

ALASKA ROAD COMMISSION
Traffic Census

Route Name Ruby-Poorman

Month of Feb.

Route No. _____

Station _____

Date	Number of Persons	VEHICLES			Total Vehicles	Pack Horses	Pounds or Tonnage
		Autos	Wagons	Sleds			
1	15	4		8		58,000 lbs	
2	10	3		16		48,000 "	
3	20	4		12		60,000 "	
4	18	3		16		58,000 "	
5	16	3		20		25,000 "	
6	12	4		16		60,000 "	
7	14	4		20		58,000 "	
8	20	4		18		60,000 "	
9	21	3		15		62,000 "	
10	24	4		18		68,000 "	
11	26	3		20		70,000 "	
12	15	4		17		58,000 "	
13	18	3		19		65,000 "	
14	30	3		20		68,000 "	
15	28	4		21		70,000 "	
16	17	3		15		69,000 "	
17	19	4		17		72,000 "	
18	24	4		18		74,000 "	
19	18	3		16		60,000 "	
20	16	3		17		58,000 "	
21	20	4		20		74,000 "	
22	21	4		16		71,000 "	
23	24	3		15		58,000 "	
24	26	3		17		60,000 "	
25	15	4		19		59,000 "	
26	14	3		20		64,000 "	
27	13	4		21		68,000 "	
28	17	4		17		70,000 "	
29							
30							
31							
TOTAL	531	99		484		1,745,000 "	

SEE INSTRUCTIONS ON REVERSE

(over)

877 1/2 tons

INSTRUCTIONS

1. Enter route name and number as in Annual Report.
2. Enter month for which census is taken.
3. Enter all persons including tourists, farmers, miners, and commercial travelers under column "Number of Persons".
4. Tractors, automobiles, and all motor equipment under "Autos".
5. All horse and mule propelled vehicles under "Wagons".
6. Report all sleds, including double ender, and bob sleds, whether drawn by dogs or horses or reindeer, under "Sleds".

*Well known has original of
this which he is to
check up.*

ALASKA ROAD COMMISSION

FAIRBANKS ALASKA

May 7, 1935.

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

Dear Sir;

The following is a copy of a letter received from the Juneau Office in regard to the aviation field at Poorman;

COPY.

#1 The Territory has allotted \$2500.00 for the construction of a landing field at Poorman.

#2 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.

#3 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.

#4 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.

#5 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.

#6 As the work will be done largely with equipment, please advise your estimate of the amount to be allotted to field to bring the total cost to \$2500.00. It is suggested that you send down one of your one-yard rotary scrapers if you have one that can be spared.

Signed Taylor.

Please read the above over very carefully giving careful consideration to all points. Take the matter up with Crowden as requested in paragraph #4 and if possible ~~get~~ contact pilots in regard to this.

Please note paragraph #5 if field is located on mining ground a quit claim deed must be secured from the various owners to an area sufficiently large to insure future enlargement of the field.

Also note paragraph #6 the \$2500.00 must be divided up in J.P. and L and M money, in other words a portion of the total must be reserved to cover the purchase of gasoline, groceries and other supplies and also for cost of operating equipment etc.

which means that of the $\$2500.00$ say only $\$1500.00$ can be used for wages and local purchases. The above is just an example this amount will be definitely settled after the location of the field is selected.

I will talk this matter over with the pilots here, you forward your information to this office as soon as practicable, also have Crowden drop me a letter in regard to this question, then the entire bunch of information will be forwarded to Juneau for their decision as to the location of the field. Do not rush this matter too fast secure all information before sending in any report.

An automatic one-yard rotary scraper, which the tractor operator can operate alone will be sent down to you in the near future, no matter where the field is built, it will be a darn handy rig to use, later it will also come in darn handy on the road in cutting down humps making fills etc.

Very truly yours

Frank Nash
Supt.

INTERIOR ~~WAR~~ DEPARTMENT
ALASKA ROAD COMMISSION
JUNEAU, ALASKA

April 13, 1933

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

Dear Sir:

In connection with the trip down the river this spring to arrange for the season's work at Ruby it is requested that whoever makes this trip, stop at Grant Creek and investigate the needs for a road at that locality. This office has been advised that Mr. Walter Fisher, who has been prospecting on Grant Creek, has already cleared and grubbed a road for approximately four miles from the river to his operations and has constructed several bridges. The route should be looked over with a view to recommending whether or not we should assist him and to what extent.

Very truly yours,

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

APR 24 1933
Superintendent
Special Disbursing Agent
CLERK

PK
WHP

Fairbanks, Alaska.
March 21st, 1931.

Mr Frank Nash,
Supd't A.R.C.,
Fairbanks, Alaska.

Dear Sir,

Regarding the proposed road from the Yukon river to the workings of Mr. Walter Fisher on Grant Creek, the following report is respectfully submitted.

The total length of this road is 4 miles and it starts on the north bank of the Yukon river about 30 miles below Tanana; climbs for about one mile on a 3% to 7% grade to the top of the ridge between the Yukon and the Grant Creek valley. From here on a steep grade down to Grant Creek where a bridge has been built, and across the valley bottom to the foot of the slope of the right limit of the creek about half a mile from the top of the ridge of the left limit. From here the road continues up the right limit for about $2\frac{1}{2}$ miles to Mr. Fisher's workings.

The first mile and a half of this road is already cleared 20' to 25' wide and the balance 10' to 15' wide.

The grading for the first $1\frac{1}{2}$ miles will be mostly turnpiking and the balance on side hill with a gentle slope. The ground is said to consist mostly of fine ground-up slide rock.

The country for the first mile is thickly covered with green medium-sized spruce and birch but after the Grant creek valley is entered the trees become smaller and more scattered but with underbrush of small cottonwood and alder.

Additional Clearing,	2 Acres @ \$50.00	100.00
Grubbing,	5 Acres @ \$100.00	500.00
Grading,	$3\frac{1}{2}$ Miles @ \$400.00	1400.00
Corduroy,	500 Feet @ .75	375.00
Culverts,	5 Only @ 25.00	125.00
		<hr/>
		\$2500.00

Yours truly,

Iver Quenboe

Iver Quenboe,
Transitman.

Estimate of cost of road from The Gucom
River to Grant Creek.

Additional Clearing, 2 acres @ 25.00 =	50.00
Grubbing, 5 acres @ 65.00 =	325.00
Grading with Grader 3 1/2 miles @ 150.00 =	525.00
Corduroying, 500 feet @ 1.00 =	500.00
Culverts 5 only @ 25.00 =	125.00
	<hr/>
	1525.00

1525.00

INTERIOR ~~WAR~~ DEPARTMENT
ALASKA ROAD COMMISSION
JUNEAU, ALASKA

March 9, 1933

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

Dear Sir:

In the belief that better results will be secured, it is now planned to have your district handle the Yukon-Kuskokwim Portage work including the payment of all bills. As discussed with you, Foreman Mayben should be reserved to handle this job because of his familiarity with it.

Following is the work to be accomplished:

(1) In place of the present sign on the bank of the Yukon on the left limit of Portage Creek, place a sign twice as large reading, in large letters, "Kuskokwim Water Portage". Place a similar sign on the bank of the Yukon on the right limit of Portage Creek at a point from which it can be plainly seen by a boat coming up the Yukon River.

(2) At a point approximately 3 miles from the Portage Creek portage on the left limit of Portage Creek (right bank going upstream) there is an old unintelligible sign placed on the left limit of an incoming slough. This should be destroyed and a good plain sign placed on the opposite bank of this slough with arrow pointing up Portage Creek--the sign to read "3 miles to first portage".

There are other signs on lower Portage Creek which are confusing to a total stranger.

(3) Extend rollway 10 feet at first portage. It is difficult to get a boat onto the rollers in low water. The same is true of the Mud Creek Rollway.

(4) Place a 4-foot wooden arrow on each pole bearing the large signs on each side of each big lake. This arrow to point exactly at the sign on opposite side of the lake. Two of these signs cannot be seen without field glasses.

(5) It is difficult to find the mouth of the very small stream which one enters on leaving the second big lake. Definite pointers should be placed and the best channels marked all the way through to a point where the stream is large enough so one does not get confused as to the proper channel to take.

(6) On the Yukon side of the second big lake a small shelter harbor made with spruce poles and lagging has been built at the mouth of the

connecting canal. This harbor is open to the lake and is completely filled with dead grass, roots and vegetation which has been blown in by the wind from the lake. This affair is to be extended approximately as shown on Sheet 6 of attached sketches. If there is any indication of the debris sifting thru the lagging, old canvas should be firmly tacked to the outside.

(7) Tracks to be leveled and realigned on both portages.

(8) A dam to be constructed on Mud Creek at the location of the stiff leg, about 300 feet from the mouth of the creek. This dam to be constructed in conformance with sketches attached.

This dam should be the last part of the work, giving the creek bottom a chance to thaw so that the planking can be driven.

The bill of material for the dam is shown on Page 5. It should be checked over and discussed with Mayben. It is possible you may have on hand some of the required bolts. There may be some at Russian Mission. Bolts and wire not available should be ordered by requisition thru this office at earliest date and marked for delivery to mouth of Mud Creek on the Kuskokwim River.

Lumber requisition should be sent direct to Northern Commercial Company at Bethel at once in order that they may order these particular sizes cut if not on hand. A blank Government bill of lading should be inclosed to cover shipment from Bethel to the mouth of Mud River and instructions to Mr. John "Dixie" Hall for handling. As the river boat makes only two trips and as the second trip would be too late, this lumber will have to be shipped on the first boat leaving Bethel about June 1st. Safe-guard should be made by explicitly stating by letter to the Northern Commercial Company that lumber is to be placed well above high water and as near as possible to the stiffleg derrick 300 feet up Mud Creek. Signature for delivery on the bill of lading should not be given until Mayben notifies you materials have been received.

Funds for this work are short. Transportation of a cook from and back to Fairbanks is out of the question. Mayben will of necessity be doing a large share of the work himself. Indian labor can be hired at Russian Mission if no whites are available. One of the laborers will have to act as cook along with other duties. Motor boat can be hired at Russian Mission.

Mayben should leave Fairbanks about June 15 and should so gauge his work as to finish in time to be sure to get up river before the last

Nash

3/9/33

boat leaves. The work should be finished, if at all possible, and Mayben should be authorized to exceed the allotment if necessary in order to complete the job. He should notify you as soon as he is able to definitely estimate the probable increase in allotment needed. Everything of any value belonging to the Alaska Road Commission at Russian Mission is to be returned to Fairbanks. It is requested that you bring this matter to my attention in Fairbanks before Mayben leaves.

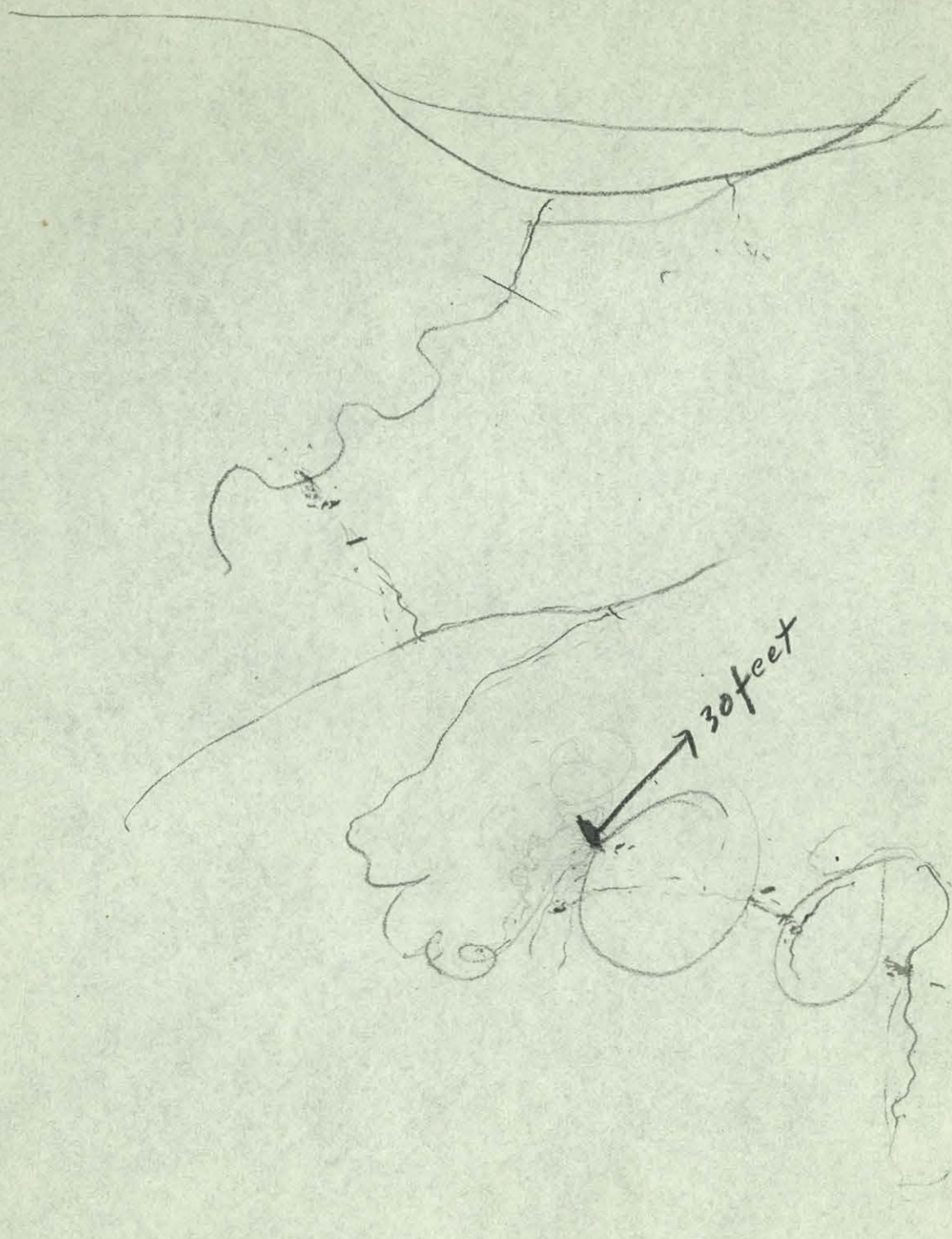
Very truly yours,



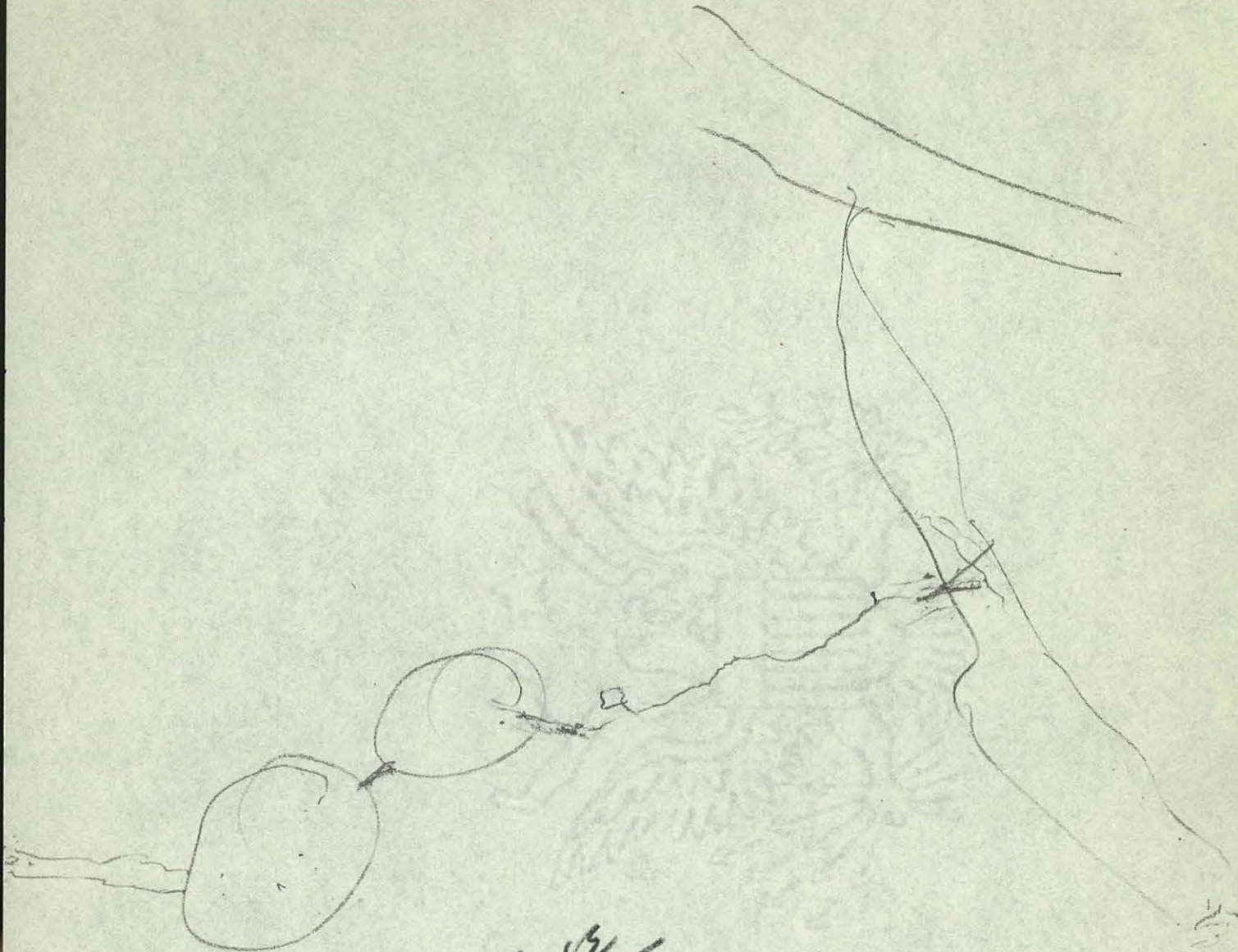
Ike P. Taylor,
Chief Engineer.

Inc. 6 sketches





14 Force Motor at ~~Hubby~~ ~~Tan~~ ~~man~~



Yukon Pentage

ALASKA ROAD COMMISSION

FAIRBANKS ALASKA

December 6, 1935.

Mr. Ed Wilkinson,
Ruby, Alaska.

Dear Sir;

Attached hereto you will find one large sheet of paper on which I have doped out your grocery requirements for next summer. Groceries are being ordered on the basis of what you used last summer. Plans for next summer are not exactly the same as during the past season, but I have recommended that about the same amount of money be spent down there as was spent last summer, but to be spent as follows; one maintenance crew on the roads during the summer months, then in the early winter one crew to erect a steel span across the Sulatana River. The above are my recommendations but Juneau may change my mind for me. If we go thru with the plan as I figure it, you will have employed about the same outfit as you had last summer, the only difference being one crew will be working during the summer, the other crew during the winter. It is therefore estimated that you will require about the same amount of groceries as you used last season.

Please go over this list very carefully, check up with it and if there is anything more that you figure you will need please let us know as soon as possible so that it can be ordered from Seattle. Now is the time to do this, order plenty so that all local purchases from DeVane can be cut out, that is of course everything except meats and a few perishables. While we are on this matter of local purchases from DeVane, if there is anything else that you figure you are going to need down there, let us know so that we can either order it from outside or ship it from our warehouse. This includes everything and anything, such as bolts, nuts, washers, nails, spikes, drift bolts, cooking gear and what have you. I am sure that by doing this you will save considerable money.

Of course I realize that you cannot contemplate everything that you will require, but I do know that you can order more from here and cut down on your purchases from DeVane. As I stated once before this is not a boycott proposition, but just a plain business proposition to save a little money to give more men employment or give one or two men more employment.

To get back to the attached sheet. You will please note that this sheet is divided into 4 sections of 8 columns each and contains most everything in the grocery line from soup to nuts.

Please note the following very carefully; In each section Column No. 1 is headed 1934 inventory (which was nothing) Column No. 2 is headed Bought in 1935; Column No. 3 is headed Total, Column No. 4 is headed 1935 inventory, column No. 5 is headed Used in 1935, Column No 6 is headed Order for 1936, columns Nos. 7 and 8 estimated cost and freight, you are not interested in the last two columns.

Now column No. 1- 1934 inventory and column No. 2 Bought in 1935 added together gives us column No. 3, Total on hand at the beginning of the season.

Next step, column No. 3 Total, less column No. 4 1935 inventory gives us column No. 5 amount used in 1935. From which it is easy to see what is to go into column No. 6 Order for 1936.

In column No. 2 I have not included anything purchased from DeVane during the past summer, so some of these amounts should probably be slightly increased.

In column No. 5 I have included, what you show has been stored in the warehouse and the other items which you have requested returned next spring so it is essential that these items be returned as requested.

There are a few items in this list that look funny and sour to me.

- Section No. 1 Beans, bayou, in 1935 we bought 20# of these beans, your inventory at the end of the season shows 37# as being on hand. How come the increase?????
- Section No. 1 Beans, red Mex. Bought in 1935- 15#, inventory 12# showing you only used 3# of these beans during the past summer. Think I ate more than ## pounds of them while I was there.
- Section No. 1 Beans, S.W. bought in 1935 30#, 1935 inventory shows 29# on hand, which means you only used 1# of these beans. Dont believe that one. How come????? Maybe you raise beans down there,
- Section No. 1 Please note butter am ordering in 25's instead of 50's.
- " " 1 Oil cloth, ordering none, if you figure you will need some please order from here and will guarentee that will save you 50%
- Section No. 2 Extract, Lemon, in 1935 we bought 3-16oz. bottles, yet Flanagan shows 1 case in his inventory. How come???? Your cooks must be making it instead of drinking it.

Also please note the following items;

- Section No. 1 Allspice
- " " 1 Cinnamon
- " " 2 Cloves
- " " 2 Ginger
- " " 3 Mace
- " " 3 Mustard dry)
- " " 3 Nutmeg
- " " 3 Paprika
- " # 3 Pepper, black)
- " " 3 " cayenne)
- " " 3 " red
- " " 4 Sage
- " " 4 Thyme

These items are commonly referred to as spices assorted. Which means nothing.

3

You will please note that I have ordered NONE of the above listed 11 items, WHY??? Because in your 1935 inventory you show 10 CANS ASSORTED SPICES. As stated before that means nothing to me, so could not determine what you had on hand, what you used last season or what you would need for next summer. So I know darn well you will have to order more spices. Please itemize.

Requisitions have already been made out for quantities as shown in column No. 6, but if additional quantities or items are needed, please order them as we have an unlimited number of requisition blanks, four dam good typewriters, lots of carbon paper and four dam good men to make out these requisitions,

Please give this matter your immediate and careful attention, ordering everything that you think you will need next summer, if you do so I am sure you will be able to give another man a job in the field for the entire summer.

The matter of Ham, Bacon, Eggs etc will be taken up later.

When you finish this job please return the enclosed sheet.

Very truly yours

Frank Nash
Supt.

MAYBEN ROUTE 92E

- (1) In place of the present sign on the bank of the Yukon on the left limit of Portage Creek, place a sign twice as large reading, in large letters, "KUSKOKWIM WATER PORTAGE". Place a similar sign on the bank of the Yukon on the right limit of Portage Creek at a point from which it can be plainly seen by a boat coming up the Yukon River.
- (2) At a point approximately 3 miles from the Portage Creek portage on the left limit of Portage Creek (right bank going upstream) there is an old unintelligible sign placed on the left limit of an incoming slough. This should be destroyed and a good plain sign placed on the opposite bank of this slough with arrow pointing up Portage Creek-- the sign to read "3 MILES TO FIRST PORTAGE".
There are other signs on lower Portage Creek which are confusing to a total stranger.
- (3) Extend rollway 10 feet at first portage, It is difficult to get a boat onto the rollers in low water. The same is true of the Mud Creek rollway.
- (4) Place a 4-foot wooden arrow on each pole bearing the large signs on each side of each big lake. This arrow to point exactly at the sign on opposite side of the lake. Two of these signs cannot be seen without field glasses.
- (5) It is difficult to find the mouth of the very small stream which one enters on leaving the second big lake. Definite pointers should be placed and the best channels marked all the way thru to a point where the stream is large enough so one does not get confused as to the proper channel to take.
- (6) On the Yukon side of the second big lake a small shelter harbor made with spruce poles and lagging has been built at the mouth of the connecting channel. This harbor is open to the lake and is completely filled with dead grass, roots and vegetation which has been blown in by the wind from the lake. This affair is to be extended approximately as shown on sheet 6 of attached sketches. If there is any indication of the debris sifting thru the lagging, old canvas should be firmly tacked to the outside.
- Ø7) Tracks to be levelled and realigned on both portages.
- (8) A dam to be constructed on Mud Creek at the location of the stiff leg, about 300 feet from the mouth of the Creek. This dam to be constructed in conformance with sketches attached.
This dam should be the last part of the work, giving the Creek bottom a chance to thaw so that the planking can be driven,

All tools, equipment, supplies and other property of the A.R.C. that are of any value are to be returned to Fairbanks on last boat.

7.00 per day
30 Days

\$2100.00 Gross amount earned in 30 day month

210.00
15% Leg. Deduction

105000

21000

31.5000 = Leg. Deduction

60.0000 Bond

91.50 Total

210.00

91.50

\$118.50 Net earnings for 30 day month

\$7.00 per day

31

700

2100

217.00 Gross earnings in 31 day month

217.00
15% Leg. Ded.

108.5

217

325.5

62.00

94.55 Total

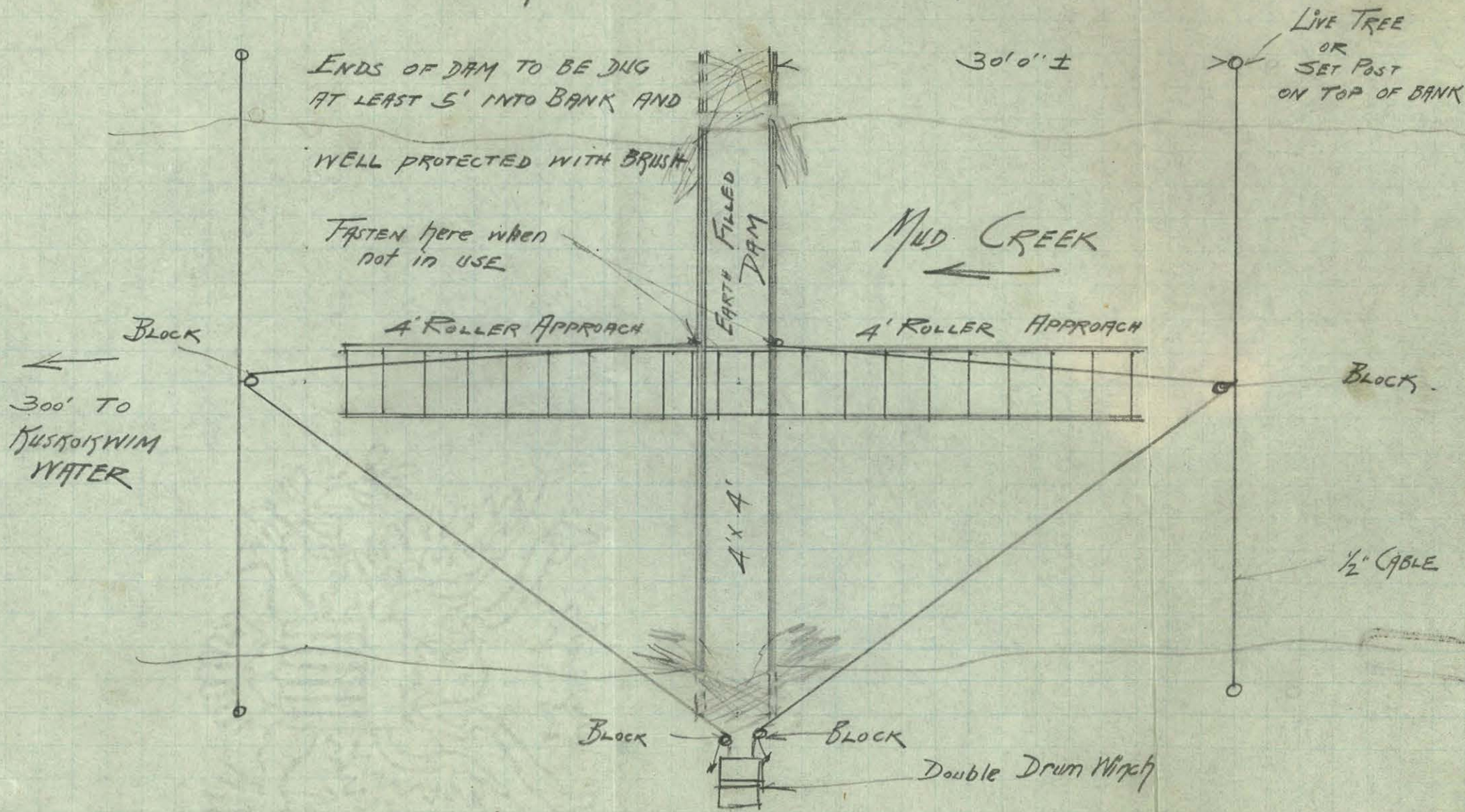
217
94.55

122.45 Net earnings for 31 Day month

COMPUTATIONS

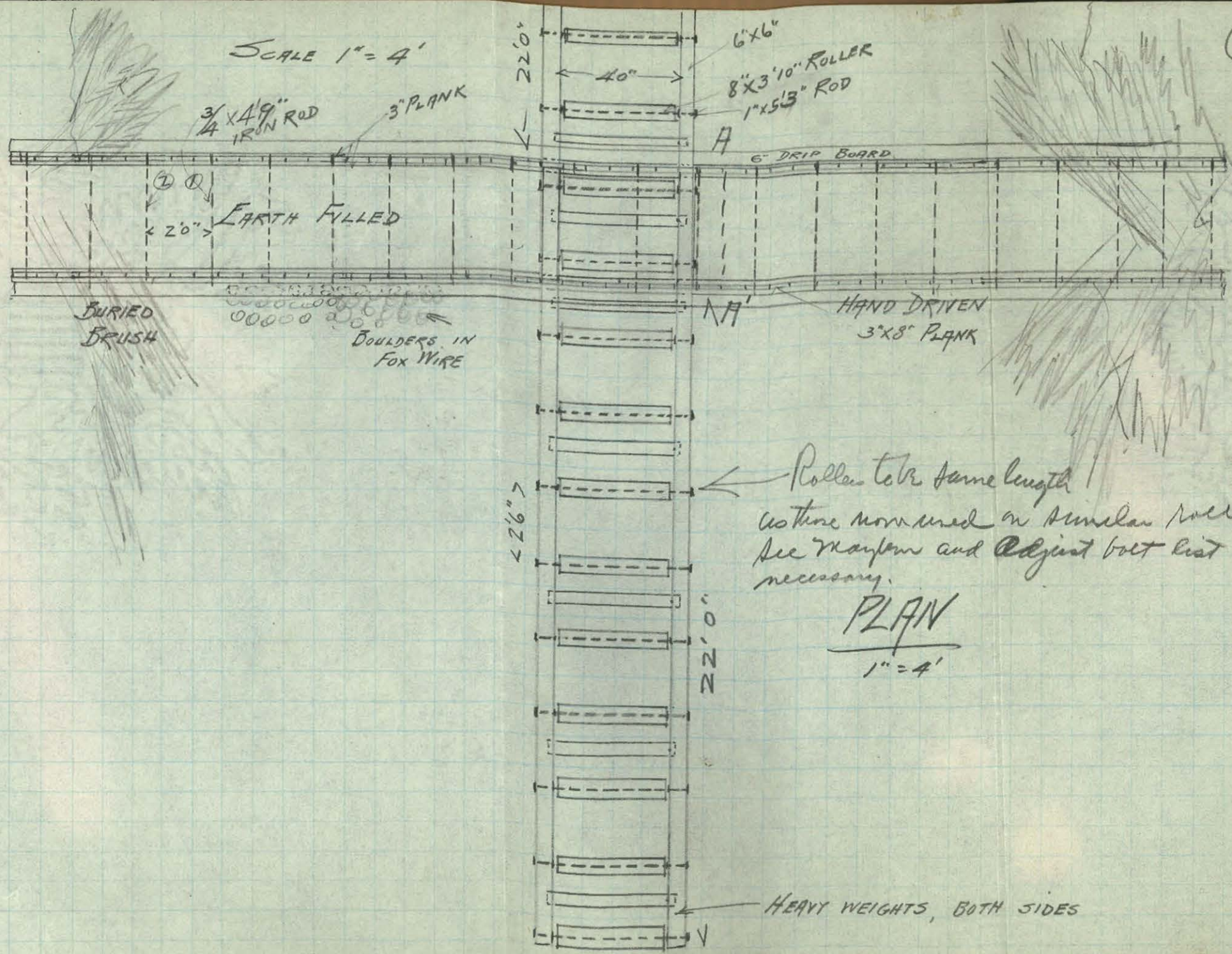
LAYOUT - MUD CREEK DAM.

①



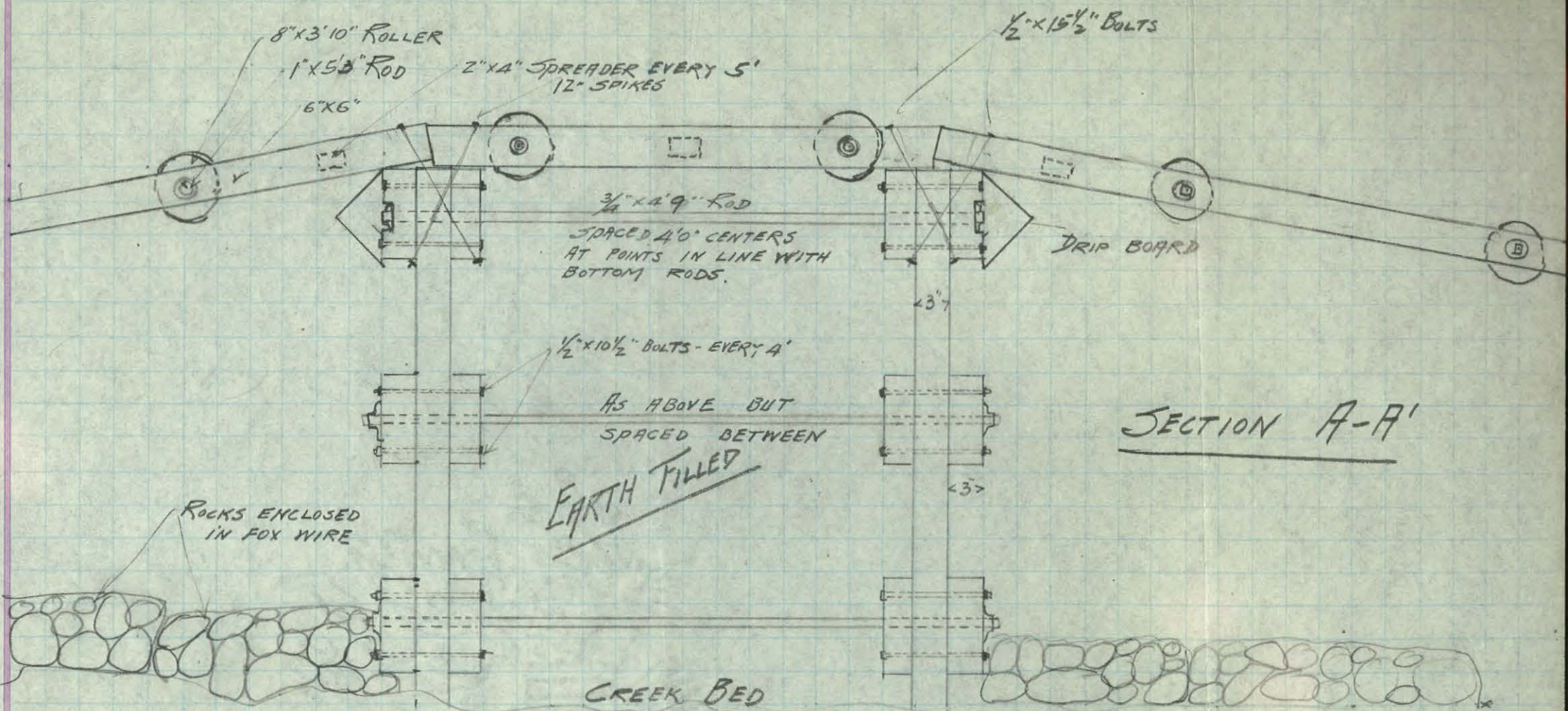
COMPUTATIONS

U. S. GOVERNMENT PRINTING OFFICE: 1933



②

COMPUTATIONS



ALASKA ROAD COMMISSION

JOB

LOCATION

FOR:

COMPUTATIONS

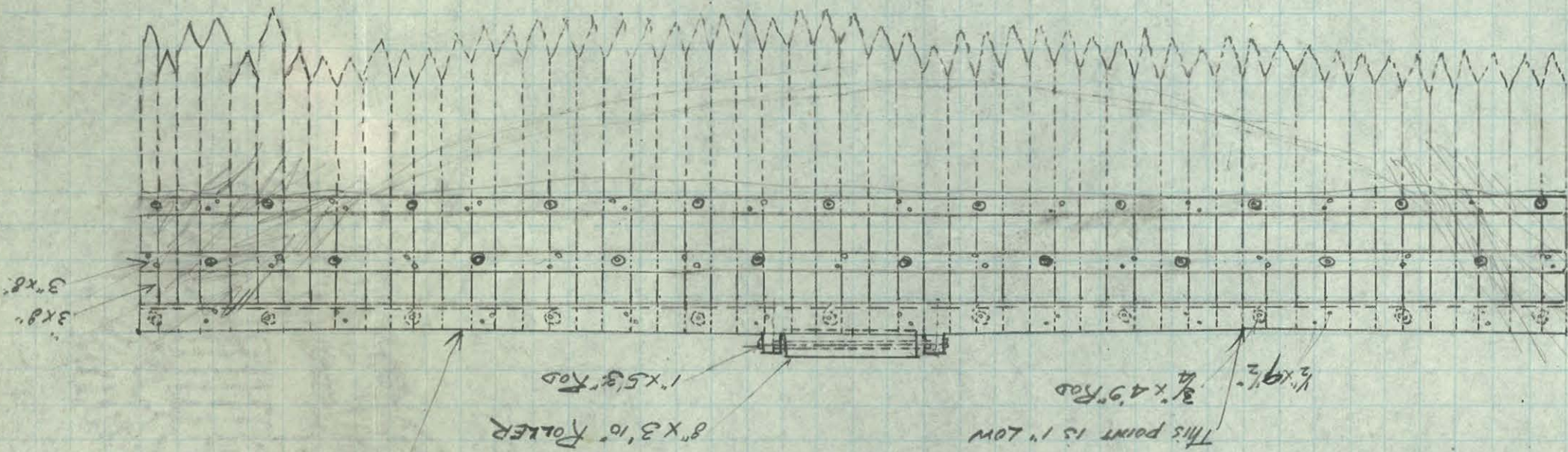
SHEET NO.

DATE

MADE BY

UP (or DOWN) STREAM VIEW

SCALE 1" = 4'



THIS POINT IS 1" LOW.

8" X 3' 10" ROLLER

1" X 5' 3" ROD

THIS POINT IS 1" LOW

3/4" X 4' 9" ROD

1/2" X 9' 2"

3" X 8"

(4)

ALASKA ROAD COMMISSION

SHEET NO.

JOB

COMPUTATIONS

DATE

LOCATION

MADE BY

FOR:

BILL OF MATERIALS
MUD CREEK DAM - 40'

LUMBER:

Orland
framer
W.C. Co
Bethel

	AMT FBM.	RATE	COST	FRT.	TOTAL
64 Pcs - 3' x 8' x 14' SP. 52E VERT.	1792	25 ⁰⁰ /M	44,80	76,64	121,44
38 ✓ 3' x 8" x 14' RGH SP. HORIZ.	1064	50 ⁰⁰ /M	53,20	10,64	63,84
4 ✓ 6' x 6" x 22' RGH SP. FRAME	264	50	13,20	2,64	15,84
1 ✓ 6' x 6" x 12' ✓ SP. ✓	36	50	1,80	,36	2,16
5 - 2 x 4" x 14' ✓ SP. SPREADER	40	50	2,00	,40	2,40
4 - 6' x 6" x 20' ✓ ✓ DRID	240	50	12,00	2,40	14,40
Get from woods 20 ✓ 8" Dia x 3' 10" ✓ PD (BORED) ROLL.	427	40 ⁰⁰	17,08	19,22	36,30
	3963				\$ 256,38
	LBS				

IRON

11 - BOLTS MACH. 3/4" x 5 1/4" w/ NUT - 2" THREAD	92	.10 ¹⁶	9,20	2,76	11,96
124 ✓ - 1/2" x 10 1/2" ✓ - 1" ✓	98	✓	9,80	2,94	12,74
8 ✓ - 1/2" x 15 1/2" ✓ - 2" ✓	7	✓	,70	,21	,91
20 ✓ - 1" x 5' 3" ✓ - 2" ✓	296	✓	29,60	8,88	38,48
21 ✓ - 3/4" x 4' 8 1/2" ✓ - 2" ✓	155	✓	15,50	4,65	20,15
	648				84,24

160 LF - 6" Fox WIRE - 960 Sq. Ft.	125	0 ⁵⁴ /H	57,60	12,40	70,00
20 lbs - #9 GALV WIRE	20	20	4,00	1,00	5,00

TOTAL COST LANDED \$ 415,72

ESTIMATED LABOR COST -

1 FOREMAN Y 3 MEN, 16 DAYS @ 45⁰⁰ (INCLUDING BOARD) 720.

\$ 1135,72

SUFFICIENT (ABLE, BLOCKS Y OTHER MATERIALS (NOT MENTIONED ABOVE)
AND EQUIPMENT, NOW AT
RUSSIAN MISSION

Include Bolts etc to extend Rollway at
first Portage (10 feet)

1 Keg 6" Spikes } ship to Mud Creek
1 1/2 5' Wire Screen

COMPUTATIONS

JOB

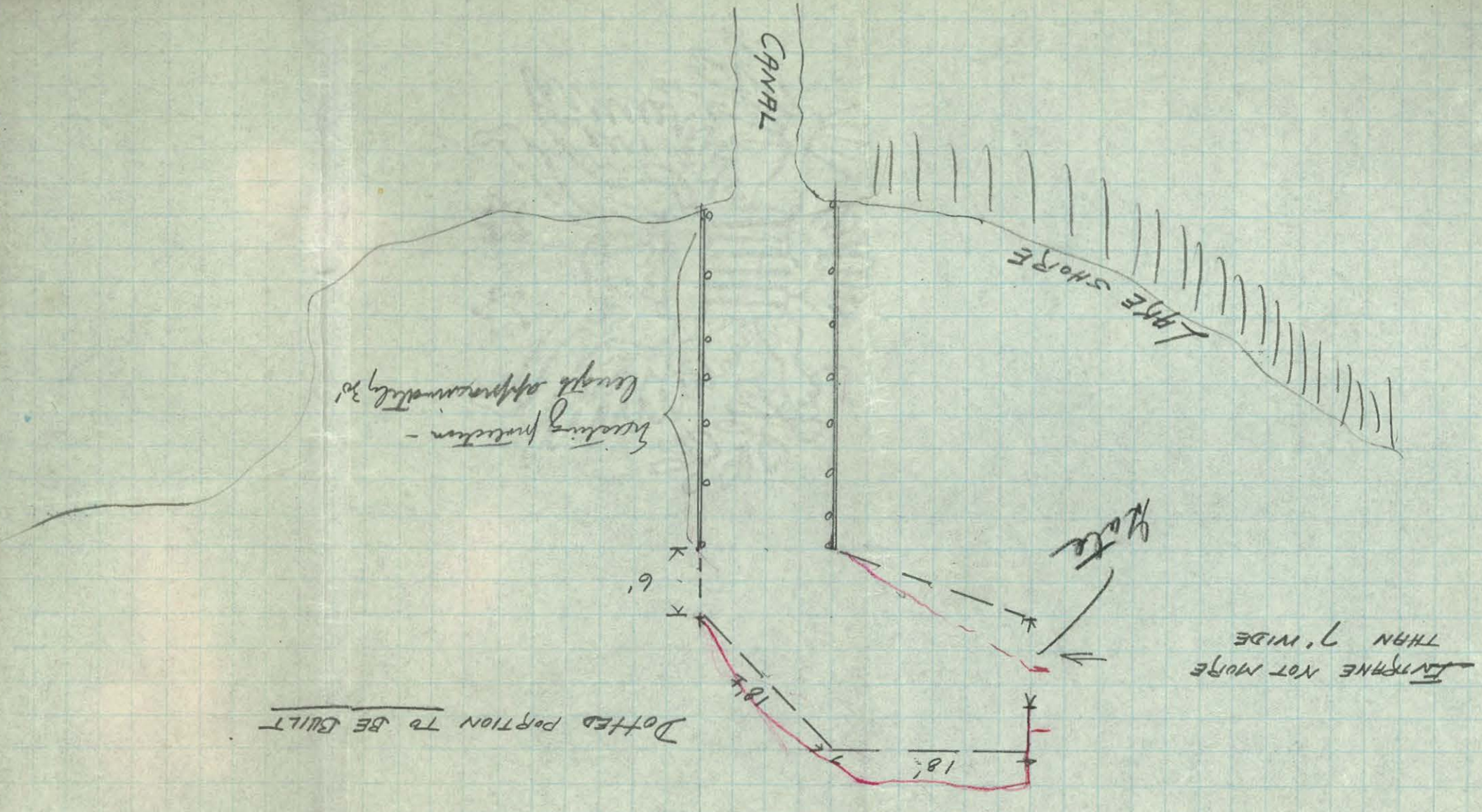
DATE

FOR:

MADE BY

SHEET NO.

U. S. GOVERNMENT PRINTING OFFICE: 1955



SKETCH OF LAYOUT
 AT YUKON SIDE OF SECOND BIG LARGE
 YUKON-KUSKO WATER FORAGE

6

WAR DEPARTMENT
ALASKA ROAD COMMISSION
JUNEAU, ALASKA

DISTRICT OFFICE
FAIRBANKS, ALASKA

Ruby Alaska Nov 12 1935

Frank Nash
Fairbanks Alaska

Dear Friend Frank:-----

Dick Stevenson sent me word that the floods washed out the piling in the Timber Creek Bridge at his place that was put in some time ago if you remember this was some time round the first of Nov.

He sent Albert Verhonik to me to ask if I could do anything I told I had no money to do anything and they asked me to put the question up to you if you would furnish the piles he would put in the bridge I told them I would but that the bridge in question was in the Kuskokwim district so I am putting it up to you to do as you see fit.

The floods raised Hell with the roads washing out the road in many places at 4 mile and round the Salatra Bridge too the River jammed and the ice is round the Roadhouse there all the creeks was higher than in the spring break-up, and the Ice is over the ditches in the Ruby Hill and Glaciers forming everywhere ditches is full of Ice and the trucking is almost out of the question.

I think the work I did at the Andrew Gulch is washed out I do not know Andy Mc Donald was there before the flood was at the highest it was all right then but it rained for 5 days after that I have not seen anyone that has been there since that time .

This work I am talking about is on the winter trail I bridged the water then thinking the ice would glacier up and support the sleds and tractors when they would be able to get there but the floods came on the first of Nov taking all the snow off it rained 10 days straight here took off the snow and thawing out the road so that the trucks ruttet up the road somthign terrible .

The Fisher Girls want to dispose of the building just across the street the old jail and asked me if the road Commission would consider buying it for a mess house I told them I did not know but would ask you the price they want is I think reasonable if you wished to get it for that purpose, I thought perhaps if you had many trucks you would want all the space in the Warehouse for a Garage, the building in question is 18x24 feet with a shed on the side 14x30 plenty large enough for a mess Kitchen and bunk room and storage for all the supplies.

The price they ask is \$150.00 the building is in Good repair but I think the roof should be corrugated Iron it is covered with Malthoid now, I told them I would ask you about it, as I had no authority to do anything about it, I think it could be bought for \$125.00.

With the best regards to all the boys
I remain yours Resp't

Ed Williamson

INTERIOR

November 13, 1935.

Mr. Ed Wilkinson,
Ruby, Alaska.

Dear Sir;

Reference your letter of November 12, in regard to the bridge across Timber Creek, damage done to Route 38EE, winter trail Long-Poorman during the fall flood and the purchase of a building from the Fischer girls.

Due to an extreme shortage of funds all winter work has been called off. We are out of money and it is impossible to secure any more, so there is no use in asking for any. We have been forced to cut down wherever possible to retain enough money to carry on with our regular winter work.

You are hereby requested to inform Dick Stevens that it is impossible for us to do any thing for him at this time. He will have to get along without a bridge until at least next fall. We may then replace that bridge, that will all depend upon our financial condition at that time.

You will also have to instruct Albert Verhonic, that he will have to get along with the winter trail between Long-Poorman, as it is. It is thought that things had to happen the way they did, but I guess we cannot help it, nature will take its course and raise the devil just when we are in tough circumstances.

In regard to the purchase of the building from the Fischer girls, that is absolutely out of the question, at this time we couldn't buy one half of a log let alone a whole building. Personally I believe that we have all the buildings in Ruby that we need. Even if we do get a lot of money down there for a year or so.

Very truly yours

Frank Nash
Supt.

Long Alaska. Dec 1 1928.

H G Haslem
Fairbanks Alaska.

Dear H G :--- In answer to your telegram of Nov 30 1928.

Enclosed herewith please find report and estimate of the probable cost of re-habilitating Telephone line between Ruby and Long, and the construction of line between Long and Poorman .

First will give cost of salvaging the wire and insulators from Fourteen mile to Long. and putting it up along the right of way of the present road between these two places .

These figures are based on the men boarding them selves and are itemized as follows

6 men	5 days @ \$10.00 per day	---	\$ 300.00
1 Team	5 days @ 20.00	"" ""----	1000.00
			100.00
3 Men	10 days @10.00	"" Erecting and stretching wire	300.00
3 Men	6 "" ""	"" Cutting tripods	180.00
	Incidental		\$ 280.00
			\$ 980.00

The same work can be done from Ruby to 14 mile for 25 % less as the old line is closer to road.

Thus-- costing approximately \$ 735.00

From Long to Poorman will require 16 miles of new wire and insulators . We have 9 miles of wire stretched on tripods from mile 28½ to mile 39. Or to Luckey creek camp and most of these tripods are good but they will need insulators on most of them Three men three days could put this part of the line in good condition at a cost of \$ 50.00

From 39 mile post to 57 or Poorman will require 680 tripods which can be found along the right o way in most places .

3 men can erect one mile of tripods and stretch the wire per day after the wire is placed along the right o way securing the wire to trees and tripods furnishing the tripods from the near by timber

1 Team 1 day hauling and distributing tripods where none is available can cover 3 miles per day or more . and the cost can be figured as follows with men and teams from the road camp.

3 men	erecting tripods and stretching wire 18 miles		
	at one mile per day 54 days @ \$5.00 per day		270.00
1 Team	5 days Hauling and distributing tripods		
	5 days @ \$10.00 per day		50.00
2 Men	5 days cutting tripods	10 days @ \$5.00	50.00
	Board for all @ 2.00 per day		150.00

As to the cost of wire and insulators I do not know the price of the wire and cannot give figures on them.

I can perhaps pick up enough glass insulators back of the N C Co store in Ruby also brackets to nail to Tripods as they are lying there going to waste and brackets are best to nail to tripods.

Yours Resp't.
Ed Wilkinson.