

DEPARTMENT OF THE INTERIOR

ALASKA ROAD COMMISSION

FAIRBANKS ALASKA

August 26, 1939.

Mr. Ed. Wilkinson,
Foreman, A. R. C.,
Miller Creek Airfield.

Dear Sir;

This is to advise you that an increase of \$1000.00 has been granted for further work on the Hot Springs-Tofty road. As near as I can gather from your letters and letters received from others in that section the most urgent and necessary work is in the vicinity of Cache Creek. As I recall it, there is some bum ground in the immediate vicinity of Cache Creek which will require drainage, corduroying and surfacing. It would therefore be my suggestion that you camp at or near Cache Creek and concentrate your efforts on that bad section and any bad sections back towards Blowback.

So as soon as you get the \$400 spent on the Miller Creek Field you will get back on this road work. Hold your crew down do not put on any more men than absolutely necessary. As near as I can dope it out your \$400 for the ~~at~~ airfield will last you until about September 6 or thereabouts, assuming that, that is correct you will have to start using the new money on the 7th. By confining your crew to the following; Yourself, Jarman, Steele, 1 truck driver and 3 laborers your daily payroll would be roughly \$38.00 which means that you can probably work 20 days more on route 30A, or until September 26-27 or thereabouts. True 20 days at \$38 is only \$760, but in addition to your wages you have your local purchases, telephone bill etc to take into consideration and then there is that item of annual leave for yourself and the per diem men which has to come out of what you have left on the 6th or out of the new \$1000 or probably part out of each.

As soon as I receive your August timebook and bills I can figure out almost to the day how far into September you can work. So send them in just as soon after the first as you possibly can.

You will probably be handicapped in hauling surfacing material as you will have only the 1 truck, it is too late in the season to fix up the wrecked one and also too late to send another one down there. So you will have to go ahead with the 1 and do the best you can. And while we are on the subject of trucks and drivers, from your letter and what I have heard from other sources the wrecking of the truck was just plain carelessness so I would advise against your reemploying Dayo as a truck driver.

Will try to get down there shortly after the first, especially after

I get your August dope figured up.

Very truly yours

Frank Nash
Supt.