

## Office Memorandum • UNITED STATES GOVERNMENT

TO : Headquarters, Alaska Road Commission, Juneau

DATE: July 6, 1950

FROM : Alaska Road Commission, Fairbanks, Alaska

SUBJECT: Work Hagaman Road

Enclosed herewith you will find a letter recently received at this office for work on the above mentioned road.

For your information the Hagaman Road as shown on the enclosed sketch, leaves the Steese Highway at about Mile 4 and crosses homesteads (patented) as shown on the sketch. This road was originally built by Mr. Floyd Hagaman with his own personal funds across the land as described. We have no deeds or Right of Way to this road.

For your further information, Grammer's survey for the Chena Hot Springs Road practically parallels this road.

It is estimated that the initial cost of work as requested in the enclosed letter would be approximately \$3,000.00 or more plus future maintenance plus future improvements.

It is also estimated that approximately five people would be benefitted by this work.

Encls.

Col. No. 12	
Chf. Engr.	<i>all</i>
Admin.	
Op's	
Eng'g	

Over-  
Admiral Haganan - no (CC Nash)

1- not ARC road

2- It's road scheduled for convt. next year  
(off funds budgeted are received)

3- Cost estimate precludes accomplishment  
from diversion of maintenance funds.

str.

ofg

Headquarters, Alaska Road Commission, Juneau

July 6, 1950

Alaska Road Commission, Fairbanks, Alaska

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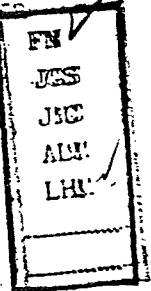
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Encls.

Fairbanks, Alaska  
July 1st, 1950



Mr. Frank Nash  
Alaska Road Commission  
Fairbanks, Alaska

Dear Mr. Nash:

The Hagaman Road still needs attention, Mr. Nash. If the A R C had made one single attempt to put a grader blade over this short mile and one third of road just a couple of times and if just a few truck loads of gravel could have been offered, we, who use the road daily, would have felt greatly appreciative and that the A R C really had us in mind. But nothing has been done and soon we'll be getting the fall rains and we then will have the same miserable mess we experienced during May and early June.

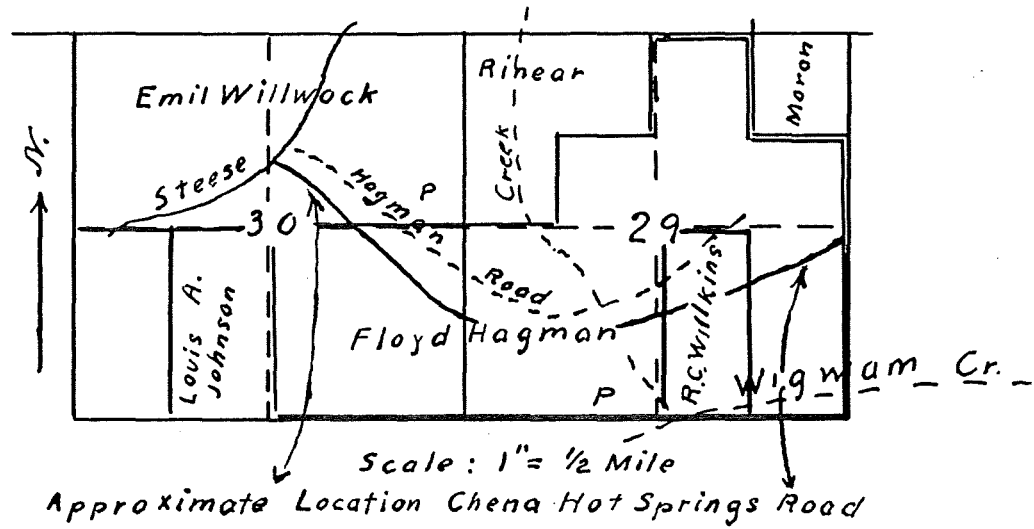
It would take such a little effort on the part of the ARC to make the Hagaman Road into a good road. A little gravel dumped into the worse places and the use of a grader for one day a month would give us something worth while. The road is passable now and is in good condition for grading and gravel dumping.

Please consider this matter very thoughtfully, Mr. Nash. Give us just a little help before the fall rains and the winter snows come. None of us feel that this is requesting too much and we really would sincerely appreciate anything you might do or suggest that would help us out with our road condition. A road is a very important matter ... and sometimes very discouraging.

Respectively yours,

Box 657, Fairbanks





May 16, 1939

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

Dear Sir:

Receipt is acknowledged of your letters of May 8 regarding roads requested by Haganan, Crossman and Fideler. I have referred these to Mr. Hesse and he advises that he is not in a position at this time to set up funds for these projects. In view of the amount involved it will not be possible to increase your program from Road Commission funds at this time.

If these homesteaders are really in earnest about improvement of their places it would be to their interest to do what road work they can in the way of hand labor so that they would be in a better position to obtain an allotment of territorial funds.

I am not, however, in a position at this time to definitely promise them that we will complete the road even tho they do whatever hand work is required.

Very truly yours,

Ike P. Taylor  
Chief Engineer

IPT:IE

DEPARTMENT OF THE INTERIOR

ALASKA ROAD COMMISSION

FAIRBANKS ALASKA

587



May 8, 1939.

Alaska Road Commission,  
Juneau, Alaska.

Gentlemen;

Mr. Floyd Haganan, a homesteader located to the East of, and over the ridge from the Steese Highway, is requesting the construction of a road from Mile 4 3/4 on the Steese Highway to his homestead. The length of the road requested would be approximately 1 1/4 miles and would consist of approximately 3/4 of a mile of side hill grading, 800 feet turnpike and 800 to corduroy and cover. Mr. Haganan advises that he will cooperate to the extent of clearing all of the R of W and cutting and laying all necessary corduroy, leaving side hill grading, turnpiking, covering corduroy and installing necessary culverts for the ARC to perform. It is estimated that this work will cost approximately \$800.00.

The first 1/4 mile of the proposed road will cross a section of Mr. John Bleies homestead, who has assured Mr. Haganan that a deed for the R of W will be granted. The balance of the road is on Mr. Haganans homestead, he has advised that a deed for the necessary R of W will be given.

If constructed this road will also benefit a homesteader by name, B.D. Douglas, the road passing within 3/4 of a mile of his place. So far neither of these men have done much toward the development of these homesteads; they however declare that their intentions are that they intend to go ahead and fully develop them.

If this project approved an increase in program will be necessary to handle as it is doubtful if there is sufficient funds in the allotment for routes 7G, etc to perform this and necessary work on the existing roads. For is there sufficient in the allotment for Misc. roads and trails.

Very truly yours

Frank Nash  
Supt.

*If authorized  
account should include  
it of it on across  
homestead.*

*ASH*

WAR DEPARTMENT  
ALASKA ROAD COMMISSION  
JUNEAU, ALASKA

ANCHORAGE, ALASKA,

February 28th, 1928

Major D.H. Gillette  
Engineer Officer  
Juneau.

Dear Sir:

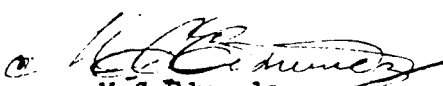
I submit herewith report on the Lawing- Kenia winter route, as sent in by Captain Ralph R. Guthrie, who made an inspection trip over the route during the early part of this month.

He recommends that two men be employed for a period of two months, to go over the trail and make repairs, this is estimated to cost \$900.00. OK.  
JH

In the last paragraph a recommendation is made that the trail be taken off the ice from Lawing to upper Kenai Lake, to avoid travelling on the ice, which is, at certain times, treacherous, but a wagon road is already constructed from Moose Pass, for a distance of approximately 9 miles, and a trail built for 12 miles, which connects with the route from Lawing, near Coopers landing. OK.  
13/11/28

This route is followed during the periods when travel is not safe on the lake, it only being necessary to go to Moose Pass, on the railroad, a distance of six miles from Lawing, instead of getting off at the lower end of the lake.

The cost of the trip, including all charges, is \$232.41

  
M.C. Edmunds  
Dist. Supt.

Seward, Alaska,  
February 17, 1928.

Subject: Inspection of Kenai River Trail, Route 55.

To: Alaska Road Commission, Juneau, Alaska.



1. The inspection trip was begun by the undersigned on February 5, 1928, and concluded on February 12, 1928. Employed one musher, Mr. Lars Indergard, a twelve-foot sled, shipped from Anchorage, and seventeen dogs. Three days were consumed in making the trip from Lawing to Kenai, one day was spent in Kenai, as a rest period, and three days spent on the return journey. All kinds of weather except rain was encountered, and temperatures varying from forty above to zero. The snow in places had accumulated, in the drifts, three feet deep, and part of the return journey was covered in a snow storm, in which eighteen inches of snow fell. The trail was well broken throughout, except during the snow storm on Kenai lake. Eleven dog teams were encountered on the road, showing a considerable traffic, estimated to average forty sleds a month during the winter.

2. The route of the inspection started at Lawing, Mile 23, U. S. Railroad, and led over the ice, down Kenai lake, to the lower end. Thence up the Kenai river a short distance, off the river and up the mountain side to an elevation of approximately seventy-five feet, and rather precipitous, for a mile and a half to Cooper's Landing. About this section of the lake it may be said that travel in the winter is very precarious, there being a considerable number of air holes off Black Point, opposite the mouth of Quartz Creek. During the past twenty years many teams have broken through. The mile-and-a-half section between the mouth of Kenai river and Cooper's Landing is maintained apparently by the fire patrols, and is the worst place on the trail. A little grading, the rehabilitation of one small bridge, and the hewing down of a few trees here would do very well and could be accomplished at a cost of one hundred dollars. On the lower end of Kenai lake to a point seven and one half miles beyond Cooper's Landing there is an average of one cabin per mile, and all are suitable for shelter. The prevailing grade is about thirty per cent.

3. The first shelter cabin encountered is located fifteen miles from Cooper's Landing. It was in good condition, corrugated iron roof, one door, two windows, sheet iron stove, five joints of pipe, pole bed, and dog cabin. The latter was about twelve by twelve feet inside measurement, the dimensions of the shelter cabin itself being fourteen by sixteen feet. After leaving this cabin no further shelter was encountered until the

cabin known as the "Midway Cabin," of approximately the same dimensions as the first, but without dog shelter, was reached. This was twenty-nine miles from Cooper's Landing. This cabin was very comfortable, indeed, with a sheet iron stove, a pole bed, and the comforts which could be expected under the circumstances. It is here suggested that these cabins (All of them) could be improved by battening up or filling in the interval between the iron roof and the pole roof, six inches beneath. Into this open space the snow drifts and melts from the heat of the stove, causing leakage in the vicinity of the bed. The approximate cost for three cabins on the Kenai-Lawing trail in the opinion of the undersigned could be covered by one hundred and fifty dollars, or fifty dollars per cabin. Between Cooper's Landing and Midway Cabin only two fallen trees were encountered, and they were lying across the road as it led across the second small lake after leaving Cooper's Landing. They were about fifty yards apart, and could be removed by one man in about a minute. A few objectionable "nigger-heads" were found on the trail between a point eight miles from Coopers Landing and Midway Cabin, and again six miles beyond Moose river and the village of Kenai. The third relief cabin, located at Mile 19 from Kenai, was in the same condition as the others; very habitable, but it was found that natives had been using it as a trapper's cabin, and it is strongly suspected of being infested with vermin.

4. Using a twelve-foot sled and seventeen dogs with a broken trail it was found that from forty to sixty miles could have been easily accomplished in a day, any place on the road. At approximately twelve miles from Kenai village there is a plateau with a very steep incline, varying from thirty-five to fifty per cent grade, and winding in and out between trees, very dangerous to teams. From this point toward Kenai the Road Commission trail is practically abandoned and an old Siwash trail, leading over frozen swamps, is used. It is recommended that the Road Commission accept the judgement of traffic in this regard, and that the Siwash trail be adopted and improved. Three miles of trail in the vicinity of Mile 19 from Kenai has also been abandoned by traffic in preference of a shorter cut, apparently to good advantage. It was found that the trail is opened each winter by the natives, and that in spite of any advantage which might exist in the new government trail, they prefer the one that they laid out themselves. In the judgement of the undersigned, the only way to get those sections of the trail used would be to send a trail breaking crew over the trail early in the season. The advisability of this is questioned.

5. In general, the trail from Lawing to Kenai is not in bad condition for either heavy or light hauling. It is believed that Duncan Little, of Cooper's Landing, with one assistant could go over the entire trail in two months next summer and put it in excellent shape. No one could hope to remove all of the nigger-heads, but the more prominent ones could be smoothed away. All the equipment needed would be a couple of axes, cross cut saw, spades, hammers, nails, and a couple of pack horses. Bridges and shelter cabin roofs could be repaired, and the material found on the ground. Mr. Little has the reputation of being extremely

conscientious and industrious, and has both experience and common sense. It is recommended that he be put in charge of the work and authorized to employ one man as an assistant, and that the period of his employment not exceed two months.

6. Answering the questions in your memorandum of May 20, 1927, for all superintendants, the following information is given:

Length of road from Iawing to Kenai, approximately 120 miles.

Shelter cabins, Mile 19 from Kenai and Mile 37 from Kenai.

A privately owned prospector's cabin used as shelter cabin at Mile 46 from Kenai.

General ruling grade, 20 per cent.

Maximum grade encountered, 50 per cent, 150 feet long. Maximum grade not objectionable if trees are cut which now endangers sleds from turning over. Cost of improvement \$20.00.

Two-horse teams can not be used.

One small bridge to be renewed at Cooper's Landing.

Grading not necessary, but strong shovel work required at approaches to two small lakes between Cooper's Landing and Midway shelter cabin, approximate cost \$20.00.

No new bridges required.

Road now used does not drift nor glacier badly. Trail is located so that approximately thirty-nine miles is over frozen lakes and streams. This not objectionable.

Nigger-heads and stumps are to be removed in a few instances.

Condition of shelter cabins excellent, except for roofs noted.

Stoves have all been installed by private interests, and are at present adequate, but should be replaced next summer by new stoves suitable for both heating and cooking.

Character of traffic on route, foot, and dog sleds, about forty sleds per month.


This route can not be used in the summer time without long and difficult detours on account of so much of it being over ice. It is purely a winter trail, and if it is to be converted into a summer trail, as well, a road must be cut from Iawing along the north bank of Kenai lake to Cooper's Landing, and from a point seven and one half miles beyond Cooper's Landing the road must be widened and improved, detouring all lakes and streams, the entire distance to Kenai. As seven lakes and three streams are used, this is liable to be expensive.

7. In case a wagon road were contemplated, it would necessitate a wagon road along the north bank of Kenai Lake to Cooper's Landing, or the use of the railroad outlet at present supplied by the Quartz Creek route to Moose Pass and thus junction with the railroad, cost about ten thousand dollars (\$10,000.00) per mile. From the lake the road could then follow the north bank of Kenai river along the present trail branching off onto a trapper's trail twelve miles from Cooper's Landing to Skilak lake, cost about five thousand dollars (\$5,000.00) per mile. Thence along the

north bank of Skilak lake to the Lower Kenai river to the mouth of Moose river which must be spanned by new fifty-foot suspension type bridge, cost of road ten thousand dollars (\$10,000.00) per mile, cost of bridge five thousand dollars (\$5,000.00) to ten thousand dollars (\$10,000.00). From bridge the road could take direct route to Kenai village over tundra, cost about five thousand dollars (\$5,000.00) per mile.


#### RECOMMENDATIONS

It is recommended that two good trail construction men be employed for two months next summer to go over the entire trail from upper Kenai Lake to Kenai village to make common sense repairs to the winter trail and to shelter cabins, using material to be found in the forest with a moderate amount of equipment and material furnished, and no further expense undertaken. Also that plans be formulated to construct a winter trail around upper Kenai lake from Lawing, for the purpose of avoiding the obvious dangers to lives and mail, involved in crossing over treacherous stretches of thin ice abounding in air holes at different periods during the winter.

  
Ralph R. Guthrie,  
Inspector.



159 pages

**ASKA**

Dear Steese:

Very truly yours,

LEO: IH  
Enc. 3

Additional reconnaissance recom-  
mended by Sterling should be  
made -

(This should be included  
in next season's program - JH)

RG 30, FRC Seattle

Q 04/07

3/4.2  
13/45-13

WAR DEPARTMENT  
BOARD OF ROAD COMMISSIONERS FOR ALASKA  
JUNEAU, ALASKA

Anchorage, Alaska.  
November 1, 1925.

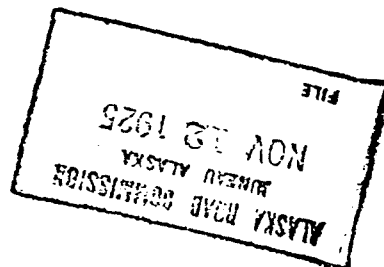
Major Lunsford E. Oliver, Engr. Officer,  
Juneau, Alaska.

Dear Sir:

Attached herewith are reports of two reconnaissance trips made recently by Anton Anderson, one being a report of a proposed alternate route from Houston, on the railroad, to the mines of the Willow Creek Mines Co. and other prospects along upper Willow Creek and the other being a report of a reconnaissance of a proposed pack and double ender trail from the Rawson coal mine on Moose Creek to various prospects on upper Moose Creek, this latter item having been called to your attention when you last visited us, thru an appeal by letter from one J.F. Clarke, owner of one of the prospects.

By those who have freighted on the Houston- Willow Creek sled road, this route for a summer road has always been tabooed. Various trappers, prospectors and old timers who have had occasion to cross from the railroad to the hills during the summer, even before the railroad was built, have told me that a summer road is a feasible proposition from Houston, Nancy or Willow. These reports were given sufficient consideration to have the country looked over resulting in the accompanying report by Anderson, the sum and substance of the report and the conversation I had with Anderson on the matter being that the ground that he actually saw on this trip was enough to convince him that the route is far superior to the one cruised out earlier in the Fall around the point of Baldy.

However, before anything further is done in the matter, at least one more trip should be made from a point further north. I would suggest even as far north as Willow, which offers, according to the map the most direct route of all. Also the fact that one has a stream to follow closely is a favorable indication of good ground to be found most of the way.



WAR DEPARTMENT  
BOARD OF ROAD COMMISSIONERS FOR ALASKA

ANCHORAGE, ALASKA October 26. 1925.

Mr Hawley W Sterling.  
A.R.C. Supt, Anchorage,

Dear Sir:-

As instructed by you, I left Anchorage Oct 17th, to make a reconnaissance for a double ender trail up Moose Creek from the narrow gauge branch of the Alaska Railroad.

Sunday, Oct 18th was wet and stormy and I did not leave camp. On Monday, 19th, accompanied by Mr J.L. Clarke I made a trip up the creek for twelve miles, returning the same day to Rawsons Coal Mine.

The present pack trail was made by Rawson and partners, and begins at Mile 6 on the narrow gauge. Very little work has been done on this trail, and can only be used by horses lightly packed.

Leaving this point the trail follows the East bank of Moose Creek for half a mile. The ground on this first section is over the delta moraine on which a fair stand of spruce and cottonwood trees grow. Very little clearing would make this section into a passable trail.

At Mile  $\frac{1}{2}$  a sandstone rock bluff is encountered, having an average slope of 60 degrees, and extending for 700ft along the creek bank. This bluff is approx 100ft high. The creek follows close along its base. If a bench was cut along this section, a constant, but not a large reoccurring maintenance expense can be expected, as the hill side shows constant frost erosion.

From the upper end of this bluff the trail follows the East bank of Moose Creek on a 5 to 8 % grade. Large granite boulders protrude thru the thin coat of dead leaves and vegetable deposition and very few stretches of soft ground are encountered on this mile and a half of location.

At mile 2 the creek comes out of a canyon, tho no solid rock can be seen in same, huge granite boulders, some of them 20ft thru lay in the stream and piled up along the banks. The present trail winds around among these boulders on an elevation of 10ft above the creek. This canyon is nearly a mile in length and remains open thruout the winter, thus preventing any of the prospectors from hauling ~~any~~ equipment up to their locations. A new trail location would follow very closely to the old trail line. I estimate it would take \$700.00 to make a passable sled trail over this mile.

Above this canyon the creek flows less quickly, and the valley widens. A crossing would have to be made, at that point near where the present log foot bridge is located. I estimate that a 30ft span would reach both banks. As only a few cottonwoods grow around on the banks lumber for this bridge would have to be obtained below the canyon.

13/45-12

A good camping ground can be found near this crossing, as no trees for fuel or camp building purposes can be found past this place.

From Mile 3 to mile 5 the location follows the west bank. The ground is dry and no steep grades or side hill excavations would have to be dealt with. At mile 5 a small creek, known as Iron Creek comes in from the West slope. A mile up this creek is the Rawson Mine. The elevation of this mine is approximately 4000ft, while at the junction of the creeks the elevation is about 3000ft.

This claim is located on an iron capped vein carrying an average value across its entire width of 75ft of \$8.20 per ton. The ore being a copper arsenite with small values of gold and silver. Open cuts have been made on the outcropping for 1500ft and a short tunnel ~~xxxxx~~ drove on same, the development work has been greatly hampered for the need of a trail thru the canyon. The chief object of this trail would be to give these prospectors a way by which they could haul building equipment thru this canyon.

From Mile 5 to mile 12 an easy location can be obtained. Joe Clarke has an undeveloped prospect about two miles up the creek, but the creek freezes from there to the head of the canyon, thus making it possible ~~for~~ for him to get sleds over that distance in the winter.

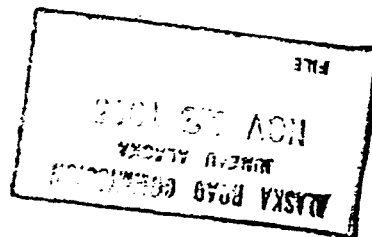
Creek  
Moose drains the southern slope of the range on which the Bullion, Fern, Lucky shot, and War Baby mines are now working. All of these mines have given good returns to their owners. Any assistance this Commission could give would help the development of this section.

I estimate that \$1500.00 would build a fair trail ~~xxxxx~~ from Mile 5 to its junction with the Rail Road.

Very truly,

*Anton Anderson*

Anton Anderson. J.E.



WAR DEPARTMENT  
BOARD OF ROAD COMMISSIONERS FOR ALASKA  
ANCHORAGE, ALASKA

October 27, 1923

Mr Hawley W. Sterling  
A.R.C. Supt, Anchorage,

Dear Sir:-

As instructed by you, to find a better location from the Lucky Shot and Bullion mines to Houston, instead of the present route over the 4000 ft summit, or the proposed route to Wasilla around the long hog back of Mt Baldy, I left Matanuska Junction October 22nd, arriving the same day at Houston. Mr Joe Stino who is Section Foreman there for the Alaska R.R. gave me meals and lodgings at the section house.

On October 23rd I left Houston, beginning this reconnaissance about a half mile North of the station (Mile 175.5) where a long ridge terminates at the R.R. A shack with a garden is located on the North slope of this ridge. I followed the crest of this ridge in a North-easterly direction for three miles. A heavy fog prevented me from getting correct compass bearings from Houston to the Willow Creek canyon. This ridge is very flat, drainage in the hollows going in a South-westerly direction from Mt Baldy. This ridge is covered with a medium stand of birch and spruce tho decayed vegetable matter, covered by a heavy coat of moss would make the construction of a wagon road over same very expensive. At mile 3 the ground commences to get better and raises on a 2% grade to the top of a bare hill, called Grass Hill. A forest fire several years ago having destroyed the timber. This hill is about 500ft higher than the surrounding country and a good view can be had of the country North and Eastward, I descended this hill on a five per cent grade in an Easterly direction, thence following another ridge in a Northeasterly direction, following on fairly level grade for five miles. The moss and vegetation is not as deep on this ridge as between Mile 0 and 4 and gravel shows in places where trees have been uprooted. Several small swamps are crossed on this five mile, the longest being not more than 1000ft.

About mile 7, I twisted my ankle and. At Mile 9 where I found the winter trail blazes I decided to return to Houston as it was hurting quite a bit. This winter trail which is used by the freighters of the Bullion and Lucky Shot mines was cut by Mr Landers during the winter and follows all the open places, such as across bogs and lakes where no clearing was needed. Prospectors or freighters trying to follow this route in the summer season, when the bogs are thawed out and the lakes open, declare that no road location can be found thru this section on that account. This trail runs in a Southerly direction for about seven miles. Thence Westward for three miles to Houston Station. Returning along this route I was forced to make several detours around swamps and lakes.

On my previous reconnaissance from Lucky Shot to Wasilla, I noted that the North side of Willow Creek along to the end of the hog back that runs parallel to Baldy is exposed to the sun thru out the winter and a good dry location can be obtained on a 8% ~~grade~~ grade along

same. Only one small creek would have to be crossed on this section.

I estimate that the distance between Luckshot mine and Houston over this route to be about 26 miles. But there remains a section of ten miles on which no reconnaissance has been made.

In conversation with a native, Harry Chilegan who lives at Houston I learned that a much better route can be obtained. Going North from Houston about four or five miles crossing Willow Creek and following up the North bank crossing Peters Creek and going around the E end of the hog back and up the North bank of Willow Creek previously described. I beg to suggest that anyone making further reconnaissance in this locality to get this native along with him.

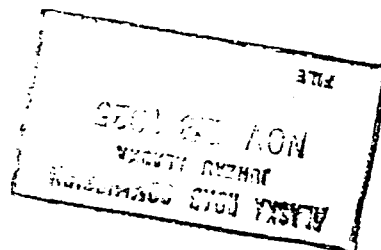
I estimate that a fair road can be graded for the first eighteen miles of this route for \$2,000.00 per mile, and for the last eight for \$1,500.00 per mile.

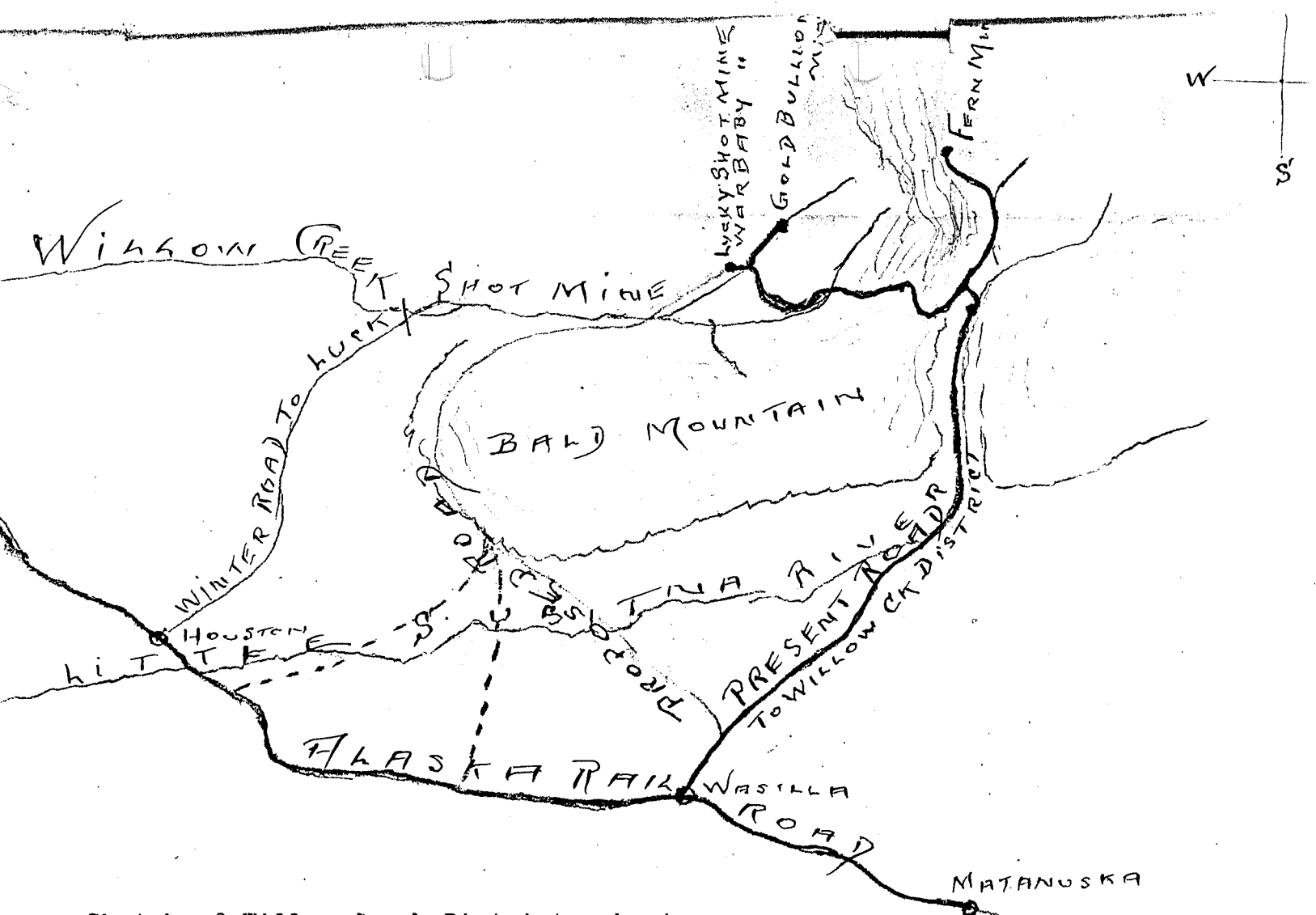
It must be noted that this route follows the gradual fall of the country and no adverse grades would have to be put in, moreover this road could be used at all times of the year.

Very truly,

*Anton Anderson*

Anton Anderson, J.E.





Sketch of Willow Creek District, showing present Road to eastern part of the District, and proposed route of new road to western part. (Present winter route, Houston to Mines, is not practicable for all-year-round use, due swamps, marshes and lakes.)

Approximate distances:

Present Road - Wasilla to Fern Mine, 24 miles;  
 " " Lucky Shot Mine, 26 miles;  
 Proposed Road; Wasilla to Lucky Shot Mine, 20 miles.

Note:

The dotted red lines are intended to show possible alternate routes from Railroad, which might, examination, be found preferable to the one suggested.

COPY OF PETITION SENT TO THE ALASKA ROAD COMMISSION  
BY MINE OPERATORS AND OWNERS OF WILLOW CREEK DIS-  
TRICT, JULY 17, 1925.

To the Alaska Road Commission:

We, the undersigned, mine operators and mining property owners, in the Western or that part of the Willow Creek District of which the drainage is to the Big Susitna River, respectfully request the construction of a road possible of all the year round use, which the extension to Craigie Creek, on our side of the Divide, of the present excellent road from Wasilla by way of Fish Hook Creek, is not.

We submit our request is reasonable because:

(1) The Wasilla-Fish Hook Road on its extension over the high range between the watershed of the two Susitna rivers crosses a pass 4000 feet high, and the consequent snow conditions causes freighting to stop early in the autumn and to open late in the summer. Even at this date (July 15th), a wagon cannot be driven through. The load must be transferred to a sleigh to cross the deep snow at the summit and re-transferred again at the other side to another wagon. As late as the middle of this June freight had to be handled through this pass by dog team.

(2) Owing to this being the only summer road, the pass is often travelled when there is danger from snow slides and if this practice persists there will be loss of life. A road where there would be no slides and with no high summit could be constructed from Wasilla or some more northern point on the railway to our District; and such a road would serve not only the operating properties on Grubstake and Craigie, but such other creeks as Shorty, Purches and Peters, where there are many prospects waiting development. All the above mentioned streams are tributaries of Willow Creek which gives its name to the whole District.

(3) We have done the pioneer work of opening up this District in building winter roads, following the natural route on this side of the divide and over which the main tonnage used in opening up and operating the several properties has been hauled; but, unfortunately, owing to swamps and lakes, these roads are only passable from January to April. The mines of Craigie Creek alone account for about three-quarters of the production of the whole Willow Creek District up to the end of 1924, and the proportion will likely be more in their favor at the end of the present season. Production has a close relation to the number of men actually engaged in mining and to the inwards tonnage.

We earnestly commend your favorable consideration and action in this connection.

(Signed by various mine operators and owners)



July 15th. 1925

To The Alaska Road Commission:

We, the undersigned Mine operators and Mining property owners, in the Western or that part of the Willow Creek District of which the drainage is to the Big Susitna River, respectfully request the construction of a road possible of all the year round use, which the extension to Craigie Creek on our side of the Divide of the present excellent road from Wasilla by Way of Fish Hook Creek is not.

We submit our request is reasonable because:

(1) The Wasilla Fish Hook road on its extension over the High Range between the watershed of the two Susitna Rivers crosses a pass 4000' high and the consequent snow conditions causes freighting to stop early in the autumn and to open late in the summer. Even at this date (July 15th.) a wagon cannot be driven through. The load ~~must~~ be transferred to a sleigh to cross the deep snow at the summit and re-transferred again at the other side to another wagon. As late as the middle of this June freight had to be handled through this pass by dog team.

(2)

Owing to this being the only summer road the pass is often travelled when there is danger from Snow slides and if this practice persists there will be loss of life. A road where there would be no slides and with no high summit could be constructed from Wasilla or some more Northern point on the Railway to our District. And such a road would serve not only the operating properties on Grubstake and Craigie but such other creeks as Shorty, Purches and Peters where there are many prospects waiting development. All the above mentioned streams are tributaries of Willow Creek which gives its name to the whole District.

(3)

We have done the pioneer work of opening up this District in building winter roads following the natural route on this side of the Divide and over which the main tonnage used in opening up and operating the several properties has been hauled; but, unfortunately,

(Alaska Road Commission #2)

owing to swamps and lakes these roads are only passable from January to April. The Mines of Craigie Creek alone account for about three quarters of the production of the whole Willow Creek District up to the end of 1924 and the proportion will likely be more in their favor at the end of the present season. Production has a close relation to the number of men actually engaged in mining and to the inwards tonnage.

We earnestly commend your favorable consideration and action in this connection.

Owner or Operator

Name of Property

Willow Creek Mines,  
Ry L. L. W. Allen.

Gold Bullion  
Mine.

Joe Brassil

The Bear

Alvin G. Gump

" "

John G. Gump

John G. Gump

Fred Blake

J. W. Kumpf, sec.

J. W. Kumpf

O. G. Herming.

Prospector

Bartholomew Luckyshot Gold Mins. Co.

Gold Top Group Claims.

Grubstake Stake Placer Min

SIGNAL CORPS, UNITED STATES ARMY  
WASHINGTON-ALASKA MILITARY CABLE AND TELEGRAPH SYSTEM  
TELEGRAM

NUMBER	TIME FILED	CHECK
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SEND THE FOLLOWING MESSAGE:

Valdez, Aug. 30, 1922.

R. G. Southworth,  
Nenana.

Yours Hot Springs trail definite action  
inadvisable now will investigate at freezeup and if desirable  
will be glad to consider your aid in cutting trail this winter.

GOTVALS.

101

13  
97/10

August 28, 1922

Major Gotwals  
Anchorage

Following from Nenana City Council R G Southworth Mayor quote Mail trail between Nenana and Hot Springs can be shortened near thirty miles and nearly two days saved by cutting trail direct from Nenana to mouth Kantishna River Nenana ready guarantee five hundred dollars possibly thousand if Alaska Road Commission will undertake work this year suggest immediate investigation proposed mile saving route also route via Tolovana Roadhouse either would prove great benefit traveling public improve mail service unquote

SLC-LB

ARC

35-B

C.P.P., A.E.F.—3405—3-6-19—100M

# SIGNAL CORPS, UNITED STATES ARMY

## TELEGRAM

RECEIVED AT: HEADQUARTERS SERVICES OF SUPPLY, A. E. F.

254SI X M 70 NL 4 EXTRA

NENANA ALS AUG 26 1922

MAJOR JOHN C GOTWALLS

JUNEAU

MAIL TRAIL BETWEEN NENANA AND HOTSPRINGS CAN BE SHORTENED NEAR

THIRTY MILES AND NEARLY TWO DAYS SAVED BY CUTTING TRAIL

DIRECT FROM NENANA TO MOUTH KANTISHNA RIVER NENANA READY GUARANTEE

FIVE HUNDRED DOLLARS POSSIBLY THOUSAND IF ALASKA ROAD COMMISSION

WILL UNDERTAKE WORK THIS YEAR SUGGEST IMMEDIATE INVESTIGATION

PROPOSED MILE SAVING ROUTE ALSO ROUTE VIA TOLOVANA ROADHOUSE EITHER

WOULD PROVE GREAT BENEFIT TRAVELING PUBLIC IMPROVE MAIL SERVICE

NENANA CITY COUNCIL, R G SOUTHWORTH MAYOR

515P

Juneau, xxxxxxxx

April 1, 1918

President of the Board.

Hon. Chas. A. Sulzer, Delegate from Alaska, Washington.

*Chas. A. Sulzer*  
Winter Trail, Eagle to Fort Gibbon, and Prince of Wales Island Road.

My dear Mr. Sulzer:

1. In reply to your letter of March 12th, I wish to say that in regard to the winter trail on the Yukon between Eagle and Fort Gibbon, the Road Commission has never considered the staking or improvement of this trail as a justifiable expenditure. The mail service between Dawson and Circle and between Circle and Fort Yukon is only a special service of inconsiderable amount. The mail on these routes is carried by contract and whatever work was necessary in staking or otherwise facilitating mail, has been done by the mail carriers and presumably its cost has been included in the price paid by the Post Office Department for carrying the mail. Aside from the mail, the travel on these routes is very light. My understanding is that the winter mail service between Fort Yukon and Fort Gibbon was discontinued several years ago. Rampart, I believe, is the only point on this stretch which has a winter mail service, and this is from Hot Springs.

2. The roads we maintain in that district, with tentative allotments for this season, are as follows:

Route	9 - Rampart-Eureka Road	\$500.00
"	11 - Eagle-Forty Mile Road	1000.00
"	15 - Circle-Miller House Road	3000.00
"	16 - Chatanika-Miller House Road	150.00
"	17 - Fort Gibbon-Kaltag Trail	300.00
"	5 - Ester-Fort Gibbon Sled Road	500.00

Total - - - - - \$5450.00

We will do the best we can for these people as soon as the weather permits.

3. In regard to the Prince of Wales Island Road, we will put \$5000.00 on this work this season if we possibly can, and I wish to assure you that we will use every effort to take care of this work. We have made an allotment of \$500.00 for the project, but we all know this amount will not accomplish very

much. I have arranged with Mr. Weigle to take his Foreman Swenning about July 1st if we can find the funds.

4. I had hoped to take care of this road through the Department of Agriculture, but the Territorial Road law is so worded that they are not permitted to cooperate with us on a basis which will permit the Office of Public Road funds to be used. In addition to this complication, the policy of the Department of Agriculture is not to start any new work unless it has a helpful bearing on the war situation. In another year we hope the law will be changed so that the Territorial Road Commission can join forces with us.

5. All of our tentative allotments are conditioned on our securing the \$100,000. appropriation which General Richardson has asked for. If we should happen to miss this we will certainly be in bad shape financially.

With best wishes to yourself, Mrs. Sulzer and the young man,

Respectfully yours,

WHW/GHS

*W.H.W.*

Captain, Engrs., U.S.R.

SIXTY-FIFTH CONGRESS.

JOHN A. MOON, TENN., CHAIRMAN.  
THOMAS M. BELL, GA.  
WILLIAM E. COX, IND.  
ARTHUR B. ROUSE, KY.  
FRED L. BLACKMON, ALA.  
EDWARD E. HOLLAND, VA.  
DANIEL J. GRIFFIN, N. Y.  
PETER F. TAQUE, MASS.  
EUGENE BLACK, TEX.  
WILLIAM A. AYRES, KANS.  
CHARLES H. RANDALL, CAL.  
BRUCE F. STERLING, PA.  
HALVOR STEENERSON, MINN.  
MARTIN B. MADDEN, ILL.  
WILLIAM W. GRIEST, PA.  
IRA C. COPLEY, ILL.  
CHARLES M. HAMILTON, N. Y.  
CALVIN DEWITT PAIGE, MASS.  
HARRY C. WOODYARD, W. VA.  
O. WILLIAM RAMSEYER, IOWA.  
ROBERT D. HEATON, PA.  
CHARLES A. SULZER, ALASKA  
ISHAM P. BYROM, CLERK.  
CHARLES E. BRUCE, ASST. CLERK.

Committee on the Post Office and Post Roads,  
House of Representatives, United States,  
Washington, D. C.

March 12, 1918  
CAS/RH

Alaska Road Commission,  
Juneau, Alaska.

My dear Capt. Waugh:

I am in receipt of a letter from Mr. Joseph Romaker of Circle, Alaska, stating that the conditions are very severe in traveling up and down the Yukon from Eagle to Fort Gibbon and urging that the government make improvements on the trails and roads along this mail route.

If there is anything you can do in this connection I feel it would be of great benefit to the interior country.

May I also call your attention to the necessity of improving the road on Prince of Whales Island and I hope some satisfactory arrangement has been worked out whereby this road may be put in proper condition.

With kind personal regards and wishing you every success, believe me,

Sincerely yours,

*Chas. A. Sulzer*

Delegate from Alaska.

106

**BOARD OF ROAD COMMISSIONERS FOR ALASKA**  
VALDEZ, ALASKA

Fairbanks, Alaska, March 24th., 1916.

From: R. J. Sommers, Superintendent.

To: J.C. Mehaffey, Engineer Officer of the Board.

Subject: Petition for road work at American.

*Exhibit to American Creek Road*

1. Inclosed herewith is a petition from the Citizens of American Creek Mining District for the improvement of the road from American Creek to Fish Lake Landing, a distance of about three and one half miles. This road is a portion of route 5. American Creek is a small mining camp and produces approximately \$60,000. annually. All freight for this camp during summer season comes by way of Fish Lake Landing, which is the head of light navigation. I am informed that light draught gasoline launches bring from 5 to 10 ton barges to this landing and from thence the freight is transported by wagons to American Creek.

13  
97  
47

2. In view of the fact that this road is a part of route 5, I recommend and request authority to spend from three to five hundred dollars of the yearly allotment of route 5, for summer improvements of this portion of the route.

*R. J. Sommers*  
Superintendent.



11

The Alaska Road Commission Fairbanks  
March 6<sup>th</sup> 1916

With undersigned Residents of American Creek, submit the following to your notice. All supplies needed for this Creek during the summer, coming from Hot Springs & Tanana are freighted from Fish Lake over the Government Road, a distance of  $3\frac{1}{2}$  miles; We respectfully ask the Alaska Road Commission to grant us an appropriation to repair the same & make it possible to move freight this coming summer.

A Bridge is needed across American 25 feet long  
Also one across Grassy Creek 15 feet long

About 700 feet of Corduroy needed on each side with 2 or 3 small culverts.

P. J. Kinnally  
Dan Kinnaley  
Ben Kestis  
Fred Major  
Geo. Kellman

Miss Fred Major  
John Wells

Fred J. J.  
J. F. W. Harnes  
Geo. L. L. L.

W. B. Burge  
Frederic Begenisic  
John Smith  
E. E. Berger  
James Walker  
Ed. Hest  
J. W. Spencer  
J. Wilbur  
Mrs. J. W. Spencer  
H. Cavanagh

WAR DEPARTMENT  
BOARD OF ROAD COMMISSIONERS FOR ALASKA  
JUNEAU, ALASKA

February 2, 1928.

Mr. Ralph E. Guthrie,  
Barrow, Alaska.

Dear Sir:-

You are hereby appointed inspector for the Alaska Road Commission, to serve without compensation. You will arrange to make, at an early date, an inspection of the Alaska Road Commission trail from Iwling to Koni.

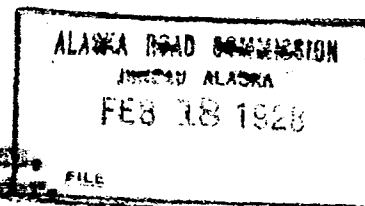
You will apply to Mr. Anton Elde at Barrow for the necessary dog team, musher, and equipment required for the trip. He will also supply you with the necessary transportation to and from Iwling, and the necessary food supplies.

Upon completion of this trip of inspection you will submit a report to the superintendent of the Southwestern District, Anchorage. This report should follow the form of the mimeographed circular letter, dated May 20, 1927, from the Juneau office, a copy of which is inclosed herewith.

Very truly yours,

DHS/mps\*

*D.H. Hill*  
D. H. HILLMAN,  
Engineer Officer.



c.c. Edmunds —

*Annual Report*  
*[Signature]*

WAR DEPARTMENT  
BOARD OF ROAD COMMISSIONERS FOR ALASKA  
ANCHORAGE, ALASKA

December 11, 1924.

Subject: Kenai-Russian River Trail, Route 55. *See 13/41-4*

To: Major Lunsford E. Oliver, Engr. Officer,  
Juneau, Alaska.

1. The winter work on the above route has now been completed, and the funds are exhausted. This work consisted of cutting  $7\frac{1}{2}$  miles of winter trail 8 feet wide from Mile 19, (from Kenai), where the first relief cabin is situated to Mile  $26\frac{1}{2}$  at upper Moose River. The trail over this distance formerly followed the course of Moose River on the ice; the upper end of this stream had occasional air holes in the ice and the entire stream was subject to serious overflow at any time. The new trail crosses the stream on a 24 foot mud sill bridge with 6 eight inch peeled stringers, which was also built from these funds, and keeps the right limit of the stream to the point where it connects with the old trail.

2. This  $7\frac{1}{2}$  miles of trail, including the bridge, was done at a cost of \$ 674.50, including all overhead, or \$ 89.94 per mile.

3. The next step in the improvement of this route is the changing of the trail between Miles 50 and  $53\frac{1}{2}$  where the trail crosses seven lakes, several of which have very steep banks. Most of this  $3\frac{1}{2}$  miles requires grading. It is estimated that this work can be done for a maximum of \$ 2500; that is, make a good pack or double ender trail with all clearing 8 feet wide and necessary grading six feet wide.

4. Another improvement in this district which the Alaska Road Commission, thru me, has been asked to make is the construction of a pack and double ender trail from Mile 55, Route 55, to the east end of Skilak Lake, a distance of  $6\frac{1}{2}$  miles, rough estimated cost \$ 3500. Tho there is no tonnage coming out of this section, there are several people living on the lake, and the trail if constructed would be used by them, by prospectors and by numerous hunting parties which go into that section annually.

Yours very truly,

*Hawley W. Sterling*  
Hawley W. Sterling, Supt.

13/41-4

KARL THEILE  
EX-OFFICIO SECRETARY  
OF ALASKA

DEPARTMENT OF THE INTERIOR  
OFFICE OF THE SECRETARY  
FOR THE TERRITORY OF ALASKA  
JUNEAU, ALASKA

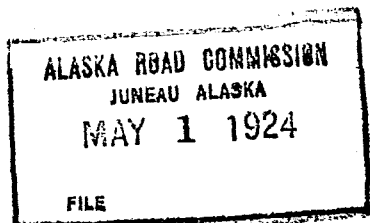
April 30, 1924.

*gmj*

To: Col. James J. Steese,  
From: Territorial Board of Road Commissioners,  
Subject: Kenai-Russian River Trail

13/  
41-4

Referring to your letter of April <sup>24<sup>th</sup></sup> 28, 1924  
relative to the Kenai-Russian River Trail, the Territorial  
Board of Road Commissioners, at its meeting held April 29, 1924,  
agreed to take no action regarding allotment of funds for this  
project until Mr. Sommers, its engineer, make a personal examina-  
tion.



Yours very truly,

*Karl Theile*

Secretary, Territorial Board of  
Road Commissioners

*Jm*

April 24, 1924

Territorial Board of Road Commissioners  
Juneau, Alaska

Subject: Kenai-Russian River Trail.

Gentlemen:

Receipt is acknowledged of your letter of the 12th ultimo enclosing a letter from Senator E. E. Chamberlin to Governor Bone, dated February 16, 1924, and letter of petition from G. W. Palmer and residents of Kenai to Senator Chamberlin, dated January 31, 1924.

During the past winter the Alaska Road Commission performed substantial work upon this trail as follows:

- a. Two new shelter cabins at Mile 19 and Mile 37 respectively, from Kenai.
- b. One old cabin at Mile 46 repaired.
- c. 18 miles new trail cut, average width 9 ft.
- d. 27 miles old trail widened, average 5 ft.

Of the above work the Territory was charged with \$750.00 for the shelter cabins, and the Divisional Chairman was charged \$359.25 for the trail work. Up to March 31, 1924, the Alaska Road Commission had paid bills on account of this work aggregating \$5,240.96. Additional vouchers then in transit aggregate \$2,272.37.

This trail is now in good condition except for the following:

- a. Grading sidehill for double ender, Miles 47 - 50, (4 miles) 6 ft. wide.
- b. Grading pitches in and out of several lakes.
- c. Cutting new trail seven miles long to avoid overflows on Moose Creek.

The grading should be done this summer season, 1924, and the other work should be done next winter.

13  
41-4

*Return to annual report*

WAR DEPARTMENT

BOARD OF ROAD COMMISSIONERS FOR ALASKA

JUNEAU, ALASKA

Anchorage, Alaska.  
February 13, 1924.

SUBJECT: Kenai-Russian River trail.

TO: Mr. Ike P. Taylor, Asst. Engr.,  
Juneau, Alaska.

1. Work on this trail being completed I have the following information to offer for the annual report after making a trip over the route.

- a- Two new shelter cabins, each 14 by 16, log and covered with poles dirt and corrugated iron; one door, two windows, sheet iron stove with 5 joints pipe in each; the first at Mile 19 from Kenai and the second at Mile 37 from Kenai.
- b- One old cabin at Mile 46, (privately owned prospectors cabin; ~~per~~ permission granted to use as shelter cabin), braced, chinked, new sheet iron stove and 5 joints pipe put in, and roofed with corrugated iron.
- c- 18 miles new trail cut, average width 9 feet.
- d- 27 " old trail widened an average of 5 feet.

2. This trail is now in good condition except for three very steep, short pitches getting into and out of lakes which need grading, and four miles, (Miles 47 to 50 inclusive) which was located on sidehill with the intention of grading but which has never been graded; estimated cost this work \$ 2000. I will say, however, that this trail is rarely used by anyone except the mail carrier, who makes only four round trips ~~XXXXX~~ during the winter, and for the present I would not recommend that the work be done.

3. For the above work \$ 750 was ~~aploted~~ allotted to build the ~~x~~ cabins and \$ 5000 allotted for the trail, all of which was used. The total amount charged to this work, including office overhead, is \$ 7513.33.

Yours very truly

*Hawley W. Sterling*  
Hawley W. Sterling, Supt.

WAR DEPARTMENT  
UNITED STATES ENGINEER OFFICE  
JUNEAU, ALASKA

Kenai trail work proposed

- 1 - Grading sidehill for double under Miles 47-50, (four miles), six feet wide
- 2 - Grading pitches in and out several lakes
- 3 - Cutting new trail (7 miles), to avoid overflows on Moose Creek.

Approximate total cost \$5000<sup>00</sup>

Grading to be done this summer, 1924.

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KARL THEILE  
EX-OFFICIO SECRETARY  
OF ALASKA

DEPARTMENT OF THE INTERIOR  
OFFICE OF THE SECRETARY  
FOR THE TERRITORY OF ALASKA  
JUNEAU, ALASKA

March 12, 1924.

Board of Road Commissioners for Alaska,

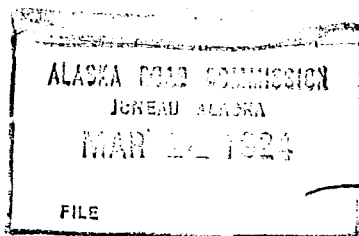
Juneau, Alaska.

Gentlemen:

This Board is in receipt of letters relative to the need for continuing the work on the Kenai road between the town of Kenai on Cook's Inlet and Copper Creek on the Kenai River.

Will you kindly advise the Territorial Board what amount of money would be required to complete this road and whether or not you would be willing to cooperate with the Territory, and to what extent.

Yours very truly,



*Karl Theile*  
Secretary of Alaska.

Encl .

\$ 4000



E. E. CHAMBERLIN  
Third Division  
Seward, Alaska

Alaska Territorial Legislature  
Senate Chamber  
Juneau, Alaska

RECEIVED  
Chairman,  
FISHERIES, GAME AND  
AGRICULTURE  
FEB 21 1924  
GOVERNOR'S OFFICE

Seward, Alaska, February 16, 1924

Hon. Scott C. Bone  
Governor of Alaska  
Juneau, Alaska

Dear Sir:

Enclosed you will find a petition and letter in reference to the continuance of the work on the Kenai road between the town of Kenai on Cook's Inlet and Cooper Creek on the Kenai river.

During the past year an appropriation was made by the Alaska Road Commission and I believe joined in by the Territory as a joint project in building shelter cabins and cutting out a road for winter traffic in order to facilitate the delivery of mail and also to give relief to the citizens of Kenai, one of the oldest communities in this part of Alaska who have had no road out in the winter-time.

The Alaska Road Commission has just completed the expenditure of their appropriation and have made good headway but did not have money enough to complete the work. I know of no road project in Alaska that will be of so much benefit to the people as the further continuance of work on this road. There are upwards of 500 people in Kenai section which this project will benefit. They have been endeavoring for years to get a road and last year I was able to interest the Alaska Road Commission and the Territorial Board in the project. When the Territorial funds are made up for this year I hope an appropriation will be made to continue this work.

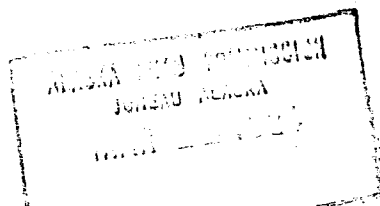
The Starr will be in tonight and if there is time I am expecting to see Karl Theille enroute to Juneau.

Thanking you in advance, I am

Very respectfully,

Encl.

EEC/EC



*E. E. Chamberlin*  
Senator Third Division

G.W.PALMER

KENAI Alaska, Jan, 31st, 1924

Hon, Al, Chamberlain

SEWARD Alaska.

Dear Sir:

Petition is enclosed for appropriation on the  
KENAI - SEWARD road.

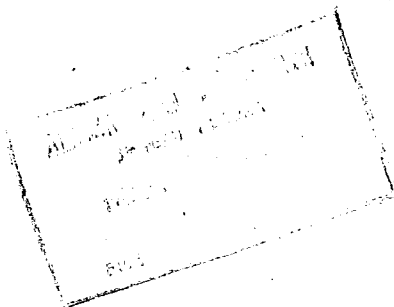
You was kind enough to get this matter started  
last winter:will You kindly continue the good work.

. Considerable work has been done this winter,  
but the appropriation has been used up and work has just  
been discontinued.

Thanking You in advance, I am

Very Truly Yours.

*G.W. Palmer*



KENAI Alaska, January 31st, 1924

TO WHOM IT MAY CONCERN.

We the undersigned, residents of  
KENAI Alaska, petition for an appropriation for work on  
the road, between KENAI and SEWARD: some work has been done on  
this road, the present winter and to make the work already  
done, of much value, it must be continued.

W. Palmer

E. J. Gibson

W. H. Thompson

Joe Corvick

Douglas Duncan

Ok Matson

Manuel Davien

Mrs Arvid Thike

Arvid Thike

John Rose

Henry Makiala

Madonna Brown

Paul Wilson

XXXXXXXXXXXX

Anchorage, Alaska,

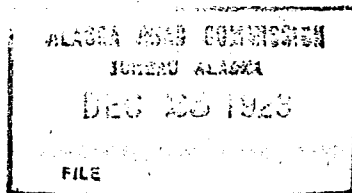
December 14, 1923.

Mr. H.W. Sterling,  
Superintendent, A.R.C.,  
Anchorage, Alaska.

Dear Sir:

Reference your letter December 12th, additional allotment for  
Kenai-Russian River Trail, you are advised that no possibility exists  
for extending the present allotment in accordance with your letter. Carry  
out action to keep the expenditures within the amount noted.

Yours truly,



Engineer Officer.

JCG-o

7-1-7  
w

WAR DEPARTMENT  
BOARD OF ROAD COMMISSIONERS FOR ALASKA  
JUNEAU, ALASKA

DEC 14 1923  
RECEIVED

Anchorage, Alaska.  
December 12, 1923.

SUBJECT: Allotment Kenai-Russian River Trail.

TO: Major John C. Gotwals, Engineer Officer,  
Anchorage, Alaska.

1. Allotment 3S27, \$ 5000, according to the present rate of progress will be sufficient only to complete approximately two thirds of the work on the above project. \$ 2000 additional is hereby requested. On the next mail leaving for Kenai it is necessary to notify the foreman to either be back in Anchorage by January 31st or that sufficient additional money has been allotted to work until the 29th of February.

Yours very truly,

*Hawley W. Sterling*  
-----  
Hawley W. Sterling, Supt.

WAR DEPARTMENT  
ALASKA ROAD COMMISSION  
JUNEAU, ALASKA

DISTRICT OFFICE  
FAIRBANKS, ALASKA

April 14, 1928

REPORT ON WINTER SLED ROAD BETWEEN NENANA AND TANANA

Major D.H. Gillette,  
Engineer Officer, A.R.C.,  
Juneau, Alaska.

Dear Sir:

Following is a report of conditions on the sled road from Nenana to Tanana in accordance with instructions issued to superintendants May 20, 1927.

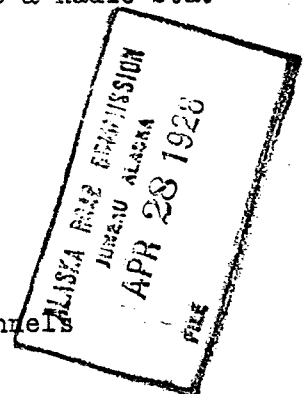
1--Length of road:

This road has been accurately chained and mile posts put up from Nenana to Tanana and the distance was found to be 130.05 miles from the Post Office at Nenana to the old Army Post at Ft. Gibbon, (Tanana). This mail route takes in all of Route 5B (Nenana-Campbells) and the portion of Route 5A (Dunbar-Ft. Gibbon) from Campbells to Ft. Gibbon. The mileage runs continuously from Nenana to Ft. Gibbon. Campbells is at Mile 16.5 on the Dunbar-Ft. Gibbon road.

2--Distances between shelter cabins or other shelter:

Mile 0-- Nenana ~~Post Office~~ Cooney Hotel & Dog Kennels, several independent restaurants.

	19 miles
" 19-- Old Minto Tel. Station (abandoned)	Road house
	11.37 miles
" 30.37-- John Campbell's Roadhouse, store, stable & kennels.	20.13 "
" 50.50-- Ida Martins Roadhouse, store, stables & kennels	18.10 miles
" 68.60-- Duggan Creek Roadhouse, barn & kennels	10.90 miles
" 79.50-- Hot Springs, Hotel & kennels, also Post Office & Radio Sta.	5.65 miles
" 85.15-- Mouth Slough, Roadhouse & Barn	10.05 miles
" 95.20-- Woodchopper, Store, P.O., Stable & Kennels.	10.80 miles
" 106-- Fish Lake, Roadhouse, stable & kennels	10.00 miles
" 116-- Long Lake, Roadhouse, stable, & kennels	14.75 miles
" 130.75-- Roadhouse, store, P.O., Radio Sta., barns & kennels	



3--General ruling grade

This question may better be answered by dividing road into sections.

Section from Nenana to Tolovana, Mile 0 to Mile 50.5.	1
Ruling Grade is level, Slough crossings 7%	
Section from Tolovana to Duggan Creek, Mile 50.5 to Mile 68.60.	2
Ruling Grade 6%	
Section from Duggan Creek to Mouth of Slough, Mile 68.60 to 85.15	3
Ruling Grade level, Slough Crossings 7%	
Section from Mouth of Slough to Woodchopper, Mile 85.15 to 95.20	4
Ruling Grade 8%.	
Section from Woodchopper to Long Lake, Mile 95.20 to 116	5
Ruling grade 6%	
Section from Long Lake to Tanana, Mile 116 to Mile 131.05	6
Ruling Grade is level, Slough & river crossings 7%	

4--Maximum grade encountered and length.

Section 1:	
Six slough crossings with a max grade of 15% for 100' or 1200'	
Section 2:	
100' of 20% and 200' of 15%, all stream and slough crossings.	
Section 3:	
200' of 15% and 200' of 13% crossing Duggan Creek.	
Section 4:	
Hot Springs Hill, 1.2 miles plus 10% , 1000' of plus 15%, 4000' minus 12% and 1000' of minus 18%	
Section 5:	
400' of 15%	
Section 6:	
400' of 15%, 200' of 20% crossing Yukon	

5--Maximum Load that can be hauled with a 2 horse team.

One ton is a good load to take right through although it would be more advantageous to take two sleds with a ton load on each and relay where necessary.

6--Can relocation be made to reduce or avoid the above maximum grade and reduce it to a general ruling grade question If so how and what cost:

Section 1:	
By lengthening runways to sloughs, estimated cost \$2500	
Section 2	
Lengthening runways to creeks & sloughs, estimated cost \$1000	
Section 3	
Lengthening Runways to creeks & sloughs, estimated cost \$1300	
Section 4	
Relocating about 6 miles of sidehill road , increasing distance about $3\frac{1}{2}$ miles. This would practically all be on a slope ranging from 10 to 40 degrees, character of ground is mostly earth & gravel, clearing would be medium heavy. Estimated cost \$13,000 to grade a road about 10' wide. This would be an improvement on the Hot Springs- Sullivan Creek wagon road.	

Section 5  
Lengthening runways, Estimated cost \$1200

Section 6  
Lengthening runways, Estimated cost \$1700

7--Any new bridges required question

Yes

8--Any ~~new~~ bridges require renewal question

Yes

9--Is grading of steep approaches needed at streams not requiring bridges

This work has been adequately taken care of to meet present conditions. As stated above grades could be lessened ~~to~~ if longer approaches were made. However one new approach will be necessary this year at Mile 33, others need cleaning out periodically. This has been arranged estimated cost for season \$100.

10--If bridges required, state type and span, distance to nearest suitable timbers, and estimated cost of bridge.

A replacement is needed at once at American Creek, Mile 102.15.

This bridge has been in place 11 years and timbers were small and unpeeled. This consists of one 24' span and 15' of approach on each end, all on frame bents. Nearest available timber about 4 miles. Estimated cost \$175.00.

The following other bridges will need replacement inside of 4 years:

Smoky Creek, Mile 61.20, 88' pile trestle, Estimated cost \$1000

Woodchopper Creek, Mile 95.15, 20' crib abuts. " " 125

Boulder Creek " 109.75, 348 " " 300

There are 4 bridges within the original city limits of Tanana that are in very poor condition. These ~~were~~ maintained by the city of Tanana until the time of its dis-incorporation in 1927.

One of these bridges can be repaired to last another 4 yrs. at an estimated cost of \$400. The others could be filled and culverts installed at an estimated cost of \$1200. This work is not absolutely necessary as 2nd street could be used in an emergency. There is only one bridge on this street and that is in good condition.

A 160' suspension bridge for single horses and double enders was recommended for Duggan Creek, Mile 68.6, ~~with full particularsxxx accompanied byxxx detailed sketchxxxx~~ in a letter dated Feb. 18, 1927, containing full particulars and accompanied by a sketch. This stream opens early and freezes late and has to be crossed in boats during that period. It is still considered a worthy project by mail carriers.

11--Does road drift or glacier badly in any places question If so can relocation be made to avoid question

It can be safely said that 50% of this road is subject to ~~drift~~ drift with little chance to improve by relocation. There is one bad glacier at Mile 85.30 that is taken care of by a high bridge.

12--Is route located on stream or lake question If so is such location objectional and can it be avoided question



About 15 miles of this road is located on lakes, sloughs and streams. Wherever necessary alternate land routes are provided for use when water is not frozen.

13--Are there niggerheads, rocks, stumps, brush etc. which require removal question

These conditions have been fairly well taken care of. Any improvement would be of little value to present needs.

14--What is condition of shelter cabins and stoves question

No shelter cabins, road adequately served by roadhouses.

15--If additional shelter cabins needed give location and estimate of cost

None needed as long as roadhouses are kept open and this condition is likely to prevail ~~fore~~ for some time to come.

16--What is character and amount of traffic on this route question

Entire route is used principally as a trunk mail line from Nenana to points along the Tanana and points on the Yukon below Tanana and to the Seward Peninsula. Up to now horses have been used to carry mail, a load of 1200 leaving Nenana bi-weekly. It is contemplated to use ~~high~~ light caterpillars on the portion of this run from Nenana to Tolovana next season, If this is done it will be in the nature of an experiment, as it is doubtful if the amount of tonnage to haul will justify their use. The American Creek Dredging Co. have made several trips over the road from Nenana to American Creek. This was emergency work, The company having failed to land the supplies necessary at Hot Springs by boat. There is a considerable amount of dog team travel on this road, practically all being of a passenger nature. This is growing less on account of airplane travel. Short portions of this road are used here and there for wood hauling and hauling supplies from points on the Tanana where they have been landed by boat.

17--Can this route be used at all as a summer route, either as a wagon road or trail, and if so is it so used question

Only portions are thus used or could be used.

As follows:



Mile 88.15 to 89.10 Is a good wagon road except for heavy grades. Is part of the Hot Springs-Sullivan Creek Road Route 22. and is used considerably to haul freight from Mouth of Slough to Tofty and Woodchopper.

Mile 104.75 to 127.10, could be used for light traffic with wagon but is scarcely used of late years.

Mile 128.50 to 131.10 is used as a wagon road and could be used for light motor traffic.

Respectfully submitted

H.G. Haslem  
Asst. Supt.

WAR DEPARTMENT

BOARD OF ROAD COMMISSIONERS FOR ALASKA

~~XXXXXXXXXX~~

Anchorage, Alaska,

Mar. 19, 1923.

Subject: Russian River-Kenai Reconnaissance.

To: Engineer Officer of the Board.

1. The reconnaissance was made during the month of March, 1923. Fifteen days time required from March 1st to 15th inclusive. Employed one man as guide, also one dog team consisting of three dogs and one light sled. Small amount of provisions was also purchased and used on the trip.

Made the trip in four days each way actual traveling time from Moose Pass to Kenai and from Kenai returning to Moose Pass. Two days snow shoeing was required on each way of the trip, this being due to a very heavy snow storm and winds.

Snow conditions from Moose Pass Station, U. S. Railroad to Kenai. The snow at Moose Pass is approximately four feet deep, The snow down along Kenai Lake and the upper Kenai River is one foot six inches deep. Then as we approached Kenai town the snow was deeper measuring about four feet on an average. The winter 1922-1923 has been one of much snow fall in the vicinity of Kenai. The average snow fall this section of the country is twelve to fourteen inches.

Seven days were spent making side trips from the main line of travel. The present line of travel in many sections of the trail should be changed to a new location in the timber rather than to be located on the sloughs, creeks, rivers and lakes, which are late to freeze up and often early to open up in the spring; also requiring every one who travels to break trail every trip they make through the open country.

There is very little cutting or marking of trail to guide the travelers and during a snow or wind storm it is very dangerous to travel. The trail can be shortened. The approximate distance as now traveled estimated to be one hundred five miles, also estimated the route can be shortened approximately twenty miles thus making the entire distance from Moose Pass to Kenai approximately eight five miles and under favorable conditions the trip could be made in three days travel.

There are several cabins along the trail that can be used for shelter, also along the central part of

13  
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e/

part of the trail the mail carrier erected two shelter tents 12' X 12' and provided them with stoves. This is done each winter and provides very good shelter for the general travel, however there should be erected several log shelter cabins, about fourteen by twelve feet with one door and one window and a pole roof covered with twelve inch layer of moss and then covered with corrugated iron.

Beginning at Moose Pass or mile one of the Moose Pass-Sunrise trail which begins at Mile twenty nine U. S. Railroad, Enroute for Kenai the travel is upon a lightly constructed wagon road to Mile eight and one half where the travel turns out to the left across a small lake, called Mud Lake, then the travel continues down a small creek in a canyon, which is called Bear Creek, then from Bear Creek the travel continues down a much larger creek valley called Quartz Creek. After traveling down Quartz Creek Valley the trail then crosses the lower end of Kenai Lake. The trail which is traveled from where it turns out of the Moose Pass-Sunrise Road at Mile eight and one half to the lower end of Kenai Lake is seven and one half miles and has never been cut out for a dog team, only as the travelers themselves have been forced from time to time to cut away a wind fall tree or occasionally a drooping willow or alder that would catch the sled or load thereon.

750.00  
This section of the trail should be cut out for dog teams and double enders, the brush and trees are quiet thick and some places heavy timber is to be encountered. Estimate the cost cutting this section of seven and one half miles trail \$450.00. Six small bridges at fifty dollars each, three hundred dollars. Total cost \$750.00.

Shelter cabins on this section, There is a homesteader at the junction of the Moose Pass-Sunrise wagon road where travelers are welcome to stop, also about four miles up Quartz Creek from Kenai Lake there is a log cabin approximately 12' X 16' equiped with stove and etc. The cabin is in first class condition.

The usual travel goes from mile 23 U S. Railroad, or Roosevelt over the ice down Kenai Lake to the lower end, under varying conditions, There are some years the Kenai Lake does not freeze safe to travel on, also the lake is very late to freeze up. For the above mentioned conditions the trail should go by the way of Moose Pass, therefor assuring early and late travel with safety each year.

The Bureau of Public Roads have made a survey for a wagon road from Mile 8½ on the Moose Pass wagon road to the lower end of Kenai Lake, however there has been nothing further done to relieve conditions this section of the trail, had the money which was expended for making the wagon road survey been expended on the winter sled road this section the situation would have been

much relieved, also the wagon road survey could have been made later, during the summer months the Kenai Lake affords excellent water transportation to and from the lower end of the lake to the railroad and connects at Mile 23. Therefore the sled trail is much more in need than the wagon road at present.

Here at the lower end of the Kenai Lake the wagon road survey crosses the lake and continues down the south side of the river, for several conditions the survey for the wagon road should have continued down the north side of the Kenai River, and not crossed at the lower end of Kenai Lake.

From the lower end of Kenai Lake on the north bank near Quartz Creek mouth, the winter trail crosses Kenai Lake and continues down the south bank a distance of about three miles to the lower landing station, where Louis Bell and a Mr. Fuller each have a large comfortable well constructed cabin, also some outhouses for dog shelter; and who are always willing to accommodate travelers. Then about one and one half miles below Mr. Bell's place there are three other cabins where travelers can also stop. From this lower landing the Bureau of Public Roads have constructed a light wagon road for a distance of approximately  $5\frac{1}{2}$  miles along the south bank of the Upper Kenai River, Then crossing the river near Schooner Bend, this crossing consists three seventy foot pony Howe Trusses constructed of native timber also one hundred feet of trestle approach, pile driven bents, width of bridge twelve feet. This structure was erected in the fall and winter 1920. Then the lightly constructed wagon road continues down the north side of the upper Kenai River for a distance of approximately two miles. From the end of the graded wagon road a narrow right of way has been cut along the foot hills and a very narrow trail graded along the steep banks and holding to the bench flats where ever possible, for a distance of four miles.

At this point the trail turns north and leaves the river and follows up a small creek then through a low pass on to a deep lake about one mile long and three eighths mile wide. From where the trail leaves the Kenai River and continuing up the small creek to the lake a distance of four miles the right of way has been cleared and not graded this section should be graded as it is very difficult to travel along a hillside early in the fall of the year and now snow for the sled to run on also to keep the same from turning over. There are several very narrow places of the grade section along the Kenai River bank on the north side. Then after arriving at the north end of the lake in the low pass where the mail carrier has a shelter tent erected, and makes this his headquarters for one of the daily runs on his trip each way.

Estimated cost of repairs and reconstruction this trail section from the landing on lower Kenai Lake to the

shelter tent in the low pass which is a distance of approximately fifteen miles. Four miles of widening the grade for sleds at some of the narrow points. Estimates \$300.00 per mile making total cost widening the trail \$1,200.00. Estimate grading hillside for sled road at \$500.00 per mile will make a total \$2,000.00 for grading this section.

Then from the tent in the low pass on to Kenai a distance by way of the present trail approximately seventy miles continues through a low swamp, and lake country. This section of the trail should be relocated through the timber section, and well cut out and tripoded where same is laid out across sloughs or lakes. Some ten or twelve miles of this trail follows down Moose River which is a winding sluggish stream and does not freeze up very solid also over flows and causes much trouble. The entire trail can be well located in the timber. Estimated cost of cutting this section of the trail for dog sleds at sixty dollars per mile and seventy miles to be cut out would equal \$4,200.00 total cost including all necessary small bridges.

There should be three new shelter cabins constructed between Moose River and Upper Kenai River, estimate cost of the cabins \$250.00 each, making a total cost \$750.00

Estimated cost of repairs and construction of winter sled trail from Moose Pass Station at Mile 29 U. S. Railroad through to Kenai which would be for the use of dog teams, also horses and double enders could be used on this trail from time to time as such should be required, the amount would be \$8,900.00 to be expended as reported herein.

The work from Moose Pass Station to where the trail leaves the upper Kenai River is included in the Bureau of Public Roads district. Should any work be considered the section between Moose Pass road and Kenai Lake is most needed and should be cut out first, then the next section of this trail should be the first seventy miles out of Kenai Station also, three shelter cabins. Then last of all the central part of the trail and road along the upper Kenai River.

Should at any time a wagon road be considered the same should be constructed along the north side of the upper Kenai River down to Skilak Lake then along the north side of Skilak Lake to the Lower Kenai River to the mouth of of Moose River, and a one hundred fifty foot suspension type bridge should be used. Then the road should leave the Lower Kenai River and take a direct course for Kenai Station.

The country through this section is ideal for wagon road construction, Most of the country is dry gravel benches with some small out croppings solid rock of which is mostly composed of slate. Estimate the cost constructing wagon road through this section to cost from seven to ten thousand dollars per mile. Plenty timber available for all small bridges, as there would not many be required.

3200

4200

750

8900

Under present conditions there has been but very little work done on the last seventy miles of trail out of Kenai, should this trail be cut out for travel, eliminating many short unnecessary crooks and turns which have been created by driving through the timber dodging trees to eliminate cutting as much as possible.

Should a good trail be cut out, two round trips per month could be made as easily and cheap as under present conditions, and only making one round trip per month. The mail contractor has contracted all mail offered, one trip per month. Heretofore the amount of mail has never exceeded four hundred pounds, sometimes only one hundred fifty pounds received. The last trip or March trip the mail carrier received seven hundred eighty pounds mail mostly parcel post. The trail being so crooked and narrow, the longest he can use is a ten foot long sled and is very difficult to handle, also four hundred pounds is about the limit for the sled in weight. Therefore the mail carrier was compelled to relay his mail and it will take him about twenty days to make the round trip and will also be about ten days late with the mail arriving at Kenai. The mail offered each year is increasing very rapidly.

The school at Kenai has eighty seven pupils enrolled. Three teachers employed. One church and two stores, also a U. S. Commissioner's precinct. Two fish cannerys, One owned by the Northwest Fisheries and the other by the Libby-McNeillies Company. Both cannerys to be operated season 1923, Current report.

Much fur is produced from trapping wild fur bearing animals also from fur farms which are becoming very numerous. Reported six new fox farms to start this season. The winter population of Kenai is estimated at five hundred most of whom are Russians and native indians. There being no doctor in Kenai all persons seeking medical aid have to be hauled out on dog sleds or take chances and wait over until navigation opens so they can be removed by boat to Anchorage or elsewhere.

A trail should be cut from Kenai to the Coal Bay of Homer Post Office, Kachemack Bay, which is a distance of approximately seventy miles. This would permit coast wise winter travel also give excess to the many fox farmers and few ranchers living along the coast. This entire section of the country is much in need of trails.

Should this trail and road to the Lower Kenai or Skilak be constructed and repaired it would not only afford much better travel for the Kenai vicinity, also would help to open up one of the best game and scenic sections of Alaska.

This is one of the best and largest moose pastures in Alaska, also the brown and black bear are numerous. This section affords one of the best hunting grounds in Alaska, both

for local people and the trophy hunters who come to Alaska and hunt with guides. There are many sections of land in the Kenai Valley where settlers can take up homesteads. Roads and trails would greatly improve this condition.

2. The following is a summary of the estimated cost of improvements and repairs, advised to be made on this project, season 1923.

Moose Pass- Kenai Winter Trail.

7½ Miles	Cutting Trail	@ 60.00	450.00	F
4 "	Widening Grade	300.00	1,200.00	
4 "	Hillside Grade	500.00	2,000.00	
70 "	Cutting Sled Trail	60.00	4,200.00	
6 Bridges	Small Log	50.00	300.00	F
3 Cabins	New Shelter	250.00	750.00	

Total Amount Estimated \$ 8,900.00

3. Expenses on the Russian River-Kenai Reconnaissance were as follows;

15 days hire one man with sled and equipment at 10.00 per day	150.00
Provisions and supplies	16.85
Dog Fish, 60 pounds @ .20	12.00
One pair snow shoes	11.55
Total Expense	\$ 190.40

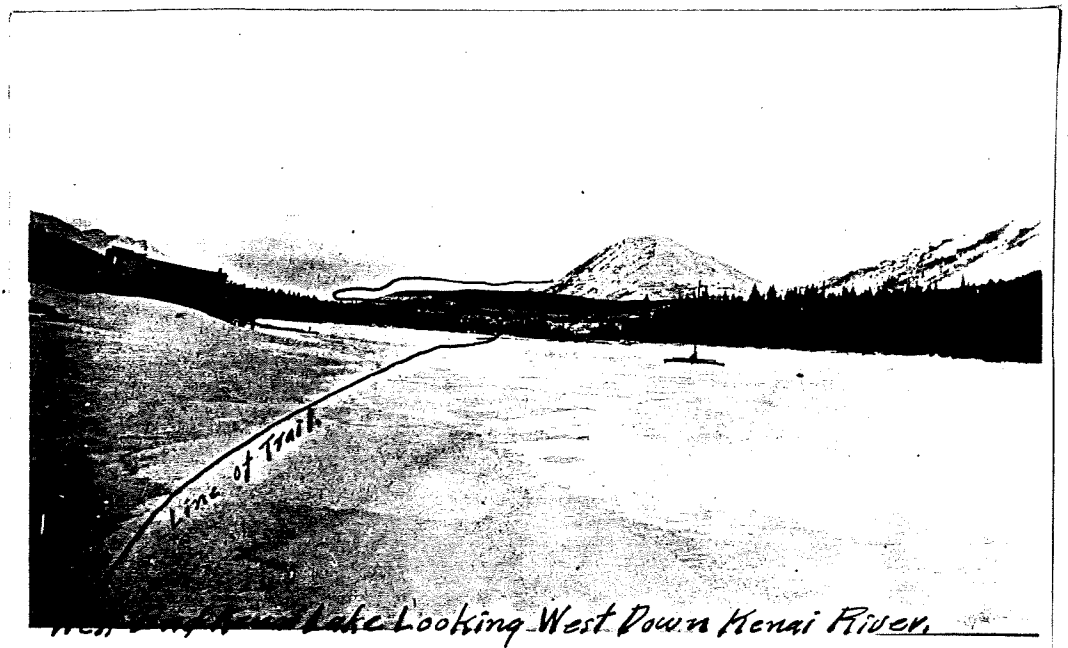
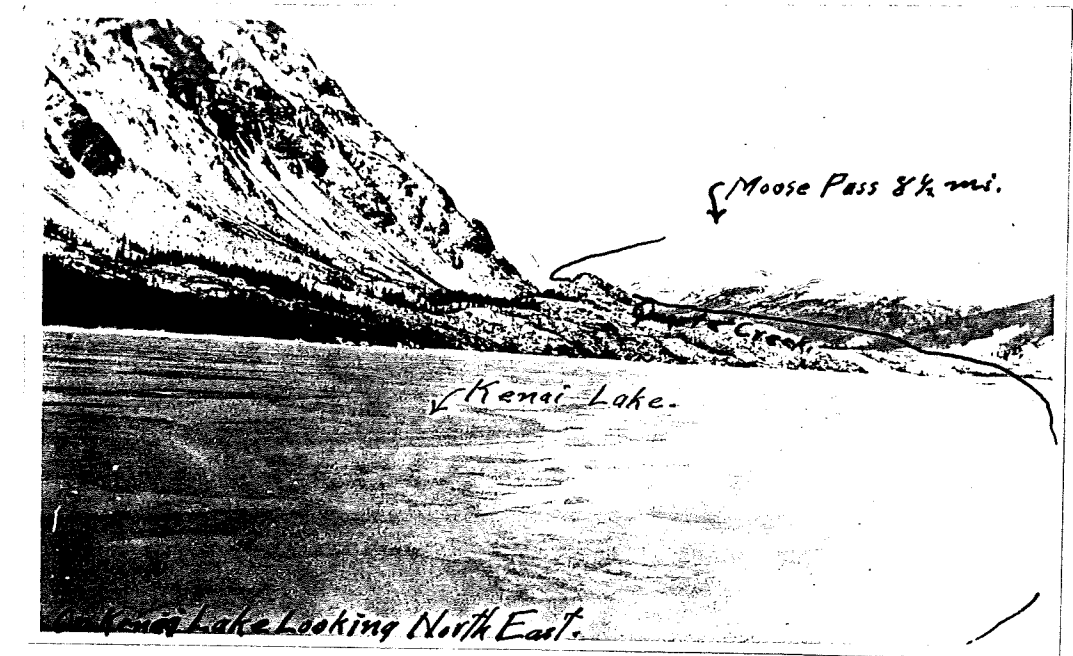
4. Enclosed herewith are two maps showing the present and proposed location of trail from Moose Pass to Kenai. Black lines show present line of travel, while red lines show proposed new or relocation of trails or roads on both maps.

Map number one is a geological map showing mountains, and soil regions; while map number two is a forestry map and shows the forest reserve area in solid color of light green, in this area the Bureau of Public Roads have charge of the trail and road construction. The areas shown by olive green hatchuer lines are those which are open and controlled only by Territorial and Federal Laws other than bureaus, In these areas the road and trail work is in charge of the Alaska Road Commission. The orange colored areas are official withdrawals for military and war purposes.

Respectfully submitted,

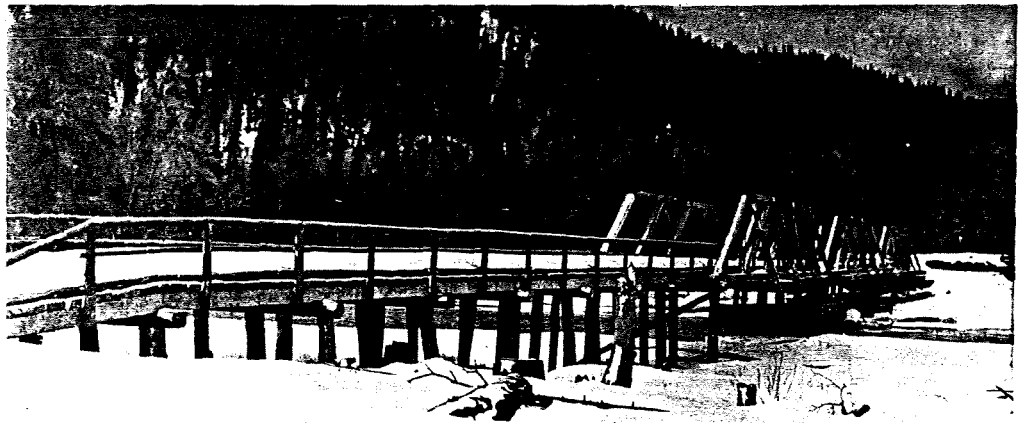
*Walter W. Lukens.*

Walter W. Lukens,  
Acting Supt.



Kenai Winter Trail.  
 Mch. 1-15-'23. (Lukens)





*B.P.R. Bridge Across Kenai River, Schooner Bend*



*Shelter Tent No. 1*



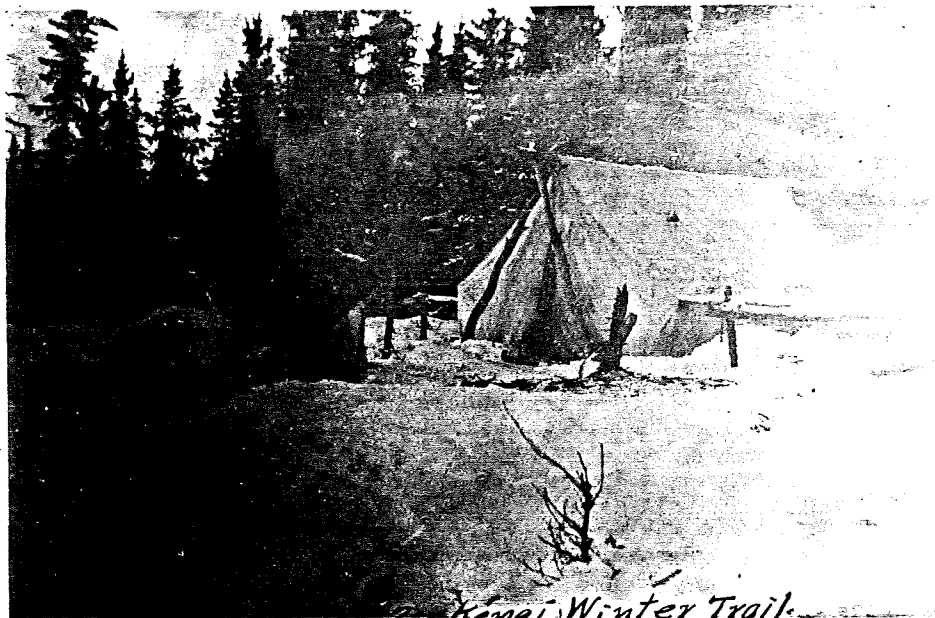
*Edge in Forest, Looking North Along Trail*



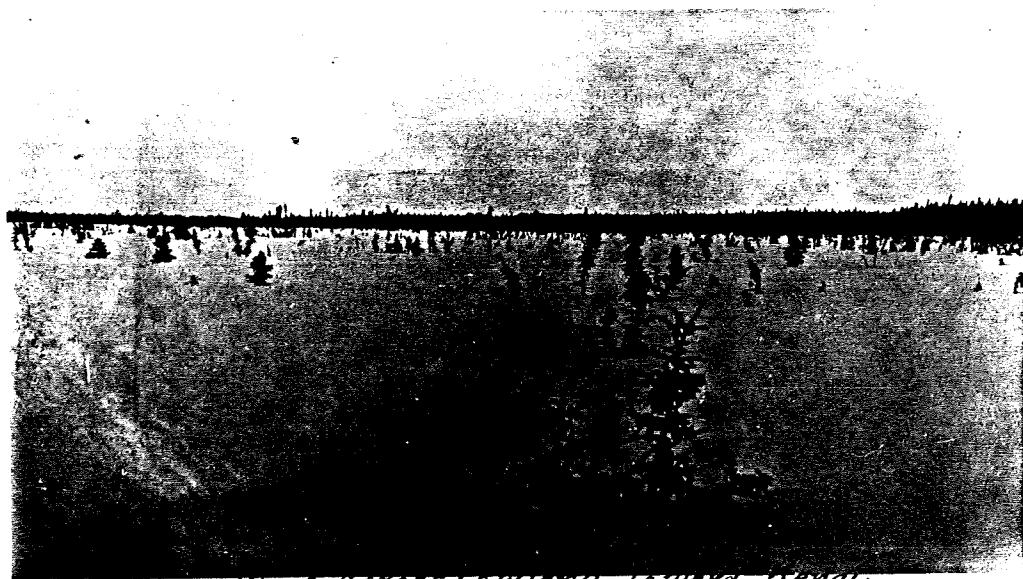
*Looking Across Small Lake South Towards Kenai River.*



*Mail Tent No. 2 - On Kenai Winter Trail.*



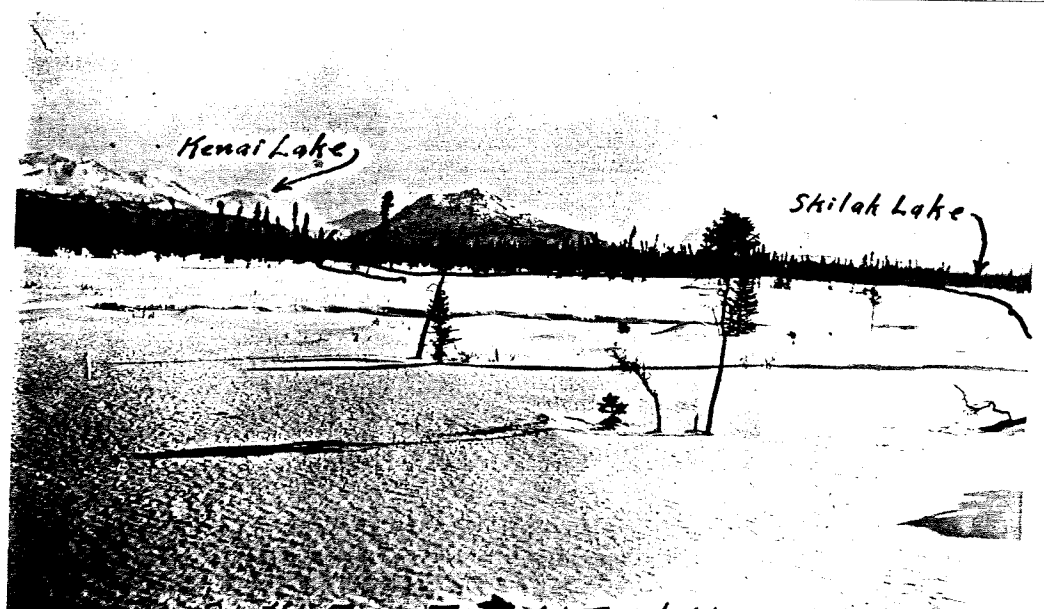
*Shelter tent No. 2. Kénai Winter Trail.*



*Looking West Across Lowland toward Kénai.*



*Lowlands Looking West Towards Kenai.*



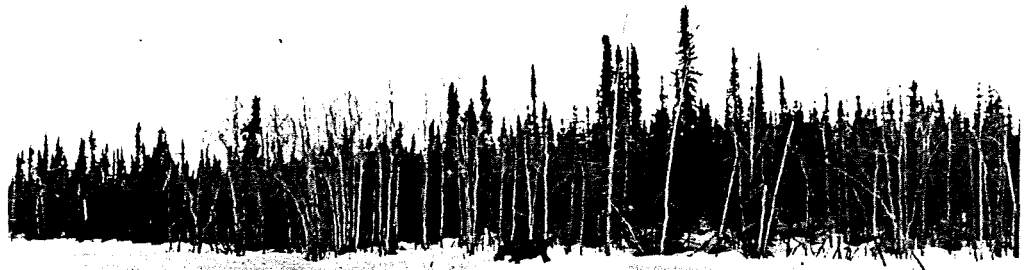
*Looking South, From Tundra At Tent No. 2.*



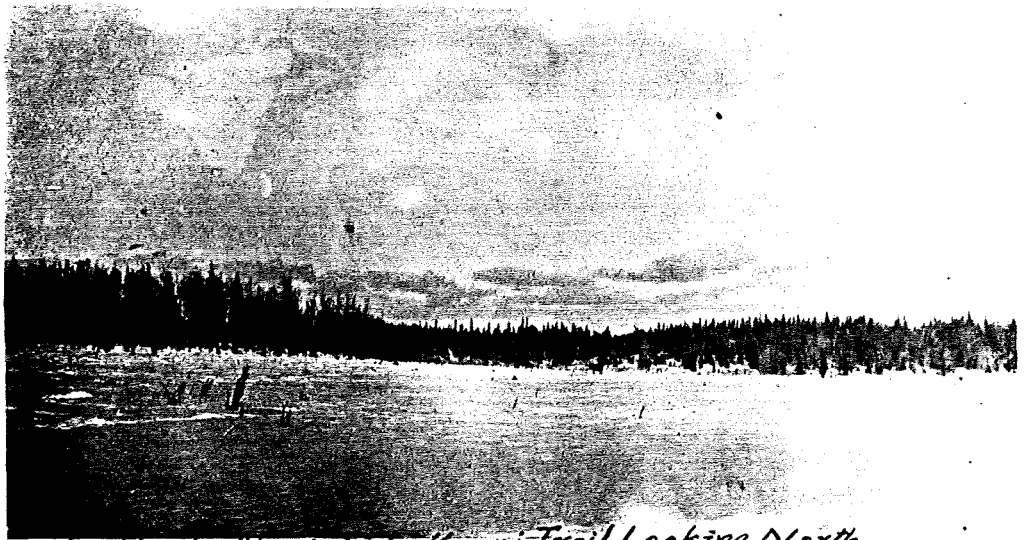
*Line of Trail Looking South East From Shelter Tent No. 1*



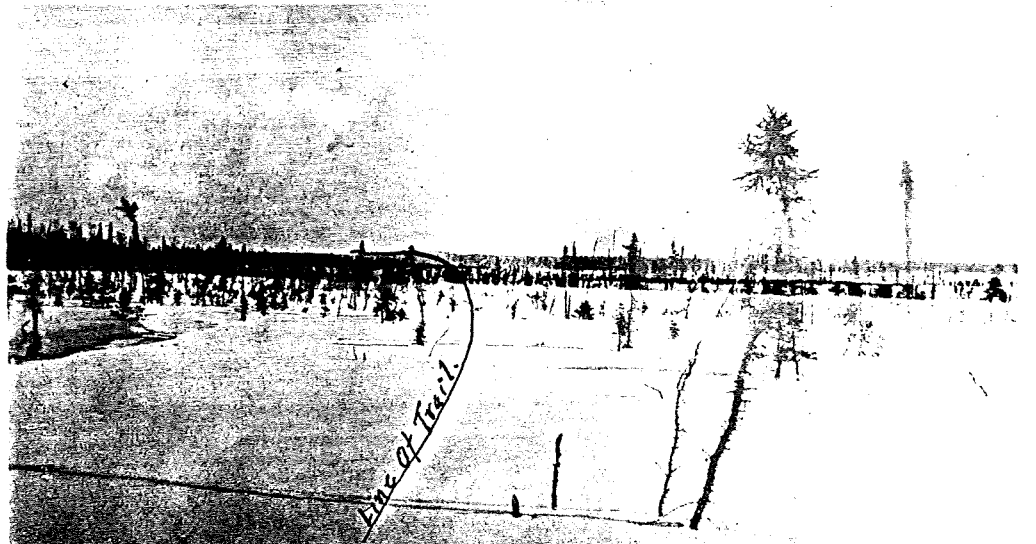
*Looking East On Lowlands, Henri Trail*



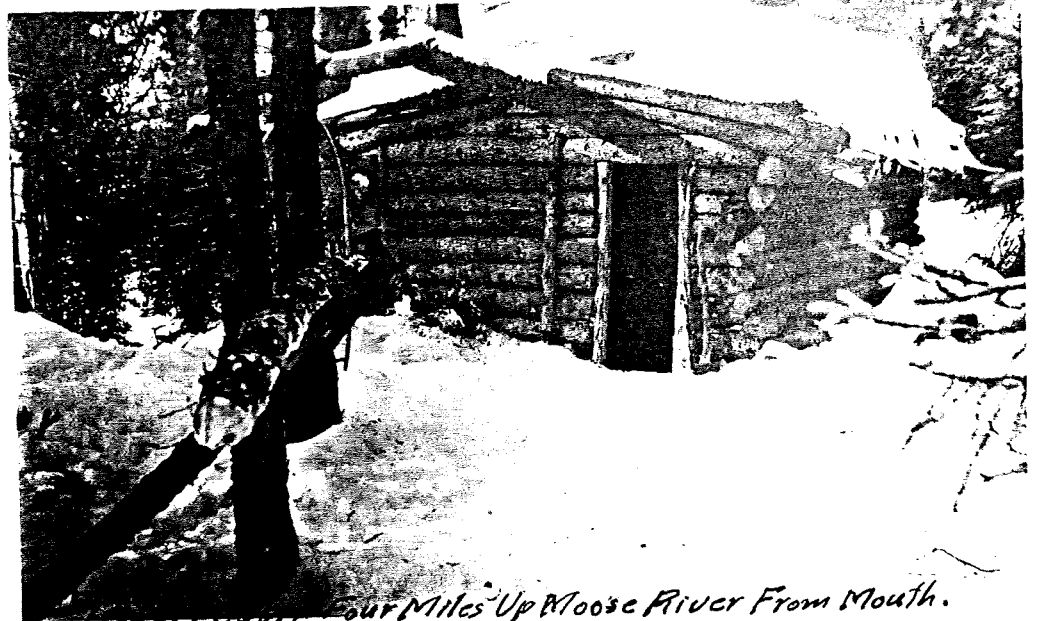
*Looking East, On Lowlands Kenai Trail.*



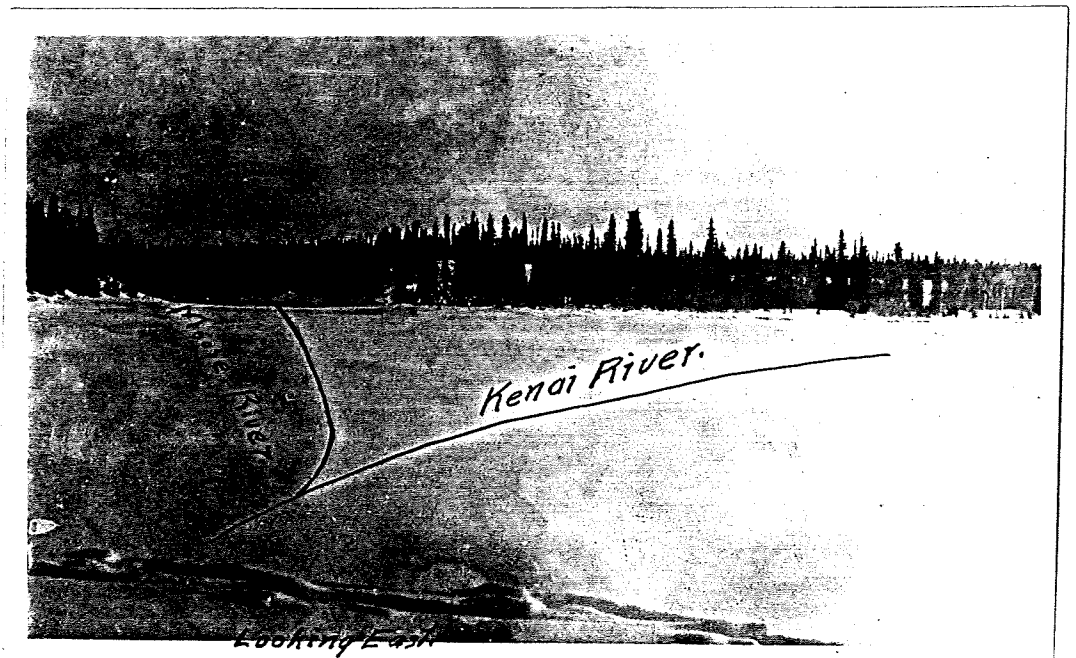
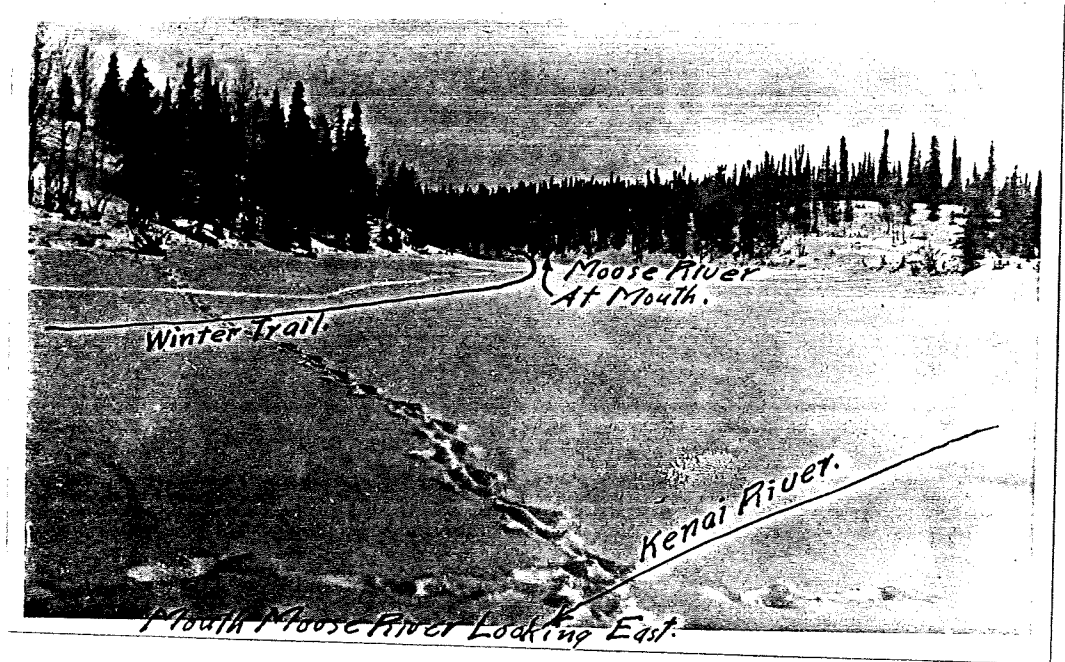
*Lowlands Along Side Kenai Trail Looking North.*



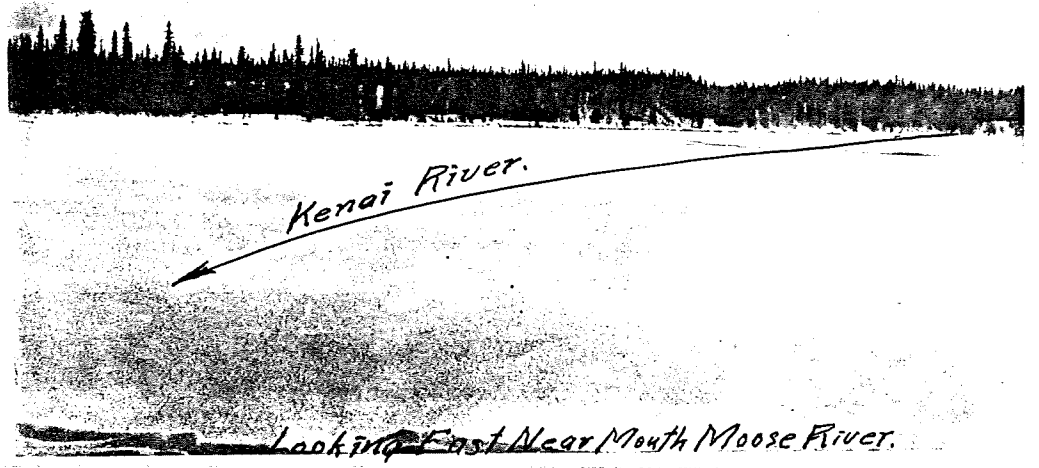
*Looking West Across Open Counterr Towards Kenai.*



*Four Miles Up Moose River From Mouth.*









near its mouth and a bridge is not needed except in the spring during ice jams and then for sometime this slough is impassable. It is 12' to 14' deep about 120' wide and would cost approximately \$700.00 to build. The one that went out last spring is said to have been too low, etc, but is probable that no bridge would stay unless well built and then anchored by old cables or wire. The other bridge needed is a bridge for pack horse only. It is across the outlet of a lake above Minto near mile 46. It is only used one or two trips each season, but from all information it is an absolute necessity as the water is deep, swift, and bad banks to get up. I fully intended to stop and build this bridge, but I knew that my allotment was exhausted and as the thermometer was well below 50°, I thought it best to continue on to town though I had some verbal instructions to the contrary. I believe that two or three men could be sent the first of April with horse and sled and put in one or both of these bridges more cheaply than I could do under the weather conditions then prevailing. We had much stormy and windy weather while out and some extremely cold on the way in, so much so that we were forced to use the road houses or suffer extreme exposure, but all arrived in good shape and in good health.

I am very respectfully,

John H. Joslin, Foreman.

Dec 17, 1918

1921

To the Board  
of  
ALASKA ROAD COMMISSION  
Juneau, Alaska.

FILE

*to file 11/15-1921*  
Gentlemen:-

I herewith submit to your honorable body a report of the work accomplished by me upon the Eagle, Forty-mile, Seventy-mile, and Fourth of July trails, also a reconnaissance of O'Brien and Polly creeks, as a possible route for a main trunk road to Chicken. There is also included a report in detail of the activity in the districts as requested by your Major Gotwals.

Eagle and Forty-mile roads and trails.

In July I put a small crew of men to work upon the winter roads and pack trails, putting them into good shape for winter travel. As much ground as possible was covered with the money at my command. The high water of the spring caused a wash-out in the canyon leading to Gravel Gulch. A repetition of this could be avoided by a small amount of maintenance work in the spring during the high water. Cutting a channel in the ice would cost but a few dollars but would save hundreds by avoiding an occurrence of this kind. I would recommend that this be done.

### Seventy-mile

On my trip to the Seventy-mile I found the trail leading to Alder Gulch in very bad condition, from Crooked creek up-stream, but with the money allotted to this district there is now a good trail leading up-stream to Barney creek. I set aside \$100.00 out of the \$1,000.00 allotted for the construction of a foot-bridge across the Seventy-mile at Nugget Gulch. This bridge is to be put in this winter, as there is no way of crossing the river at medium high water. Some parties were held up for two days before they could cross. The possibility of extending the road to Crooked creek on the left limit is rather impractical, as there are several abrupt bluffs which would entail too much expense in getting around them. There is a good base leading up to the falls upon the right limit of Seventy-mile.

### Fourth of July

In July I made an investigation of the trail leading from Fourth of July to Nation. Good work had been done there with the small amount of money at Mr. Vanderveer's command in 1920. This year's work will complete the trail to Nation. This work not only leads to their camp, but is the means of ingress to an extensive country lying south of Fourth of July creek. The mining operations on Fourth of July creek will be worked upon a large scale, and a road is necessary. The base is good and my estimate of construction will not exceed \$500.00 per mile. It is less than ten miles to the works. I would recommend that this road be constructed if possible in the near future.

### Wade Creek to Walker's Fork and Boundry Line.

In traveling from Wade creek, up Robinson creek, to the ridge leading to Walkers Fork an easy grade is encountered. The road to Walker's Fork has a very good road-bed, continuing to the boundry line, and with a small amount of money could be put into good condition. At the time of my visit to Walker's Fork, Mr. Jacobson, who is a mining operator in that locality came from Dawson with a two horse team loaded with 800 lbs. of provisions. He informed me that the road from the boundry to Dawson was the worst part. It is about 5 miles from Jacobson's to the boundry following the right limit of Walker's Fork.

### Canyon Creek

There is a very good road down Canyon creek following the right limit slope for a distance of five miles. From this point the creek bottom is used during the winter. The freight is brought the Forty-mile to the mouth of Canyon, thence up Canyon to Walker's Fork. There is some mining activity on Canyon and Squaw creeks this season

### Canyon to Steel Creek.

Ascending the Steel creek divide from Squaw creek the winter trail is followed down to Steel creek. This is a very bad road during the winter months for traveling as the grades exceed 15% and the snow drifts upon the summit are bad. This road also leads to Wade creek for winter freighting.

### O'Brien Creek.

Following up O'Brien creek from the mouth in its entirety there is a very good road bed part of the way. The present winter road is, in my estimation, not practical for a permanent road owing to the many crossings of the creek requiring too many bridges. Along the right limit, however, fairly good material is found until Columbia creek is reached, then the present road could be followed to Liberty.

### Reconnaissance of Outlets

from

### O'Brien, Polly and Uhler creeks to Chicken.

From the mouth of O'Brien creek the Forty-mile river would have to be bridged, following up the right limit to Polly creek, thence up Polly creek which has an easy grade, possibly a 6%. Good material is found on the left limit up to a low divide which could be followed for a short distance to the head of Uhler creek. Uhler creek has about the same grade as Polly creek. Going down Uhler creek to the mouth which is about five miles below Franklin, another bridge would be needed, crossing to the left limit of the Forty-mile river, going up river to Franklin, thence up river opposite Two-mile creek, onto a good, dry ridge which can be followed to Chicken creek. The approach to this ridge is a little steep but can be used.

Walker's Fork.

Part of the river is in bad condition due to the fact that there are numerous large boulders in the river bed. This condition can be relieved by blasting them out. My recommendation is that a small allotment be made for this purpose.

Outlet to North Fork of Forty -mile

Mr. McCandless who expected to go over this route with me was unable to go so this trip was not made. Previously, however, the road was indicated on the map. This road leads from Eagle to American creek and thence to the head of Arkansaw creek. From this point the old Government trail is followed into and down Champion creek to the proposed power site of the McCandless company on the North Fork of the Forty-mile river. This road would also form an outlet to the Charlie river district which is practically an undeveloped country. Mr. McCandless assured me that if the assays proved as good as previous ones taken, \$200,000 would be available next season for construction of their plant, requiring 200 tons of freight to be handled. This will of course depend upon the assay returns of the black sand, which Mr. McCandless promised to let us know. The estimated cost of this road is \$10,000 for work on the first 13 miles from Discovery Fork to the head of Arkansaw creek. This road is really necessary for the further development of the mining industry of that section and the Charlie river district.



## Lumber

Some investigations have been made in regard to lumber and it was found that 60 to 70 thousand feet board measure can be secured two miles from Gravel Gulch. With a little grading the main road can be reached. There is also some good timber on O'Brien creek and at the mouth of Chicken creek. The round poles used for bridges and culverts are unsatisfactory, lasting only a year or so, making it expensive in replacing them each year. Mr. Powers has a saw mill on O'Brien creek and a recommendation here would be timely that some 3" planks be sawed and delivered along the road before they get bad in the spring. The lumber at Gravel Gulch can be sawed and hauled in the summer as it is needed.

## Freight Rates

Present summer rates.		* Winter rates	* These rates are
			freighter's esti-
			with a trunk road
			to Chicken.
From Eagle to			
Gravel Gulch	2¢ per lb.*	¢ per lb.*	1¢ per lb.
Liberty	7¢ " " *	2-1/2¢ " " *	2¢ " " *
Dome Creek	10¢ " " *	3¢ " " *	3¢ " " *
Steel creek	15¢ " " *	3-1/2¢ " " *	4¢ " " *
Wade creek	20¢ " " *	5¢ " " *	6¢ " " *
Franklin & Chicken	25¢ " " *	5-1/2¢ " " *	8-1/2¢ " " *
Up river to N. Fork	----- *	4-1/2¢ " " *	-----
Above Walker's Fork	----- *	6¢ " " *	-----
Napoleon Creek	----- *	5-1/2¢ " " *	-----
1¢ per lb. added for perishables			

### Note:

Freighting up Forty-mile costs 16¢ to Chicken. It is uncertain as a method of transportation.

From information obtained from the miners in the vicinity of Chicken and Franklin, the cost of provisions and supplies used during the past four years cost approximately \$0.75 per pound.

# Activity in the District

Creeks 40 mile	* Number of men	* Class of Mining	* Estimated Output
American Creek	2	Open Cut	\$850.00
"	1	" "	\$3,000.00
"	2	" "	Depends on water
Discovery Fork	2	" "	" " "
Dome Creek	12	Hydraulic	\$40,000.00
Down stream from	15	3 Hydraulic	\$5,000.00
Steel Cr. 40-mile		12 Rocking	\$4 to \$6 per day
Up 40-mile from	4	2 winter drift	No data
Steel Creek		2 Rocking	" "
Franklin Creek	5	Open Cut	\$4,340.00
South Fork of	1	Winter Drifting	\$400.00
40-mile			
Myer's Fork	2	Open Cut	\$2,100.00
Stonehouse Creek	2	" "	\$1,800.00
Chicken Creek	7	" "	\$2,625.00
Lost Chicken	2	" "	None
Ingle Creek	3	" "	\$1,200.00
Littlevig Creek	3	Winter Drifting	\$2,300.00
Mosquito Fork	3	Scraper Plant	\$18,000.00
Napoleon Creek	2	Open Cut	None
Montana Creek	1	" "	\$700.00
Walkers Fork	5	Scraper Plant	\$8,000.00
Davis Creek	2	Open Cut	\$1,400.00
Wood Creek	1	" "	\$375.00
Squaw Creek	3	Scraper Plant	No data
Canyon Creek	3	Open Cut & Winter drift.	\$3,300.00
Wade Creek	16	1 Hydraulic 15 Open Cut & drifting	\$11,300.00

Creeks	70 miles	* Number of men.	* Class of Mining	* Estimated Output
Crooked Creek	*	3	Hydraulic	\$5,000.00
Broken Neck Cr.	*	1	Open Cut	-----
Big Bear Bar	*	2	Open Cut & Rocking	\$300.00
Nugget Creek	*	1	Hydraulic	\$700.00
Alder Creek	*	3	"	\$4,000.00
Curtis Bar	*	1	Open Cut	\$300.00
Flume Creek	*	1	Hydraulic	\$150.00
Barney Creek	*	1	"	\$200.00
Fox Creek	*	2	"	No data.
Fourth of July	*	7	"	Depends on water.
Ruby Creek	*	1	Winter Drifting	\$300.00
Washington Creek	*	1	Prospecting	-----
Mission Creek	*	1	Open Cut	\$300.00
Estimate	*	5	In outlying districts	-----

**Note:-**

The output may be increased after September 1st owing to heavy rainfall. The output of Dome Creek will probably reach the \$450,000 mark as better ground has been found since the estimate was given, \$3.00 pans being common.

Mail Service

There is semi-monthly service to the creek, each mail having a weight limit of 600 pounds. On the 15th of July there was in the post-office at Eagle, 3,600 pounds of mail and unless a special contract is issued the mail will lay until it can be taken over the winter trail, causing a considerable inconvenience to the miners. Mr. Powers, the present mail carrier assured me that with a good road these conditions now existing would be relieved. Furthermore the

contract for carrying the mail could be cut one third a year making a saving to the Government, amounting to \$2,600 which in a short time would pay for the construction of the road.

Summary.

Being conversant with mining conditions, it is in my judgment, not a worked out district, but one with a future before it, second to none in the Yukon. This district has been producing, extensively for the past forty years. During the war it of course received a setback, but with good roads and trails, and a reduction in the cost of produce will induce younger blood to enter the country. The Eagle - Fortymile and the surrounding districts have a bright future.

Fred Price

Forman, A. R. C.

Valdez, Alaska, June 3, 1916.

Sommers,  
Fairbanks.

Reference my letter February Seventeenth regarding  
Eagle Seventymile petition, wire recommendation called for.

Davison.

Form 125-1908

**Signal Corps, United States Army.**  
**Telegram.**

Received at

6FN. C. 37 08

FAIRBANKS, JUNE 6-, 16

MAJ. DAVISON,  
VALDEZ.

RE YOUR WIRE JUNE THIRD SEVENTY MILE DISTRICT POPULATION LAST WINTER  
FORTY TONNAGE FIFTY OUTPUT TWENTY THOUSAND THREE HYDRAULIC OUTFITS  
PURCHASED TO BE DELIVERED OVER TRAIL NEXT WINTER RECOMMEND EXPENDITURE  
OF FIVE HUNDRED.

SOMMERS. 158PM

*J. H. H.*

6/27

Valdez, Alaska, May 31, 1916.

J. B. Powers,  
Eagle, Alaska.

No word yet from Appropriations this year.  
Impossible to make allotments until information is received  
about appropriation. Will wire amount of allotments soon as  
made.

Davison.

Form 125-1908

**Signal Corps, United States Army.**  
**Telegram.**

**Received at**

1 FB W 33 08

EAGLE ALS MAY 30 1916

ALASKA ROAD COMMISSION

VALDEZ

IF ALLOTMENTS HAS BEEN MADE UP FOR NINETEEN SEVENTEEN WILL YOU PLEASE  
ADVISE ME BY WIRE AMOUNTS ALLOTTED TO EAGLE FORTY MILE AND EAGLE  
SEVENTY MILE ROADS

J B POWERS

644P

*Ans 5/31/16  
J B P*

February 17, 1916.

Disbursing Officer of the Board.

R. J. Sommers, Superintendent, Alaska Road Commission,  
Fairbanks, Alaska.

Reference Eagle - Seventymile sled road.

This office is in receipt of a petition requesting that the Road Commission allot from \$700 to \$1000 for the repair of the sled road leading from Eagle to the Seventymile River. The petition is signed by miners residing on Seventymile and others using the trail, and states that the trail is washed out in places, obstructed by slides, bridges need repairing and that the trail is impassable at a number of points; further, that only limited voluntary repairs have been made on the trail since the discontinuance of the local road tax and no repairs have been made by the Commission since the trail was built in 1907. While there are no funds available to undertake additional work at the present time, please submit to this office such recommendations as you may wish to make bearing on this project, so that the work petitioned for may receive proper consideration when allotments are made for the coming season's operation.

SLC/HA

P. W. Davison

Major, Infantry.

*note:  
Show to Dr. ... of your ...  
this in time  
Signed ...*

112

Exhibit 12/10/15

Alaska Road Commission

Enclosed find statement for repairs  
on twenty mile Road which was  
asked to mail you.

Respectfully  
Signed R. Thompson  
President

Office  
Alaska Road Commission  
DEC 27 1915  
RECEIVED  
Fairbanks, Alaska.



To the

Board of Alaska Road Commissioners:

We, the undersigned miners residing on Seventymile River and others using the Government trail leading from Eagle to the Seventymile River, respectfully represent to you that said trail is in urgent need of repairs; that it is washed out in some places, obstructed by slides in others, bridges need repairs and replacing, rendering it impassable at a number of points. Only limited voluntary repairs have been made on this trail since the discontinuance of the local road tax, and no repairs have been made by the Government since the trail was built in 1907; and from \$700 to \$1,000 is needed to put the same in a fair state of repair.

We beg to suggest that any funds that may become available for repairs be expended under your direct supervision, or that of the commissioner at Eagle.

Eagle - 70 miles

C. F. Yates

E. D. Madison

James E. Muehlen

H. Krummer

Clifford Thompson

Charles Ott

J. W. Schuch

A. W. Dumball

Harry Ross

J. A. Davis

H. H. Krummer

Carl Johnson

E. M. Webster

W. Rooney

E. A. Robertson

Mrs. H. Broad

L. E. O'Neil

Anna Malm

William Russell

October 10, 1929

Subject: Report of Inspection Hot Springs District.

To: Engineer Officer, Alaska Road Commission, Juneau, Alaska.

Arrived American Creek 5 p.m. Aug. 25, 1929.

Fish Lake-American Creek - Route 5-C:

Over this road is hauled all the supply for the dredge operating on American Creek. The road was in fair condition considering the rainy season. Two bad mud holes were noted. All heavy hauling had been done with tractor. A truck was used for light hauling.

Little work had been done on the road by the dredging company due to the equipment being busy and shortage of labor.

It is recommended that \$500 be allotted by the Territory for additional improvement such as reshaping with grader and surfacing a few soft spots. If the company contributed an equal amount, this should put the road in very good condition.

August 26 drove over old winter trail to Woodchopper.

[August 27 drove over road from Woodchopper via Tofty to the mouth of Hot Springs Slough. This portion from Tofty to the Slough is carried as Route 22, Hot Springs-Sullivan Creek.

This road connects the mouth of Hot Springs Slough with the old mining camp of Tofty on upper Sullivan Creek. A large part of the road is on corduroy, and there are several steep grades. An old road on which no Federal funds have ever been used continues down Sullivan Creek to Woodchopper, a distance of 5 miles. This road is passable for wagons with one ton loads.

The corduroy sections of the old road are breaking through in places, and some cutting has taken place on the steep grades. However, the road is suitable for wagons with loads of one ton and with annual maintenance can be kept so.

One freighter makes from one to two trips per week over the road. He has a mail contract to deliver mail to Woodchopper (Tofty postoffice) twice monthly. At the time of this visit, there were about 24 men working on Sullivan Creek and

13/97-11

10-10-29

tributaries. Bash and Hansen were operating a drift mine employing about 12 men. Filletson and L'buereux were working an open cut near old Fortty employing 5 men. Several other one- or two-men outfits were either mining or prospecting. There is a trailing post at Goodchopper.

It is recommended that \$1,000 be allotted for maintenance of this road. The freighter, Al McLeod, is apparently reliable and can supervise the expenditure of the money to better advantage than sending in a crew. ]

Hot Springs Landing-Bureka - Route 30.

Over this road is moved all the supply for the village of Hot Springs. The road crosses the slough at Hot Springs and continues to the mining operations on Bureka Creek. The road from the landing to Hot Springs, a distance of 1 1/2 miles, is largely over flat, swampy ground. This section had been repaired and was in fair condition for wagon traffic. From Hot Springs to Bureka, the road is largely over excellent ground, not more than one mile out of a total of 22 being wet. This section of road is narrow graded and is suitable for wagon traffic. It is possible to get over it with a light car, but deep ruts and a high comb in the center make progress uncertain in places. A trip was made over this 22-mile section in 3 hours in a light touring car.

At the time of this visit, there were 3 outfits operating on Bureka Creek and tributaries with probably 4 or 5 individuals mining in the vicinity. A total of about 20 people are served by the road, and it is estimated 30 tons of freight are moved into this district each season. There is also a winter mail to Rampart over this route.

There are now available in the Hot Springs vicinity two "30" tractors either of which can be rented. It is recommended that if sufficient funds are available, \$10,000 be allotted to this route. A grader and two old trucks should be sent down and the entire route shaped with a grader and soft spots surfaced. If this were done, maintenance would be reduced to a minimum, and the road would be suitable for light trucks except in very wet weather. While the tonnage now being moved does not justify this expenditure, some expenditure for maintenance is necessary annually. By making a larger allotment for one season, more work with equipment can be accomplished, and the total expended over a period of 5 years will be little greater.

10-10-29

Hot Springs-Tofty - Route 30-A:

This is a winter trail serving mining operations on Sullivan Creek and is an alternate winter route to that down the slough and over Route 22.

It branches from Route 30, 1 mile north of Hot Springs and crosses the heads of several creeks, thru divides and strikes the upper part of the Sullivan Creek valley. This general route would be the most desirable for a summer road to Sullivan Creek.

The route is used largely in the early fall and late spring before the Hot Springs Slough is frozen thick enough to carry sled traffic.

The first 3 miles out of Hot Springs was covered on foot.

Several bridges are in need of repair, and it is recommended that \$500 be allotted for this work next season.

Howley Hot Springs Aviation Field - Route 30-B:

This landing field is located  $\frac{1}{2}$  mile northeast of Hot Springs on Route 30. The field is between the slough and the hills, being opposite a small valley in the hills.

The area is fairly level and while grown up in weeds is suitable for landing. However, none of the pilots will use this field claiming air conditions due to its location are bad. An oat field in the village of Hot Springs is used. It is believed that should this oat field not be available, the landing field would be used without any great hazard.

No further work is recommended at this time.

The village of Hot Springs has a population of perhaps 20 persons during the summer with slightly more in winter. There is a Northern Commercial Company store, a roadhouse and trading post combined, postoffice and signal corps radio station.

The production in gold in this vicinity is estimated at between \$50,000 and \$75,000 for this season with American Creek producing about \$60,000.

Arrived Fairbanks by plane Aug. 31, 6 p.m.

Wm P. Taylor,  
Asst. Chief Engr.

WPT:SS  
cc to Fairbanks  
Original filed 20D/9-25

STEEL CREEK. ALASKA.  
Feb, 16th, 1924.

Board of Road Commissioners for Alaska.

Juneau. Alaska.

Attention  
Fred Price,  
Foreman. A,R,C.

Dear Sir;-

I wish to enquire If thare has been any provision made to do more work, on trail down the Forty Mile River, last season thare was a lot of fires on the trail below hear and it caused a lot of slides, it will require at the lowest estimate \$500.00 dollars to repair the trail and extend same to Canyon creek, the work done by Morris Beneischke in 22 was of little use, *scarcely*

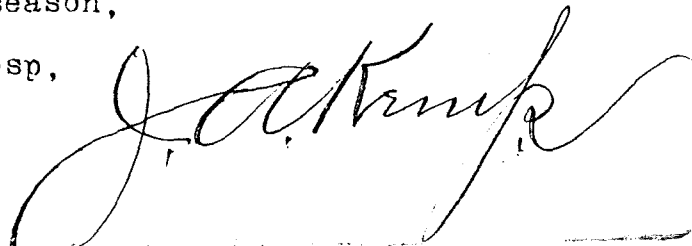
*changing*  
And we had a talk about ~~putting~~ the trail, (mail trail) on hill comeing in to Steel Creek, I have spoken to a number of persons that use the said trail, and it is the general opinion of all that it would be a very good thing from the Ferry on the River the New trail would run on a grade of about 6% and would come into the main trail about 3 miles by old trail, and about 2 miles by new trail, I hope that you will be able to do a little for us in the Forty Mile, and not give Eagle the Whole appropriation as has been done in the past, *will look into it*

Now thare is another ROAD that we in this country are entitled to and that is a Wagon Road from Steel Creek, Post Office to Jackwade, so that we could go over it in the summer time, on the left limit of Steel Creek thare is a good easy bench almost all the way to the Old Arizona Cabin, and the lower end of the Winter Road, the wagon Road could go over the Ridge on the Winter Road grade, *15 mi*

AS you are well awaire thare is not at the preasant time 100 ft of Wagon Road in the Forty Mile Precinct, thare is only two places thare is any gradeing ever been done, on the Walkers Fork, summit and on the Jackwade summit, about 4 miles in all, and half of the cost for the Walkers fork summit grade was subscribed by the residents,

Now get buisy Mr Price and see if you cant do a little for us this comeing season,

Yours very resp,



April 26, 1924

Mr. J. A. Kemp  
Steel Creek, Alaska

Dear Sir:

Receipt is acknowledged of your letter of the 16th of February, 1924, marked for the attention of Fred Price, concerning road and trail work in the Forty Mile. Mr. Price left for Eagle last week with instructions to start the rehabilitation of our road and trail system in the Eagle Forty Mile and Seventy Mile districts as early as weather conditions may permit.

For your information, I am pleased to state that our expenditures in the above districts for last year were 75% greater than during the 1922 season. For the coming seasons operations we have allotted Mr. Price an increase of 60% over last year, or practically three times as much money as was expended during the summer of 1922 as reported in our last printed Annual Report, that for the fiscal year ending June 30, 1923.

As you are well aware, this Commission started on a wagon road from Eagle to the Forty Mile many years ago, but there has been no development during the last twenty years nor is there any development now in prospect in the Forty Mile to warrant the completion of this road to summer wagon road standard. Without the completion of this road to the Forty Mile there is no justification for the construction of summer wagon roads in the Forty Mile district.

The best we can hope to do is to maintain and improve the winter bob-sled roads and the summer pack trails. This we have been doing on a comprehensive scale as the above statement of increased expenditures indicates.

Assuring you of our continued interest in your district,  
I am

Very truly yours,

James G. Steese  
President

JGS/fme

13/95-9

# Congress of the United States

## House of Representatives

Washington, D. C.

April 18th, 1924.

Col. James G. Steese,  
President Alaska Road Commission,  
Juneau, Alaska.

My dear Col. Steese:--

Some of my constituents in the Forty Mile country have written me again on the subject of allotment of road money in that section. They feel that a greater allotment of the money should be spent in their section of the country, and call attention to the report of the Commission which indicates that 20% only was allotted to them. They represent that not over 5% of the entire allotment for the Eagle-Forty Mile precinct was used in the Jack Wade section.

I wish you would be good enough to give this matter your personal attention this year and see if a more equitable division of the allotment cannot be made. There are several mining projects in the course of development in the vicinity of Jack Wade which I believe would warrant a little more liberal allotment than they have had in the past.

Sincerely yours,

*Dan Sutherland*

(Hon. Dan Sutherland)  
(4/26/24)

prehensive program as the above statement of progressively increased expenditure indicates.

Of course this will not satisfy the operators in the Forty Mile as abundant petitions and other correspondence in this office indicates. This I regret, but I am unable to remedy it unless our appropriation should be very materially increased.

Trusting that the above will clarify the situation, and assuring you of our continued interest in the development of this district, I am

Sincerely yours,

James G. Steese  
President

JGS/rme



April 26, 1924

Honorable Dan Sutherland  
Delegate from Alaska  
House of Representatives  
Washington, D. C.

My dear Mr. Sutherland:

Receipt is acknowledged of your letter of the 18th instant concerning increased road work in the Forty Mile and especially around Jack Wade. In reply I have to advise that our last printed report covered the fiscal year ending June 30, 1923, or the operations season of 1922. During last season, as our report now in preparation will show, we expended in the Eagle Forty Mile and Seventy Mile districts 75% more money than in 1922. Last week our foreman, Fred Price, left for Eagle in order to start work as soon as weather conditions will permit with an allotment 60% greater than last year, or practically three times as great as our published expenditure shown in our last printed report.

As you know, this Commission started upon a wagon road for summer wheel traffic from Eagle to the Forty Mile many years ago. This road is in good condition for a distance of some fifteen miles out of Eagle. During the past twenty years there has been no development in the Forty mile nor is any such future development likely as would justify the great cost of completing this wagon road into the Forty Mile, a distance of over forty miles from Eagle, for summer wheel traffic. Without a connection with the Yukon River no useful purpose would be served by expensive summer wagon road construction in the Forty Mile district either at Jack Wade or elsewhere.

The best we can hope to do with our present resources, or in view of the limited production or development in this district, is to continue the maintenance and improvement of the winter bob-sled roads and summer pack trails. This we are doing upon a com-

13/95-9

Jack Wade, Alaska,  
July 1, 1925.

Gentlemen:

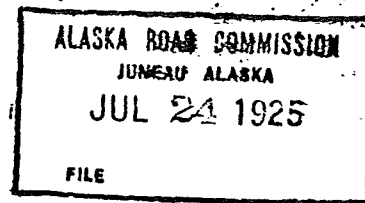
No doubt increased appropriations are in a way beneficial to the Territory at large, but I fail to see where they would benefit the Forty Mile Precinct. This precinct is in area practically one half of the so called Eagle-Forty Mile Subdivision, yet it never gets over 5% of the appropriation or allotment made for the subdivision.

This too in spite of Government statistics showing its production to be some \$7000,000.00 as against the Eagle Precinct's \$400,000.00. The principal evidence of A.R.C roads in this section is a number of signs posted on miner-made and caribou travelled trails.

Very truly yours,

*Karl O. Mc Cook*  
Postmaster.

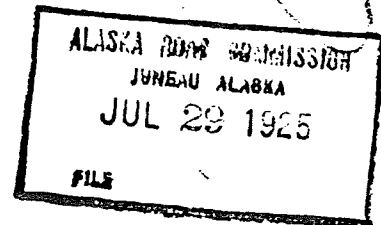
*Net.*



WAR DEPARTMENT  
BOARD OF ROAD COMMISSIONERS FOR ALASKA  
Haines ~~Juneau~~, ALASKA

July, 28th. 1925.

Lieut. H. E. Fisher,  
Disbursing Officer, A. R. C.  
Juneau, Alaska,



Dear Sir:

I have at hand yours of the 24th. inst. in which you quote a letter from my friend Chas. E. M. Cole, who is Postmaster at Jack Wade.

Needless to say this letter is interesting to me, furthermore the statements made in it are not far from being true. While he is off when he says that the Forty Mile district only gets 5% of the total appropriation for the Eagle Sub-district, yet it is true that by far the larger share of the money in the past has been spent near Eagle. This alone however does not prove that his district has been discriminated against. The Forty Mile district is an isolated one and any money spent in connecting that district with a main artery of transportation helps the district even though the money is not spent within the geographical limits of the district itself.

It is doubtless true that the Forty Mile district has produced something like \$7,000,000.00 in the past. But we cannot build roads on the strength of its former glories. It is now producing only \$50,000.00 or \$60,000.00 per year.

Regarding his last statement that the principal evidence of A R C roads in this section is a number of sign posts on miner made and caribou traveled trails. I can well see how this might appear true to Mr. Cole who lives at Jack Wade and ~~#####~~ rarely gets far from there. Trails were laid out around Jack Wade during the heyday of mining in that section by the miners themselves and they have been little changed since. Now the camp has dwindled to a mere handfull and there is no great demand for new trail work.

However I believe with the completion of a good trail down Liberty Fork to O'Brien Creek the time has come to scatter our appropriation more over the district and that the Jack Wade section should come for a larger share in future than it has in the past.

Very truly yours.

R. J. Shepard.

13/95-9

July 24, 1925

Mr. R. J. Shepard  
Asst. Supt. Alaska Road Commission  
Haines, Alaska

Dear sir:

I have just received the following note attached to a traffic census forwarded from Jack Wade post office for the Jack Wade - Chicken route:

"Jack Wade, Alaska, July 1, 1925

Gentlemen:

No doubt increased appropriations are in a way beneficial to the Territory at large, but I fail to see where they would benefit the Forty Mile Precinct. This precinct is in area practically one half of the so-called Eagle-Forty Mile Subdivision, yet it never gets over 5% of the appropriation or allotment made for the subdivision.

This too in spite of Government statistics showing its production to be some \$7,000,000.00 as against the Eagle Precinct's \$400,000.00. The principal evidence of A.R.C. roads in this section is a number of signs posted on miner-made ~~caribou~~ travelled trails.

Very truly yours,  
Chas. E. M. Cole  
Postmaster"

You no doubt will be interested in the foregoing and be able to inform us further in regard thereto.

Cordially yours,

H. E. Fisher  
Disbursing Officer

HEF/RMJ

July 10, 1924

Mr. J. A. Kemp  
Steel Creek, Alaska

My dear Mr. Kemp:

Receipt is acknowledged of your letter of June 7, 1924, concerning road and trail construction in the Forty Mile district. In reply I have to advise that our program for this season upon which Mr. Price is now engaged and which will be inspected in August by a member of this Board, includes allotments for Steel Creek-Jack Wade and Steel Creek-Moose Creek. This money is for the annual maintenance of the summer pack trail and winter sled road. We cannot at this time commit ourselves to summer wagon road construction in the Forty Mile until our funds shall be so increased as to permit the hope of building enough road to get somewhere.

Regretting that the Territory has been unable to persuade Congress to increase our appropriations so as to meet the needs of the various districts more rapidly, I am

Very truly yours,

Jas. G. Staese  
President

JGS/me

13/95-9

# J. A. KEMP & CO.

Dealers in  
GENERAL MERCHANDISE  
Hay, Grain and Produce

Steel Creek, Alaska, June, 7th, 1924.

Mr. James G. Steese.  
President, Board of Road Comms , for Alaska  
Juneau, Alaska

Dear Sir:-

Yours of Apr. 26 arrived here June 2d, I note your remarks in same Re the amount of money that is to be spent this season on Roads and trails, in the Eagle Forty Mile and Seventy Mile Districts,

Why is it the Eagle, Forty Mile & 70 mile Districts, Why that mix up , when it a known fact that the Eagle District gets almost all of the benefit of all moneys spent, the old 40 mile gets a crumb , once in a long while, and speaking of trails in the 40 mile we have none except what the Carobou made , the Government never done any trail work in the Forty Mile except every year or two there is one hundred or so for patches, put on,

We in the Forty Mile dont care anything about the Eagle Wagon Road to the Forty Mile, there is \$20.00 taken out in the Forty, to every One that is taken out in the Eagle, or 70 mile Districts,

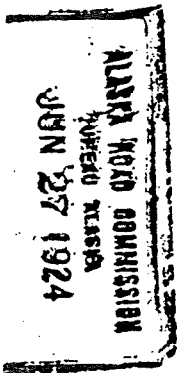
As for tonage, last Winter there was 125 to 150 tons come up the Forty Mile River, and there has been that amount every Winter, and some seasons there has been More there will be more than that next winter, NO MATTER WHAT IS DONE ON THE EAGLE ROAD the bulk of all freight for the Forty mile will come up the Forty Mile River, the cost of haulage from the Yukon River, at the Post of Forty Mile to my place is 2¢ per pound, from Eagle it is 4¢,

Major Richardson, spent about \$90.000 on the Eagle Road , and got it so you could get about 11 miles out of Eagle if you was Empty, you know better than I what has been used since then, and it never will be a good road, It isint located in the proper place. there is a way to get out of Eagle to this place where there will be miles and miles the only road work will be cutting the buck brush, and the beauty of it is ,that it is dry, with the exceptions of a few places now and then,

The Wagon Road that I asked for, Steel to Jackwade is an absolute necessity , and it will shorten up the Trail to Jackwade about 3 miles, and it is an Ideal place to build a Road. now we have to use Pack horses.

Very truly yours,

J. A. Kemp.



April 26, 1924

Honorable Dan Sutherland  
Delegate from Alaska  
House of Representatives  
Washington, D. C.

My dear Mr. Sutherland:

Receipt is acknowledged of your letter of the 18th instant concerning increased road work in the Forty Mile and especially around Jack Wade. In reply I have to advise that our last printed report covered the fiscal year ending June 30, 1923, or the operations season of 1922. During last season, as our report now in preparation will show, we expended in the Eagle Forty Mile and Seventy Mile districts 75% more money than in 1922. Last week our foreman, Fred Price, left for Eagle in order to start work as soon as weather conditions will permit with an allotment 60% greater than last year, or practically three times as great as our published expenditure shown in our last printed report.

As you know, this Commission started upon a wagon road for summer wheel traffic from Eagle to the Forty Mile many years ago. This road is in good condition for a distance of some fifteen miles out of Eagle. During the past twenty years there has been no development in the Forty mile nor is any such future development likely as would justify the great cost of completing this wagon road into the Forty Mile, a distance of over forty miles from Eagle, for summer wheel traffic. Without a connection with the Yukon River no useful purpose would be served by expensive summer wagon road construction in the Forty Mile district either at Jack Wade or elsewhere.

The best we can hope to do with our present resources, or in view of the limited production or development in this district, is to continue the maintenance and improvement of the winter bob-sled roads and summer pack trails. This we were doing upon a com-

13/95-9

(Hon. Dan Sutherland)  
(4/26/24)

prehensive program as the above statement of progressively increased expenditure indicates.

Of course this will not satisfy the operators in the Forty Mile as abundant petitions and other correspondence in this office indicates. This I regret, but I am unable to remedy it unless our appropriation should be very materially increased.

Trusting that the above will clarify the situation, and assuring you of our continued interest in the development of this district, I am

Sincerely yours,

James G. Steese  
President

JGS/fme



DAN SUTHERLAND  
DELEGATE, ALASKA

# Congress of the United States

## House of Representatives

Washington, D. C.

April 18th, 1924.

Col. James G. Steese,  
President Alaska Road Commission,  
Juneau, Alaska.

My dear Col. Steese:--

Some of my constituents in the Forty Mile country have written me again on the subject of allotment of road money in that section. They feel that a greater allotment of the money should be spent in their section of the country, and call attention to the report of the Commission which indicates that 20% only was allotted to them. They represent that not over 5% of the entire allotment for the Eagle-Forty Mile precinct was used in the Jack Wade section.

I wish you would be good enough to give this matter your personal attention this year and see if a more equitable division of the allotment cannot be made. There are several mining projects in the course of development in the vicinity of Jack Wade which I believe would warrant a little more liberal allotment than they have had in the past.

Sincerely yours,

*Dan Sutherland*

April 26, 1924

Mr. J. A. Kemp  
Steel Creek, Alaska

Dear Sir:

Receipt is acknowledged of your letter of the 16th of February, 1924, marked for the attention of Fred Price, concerning road and trail work in the Forty Mile. Mr. Price left for Eagle last week with instructions to start the rehabilitation of our road and trail system in the Eagle Forty Mile and Seventy Mile districts as early as weather conditions may permit.

For your information, I am pleased to state that our expenditures in the above districts for last year were 75% greater than during the 1922 season. For the coming seasons operations we have allotted Mr. Price an increase of 60% over last year, or practically three times as much money as was expended during the summer of 1922 as reported in our last printed Annual Report, that for the fiscal year ending June 30, 1923.

As you are well aware, this Commission started on a wagon road from Eagle to the Forty Mile many years ago, but there has been no development during the last twenty years nor is there any development now in prospect in the Forty Mile to warrant the completion of this road to summer wagon road standard. Without the completion of this road to the Forty Mile there is no justification for the construction of summer wagon roads in the Forty Mile district.

The best we can hope to do is to maintain and improve the winter bob-sled roads and the summer pack trails. This we have been doing on a comprehensive scale as the above statement of increased expenditures indicates.

Assuring you of our continued interest in your district,  
I am

Very truly yours,

James G. Steese  
President

JGS/fms

13/95-9

STEEL CREEK. ALASKA.  
Feb, 16th, 1924.

Board of Road Commissioners for Alaska.

Juneau. Alaska.

Attention  
Fred Price,  
Foreman. A.R.C.

Dear Sir:-

I wish to enquire If there has been any provision made to do more work, on trail down the Forty Mile River, last season there was a lot of fires on the trail below hear and it caused a lot of slides, it will require at the lowest estimate \$500.00 dollars to repair the trail and extend same to Canyon creek, the work done by Morris Beneischke in 22 was of little use, *Steel Creek*

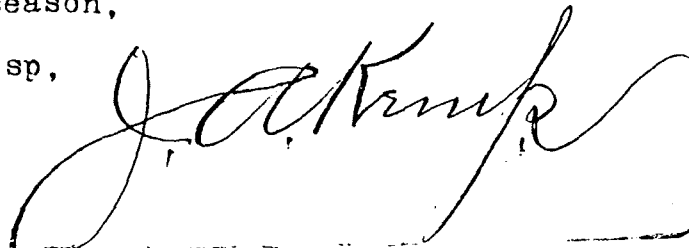
And we had a talk about <sup>changing</sup> ~~putting~~ the trail, (mail trail) on hill coming in to Steel Creek, I have spoken to a number of persons that use the said trail, and it is the general opinion of all that it would be a very good thing from the Ferry on the River the New trail would run on a grade of about 6% and would come into the main trail about 3 miles by old trail, and about 2 miles by new trail, I hope that you will be able to do a little for us in the Forty Mile, and not give Eagle the whole appropriation as has been done in the past, *will cost more*

Now there is another ROAD that we in this country are entitled to and that is a Wagon Road from Steel Creek, Post Office to Jackwade, so that we could go over it in the summer time, on the left limit of Steel Creek there is a good easy bench almost all the way to the Old Arizona Cabin, and the lower end of the Winter Road, the wagon Road could go over the Ridge on the Winter Road grade, *15 mi*

AS you are well aware there is not at the present time 100 ft of Wagon Road in the Forty Mile Precinct, there is only two places there is any gradeing ever been done, on the Walkers Fork, summit and on the Jackwade summit, about 4 miles in all, and half of the cost for the Walkers fork summit grade was subscribed by the residents,

Now get busy Mr Price and see if you cant do a little for us this coming season,

Yours very resp,



Dec 17, 1918

The Alaska Road Commission,  
Juneau, Alaska.

Gentlemen:

Of the work done by me on the Fairbanks-Tanana Mail trail I wish to report that with a crew of three men, a cook, a team and teamster, we left here on November 7 arriving at Hot Springs (Mile 102) on the 11th, where we purchased supplies continuing on to Sullivan Creek, where we built a bridge. The old bridge built by woodhaulers, had sagged down and was nearly ready to fall but for props on the ice, which had been recently put in. We selected a site near the old bridge and put across a span with an A truss of 40 ft and approaches of 30 ft on the South bank. Timber was difficult to find, suitable sticks could only be gotten by crossing the bank for nearly seven miles. Good pole decking was found three miles to the South. This bridge cost approximately \$6.00 per foot, or about \$400.00. It is on what is known as the Wood Chopper Cut Off, and shortens the route to Tanana from three to five miles over the old route, by way of Tofty, the Post Office being now at Wood Chopper. We moved to our next bridge across Boulder Creek (Mile 138). This bridge had been built with only a Mud Sill on the West bank, which undermined, letting the bridge fall into the stream, but it had been so well built that it was not seriously damaged. We, by digging in the day and with log fires at night, succeeded in cutting through the frost and getting a good log abutment down to the bottom of the stream. This abutment is 7 X 14 X 12 high and I think good for many years. This work, with the taking up and rebuilding the bridge, cost about \$240.00. From here we went to near the lower end of the trail, our last camp being about six miles from Tanana. Near mile 152-153 there are two bridges whose approaches had floated away or had been damaged. These we repaired by filling in timber. I find from Mile 146 to near 151 there are several small bridges (8 or 10) that need rebuilding but they were covered with glaciers so badly that I could neither repair or rebuild them. Forest fires had damaged some of them besides caused much timber to fall across the road, which was cleared away. There is so much sidehill glaciating on this section that I recommend that a part of it at least be abandoned and that the trail cut out in the flats now used by the mail, be improved by going around the lakes etc. This should be done earlier in the season. It is in fair condition now, but as the lakes break up the travel will have to return to the hill, etc. On our way back we built a bridge across Wood Chopper Creek half a mile above town. This bridge is 22' long with approaches of the same length, and cost about \$125.00

Other work done by us was in the way of repairs, both going and returning your foreman and the three axmen went ahead, staking lakes, clearing fallen timber, brush, etc., and putting new poles in the bridge that needed them, arriving in camp an hour or two after our team. There are two bridges yet needed. One a deep slough usually dry or nearly so, probably an old channel of Dugan Creek, near Mile 96. We found a good crossing

February 13, 1935

Mr. R. E. Steel  
Eagle, Alaska

Dear Sir:

We are in receipt of your letter of January 19, 1935 complaining of the condition of the pack trail to the Seventymile district. I am informed that you have such a pack trail and that a tractor has been driven over it for 13 miles, indicating that in dry weather it can not be very bad.

It would be impossible for this Commission to obligate itself to construct 16 miles of road into the Seventymile with present available or prospective future funds. We will, however, endeavor to do some maintenance work on this trail next summer, depending upon funds.

For your information, since you have been illy advised or are making a wild guess, there was a total of \$28,500 spent at Eagle last year rather than \$35,000, which included the purchase of all new equipment.

Very truly yours,

Hawley Sterling,  
Acting Chief Engineer.

HS:IF

Eagle, Alaska.

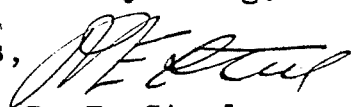
January 19, 1935. 1/3

The Alaska Road Commission,  
Juneau, Alaska.

Gentlemen : I believe the time has come for the miners in the 70-Mile District to make an effort to get a road into that country, or at least a pack trail; there is a lot of complaining going on, but that is far as it goes. During the past summer some \$35000 was spent on the road from Eagle to the Forty Mile country, but not one dollar was spent between Eagle and the Seventy Mile river. This piece of road is about 16 miles long and is used by every one who goes into that country and was in such condition last summer that it was almost impossible to get a pack horse over it - I made 4 trips over it carrying provisions on my back rather than to try to get my horse ( or mule ) through the soft places, and several others did the same thing.

There were six small hydraulic plants operating besides some other mining and prospecting, and if we cannot at least have a pack trail from Eagle to the Seventy Mile river something is seriously wrong.

Respectfully yours,

  
R. E. Steel.





October 15, 1928

Mr. Charles Ott  
Eagle, Alaska

Dear Sir:

We beg to acknowledge receipt of your kind letter of October 3 and to thank you for your appreciation of the work we have done on the Seventymile Road.

The Alaska Road Commission takes great pains to so distribute its resources as to give the maximum service to the Territory as a whole and it is very gratifying to feel that our efforts do not go unnoticed.

Very sincerely,

Malcolm Elliott,  
President.

DHG:IH

1-96/01



Eagle, Alaska.

October 3/1928

Alaska Road Commission;  
Juneau, Alaska.

Subject.

Gentlemen.

R/E work on Eagle & 70 Mile Road  
-----

We the undersigned wish to express our appreciation, for the work performed this summer on the Eagle 70 Mile Road, by your Mr Price, and we know the future work that he has laid out on same road, will be of great benefit to us all.

Froelich & Kummer & Ott & Scheele

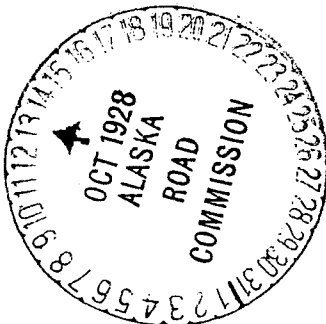
Operators on Crooked Creek - 70 Mile River.

by

*Charles Ott*  
-----

Charles Ott

Partner.



*[Handwritten signature]*

Room 2802 Munitions Building,  
Washington, D. C.

December 30, 1924.

Mr. Charles Ott,

Eagle, Alaska.

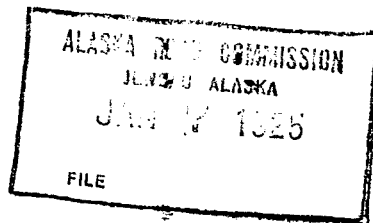
My dear Mr. Ott:

Receipt is acknowledged of your letter of November 20,  
on behalf of Froelich & Munner and Ott & Schaele, expressing  
satisfaction over the work performed on the Eagle 70 Mile  
trail by Fred Price last summer.

We are pleased to learn that this work was of real benefit,  
and hope that <sup>we</sup> I shall be able to make further improvements next  
year.

Again thanking you, I am,

Cordially yours,



Jas. G. Steese,  
President.

13/95-1

HARLES OTT

JOHN W. SCHEELE

**OTT & SCHEELE**  
Independent Store

EAGLE, ALASKA, November 20/24 1924

Alaska Road Commission;

Unalaska, Alaska.

Gentlemen.

We wish to thank the Alaska Road Commission, for the work which was performed on the Eagle 70 Mile trail this summer.

As far as the crew was able to go this summer on the Allotment the ditching and grading and clearing, the work done is very good and satisfactory. And we trust the in 1925 the allotment will be a little larger, so as to enable the crew to make a good showing, under the Leadership of Mr Fred. Price. And when eventually the trail will be in such a condition, that goods can be transported as far as Fox Creek on the 70 Mile River, it will save a lot of time, and avoid the dangers, by not having to run the 70 Mile and then pole up to Eagle, and back again down the Yukon and pole up the 70 Mile.

Again thanking you

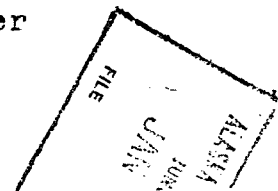
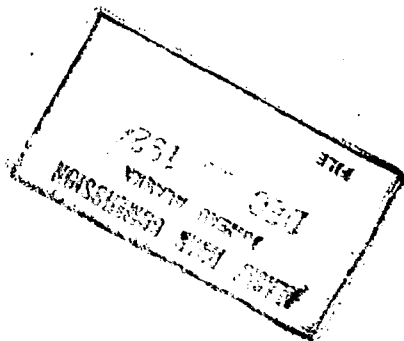
we are very truly yours

*and*  
Froelich & Kummer & Ott & Scheele

Operators on Crooked Creek 70 Mile River

by

*Charles Ott*  
Partner



Eagle, Alaska Nov. 10<sup>th</sup> 1922,

(95) Maj. Gatrals, 7<sup>th</sup>  
Juneau, Alaska.

Dear Sir

I am writing you in behalf of the 70 mile Mining Operators and Residents. Thanking the Commission for the good work done in our District, under the direction of your able Lieutenant Mr. Fred. Price, we have had more and Efficient Road and trail work done than ever before in the history of 70-mile. Trail was cut nearly to Alder Creek, the Past Season at which place I am operating a Hydraulic Plant. and we Sincerely hope the good work will continue indefinitely. again Thanking you for Past favors. I Remain yours Truly

C. A. Bryant,  
Alder Creek,  
70 mile. via  
Eagle Alaska.

May 2, 1917.

Disbursing Officer of the Board.

U. G. Meyers, Eagle, Alaska.

Petition, Eagle-Seventymile Road.

Reference the petition bearing your signature among others from Eagle, Alaska, in regard to work on the Eagle-Seventymile road, I desire to inform you that at the present time no information can be given you in regard to what expenditure will be made there this season, as up to the present time we have received no information in regard to our appropriation being acted on favorably in Washington. As soon as the appropriation is made and the Board acts thereon I will notify you definitely what appropriation has been allotted.

I notice in the petition it is suggested that Mr. C. F. Yost be designated to take charge of the work. No explanation of the reason for making this suggestion is given, nor is there any good reason known to this office why Mr. Powers should not take charge of this work this year the same as he has done other years. He has been very generous in his treatment to the Board in donating his own services free of charge and also in previous years donating his team without making any cost therefor, and certainly the Board must appreciate his action and in the absence of good reasons to the contrary we are quite satisfied to let him continue the work if he is willing.

We have always tried to give Eagle and vicinity its full share of the funds and did the very best we could in this respect last year and we will again this year do what we can to help the people in that vicinity.

With kindest regards to yourself and Mrs. Meyers,

Very sincerely yours,

FWD/JB

*P. C. Lawson*  
Major, Infantry.

To the

Board of Alaska Road Commissioners,

Valdez, Alaska.

We, the undersigned claim owners and miners of the Seventy-mile River, respectfully represent,

1. That the sum of \$2,500 should be expended in repairs and extensions to the Government road leading from Eagle to the Seventymile River mining district;

2. That the output of placer gold from said district the past season has been approximately \$21,000;

3. That the estimated amount of freight hauled over said road during the past year has been from 35 to 40 tons;

4. That several hydraulic plants are in process of installation, and the amount of freight to be moved over this road during the coming year approximately will be doubled;

5. That all indications point to expanding operations in this district and the consequent increase in tonnage over this road;

6. That it is the unanimous desire of the undersigned that a local man, having exact knowledge of conditions, be designated to have charge of any work to be done on this road, and to this end we suggest that Mr. C.F. Yost be so designated.

E. D. Madison

J. E. Olson

H. A. Jones

Geo. M. Gardiner

Chas. Johnson

John J. Williams

Frank E. Rolfe

H. Ross

W. J. Myers

C. Sidney

Frank Sandberg

J. E. Murphy

G. H. Matlack

Walter C. Fox

J. E. Barber

J. H. R. Fox

A. A. Duruball

Chas. F. Yost

Frank Johnson

H. Kummer

A. Froelich

Charles Ott

John W. Scheele

Mrs. A. H. Turnbull

A. L. Scheele

Valdez, Alaska, June 29, 1918

Sommers,  
Fairbanks.

*Ex 44-1000*  
Powers at Eagle offers services same as last year without compensation. Communicate with him re work on Eagle Fortymile and Eagle Seventymile roads.

Richardson.

# J. A. KEMP & CO.

Dealers in  
GENERAL MERCHANDISE  
Hay, Grain and Produce

Steel Creek, Alaska, June, 7th, 1924.

Mr. James G. Steese.  
President, Board of Road Commms , for Alaska  
Juneau, Alaska

Dear Sir:-

Yours of Apr. 26 arrived here June 2d, I note your remarks in same Re the amount of money that is to be spent this season on Roads and trails, in the Eagle Forty Mile and Seventy Mile Districts,

Why is it the Eagle, Forty Mile & 70 mile Districts, Why that mix up, when it a known fact that the Eagle District gets almost all of the benefit of all moneys spent, the old 40 mile gets a crumb, once in a long while, and speaking of trails in the 40 mile we have none except what the Carobou made, the Government never done any trail work in the Forty Mile except every year or two there is one hundred or so for patches, put on,

We in the Forty Mile dont care anything about the Eagle Wagon Road to the Forty Mile, there is \$20.00 taken out in the Forty, to every One that is taken out in the Eagle, or 70 mile Districts,

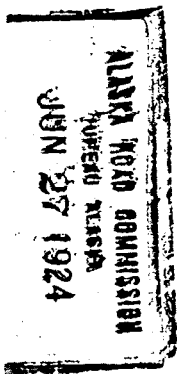
As for tonage, last winter there was 125 to 150 tons come up the Forty Mile River, and there has been that amount every winter, and some seasons there has been More there will be more than that next winter, NO MATTER WHAT IS DONE ON THE EAGLE ROAD the bulk of all freight for the Forty mile will come up the Forty Mile River, the cost of haulage from the Yukon River, at the Post of Forty Mile to my place is 2¢ per pound, from Eagle it is 4¢,

Major Richardson, spent about \$90.000 on the Eagle Road, and got it so you could get about 11 miles out of Eagle if you was Empty, you know better than I what has been used since then, and it never will be a good road, It isint located in the proper place. there is a way to get out of Eagle to this place where there will be miles and miles the only road work will be cutting the buck brush, and the beauty of it is, that it is dry, with the exceptions of a few places now and then,

The Wagon Road that I asked for, Steel to Jackwade is an absolute necessity, and it will shorten up the Trail to Jackwade about 3 miles, and it is an Ideal place to build a Road. now we have to use Pack horses.

Very truly yours,

J. A. Kemp.





1921

to file 11-15-1921

To the Board  
of  
ALASKA ROAD COMMISSION  
Juneau, Alaska.

FILE

21

Gentlemen:-

I herewith submit to your honorable body a report of the work accomplished by me upon the Eagle, Forty-mile, Seventy-mile, and Fourth of July trails, also a reconnaissance of O'Brien and Polly creeks, as a possible route for a main trunk road to Chicken. There is also included a report in detail of the activity in the districts as requested by your Major Gotwals.

Eagle and Forty-mile roads and trails.

In July I put a small crew of men to work upon the winter roads and pack trails, putting them into good shape for winter travel. As much ground as possible was covered with the money at my command. The high water of the spring caused a wash-out in the canyon leading to Gravel Gulch. A repetition of this could be avoided by a small amount of maintenance work in the spring during the high water. Cutting a channel in the ice would cost but a few dollars but would save hundreds by avoiding an occurrence of this kind. I would recommend that this be done.

### Seventy-mile

On my trip to the Seventy-mile I found the trail leading to Alder Gulch in very bad condition, from Crooked creek up-stream, but with the money allotted to this district there is now a good trail leading up-stream to Barney creek. I set aside \$100.00 out of the \$1,000.00 allotted for the construction of a foot-bridge across the Seventy-mile at Nugget Gulch. This bridge is to be put in this winter, as there is no way of crossing the river at medium high water. Some parties were held up for two days before they could cross. The possibility of extending the road to Crooked creek on the left limit is rather impractical, as there are several abrupt bluffs which would entail too much expense in getting around them. There is a good base leading up to the falls upon the right limit of Seventy-mile.

### Fourth of July

In July I made an investigation of the trail leading from Fourth of July to Nation. Good work had been done there with the small amount of money at Mr. Vanderveer's command in 1920. This years work will complete the trail to Nation. This work not only leads to their camp, but is the means of ingress to an extensive country lying south of Fourth of July creek. The mining operations on Fourth of July creek will be worked upon a large scale, and a road is necessary. The base is good and my estimate of construction will not exceed \$500.00 per mile. It is less than ten miles to the works. I would recommend that this road be constructed if possible in the near future.

### Wade Creek to Walker's Fork and Boundry Line.

In traveling from Wade creek, up Robinson creek, to the ridge leading to Walkers Fork an easy grade is encountered. The road to Walker's Fork has a very good road-bed, continuing to the boundry line, and with a small amount of money could be put into good condition. At the time of my visit to Walker's Fork, Mr. Jacobson, who is a mining operator in that locality came from Dawson with a two horse team loaded with 800 lbs. of provisions. He informed me that the road from the boundry to Dawson was the worst part. It is about 5 miles from Jacobson's to the boundry following the right limit of Walker's Fork.

### Canyon Creek

There is a very good road down Canyon creek following the right limit slope for a distance of five miles. From this point the creek bottom is used during the winter. The freight is brought the Forty-mile to the mouth of Canyon, thence up Canyon to Walker's Fork. There is some mining activity on Canyon and Squaw creeks this season

### Canyon to Steel Creek.

Ascending the Steel creek divide from Squaw creek the winter trail is followed down to Steel creek. This is a very bad road during the winter months for traveling as the grades exceed 15% and the snow drifts upon the summit are bad. This road also leads to Wade creek for winter freighting.

### O'Brien Creek.

Following up O'Brien creek from the mouth in its entirety there is a very good road bed part of the way. The present winter road is, in my estimation, not practical for a permanent road owing to the many crossings of the creek requiring too many bridges. Along the right limit, however, fairly good material is found until Columbia creek is reached, then the present road could be followed to Liberty.

### Reconnaissance of Outlets

from

### O'Brien, Polly and Uhler creeks to Chicken.

From the mouth of O'Brien creek the Forty-mile river would have to be bridged, following up the right limit to Polly creek, thence up Polly creek which has an easy grade, possibly a 6%. Good material is found on the left limit up to a low divide which could be followed for a short distance to the head of Uhler creek. Uhler creek has about the same grade as Polly creek. Going down Uhler creek to the mouth which is about five miles below Franklin, another bridge would be needed, crossing to the left limit of the Forty-mile river, going up river to Franklin, thence up river opposite Two-mile creek, onto a good, dry ridge which can be followed to Chicken creek. The approach to this ridge is a little steep but can be used.

### Walker's Fork.

Part of the river is in bad condition due to the fact that there are numerous large boulders in the river bed. This condition can be relieved by blasting them out. My recommendation is that a small allotment be made for this purpose.

### Outlet to North Fork of Forty -mile

Mr. McCandless who expected to go over this route with me was unable to go so this trip was not made. Previously, however, the road was indicated on the map. This road leads from Eagle to American creek and thence to the head of Arkansaw creek. From this point the old Government trail is followed into and down Champion creek to the proposed power site of the McCandless company on the North Fork of the Forty-mile river. This road would also form an outlet to the Charlie river district which is practically an undeveloped country. Mr. McCandless assured me that if the assays proved as good as previous ones taken, \$200,000 would be available next season for construction of their plant, requiring 200 tons of freight to be handled. This will of course depend upon the assay returns of the black sand, which Mr. McCandless promised to let us know. The estimated cost of this road is \$10,000 for work on the first 13 miles from Discovery Fork to the head of Arkansaw creek. This road is really necessary for the further development of the mining industry of that section and the Charlie river district.

## Lumber

Some investigations have been made in regard to lumber and it was found that 60 to 70 thousand feet board measure can be secured two miles from Gravel Gulch. With a little grading the main road can be reached. There is also some good timber on O'Brien creek and at the mouth of Chicken creek. The round poles used for bridges and culverts are unsatisfactory, lasting only a year or so, making it expensive in replacing them each year. Mr. Powers has a saw mill on O'Brien creek and a recommendation here would be timely that some 3" planks be sawed and delivered along the road before they get bad in the spring. The lumber at Gravel Gulch can be sawed and hauled in the summer as it is needed.

## Freight Rates

Present summer rates.		* Winter rates	* These rates are
			freighter's esti-
			with a trunk road
			to Chicken.
From Eagle to			
Gravel Gulch	2¢ per lb.	* 1¢ per lb.	* 1¢ per lb.
Liberty	7¢ " "	* 2-1/2¢ " "	* 2¢ " "
Dome Creek	10¢ " "	* 3¢ " "	* 3¢ " "
Steel creek	15¢ " "	* 3-1/2¢ " "	* 4¢ " "
Wade creek	20¢ " "	* 5¢ " "	* 6¢ " "
Franklin & Chicken	25¢ " "	* 5-1/2¢ " "	* 8-1/2¢ " "
Up river to N. Fork	-----	* 4-1/2¢ " "	* -----
Above Walker's Fork	-----	* 6¢ " "	* -----
Napoleon Creek	-----	* 5-1/2¢ " "	* -----
1¢ per lb. added for perishables		* -----	* -----

### Note:

Freighting up Forty-mile costs 16¢ to Chicken. It is uncertain as a method of transportation.

From information obtained from the miners in the vicinity of Chicken and Franklin, the cost of provisions and supplies used during the past four years cost approximately \$0.75 per pound.

# Activity in the District

<u>Creeks 40 mile</u>	<u>*</u>	<u>Number of men</u>	<u>*</u>	<u>Class of Mining</u>	<u>*</u>	<u>Estimated Output</u>
American Creek	*	2	*	Open Cut	*	\$850.00
"	*	1	*	" "	*	\$3,000.00
"	*	2	*	" "	*	Depends on water
Discovery Fork	*	2	*	" "	*	" " "
Dome Creek	*	12	*	Hydraulic	*	\$40,000.00
Down stream from	*	15	*	3 Hydraulic	*	\$5,000.00
Steel Cr. 40-mile	*		*	12 Rocking	*	\$4 to \$6 per day
Up 40-mile from	*	4	*	2 winter drift	*	No data
Steel Creek	*		*	2 Rocking	*	" "
Franklin Creek	*	5	*	Open Cut	*	\$4,340.00
South Fork of	*	1	*	Winter Drifting	*	\$400.00
40-mile	*		*		*	
Myer's Fork	*	2	*	Open Cut	*	\$2,100.00
Stonehouse Creek	*	2	*	" "	*	\$1,800.00
Chicken Creek	*	7	*	" "	*	\$2,625.00
Lost Chicken	*	2	*	" "	*	None
Ingle Creek	*	3	*	" "	*	\$1,200.00
Littlevig Creek	*	3	*	Winter Drifting	*	\$2,300.00
Mosquito Fork	*	3	*	Scraper Plant	*	\$18,000.00
Napoleon Creek	*hhh	2	*	Open Cut	*	None
Montana Creek	*	1	*	" "	*	\$700.00
Walkers Fork	*	5	*	Scraper Plant	*	\$8,000.00
Davis Creek	*	2	*	Open Cut	*	\$1,400.00
Wood Creek	*	1	*	" "	*	\$375.00
Squaw Creek	*	3	*	Scraper Plant	*	No data
Canyon Creek	*	3	*	Open Cut &	*	\$3,300.00
Wade Creek	*	16	*	Winter drift.	*	
	*		*	1 Hydraulic	*	\$11,300.00
	*		*	15 Open Cut &	*	
	*		*	drifting	*	

Creeks	70 miles	* Number of men *	* Class of Mining *	* Estimated Output *
Crooked Creek	*	3	Hydraulic	\$5,000.00
Broken Neck Cr.	*	1	Open Cut	-----
Big Bear Bar	*	2	Open Cut & Rocking	\$300.00
Nugget Creek	*	1	Hydraulic	\$700.00
Alder Creek	*	3	"	\$4,000.00
Curtis Bar	*	1	Open Cut	\$300.00
Flume Creek	*	1	Hydraulic	\$150.00
Barney Creek	*	1	"	\$200.00
Fox Creek	*	2	"	No data.
Fourth of July	*	7	"	Depends on water.
Ruby Creek	*	1	Winter Drifting	\$300.00
Washington Creek	*	1	Prospecting	-----
Mission Creek	*	1	Open Cut	\$300.00
Estimate	*	5	In outlying districts	-----

**Note:-**

The output may be increased after September 1st owing to heavy rainfall. The output of Dome Creek will probably reach the ~~\$450,000~~ mark as better ground has been found since the estimate was given, \$3.00 pans being common.

Mail Service

There is semi-monthly service to the creek, each mail having a weight limit of 600 pounds. On the 15th of July there was in the post-office at Eagle, 3,600 pounds of mail and unless a special contract is issued the mail will lay until it can be taken over the winter trail, causing a considerable inconvenience to the miners. Mr. Powers, the present mail carrier assured me that with a good road these conditions now existing would be relieved. Furthermore the



contract for carrying the mail could be cut one third a year making a saving to the Government, amounting to \$2,600 which in a short time would pay for the construction of the road.

Summary.

Being conversant with mining conditions, it is in my judgment, not a worked out district, but one with a future before it, second to none in the Yukon. This district has been producing, extensively for the past forty years. During the war it of course received a setback, but with good roads and trails, and a reduction in the cost of produce will induce younger blood to enter the country. The Eagle - Fortymile and the surrounding districts have a bright future.

Ira Pine

Forman, A. R. C.

Jack Wade, Alaska,

July 1, 1925.

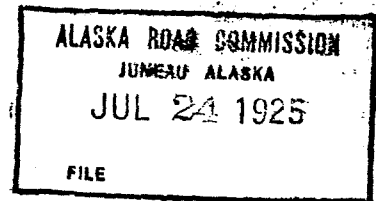
Gentlemen:

No doubt increased appropriations are in a way beneficial to the Territory at large, but I fail to see where they would benefit the Forty Mile Precinct. This precinct is in area practically one half of the so called Eagle-Forty Mile Subdivision, yet it never gets over 5% of the appropriation or allotment made for the subdivision.

This too in spite of Government statistics showing its production to be some \$7000,000.00 as against the Eagle Precinct's \$400,000.00. The principal evidence of A.R.C roads in this section is a number of signs posted on miner-made and caribou travelled trails.

Very truly yours,

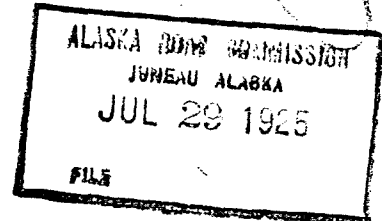
*Wm. C. Mc Cole*  
Postmaster.



WAR DEPARTMENT  
BOARD OF ROAD COMMISSIONERS FOR ALASKA  
Haines~~Juneau~~, ALASKA

July, 28th. 1925.

Lieut. H. E. Fisher,  
Disbursing Officer, A. R. C.  
Juneau, Alaska,



Dear Sir:

I have at hand yours of the 24th. inst. in which you quote a letter from my friend Chas. E. M. Cole, who is Postmaster at Jack Wade.

Needless to say this letter is interesting to me, furthermore the statements made in it are not far from being true. While he is off when he says that the Forty Mile district only gets 5% of the total appropriation for the Eagle Sub-district, yet it is true that by far the larger share of the money in the past has been spent near Eagle. This alone however does not prove that his district has been discriminated against. The Forty Mile district is an isolated one and any money spent in connecting that district with a main artery of transportation helps the district even though the money is not spent within the geographical limits of the district itself.

It is doubtless true that the Forty Mile district has produced something like \$7,000,000.00 in the past. But we cannot build roads on the strength of its former glories. It is now producing only \$50,000.00 or \$60,000.00 per year.

Regarding his last statement that the principal evidence of A R C roads in this section is a number of sign posts on miner made and caribou traveled trails. I can well see how this might appear true to Mr. Cole who lives at Jack Wade and ~~#####~~ rarely gets far from there. Trails were laid out around Jack Wade during the heyday of mining in that section by the miners themselves and they have been little changed since. Now the camp has dwindled to a mere handfull and there is no great demand for new trail work.

However I believe with the completion of a good trail down Liberty Fork to O'Brien Creek the time has come to scatter our appropriation more over the district and that the Jack Wade section should come for a larger share in future than it has in the past.

Very truly yours.

R. J. Shepard.

July 24, 1925

Mr. R. J. Shepard  
Asst. Supt. Alaska Road Commission  
Haines, Alaska

Dear sir:

I have just received the following note attached to a traffic census forwarded from Jack Wade post office for the Jack Wade - Chicken route:

"Jack Wade, Alaska, July 1, 1925

Gentlemen:

No doubt increased appropriations are in a way beneficial to the Territory at large, but I fail to see where they would benefit the Forty Mile Precinct. This precinct is in area practically one half of the so-called Eagle-Forty Mile Subdivision, yet it never gets over 5% of the appropriation or allotment made for the subdivision.

This too in spite of Government statistics showing its production to be some \$7,000,000.00 as against the Eagle Precinct's \$400,000.00. The principal evidence of A.R.C. roads in this section is a number of signs posted on miner-made <sup>caribou</sup> travelled trails.

Very truly yours,  
Chas. E. M. Cole  
Postmaster"

You no doubt will be interested in the foregoing and be able to inform us further in regard thereto.

Cordially yours,

H. E. Fisher  
Disbursing Officer

HEF/RMJ

July 10, 1924

Mr. J. A. Kemp  
Steel Creek, Alaska

My dear Mr. Kemp:

Receipt is acknowledged of your letter of June 7, 1924, concerning road and trail construction in the Forty Mile district. In reply I have to advise that our program for this season upon which Mr. Price is now engaged and which will be inspected in August by a member of this Board, includes allotments for Steel Creek-Jack Wade and Steel Creek-Moose Creek. This money is for the annual maintenance of the summer pack trail and winter sled road. We cannot at this time commit ourselves to summer wagon road construction in the Forty Mile until our funds shall be so increased as to permit the hope of building enough road to get somewhere.

13/95-9

Regretting that the Territory has been unable to persuade Congress to increase our appropriations so as to meet the needs of the various districts more rapidly, I am

Very truly yours,

Jas. G. Staese  
President

JGS/Tme

near its mouth and a bridge is not needed except in the spring during ice jams and then for sometime this slough is impassable. It is 12' to 14' deep about 120' wide and would cost approximately \$700.00 to build. The one that went out last spring is said to have been too low, etc, but is probable that no bridge would stay unless well built and then anchored by old cables or wire. The other bridge needed is a bridge for pack horse only. It is across the outlet of a lake above Minto near mile 46. It is only used one or two trips each season, but from all information it is an absolute necessity as the water is deep, swift, and bad banks to get up. I fully intended to stop and build this bridge, but I knew that my allotment was exhausted and as the thermometer was well below 50°, I thought it best to continue on to town though I had some verbal instructions to the contrary. I believe that two or three men could be sent the first of April with horse and sled and put in one or both of these bridges more cheaply than I could do under the weather conditions then prevailing. We had much stormy and windy weather while out and some extremely cold on the way in, so much so that we were forced to use the road houses or suffer extreme exposure, but all arrived in good shape and in good health.

I am very respectfully,

John H. Joslin, Foreman.

Dec 17, 1918

Dec 17, 1918

The Alaska Road Commission,  
Juneau, Alaska.

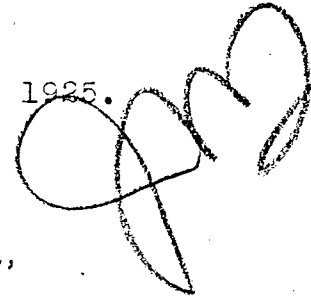
Gentlemen:

Of the work done by me on the Fairbanks-Tanana Mail trail I wish to report that with a crew of three men, a cook, a team and teamster, we left here on November 7 arriving at Hot Springs (Mile 102) on the 11th, where we purchased supplies continuing on to Sullivan Creek, where we built a bridge. The old bridge built by woodhaulers, had sagged down and was nearly ready to fall but for props on the ice, which had been recently put in. We selected a site near the old bridge and put across a span with an A truss of 40 ft and approaches of 30 ft on the South bank. Timber was difficult to find, suitable sticks could only be gotten by crossing the bank for nearly seven miles. Good pole decking was found three miles to the South. This bridge cost approximately \$6.00 per foot, or about \$400.00. It is on what is known as the Wood Chopper Cut Off, and shortens the route to Tanana from three to five miles over the old route, by way of Tofty, the Post Office being now at Wood Chopper. We moved to our next bridge across Boulder Creek (Mile 138). This bridge had been built with only a Mud Sill on the West bank, which undermined, letting the bridge fall into the stream, but it had been so well built that it was not seriously damaged. We, by digging in the day and with log fires at night, succeeded in cutting through the frost and getting a good log abutment down to the bottom of the stream. This abutment is 7 X 14 X 12 high and I think good for many years. This work, with the taking up and rebuilding the bridge, cost about \$240.00. From here we went to near the lower end of the trail, our last camp being about six miles from Tanana. Near mile 152-153 there are two bridges whose approaches had floated away on had been damaged. These we repaired by filling in timber. I find from Mile 146 to near 151 there are several small bridges (8 or 10) that need rebuilding but they were covered with glaciers so badly that I could neither repair or rebuild them. Forest fires had damaged some of them besides caused much timber to fall across the road, which was cleared away. There is so much sidehill glaciering on this section that I recommend that a part of it at least be abandoned and that the trail cut out in the flats now used by the mail, be improved by going around the lakes etc. This should be done earlier in the season. It is in fair condition now, but as the lakes break up the travel will have to return to the hill, etc. On our way back we built a bridge across Wood Chopper Creek half a mile above town. This bridge is 22' long with approaches of the same length, and cost about \$125.00

Other work done by us was in the way of repairs, both going and returning your foreman and the three axmen went ahead, staking lakes, clearing fallen timber, brush, etc., and putting new poles in the bridge that needed them, arriving in camp an hour or two after our team. There are two bridges yet needed. One a deep slough usually dry or nearly so, probably an old channel of Dugan Creek, near Mile 96. We found a good crossing

WAR DEPARTMENT  
BOARD OF ROAD COMMISSIONERS FOR ALASKA  
JUNEAU, ALASKA

July 3, 1925.



Subject: Report of Eagle Sub-district.

To: The Board of Road Commissioners for Alaska,  
Juneau, Alaska.

1. In accordance with instructions received from Major Oliver under date of April 15th, 1925, I left Skagway May 14th and proceeded to Eagle by the first available transportation, arriving there May 24th. I then spent twenty-six days in making a reconnaissance of the roads and trails in that sub-district and in connection therewith I am submitting the following report.

2. I was accompanied to Eagle by Mr. Fred Price, your General Foreman in the district who also accompanied me on the principal part of the reconnaissance. After completing my investigation, I drew up a written schedule for Mr. Price of the work to be done for the remainder of the season, a copy of which is attached to this report.

3. Eagle Sub-District: The roads and trails in this district have been built primarily to serve the placer miners in the region. The gold producing districts tributary to Eagle are as follows:

- (a) Seventy Mile Creek, lying west of Eagle producing about \$18,000 per year.
- (b) American Creek, immediately south of Eagle probably not producing over \$5000 per year.
- (c) The Forty Mile district lying fifty miles south of Eagle. This district in the past has produced about seven million dollars but at present is not producing over fifty or sixty thousand dollars per year.

4. Eagle-Seventy Mile Route, 11E: This route leaves Eagle through the old Army Post at Fort Egbert, and roughly parallels Mission Creek on its south to the confluence of Mission and Excelsior Creek. There it crosses to the north side and gaining about one thousand feet in elevation crosses the summit of the ridge and drops into the headwaters of Rock Creek, a tributary of Seventy Mile Creek. From here the winter trail follows down Rock Creek to the Seventy Mile and then continues up the Seventy Mile to Flume Creek, a total distance of about sixty-five miles from Eagle.

The summer pack trail, however, from Rock Creek on seeks out the hard ground on the ridges as much as possible until the

13/95-11



cable crossing is reached about one mile below Crooked Creek. From this point the route followed either by foot passengers or pack horses is dependent upon the stage of water in the Seventy Mile and will be discussed later. From Eagle to American Creek a distance of about  $1\frac{1}{2}$  miles, the route follows firm ground and is of wagon road standard. From American Creek to Mission Creek however the ground is covered with moss and niggerheads and is quite soft. The location is about as good as could be obtained for both winter road and summer pack trail. The character of improvement for summer pack trail purposes on this section has been drainage. With the exception of a few spots yet to be caught up this work has been carried on to a point about one half mile west of Wolf Creek. Satisfactory results have been obtained. The season's program includes the continuation of this work to Mission Creek, eight miles from Eagle. Also an improvement of about 2000 feet immediately north of Excelsior Creek. This will put the trail in good shape from Eagle to the Summit Cabin, a distance of about ten miles. In crossing the summit, the pack trail leaves the winter road and climbs to harder ground on the ridge for a distance of about three miles. This trail has never been improved but is much more passable than the winter road which is very swampy. It should be relocated in part and improved. An expenditure of three hundred dollars should put it in good condition.

The winter sled road from Summit Cabin to the Seventy Mile is well located, takes advantage of the easiest grades and is in good condition. There is a little improvement needed however on cut-offs on the north side of the Seventy Mile just below the mouth of Bryant Creek. From this point on, winter travel is on the ice.

From Rock Creek Crossing to the cable crossing a mile below Crooked Creek the summer pack trail is fairly well located but the only improvement made thus far has been brush cutting. Only light improvement is recommended for this section at present. From the cable crossing which is about twenty four miles from Eagle, practically all the foot travel crosses to the north bank, and continues on that side for about thirty miles until Nugget Creek is reached. The pack trail continues along the south side over ground that is swampy for the most part to within about two miles of Washington Creek where a crossing to the north side is made. While there has been some trail cutting in places on this section, no improvement of any importance has been made. As a matter of fact at normal stages of water several fords are usually made to take advantage of the best ground on both sides of the Creek. From Crooked Creek to Nugget Creek all the gold producing streams are on the north side. Above Nugget Creek they are all on the south.

From the cable crossing to the ford below Washington Creek it does not appear advisable to spend much money on maintenance or improvement at the present time. This region is covered with moss and niggerhead swamp, and with only scattering timber. While horse travel is slow and laborious, it is possible to

get through most anywhere at any time. The only improvement that would be of much value would be drainage and there is not sufficient travel to justify such an expenditure. Furthermore there are stretches of good hard ground on the opposite side of the river which are always used unless the river is unusually high.

Practically all the foot travel from Crooked Creek to Nugget Creek is on the north side but slides and cut banks make it impracticable to use this route throughout by pack horses.

From Washington Creek to Barney Creek the trail is better although about two miles of it could be greatly improved by swinging the location to harder ground higher up along the hillside. From Barney Creek to Placer Creek a cut bank several hundred feet high makes it necessary for foot passengers to ford the Seventy Mile twice or climb over the top of the ridge between Barney and Placer Creeks. A trail brushed out over this ridge would be of considerable value as none exists at present. From Placer Creek the trail climbs to a high ridge which is followed until Nugget Creek is reached. This trail is well located and in fair condition.

At Nugget Creek all traffic crosses the Seventy Mile. At normal stages of water it is possible for pack horses to ford but foot passengers can only ford with safety at low water. Attempts have been made to maintain a foot bridge here but without success. I recommend the installation of one of our standard cable trams to solve this problem. The required span between shear legs is 150 feet and the total length of the main cable required is 275 feet. Materials should be shipped to Eagle before transportation on the Yukon closes this fall and arrangements made to have it freighted out to Nugget Creek during the winter.

There is no activity on the Seventy Mile above Alder Creek which is about five miles above Nugget Creek. The trail from Nugget to Alder is not improved but quite passable. No work is recommended on it for this season.

Mr. Harry Ross of Eagle who is a member of Mr. Price's crew accompanied me on the Seventy Mile trip and is familiar with my ideas with regard to minor changes and improvement along this route. He is thoroughly familiar with the Seventy Mile district and I believe would be a competent man to attend to the scattered work along this route.

Probably half the production on the Seventy Mile at present comes from Crooked Creek. The next biggest producer is Alder Creek. Between Crooked and Alder Creeks there are eight or ten individual miners who make their living or partially make their living mining. From all that I could learn there are large quantities of low grade ground in this district but it is only by careful management and strict economy that it can be made to produce a profit. While placer mining will probably continue in the district for many years there is no apparent reason to expect any great increase in the present production.

5. Eagle - O'Brien Creek, Route 11A: This is the main route from Eagle to the Forty Mile country. The first fifteen miles from Eagle to the American Summit has been developed to wagon road standard. The remaining twelve miles from the American Summit to Liberty is a winter sled-road. As the problems arising with regard to these two sections are essentially different they will be considered separately.

6. Eagle - American Summit, 15 miles: This section of road in the past has probably consumed over half of the total appropriations for the Eagle-Forty Mile district. The reason for this is that the Canyon of American Creek is of such a character that actual road construction in a side cut was necessary to make winter freighting at a reasonable cost practicable. While American Creek in the past has been a fair producer, most of the freight taken over this road has crossed the summit into the Forty Mile country. It has been the aim of the people of Eagle to have this section of the road improved to as high a standard as possible in order to equalize the freight rates between Eagle and the town of Forty Mile, into the Forty Mile country. As a matter of fact this is impossible for the reason that the town of Forty Mile has a water grade into the Forty Mile district, whereas the American Summit, which is 3400 feet high, cannot be avoided in bringing in freight from Eagle. However, the fact that the town of Forty Mile is in Canadian territory gives Eagle a great advantage and somewhat equalizes the difference in the cost of freighting. The only further improvement on this road from Eagle to the American Summit that I can see would be the elimination of the heaviest grades along Discovery Fork and the construction of a snow fence on the summit. The maximum grade on this road is about 15 per cent. At a reasonable cost I believe that all grades could be reduced to about 10 or 11 per cent but any further reduction would be out of the question. On the summit there is a stretch of about 400 feet where the snow drifts badly. Years ago a snow fence was built by the Road Commission about 100 feet above the road. The effect of this fence was to stop drifting during the early part of the winter until the snow had drifted to a level with the top of the fence; after that however the drifting snow deposited below the fence and made conditions on the road worse than if there had been no fence at all. I believe that a second fence built 100 feet above the present one, thus forming a pocket between the two fences, would greatly improve snow conditions at this point.

7. American Summit - Liberty, 12 miles: During the season of 1924 Mr. Price continued the improvement of the winter trail to summer road standard from the American Summit for a distance of about 3 miles down King Solomon Creek. It has been Mr. Price's policy to continue the improvement of the winter trail into a

summer pack trail along King Solomon Creek to Liberty. The ground followed by this winter trail is for the most part swampy and about 30 crossings are made between the Queen of Sheba Fork and Liberty. As a matter of fact after the stream has glaciated up, winter ~~for riding~~ for the most part is on the ice, but the present winter trail is used during the early part of the winter. I am convinced that Mr. Price's policy of trying to make the winter trail and the summer pack trail coincide is erroneous as the present summer trail from American Summit to the north fork of King Solomon is on hard ground and well located. The expense of the improvement of the winter trail into a summer pack trail would be out of proportion to its value and would require constant maintenance; furthermore as King Solomon Creek is practically unfordable at extreme high water, in order to have a route that could be used at all seasons, it would be necessary to maintain numerous bridges. The present summer trail from American Summit to the north fork of King Solomon leaves the winter trail at the summit, follows the crest of the ridge at an elevation of about 3400 feet in a general easterly direction for about  $2\frac{1}{2}$  miles and then swings south along a hard gravel ridge on an easy grade for a distance of about 4 miles to the mouth of the North Fork. From the mouth of the North Fork to Liberty <sup>a</sup>the distance of about  $4\frac{1}{2}$  miles ~~of the~~ summer pack trail travel follows the creek canyon. This is the worst section on the entire trail between Eagle and Chicken. The ground is swampy and the stream crosses the canyon from side to side, making constant fording necessary. In fact the mail man makes 21 fords between the North Fork and Liberty. At high water it is impossible to use this route. As an alternative, a route has been established climbing the mountain side from the north fork and swinging along the head of several draws, dropping into the canyon again at Liberty. This route has never been improved and the grades are excessive. It is only used during high water. In order to avoid the creek canyon in this section I made location from the North Fork along the side of the mountain for about  $1\frac{1}{2}$  miles. At this point a rim about 225 feet above the creek bed was reached. This rim continues on to Liberty but on the lower end drops off on any easy grade.

My instructions to Mr. Price were to establish camp at the mouth of the North Fork and from there construct this section of trail from the North Fork to Liberty. My allotment for this work was 4000; also from the same camp to improve the trail between the North Fork and American Summit. Most of the improvement required on this trail is on the lower mile and is easily accessible from this camp on the North Fork. When this improvement has been completed the trail from American Summit to Liberty will make but one crossing and that will be on the North Fork. This section of the summer trail then should be the best between Eagle and Chicken. The winter trail between American Summit and Liberty is in good shape and requires little or no expense this season.

8. Liberty Cabin - Dome, Route 11H: From Liberty Cabin the summer pack trail crosses O'Brien Creek by means of a bridge constructed by Mr. Price last year, and climbs onto the ridge in the direction of Forty Mile Dome. This section of the trail was improved last year by Mr. Price. The character of the improvement was principally drainage. Numerous culverts were put in, and the trail ditched on both sides. It came through the spring breakup in good shape and at the time I was there in the early part of June it was well dried out and very passable. There is however still about  $\frac{1}{2}$  mile of soft ground on the upper end of this section which should be drained. After the summit of the ridges is reached the ground is hard and the trail in good condition to Dome Creek. However the Dome Creek camp has been moved about 2 miles further down the creek and as the mail man makes Dome one of his stopping places it would be a great advantage not only to him but to the men at Dome Creek camp to brush out a trail on a more direct route from Dome Creek to the summit of the ridge. Fifty dollars was allotted for this work this season.

9. Dome - Steel Creek, Route 11 I: From Dome Creek, the trail again climbs to the summit of the ridge on the south and drops into Dick Dale Creek. This section of the trail for the most part is on hard ground. From Dick Dale Creek the trail again climbs to the summit of the ridge on the southwest. There is a stretch of about a mile of this trail that is on soft ground. It is recommended that next season's program include the improvement of this section. From here the trail keeps on the crest of the ridge until the descent is made into the Forty Mile Canyon opposite the mouth of Steel Creek. This trail is in fair condition. A switch-back grade built last year by Mr. Price eliminates the worst of the grade in getting out of the Forty Mile Canyon.

10. Steel Creek - Jack Wade, Route 11 CC: The crossing on the Forty Mile at Steel Creek is made by ferry maintained by Mr. Kemp who also maintains a road camp at Steel Creek. The summer pack trail climbs out of Steel Creek on a reasonable grade, follows the summit of the ridge and drops into the headwaters of Wade Creek about one mile above Jack Wade postoffice. This trail is on hard ground and is in fair condition but a great deal of grade is gained and lost in following the ridge as there are numerous small domes with saddles between and over which the trail crosses. I do not believe however that under present conditions a relocation of this trail is advisable. If however the travel should increase and it were considered advisable to make an improvement of this section, the route up Steel Creek and across the low summit now used **as** the winter mail trail should be considered. This route reduces the grade between Steel Creek and Jack Wade to a minimum but would require a considerable expenditure in the Steel Creek Canyon; also it would require some expenditure in the Wade Canyon above Jack

Wade postoffice, but it would not be excessive as several patches of trail and road have been built along Wade Creek in connection with mining activities on this stream.

11. Jack Wade - Chicken, Route 11F: From Jack Wade postoffice the summer pack trail climbs again to the ridge on the north and follows in a general westerly direction to Franklin. The principal improvement required on this trail is clearing up rock for a distance of about 2 miles and some drainage work on the descent into the South Fork Canyon at Franklin. No ferry is maintained at Franklin but at normal stages of water the river can be forded. Row boats are available for the use of men on foot. At stages of high water it is necessary to swim horses at this crossing. From Franklin postoffice the trail again climbs the ridge and drops into the headwaters of Chicken Creek. It then follows down Chicken Creek to the Chicken postoffice. There is a stretch of about  $3/4$  mile on the summit that needs drainage badly. Also in making the descent into Chicken Creek about  $1/2$  mile of the trail should be relocated in order to take advantage of better ground and to eliminate the excessive grades. \$600 was allotted for improvement on this section for this season but is not considered sufficient to complete the improvement throughout.

12. Chicken - Tanana Crossing, Routes 65E and 65D: I did not cover the trail from Chicken to Tanana Crossing but Mr. Price, accompanied by Dick Mitchell, went as far as Mitchell's Ranch, and inspected the bridge across Mosquito Fork made by Mr. Mitchell last year. Mr. Price reported that this bridge was well constructed, had withstood the excessive high water of this spring, and was well worth the contract price. He reported that the trail was in fair condition for the most part, but required a little improvement in a few places. \$250 was allotted for this purpose.

13. Jack Wade - Walker's Fork, Route 11M: The summer pack trail from Wade Creek to Walker's Fork follows up Wade Creek from the postoffice to Robinson Creek, a tributary of Wade Creek on the left limit. From there it climbs out of the creek canyon onto a ridge and follows this ridge in a general southeasterly direction until the Walker's Fork hydraulic plant is reached. This plant is located about 2 miles below the mouth of Poker Creek. This trail is not improved, but is located on excellent ground and is one of the best trails in the entire district from the standpoint of ease of travel by pack horse. It is little used and no allotment is made for it this year.

14. Steel Creek - Canyon Creek pack trail: About two years ago Mr. Price constructed a pack trail along the Forty

Mile from Steel Creek to the mouth of Canyon Creek. This was for the convenience of miners working on Canyon Creek as well as on the Forty Mile River below Steel Creek. About \$50 was spent on its improvement this spring and it is now in fair condition. It follows the bank of the Forty Mile River for the most part just above high water line.

15. Pack Trail, Walker's Fork to Boundary: While in the Walker's Fork and Jack Wade districts several requests were made to me for the improvement of a trail up Poker Creek to the Canadian Boundary. This route is used, I am told by every one traveling from Walker's Fork, Steel Creek, Jack Wade, Chicken, Kechumstuk, and Tanana Crossing to Dawson. Most of this travel is during the winter, either with dog teams or on snow shoes. There is no improved trail up Poker Creek, and for this reason travel for the most part climbs onto a high ridge to the north and makes a considerable detour in order to reach the trail at Poker Creek on the Canadian side of the Boundary. A trail has already been made from the hydraulic plant at Walker's Fork to the mouth of Poker Creek and by cutting out a trail for a distance of about 2 miles and doing a minimum amount of grading, a short route could be obtained from Walker's Fork to the trail on the Canadian side up Poker Creek. While I did not have time to make a personal inspection of this section, every one to whom I talked recommended it, and therefore \$150 was allotted for this purpose.

16. O'Brien Creek - Forty Mile, winter sled road,  
Route 11B: From Liberty Cabin the winter sled road follows down O'Brien Creek to its confluence with the Forty Mile River. I did not have an opportunity to inspect this route, but Mr. Price reported that a little work would be required on cut-offs this fall. He expected to have time before the end of the season to make an inspection of the route and would make the necessary repairs out of funds reserved for that purpose.

17. Steel Creek - winter sled road: While all the heavy freighting in the Forty Mile district from both Eagle and Forty Mile follows the river, the winter mail route leaves the Forty Mile at Steel Creek postoffice, follows up Steel Creek to its headwaters, and crosses a divide into the headwaters of Wade Creek, continuing down Wade Creek to Jack Wade postoffice. The Annual Report carries this route as 12½ mile sled road and 2½ mile wagon road. The 2½ mile wagon road referred to is the section crossing this summit from the head of Steel Creek to the head of Wade Creek. As a matter of fact, it is not accessible by wagons from either end and should, I believe, be carried only as a winter sled road.

The grade across this summit is well located but follows a steep hillside for about a mile and is quite narrow. Under present conditions of traffic it is not advisable to spend any money on it other than maintenance, but should the traffic on the route increase, turnouts should be built at different points along the grade in order to permit traffic to pass.

I do not find the section of winter sled road from Jack Wade postoffice to the mouth of ~~Walker's Fork~~ Canyon Creek included in any project number. As the route from Steel Creek postoffice to the mouth of Canyon Creek passing through Jack Wade is an alternative one to the route following the Forty Mile River, I believe it should all be included in the above project number.

From Jack Wade postoffice the winter mail sled road continues on down Wade Creek to Canyon Creek and thence down Canyon Creek to its confluence with the Forty Mile. This route is used by the mail carrier in the winter who travels from Steel Creek postoffice to Jack Wade postoffice, thence down Wade and Canyon Creeks to Forty Mile, thence down Forty Mile to Franklin, thence over the summit to the head of Chicken Creek. The only real difficulty encountered on this route is in a canyon on Walker's Fork just below the mouth of Wade Creek. Here the creek bed is narrow and strewn with coarse boulders. When the ice first forms in the fall it freezes to a depth of about 5 or 6 inches, then the water drops and leaves the ice supported by boulders in the creek bed. Before travel is safe in this canyon, it is necessary for the mail man to break down this ~~sh~~elf of ice for a considerable distance. Every season considerable difficulty is encountered in getting through this canyon. This route is used as little as possible by freighters on account of this condition. I made a hasty examination of the worst part, but did not have time to make an estimate of the cost of building a cut-off along the bank to avoid the worst stretches. However I believe such an investigation and estimate should be made, and if the cost is not too excessive this work should be put on our program. This improvement would greatly benefit the mail contractor, would permit the freighting of hay from Chicken, where there is considerable meadow land, to Jack Wade, and as a route from the mouth of Walker's Fork through Jack Wade to the Steel Creek postoffice is 22 miles shorter than the route following the Forty Mile River, it would give the freighters from Forty Mile a chance to cut off one day in making the round trip to Chicken by using this route on their return trip without a load. An allotment of \$250 has been made for this season to improve cut-offs between Steel Creek and the mouth of Walker's Fork.

18. Canyon Creek - Walker's Fork, winter sled road,  
Route 11E: This route leaves the Forty



Mile and follows up Canyon Creek to its head, then crosses the Divide into Walker's Fork about 5 miles below the boundary line. About 30 tons of freight each year are brought over this route to the miners on Canyon Creek and to the hydraulic plant on Walker's Fork. An allotment of \$250 was made for building an additional cut-off along this route.

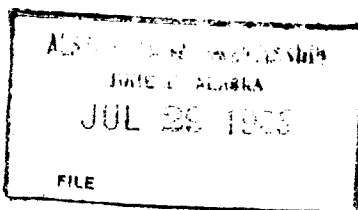
19. Fourth of July Creek, Route 86: The Fourth of July Creek section is producing at least \$20,000 per year in gold output and a program for road improvement has been initiated there. At the request of Mr. Price \$1000 was set aside for continuing this work. I did not have an opportunity to visit this section.

20. Eagle to Circle winter mail trail, Route 53: I had a talk with Mr. Beederman regarding the winter mail trail from Eagle to Circle but it was impossible to get a clear understanding of the requirements of improvement from a mere description. However we allotted \$500 to this trail which will be expended under the direction of Mr. Beederman.

21. In order to get a clear understanding of the winter trail improvement I believe a winter inspection would be necessary. This I believe would be particularly valuable with regard to the canyon on Walker's Fork and the winter mail trail from Eagle to Circle. However the cost of such an inspection trip might be greater than the value derived from it.

22. With regard to the production in the Forty Mile country and its possibilities for the future, it appears that like the Seventy Mile country there are large areas of low grade ground which might be worked at a profit. The hydraulic plants now in operation seem to make a small profit if efficiently managed. However there is no apparent indication of any large development. About 40 per cent of the winter tonnage going into the Forty Mile section goes over the American Summit from Eagle, and about 60 per cent up the Forty Mile River from Forty Mile. A total tonnage for the district is probably something like 175 tons annually. As the road from Eagle to the American Summit is now in fair shape, and with this season's improvement from the American Summit to Liberty Cabin I believe future expenditures in the district should be more scattered than they have been in the past.

With regard to freight rates in this district I could get no better data than that shown in Mr. Price's last years report. His figures from all I could learn were accurate.



*R. J. Shepard*  
R. J. Shepard  
Asst. Supt. Alaska Road Commission

COPY

WAR DEPARTMENT  
BOARD OF ROAD COMMISSIONERS FOR ALASKA  
JUNEAU, ALASKA

Eagle, Alaska, June 19, 1925.

Mr. Fred Price, General Foreman,  
Eagle, Alaska.

Dear Sir:

In accordance with my written instructions from Major Oliver, under date of April 15th I am herewith submitting a schedule of work to be done in your district for the remainder of the season.

You will proceed at once with your entire crew to the mouth of the North Fork of King Solomon Creek and construct a pack trail along the left limit of King Solomon Creek to Liberty, a distance of approximately five miles. The location of this trail has been marked, either by axe blazes or grade stakes along the hillside for a distance of about one mile and one quarter to where the rim of the hill is reached at an elevation of about 225 feet above the creek bed. From there to Liberty you will select your own location along the rim of the hill. This location should be so selected as to be suitable for improvement into a wagon road if at any time it is desired to do so. The estimated cost of this work is . . . . . \$4,000.00

I am recommending to the Commission that no summer trail work be done along King Solomon Creek between The Queen of Sheba and the North Fork. However, if it is decided to complete this work as formerly planned you will be notified before it is necessary for you to move your camp from the North Fork so that you can do this work from there. Funds will be reserved for this purpose in case it is authorized. If not authorized you will be notified where these funds will be expended.

After you have completed your work in the Liberty section you will move your crew to the Seventy Mile trail and continue the drainage work done last year. It is desired that the softest ground between American Creek and the Post Boundary at about the Two Mile be drained; that you continue the drainage work from about one half mile beyond Wolf Creek, where you left off last year, to Mission Creek, and that you construct a summer pack trail along the foot of the hill after Crossing Excelsior Creek for a distance of about two thousand feet until hard ground is reached on the winter trail. The estimated cost of this

work is \$1500.00. This is in addition to the \$140 expended in the construction of ~~foot~~ foot-bridges across American and Mission creeks. There will also be reserved, subject to the approval of the Commission, \$300 for the purchase of materials for a cable crossing on the Seventy Mile just above the mouth of Nugget Creek.

Estimated total expenditures on Seventy Mile, \$1940.00

Summer Pack Trail. Liberty to Chicken.

Liberty to Steel Creek.

Trail cutting above Dome Creek Camp. Est. Cost. 50.00

Steel Creek to Jack Wade.

Light repairs on grade leading out of Steel Creek and also dropping into Wade. Est. Cost 100.00

Wade to Chicken.

Clearing out rocks along trail between Bloody Mountain and Franklin. Draining swamp in saddle between Franklin and Chicken. Recutting trail near bottom of hill dropping into Chicken. Estimated cost. 600.00

Wade to Walkers Fork. No expenditures.

Summer Pack Trail Chicken to Tanana Crossing.

Estimated cost 250.00

Winter Sled Roads.

The following repairs are authorized on winter sled roads south of Liberty.

Liberty to mouth of O'Brien Creek.

General repairs to Cut-offs. Est. cost 100.00

Steel Creek to mouth of Walkers Fork.

Winter mail trail. Repair on Cut-offs on Steel Creek. Clearing out slides on grades over summit. Repair to approaches on Cut-offs lower Walkers Fork. Est. Cost 250.00

Canyon Creek Winter sled road.

Repair and extension of Cut-offs. 250.00

Pack Trail. Mouth of Folger to Canadian

Boundary. Brush cutting and general repairs. 150.00

3.

Fourth of July Creek.	
Estimated expenditures.	1000.00

Eagle to Circle. Winter mail trail.	
Estimated expenditures.	500.00

Total estimated expenditures for above work	9200.00
---	---------

Very truly yours,

R. J. Shepard,  
Asst. Supt.

WAR DEPARTMENT  
ALASKA ROAD COMMISSION  
JUNEAU, ALASKA

DISTRICT OFFICE  
FAIRBANKS, ALASKA

June 10th, 1929.

Subject:- Transportation and Resources of Eagle District.

To:- The Engineer Officer,  
Alaska Road Commission,  
Juneau, Alaska.

(1). The following report on the Transportation system and the resources of the area around Eagle, Alaska, is based on available local data and facts which I have gathered with local residents.

(2). General Information.

This community is gradually sliding back. It has made no progress in recent years and shows no evidence of any great progress in the future. Only a big Gold strike in this vicinity will ever lift Eagle into a position of prominence. The average age of the men and women in this area is around 60 years, and these people will doubtless stay until they die of old age. The chief industry seems to be the holding of claims of low-grade placer ground and hoping that some day some one may come who will buy their claims, and many are still waiting after 30 years of such hoping.

(3). Freight Movement.

(a) Amount and Kind.

Imports	200 Tons	General Merchandise.
Exports	Fur and Gold	

(b) Destination.

Town of Eagle	55 Tons
40 Mile District	125 "
70 Mile District	20 "

(c) Routing.

Over roads and trails maintained by the A.R.C. into both districts. A considerable tonnage moves into the 40-Mile District in the winter without going to Eagle, being dropped off in Canada at the confluence of the 40-mile River with the Yukon and is sledged up the 40-mile. (I was unable to get accurate figures on this movement but it is estimated at 40 Tons per year.)

The mine at Walker's Fork, which is the largest in the 40-mile District, (employing 25 men now) is supplied direct from Dawson.

(d) Means of conveyance.

Winter:- 40 Mile. 4-horse Bob Sleds are used mostly.

70 Mile. 1-horse Bob Sleds.

Summer:- Pack Horses

(e) Rates for Freight.

	<u>Summer</u>	<u>Winter</u>
Eagle to Steel Creek	15¢ per Lb	04¢ per Lb
Eagle to Chicken Creek	25¢ " "	06¢ " "
Other points are in proportion to the above.		

(f) Transportation Facilities:-

Mr. John B. Powers handles at least 90% of all freight moved in the direction of the 40-mile Country. He has 15 head of horses and mules and about 40 buildings scattered over the 40-mile district. He has the mail contract which calls for 3 trips per month in the 40-mile district with a limit of 600 Lbs per trip in summer and 400 Lbs in winter. If Mr. Powers and the transportation system which he has provided should become non-existent tomorrow the 40-mile country would probably receive its deathblow as there is no one in this area with money enough to replace it. It is therefore evident that Mr. Powers is most benefitted by the road and trail system and also is the greatest user of the system; in fact, he is the only real user of the system.

(4) Resources.

(a) Population (Whites).

Town of Eagle	50
40 Mile District	125
70 Mile District	20

(b) Mining Activities.

40 Mile District

Walker's Fork (Only big operation in entire area using Dragline Scraper and Hydraulic)

Chicken Creek

Jack Wade

Dome Creek

Moose Creek

Discovery Fork

And several places with one or two men.

70 Mile District

Crooked Creek

Broken Neck Creek

Bryant Creek

Fox Creek

Alder Creek

Many of the places now being worked have already been worked in past years and are now being reworked. Some sniping is going on also.

A summary of both districts from a mining standpoint can be

Sheet 3.

Subject:- Transportation and resources of Eagle District.

made as follows:- ~~Exhibit~~ Considerable quantities of low grade placer ground exist but to profitably work these grounds modern machinery is needed which requires capital. Capital is not now interested in these grounds because of Transportation difficulties.

(c). Mining Production. (Accurate figures not obtainable)  
Estimated at \$30,000.00 per year with little prospect of increasing.

(d). Prospecting.  
No prospecting is being done. All of the original prospectors are too old to prospect today and no new blood is coming in.

(e). Furs.

Almost every able-bodied man has a trap line in the winter. A great deal of the mining that is done by individuals, or pairs, is financed by the fur caught in the winter. Fur was not plentiful last year but high prices resulted in a fair income. It is estimated that \$40,000.00 worth of Fur was trapped last winter.

(f). Other Resources.

Practically none, except that Moose, Bear and Caribou are plentiful, and a few people in Eagle have gardens. (about 12 acres in cultivation)

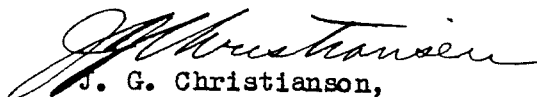
(5) Conclusions.

(a). That the Eagle district has not progressed in recent years and that only a big gold strike will ever make the area an important one.

(b). That the big movement of freight is in the Winter season when costs are cheaper and time is available and therefore the program in Eagle should be aimed at providing good winter sled roads and passable summer pack trails. I would recommend in this connection that all thoughts or ideas of building or improving wagon roads in this area be abandoned until such time as greatly increased appropriations become available or business develops to a point that justifies a road.

(c). Considering the present volume of freight moving over the two systems from Eagle and the amount to be sent this year (\$2000.00 on 79-mile and \$4500.00 on 40-mile) it is seen that the U.S. spends five cents for every pound of freight moved into the 79-mile district and about two cents for every pound moved into the 40-mile district. This leads to the conclusion that the Eagle District is receiving a generous allotment of road funds in 1929.

Yours very truly,

  
J. G. Christianson,  
1st Lieut., C of E.  
Levelman.



ALASKA ROAD COMMISSION

Fairbanks, Alaska.  
November 17, 1921.

From Fairbanks Superintendent

To Colonel James G. Steese,  
President of the Board, Juneau, Alaska.

Subject,- Gibbon-Kaltag allotment.

1 - Following is the wire correspondence on the winter work on the Gibbon-Kaltag winter mail trail,

(a) Tanana, Oct. 18, 1921.

Sterling-Fairbanks

Nothing has been done regarding staking river trail below here and bridging Mason and Illinois Creeks. Approximately six hundred dollars and Robson will do the work. Please advise.

(Signed Goss)

(b) Fairbanks, Aaa. Nov. 12, 1921.

Goss - Tanana

Road Commission very short funds for winter work stop can mail carrier possibly do without appropriation for two bridges and staking Yukon question

(Signed) Sterling

(c) Tanana, Aaa. Nov. 14, 1921.

Sterling-Fairbanks

If possible trail should be staked stop bridges are very necessary in Fall and Spring but have got along this Fall and probably can next spring stop it is poor economy however not to care for this trail - small stretch of trail and provisions should be made in future years for its care.

(Signed) Goss

(d) Fairbanks, Aaa. Nov. 14, 1921.

Goss-Tanana

Notify Robson that he is allotted three hundred dollars to stake Yukon and do necessary bridge work on Gibbon-Kaltag trail.

(Signed) Sterling.

2 - Not being familiar with the Gibbon-Kaltag trail or acquainted with Robson, the mail carrier, and considering the fact that Goss' wire of Nov. 14, 1921 intimates that they could get along this year with no appropriation I believe that \$ 300 is sufficient and upon later investigation believe we will find that the \$ 300 did just as much as if \$ 600 had been allotted. My instructions under date of October 31st, 1921 allots \$ 1500 to this route. The present arrangement leaves a balance of \$ 1200 which can be used for some other purpose.

*Lawley W. Sterling*  
Fairbanks Superintendent



Feb. 25. 1919.

President of the Board.

Chief Clerk, Railway Mail Service, Tanana, Alaska.

Staking- Fort Gibbon-<sup>Kaltag</sup>~~Koyukuk~~ Trail.

1. Replying to your letter of January 18, 1919, regarding staking the trail from Tanana to Nolan, you are advised that it is the intention of this Commission to stake all trails during the coming summer season, but until we know definitely what funds we will have at our disposal we are not in position to make any promises as to just what work we will be able to accomplish. It will also depend to quite an extent, as to how soon our funds become available.

WHW/GHS

Major of Engineers.

13  
1919  
Feb

# **Railway Mail Service**

OFFICE OF CHIEF CLERK

68 OF

Tanana, Alaska, Jan. 18, 1919.

V. Gibson, Alaska, Nov 8 1917

Alaska Road Commission,  
Juneau, Alaska.

Gentlemen:-

The carrier on route 78161 Tanana to Nolan, Alaska, arrived here on the 14th instant after twelve days travel from Nolan; He reports that he had difficulty in travelling on account of heavy snow storms and the trail not being marked at certain places.

He requested that this office make inquiry as to the prospects of securing the assistance of the Road Commission to the end that the trail between Nolan and Tanana be plainly marked where necessary during the coming summer.

Winter service between Tanana and Nolan is once monthly between October 16 and May 15 each year, other than the mail carrier there is a very small amount of travel on this route-such travel as there is being with or a short distance behind the mail carrier and in many places, by the time the carrier arrives there on his return trip the trail is obliterated by wind and snow, making travel difficult on account being nothing to mark his way.

This office would be pleased to hear from the Road Commission as to the prospects of having the Tanana-Nolan trail properly marked where necessary during the coming summer.

Respectfully.

Office  
Alaska Road Commission

755 2-1918  
**RECEIVED**  
Juneau, Alaska

Chief Clerk.

OFFICE OF CHIEF OF BUREAU

received at

SICM 4 68 OB

Ft Gibbon Alas Nov 9 1917

aska Road Commission

Juneau Alas

gently recommend interests public traffic

construction of three small trail bridges between griders roadhouse and

int six miles west on portage all taken out high

ter every spring period further recommend removal numerous fallen trees

on trail between griders and birches period Henry Robson Tanana

ates will do all necessary work for one hundred five dollars

period please advise action taken

Capt Twaddle

50pm

27  
65

Juneau, Nov. 10, 1917.

Sommers,

Fairbanks.

Capt. Twaddle, Gibbon, urges construction three small bridges below  
Griders, route seventeen, period States Robson will do work one  
hundred five dollars period Will wire him take matter up with you  
period Expenditure authorized.

Zug.

Copy on 13/175-15

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

*[Handwritten signature]*

September 19, 1936

MEMO for Mr. Taylor concerning Fortymile District.

On August 27, 1935, in company with Frank Nash, I flew to Dawson in a plane owned by Ed Holbrook and associates (Northwest Mines), and piloted by Dick Hawley.

We were met at the field by G. A. Jeckell, Comptroller of Yukon Territory and taken to Dawson, 12 miles down the Klondike River.

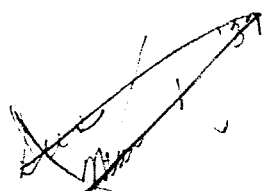
The next morning in a car driven by Mr. Jeckell we drove over the Dawson-Sixtymile Road to Holbrook's dredge camp on the Sixtymile River. Enroute we had lunch at the Canadian road camp near 35-mile where the crew of 12 was about through with a three mile change being made to cut out some steep grades and high country.

Their equipment consisted of a new LO 76 tractor with Isaacson dozer and a #401 new style (10-foot) Adams grader. They were roughing out a tractor road averaging 10 feet wide, all in side hill. The crew expected to move on the 30th to the 49 mile post where they were to begin the construction of 12 miles of road to a point on the boundary  $2\frac{1}{2}$  miles from Cowden's dredge on Walkers Fork and hoped to complete this road for tractors before fall.

In the morning of August 29 Mr. Jeckell drove us to what is known as Glacier Junction at the mouth of Glacier Creek, a tributary of the Sixtymile, and some  $2\frac{1}{2}$  miles toward Dawson from the dredge. We there bid him goodbye after having been treated with every consideration over a two-day period.

At this point we drove in a 1935 Ford coupe up a ridge to the top of a mountain for a distance of 5 miles toward Walkers Fork. Grades were up to 40 per cent and in several places the car was hung up on high center. We then followed a trail down the other side of the mountain, dropped into Poker Creek, tributary to Walkers Fork, followed it to the mouth and from there 2 miles to the dredge camp for the night.

On the 30th we walked back up toward the mouth of Poker Creek, climbed the hill on the right limit to the "road" on the ridge and followed



13/95-35

9/19/36

this ridge road for some 12 miles. Near the 12-mile point the "road" turned to the left while we continued 2 miles more to the head of Jack Wade Creek. We then followed down Jack Wade Creek past the post office and on to the dredge camp  $1\frac{1}{2}$  miles from the mouth of the creek.

On the 31st we walked down stream  $1\frac{1}{2}$  miles to the aviation field, flew to Chicken, thence to Eagle. That afternoon we drove out to 7-mile and inspected the work being done by Rice in elevating the road along American Creek.

September 1st after looking over the possibility of moving a building off the aviation field we flew to Coal Creek, walked and drove to the Coal Creek camp 7 miles out, returned to the plane on a sand bar 1 mile below the roadhouse and flew to Fairbanks.

As heretofore explained by MacDonald and Quenboe, the road from Dawson to Sixtymile, some 60 miles in length, was laid out to provide the least possible construction costs with practically no respect for grades. In order to accomplish this the road necessarily follows the ridges and consequently climbs up and down the high points, reaching elevations of over 4,000 feet. Until this year it might be said that no grading has ever been done; a track was originally made by wagons and has since been improved with very limited funds as occasion demanded. One short stretch of corduroy was noted in a saddle.

In one of these saddles our car stuck in a mudhole (it had been raining for several days previous), but except for this one mudhole the entire distance could have been negotiated without chains. There are practically no culverts on the entire route; on slopes where water will accumulate and run down the road, it is turned off at frequent intervals by a small trench dug diagonally across the road.

As a whole the 60 miles traverse the longest stretch of good road material in the north. This would not be true if the road was limited to a seven per cent grade and kept at a lower elevation. Regardless of elevation, I would say roughly that should the grade be reduced to seven per cent, at least sixty-five per cent of the present location would have to be abandoned.

As explained, the Canadians purchased some good equipment this year which arrived late in the summer. They are now improving the location in spots, grading short stretches in wet saddles and constructing a branch road from 49-mile to the boundary at a point near Cowden's dredge. It was noted that some of this new location contains grades up to twelve per cent.

9/19/36

Although they did not start the 12 mile branch from 49 until about August 31st, the Canadian crew expected to finish it this fall and return their equipment to Dawson for work on roads in that vicinity in late fall. In the spring it is the intention of working the equipment out over the road and, providing they are through with the change, to turn it over to us for an indefinite period entirely without charge. They will also loan tents and tools.

We would furnish gas, oil and grease and pay their Cat driver and graderman and foreman the going Canadian wages. These wages are higher than ours, the foreman getting \$11.40 less \$2.50 for board and common labor \$7.85 less \$2.50 board.

No definite time was set for loaning the equipment, nor was the period of time set. It is known, however, that they would want the equipment to take back to Dawson probably not later than September 1.

Should they get through in the spring on July 15 this would give us 45 days use of it. This period would nowhere nearly complete the proposed road from the boundary to Chicken and the question arises whether to accept this offer and go as far as possible or whether to ship in our own equipment—or do both.

Before anything definite is decided on the construction of this road there are several things to be given serious consideration. First, should money be expended on a low type tractor road, similar to the Canadian road, which could never be a part of the International Highway, in order to satisfy two dredge operators and put American trade into Canadian Territory? Approximately \$20,000 plus a ferry over the Forty-mile would be required, even with use of Canadian equipment.

Or, should MacDonald's recommendation of locating the International Highway far south of this district be overruled and the proposed road from Boundary to Chicken be laid out properly on a maximum seven per cent grade, to later be a part of this Highway, continuing in a westerly direction from Chicken, and all being to the north of MacDonald's proposal in order to tie in close to the seemingly good prospects on the Goodpaster?

MacDonald's report states it is 245 miles on the so-called Goodpaster route as against only 183 miles on the route which he has selected, a great deal of the latter having never been seen by him. I am at a loss to know where he gets the great difference of 62 miles as both routes begin at the same place, end at the meridian and are practically parallel.

9/19/36

See sheets 640 and 641 of the Geological Survey upon which has been penciled a route taking in Walkers Fork, Jack Wade, Chicken, Joseph Village and down the North Fork of the Goodpaster, to McCarty which scales less than 180 miles.

A brief description of this route is as follows:

Beginning at the Boundary (connecting with new Canadian road) at a point near the head of Poker Creek, a branch of Walkers Fork, the route follows a ridge in northwesterly direction at a maximum elevation of 3,100, to the head of Jack Wade Creek. A branch road of  $1\frac{1}{2}$  miles near  $2\frac{1}{2}$ -mile would reach Cowden's dredge. At mile 15 the road would be in the valley of Jack Wade taking in two operators. Then down the right limit of Jack Wade to the post office at Mile 20. At this point it would turn up a creek coming in in the right limit and follow a ridge between Walkers Fork and Napoleon Creek to the Fortymile near the mouth of Walkers Fork at about 29-mile.

From the 10-mile the head of Squaw Gulch can be seen where ground is being worked by some ex-Livengood miners. This gulch flows into Canyon Creek which is under option. From the 14-mile, the Steel Creek post office could be reached by a good ridge road, 10 miles long. Also from the 14-mile the head of Uhler Creek (promising dredging ground), can be reached in 4 miles. Napoleon Creek is paralleled by the road a distance of 2 to 3 miles. This creek has very promising prospects.

At Mile 29 a ferry or bridge over Fortymile would be required. The route then climbs northwesterly to a 2,400-foot divide (1,200-foot climb in  $3\frac{1}{2}$  miles) between Alder and Chicken Creek, and drops down Chicken Creek to the post office and the aviation field. Cowden's second dredge is operating about  $1\frac{1}{2}$  miles from the Chicken Creek field on the main Fortymile.

From the head of Alder Creek at Mile 32, Franklin post office could be reached with a 3-mile branch.

From the mouth of Walkers Fork to Chicken there is an alternate location on the right limit of the Fortymile. This would require bridging Walkers Fork, two small Creeks, Dennison Fork and Mosquito Fork, in order to reach Chicken.

The general route then follows up the left limit of Mosquito Fork to Gold Creek. An alternate location from the head of Chicken along a promising ridge between Mosquito Fork and Buckskin Creek should not be overlooked. This apparently could be traversed for 15 miles. Buckskin Creek is being investigated by capital for placer mining. Thence up Gold



9/19/36

Creek to its head and down a ridge between Fish and McKinley Creeks to the left limit of the Middle Fork of the Fortymile; up this and Joseph Creek to a 3,600-foot divide into the North Fork of the Goodpaster. Thence down the North Fork approximately 9 miles, crossing the stream to a very low saddle leading into the South Fork of the North Fork of the Goodpaster. From the point where this South Fork is reached, it would be only 10 miles south up a water grade to the prospects now under option by the A. M. and S. Co.

The route then follows down this South Fork of the North Fork, again crossing the North Fork and continues down the right limit of the main Goodpaster some 25 miles to a point approximately 3 miles upstream from the mouth of Central Creek.

Here it climbs due west to a ridge which can be followed for 30 miles in a southwesterly direction to McCarty. The highest elevation reached on this ridge is under 3,000 feet.

All of the above is somewhat of a far cry from the Fortymile District which is only in its infancy in so far as operation of low grade placers is concerned, but with the pressure being brought to bear by the present dredge operators of the Fortymile plus the very promising prospects in the Goodpaster, anything done should be along the lines of a permanent through road which will eventually connect Dawson and Fairbanks.

All of these new developments bring the construction of this section of the International Highway up the scale from its present position in proposed new roads.

Should this road be completed both the Goodpaster and all Fortymile would be fed from Fairbanks and Valdez. Dawson would be out of the picture from a supply standpoint.

*Hawley Sterling*  
Hawley Sterling,  
Assistant Chief Engineer.

CC Mr. Nash

August 8, 1936

Mr. Hawley Sterling  
Asst. Chief Engineer, A. R. C.  
Anchorage, Alaska

Dear Hawley:

I am enclosing a letter just received from Mr. Jeckell. It is requested that if you get to Dawson you discuss the probable use of their equipment next year with Mr. Jeckell and determine on what basis they are willing to let us have it. Also you might see what Cowden and Holbrook are willing to do in the way of furnishing fuel for the equipment and subsistence for the men.

It is requested that you bring this letter back with you.

Very truly yours,

Ike P. Taylor,  
Chief Engineer.

IPT:IW  
Enc. letter

*gmb*

*13/95-35*  
*15*  
*✓*

Do not write about more than one  
subject in the same letter.

Write legibly your full name  
and address.

If you reply to the letter quote  
its file number.

GAJ/VF



LETTER.....

FILE 173.....

## COMPTROLLER'S OFFICE

Dawson, Y.T., August 1, 1936. 193.....

Sir:

I received your letter of the 15th ultimo on the 23rd ultimo, and I delayed answering it until our Superintendent of Roads returned from the Dawson to Boundary road, where he was engaged in locating the new section of road to the Boundary.

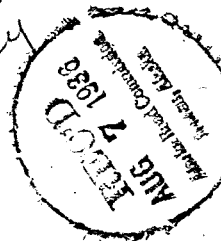
Owing to the slowing up of freight movements on the Yukon River due to boat wrecks, we did not receive our new L.O. Allis Chalmers Tractor and Trackdozer as early as we had expected, and I regret to say that we will not be able to loan you this piece of our road equipment this season for the extension of the road on the Alaskan side of the line.

We will endeavour to push the work as fast as possible on our section of the road to the line this season. Next season, that is in 1937, we will be in a position to loan you the Tractor, Trackdozer, and Grader early enough in the season for the extension on the Alaskan side.

Yours truly,

G.A. Jeckell  
COMPTROLLER.

Hawley Sterling, Esq.,  
Acting Chief Engineer,  
Alaska Road Commission,  
JUNEAU, ALASKA.



*gsp*  
*IR*

July 15, 1936

Mr. G. A. Jeckell  
Comptroller of Yukon Territory  
Dawson, Y. T.

Dear Sir:

Reference is made to your letter of April 11  
to Mr. Taylor—who is at present in Washington.

Regarding the last paragraph, are you now able  
to say approximately what date you would be through with  
your equipment. The information is required in the event  
that we would be able to take advantage of your offer to  
loan us the equipment for the extension of the road on the  
Alaskan side of the line.

Yours very truly,

Hawley Sterling,  
Acting Chief Engineer.

HS:IW

13/95-35

*See 7/15*  
*Aug 15*

MEMORANDUM to Governor Troy.

April 21, 1936

With reference to Mr. MacDonald's letter of March 19 enclosed with Mr. Dimond's letter of April 1 to Dr. Gruening, the following comments are offered:

Increased mining activity in the Fortymile area during the past two years has emphasized the need for roads to serve that area. It is agreed that the most economical route is through Canada to Dawson, as suggested by Mr. MacDonald.

However, the Alaska Road Commission has been reluctant to undertake construction along this route—first, due to the international complications, second, the route from Dawson to the boundary has never been suitable for other than tractor use and then only with difficulty, and, third, due to the limited funds available for any new projects. For these reasons all of our efforts have been concentrated on the route from Eagle which is all in Alaskan territory.

A road was constructed from Eagle a distance of 15 miles toward the Fortymile as early as 1908. This is a low standard road and during the past few years our work in this section has been done on improving this road and extending a low standard road to Liberty an additional distance of 12 miles.

To reach the real mining operations would require the construction of 60 additional miles over very difficult ground including a bridge of 400-foot span over the Fortymile River. A rough estimate of the cost to reach the most distant mining operations around Chicken with a serviceable truck road is \$700,000.

With the limited funds at our disposal, this road can not be constructed in time to be of service to the present activities.

The total distance from Eagle, the point where freight is now delivered by river boats, to Chicken is estimated at 87 miles.

The distance from Dawson to Chicken is approximately 100 miles of which 70 miles are through Canadian territory.

Last year the Alaska Road Commission had a preliminary reconnaissance made over the route from the boundary to Chicken. It is estimated that a road suitable only for use by tractors could be built over this 30 miles at a cost of \$30,000. A tractor road only was considered as the road from Dawson to the boundary was then suitable only for tractors. It is estimated a truck road over this 30 miles would cost \$200,000.

13/95-35

Memo - Governor - #2

4/21/36

Since being advised that the Yukon Territory planned on improving the road from Dawson to the boundary, I have written to Mr. Jeckell regarding an arrangement for the use of his equipment in improving the route from the boundary to the dredge on upper Walkers Fork, a distance of 5 miles. It was planned to do the work on this section from our limited funds if equipment could be obtained.

I recommend the construction of a road over the route from the boundary to Chicken if funds can be obtained.

However, I see no point in singling out this particular project and requesting an appropriation for its construction. There are a number of other projects on our general program which I believe have equal if not greater merit.

The plan for a "free zone" suggested by Mr. MacDonald would undoubtedly facilitate operations in that section of the Fortymile now served through Canada. It would appear, however, that such a plan would be difficult to arrange, and would result in all the business in this area going to Canadian business concerns.

Ike P. Taylor,  
Chief Engineer.

IPT:IN

Do not write about more than one  
subject in the same letter.

Write legibly your full name  
and address.

If you reply to the letter quote  
its file number. GAJ/VF



LETTER.....

FILE.....173-2.....

## COMPTROLLER'S OFFICE

Dawson, Y.T., April 11, 1936. 193.....

Sir:

I am in receipt of your letter of the 23rd ultimo, in which you advise that Mr. Frank Nash, your Superintendent at Fairbanks, has communicated to you some of the matters which were discussed by Mr. Nash, your Engineer Mr. MacDonald, and myself, while I was in Fairbanks at the time of the Ice Carnival.

I am not in a position just at the present time to state how extensively we will be able to carry on road construction work on the Dawson Boundary Road this season. Our equipment will be on the road early in August or sooner if possible.

We plan to purchase a Diesel Tractor and grade builder, and we will use this piece of equipment, as well as a grader, and from my conversation with Mr. Nash, these two particular pieces of equipment would be the ones most helpful to you in extending the work on your side of the line.

We have found it advisable to endeavour to do our work on the Dawson Boundary Road each year before too late in the Fall, August being the best month. I wish to assure you that we will place our road equipment at your disposal in doing the work on the portion of the road west of the Boundary.

After the session of the Territorial Council, which will commence on the 23rd instant, I shall be in a position to advise you as to the extent of the work we will be able to do on the Yukon section of this road.

Yours truly,

G.A. Jeckell  
COMPTROLLER.

Ike P. Taylor, Esq.,  
Chief Engineer,  
Alaska Road Commission,  
JUNEAU, ALASKA.



Suspense  
July 15-  
✓ JOT

13/95-35

March 23, 1936

Mr. George Jeckell  
Comptroller of Yukon Territory  
Dawson, Y. T.

Dear Sir:

I have been advised by our superintendent at Fairbanks, Mr. Frank Nash, that he recently discussed with you the reconstruction of the Dawson-Boundary Road and the desirability of the extension of this work to Walkers Fork.

As you realize, it is quite difficult for us to get any equipment into this area to do the work on the portion of the road west of the boundary. For that reason little has been done in this section. Since you are now planning on rebuilding the road on the Yukon Territory side, we would like very much to extend this work to the operations on Walkers Fork if some arrangement could be made to use your equipment after you have completed the work on your project.

While our funds are quite limited, we would undoubtedly be able to allot sufficient funds late this fall for this work in case equipment was then available.

I would greatly appreciate your advising me as to whether or not such an arrangement could be made and, if so, when equipment would likely be available.

Very truly yours,

Ike P. Taylor,  
Chief Engineer.

IPT:IW  
CC Nash

*See memo  
July 15<sup>th</sup>*

12/91-35



INTERIOR  
WAR DEPARTMENT  
ALASKA ROAD COMMISSION  
JUNEAU, ALASKA

DISTRICT OFFICE  
FAIRBANKS, ALASKA

March 10, 1936.

Alaska Road Commission,  
Juneau, Alaska.

Gentlemen;

During recent ice carnival held in Fairbanks, Mr. George Jeckell, Comptroller of Yukon Territory contacted me in regard to road work on Walkers Fork etc.

Mr. Jeckell informed me that Yukon Territory contemplates the purchase of a large tractor and trailbuilder for use on the road between Dawson, Y.T. and the boundary. He further advised that during the coming summer they contemplate the completion of that road and also several improvements on the constructed section of road which will consist of line revisions, to eliminate excessive grades, bad ground etc. He also advised that they were willing to co-operate with the A R C as far as they possibly could in the construction of a road down Walkers Fork, especially in the line of loaning us equipment etc.

It is believed that it would be advisable for you to get in communication with Mr. Jeckell who is now at Dawson.

Very truly yours

*Frank Nash*  
Frank Nash  
Supt.



Department of the Interior  
ALASKA ROAD COMMISSION  
Anchorage, Alaska.

March 19, 1936

Mr. Ike P. Taylor  
Chief Engineer, A.R.C.  
Juneau, Alaska



*[Handwritten initials]*

Dear Sir:

During the Carnival at Fairbanks I took advantage of the low rates and paid my fare to go up and see the family.

While there, the Governor of the Yukon Territory, Mr. Jeckyll, who apparently combines all the Territorial functions in his own person, asked Frank Nash and I to come and see him. He wanted to discuss the possibility of cooperating with us in regard to the extension of his road through to Forty-Mile as a link in the International highway. It appears that he will locate this road on a lower level around Swede Dome so that the road will be passable throughout the summer. (I covered this situation in my International Highway report.) Also at my suggestion, because of our difficulty in transporting machinery to this area, he assured us that he would be very glad to allow us the use of their equipment for construction purposes on our side of the line.

Of course the natural outlet to the Forty-Mile is to Dawson. With the activity in that section now it is clearly evident that pack horse transportation to Eagle is altogether inadequate. The construction of a truck road to Eagle is obviously impracticable, particularly when a low cost road can be built to connect the Dawson Sixty-Mile road.

The Governor evidenced a very lively interest in the highway and appeared to be very willing to cooperate in every way. I know from conversation with people in the mining district that they are unanimously in favor of this project. When I was in Dawson on the International Highway Reconnaissance, I took the matter up with the previous Commissioner or Governor and he was equally willing to cooperate. You will find this covered in my report.

If the road reaches the line at Poker Creek there is only about five or six miles of side hill grading involved to get to the Walker's Fork diggings as I recall it. Whoever goes in there should take a copy of the boundary map of that section, as the topog. is on a large scale for about three miles on either side of the line, which is a valuable location aid.

I suppose Nash has already written you in this regard, but this may add a few points.

Yours very truly,

*[Handwritten signature of Donald MacDonald]*  
Donald MacDonald,  
Associate Engineer.

DMacD:bb

Fairbanks, Alaska  
Feb 6th 1929

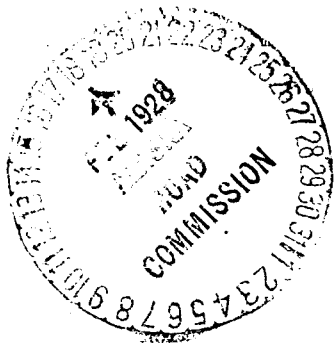
To Major D. H. Gillette,  
Engineer Officer, A. R. C.  
Juneau, Alaska

Subject : Winter Trail Inspection Report.

Sir:-

Herewith report of inspection trip winter trail Chatanika to  
Ft Yukon. This inspection trip covered the period between  
January 9th and Feb 1st 1929

*Donald Mac Donald*  
Donald Mac Donald Asst. Supt.



*SS*

*22*

13/96-287

## REPORT ON WINTER TRAIL CONDITIONS CHATANIKA TO FORT YUKON D. MACD. 1929

This report is divided under two heads viz: Trail from Chatanika to Circle; trail from Circle to Ft. Yukon

The Chatanika Winter Trail originates at Chatanika follows the Steese Highway to Mile 45 about seventeen miles from Chatanika. It then crosses the Chatanika to the Winter Trail on the left limit of the Chatanika and proceeds along the old winter trail to Sourdough Creek at Mile 66.6 33.6 miles from Chatanika. The winter route then proceeds along the Steese Highway to the tent cache at Mile 82.6 about 54.6 miles from Chatanika. To avoid drifts on summer road the winter trail then drops into ~~Mc Manus~~ <sup>Mc Manus</sup> Creek and following it to its head climbs directly up the Mc Manus Divide running along the Steese Highway for a short distance on the Divide and then drops down directly to the head of the North Fork and to the old Twelve Mile Road House. It then rejoins the Steese Highway at Mile 38 about sixty miles from Chatanika; then along the Steese Highway to Mile 102 or 74 miles from Chatanika. Leaving the Steese Highway again to avoid the deep drifts on the Eagle Summit, the winter route follows up Eagle Creek to its head crossing the Eagle Summit about one and one half miles East of the Steese Highway; thence down Miller Creek to Mammoth Creek at Mile 117.5 Steese Highway 89.5 Miles from Chatanika. From this point to Circle Mile 162.5 the winter route and the Steese Highway are identical.

#### Recommendations

Conditions along this route while difficult in spots cannot be remedied economically when present winter traffic volume is considered. There is no indication that winter traffic will increase but on the contrary with the Steese Highway constructed and passable for automobiles in the late Fall an effort will be made by those in the country tributary to the road to haul everything possible in the late Fall and thereby reduce the volume of winter traffic. There is also in Fairbanks an agitation to handle this mail by plane.

However there are some conditions that can be easily and economically made and they are outlined as follows.

The relief cabin at foot of Twelve Mile Summit about opposite Mile 35 of the Steese Highway has been inaccessible in the Spring when it is most needed because of drift and glacier conditions. It is about 300 feet from the trail, not easily seen and it is quite possible that a worn out team and driver would never reach it. Last Spring a glacier had entered it making it uninhabitable for the time being. To remedy this condition a relief cabin and stable should be built at the Junction of the Steese Highway and the Winter Trail at Mile 32.5 at the site of the existing temporary tent cache. The Steese Highway from this point over Twelve Mile Summit is used up to December Fifteenth ordinarily and if more snow fences were built it is possible that the Highway over the Summit could be used thruout the season in an ordinary winter. In the to be expected, sudden blocking of the summer road this proposed cabin would be a life saver. A day or so would be required to break out the road in the Mc Manus bottom and convenient shelter would then be at hand. Moreover the wind conditions over Twelve Mile Summit are menacing in the extreme. It has frequently happened that blizzards of great violence have made the crossing impossible and shelter then is absolutely necessary.

REPORT WINTER TRAIL CONDITIONS CHATANIKA TO F.T. YUKON D.M.A.S. D 29  
RECOMMENDATIONS CHAT. CIRCLE, CONT.

Considerable of the lumber required is available in the two tent caches at The one inch by nine inch sawed lumber cut by the mill crew in 1923 and now piled at Jumpoff Mile 140 is easily sufficient for the construction of a frame shelter cabin and garage that can be used as a two stall stable. Construction supply trucks enroute to Circle can easily pick this lumber up on their return trip. The location provides a convenient habitation for maintenance crews at a point where extensive maintenance work will be required every Spring. The cost of these two structures should not exceed five hundred dollars.

Recommendations- Eagle Summit.

2 The Eagle summit is notorious thruout the country as a danger point. The blizzard conditions there are worse than on the Twelve Mile. This condition is accentuated by the narrow trail cut in the side hill on the North side of the Summit. This trail which is about five feet wide is cut into the side hill for a distance of two thousand feet. A deep gulch lies on the westerly side. The slightest wind fills this trail. It has frequently happened that in a blinding blizzard have slipped from this narrow path into the gulch below. With the thermometer forty to fifty below this constituted a genuine hazard. It is proposed to widen this trail to a width of eighteen feet. The distance between the Steese Highway and the proposed job is about one and one half miles and it is possible that a Kat and a grader could make their way over the top of the ridge separating them.

3 It is also suggested that a telephone in suitable shelter be placed at the Summit in order that anyone in distress could summon aid. As the Rasmussen telephone line passes over the summit at this point this would only involve the purchase of a telephone and the erection of a suitable station.

The above completes the suggestions for proposed improvements of Circle Chatanika Winter Trail but incidentally it may be well to include the following recommendation in this report.

A Telephone lines extend from Mile 70 of the Highway to Fairbanks and from Circle to Mile 106. Thus a gap of 36 miles more or less exists between the ends of these lines. The line from Chatanika to Mile 70 is owned by the Fairbanks Exploration Co. The Line from Circle to Mile 106 is owned by Mrs. Rasmussen of Circle. People tributary to the road and the telephone line are anxious to have this gap in communications filled and they are now getting up a petition with that in view. In conversation with them they stated that they were willing to contribute the labor cost of the construction of the line and the winter maintenance, provided that material such as wire and insulators will be furnished. The material cost exclusive of phones and assuming tripped construction at the expense of the residents would be about \$2000.

There is no doubt at all that this line would greatly reduce the danger of travel in the winter over Twelve Mile Summit and other points and in addition would be of great service at all times not only to the general public but also the A. R. C.

REPORT ON WINTER TRAIL CONDITIONS CHATWICKA TO FT. YUKON D. MACD. 1929  
Part Two Circle to Ft. Yukon

This trail was built in 1924 to avoid the dangerous ice conditions of the Yukon River trail which following the bends and turns of tortuous river channels, was unnecessarily long and difficult to follow. The trail consisting of a series of long tangents ranging from two to fourteen miles takes advantage of all existing shelter solved the above noted conditions. The distance was reduced from eighty five to sixty seven miles. Originating at Circle the trail takes out through light timber and some rather wide open spaces in an almost straight line for the first shelter cabin located twenty and one half miles from Circle. Because of the open stretches and the higher head conditions this is the most difficult part of trail to travel. Considerable work has been done to eliminate the higher head condition but the wind swept open spaces still exist making travel both arduous and dangerous in time of storm. Checking all distances previously reported by chain it was found that the second shelter cabin is thirty three miles from Circle and the third fortyseven and three quarters miles. The chaining did not show error in the trail length but the third cabin is about one and three quarters miles out of position. The trail leaves the land at Mile 45½ following sloughs to the Main Channel of the Yukon and thence on said main channel to Ft. Yukon. The chaining and inspection ended at the last cabin; the remaining part of the trail being subject to yearly change depending upon conditions. Reference to map and report made upon the completion of the trail in 1924 is suggested.

This inspection was caused by a petition originating in Ft. Yukon to have the trail widened to double ender trail and all other improvement necessary to raise the the route to double ender standard. The inspection revealed that clearing to twenty foot width would be required on about fourteen miles of trail now approximating seven feet wide or a total of twenty two acres at \$60.00 an acre totalling \$1300.00. Grading or line changes to approaches to sloughs and water ways \$300. Continuing trail on land instead of using slough and river for for the last seventeen miles of trail to Ft. Yukon. This is a difficult location job and will require survey to avoid sloughs and river. This would involve in addition to survey cost assumed at \$500, the cutting of about fourteen miles of new trail Twenty feet wide through relatively heavy timber or 33.6 acres at \$80.00 or \$ 2700.00 a total cost of \$4800.

The traffic volume on on this trail now consists of a weekly mail carrier a few passengers and the hauling of fur, necessarily a light load.

It is at present doubtful whether with the traffic conditions cited above, that the proposed expenditure would be justified. However in the late Fall with automobile transportation to Fairbanks possible from Circle it is possible that traffic volume will increase.

It is however recommended that the last ten miles of the trail be taken off the slough and straightened and a shelter cabin and stove be placed ten miles out from Circle. This cabin is necessary because of drift conditions in the open flats rendering travel difficult and slow. The mail carrier and several others have had to Siwash at or near this point and several times men have arrived in Circle in a thoroughly exhausted condition. A temporary tent shelter has been placed by the A. R. C. this season at this point.

ROAD REPORT: WILKIN SLED ROAD CHATANIKA SERVICE. DATED FEB 1929

- 1 Length of Road. 13<sup>1</sup>/<sub>2</sub> Miles
- 2 Distances between cabins and other shelter. Distance between Road Houses:  
Chatanika- Andy Lingoes 13 Miles; Andy Lingoes - Cassiar, 14 Miles; Cassiar  
Faith Creek 15 Miles; Faith Creek- Twelve mile 19<sup>1</sup>/<sub>2</sub> Miles; Twelve Mile-  
Skagway Bills 13 Miles; Skagway Bills- Eagle Co. Camp 3 Miles Eagle Co.  
Camp to Miller House 9 Miles; Miller House to Central 14 Miles; Central  
to Ferry 19 Miles Ferry to Circle 15 Miles.
- In addition the A. R. C maintains maintenance cabins, garages shelter  
cabins and other structures that be and sometimes are used for shelter as  
follows. Powder House at Mile 38, Maintenance cabins etc. at Miles 47, 56,  
67, 70, 76, 90, 103, 129 & 148. Tent cache at Mile 83 consisting of canvass  
cook house and garage at present used for shelter purposes in case of em-  
ergency by the mail teams also a practically abandoned cabin in Mc Manus  
Creek bottom opposite Mile 85. (further discussed in body of report.
- 3 The mileage given above is the Steese Highway mileage and originates at  
Fairbanks. A deduction of 29 Miles should be applied to secure the distance  
from Chatanika.
- 3 Ruling grade. About 3%
- 4 Limiting grade About 30% complicated with drift conditions about 600 ft long
- 5 Maximum load for two horse team. Without relaying 1000 lbs.
- 6 Relocation to avoid limiting grade impracticable with existing traffic.
- 7 No bridges require renewal
- 8 No new bridges required
- 9 No grading of stream approaches required
- 10 Timber in quantity available from Mile 39 to 85; From Mile 109 to 112  
available in small quantities, difficult of access. In quantity from  
125 to 160
- 11 Road drifts badly Miles 34- 37 & Miles 109 to 112 but no relocation that  
would eliminate this condition feasible
- 12 Located in part on streams. Not particularly objectionable. Unavoidable
- 13 No niggerheads etc re uiring removal
- 14 Shelter cabins etc. in good shape except as noted in body of report.
- 15 Additional shelter cabin and stable required at Tent cache Mile 83
- 16 Traffic consists of mail and local freight. The latter varies greatly in  
volume taken year by year, depending on the presence or absence of mining  
activities. The past season is a quiet one and there is little prospect of  
change. The tendency will be for residents along this trail to haul  
most of their freight late in the Fall by auto.
- 17 Trail is well marked.

- 1 Length of trail 63 Miles
- 2 Distance between shelter cabins: Circle- Twenty Mile Cabin 20.5 Miles  
Twenty Mile Cabin- Halfway Cabin 12.5 Miles, Halfway Cabin - Slough Cabin  
14.75 Miles, Slough Cabin to Ft. Yukon 20 Miles. Intermediate shelter  
obtainable in Indian village Seventeen Mile Village about 3 Miles from  
Slough Cabin on left limit of the Yukon.
- 3 There are no difficult grades on this route
- 4, 5 No bridges required or on this route.
- 6 Steep approaches to stream crossings occur at Mile 14, 23, 20. No grading  
absolutely necessary with present traffic. Discussed in body of report.
- 7 Covered by 4 and 5.
- 8, 29 Trail drifts badly Miles 14 to Mile 5. Impossible to remedy by relocation  
Trail overflows on lower end of last slough Miles 43 51. This overflow  
is an annual affair caused by weight of snow on slough ice and is of short  
duration. Covered by proposed line change in body of report.
- 10 There are considerable stretches of nigger heads between Mile 2 and Mile  
15 and a number of other points between Mile 22 and 30. Probably 12 Miles  
of nigger heads. Some work of nigger head removal has already been done  
but this work should be continued as the ordinary snow fall particularly  
early in the Fall when the trail is most used, is light.
- 11 Shelter cabins and stoves are in good condition.
- 12 Additional shelter cabin required at Mile 16 See body of report.
- 13 Traffic consists of weekly mail, fur freight, indian outfits etc.
- 14 Route cannot be used as a summer trail
- 15 Route can be used as sled road. Discussed in body of report
- 16 Route is fairly well marked in open stretches but more tripods and  
stakes are required to replace those knocked down by caribou.