statement showing the miles run, gallons of fuel used, gallons of oil used, pounds of grease used and number of days worked by each piece of equipment, designating them by the ARC numbers which are on each and every item of equipment.

Very truly yours,

Frank Nash,  
Superintendent

FN/d



DEPARTMENT OF THE INTERIOR

ALASKA ROAD COMMISSION

FAIRBANKS ALASKA

P.O. BOX 1600

July 6, 1945

Mr. Ole Romunstad,  
Ruby, Alaska.

Dear Sir:

Reference your letter with your June time, wherein you state that the road to the Airfield is very humpy.

Is there someone at Ruby who can operate the motor grader? How about Tommy Long? If he is there he can do it. Will pay him at the rate of \$1.60 per hour for any time he puts in grading the road. Also, there is a man who I believe is flying for the Alaska Fire Control Service, who is in and out of Ruby and who can operate a grader, and who now has authority to use our grader on the C.A.A. Road. If he should be available, he can do the work and we can pay him for it, providing he is not already on a Government payroll. His name is Seeds.

If there is anyone else there who can operate the grader, it will be permissible to hire them and have them make as many trips as necessary over the road between Ruby and the Field to put it in good condition.

Very truly yours,

Frank Nash,  
Superintendent

FN/d



WAR DEPARTMENT  
ALASKA ROAD COMMISSION  
JUNEAU, ALASKA

DISTRICT OFFICE  
FAIRBANKS, ALASKA

Ruby Alaska Dec 12 1935

Frank Nash  
Fairbanks Alaska

Dear Sir: Your letter of Dec 6 at hand in reply will say I have gone over the enclosed sheets carefully and in the Grocery sheet I have inserted in column No 6 the increases I think we will need for the coming season with the same amount of men we had for this summer.

I think I have covered the Cooking gear fully in my order last Oct you will note I have ordered 1 roll Oilcloth for the tables on the enclosed sheet. Now in regard to the Section No 1 in Paragraph 12, also 13,14,15,16 section 2 in Paragraph 17.

About Bayo Beans inventory of 1935 shows 37# being on hand at end of the season correct, I think if you will look at inventory for 1934 you will find about 45 # of Bayo beans carried thru the winter and used with those ordered for 1935

This is also true for the Red Mexican, and for the Small white beans our cooks never use many beans during the season and we have been carrying them over and storing them at Salatna and Long.

And about the Extract of Lemon 1 case was carried over last year at Salatna also some of the Vanilla too but not a full case and that is why we had 1 case of Lemon extract left this fall.

I have put the spices mustard Etc in Column 6 on the sheet you sent me

Now in regard to orders for bridge material such as bolts driftbolts Etc, I suppose you will order all the material such as this for the Span at Salatna Bridge we will need drift bolts for one more bridge to be replaces at or near Long on 4th July Creek I intended to do this this season but did not have time to do so.

We have enough bolts for the X braces but will need probably 50 5/8 x 22" Driftbolts we will also need for this bridge

50 1/2 " Bridge washers  
25 3/4 Bridge washers for Pile driver  
1 Set single and double steel shell blocks  
600 Feet 3/4 " rope for the Pile driver as the ones I have are worn out X  
100 # Keg 6" spikes  
100 # " 12" Spikes  
25# 20 D nails We have a Keg 100# 40D spikes at Salatna all we will need  
25# 10 D nails for next season  
25 8 D Nails

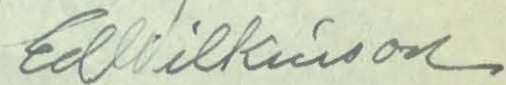
we should have 2 new Log Chains about 16 feet long as those we have are all worn out or broken and tied up with wire.

I have filled in the parts list for the clutch for Cat 186 so I think you will find it O.K.

One of our batteries for the tracks has hole in top think best to have one or two batteries in reserve all others seem ok.

Yours Truly

Ed Wilkinson





## ALASKA ROAD COMMISSION

FAIRBANKS ALASKA

July 29, 1935.

Mr. Ed. Wilkinson,  
Foreman, A.R.C.,  
Ruby, Alaska.

Dear Sir;

Reference our recent conversation in regard to your financial standing, the following is a statement of your available money as of July 1, 1935;

Routes 38A & 38E Ruby-Long, Long-Pookman.....	\$10,000.00
Route 38EA Pookman Field.....	1,100.00
Route 38AB Long-Birch Creek.....	300.00
Total allotments.....	\$11,400.00
Less May Payrolls etc.....	699.94
Balance as of June 1, 1935.....	\$10,700.06
Less July Payrolls, Roadhouse bills, Lumber bill, Koski's bill, Devane and Verhonick.....	2,678.11
Balance as of July 1, 1935.....	\$ 8,021.95

At the present time you have eight men employed and Flanagan has six men employed, this means that your daily payroll will amount to approximately \$80.00, this means that you could continue on at this rate for 196 days, which would be until about October 8. But this does not leave any money to take care of your local bills for freighting, purchases from DeVane, Roadhouse bills etc. So if you figure on working that late you will have to lay off some of your men, in order to save some money to take care of your local bills.

Out of the above amounts must be saved sufficient money for the repair of bridges on route 38EE. Your allotment for the Pookman field is as noted above \$1100.00. This amount must be spent on the field only none of it can be used on any other route and none of the other money can be used on the field, the same applies to the Long-Birch Creek Road. With the \$300.00 allotted for the Birch creek road you can work yourself, a cat driver and 1 laborer for 17 days. You could increase this by one laborer and work 14 days.

Any work performed on Route 38EB Greenstone Creek will have to come out of the allotment for routes 38A and 38E. See special letter of this date.

A revised statement as of August first will be forwarded as soon as possible after your July timebooks and bills have been received.



ALASKA ROAD COMMISSION

FAIRBANKS ALASKA

July 3, 1935.

Mr. Wm. Crowden;  
Ruby, Alaska.  
Dear Sir;

Reference your letter of June 15, in regard to Poorman Aviation Field etc. According to your letter and one received from Wilkinson there is only one place at or near Poorman to build a field and that is near the road in the vicinity of the 54 mile post.

I will agree with you on the location but do not agree to the proposed size of 700 x 1000. Personally I believe that a field 250 or 300 x 1300 would be more suitable. All fliers that I have talked too in regard to this say "cut down on the width and give us more length."

Can a field 300 x 1300 that lays lengthwise with the prevailing winds be secured at this location, please advise by telegram.

Glad to hear that you are going to be the next commissioner up here. We need a few more good citizens up here, also need a few more kids around to keep the schools going.

But what I cannot figure out is, how in hell is Wilkinson going to keep the trucks going down there if he cannot wire up here for parts. Guess he will have to order every thing we have in the shop, in the spring of the year so that he can get by for the summer.

Havent had a chance to look for a house yet but will do so right after the 4th.

Very truly yours

Frank Nash  
Supt.



ALASKA ROAD COMMISSION

FAIRBANKS ALASKA

July 3, 1935.

Mr. Ed Wilkinson,  
Foreman, A.R.C.  
Ruby, Alaska.

Dear Ed;

Reference your letter of June 18, in regard to the Poorman Aviation Field. According to your letter and one from Mr. Wm. Crowden dated June 15, there is really only one place to build a field at or near Poorman. The Creek field on tailing piles is absolutely out of the question on account of not being able to secure quit claims ~~deed~~ deed to the ground, the hill top location on account of no road. So from the looks of things the place for it is near the road in the vicinity of the 54 mile post.

Mr. Hesse, Territorial Highway Engineer was here when your letter arrived, his opinion is that that is the only place to construct the field.

But we do not agree with you as to the proposed dimensions which are 800' x 1000'. It is believed that a field 200 or 300 feet wide by at least 1800 feet long would be more suitable. Can a field of these dimensions be secured that will lay lengthwise with the prevailing winds?? Advise. All pilots that I have talked too say that a field of those dimensions are more suitable than a short wide field, if wind conditions are right. However if cross winds are encountered that alters the situation.

This matter has been referred to Juneau and upon hearing from them I will advise you, as to final details etc.

I was sorry to hear of Mrs. Wilkinsons death. It seems as tho we have to put up with such things as we go thru life, so let us hope that it was for the best.

Very truly yours

Frank Nash  
Supt.



Ruby Alaska June 18 1935m

Frank Nash.  
Sup't A R C  
Fairbanks Alaska

Dear Frank;--- Enclosed herewith please find Report on Poorman Aviation field in ans to your letter of May 7 1935.

Mr Growden and I went over the fields as suggested in Mr Taylors Letter on June 13 & 14 and we find that there is only one field that should be seriously considered it is the one that Mr Taylor looked at when he was here last summer.

1st. No Quitclaim deed can be secured on the ground in the field near Poorman and the ground will be no doubt dredged sometime.

2nd. Miners mining want and will need this area for tailings when sluicing their winter dumps in doing so they sluice out the muck on the hillside so that all the muck and water will run on to the proposed field and cannot be kept off

3rd. Pilots absolutely refuse to try to landing there account high hill on one side and smokestacks Gin poles, and rigging on the other and Radio poles Barns, and town buildings on the end making too much hazards on 3 sides, all pilots I have talked with are a unit against this field.

Mr Growden and I went over the other field and have come to the following conclusions.

We believe that a field 800 X 1000 can be made below the road there for the money you have set aside for wages and J P & L & M purchases this summer it will be best done possibly last 15 days in July if it is dry.

Now this field can be extended to 1500 feet in the form of a -Y- on the divides between Duncan and Tamarack and Spruce and Tamarack where the road now runs most of the ground will be dry but with possibly one or two moss humps where the moss was not burned in the forrest fires all this ground was burned over in the summer of 1913 with no green timber left standing all left is dry stubs and not very thick it can be easily cleared of timber and I think can be

and I think it can be plowed and scraped and I think it will be in the next year with the grader we can roll off the first 50 feet as I did on the Ruby field

I Do not know how the rotary scraper will work in dragging off the moss but I think it will be good for that purpose I surely hope so but I do know I can take off a lot of the moss with the grader.

There may have to be a long culvert thru this field at the turn in the road there to carry off the water accumulating in road ditch above the field I will advise after I strip off the moss as to this.

This field will start at the 54 mile post running south 800 feet thence 1000 feet east then north 800 feet thence 1000 feet to point of beginning with an addition of 500 feet later in the form of a Y- to the eastward

There is no mining ground near this field and no Homesteads as far as I know.

You will no doubt have the dope on this field by the middle of July and can advise me in detail ans as how I should proceed with my crew or keep on with the truck in the maintenance work.

I hope this report will be clear to you Mr Growden will no doubt also give his opinion as to the feasibility of this field.

Yours Resp't

Ed Wilkinson



WILLIAM N. GROWDEN  
U. S. COMMISSIONER AND RECORDER  
RUBY, ALASKA

June 15th, 1935.

Mr. Frank Nash,  
Supt., A.R.C.,  
Fairbanks, Alaska.

Dear friend Frank:

In regard to the location of the Poorman field question, as per your letter, Ed and I went to Poorman yesterday and looked over the various sites. To please all the folks out there would require three fields and two new roads. So the question of trying to please them all can be eliminated to start with, no one ever expected to anyway.

The logical place for the field is on the South side of the road at the 54 Mile. That would put their field just a trifle closer to Poorman than the Ruby field is to Ruby, following the road.

The Creek location in town is "out". Even if it were of possible sufficient width, which it is not, there would be no means of keeping it from being continually covered with muck and waste from the sluicing from claims above the tentative location.

The hill-top location is a reasonably good place so far as ground and approaches are concerned, but there is no trail or road to this place, and is almost, if not, as far from town by the route a road or trail would have to follow to reach the hill-top.

Jesse's present winter field is dangerous at any time due to the fact it is on a hill-side and very bumpy. To try to level off and take out soft spots would incur unreasonable expense. As a summer field possibility it does not seem possible to me.

At the 54 Mile post there is available plenty of ground for future expansion, no mining claims within a mile, no homesteads in the vicinity and all approaches clear with the exception of a few trees which can be removed in half a day by an ordinary road gang.

I would recommend this location, and a tentative plan of a field of about not less than 700 feet by 1000 feet. The lay of the land, in my amateurish description, would be making the upper end line start from the curve in the road about 900 feet above the 54 Mile Post, on the South side, and then down the road at least 100 feet below the 54 Mile Post, extending a width of not less than 700 feet. On the upper, or North, side of the road there is ample room for expansion later, and also, there is unlimited room for expansion in the lengthwise direction. I really believe that this is the only place in the vicinity that gives the required needs for expansion room.



WILLIAM N. GROWDEN  
U. S. COMMISSIONER AND RECORDER  
RUBY, ALASKA

"2"

In event, later, that a big field could be obtained, I am sure that a field practically as large as the Ruby field could be built, without the sag in the middle that characterizes the Ruby field. Would not exactly call it a "sag"; to be more polite, I would refer to it as "a slight swale". The moss at the 54 Mile is not of a difficult nature to handle, and the ground beneath shows to be of the same type as is in the Ruby field and on the road in the vicinity of the 54 Mile, fairly dry and excellent drainage available in three directions.

I am very anxious to see this work accomplished as soon as possible due to the fact that the time I tried to extract the money for this project I was No. 3 man on No. 4 attempt. John Dunn tried it twice and Tom DeVane once for a thousand dollars. My getting the Two Thousand Five Hundred as a mere Representative is a jewel in my crown that I do not want knocked out without ample justification.

I suppose Ike told you of the "ruckus" Hoffman of the Third, Martin of the Second and a few others, made in the last Session against the ARC and Territorial Funds? If you did not, you want to get the "dope" on it, and read it some week when the weekly Sunday papers' fail to arrive with their comic sections. They were at one time of the idea of not turning over any more Territorial Funds for disbursement through ARC administration! I almost fell from grace at that point by arising to mention that with the entire amount of road funds made available by that Session, if the Territory was going to adopt that method of strictly Territorial road work, there would not be enough money available to buy equipment to go to work; that to my personal knowledge, I could not find any data in the Territorial offices to show where the Territory even owned one wheelbarrow with which to start road building. George Lingo tried to offset that wave of opposition, or whatever you may call it; by endeavoring to force his Nenana road bill through at that time. I knew it was sunk before even the debating started, although I voted for it and tried to help him get a direct appropriation for that project. I think I was the only other member in the House that did try to help him out on that, -but she went down with a Bang! I had already seen rocks ahead for my Poorman field and had taken the other tack before his floor fight came up, to save my field project from the vengeance in the air that existed at that time. In real comparison, a good "tap step" dancer would be considered paralyzed from the hips down to what a Legislator has to do to keep from getting mixed up into one or other of the many cliques that exist in Legislature in order to get his points through. I did not belong to any single one of them, -and got everything I asked for except the Prospectors Aid money. That was killed by the boys in the Fourth and Second, -I had not looked for opposition there and had tied up more than enough votes in the First and Third to get it across with 75 percent aid from either the Fourth or Second. The poor thing died on a tie vote of 8-8.



WILLIAM N. GROWDEN  
U. S. COMMISSIONER AND RECORDER  
RUBY, ALASKA

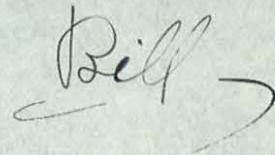
"3"

I suppose you have heard that I am billed to be the next U.S. Commissioner at Fairbanks. I would not have even considered it had it not been for the boys. Billy will be in Hi next year and Bobby the following year, -so I just naturally have to go to where they can attend High School. Were it not for them, I would not leave Ruby for three times what the Commissioner's job up there pays.

Now, having mentioned that, I will revert back to the same old style of correspondence. I do not think I have ever written you without asking for something, so I am going to keep my record clear. I wish you would keep your weather eye open for an opportunity for me to get a good house in Fairbanks, available the first of September, with not less than four rooms, preferable five, and not more than six. Absolutely on renting basis first, but if house proves satisfactory, would rather purchase than rent. Undoubtedly, right now, houses are impossible to get in Fairbanks, but in the Fall there are quite a few available every year. I sure will appreciate anything you might be able to do for me in this line.

With best wishes to you, and Quimboe, I remain,

Sincerely yours,



P.S. - As far as the house proposition is concerned, Frank, the further out of town it is the more desirable, unless, of course, it runs out of walking distance.

BG.



ALASKA ROAD COMMISSION

FAIRBANKS ALASKA

June 25, 1935.

Alaska Road Commission,  
Juneau, Alaska.

Gentlemen;

Reference your letter of April 25, in regard to an aviation field at or near Poorman. Upon receipt of that letter the matter was referred to Mr. Ed Wilkinson and Mr. Wm. Crowden of Ruby.

The following is a copy of a letter received from Mr. Wilkinson;

Ruby Alaska  
June 18, 1935.

Frank Nash  
Supt. A R C  
Fairbanks Alaska

Dear Frank;

Enclosed herewith please find report on Poorman aviation field in ans to your letter of May 7 1935.

Mr. Crowden and I went over the fields as suggested in Mr. Taylor's letter on June 13 and 14 and we find that there is only one field that should be seriously considered, it is the one that Mr. Taylor looked at when he was here last summer.

- 1st. No quit claim deed can be secured on the ground in the field near Poorman and the ground will be no doubt dredged sometime.
- 2nd. Miners mining want and will need this area for tailings when sluicing their winter dumps in doing so they sluice out the muck on the hillside so that all the muck and water will run on to the proposed field and cannot be kept off.
- 3rd. Pilots absolutely refuse to try to landing there account high hill on one side and smokestacks gin poles and rigging on the other and radio poles barns, and town buildings on the end making too much hazards on 3 sides, all pilots I have talked with are a unit against this field.

Mr. Crowden and I went over the other field and have come to the following conclusions.

We believe that a field 800 x 1000 can be made below the road there for the money provided, it will best be done possibly last 15 days in July if it is dry.

Now this field can be extended to 1500 feet in the form of a Y on the divides between Duncan and Tamarack and Spruce and Tamarack where the road now runs most of the ground will be dry but with possibly one or two moss humps where the moss was not burned in the forest fires all this ground was burned over in the summer of 1913 with no green timber left standing all left is dry stubs and



not very thick it can easily be cleared of timber and I think it can be plowed and scraped and I think it will be in the next year with the grader we can roll off the first 50 feet as I did on the Ruby field.

I do not know how the rotary scraper will work in dragging off the moss but I think it will be good for that purpose I surely hope so but I do know I can take off a lot of the moss with the grader.

There may have to be a long culvert thru this field at the turn in the road there to carry off the water accumulating in the road ditch above the field I will advise after I strip off the moss as to this.

This field will start at the 54 mile post running south 800 feet thence 1000 feet east then north 800 feet thence 1000 feet to the point of beginning with an addition of 500 feet later in the form of a Y to the eastward.

There is no mining ground near this field and no homesteads as far as I know.

You will no doubt have the dope on this field by the middle of July and can advise me in detail as how I should proceed with my crew or keep on with the truck in the maintenance work.

I hope this report will be clear to you Mr. Crowden will no doubt also give his opinion as to the feasibility of this field

Yours Resp't  
Ed Wilkinson.

The following is copy of a letter received from Mr. Crowden under date of June 15;

"In regard to the location of the Poorman field question, as per your letter, Ed and I went to Poorman yesterday and looked over the various sites. To please all the folks out there would require three fields and two new roads. So the question of trying to please them all can be eliminated to start with, no one ever expected to anyway.

The logical place for the field is on the South side of the road at the 54 mile. That would put their field just a trifle closer to Poorman than the Ruby field is to Ruby, following the road.

The creek location in town is "out". Even if it were possible sufficient width, which it is not, there would be no means of keeping it from being continually covered with muck and waste from the sluicing from the claims above the tentative location.

The hilltop location is a reasonably good place as far as ground and approaches are concerned, but there is no trail or road to this place, and is almost, if not, as far from town by the route a road or trail would have to follow to reach the hilltop. (See foot note)

Jesse's present winter field is dangerous at any time due to the fact it is on a hill side and very bumpy. To try to level off and take out soft spots would incur unreasonable expense. As a summer field possibility it does not seem possible to me.

At the 54 mile post there is available plenty of ground for future expansion, no mining claims within a mile, no homesteads in the vicinity and all approaches clear with the exception of a few trees which can be removed in half a day by an ordinary road gang.

I would recommend this location, and a tentative plan of a field of about not less than 700 feet by 1000 feet. The lay of the land, in my amateurish



description, would be making the upper end line start from the curve in the road about 900 feet above the 54 mile post, on the South side, and then down the road at least 100 feet below the 54 mile post, extending a width of not less than 700 feet. On the upper, or North, side of the road there is ample room for extension later, and also, there is unlimited room for expansion in the lengthwise direction. I really believe that this is the only place in the vicinity that gives the required needs for expansion room.

In event, later, that a big field could be obtained, I am sure that a field practically as large as the Ruby field could be built, without the sag in the middle that characterizes the Ruby field. Would not exactly call it a "sag" to be more polite, I would refer to it as a slight swale". The moss at the 54 mile is not of a difficult nature to handle, and the ground beneath shows to be of the same type as is in the Ruby field and on the road in the vicinity of the 54 mile, fairly dry and excellent drainage available in three directions."

Wm. Crowden.

Note: Hilltop location referred to is the hilltop across Peorman Creek or to the Westward from Town of Peorman.

According to these two reports there is only one choice for a field at or near the town of Peorman. After going over these two reports and talking to several pilots, I agree with both Wilkinson and Crowden that this is the best location. I do not, however agree with them on their proposed dimensions of the field, I believe that the width should be cut down to say 250 or 300 feet and the length stretched out to say at least 1500 feet. All of the fliers I have talked with say out down on the width but give us plenty of length.

I have talked this matter over with Mr. Hesse and he is of the opinion that if a run way of the above dimensions (250 or 300' x 1500') with suitable wind conditions can be secured, that that is the proper place for the field.

The matter will again be referred to Mr. Wilkinson and if the above conditions can be met he will be instructed to construct the field on the location near the 54 mile post.

Very truly yours

Frank Nash  
Supt.



WAR DEPARTMENT  
ALASKA ROAD COMMISSION  
JUNEAU, ALASKA

DISTRICT OFFICE  
FAIRBANKS, ALASKA

Ruby Alaska Sept 6 1935

Alaska Road Commission  
Fairbanks Alaska

Gentlemen:-----

*EA 9/14/35*

I have recieved no letter from you in regard to the Poorman Aviation field on the last boat or plane so I am preparing to move to the Poorman Camp at mile 55 and commence as soon as the weather will permit to clear this field I sent you the data on the prevailing wind which seems to be Southwest Northeast as near as I can figure it out from the data I have a copy of which I sent you with my last Aug Report

I have staked out the road from the Winter trail to the summer road leaving the winter trail near the 41 mile post and joining the summer road  $\frac{1}{2}$  mile from the Monument bridge I was much surprised at the easy job it will be to get this road in condition for the winter traffic it is approximately  $1\frac{1}{2}$  miles in almost straight line with but very little grade and good bottom of moss that will be level and frozen in winter with no bad places that cannot be fixed easily one washout some six feet deep and no lakes or glaciers of any kind to give trouble it is true it will be longer by one mile or more than the old trail but will eliminate all the trouble with the lakes and sloughs that give trouble in the early fall so much so that the freighters have to wait for 40 below weather to make them solid enough for teams or tractors,

Albert Verhonik absolutely refuses to co operate with us in this Idea and says he will fix these bridges himself rather than to even try ours, every one else who is familliar with the snow conditions on the summer road in winter and with the winter trail thinks as I do in this matter and I know positively that it cannot be any worse than the winter trail, and I know it will be a thousand times better as regards travel in the earlier part of the season account of the lakes not being solid enough to hold the teams and tractors.

So I have staked out this road and made it ~~fairly~~ Fairly and honestly for all parties concerned and will cut it out if the weather permits before I go to Poorman also fix the washout at Andrew Gulch and Greenstone Bridge which needs digging down the banks on either side to an easier grade on to the bridge .

I have done all the work I can do with the Grader on the Birch Creek road on both sides of the hill the center 2 miles is worse now than it was when you were there I could not pull the grader over this part of the road.

In my last order for ford parts I ordered a filler cap for Gas Tank for Model -A- ford but I recieved Cap for Ford -V-8- cannot possibly use it it has no thread inside. Other stuff O K only shy on Grease plugs for Truck 379.

Inner tubes sent down all went flouie should have 2 more for Pick-up 379 Two Inner Tubes.

The Gas Cap No is No -A-9030.

Yours Truly

Ed Wilkinson



Ruby Alaska Sept 1 1935

Alaska Road Commission  
Fairbanks Alaska

Enclosed please find Bills and Vouchers Time-Books and the supporting papers for Ruby-Long Road 38-A- Month of August 1935

We had a lot of rain but we have the road in splendid condition with the Greenstone road finished to the mines there One mile seven tenths(1.7). we have spent 4 days on the Birch Creek road it is finished to mile 2.9 and one day on the Birch creek side of the hill the 2 miles between is impossible to grade at this time as the ditches is full of water.

We also enclose the data on the Poorman Aviation field showing prevailing wind is Southwest. Northeast.

We will start on this field in a short time will try to finish Birch Creek road if I can before moving to Poorman

I have tried to keep down the local purchases from De Vane as low as possible.

I have the Gas and Oil hauled out to the Aviation field at Poorman have been hoping we might get the Dream Money in order to build the field on the hill beyond Poorman but it looks now as if it is indeed Dream money.

I also made an inspection of the Bridges on the winter trail and find them in a terrible condition would have to have new decking and new stringers on the Me Ketchem Bridge.

I am going to Cruise the trail that will have to be cut out to bring the winter trail out to the Summer road near Monument bridge in a few days Andrew Gulch will have to be dug down to allow teams to Cross it is groundsluiced out about 6 feet deep and 20 feet wide Greenstone Bridge is settled down but can be used as it is level both sides of the bank will have to be dug down but that is a small job

The Ruby Creek Bridge will have to be built this fall I plan to return to Ruby in time to build this bridge before closing down in the fall.

With a little break in the weather think we can clear the field in about 15 days with the present crew we have please let me have our ballance soon as you get this will get it in the mail today if possible outside of this there is no news.

Socket wrenches seems hard to get down here the one you sent is not one wrench but a series of wrenches of different sizes I have to borrow one quite often and send to Ruby to get it too please send us one if possible to get one.

This paper is the best I can get now you must be short on writing paper or did you make a mistake in filling my order.

Se other side.

Yours Resp't

Ed Wilkinson

*EJ 9/14/35*



# ALASKA ROAD COMMISSION

Invoice No. \_\_\_\_\_

\_\_\_\_\_, Alaska

Warehouse \_\_\_\_\_

10/8/32, 192

Storekeeper \_\_\_\_\_

Shipped to Reynearson

Project \_\_\_\_\_

Quantity	ARTICLE	Unit price	TOTAL
✓ 1	cs Corn		40 lb
✓ 2	Bxs Spuds		200
✓ 1	cs Eggs		60
✓ 1	cs Coffee		50
✓ 1	cs Tomatoes		60
✓ 1	cs Apples		50
✓ 4	Bxs Coal		400
✓ 1	Bxs Greens		25
✓ 1	Pkg Butter		30
✓ 1	Bx Onions		25
1	Qtr Beef	}	750
1	Mutton		
1/2	Hog		
5	Bacon		
✓ 2	Drums Gas		800
✓ 1	ctn Lard		25
			2115

Received by \_\_\_\_\_

Henderson  
466



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

April 25, 1935

Mr. Frank Nash  
Superintendent, A. R. C.  
Fairbanks, Alaska

Dear Sir:

The Territory has allotted \$2,500 for the construction of a landing field at Poorman.

I looked over all available locations near Poorman last summer. In my opinion, the only place a field of sufficient length, 1500 feet, could be built within this allotment, is on the tailings in the creek just below Poorman. I was told that the pilots who had looked at the site objected to it because of difficulty in approaching from upstream due to grade of creek and buildings.

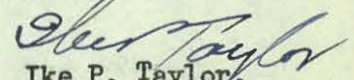
The only other location to be seriously considered that I looked over is along the road about two and one-half miles from Poorman toward Long. This location would require a large amount of stripping and leveling and is on that black dirt which would be very soft in wet weather.

Mr. Hesse has asked Mr. Crowden to go over with the local residents and pilots the various alternatives. It is requested that Wilkinson be advised to discuss the location with Crowden and others and advise you what they believe to be the best location before any work is done. We want to be sure the pilots will use the field if it is built in the creek.

Also before any work is done a quit claim deed must be obtained from the owners if the field is located on mining ground. Area quit-claimed should be sufficient for future enlargement. If the field is located on unreserved public land, sufficient description should be obtained so that a reservation may be requested.

As the work will be done largely with equipment, please advise your estimate of the amount to be allotted for field to bring the total cost to \$2,500. The balance will be allotted to J. P. or L & M. as required. It is suggested that you send down one of your one-yard rotary scrapers if you have one that can be spared.

Very truly yours,

  
Ike P. Taylor,  
Chief Engineer.

