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ALASKA ROAD COMMISSION

FAIRBANKS ALASKA

April 21 1932

Mrs. Cora N. Blondeau,
Miller House, Alaska.

Dear Mrs. Blondeau;

Reference your letter of April 11, 1932 wherein you speak of starting the building of a road to Harrison Creek. Please be advised that due to the extensive cut in the appropriation for work during the coming season, absolutely no new undertakings can be started at this time, as we have barely funds enough to perform maintenance work on the existing roads.

This also means that we will have less men employed than formerly, which will result in less camps and fewer cooks. And due to the fact that our program may suffer a further reduction I cannot at this time offer or promise anyone whatever a job during the coming season.

Reference the balance of your letter, some time ago several things were called to my attention which I deemed advisable to investigate, which I did as soon as possible and after considerable inquiry the matter was dropped and forgotten, as some one apparently did not use an over amount of diplomacy in handling the matter in question.

Very truly yours

Frank Nash
Supt.

On April 4th, 5th, 8th and 9th, 1935, a preliminary survey was held as to Snow Conditions and available grades for a Truck Road from the Fairbanks Creek Road from the head of Fairbanks Creek to a junction with the road at the mouth of Chatham Creek.

Starting from the Fairbanks Creek road about Five miles from the Steese Highway or about 150 feet beyond McCarty's Mail box, for 500 feet to a point on the Wolf Creek side. The grades in this stretch run from plus 3% in Station 1 plus 00 to minus 6% in station 5 plus 00, and the snow runs from one foot at station 2 plus 00 to two feet deep at station 5 plus 00. This will be turnpiking and the snow should drift off as the line is running in the same direction as the prevailing wind.

From station 5 plus 00 to station 24 plus 00 a minus 6% grade just tops the first low divide between Wolf and Chatham Creeks. Station 24 plus 00 is on the Chatham side. This stretch will be side-hill grading on slopes running from $\pm 14^{\circ}$ at station 15 plus 00 to $\pm 5^{\circ}$ at station 22 plus 00. The country is covered with moss, small green spruce and willows and some frozen ground will undoubtedly be encountered. The snow runs from 2'8" at station 16 plus 00 to 0'5" at station 23 plus 00.

From station 24 plus 00 a minus 10% grade was maintained to station 64 plus 00. This will be side-hill grading on slopes running from $\pm 8^{\circ}$ to $\pm 20^{\circ}$. The ground is covered with small Cottonwood and grass and will be all thawed. The snow runs from 3 feet at station 30 plus 00 to 1'6" at station 35 plus 00, to 3 feet at station 38 plus 00 to 1 foot at station 43 plus 00, 2 $\frac{1}{2}$ feet at station 48 plus 00 to 1 $\frac{1}{2}$ feet at station 53 plus 00, and 3'2" at station 55 plus 00 to 1'8" at station 64 plus 00.

At station 64 plus 00 a narrow ridge comes down the slope of the hill so a switchback can be put in without increasing the grade. By doing so and continuing on a minus 10% grade to station 78 plus 00 an already existing road is encountered. This road drops from the Chatham Mine down to Chatham Creek on an average grade of minus 10%. It is 12 feet wide and in a fair state of repair.

From station 64 plus 00 to station 78 plus 00 the ground is covered with small cottonwood and grass; it will be all thawed and the average slope about $\pm 11^{\circ}$. The average depth of snow is 1'7" to 2'

From the above mentioned station 64 plus 00 a line on a minus 10% grade, and without the switchback, was extended to station 94 plus 00. This station is directly opposite the mouth of Chatham Creek but 196.5 feet too high up the hill. If carried on for another 4000 feet this line would strike the bottom of Cleary Creek but that would be below where the F.E.Co is now washing off the overburden for dredging purposes.