

REDUCING WITHDRAWAL OF PUBLIC LANDS ALONG ALASKA HIGHWAY AND OPENING  
RELEASED LANDS TO SETTLEMENT AND OTHER FORMS OF APPROPRIATION

By virtue of the authority vested in the President and pursuant to Executive Order No. 9337 of April 24, 1943, it is ordered as follows:

Public Land Order No. 84 of January 28, 1943, and Public Land Order No. 12 of July 20, 1942, as amended by Public Land Order No. 270 of April 5, 1945, are hereby revoked.

Subject to valid existing rights, including the rights of natives based on occupancy, and the provisions of existing withdrawals, the following described lands are hereby withdrawn under the jurisdiction of the Secretary of the Interior from all forms of appropriation under the public-land laws, including the mining and mineral leasing laws, for highway purposes:

(a) A strip of land 600 feet wide, 300 feet on each side of the center line of the Alaskan Highway (formerly the Canadian Alaskan Military Highway) as constructed from the Alaska-Yukon Territory boundary to its junction with the Richardson Highway near Big Delta Alaska.

(b) A strip of land 600 feet wide, 300 feet on each side of the center line of the Gulkana-Slana-Tok Road as constructed from Tok Junction at about Mile 1319 on the Alaska Highway to the junction with the Richardson Highway near Gulkana, Alaska.

Subject to valid existing rights (including the rights of natives based on occupancy and the provisions of existing withdrawals), the following described lands are hereby withdrawn under the jurisdiction of the Secretary of War from all forms of appropriation under the public-land laws, including the mining and mineral leasing laws, for right-of-way purposes for a telephone line and an oil pipe line with appurtenances:

(a) A strip of land 50 feet wide, 25 feet on each side of a telephone line as located and constructed generally parallel to the Alaska Highway from the Alaska-Yukon Territory boundary to the junction of the Alaska Highway with the Richardson Highway near Big Delta, Alaska.

(b) A strip of land 20 feet wide, 10 feet on each side of a pipe line as located and constructed generally parallel to the Alaska Highway from the Alaska-Yukon Territory boundary to the junction of the Alaska Highway with the Richardson Highway near Big Delta, Alaska.

(c) A tract of land containing 65 acres, situated on the north side of the Alaska Highway, to include the pumping plant and accessories at Pumping Station "I" Canol Project, more particularly described as follows:

Beginning at a point on the center line of the Alaska Highway opposite the pump house at Mile Station 1249.7, thence by metes and bounds:

Southeasterly along center line of Alaska Highway approximately 15 chains;  
N. 43° E., 24 chains;  
N. 42° W., 30 chains;  
S. 48° W., 22 chains to center line of Highway;  
Southeasterly along center line of Alaska Highway approximately 15 chains to point of beginning.

(d) A tract of land containing 60 acres, situated on the north side of the Alaska Highway, to include the pumping plant and accessories at Pumping Station "J", Canol Project, more particularly described as follows:

Beginning at a point on the center line of the Alaska Highway opposite the pump house at Mile Station 1288.6, thence by metes and bounds:

S. 40°32' E., 15 chains;  
N. 49°28' E., 20.00 chains;  
N. 40°32' W., 30.00 chains;  
S. 49°28' W., 20.00 chains to center line of Highway;  
S. 40°32' E. along center line of Alaska Highway approximately 15 chains to point of beginning.

(e) A tract of land containing 60 acres, situated on the north side of the Alaska Highway, to include the pumping plant and accessories at Pumping Station "K", Canol Project, more particularly described as follows:

Beginning at a point on the center line of the Alaska Highway opposite the pump house at Mile Station 1330.1, thence by metes and bounds:

S. 80°56' E., 15 chains;  
N. 9°04' E., 20 chains;  
N. 80°56' W., 30 chains;  
S. 9°04' W., 20 chains;  
S. 80°56' E. along center line of Alaska Highway approximately 15 chains to point of beginning.

(f) A tract of land containing 60 acres, situated on the north side of the Alaska Highway, to include the pumping plant and accessories at Pumping Station "L", Canol Project, more particularly described as follows:

Beginning at a point on the center line of the Alaska Highway opposite the pump house at Mile Station 1370.0, thence by metes and bounds:

S. 53° E., 15 chains;  
N. 38° E., 20 chains;  
N. 53° W., 30 chains;  
S. 38° W., 20 chains;  
S. 53° E. along center line of Alaska Highway approximately 15 chains to point of beginning.

(g) A tract of land containing 60 acres, situated on the north side of the Alaska Highway, to include the pumping plant and accessories at Pumping Station "M", Canol Project, more particularly described as follows:

Beginning at a point on the center line of the Alaska Highway opposite the pump house at Mile Station 1409.5, thence by metes and bounds:

S. 58°29' E., 15 chains;  
N. 31°31' E., 20 chains;  
N. 58°29' W., 30 chains;  
S. 31°31' W., 20 chains;  
S. 58°29' E., 15 chains to a point of beginning.

(h) A tract of land containing 3.45 acres located on the northeast side of the Alaska Highway at Mile 1265, more particularly described as follows:

Beginning at a point at Latitude 68°00' N., and longitude 141°47' W indicated by a wood post 4" x 6" x 5', marked ROW, RM, USR, from which point the center line of the Alaska Highway bears S. 57°54' W. 165 feet, thence by metes and bounds:

S. 57°54' W., 133 feet to a point 32 feet from center line of the Alaska Highway;  
S. 32°06' E., 500 feet parallel to and 32 feet from center line of the Alaska Highway;  
N. 57°54' W., 300 feet;  
N. 32°06' W., 600 feet;  
S. 57°54' W., 167 feet to the point of beginning.

(i) A tract of land containing 3.45 acres located on the north side of the Alaska Highway at approximately Mile 1344.6, more particularly described as follows:

Beginning at a point 32 feet north of the center line of the Alaska Highway from which the southeast corner of the ACS Repeater Station Building bears north 125 feet, thence by metes and bounds:

West 350 feet;  
North 300 feet;  
East 500 feet;  
West 150 feet to the point of beginning.

(j) A tract of land containing 3.45 acres located on the northeast side of the Alaska Highway at approximately Mile 1429, more particularly described as follows:

Beginning at a point from which the intersection of the center lines of the Alaska Highway and the Richardson Highway, latitude  $64^{\circ}02'57''$  N. and longitude  $145^{\circ}45'$  W. bears S.  $31^{\circ}24'$  W. 32 feet, N.  $58^{\circ}36'$  W. 280 feet, thence by metes and bounds:

S.  $58^{\circ}36'$  E., 500 feet;  
N.  $31^{\circ}24'$  E., 300 feet;  
N.  $58^{\circ}36'$  W., 500 feet;  
S.  $31^{\circ}24'$  W., 300 feet to the point of beginning.

Subject to valid existing rights, including the rights of natives based on occupancy, and the provisions of existing withdrawals (including the withdrawal of a 60-foot strip along the Alaska-Yukon Territory boundary, made by Proclamation of May 3, 1912, 37 Stat. 1741), the following described lands are hereby withdrawn from all forms of appropriation under the public-land laws, including the mining and the mineral leasing laws, for classification and survey.

#### ALASKA-YUKON TERRITORY BOUNDARY

A tract of land containing 800 acres situated on both sides of the Alaska Highway, adjacent to the International boundary between the United States and Canada, more particularly described as follows:

Beginning at a point on the International boundary between the United States and Canada 22.50 chains south of the center line of the Alaska Highway, between Mile Stations 1221 and 1222 thereof, in approximate latitude  $62^{\circ}52'$  N., longitude  $141^{\circ}00'$  W, thence by metes and bounds:

West 80 chains;  
North 100 chains;  
East 80 chains to a point on the International boundary;  
South 100 chains along the International boundary to the point of beginning.

#### GARDINER CREEK

A tract of land containing 480 acres lying on both sides of the Alaska Highway at the crossing of Gardiner Creek, more particularly described as follows:

Beginning at a point in the center line of the Alaska Highway at Mile Station 1247, in approximate latitude  $62^{\circ}52'$  N., longitude  $141^{\circ}25'$  W., thence by metes and bounds:

S.  $50^{\circ}$  W., 40 chains;  
N.  $40^{\circ}$  W., 80 chains;  
N.  $50^{\circ}$  E., 60 chains;  
S.  $40^{\circ}$  E., 80 chains;  
S.  $50^{\circ}$  W., 20 chains to the point of beginning.

## LAKEVIEW

A tract of land containing approximately 270 acres lying on both sides of the Alaska Highway in the vicinity of Mile Station 1257, more particularly described as follows:

Beginning in the center line of the Alaska Highway at Mile Station 1257.5, in approximate latitude  $62^{\circ}53'$  N., and longitude  $141^{\circ}40'$  W., thence by metes and bounds:

N.  $68^{\circ}$  E., 22 chains;  
S.  $22^{\circ}$  E., 80 chains;  
S.  $68^{\circ}$  W., 48 chains more or less to the east shore of a lake;  
Northerly with the meanders of the lake shore, 91 chains more or less;  
N.  $68^{\circ}$  E., 18 chains more or less to the point of beginning.

## JUNCTION OF NORTHWAY ACCESS ROAD AND ALASKA HIGHWAY

A tract of land containing 160 acres at the junction of Northway Road and the Alaska Highway, more particularly described as follows:

Beginning at a point in the center line of the Alaska Highway, 20 chains southeasterly from the junction of Northway Road, near Mile Station 1265, in approximate latitude  $63^{\circ}03'$  N., and longitude  $141^{\circ}47'$  W thence by metes and bounds:

Southwesterly, at right angles to the Alaska Highway, 20 chains;  
Northwesterly, parallel to the center line of said highway, 40 chains;  
Northeasterly, parallel to the first course of this description, 40 chains;  
Southeasterly, parallel to the second course of this description, 40 chains;  
Southwesterly, parallel to the third course of this description, 20 chains to the point of beginning.

## LITTLE BEAVER CREEK

A tract of land containing approximately 40 acres lying on the south side of the Alaska Highway, more particularly described as follows:

Beginning at a point in the center line of the Alaska Highway 30 chains westerly from Mile Station 1269, in approximate latitude  $63^{\circ}05'$  N and longitude  $141^{\circ}51'$  W., thence by metes and bounds:

Southerly at right angles to the Alaska Highway, 20 chains;  
Westerly, parallel to the Alaska Highway, 20 chains;  
Northerly, at right angles to the Alaska Highway, 20 chains;  
Easterly, with the center line of the Alaska Highway, 20 chains to the point of beginning.

## MIDWAY LAKE

A tract of land containing approximately 1070 acres lying on both sides of the Alaska Highway and bordering on the north shore of Midway Lake, more particularly described as follows:

Beginning at a point in the center line of the Alaska Highway at Mile Station 1293.4, in approximate latitude  $63^{\circ}15'$  N., and longitude  $142^{\circ}15'$  W., thence by metes and bounds:

North, 20 chains;  
S.  $82^{\circ}$  E., 115 chains more or less;  
S.  $50^{\circ}$  E., 72 chains more or less;  
N.  $75^{\circ}$  E., 125 chains more or less;  
S.  $39^{\circ}$  E., 40 chains more or less;

Southwesterly, at right angles to the center line of the Alaska Highway and crossing the same at Mile Station 1289.75, 68 chains more or less to the north shore of Midway Lake;

Westerly, with the meanders of the north shore of Midway Lake, 235 chains more or less to a point due south of the point of beginning;

North, 27 chains more or less to the point of beginning.

## JUNCTION OF THE FORTY MILE ROAD AND ALASKA HIGHWAY

A tract of land containing 160 acres situated at the junction of the Forty Mile Road and the Alaska Highway, more particularly described as follows:

Beginning at a point on the center line of the Alaska Highway 20 chains easterly from its intersection with the center line of the road to the Forty Mile area, said intersection being 200 feet west from Mile Station 1306 on the Alaska Highway, thence by metes and bounds:

Southerly, at right angles to the Alaska Highway, 20 chains;  
Westerly, parallel to the Alaska Highway, 40 chains;  
Northerly, crossing the Alaska Highway at right angles, 40 chains;  
Easterly, parallel to the Alaska Highway and crossing the Forty Mile Road, 40 chains;  
Southerly, 20 chains to the point of beginning.

## TOK JUNCTION

A tract of land containing approximately 3840 acres situated at the junction of the Alaska Highway and the Slana-Tok Road and lying on both sides of said roads, more particularly described as follows:

Beginning at a point in the center line of the Alaska Highway at Mile Station 1317.75, in approximate latitude  $63^{\circ}21'$  N. and longitude  $143^{\circ}00'$  W., thence by metes and bounds:

Southwesterly, at right angles to the center line of the Alaska Highway, 160 chains;  
Northwesterly, at right angles to the preceding course, 160 chains;  
Northeasterly, parallel to the first course of this description, 240 chains;  
Southeasterly, parallel to the second course of this description, 160 chains;  
Southwesterly, parallel to the third course of this description, 80 chains to the point of beginning.

#### CATHEDRAL RAPIDS

A tract of land containing approximately 160 acres situated on both sides of the Alaska Highway, more particularly described as follows:

Beginning at a point in the center line of the Alaska Highway at Mile Station 1345.25, thence by metes and bounds:

Southwesterly at right angles to the center line of the Alaska Highway, 10 chains;  
Southeasterly, approximately parallel to the center line of the Alaska Highway, 40 chains;  
Northeasterly, crossing the center line of the Alaska Highway at right angles to the Tanana River;  
Northwesterly, by the meanders of the Tanana River to a point which bears northeasterly from the point of beginning;  
Southwesterly, at right angles to the center line of the Alaska Highway to the point of beginning.

#### JOHNSON RIVER

A tract of land containing 36.66 acres lying on both sides of the Alaska Highway and south of the Johnson River, more particularly described as follows:

Beginning at a point which bears N. 58°55' E. from Mile Station 1386, thence by metes and bounds:

S. 58°55' W., 21.22 chains;  
N. 27°10' W., 21.67 chains to the Johnson River;  
Thence by meanders of south bank of the Johnson River northeasterly approximately 25 chains to a point which bears N. 35°54' W. from point of beginning.  
S. 35°54' E., 15.06 chains to the point of beginning.

#### ROBERTSON RIVER

A tract of land containing approximately 540 acres situated near the confluence of the Tanana and Robertson Rivers, lying on both sides of the Alaska Highway, more particularly described as follows

Beginning at a point in the center line of the Alaska Highway at Mile Station 1351.1, in approximate latitude  $63^{\circ}29'$  N. and longitude  $143^{\circ}52'$  W., thence by metes and bounds:

West, 40 chains;  
North, 80 chains;  
East, 87 chains more or less to the west bank of the Tanana River;  
Southerly, with the meanders of the west bank of the Tanana River, 91 chains more or less to a point due east of the point of beginning;  
West, 24 chains more or less to the point of beginning.

#### BERRY CREEK

A tract of land containing 480 acres lying on both sides of the Alaska Highway at the crossing of Berry Creek, more particularly described as follows:

Beginning at a point in the center line of the Alaska Highway at Mile Station 1377.8, in approximate latitude  $63^{\circ}42'$  N. and longitude  $144^{\circ}17'$  W., thence by metes and bounds:

North, 40 chains;  
East, 60 chains;  
South, 80 chains;  
West, 60 chains;  
North, 40 chains to the point of beginning.

#### MILE 1387

A tract of land containing approximately 685 acres lying on both sides of the Alaska Highway and bordering on the west bank of Tanana River near the confluence of Johnson River, more particularly described as follows:

Beginning at a point in the center line of the Alaska Highway at Mile Station 1387.25 in approximate latitude  $63^{\circ}44'$  N. and longitude  $144^{\circ}40'$  W. thence by metes and bounds:

S.  $33^{\circ}$  W., 35 chains;  
N.  $57^{\circ}$  W., 80 chains;  
N.  $33^{\circ}$  E., 100 chains more or less to the west bank of the Tanana River;  
Southeasterly, with the meanders of the west bank of the Tanana River, 83 chains more or less;  
S.  $33^{\circ}$  W., 50 chains more or less to the point of beginning.

#### BUENA VISTA

A tract of land containing approximately 10 acres on the Alaska Highway, more particularly described as follows:

Beginning at a point on the northerly right-of-way line of the Alaska Highway, approximately at Mile Station 1389.6, in approximate latitude  $63^{\circ}44'$  N. and longitude  $144^{\circ}40'$  W., thence by metes and bounds



Easterly and northerly along the right-of-way line of the Alaska Highway (165 feet from the center line thereof), 13.50 chains;  
N.  $50^{\circ}$  W., 9.75 chains;  
S.  $02^{\circ}30'$  W., 11.60 chains to the point of beginning.

#### BUFFALO CENTER

A tract of land containing approximately 5440 acres at the junction of the Alaska Highway and the Richardson Highway, on the east bank of the Delta River, more particularly described as follows:

Beginning at a point in the center line of the Alaska Highway at Mile Station 1427, approximately in latitude  $64^{\circ}01'$  N. and longitude  $145^{\circ}41'$  W., thence by metes and bounds:

South 80 chains;  
West 186 chains, more or less, crossing Jarvis Creek and Richardson Highway to the east bank of Delta River;  
Northerly, with the meanders of the east bank of Delta River 334 chains, more or less, to a point on the bank of said river which is 240 chains in northing from the point of beginning of this description;  
East 180 chains, more or less, crossing Richardson Highway to a point due north of the point of beginning of this description;  
South 240 chains to the point of beginning.

#### CLEARWATER CREEK

A tract of land containing 480 acres lying on both sides of the Slana-Tok Road at the crossing of Clearwater Creek, more particularly described as follows:

Beginning at a point in the center line of the Slana-Tok Road at Mile Station 56.6, approximately in latitude  $63^{\circ}10'$  N. and longitude  $142^{\circ}11'$  W., thence by metes and bounds:

West, 10 chains;  
North, 80 chains;  
East, 60 chains;  
South 80 chains;  
West 50 chains to the point of beginning.

#### MINERAL LAKES

An area of approximately 600 acres lying on both sides of the Slana-Tok Road and on Mineral Lakes, more particularly described as follows:

Beginning at a point in the center line of the Slana-Tok Road at Mile Station 87.2, approximately in latitude  $62^{\circ}56'$  N., and longitude  $143^{\circ}25'$  W., thence by metes and bounds:

North, 75 chains;  
East, 60 chains;  
South, 100 chains crossing the Slana-Tok Road and Mineral Lakes;  
West, 60 chains;  
North, 25 chains to the point of beginning.

## COBB LAKES

A tract of land containing 480 acres lying on both sides of the Gulkana-Slana Road, north of Cobb Lakes, more particularly described as follows:

Beginning at a point in the center line of Gulkana-Slana Road at Mile Station 59.75 from the Richardson Highway, approximately in latitude  $62^{\circ}43'$  N., and longitude  $144^{\circ}05'$  W., thence by metes and bounds:

South, 30 chains;  
West, 80 chains;  
North, 60 chains;  
East, 80 chains;  
South, 30 chains to the point of beginning.

## MILE TWENTY-FIVE

A tract of land containing 300 acres lying on both sides of the Gulkana-Slana Road, more particularly described as follows:

Beginning at a point in the center line of Gulkana-Slana Road at Mile Station 25 from the Richardson Highway, approximately in latitude  $62^{\circ}26'$  N. and longitude  $144^{\circ}56'$  W., thence by metes and bounds:

North, 20 chains;  
East, 60 chains;  
South, 50 chains;  
West, 60 chains;  
North, 30 chains to the point of beginning.

## GULKANA JUNCTION

A tract of land containing 160 acres lying on both sides of the Richardson Highway, approximately one-half mile north of the Gulkana River, more particularly described as follows:

Beginning at a point in the center line of the Richardson Highway 20 chains south of the intersection with the center line of the Gulkana-Slana-Tok Road, thence by metes and bounds:

East, 20 chains;  
North, 40 chains;  
West, 40 chains crossing the Richardson Highway;  
South, 40 chains;  
East, 20 chains to the point of beginning.

## NORTHWAY

A tract of land lying on the south side of the Tanana River, more particularly described as follows:

Beginning at a point on the left bank of Tanana River opposite the mouth of Gardiner Creek, approximate latitude  $62^{\circ}50'$  N., approximate longitude  $141^{\circ}32'$  W., U.S.G.S. map, Topographic Reconnaissance Map Upper Tanana Valley, 1922:

Thence S.  $45^{\circ}$  W., 10 miles;

Thence N.  $55^{\circ}$  W., approximately 22 miles, crossing Nebasna River to east bank of the Kalutna River;

Thence northwesterly following east bank of Kalutna to the south bank of the Tanana River;

Thence southeasterly upstream, following left bank of Tanana River to the place of beginning.

Containing an estimated area of 325 sq. mi. (208,000 acres)

#### TANACROSS

A tract of land lying on the north side of the Tanana River, more particularly described as follows:

Beginning at a point on right bank of Tanana River, approximately latitude  $63^{\circ}28'40''$  N., longitude  $143^{\circ}40'$  W., U.S.G.S. map, Topographic Reconnaissance Map Upper Tanana Valley, 1922, and about 10 miles by airline downriver from Tanacross Indian Village;

Thence northwesterly approximately 2 miles to the summit of the divide between the streams flowing westerly into the Tanana River and streams flowing northerly and easterly into Lake Mansfield drainage basin;

Thence northerly along said divide to the watershed between the tributaries of George Creek and the streams flowing into Lake Mansfield drainage;

Thence northeasterly along that divide to the watershed between Wolf Creek and the streams flowing into Lake Mansfield drainage;

Thence along the divide, between streams flowing into the Yukon River Drainage and those flowing into the Tanana River, to the watershed on the west of Porcupine Creek;

Thence southwesterly along said watershed to the right bank of the Tanana River, approximate latitude  $63^{\circ}24'$  N., longitude  $142^{\circ}55'$  W.;

Thence following the right bank of the Tanana River westerly, down stream, to the place of beginning.

This area includes the drainage basin on the north side of the Tanana River between the initial point and the western boundary of the Porcupine Creek Valley.

This order shall not otherwise become effective to change the status of the surveyed or unsurveyed public lands which are not continued withdrawn by this order until 10:00 a.m. on October 2, 1947. At that time, subject to valid existing rights (including the rights of the United States to any lands containing improvements owned by it, and the rights of natives based on occupancy), and the provisions of then existing withdrawals, the unsurveyed lands shall become subject to settlement and other forms of appropriation in accordance with the appropriate laws and regulations, and the surveyed lands shall become subject to application, petition, location, or selection as follows:

(a) Ninety-day period for preference-right filings. For a period of 90 days from October 2, 1947, to December 31, 1947, inclusive, the surveyed public lands affected by this order shall be subject to (1) application under the homestead laws or the small tract act of June 1, 1938 (52 Stat. 609, 43 U.S.C. sec. 682a), as amended, by qualified veterans of World War II, for whose service recognition is granted by the act of September 27, 1944 (58 Stat. 747, 43 U.S.C. secs. 279-283), subject to the requirements of applicable law, and (2) application under any applicable public-land law, based on prior existing valid settlement rights and preference rights conferred by existing laws or equitable claims subject to allowance and confirmation. Application by such veterans shall be subject to claims of the classes described in subdivision (2).

(b) Twenty-day advance period for simultaneous preference-right filings. For a period of 20 days from September 12, 1947, to October 1, 1947, inclusive, such veterans and persons claiming preference rights superior to those of such veterans, may present their applications, and all such applications, together with those presented at 10:00 a.m. on October 2, 1947, shall be treated as simultaneously filed.

(c) Date for non-preference right filings authorized by the public-land laws. Commencing at 10:00 a.m. on January 2, 1948, any of the surveyed lands remaining unappropriated shall become subject to such application, petition, location, or selection by the public generally as may be authorized by the public-land laws.

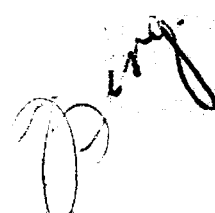
(d) Twenty-day advance period for simultaneous non-preference right filings. Applications by the general public may be presented during the 20-day period from December 12, 1947, to December 31, 1947, inclusive, and all such applications, together with those presented at 10:00 a.m. on January 2, 1948, shall be treated as simultaneously filed.

Veterans shall accompany their applications with certified copies of their certificates of discharge, or other satisfactory evidence of their military or naval service. Persons asserting preference rights, through settlement or otherwise, and those having equitable claims, shall accompany their applications by duly corroborated affidavits in support thereof, setting forth in detail all facts relevant to their claims.

Applications for these lands, which shall be filed in the proper district land office (at Fairbanks or Anchorage, Alaska) shall be acted upon in accordance with the regulations contained in §295.8 of Title 43 of the Code of Federal Regulations (Circular No. 324, May 22, 1914, 43 L.D. 254). Applications under the homestead laws shall be governed by the regulations contained in Parts 65 and 66 of Title 43 of the Code of Federal Regulations and applications under the small tract act of June 1, 1938, shall be governed by the regulations contained in Part 257 of that title.

Inquiries concerning these lands, shall be addressed to the district land office at Fairbanks, or Anchorage, Alaska.

Very little of the land restored by this order has been surveyed. The major part of the area is of a character unsuitable for agricultural purposes.



UNITED STATES  
DEPARTMENT OF THE INTERIOR  
CODE OF FEDERAL REGULATIONS  
TITLE 43--PUBLIC LANDS: INTERIOR

Chapter I--Bureau of Land Management  
Appendix--Public Land Orders

AV9

Public Land Order 601

ALASKA

RESERVING PUBLIC LANDS FOR HIGHWAY PURPOSES

By virtue of the authority vested in the President and pursuant to Executive Order No. 9337 of April 24, 1943, it is ordered as follows:

Executive Order No. 9145 of April 23, 1942, reserving public lands for the use of the Alaska Road Commission in connection with the construction, operation and maintenance of the Palmer-Richardson Highway (now known as the Glenn Highway), is hereby revoked.

Public Land Order No. 386 of July 31, 1947, is hereby revoked so far as it affects the withdrawal, for highway purposes, of the following described lands

(a) A strip of land 600 feet wide, 300 feet on each side of the center line of the Alaska Highway (formerly the Canadian Alaskan Military Highway) as constructed from the Alaska-Yukon Territory boundary to its junction with the Richardson Highway near Big Delta, Alaska.

(b) A strip of land 600 feet wide, 300 feet on each side of the center line of the Gulkana-Slana-Tok Road as constructed from Tok Junction at about Mile 1319 on the Alaska Highway to the junction with the Richardson Highway near Gulkana, Alaska.

Subject to valid existing rights and to existing surveys and withdrawals for other than highway purposes, the public lands in Alaska lying within 300 feet on each side of the center line of the Alaska Highway, 150 feet on each side of the center line of all other through roads, 100 feet on each side of the center line of all feeder roads,

and 50 feet on each side of the center line of all local roads, in accordance with the following classifications, are hereby withdrawn from all forms of appropriation under the public land laws, including the mining and mineral-leasing laws, and reserved for highway purposes:

#### THROUGH ROADS

Alaska Highway  
Richardson Highway  
Glenn Highway  
Haines Highway  
Tok Cut-off

#### FEEDER ROADS

Steese Highway  
Elliott Highway  
McKinley Park Road  
Anchorage-Potter-Indian Road  
Edgerton Cut-off  
Tok Eagle Road  
Ruby-Long-Poorman Road  
Nome-Solomon Road  
~~Kenai Lake-Homer Road~~  
~~Fairbanks-College Road~~  
Anchorage-Lake Spenard Road  
Circle Hot Springs Road

#### LOCAL ROADS

All roads not classified above as Through Roads or Feeder Roads, established or maintained under the jurisdiction of the Secretary of the Interior.

With respect to the lands released by the revocations made by this order and not rewithdrawn by it this order shall become effective at 10:00 a.m. on the 35th day after the date hereof. At that time, such released lands, all of which are unsurveyed, shall, subject to valid existing rights, be opened to settlement under the homestead laws and the homesite act of May 26, 1934, 48 Stat. 809 (48 USC 461) only, and to that form of appropriation only by qualified veterans of World War II and other qualified persons entitled to preference under the act of September 27, 1944

58 Stat. 747, as amended (43 U.S.C. 279-284). Commencing at 10:00 a.m. on the 126th day after the date of this order, any of such lands not settled upon by veterans shall become subject to settlement and other forms of appropriation by the public generally in accordance with the appropriate laws and regulation.

/s/ Oscar L. Chapman  
Secretary of the Interior



(Public Land Order No. 757)      October 16, 1951

ALASKA

AMENDMENT OF PUBLIC LAND ORDER NO. 601 OF AUGUST 10, 1949, RESERVING PUBLIC LANDS FOR HIGHWAY PURPOSES.

By virtue of the authority vested in the President and pursuant to Executive Order 9337 of April 24, 1943, it is ordered as follows:

The sixth paragraph of Public Land Order No. 601 of August 10, 1949, reserving public lands for highway purposes, commencing with the words "Subject to valid existing rights" is hereby amended to read as follows:

Subject to valid existing rights and to existing surveys and withdrawals for other than highway purposes, the public lands in Alaska lying within 300 feet on each side of the center line of the Alaska Highway and within 150 feet on each side of the center line of the Richardson Highway, Glenn Highway, Haines Highway, the Seward-Anchorage Highway (exclusive of that part thereof within the boundaries of the Chugach National Forest), the Fairbanks-College Highway are hereby withdrawn from all forms of appropriation under the public-land laws, including mining and mineral-leasing laws, and reserved for highway purposes.

Easements having been established on the lands released by this order, such lands are not open to appropriation under the public-land laws except as a part of a legal subdivision, if surveyed, or an adjacent area, if unsurveyed, and subject to the pertinent easement.

11-2-51

TITLE 43 PUBLIC LANDS: INTERIOR

CHAPTER I - Bureau of Land Management, Department of the Interior

Appendix - - Public Land Orders

PUBLIC LAND ORDER 757 → OCT. 16, 1951

ALASKA

AMENDMENT OF PUBLIC LAND ORDER No. 601 OF AUGUST 10, 1949, RESERVING PUBLIC LANDS FOR HIGHWAY PURPOSES.

By virtue of the authority vested in the President and pursuant to Executive Order 9337 of April 24, 1943, it is ordered as follows:

The sixth paragraph of Public Land Order No. 601 of August 10, 1949 reserving public lands for highway purposes, commencing with the words "Subject to valid existing rights" is hereby amended to read as follows:

Subject to valid existing rights and to existing surveys and withdrawals for other than highway purposes, the public lands in Alaska lying within 300 feet on each side of the center line of the Alaska Highway and within 150 feet on each side of the center line of the Richardson Highway, Glenn Highway, Haines Highway, the Seward-Anchorage Highway (exclusive of that part thereof within the boundaries of the Chugach National Forest) The Anchorage-Lake Spenard Highway and the Fairbanks-College Highway are hereby withdrawn from all forms of appropriation under the public land laws, including the mining and mineral-leasing laws, and reserved for highway purposes.

Easements having been established on the lands released by this order, such lands are not open to appropriation under the public-land laws except as a part of a legal subdivision, if surveyed, or an adjacent area, if unsurveyed and subject to the pertinent easement.

Oscar L. Chapman  
Secretary of the Interior

October 16, 1951

(F.R. Doc. 51-12674: Filed Oct. 10, 1951, 9:02 a.m.)

RIGHTS-OF-WAY FOR HIGHWAYS IN ALASKA

October 16, 1951

Section 1. Purpose. (a) The purpose of this order is to (1) fix the width of all public highways in Alaska established or maintained under the jurisdiction of the Secretary of the Interior and (2) prescribe uniform procedure for the establishment of rights-of-way or easements over or across the public lands for such highways. Authority for these actions is contained in section 2 of the act of June 30, 1932 (47 Stat. 446, 48 U.S.C. 321a).

Section 2. Width of public highways. (a) The width of public highways in Alaska shall be as follows:

(1) For through roads: The Alaska Highway shall extend 300 feet on each side of the center line thereof. The Richardson Highway, Glenn Highway, Haines Highway, Seward-Anchorage Highway, Anchorage-Lake Spenard Highway and Fairbanks-College Highway shall extend 150 feet on each side of the center line thereof.

(2) For feeder roads: Abbert Road (Kodiak Island), Edgerton Cutoff, Elliott Highway, Steese Highway, Seward Peninsula Tram road, Sterling Highway, Taylor Highway, Northway Junction to Airport Road, Palmer to Matanuska to Wasilla Junction Road, Palmer to Finger Lake to Wasilla Road, Glenn Highway Junction to Fishhook Junction to Wasilla to Knik Road, Slana to Nabesna Road, Kenai Junction to Kenai Road, University to Ester Road, Central to Circle Hot Springs to Portage Creek Road, Manley Hot Springs to Eureka Road, North Park Boundary to Kantishna Road, Paxson to McKinley Park Road, Sterling Landing to Ophir Road, Iditarod to Flat Road, Dillingham to Wood River Road, Ruby to Long to Poorman Road, Nome to Council Road and Nome to Bessie Road shall each extend 100 feet on each side of the center line thereof.

(3) For local roads: All public roads not classified as through roads or feeder roads shall extend 50 feet on each side of the center line thereof.

Section 3. Establishment of rights-of-way or easements. (a) A reservation for highway purposes covering the lands embraced in the through roads mentioned in section 2 of this order was made by a Public Land Order No. 601 of August 10, 1949, as amended by Public Land Order No. 757 of October 16, 1951. That order operates as a complete segregation of the land from all forms of appropriation under the public-land laws, including the mining and the mineral-leasing laws.

(b) A right-of-way or easement for highway purposes covering the lands embraced in the feeder roads and the local roads equal in extent to the width of such roads as established in section 2 of this order, is hereby established for such roads over and across the public lands.

(c) The reservation mentioned in paragraph (a) and the rights-of-way or easements mentioned in paragraph (b) will attach as to all new construction involving public roads in Alaska when the survey stakes have been set on the ground and notices have been posted at appropriate points along the route of the new construction specifying the type and width of the roads.

Section 4. Road maps to be filed in proper Land Office. Maps of all public roads in Alaska heretofore or hereafter constructed showing the location of the roads, together with appropriate plans and specifications, will be filed by the Alaska Road Commission in the proper Land Office at the earliest possible date for the information of the public.

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
Washington, D. C.

ORDER NO. 2665

October 16, 1951

SUBJECT: RIGHTS-OF-WAY FOR HIGHWAYS IN ALASKA

(Sec. 1. Purpose. (a) The purpose of this order is to (1) fix the width of all public highways in Alaska established or maintained under the jurisdiction of the Secretary of the Interior and (2) prescribe a uniform procedure for the establishment of rights-of-way or easements over or across the public lands of such highways. Authority for these actions is contained in Section 2 of the Act of June 30, 1932 (47 Stat. 446, 48 U.S.C. 321a).

Sec. 2. Width of Public Highways. (a) The width of the public highways in Alaska shall be as follows:

(1) For through roads:

The Alaska Highway shall extend 300 feet on each side of the center line thereof.

The Richardson Highway, Glenn Highway, Haines Highway, Seward-Anchorage Highway, Anchorage-Lake Spenard Highway and Fairbanks-College Highway shall extend 150 feet on each side of the center line thereof.

(2) For feeder roads:

Abbert Road (Kodiak Island), Edgerton Cutoff, Elliott Highway, Seward Peninsula Tram road, Steese Highway, Sterling Highway, Taylor Highway, Northway Junction to Airport Road, Palmer to Matanuska to Wasilla Junction Road, Palmer to Finger Lake to Wasilla Road, Glenn Highway Junction to Fishhook Junction to Wasilla to Knik Road, Slana to Nabesna Road, Kenai Junction to Kenai Road, University to Ester Road, Central to Circle Hot Springs to Portage Creek Road, Manley Hot Springs to Eureka Road, North Park Boundary to Kantishna Road, Paxson to McKinley Park Road, Sterling Landing to Ophir Road, Iditarod to Flat Road, Dillingham to Wood River Road, Ruby to Long to Poorman Road, Nome to Council Road and Nome to Bessie Road shall each extend 100 feet on each side of the center line thereof.

(3) For local roads:

All public roads not classified as through roads or feeder roads shall extend 50 feet on each side of the center line thereof.

(over)

Sec. 3 Establishment of rights of way or easements.

(a) A reservation for highway purposes covering the lands embraced in the through roads mentioned in section 2 of this order was made by Public Land Order No.601 of August 10, 1940, as amended by Public Land Order No. 757 of October 16, 1951. That order operated as a complete segregation of the land from all forms of appropriation under the public-land laws, including the mining and the mineral leasing laws.

(b) A right-of-way or easement for highway purposes covering the lands embraced in the feeder roads and the local roads equal in extent to the width of such roads as established in section 2 of this order, is hereby established for such roads over and across the public lands.

(c) The reservation mentioned in paragraph (a) and the rights-of-way or easements mentioned in paragraph (b) will attach as to all new construction involving public roads in Alaska when the survey stakes have been set on the ground and notices have been posted at appropriate points along the route of the new construction specifying the type and width of the roads.

Sec. 4, Road maps to be filed in proper Land Office. Maps of all - public roads in Alaska heretofore or hereafter constructed showing the location of the roads, together with appropriate plans and specifications, will be filed by the Alaska Road Commission in the property Land Office at the earliest possible date for the information of the public.

/s/ Oscar L. Chapman  
Secretary of the Interior

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UNITED STATES  
DEPARTMENT OF THE INTERIOR  
Washington 25, D. C.

ORDER NO. 2665 (October 16, 1951) Amendment No. 1

7-17-52

SUBJECT: Rights-of-way for Highways in Alaska

The right-of-way or easement for highway purposes covering the lands embraced in local roads established over the public lands in Alaska by section 2 (a) (3) and section 3 (b) of Order No. 2665 of October 16, 1951 (16 F.R. 10752), is hereby reduced, so far as it affects the Otis Lake Road, to 30 feet on each side of the center line thereof over the following-described lands only:

Seward Meridian

T. 13 N., R. 3 W.,  
Sec. 21, N $\frac{1}{2}$ SW $\frac{1}{4}$  and SW $\frac{1}{4}$ SW $\frac{1}{4}$

/s/ Oscar L. Chapman  
Secretary of the Interior

July 17, 1952

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
WASHINGTON 25, D. C.

ORDER NO. 2665 (October 16, 1951), Amendment No. 2

Sept. 15, 1956

SUBJECT: Rights-of-Way for Highways in Alaska

47-1960  
1. Section 2 (a) (1) is amended by adding to the list of public highways designated as through roads, the Fairbanks-International Airport Road, the Anchorage-Fourth Avenue-Post Road, the Anchorage International Airport Road, the Copper River Highway, the Fairbanks-Nenana Highway, the Denali Highway, the Sterling Highway, the Kenai Spur from Mile 0 to Mile 14, the Palmer-Wasilla-Willow Road, and the Steese Highway from Mile 0 to Fox Junction; by re-designating the Anchorage-Lake Spenard Highway as the Anchorage-Spenard Highway, and by deleting the Fairbanks-College Highway.

2. Section 2(a) (2) is amended by deleting from the list of feeder roads the Sterling Highway, the University to Ester Road, the Kenai Junction to Kenai Road, the Palmer to Finger Lake to Wasilla Road, the Paxson to McKinley Park Road, and the Steese Highway, from Mile 0 to Fox Junction, and by adding the Kenai Spur from Mile 14 to Mile 31, the Nome-Kougarok Road, and the Nome-Teller Road.

/s/ Fred A. Seaton  
Secretary of the Interior



Revoking public land order no. 601 of August 10, 1949, which reserved public lands for highway purposes, and partially revoking public land order no. 386 of July 31, 1947.

By virtue of the authority vested in the President and pursuant to executive order no. 10355 of May 26, 1952, and the act of August 1, 1956 (70 Stat. 898) it is ordered as follows.

1. Public Land Order No. 601 of August 10, 1949 as modified by public land order No. 757 of Oct 16, 1951, reserving for highway purposes the public lands in Alaska lying within 300 feet on each side of the center line of the Alaska Highway and within 150 feet on each side of the center line of the Richardson Highway, Glenn Highway, Hains Highway, the Seward-Anchorage Highway (exclusive of that part thereof, within the boundaries of the Chugach National Forest). The Anchorage-Lake Spenard Highway, and the Fairbanks-College Highway, is hereby revoked.
2. Public Land Order No. 386 of July 31, 1947, so far as it withdrew the following-described lands, Identified as items(a) and (b) in said order, under the jurisdiction of the Secretary of War for right-of-way purposes for a telephone line and an oil pipeline with appurtenances. Is hereby revoked.
  - a. A strip of land 50 feet wide, 25 feet on each side of a telephone line as located and constructed generally parallel to the Alaska-Yukon Territory boundary to the junction of the Alaska Highway with the Richardson Highway near Big Delta, Alaska.
  - b. A strip of land 20 feet wide, 10 feet on each side of a pipe line as located and constructed generally parallel to the Alaska Highway from the Alaska-Yukon Territory boundary to the junction of the Alaska Highway near Big Delta, Alaska
3. An easement for highway purposes, including appurtenant protective, scenic, and service areas, over and across the lands described in paragraph 1 of this order, extending 150 feet on each side of the center line of the Highways mentioned therein, is hereby established.
4. An easement for telephone line purposes in over, and across the lands described in paragraph 2(a) of this order, extending 25 feet on each side of the telephone line referred to in that paragraph, and an easement for pipeline purposes.

4. In, under, over, and across the lands described in paragraph, 2-(b) of this order, extending 10 feet on each side of the pipeline referred to in that paragraph, are hereby established together with the right of ingress and egress to all sections of the above easements on and across the lands hereby released from withdrawal.
5. The easement established under paragraphs 3 and 4 of this order shall extend across both surveyed and unsurveyed public lands described in paragraphs 1 and 2 of this order for the specified distance on each of the centerline of the Highways, telephone line and pipeline, as those center lines are definitely located as of the date of this order.
6. The lands within the easements established by paragraphs 3 and 4 of this order shall not be occupied or used for other than the Highways, telegraph line and pipeline referred to in paragraphs 1 and 2 of this order except with the permission of the Secretary of the Interior or his delegate as provided by Section 3 of the act of August 1, 1956 ( 70 Stat. 898). provided: that if the lands crossed by such easements are under the jurisdiction of a Federal department of agency other than the Department of the Interior or of a Territory State or other Government subdivision or agency such permission may be granted only with the consent of such department agency or other governmental unit.
7. The lands released from withdrawal by paragraphs 1 and 2 of this order, which at the date of this order, adjoining lands in private ownership shall be offered for sale at not less than their appraised value, as determined by the authorized offer of the Bureau of Land Management deems equitable provided that ordinarily owners of private lands adjoining the lands described in paragraph 1 of this order will have a preference right to purchase released lands adjoining their property, only up to the centerline of the Highways located therein. Preference right claimants may make application for purchase of released lands at any time after the date of this order by giving notice to the appropriate land office of the Bureau of Land Management.
8. Lands described in this paragraph not claimed by and sold at public auction at not less than their appraised value by an authorized offer of the Bureau of land Management provided that preference claimants are first given notice of their privilege to exercise his preference rights by a notice addressed to their last address of record in the office in the Territory in which their title to their private land is recorded.

8. Such notice shall give the preference claimant at least 60 days in which to make application to exercise his preference right will be lost. Preference right claimants will also lose their preference rights if they fail to pay for the lands within the timesperiod specified by the authorized officer of the Bureau of Land Management which time period shall not be less than 60 days.

E.C. 2665 came before 27, 5/56

P.L.O. 1613

~~4/7/58~~  
~~June 29, 1955~~

1. Revokes P.L.O. 601 insofar as it refers to the Alaska Highway, Glenn Highway, Richardson, Haines Highway, Seward-Anchorage Highway, Anchorage-Lake Spenard Highway, and the Fairbanks-College Highway.
2. P.L.O. 386 revoked insofar as it refers to telephone and pipeline R/W.
3. Establishes easement 150' each side of Highways mentioned above (1).
4. Establishes easement for telephone and pipeline R/W's mentioned above (2).
5. Lands in above easements shall not be occupied or used other than for highway, pipeline, or telephone purposes, except with permission from Secretary of the Interior.
6. Lands released from withdrawal will be offered for sale to adjacent property holders.

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10355

Alk. Rd. Commission

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TITLE 43 - PUBLIC LANDS  
INTERIOR

Chapter 1 - Bureau of Land Management, Department of the Interior

Appendix - Public Land Orders  
(Public Land Order (1613)  
(22506)

ALASKA

REVOKING PUBLIC LAND ORDER NO. 601 ON AUGUST 10, 1949, WHICH  
RESERVED PUBLIC LANDS FOR HIGHWAY PURPOSES, AND PARTIALLY  
REVOKING PUBLIC LAND ORDER NO. 386 OF JULY 31, 1947.

By virtue of the authority vested in the President and pursuant to Executive Order No. 10335 of May 26, 1958, and the act of August 1, 1956 (70 Stat. 898) it is ordered as follows:

1. Public Land Order No. 601 of August 10, 1949, as modified by Public Land Order No. 757 of October 16, 1951, reserving for highway purposes the public lands in Alaska lying within 300 feet on each side of the center line of the Alaska Highway and within 150 feet on each side of the center line of the Richardson Highway, Glenn Highway, Haines Highway, the Seward-Anchorage Highway (exclusive of that part thereof, within the boundaries of the Chugach National Forest), the Anchorage-Lake Spenard Highway, and the Fairbanks-College Highway, is hereby revoked.

2. Public Land Order No. 386 of July 31, 1947, so far as it withdrew the following-described lands, identified as items (a) and (b) in said order, under the jurisdiction of the Secretary of War for right-of-way purposes for a telephone line and an oil pipeline with appurtenances, is hereby revoked:

(a) A strip of land 50 feet wide, 25 feet on each side of a telephone line as located and constructed generally parallel to the Alaska Highway from the Alaska-Yukon Territory boundary to the Junction of the Alaska Highway with the Richardson Highway near Big Delta, Alaska.

(b) A strip of land 20 feet wide, 10 feet on each side of a pipeline as located and constructed generally parallel to the Alaska Highway from the Alaska-Yukon Territory boundary to the junction of the Alaska Highway with the Richardson Highway near Big Delta, Alaska.

③ An easement for highway purposes, including appurtenant protective, scenic, and service areas, over and across the lands described in paragraph 1 of this order, extending 150 feet on each side of the center line of the highways therein, is hereby established.

4. An easement for telephone line purposes in, over, and across the lands described in paragraph 2 (a) of this order, extending 25 feet on each side of the telephone line referred to in that paragraph,

and an easement for pipeline purposes, in, under, over, and across the lands described in paragraph 2 (b) of this order, extending 10 feet on each side of the pipeline referred to in that paragraph, are hereby established, together with the right of ingress and egress to all sections of the above easements on and across the lands hereby released from withdrawal.

5. The easements established under paragraphs 3 and 4 of this order shall extend across both surveyed and unsurveyed public lands described in paragraphs 1 and 2 of this order for the specified distance on each side of the center line of the highways, telephone line and pipeline, as those center lines are definitely located as of the date of this order.

6. The lands within the easements established by paragraphs 3 and 4 of this order shall not be occupied or used for other than the highways, telegraph line and pipeline referred to in paragraphs 1 and 2 of this order except with the permission of the Secretary of the Interior or his delegate as provided by section 3 of the act of August 1, 1956 (70 Stat. 898), provided: that if the lands crossed by such easements are under the jurisdiction of a Federal department or agency, other than the Department of the Interior, or of a Territory, State, or other Government subdivision or agency, such permission may be granted only with the consent of such department, agency, or other governmental unit.

7. The lands released from withdrawal by paragraphs 1 and 2 of this order, which, at the date of this order, adjoin lands in private ownership, shall be offered for sale at not less than their appraised value, as determined by the authorized officer of the Bureau of Land Management, and pursuant to Section 2 of the act of August 1, 1956, supra. Owners of such private lands shall have a preference right to purchase at the appraised value so much of released lands adjoining their private property as the authorized officer of the Bureau of Land Management deems equitable, provided, that ordinarily, owners of private lands adjoining the lands described in paragraph 1 of this order will have a preference right to purchase released lands adjoining their property, only up to the center line of the highways located therein. Preference right claimants may make application for purchase of released lands at any time after the date of this order by giving notice to the appropriate land office of the Bureau of Land Management. Lands described in this paragraph not claimed by and sold to preference claimants may be sold at public auction at not less than their appraised value by an authorized officer of the Bureau of Land Management, provided that preference claimants are first given notice of their privilege to exercise their preference rights by a notice addressed to their last address of record in the office in the Territory in which their title to their private lands is recorded. Such notice shall give the preference claimant at least 60 days in which to make application to exercise his preference right; and if the application is not filed within the time specified the preference right will be lost. Preference right claimants will also lose their preference rights if they fail to pay for the lands within the time period specified by the authorized officer of the Bureau of Land Management, which time period shall not be less than 60 days.

8. The lands released from withdrawal by paragraphs 1 and 2 of this order, which at the date of this order, adjoin lands in valid unperfected entries, locations, or settlement claims, shall be subject to inclusion in such entries, locations and claims, notwithstanding any statutory limitations upon the area which may be included therein. For the purposes of this paragraph entries, locations, and claims include, but are not limited to, certificates of purchase under the Alaska Public Sale Act (63 Stat. 679; 48 U.S.C. 364a-e) and leases with option to purchase under the Small Tract Act (52 Stat. 609; 43 U.S.C. 682a) as amended. Holders of such entries, locations, and claims to the lands, if they have not gone to patent, shall have a preference right to amend them to include so much of the released lands adjoining their property as the authorized officer deems equitable, provided, that ordinarily such holders of property adjoining the lands described in paragraph 1 of this order will have the right to include released lands adjoining such property only up to the centerline of the highways located therein. Allowances of such amendments will be conditional upon the payment of such fees and commissions as may be provided for in the regulations governing such entries, locations, and claims together with the payment of any purchase price and cost of survey of the land which may be established by the law or regulations governing such entries, locations and claims, or which may be consistent with the terms of the sale under which the adjoining land is held. Preference right claimants may make application to amend their entries, locations, and claims at any time after the date of this order by giving notice to the appropriate land office of the Bureau of Land Management. Lands described in this paragraph, not claimed by and awarded to preference claimants, may be sold at public auction at not less than their appraised value, by the authorized officer of the Bureau of Land Management, provided that preference claimants are first given notice of their privilege to exercise their preference rights by a notice addressed to their last address of record in the appropriate land office, or if the land is patented, in the Territory in which title to their private land is recorded. Such notice shall give the claimant at least 60 days in which to make application to exercise his preference right, and if the application is not filed within the time specified the preference rights will be lost. Preference right claimants will also lose their preference rights if they fail to make any required payments within the time period specified by the authorized officer of the Bureau of Land Management, which time period shall not be less than 60 days.

9. (a) Any tract released by Paragraph 1 or 2 of this order from the withdrawals made by Public Land Orders Nos. 601, as modified, and 386, which remains unsold after being offered for sale under Paragraph 7 or 8 of this order, shall remain open to offers to purchase under Section 2 of the act of August 1, 1956, supra, at the appraised value, but it shall be within the discretion of the Secretary of the Interior or his delegate as to whether such an offer shall be accepted.

(b) Any tract released by Paragraph 1 or 2 of this order from the withdrawals made by Public Land Orders Nos. 601, as modified, and 386 which on the date hereof does not adjoin privately-owned land or land covered by an unpatented claim or entry, is hereby opened, subject to the provisions of Paragraph 6 hereof, if the tract is not otherwise withdrawn, to settlement claim, application, selection or location under any applicable public land law. Such a tract shall not be disposed of as a tract or unit separate and distinct from adjoining public lands outside of the area released by this order,

but for disposal purposes, and without losing its identity, if it is already surveyed, it shall be treated as having merged into the mass of adjoining public lands, subject, however, to the easement so far as it applies to such lands.

(c) Because the act of August 1, 1956 (70 Stat. 896; 48 U.S.C. 420-420c) is an act of special application, which authorizes the Secretary of the Interior to make disposals of lands included in revocations such as made by this order, under such laws as may be specified by him, the preference-right provisions of the Veterans Preference Act of 1944 (58 Stat. 747; 43 U.S.C. 279-284) as amended, and of the Alaska Mental Health Enabling Act of July 28, 1956 (70 Stat. 709; U.S.C. 46-35) will not apply to this order.

10. All disposals of lands included in the revocation made by this order which are under the jurisdiction of a Federal department or agency other than the Department of the Interior may be made only with the consent of such department or agency. All lands disposed of under the provisions of this order shall be subject to the easements established by this order.

11. The boundaries of all withdrawals and restorations which on the date of this order adjoin the highway easements created by this order are hereby extended to the center line of the highway easements which they adjoin. The withdrawal made by this paragraph shall include, but not be limited to the withdrawals made for Air Navigation Site No. 7 of July 13, 1954, and by Public Land Orders No. 386 of July 31, 1947, No. 622 of December 15, 1949, No. 808 of February 27, 1952, No. 975 of June 18, 1954, No. 1037 of December 16, 1954, No. 1059 of January 21, 1955, No. 1129 of April 25, 1955, No. 1179 of June 29, 1955, and No. 1181 of June 29, 1955.

Roger Ernst

Assistant Secy. of the Interior

April 7, 1958

(F.R. Doc. 58-2659: Filed April 10, 1958: 8:45 a.m.)