

ANIAK RIVER RDI HISTORICAL REFERENCE LIST

ITEM	AUTHOR	YEAR	REPORT NAME
1	Bureau of Land Management	1985	Alaska's Kuskokwim Region: A History, M. Brown, Extract.

EXTRACT* OF

**ALASKA'S
KUSKOKWIM RIVER REGION**

A History

By

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* The original document is over 800 pages in length. This extract was compiled to support the State of Alaska's Recordable Disclaimer of Interest Application for the Aniak River. The font type and paragraph spacing has been modified to reduce paper. A full version of this document is available through the Alaska Resources Library & Information Services (ARLIS).

EDITOR'S INTRODUCTION

The U.S. Bureau of Land Management (BLM) is currently transferring title to about 145 million acres of land to the State of Alaska Native corporations in compliance with the Alaska Statehood Act of 1958 and the Alaska Native Claims Settlement Act of 1971, respectively. A serious impediment to the conveyance of land title is the unknown acreage and location of nontidal navigable waters in Alaska.

By authority of the Statehood Act of 1958 and the Submerged Lands Act of 1953, the State of Alaska owns the beds of tidal waters and nontidal navigable waters unreserved as of January 3, 1959, the date of Alaska Statehood. Submerged land acreage of navigable waters unreserved as of this date may not be charged against the State's entitlement under the Statehood Act; and by virtue of the fact that ownership of these submerged lands passed to the State in 1959, may not be included in conveyances of land title. On the other hand, lands underlying nonnavigable waters as well as those submerged lands in a reserved status in 1959, remain in the public domain or in trust for the riparian owner.

During the 1960s the BLM made determinations of navigability for water bodies on lands to be conveyed to the State. After the passage of the Alaska Native Claims Settlement Act and the subsequent promulgation of regulations requiring, among other things, the BLM to make navigability determinations for waterways on lands to be conveyed to the Native corporations and to account for the submerged land acreage, the State quickly asserted its claim to potentially navigable waters on ANCSA-selected lands by two methods. First, the State provided the BLM with its definition of navigable waterways and a set of maps known as Water Delineation Maps illustrating waterways on ANCSA-selected lands that the State considered to be navigable. Second, the State routinely notified Native corporations in the instance of a proposed conveyance that the BLM may be attempting to convey lands underlying navigable waters owned by the State since 1959. Well aware of the differences between the BLM and State definitions of navigability, and the State's position that these differences must one day be resolved by the courts, many corporations excluded in their selection applications most waterways identified by the State as navigable. Consequently, whenever the BLM made a determination of navigability contrary to the State's claim and charged the submerged land acreage to the corporation's land entitlement, the corporation appealed to the Alaska Native Claims

Appeal Board for a ruling on the question whether the submerged lands were in fact Federal lands or State lands in 1959.

In the late 1970s, as the BLM prepared to resume land conveyances to the State and to accelerate conveyances to the Native corporations, the BLM and the State agreed that there was a need for more information about the physical character and history of waterways as routes of travel and transportation. This information would satisfy BLM's need to make timely determinations of navigability; and it would facilitate the BLM's and the State's need to develop test cases of navigability for the courts. Thus, in 1977, the BLM let a major contract to the University of Alaska to research pertinent information from the literature about Alaska waterways. Completing the project in early 1979, the contractor provided BLM with a great deal of valuable information about Alaskan water bodies, information that was and is used to support determinations of navigability in the land conveyance programs. However, the contractor provided insufficient information about many minor waterways, some of them located on lands to be conveyed to the State or the Native corporations. The need for additional documentary research and possibly field investigations was apparent.

In 1979, representatives of the BLM and the State of Alaska met several times to discuss and decide upon methods by which: 1) the BLM could make timely determinations of navigability in connection with the land conveyance programs; 2) the BLM and the State could reach agreement on what waterways were clearly navigable and nonnavigable under BLM and State criteria; and 3) the BLM and the State could identify water bodies that best reflect differences in the BLM'S and the State's criteria of navigability for the purpose of litigation. The decisions that were made then are still valid today, although some have been modified as necessary to take into account unexpected developments.

Three alternatives in establishing priorities for administrative determinations of navigability were identified: 1) make determinations only for water bodies on land to be conveyed to the Native corporations and the State on a township-by township basis; 2) make determinations for all nontidal water bodies in Alaska on a regional or subregional basis; or 3) make determinations for nontidal water bodies on a township-by-township basis as well as on a regional or subregional basis.

It was decided to adopt the third alternative. This entailed the formation of three independent but interacting teams: one in the BLM State Office to make navigability recommendations in connection with the State and ANCSA land conveyance programs; the others in the BLM State Office and State Department of Natural Resources to prepare factual reports on waterways in a region or subregion. These highly detailed reports, based upon the best information available, are useful to the BLM in making recommendations for waterways on land to be conveyed to the Native corporations and the State. Once the final draft of the report has the approval of the State and other parties as a technically adequate document, the BLM will have the means to make reliable and consistent determinations for entire waterways. This in turn will give the State the opportunity to identify waterways that best illustrate differences in BLM and State criteria of navigability for development of test cases. As these differences are settled by the courts, the BLM and State criteria will eventually be the same. Whatever decisions are reached by the courts, the BLM will have a source document on which to rely in reviewing the validity of previous determinations in light of the courts decisions.

While the first alternative would have met the immediate need for determinations in land conveyance programs, it would have in the long run generated many problems of an administrative and legal nature. With an accelerated land conveyance program, it would have been impossible to collect and analyze a great deal of information about water bodies, much less to prepare thoroughly documented and well-reasoned rationales for determinations. The high probability that incorrect and inconsistent determinations would be made, and that disputes over the fact relating to a waterway would be taken to the courts, was all too clear. In this eventuality, the BLM would have been repeatedly forced to research and write reports to defend (or change) determinations of navigability for the use of the Regional Solicitor. On the other hand, the second alternative, which would entail the preparation of reports on a watershed, subregional, or regional basis, would not have met the pressing need for navigability determinations on State- and ANCSA-selected lands. Without a much larger staff, the BLM would not have been able to research, analyze, and synthesize a great deal of information into written reports needed to determine navigable and nonnavigable waters on these lands. These lands are scattered throughout Alaska, and involve many waterways--too many to be covered adequately in a short time frame. Yet it is clear that these reports will be needed

more and more as questions of navigability are brought before the courts, and as land managers reviewing proposed actions on a waterway attempt to determine ownership of the submerged lands.

Alaska's Kuskokwim River Region is the third such report issued by the BLM. Researched and written by the lead historian in the BLM Alaska State Office with the assistance of Joan Antonson, the report summarizes geographic knowledge about the region and its water bodies; traces the history of explorations, mining, hunting, fishing, and trapping activities, as well as communities; describes in detail water and land transportation developments in the region; and finally describes the process by which the BLM reached a determination of navigability for water bodies on land conveyed or in the final stages of being conveyed to the State or Native village and regional corporations. The BLM has relied upon some of the information in this report in making navigability determinations for water bodies on land conveyed or to be conveyed; it will continue to consult the report as needed in future conveyances. Later, the report will be revised to take into account public comments and to include information from the BLM land records pertaining to those water bodies about which little or nothing is presently known.

C. Michael Brown

Lead Historian

INTRODUCTION

(See page 1 of original document)

This report is designed to aid government land managers in the identification of navigable waters in the Kuskokwim River region. The report describes the geography and history of exploration in the area, presents an historical overview of the mining industry, identifies the principal settlements, and traces the history of water and land transportation developments in the region. In addition, the report summarizes the steps by which the U.S. Bureau of Land Management (BLM) reached navigability determinations for water bodies in the region.

Under the provisions of the Alaska Native Claims Settlement Act, Native village and regional corporations selected most of the land along the Kuskokwim River and Bay. Most of these lands have been conveyed or are in the last stages of being conveyed to the corporations. This means that the BLM has made navigability determinations for title purposes for most tributaries of the Kuskokwim River and rivers and creeks emptying into Kuskokwim Bay. This report identifies the navigable waters in the region; it does not include a discussion of every river, creek, or lake that the BLM considers or determined to be nonnavigable. Only those nonnavigable water bodies about which there is documentary information, is described in the report. Thus, if the water body is located on land selected by or conveyed to a Native village or regional corporation, and if it is not specifically mentioned in Chapter Six of this report, the reader is correct in assuming that the BLM considers the water body to be nonnavigable.

The report incorporates much of the information presented in a report on the upper Kuskokwim basin which the BLM released on May 6, 1980. Researched and written by the lead historian in the BLM Alaska State Office, the upper Kuskokwim report was originally intended to include the entire Kuskokwim basin within its scope. However, following the BLM's decision to convey lands to MTNT, Incorporated and Doyon, Limited, the Native corporations appealed many of the BLM's determinations of navigability in the area to the Alaska Native Claims Appeal Board. This action, together with a recent decision of the Board on the navigability of the Nation and Kandik rivers in central Alaska, which significantly modified Departmental navigability criteria, spurred the BLM to reconsider its position on the navigability of water bodies in the area. Research on the lower Kuskokwim region was thus suspended and the

report on the upper Kuskokwim basin written. This report was used to make additional navigability determinations for water bodies in lands selected by the Native corporations.

From early 1980 to mid-1981, Joan Antonson researched and wrote a draft report on the middle and lower Kuskokwim areas before terminating her employment with the BLM. The lead historian subsequently merged the upper Kuskokwim report with Antonson's report, and expanded the report with information obtained from BLM land records.

This report draws upon a wide variety of sources. Local newspapers, Geological Survey bulletins, records of the Coast and Geodetic Survey, Alaska Road Commission, Corps of Engineers, and the BLM, and the pioneering works of Wendell H. Oswalt, proved to be the most valuable sources of information. The papers of the Territorial governors, the Fish and Wildlife Service, and the Alaska Department of Fish and Game were examined but not researched to completion. These records, in addition to those of the BLM pertaining to Native allotments, headquarters, and trade and manufacturing sites, and small tracts, may yield additional pertinent information about use of water bodies in the region for the purpose of travel.

Many people contributed their time and skills to the preparation of this report. The librarians of the Alaska Resources Library, the Z. J. Loussac Library, and the librarians of the Alaska at Anchorage and Fairbanks, aided the writer in locating rare books. Joan Antonson's research notes and draft report greatly facilitated the writer's task. Chapter Four is largely her work. James Ducker and Dwight Tuttle provided constructive criticisms and encouragement. Last, and most important, the secretarial staffs of the BLM Division of Resources and Division of ANCSA and State Conveyances gave exceptional service in typing the various drafts.

CHAPTER ONE

THE KUSKOKWIM RIVER REGION

(See Page 28 of original document)

Only eighty-nine miles long, the Aniak River drains an area of 2,230 square miles. Aniak River empties into the Kuskokwim River from the south at rivermile 177 near the western end of the Kuskokwim River gorge. The river heads in Aniak Lake, a small lake in a valley bordered by high mountains, not far from a low pass to the head of the Kisaralik River. The river flows north in a wide valley, and passes to the west of Gemuk Mountain. Upon leaving the mountainous section, the river is joined by Salmon River and Kipchuk River from the southwest. Both of these rivers head in the Kilbuck Mountains and enter the Aniak River at rivermile 56. From the confluence of the Salmon and Kipchuk rivers, the Aniak River gradually shifts its course from north to northwest. At rivermile 32, the river receives the Buckstock River from the east. This river heads in the Buckstock Mountains and descends from elevations of one thousand to six hundred feet in a few miles. The river then meanders to the Aniak River. From the confluence of the Buckstock River, the Aniak meanders across a low, swampy bottomland with numerous small lakes. According to one report, the Aniak River flows in several shifting channels that cross back and forth in a braided pattern. 27/

Chapter One -- The Kuskokwim River Region

27. Curtis V. McVee, "Notice of Proposed Easement Recommendations for the Village of Akiachak," October 13, 1976, file F-14823-EE, ANCSA file.

CHAPTER THREE

MINING

(See page 121 of original document)

In 1910, three prospectors named Harry Buhro, E. W. "Kid" Fisher, and Fred Labelle, grubstaked by the well-known miner Luther C. Hess of Fairbanks, joined the rush to George River. Meeting with little success on that river, they headed for Goodnews Bay in the spring of 1911. As they were returning to Georgetown, they decided to prospect the Aniak River basin, having learned that a lone prospector named Old Man Keeler had discovered gold in that area the previous summer. In August 1911, Buhro made a strike in the gravels of Marvel Creek. A short while later, the three men also found gold on Fisher and Dome creeks. 48/

Although they discovered gold on several other tributaries of Salmon River, including Cripple, Loco, Porcupine, Timber, and Eagle creeks, and Fox Gulch, miners focused their attention on Marvel Creek. A hydraulic plant was installed on the creek in 1913. In 1926, Chris Dahl and August Wilson operated a hydraulic mine for Luther Hess on Marvel Creek. In 1931, they allegedly recovered gold valued at \$27,000. This operation, annually employing six to eight men, continued until 1938 when the claims were leased to a new company, Marvel Creek Mining Company. Partners in the company included Hess, Henry DuRand and Fritz Awe. During the winter of 1938-1939, the new company installed a dragline and bulldozer on the property; and in 1966, moved a dredge from Nyac to the creek. The dredge operated until the 1970s. Another company, the Canyon Creek Mining Company, owned by Jens Kvamme and sons, moved from the Kwethluk River to Marvel Creek where they operated between 1959 and 1971 with draglines and sluice boxes. 49/

Chapter Three -- Mining

48. Iditarod Pioneer, October 21, 1911; Maddren, "Gold Placers of the Lower Kuskokwim" (Bull. 622), p. 301; Maddren, Fieldbook No. 408-A, USGS Records. For grubstaking the men, Hess received one-third ownership in the claims.

49. Kusko Times, January 2, 1926; Smith, The Mineral Industry of Alaska in 1938 (Bull. 917-A), p. 61; Alaska Division of Mines and Minerals, Report for the Year 1966 (College: Alaska Department of Natural Resources, 1966), p. 10.

CHAPTER SIX

WATER TRANSPORT

(See page 406 of original document)

Prior to the gold rush period, the Aniak River was probably a Native trade route. According to Lieutenant L. A. Zagoskin, Kuskokwim Natives returning from the Nushagak River country descended the river in light, one-place baidarkas. The Russian traders evidently never adopted the route, although they did not fail to investigate it. In a story recorded by Zagoskin, the son of chief factor Lukin described his experiences with a Russian trade expedition that descended the river in four three-place baidarkas loaded with supplies. Lukin described the upper reaches of the river as meandering, extremely swift, and full of sweepers. 351/

In the first gold rush to the Kuskokwim River in the winter of 1900-01, a few prospectors doubtlessly made their way into the headwaters of Aniak River. Little, however, is known about their experiences. In 1904, Duncan McDonnell reported in Nome his belief that he and E. L. Rabidou were the only white men who had ever ascended the river in a canoe. He added that many prospectors went up the river during the winter. 352/

With the discovery of gold on Marvel Creek in 1911, a large number of prospectors stampeded to Aniak River. In early September, O. Hofseth in Iditarod confirmed the discovery of gold on Aniak River, and reported that he had met a number of prospectors at Georgetown bound for the mouth of the Aniak River on the steamer Quickstep. He believed that the prospectors would require thirteen days to pole up the river to the diggings as the current was very swift. 353/ U.S. Commissioner E. J. Stier described Aniak River as a large and swift river, one that was difficult to pole up. He noted, however, that a party of three prospectors succeeded in reaching Salmon River by boat. 354/ A short while later, a local newspaper in Iditarod reported that J. M. Pickle with his wife succeeded in poling a boat up the river to the strike. 355/

With the opening of navigation in the spring of 1912, a second wave of prospectors stampeded to the headwaters of Aniak River. In view of a shortage of supplies in the new mining camps, the Northern Commercial Company announced plans to establish a trading post on Aniak River at the supposed head of steamboat navigation,

which was said to be about sixty miles up the river. From that point small sternwheel boats would be used on the remaining distance of thirty miles to the diggings. At the time, it was believed that steamboats could not be used on the river. In any case, W. H. Golder, the company agent at Georgetown, had the steamboat Alice with 110 tons of supplies attempt to ascend the Aniak River. 356/

Evidently the steamboat was unable to ascend the river, for reports later that summer indicated that only small boats on the order of poling boats could be used on the river. According to one Iditarod newspaper, two men with a poling boat, preferably those of the "shovel-nose type," should have no difficulty in ascending the river to the mouth of Marvel Creek in ten to twelve days. In support of this claim, the reporter noted that Tony Zimmerman and another man ascended the river a distance of ninety miles in eight days with a poling boat loaded with 1,800 pounds of supplies. In late June, geologist J. F. Newsom left Flat for Georgetown, where he hired George Fredericks to pilot a "fast launch" up the Aniak River as far as it could be taken. From that point, Newsom then intended to take a poling boat with a prospector named Taylor to guide him to the diggings. 357/

The journey up the Aniak River was doubtlessly a difficult one. One prospector working on Marvel Creek in the early 1910s recalled a trip he once made to the Kuskokwim River for supplies. Descending the Salmon and Aniak rivers in a small boat was easy, he wrote; he made the trip to the Kuskokwim River in twenty hours with "nothing to do but sit comfortably and steer the boat to keep it in the channel." The return trip to Marvel Creek was a quite different matter. It took two men "at least fifteen working hours of constant concentration and vigilance" for twenty days to pole and line their boat loaded with two tons of supplies up the river. Once they reached the Salmon River landing, they had to carry the supplies on their backs for six miles over the hills to Marvel Creek. 358/

In later years, some people continued to travel to the headwaters of Aniak River by boat, although most preferred to use the Tuluksak River and the Ophir Creek trails. In 1914, William Acheson and a party of seven men from Iditarod reportedly ascended Aniak River in a poling boat to the "head of navigation," forty-five miles upriver, in fourteen hours when the river was at a "pretty high stage of water." In the same summer, Arthur W. Johnston, J. A. Davidson, Walter Soule, and Frank Moran, all well-known Alaska miners with prospective dredging ground on Cripple Creek, investigated Aniak River as a possible route for the transportation of a dredge to the headwaters. They

ascended the river in a "large power boat," reportedly the first of its kind on the river, a distance of about forty miles to a roadhouse. According to Soule, the steamboat Alice could have easily ascended the river. 359/

Through the years, miners and trappers traveled on the Aniak River in small boats. In 1937, a local newspaper reported that the river was navigable for small boats for a distance of sixty miles. For the transportation of supplies to Marvel Creek, most miners used a caterpillar trail extending from the village of Aniak to the diggings. The miners on Marvel Creek worked only in summer, residing at Aniak during the winter. 360/ In the early 1940s, the USGS reported that the river was "not as favorable for navigation with small boats as are most of the other large streams of the central Kuskokwim region," as it flowed in several shifting channels that crossed back and forth in a braided pattern. 361/

Some insight into conditions on Aniak River comes from the account of a float trip down the river by Sepp Weber in late August 1970. Weber with his fiancée Brigitte Bittlingmaier descended the river in two collapsible Klepper kayaks, each weighing seventy-five to eighty pounds. On August 14, after portaging from Nishlik Lake, they began their trip down a small creek flowing into the Aniak River. For some time they had to line the kayaks down the narrow creek, but once the creek widened to four or five feet, they were able to ride their kayaks, and soon reached the "swift and obstacle-free Aniak River."

They paddled and drifted down the clearwater river for a day or two, and reached the tree-line. Rain forced them into camp for a day, but they decided to continue the trip owing to a shortage of food. After several days of rain, Weber estimated that the river had risen about four feet. The river character had changed radically. "The clear, swift one we had known was gone, and in its place was a raging torrent, muddy and full of uprooted trees, the water spilling over into low-lying areas," he wrote. Drifting trees and sweepers required their full attention on the river. The braided character of the river presented a problem, for as Weber wrote, "We never quite knew which channel to take." Once Weber was swept into a sweeper and fell into the river. His companion on one occasion was swept onto a driftwood pile. On one late afternoon after several days, Weber wrote, "The river disintegrated completely, with water boiling and rushing through the trees and under huge log jams. Manhandling the kayaks, we balanced on logs, cut through thickets, hauled the boats through log jams and barricades." After "paddling, lifting, carrying, and climbing through this unbelievable maze of fallen trees and driftwood," they reached a "more confined river" down

which they could paddle. Not long after they reached a point where the river broadened and meandered in wide bends through the forest with a less forceful current, they passed an old cabin, "the first sign of civilization on the Aniak River." In late afternoon on the following day, they reached the Kuskokwim River. 362/

The BLM first considered this river as a potentially navigable waterway in 1975 when identifying possible easements on lands selected by Aniak Village. Proposed easements in the village selection area included a trail from Aniak to Tuluksak via the mouth of Ophir Creek, a trail along the Aniak River from Aniak to Nyac, and a campsite at the mouth of Doestock Creek. On September 18, 1975, a BLM official met with Native leaders at Aniak to discuss the proposed easements. The leaders stated that the Aniak - Ophir Creek - Tuluksak trail had not been used for thirty or forty years. The Aniak - Nyac trail was used primarily by miners. While not opposed to a campsite easement at the mouth of Doestock Creek, the leaders saw little need for the easement as the place received very little if any use. They added that Marie Ann Ledlow's Native allotment was located there. 363/

Taking the Native leaders' comments into consideration, the BLM easement task force approved all but the campsite easement at the mouth of Doestock Creek, and recommended a continuous easement on the banks of Aniak River as it was a "heavily" used river for fishing, hunting, and general recreation purposes. Moreover, the task force recommended that Aniak River and Aniak Slough be determined navigable. 364/

The Kuskokwim Corporation subsequently notified the BLM that it opposed both proposed trail easements as the trails were not currently in use. No comments were made regarding the proposed navigability determinations. 365/

Following the issuance of easement regulations, the BLM Anchorage District Office again recommended easements for the Aniak - Tuluksak and Aniak - Nyac trails. The proposed streamside easement was deleted. In addition, the District Office recommended that Aniak River, Aniak Slough, and Doestock Creek be determined navigable and major waterways. Aniak Slough was considered to be an interconnected slough of the Kuskokwim. Aniak River and Doestock Creek were considered to be susceptible to navigation. More specific information about these two streams was not presented. 366/

In late April 1982, BLM officials met with representatives of The Kuskokwim Corporation, Calista Corporation, and the State of Alaska to discuss the proposed easement, navigability, and major waterway

determinations for Aniak Village and others. The Kuskokwim Corporation agreed to the Aniak - Tuluksak trail easement, provided that the trail was used in the winter only. The corporation opposed the Aniak - Nyac trail easement as the trail had not been used in the last decade. Miners on Tuluksak River used airplanes or the Aniak River to supply their operations. When asked if barges could be used on the Aniak to move mining equipment and supplies, the corporation representative replied that it would be "tough going." No specific comments were made regarding the proposed navigability determinations. 367/

The BLM stipulated the Aniak - Tuluksak trail easement for winter use only, and deleted the proposed Aniak - Nyac trail easement as "access to public land and resources can be gained using the navigable Aniak River." Aniak Slough was determined to be an interconnected slough of the Kuskokwim, hence navigable. Both Aniak River and Doestock Creek through the conveyance area were determined to be navigable "because of their susceptibility to navigation." 368/

A week later, the BLM determined the upper reaches of Doestock Creek in the Little Russian Mission Village conveyance area to be navigable. The BLM Anchorage District Office first recommended this stretch of the creek be determined navigable in 1980 because the creek was susceptible to navigation. More specific information was not presented. The Kuskokwim Corporation, Calista Corporation, and the State of Alaska agreed with the proposed determination. 369/

Chapter Six – Water Transport

351. Zagoskin, Travels in Russian America, p. 207.
352. Nome Semi-Weekly Nugget, December 24, 1904.
353. Iditarod Pioneer, September 9, 1911.
354. Iditarod Pioneer, February 10, 1912.
355. Iditarod Pioneer, July 13, 1912.
356. Ibid.
357. Ibid.
358. Harold and Zora Peckenpaugh, Nuggets and Beans (New York: Carlton Press, n.d.), p. 70.

359. Iditarod Pioneer, July 18, 1914, January 9, 1915.
360. Kusko Times, March 19, 1937.
361. Cady, The Central Kuskokwim Region, p. 11.
362. Sepp Weber, "1,000 Miles by Kayak," Alaska Magazine, 37 (August, 1971): 33-36, 56-58. For additional information about the physical character and contemporary uses of the Aniak, see Kenneth T. Alt, Inventory and Cataloging of Sport Fish Waters of Western Alaska, Federal Aid in Fish Restoration Study G-1-P, Vol. 18 (Juneau: Alaska Department of Fish and Game, 1977).
363. Garold T. McWilliams to File, n.d. [1975], file F-14831-EE, ANCSA file.
364. "Notes," December 23, 1975, Patrick C. Beckley to Files, April 2, 1976, Curtis V. McVee, "Notice of Proposed Easement . . . Aniak, April 18, 1977, file F-14831-EE, ANCSA file.
365. Glenn W. Fredericks to Joint Federal-State Land Use Planning Commission, May 31, 1977, file F-14831-EE, ANCSA file.
366. Clifford D. Ells to State Director, May 5, 1980, file F-14831-EE, ANCSA file.
367. Martin L. Karstetter and Robert E. Hiller, Jr. , to Files, May 17, 1982, Edward J. McNamara to Bob Arnold, July 20, 1982, file F-14831-EE, ANCSA file.
368. Robert W. Faithful to Glenn Fredericks, August 20, 1982, Robert D. Arnold to Chief, Division of ANCSA and State Conveyances, August 23, 1982, Decision to Issue Conveyance, September 23, 1982, file F-14831-EE, ANCSA file.
369. Cliff D. Ells to State Director, May 5, 1980, Martin L. Karstetter and Robert E. Hiller, Jr., to Files, May 17, 1982, Robert D. Arnold to Chief, Division of ANCSA and State Conveyances, August 23, 1982, Decision to Issue Conveyance, September 30, 1982, file F-14926-EE, ANCSA file.