

done on this route between May 1st and Oct.

on fair.

30.37.

CHATANIKA-BEAVER.....(120 MILES TRAIL)

Winter trail between the Town of Chatanika, at each line of the Government Railroad, and the Yukon River, the latter place serving as the Chandalar mining district. Work done on this trail since 1910.

in poor.

9.14.

BEAVER-CARO.....(75 MILES SLED ROAD)

connects the Town of Beaver on the Yukon River with Caro in the Chandalar mining district. Work was done between May 1st and June 30th, including a foreman from Fairbanks and assembling

between Oct. 31st, 1921, the crew worked over doing general repair work, including the building of one culvert, the rebuilding of one old bridge, stoves at Beaver and at Mile 55 and the repairs and placing good stoves in five relief cabins. A foreman made a reconnaissance trip through the

in good.

5,053.81.

BIG CREEK.....(45 MILES TRAIL)

connects Caro with the operations on Big and Tobin creeks for Yukon and double-ender sleds. It could be made standard for about \$5,000.

was reconnoitered and a Yukon stove placed in place at Mile 26. It is contemplated to put in a pass across Middle Fork for mushers.

5.00.

FLAT CREEK.....(45 MILES SLED ROAD)

was built by the miners and is the route by which sleds are hauled to Big Squaw, Little Squaw, and the quartz mill adjacent to the quartz mill. The output of the mill last season was about \$24,000. One hundred sleds are used over the road.

The route was reconnoitered and a Yukon stove placed in Flat Creek Cabin at Mile 14. The road is in fairly good shape.

Expenditures \$25.00.

ROUTE 23E—CARO-COLDFOOT.....(75 MILES TRAIL)

Foreman Frank Irons, upon completing his work in the Beaver-Caro section, made a reconnaissance trip from Caro to Wiseman with intent to locate a feasible winter route from the Yukon River through Caro to the Koyukuk District. The estimated distance from Caro to Coldfoot by this route is 75 miles and the estimated cost of building a suitable winter sled road is placed at \$10,000.00.

Expenditures \$500.00.

ROUTE 29—FORT GIBBON-KOYUKUK.....(240 MILES TRAIL)

This route is the old mail trail from Fort Gibbon on the Yukon River to Coldfoot, the mining camp in the Koyukuk mining district. The route distance of this trail has formerly been given as 100 miles, which included the trail only as far as Arctic City. The actual distance is 240 miles.

No work was done this year. Expenditures were for work done early in 1921.

Present condition good.

Expenditures \$840.48.

ROUTE 30—HOT SPRINGS LANDING-EUREKA (24 MILES WAGON ROAD)

This is a cooperative project partly supported by Territorial funds as described below.

Alaska Road Commission expenditures \$5,001.72.

ROUTE 46—KOBI-EUREKA CREEK.....(95 MILES TRAIL)

Connecting Kobi Station, (Mile 387 on Government Railroad) 24 miles south of Nenana, with Kantishna Postoffice at the mouth of Eureka Creek. This is a part of the original trail from Fairbanks to the Kantishna District, the portion from Fairbanks to Kobi Station being abandoned since the completion of the Railroad.

Present condition fair.

No expenditure.

ROUTE 46A—ROOSEVELT-KANTISHNA (34 MILES WAGON ROAD)

This is a cooperative project, supported partly by Federal funds, partly by Territorial funds disbursed through the U. S.

Treasury, and partly by Territorial funds disbursed by the divisional Territorial Road Commission.

Expenditures: Territory of Alaska, \$1,283.75; Alaska Road Commission, \$7,680.34; total, \$8,964.09.

ROUTE 46B—LIGNITE-KANTISHNA.....(85 MILES TRAIL)

The route of this proposed road leads from Lignite Station, (Mile 363 on the Government Railroad), west across Middle, Chisana and Toklat Rivers, up Crooked Creek and down Bearpaw River to Glacier City and from there up Moose Creek, terminating at the Kantishna Postoffice.

Shortly after May 1st, 1921, a survey party was put in the field and during the next eighty days 54 miles of preliminary location were run. The road necessarily passes over the divides between the different rivers but the nature of the ground found was better than expected.

No winter work was done except for the blazing and tripodding of a winter dog trail through the same country which follows the wagon road location as near as is practicable.

Expenditures: Territory of Alaska, \$483.07; Alaska Road Commission, \$11,483.84; total, \$11,966.91.

ROUTE 46C—NENANA-KNIGHTS ROADHOUSE (42 MILES TRAIL)

Connects Town of Nenana on Tanana River (Mile 411 on the Government Railroad) with Knight's Roadhouse on the Toklat River at the mouth of Chisana River. Knight's Roadhouse is also on the Kobi-Diamond-Eureka Trail at Mile 26 and from this point travelers and freighters go on to the Kantishna District either via Diamond and Glacier Cities or on up the Toklat River and over Clearwater Summit. The trail was cut out during fall of 1920, the entire expense being borne by citizens of Nenana.

No work was done on this route by the Alaska Road Commission until the middle of November, 1921, when a small party was put in the field to widen and straighten it and to put shelter for travelers along the trail in two places.

Expenditures \$1,499.80.

ROUTE 46D—MT. MCKINLEY PARK TRAIL.....(86 MILES TRAIL)

This is a new project. The proposed trail will extend from Mt. McKinley Park Station, Government Railroad, Mile 344, across Mt. McKinley National Park, via Sable, Polychrome, Highway and Thorofare Passes, to the foot of Muldrow Glacier, then down the McKinley River, passing out of the Park to Wonder Lake and on to Kantishna Postoffice.

During this season, the trail will be brushed out and tripodded at confusing points, eight tents with small stoves will be erected

at about ten mile intervals for shelter, and sign boards placed at the principal points.

The project has been prepared in conjunction with the Divisional Park Service, which will submit the project for improvement as a trail as well as for successive sections to automobile standard demand. In conjunction with Route 46B, 171 miles long, from Mile 344, Go the Park to Kantishna Postoffice, and the Park to Mile 363, through the finest hunting grounds.

No expenditure reported prior to 1921.

ROUTE 47—COLDFOOT-WISEMAN (11 MILES SLED ROAD)

Connects towns of Coldfoot and Wiseman in the same district.

No work done on this route since 1920, except for winter freighting, supplies being brought as Coldfoot.

Road is in good condition.

No expenditures.

ROUTE 59—FAIRBANKS BRIDGE:

This steel structure is in good condition upon it since spring, 1920, except \$6.40 for concrete piers. No work done this winter.

During summer bridge is to be repaired for north approach.

Expenditure \$6.40.

ROUTE 63—DUNBAR-BROOKS.....

This is a cooperative project partly financed by the Government and partly by private funds as described below.

A. R. C. expenditures \$366.50.

ROUTE 63A—BROOKS-TERMINAL.....(13 MILES TRAIL)

The Brooks-Terminal route formerly known as the Dunbar-Brooks Sled Road, of 13 miles will connect Brooks with the Tolovana River.

No expenditure.

ROUTE 76—GOVERNMENT R. R.-VALDEZ TRAIL)

Connects McKinley Placer Company's prospect on Valdez Creek, a branch of the Government Railroad at Carlson's

ALASKA ROAD COMMISSION.

territorial funds disbursed by the division.

of Alaska, \$1,283.75; Alaska Road \$8,964.09.

ISHNA.....(85 MILES TRAIL)

used road leads from Lignite Station, (Government Railroad), west across Middle, Chisana, and Bearpaw Creek and down Bearpaw River to Moose Creek. terminating at

In 1921, a survey party was put in the field for thirty days 54 miles of preliminary location. The necessarily passes over the divides between the nature of the ground found was

one except for the blazing and tripodded through the same country which follows near as is practicable.

of Alaska, \$483.07; Alaska Road total, \$11,966.91.

KNIGHTS ROADHOUSE (42 MILES TRAIL)

Nanana on Tanana River (Mile 411 on the Government Railroad) Knight's Roadhouse on the Toklat River. Knight's Roadhouse is also on the Alaska Trail at Mile 26 and from this point on to the Kantishna District either via the Toklat River and over the trail was cut out during fall of 1920, the expense by citizens of Nenana.

on this route by the Alaska Road Commission of November, 1921, when a small party was sent to widen and straighten it and to put shelter rail in two places.

VALLEY PARK TRAIL.....(86 MILES TRAIL)

Project. The proposed trail will extend from the Government Railroad, Mile 344, across the Park, via Sable, Polychrome, Highway and the foot of Muldrow Glacier, then down the edge of the Park to Wonder Lake and thence.

the trail will be brushed out and tripodded. Light tents with small stoves will be erected

at about ten mile intervals for shelter, mile posts will be erected and sign boards placed at the principal points.

The project has been prepared in cooperation with the National Park Service, which will submit estimates for its further improvement as a trail as well as for the improvement of successive sections to automobile standard as traffic conditions may demand. In conjunction with Route 46B, it will form a loop route, 171 miles long, from Mile 344, Government Railroad, through the Park to Kantishna Postoffice, and return to the Railroad at Mile 363, through the finest hunting ground in Alaska.

No expenditure reported prior to end of fiscal year.

ROUTE 47—COLDFOOT-WISEMAN (1 MILE WAGON ROAD AND 11 MILES SLED ROAD)

Connects towns of Coldfoot and Wiseman in the Koyukuk mining district.

No work done on this route since 1917. Road used for winter freighting, supplies being brought up river on scows as far as Coldfoot.

Road is in good condition.

No expenditures.

ROUTE 59—FAIRBANKS BRIDGE:

This steel structure is in good condition. No money spent upon it since spring, 1920, except \$6.40 for cement facing on concrete piers. No work done this winter.

During summer bridge is to be repainted and replanked except for north approach.

Expenditure \$6.40.

ROUTE 63—DUNBAR-BROOKS.....(63 MILES SLED ROAD)

This is a cooperative project partly supported by Territorial funds as described below.

A. R. C. expenditures \$366.50.

ROUTE 63A—BROOKS-TERMINAL.....(13 MILES WAGON ROAD)

The Brooks-Terminal route formerly included Route 63, now known as the Dunbar-Brooks Sled Road. The proposed wagon road of 13 miles will connect Brooks with the head of navigation on the Tolovana River.

No expenditure.

ROUTE 76—GOVERNMENT R. R.-VALDEZ CREEK (55 MILES TRAIL)

Connects McKinley Placer Company's plant and other adjacent prospects on Valdez Creek, a branch of the upper Susitna River, with the Government Railroad at Carlson's Roadhouse, Mile 320.

Between May 1st and Oct. 31st, 1921, no work was done on this new sled road, though a reconnaissance trip was made through the country for the purpose of ascertaining the most feasible route.

December 2nd a party left Carlson's Roadhouse to blaze the trail from Wells Creek to the Company's holdings, a distance of 40 miles. The mining company had already cut the road to the 16-mile post and freight was being hauled over it. Three hundred tons were moved before spring.

Expenditures \$1,139.58.

ROUTE 88—GOVERNMENT R. R.-MOOSE CREEK (6 MILES WAGON ROAD)

Connects prospective placer mining ground on upper Moose Creek, a tributary of the Nenana River, with the Government Railroad at Mile 371. The ground on Moose Creek produced \$3,700 last summer during a very short working season.

The work was done on this road between July 1st and Oct. 31st by E. M. Keys and Sons, \$500 being allotted for the work under the condition that the above named firm would perform, gratis, an equal amount of work. Work done on this road by the firm of E. M. Keys and Sons was very satisfactory.

Present condition of the road is fair for light loads, not exceeding 1,000 pounds.

Expenditure \$499.69.

TERRITORIAL PROJECTS.

Sub Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
7A	Summit-Chatanika	11			11
7B	Fox-Olnes	13			13
7D*	Ester Creek	13			13
7G*	Fairbanks-Gilmore	13			13
7H	Little Eldorado Creek	1½			1½
7I	Gilmore-Summit	6			6
7J*	Fairbanks-Chena Hot Springs...		64		64
7K	Olnes-Livengood		54		54
7N	Farmers Birch Hill	6½			6½
7S	Graehl Bridge				
15A	Central House-Circle Hot Springs	9			9
30*	Hot Springs Landing-Eureka	24			24
46A*	Roosevelt-Kantishna	34			34
63*	Dunbar-Brooks		63		63
	Totals**	47	54		101
	Totals	131	181		312

*Cooperative projects with Alaska Road Commission.

**Exclusive of cooperative projects.

ROUTE 7A—SUMMIT-CHATANIKA.....(11 MILES WAGON ROAD)

This is an old road and very little used at the present time, though passable for automobiles and is a part of the proposed continuation of the Richardson Highway from Fairbanks to Circle City.

No work was done between May 1st and June 30th, 1921.

Between July 1st and Oct. 31st, work, consisting of filling holes, repairing heavy growth of brush overhanging the Present condition fair.

Total expenditures \$525.00.

ROUTE 7B—FOX-OLNES(1)

This road connects the towns of Mile 18 and 34, respectively, on the branch Railroad known as the Happy-Chatanika, constructed in pre-railroad days and little used.

No work was done between May 1st Work between July 1st and Oct. 31 repairing culverts and replanking one sh Present condition fair.

Total expenditures \$230.00.

ROUTE 7D—ESTER CREEK.....(13)

This road connects the Town of F on Ester Creek, one of the rich placer c ing the Government Experimental Farm the Government Railroad to Nenana at M From May 1st to June 30th, 1921, advantage during break-up by A. R. C. bog, was graveled and general repairs a ried on by the Territorial Road Commis ished on July 13, 1921. Nothing more wa from dragging the road once.

A portion of this road between Miles a soil area subject to very rapid erosion it is advisable to expend a sum of appr handling the water at that time. Aside tions between May 1st and Oct. 31st, 1 general maintenance.

Present condition very good.

Total Territorial expenditures \$2,916.3

A. R. C. expenditures \$388.33.

ROUTE 7G—FAIRBANKS-GILMORE.....(13)

This road forms an integral part of of the Richardson Highway to Circle Cit with the Town of Gilmore, near the head prominent placer district. It carries a lar the vicinity of Fairbanks, being used pri miners.

Oct. 31st, 1921, no work was done on a reconnaissance trip was made through purpose of ascertaining the most feasible

left Carlson's Roadhouse to blaze the the Company's holdings, a distance of company had already cut the road to the as being hauled over it. Three hundred spring.

NT R. R.-MOOSE CREEK (6 MILES)

placer mining ground on upper Moose Nenana River, with the Government Railroad ground on Moose Creek produced \$3,700 every short working season. on this road between July 1st and Oct. 1st, \$500 being allotted for the work at the above named firm would perform, of work. Work done on this road by the Sons was very satisfactory. of the road is fair for light loads, not

TERRITORIAL PROJECTS.

Route	Wagon Road	Sled Road	Trail	Total Miles
Alaska	11			11
Circle	13			13
Hot Springs	13			13
Hot Springs Creek	13			13
Hot Springs Creek	1 1/2			1 1/2
Hot Springs	6	64		64
Hot Springs Hill		54		54
Hot Springs Hill	6 1/2			6 1/2
Circle Hot Springs	9			9
Circle Hot Springs	24			24
Circle Hot Springs-Eureka	34			34
Circle Hot Springs-Eureka		63		63
	47	54		101
	131	181		312

with Alaska Road Commission. relative projects.

CHATANIKA.....(11 MILES WAGON ROAD)

road and very little used at the present time, automobiles and is a part of the proposed Richardson Highway from Fairbanks to Circle

between May 1st and June 30th, 1921.

Between July 1st and Oct. 31st, 1921, general maintenance work, consisting of filling holes, repairing culverts and cutting the heavy growth of brush overhanging the road, was done.

Present condition fair.
Total expenditures \$525.00.

ROUTE 7B—FOX-OLNES(13 MILES WAGON ROAD)

This road connects the towns of Fox and Olnes, situated at Mile 18 and 34, respectively, on the branch line of the Government Railroad known as the Happy-Chatanika Branch. The road was constructed in pre-railroad days and the greater part of it is little used.

No work was done between May 1st and June 30th, 1921.

Work between July 1st and Oct. 31st, 1921, consisted only of repairing culverts and replanking one short bridge.

Present condition fair.
Total expenditures \$230.00.

ROUTE 7D—ESTER CREEK.....(13 MILES WAGON ROAD)

This road connects the Town of Fairbanks with Ester City on Ester Creek, one of the rich placer creeks in early days, passing the Government Experimental Farm at Mile 6 and crossing the Government Railroad to Nenana at Mile 460.

From May 1st to June 30th, 1921, \$100 was spent to good advantage during break-up by A. R. C. Mile 3, known as the peat bog, was graveled and general repairs and maintenance was carried on by the Territorial Road Commission. This road was finished on July 13, 1921. Nothing more was done to Oct. 31st, aside from dragging the road once.

A portion of this road between Miles 7 and 13 passes through a soil area subject to very rapid erosion during spring season and it is advisable to expend a sum of approximately \$100.00 toward handling the water at that time. Aside from this work, operations between May 1st and Oct. 31st, 1922, will be confined to general maintenance.

Present condition very good.
Total Territorial expenditures \$2,916.30.

A. R. C. expenditures \$388.33.

ROUTE 7G—FAIRBANKS-GILMORE.....(13 MILES WAGON ROAD)

This road forms an integral part of the proposed extension of the Richardson Highway to Circle City, connecting Fairbanks with the Town of Gilmore, near the headwaters of Goldstream, a prominent placer district. It carries a large part of the traffic in the vicinity of Fairbanks, being used principally by farmers and miners.

No work was done on this route between May 1st and June 30th, 1921.

Between July 1st and Oct. 31st, 1921, the entire road was worked over, 4 miles receiving a light layer of gravel and 7 miles being graded, in addition to general repair work. The post bent bridge over Garden Slough, one-quarter mile out from Fairbanks, was rebuilt. New timbers were put on the ice breakers of the Noyes Slough Bridge.

Present condition good.

Total Territorial expenditures, \$3,890.90; A. R. C. expenditures, \$5.61.

ROUTE 7H—LITTLE ELDORADO CREEK (1/2 MILES WAGON ROAD)

This road connects placer mining claims on Little Eldorado Creek, a tributary of Goldstream, with the Government Railroad at Little Eldorado Station, Mile 37, Happy-Chatanika Branch.

No work was performed between May 1st and June 30th, 1921.

Between July 1st and Oct. 31st, 1921, general repair work, including a new bridge of 16-foot span, was done.

Present condition good.

Total expenditures \$336.00.

ROUTE 7I—GILMORE-SUMMIT.....(6 MILES WAGON ROAD)

This route forms a part of the proposed extension of the Richardson Highway and is used by automobiles, trucks and teams in going from Fairbanks to Fairbanks Creek or from Fairbanks to Chatanika. It connects the Town of Gilmore with point on divide known as Summit, where road branches, one branch going to Fairbanks Creek, the other to Chatanika.

No work was done on this route between May 1st and June 30th, 1921.

Between July 1st and Oct. 31st, 1921, the entire road was gone over and put in good condition, the grader being used where feasible and bridges and culverts repaired.

This road is in good surface condition but has some excessive grades. Because of the heavy traffic over it and the fact that it will later form a part of the Richardson Highway, approximately two miles of the road will be relocated to secure better grades.

Present condition good.

Total expenditures \$2,965.32.

ROUTE 7J—FAIRBANKS-CHENA HOT SPRINGS (ROAD)

This route connects Fairbanks with Chena River and is used by the farmers, the passenger traffic to the Springs.

No work was done between May 1st and June 30th, 1921.

Between July 1st and Oct. 31st the Chena River at Mile 14 was put in at a point being shared by the Territory to the extent that work was done on the sled road but \$1,000 was spent on repairing, widening, and hauling 10 miles of road along the foot of Birch Hill. The road will be continued to the Hot Springs.

Petitions have several times been filed for a road to be built on a bluff near Mile 44, where the trail near Chena River. The river at this point is so narrow that travelers have had narrow escapes from it.

Present condition of winter road is good.

Total Territorial expenditures \$1,050.00.

A. R. C. expenditures \$1,215.50.

ROUTE 7K—OLNES-LIVENGOOD.....(6 MILES WAGON ROAD)

Connects Town of Olnes on the Chatanika Branch of Government Railroad with Livengood Creek. This road has been practically abandoned for summer travel, in favor of the Dunbar Road. The Wilbur Creek excitement of the last year and encouraging prospects were found, and the road is being increased.

Between July 1st and Oct. 31st, 1921, the bridge was rebuilt and the foot bridge over the creek was repaired.

Present condition of road is fair.

Total expenditures \$221.25.

ROUTE 7N—FARMERS' BIRCH HILL (6 1/2 MILES WAGON ROAD)

This road has been built by the Territory along Birch Hill. It branches from Road (Route 7G) at Mile 3, and connects with Road (Route 7D) at Mile 5.

Some grading was done on this route between June 30th, 1921, but the bulk of the work was done between July 1st and Oct. 31st, 1921. Due to poor conditions the road was abandoned, a large part of the road was abandoned, a large part of the road was abandoned, a large part of the road was abandoned. Over two miles of new road to make the road better.

this route between May 1st and June

Oct. 31st, 1921, the entire road was being a light layer of gravel and 7 miles of general repair work. The post bent one-quarter mile out from Fairbanks, were put on the ice breakers of the

l. expenditures, \$3,890.90; A. R. C. expendi-

DORADO CREEK (1½ MILES WAGON

placer mining claims on Little Eldorado downstream, with the Government Railroad Mile 37, Happy-Chatanika Branch. formed between May 1st and June 30th,

and Oct. 31st, 1921, general repair work, of 16-foot span, was done.

ood.
\$336.00.

JMMIT.....(6 MILES WAGON ROAD)

a part of the proposed extension of the is used by automobiles, trucks and teams as to Fairbanks Creek or from Fairbanks acts the Town of Gilmore with point on it, where road branches, one branch going other to Chatanika.

on this route between May 1st and June

and Oct. 31st, 1921, the entire road was in good condition, the grader being used where and culverts repaired.

and surface condition but has some excessive heavy traffic over it and the fact that it of the Richardson Highway, approximately will be relocated to secure better grades. good.

s \$2,965.32.

ROUTE 7J—FAIRBANKS-CHENA HOT SPRINGS (64 MILES SLED ROAD)

This route connects Fairbanks with the Hot Springs up the Chena River and is used by the farmers, miners, wood-haulers, and the passenger traffic to the Springs.

No work was done between May 1st and June 30th, 1921.

Between July 1st and Oct. 31st the new bridge over Little Chena River at Mile 14 was put in at a cost of \$1,650.00, the cost being shared by the Territory to the extent of \$525.00. No other work was done on the sled road but approximately \$500 were spent on repairing, widening, and hauling gravel on the three miles of road along the foot of Birch Hill which will eventually be continued to the Hot Springs.

Petitions have several times been circulated to grade the bluff near Mile 44, where the trail necessarily takes to the ice on Chena River. The river at this point is slow in freezing and travelers have had narrow escapes from drowning.

Present condition of winter road is good.

Total Territorial expenditures \$1,052.35.

A. R. C. expenditures \$1,215.50.

ROUTE 7K—OLNES-LIVENGOOD.....(54 MILES SLED ROAD)

Connects Town of Olnes on the Chatanika Branch of the Government Railroad with Livengood Creek in the Tolovana District. This road has been practically abandoned the past few years, except for summer travel, in favor of the Dunbar-Brooks Road. During the Wilbur Creek excitement of the last year, when several new and encouraging prospects were found, the travel on this trail increased.

Between July 1st and Oct. 31st, 1921, the Washington Creek Bridge was rebuilt and the foot bridge over the Chatanika River was repaired.

Present condition of road is fair.

Total expenditures \$221.25.

ROUTE 7N—FARMERS' BIRCH HILL (6½ MILES WAGON ROAD)

This road has been built by the Territory through the farming district along Birch Hill. It branches from the Fairbanks-Gilmore Road (Route 7G) at Mile 3, and connects with the Fairbanks-Ester Road (Route 7D) at Mile 5.

Some grading was done on this route last season prior to June 30th, but the bulk of the work was accomplished between July 1st and Oct. 31st, 1921. Due to poor location, one mile of the road was abandoned, a large part of it being washed out. Over two miles of new road to make the connection between the

Gilmore Road and Ester City Road, were built and an additional two miles were regraded and widened. A number of new culverts were built. Results of the work done on this route were very satisfactory.

Present condition good.

Total expenditures \$4,814.89.

ROUTE 7S—GRAEHL BRIDGE:

This bridge is over a slough on the winter cut-off from the Fox Road into Fairbanks. All the travel from that direction crosses this bridge in winter as it saves approximately one mile on the distance into Fairbanks. It is also the only outlet for the people living in Graehl during the summer.

Minor repairs were made. This bridge requires rebuilding at an estimated cost of \$1,200.

Total expenditures \$105.97.

ROUTE 15A—CENTRAL HOUSE-CIRCLE HOT SPRINGS (9 MILES WAGON ROAD)

This is a branch road from the Circle-Miller House Road at Central House, Mile 36, to the Hot Springs.

No work was done until after June 30th, 1921. Between that date and Oct. 31st, 1921, general maintenance work, such as ditching, covering corduroy, and repairing culverts, was done.

Present condition fair.

Total expenditures \$620.50.

ROUTE 30—HOT SPRINGS LANDING-EUREKA (24 MILES WAGON ROAD)

Connects the landing on the Tanana River, two miles from Hot Springs, with mining camp of Eureka, passing through Hot Springs.

One hundred dollars was spent to protect road during spring floods, between May 1st and June 30th, 1921. During period July 1st to Oct. 31st, 1921, a new bridge was erected over Baker Creek at Mile 14. Bridge consists of one 80-foot Howe truss span of native timber and approaches decked with four-inch planks. Cost of bridge was shared by the Territory to the extent of \$1,000; total cost approximately \$6,200.

This road has held up well for the small amount of work that has been done upon it since first built and though \$20,000 would be required to make it a good road, \$2,500 will repair the Hot Springs Slough Bridge, put in a few needed culverts and cut the brush from the road. The last item is most necessary as

the underbrush has grown to such an extent that it overlaps the road in many places.

Total Territorial expenditures \$1,100.00

A. R. C. expenditures \$5,001.72.

ROUTE 46A—ROOSEVELT-KANTISHNA RIVER (WAGON ROAD)

This road leads from Roosevelt, on the Kantishna River, to the Postoffice of Kantishna. Lacking connection with the railroad, all travel is brought up the Kantishna River to overland to Kantishna. The road to Kantishna is a wagon road.

No work was accomplished last season. In 1921, when a foreman was sent in to lay out the road, it had been cut the winter before. Five thousand feet of corduroy laid and two and one-half miles of clearing were done.

Condition of road actually built to date is poor. Balance of road is very poor. Nine thousand feet of corduroy will have to be laid; also two bridges and several miles brushed out. Estimated cost of a fair wagon road is \$50,000.

Total Territorial expenditures \$655.00

A. R. C. expenditures \$8,964.09.

ROUTE 63—DUNBAR-BROOKS

Connects mining camp of Brooks in Dunbar Station at Mile 429 of the Government Road with a good winter trail and the best available wagon road.

No work done between May 1st and June 30th, 1921.

Three bridges were put in over wagon roads near the Tolovana River and several miles of road were made, partly from Territorial funds. Present in good condition.

Total Territorial expenditures \$1,778.00

A. R. C. expenditures \$366.50.

ROUTE 46E—KUSKOKWIM RECONNAISSANCE ROAD

During the open season the Engineer made an investigation of possible summer routes for a wagon road to the Kuskokwim. The route follows the Kantishna River through Mt. McKinley Park to the head of the Kantishna River, at the head of navigation on the Kantishna River. After reaching Roosevelt the route follows the Kantishna River across Lake Minchuminah to the head of the north fork of the Kuskokwim River.

ALASKA ROAD COMMISSION.

Road, were built and an additional widened. A number of new culverts were done on this route were very

ugh on the winter cut-off from the he travel from that direction crosses ves approximately one mile on the also the only outlet for the people amer.

This bridge requires rebuilding at

E-CIRCLE HOT SPRINGS (9 MILES)

om the Circle-Miller House Road at e Hot Springs.

l after June 30th, 1921. Between general maintenance work, such as d repairing culverts, was done.

LANDING-EUREKA (24 MILES)

the Tanana River, two miles from up of Eureka, passing through Hot

spent to protect road during spring June 30th, 1921. During period July bridge was erected over Baker Creek one 80-foot Howe truss span of nacked with four-inch planks. Cost of ritory to the extent of \$1,000; total

well for the small amount of work since first built and though \$20,000 a good road, \$2,500 will repair the ut in a few needed culverts and cut he last item is most necessary as

the underbrush has grown to such an extent that it completely overlaps the road in many places.

Total Territorial expenditures \$1,147.36.

A. R. C. expenditures \$5,001.72.

ROUTE 46A—ROOSEVELT-KANTISHNA (34 MILES WAGON ROAD)

This road leads from Roosevelt, on the upper waters of the Kantishna River, to the Postoffice of Kantishna, the mining center. Lacking connection with the railroad, all supplies for the district are brought up the Kantishna River to Roosevelt and then hauled overland to Kantishna. The road to date is largely a winter road.

No work was accomplished last season until after July 1st, 1921, when a foreman was sent in to lay some corduroy which had been cut the winter before. Five thousand feet of corduroy were laid and two and one-half miles of clearing done.

Condition of road actually built to date is excellent, but the balance of road is very poor. Nine thousand feet of additional corduroy will have to be laid; also two bridges will have to be built and several miles brushed out. Estimated cost to make this route a fair wagon road is \$50,000.

Total Territorial expenditures \$655.03.

A. R. C. expenditures \$8,964.09.

ROUTE 63—DUNBAR-BROOKS.....(63 MILES SLED ROAD)

Connects mining camp of Brooks in the Tolovana District with Dunbar Station at Mile 429 of the Government Railroad. This is a good winter trail and the best available route to Brooks.

No work done between May 1st and Oct. 31st, 1921.

Three bridges were put in over Washington Creek and two sloughs near the Tolovana River and general repairs over the route were made, partly from Territorial funds. The road is at present in good condition.

Total Territorial expenditures \$1,778.38.

A. R. C. expenditures \$366.50.

ROUTE 46E—KUSKOKWIM RECONNAISSANCE:

During the open season the Engineer Officer made a thorough investigation of possible summer routes from the Government Railroad to the Kuskokwim. The route followed by him was from Riley Creek through Mt. McKinley Park and the Kantishna mining district to Roosevelt, at the head of navigation on the Kantishna River. After reaching Roosevelt the route followed was along the Kantishna River across Lake Minchumina and the portage to the head of the north fork of the Kuskokwim. The north fork of the

Kuskokwim was followed to the main forks of the Kuskokwim and thence to McGrath.

In addition to this, Superintendent Sterling last winter made a winter reconnaissance, starting at Lignite on the Government Railroad and following the route Lignite-Glacier-Bartlett's Cabin-Telida Village. The reconnaissance was not extended beyond Telida Village but the winter and summer conditions along the east fork of the Kuskokwim from the main forks to Telida Village are well known.

As a result of these two winter and summer reconnaissances, with the numerous shorter ones made by the Engineer Officer and employees of this Board through the last two years, the topography and conditions of travel, both winter and summer, through the area west of the Government Railroad, including the northern portion of Mt. McKinley Park, the Kantishna mining district, and possible routes to the valley of the Kuskokwim are well known.

Total expenditures \$831.75.

DISTRIBUTION OF EXPENDITURES

Type	Miles*	Expenditures	Unit Cost Dollars per Mile
Wagon Road	308		
Sled Road	527		
Trail	1005		
Totals	1840	\$157,913.35	\$86.00

*Includes routes maintained during fiscal year only.
Non-cooperative Territorial projects not included.

KUSKOKWIM DISTRICT

W. W. Lukens, Asst. Superintendent

This district was organized last winter. An assistant superintendent sent to Tacotna, via the first boat leaving Seattle in the spring. The developments at Nixons Forks, northeast of Tacotna, successful dredging operations southwest of Tacotna in this hitherto inaccessible region has been reported to the Members of the Board, last year, made reconnoitered out the lengths of the Yukon and Kuskokwim rivers, portages from the Kantishna to the north of the Kantishna, from Ruby to Ophir via Long-Poorman, from Tacotna, and from Kalchagamut to Russian River.

Many years ago, during the Iditarod race, was constructed the Rainy Pass Trail from Seattle to Ruby and Iditarod. It has since been extended the system of winter trails in this region to Iditarod. Some short roads were constructed from Ruby Flat, an excellent road was built from Ruby to Ophir three years ago, construction of the Ophir-Tacotna road, connecting the upper Innoko with the Tacotna River.

A start was made this year in extending the road from Bethel, the ocean port at the head of the estuary. Should this country continue to develop, as it is doing, the road will be extended to Cape Newenham and other developments on the Alaska Peninsula.

There are 20 sub-projects in this district. No expenditures were made during the fiscal year. In the charge of the work, the present Board has had very little of record concerning conditions in the district. It has now made extensive reconnaissances through the district. It has been able to initiate a system of all old routes and has already adopted several extensions.

Kuskokwim was followed to the main forks of the Kuskokwim and thence to McGrath.

In addition to this, Superintendent Sterling last winter made a winter reconnaissance, starting at Lignite on the Government Railroad and following the route Lignite-Glacier-Bartlett's Cabin-Telida Village. The reconnaissance was not extended beyond Telida Village but the winter and summer conditions along the east fork of the Kuskokwim from the main forks to Telida Village are well known.

As a result of these two winter and summer reconnaissances, with the numerous shorter ones made by the Engineer Officer and employees of this Board through the last two years, the topography and conditions of travel, both winter and summer, through the area west of the Government Railroad, including the northern portion of Mt. McKinley Park, the Kantishna mining district, and possible routes to the valley of the Kuskokwim are well known.

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Sled Road	527		
Trail	1005		
Totals	1840	\$157,913.35	\$86.00

*Includes routes maintained during fiscal year only.
Non-cooperative Territorial projects not included.

KUSKOKWIM DIS

W. W. Lukens, Asst

This district was organized last winter and a superintendent sent to Tacotna, via the first boat leaving Seattle in the spring. Developments at Nixons Forks, northeastern, successful dredging operations southwest in this hitherto inaccessible region have been made. Members of the Board, last year, made reconnaissance out the lengths of the Yukon and Kuskokwim, portages from the Kantishna to the northern end of the Kuskokwim, from Ruby to Ophir via Long-Poor, and from Tacotna, and from Kalchagamut to Rus-

Many years ago, during the Iditarod, the Iditarod Trail was constructed the Rainy Pass Trail from the head of the Yukon to Ruby and Iditarod. It has tended the system of winter trails in the Iditarod. Some short roads were constructed. Flat, an excellent road was built from the head of the Yukon to the head of the Kuskokwim. Three years ago, construction of the Opah Road from the upper Innoko with the Tacotna Road.

A start was made this year in the development of the Bethel, the ocean port at the head of the Kuskokwim. Should this country continue to develop, the Bethel will be extended to Cape Newenham. Developments on the Alaska Peninsula.

There are 20 sub-projects in this district. No expenditures were made during the year. In the summer, the present superintendent was in charge of the work, the present superintendent has now made extensive reconnaissances through the district. He has been able to initiate a system of winter routes and has already adopted several new routes.

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 superintendent Sterling last winter made
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 route Lignite-Glacier-Bartlett's Cabin-
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ION OF EXPENDITURES

Miles*	Expenditures	Unit Cost Dollars per Mile
... 308		
... 527		
...1005		
...1840	\$157,913.35	\$86.00

ed during fiscal year only.
 ial projects not included.

KUSKOKWIM DISTRICT.

W. W. Lukens, Asst. Supt.

This district was organized last working season and an assistant superintendent sent to Tacotna, via the Kuskokwim River, on the first boat leaving Seattle in the spring. Due to the lode mining developments at Nixons Forks, northeast of McGrath, and to the successful dredging operations southwest of McGrath, prospecting in this hitherto inaccessible region has been much stimulated. Members of the Board, last year, made reconnaissance trips throughout the lengths of the Yukon and Kuskokwim Rivers, crossing the portages from the Kantishna to the north fork via Lake Minchumina, from Ruby to Ophir via Long-Poorman-Cripple, from Ophir to Tacotna, and from Kalchagamut to Russian Mission.

Many years ago, during the Iditarod stampede, the Board constructed the Rainy Pass Trail from Seward to Kaltag, with branches to Ruby and Iditarod. It has since maintained and extended the system of winter trails in this region as far south as Iditarod. Some short roads were constructed around Iditarod and Flat, an excellent road was built from Ruby to Long Creek, and three years ago, construction of the Ophir-Tacotna Road, connecting the upper Innoko with the Tacotna River, was begun.

A start was made this year in extending this system to Bethel, the ocean port at the head of the estuary of the Kuskokwim. Should this country continue to develop, as seems likely, the system will be extended to Cape Newenham and across to the oil developments on the Alaska Peninsula.

There are 20 sub-projects in this district, upon 9 of which no expenditures were made during the fiscal year. When it assumed charge of the work, the present Board was able to find very little of record concerning conditions in this district. It has now made extensive reconnaissances throughout most of the district. It has been able to initiate a systematic rehabilitation of all old routes and has already adopted several much needed extensions.

SUMMARY OF ROADS

Sub Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
17A*	Lewis Landing-Dishkaket			108	108
17B*	Nulato-Dishkaket			90	90
20C	Rainy Pass-Tacotna			130	130
20D*	Tacotna-Kaltag			145	145
32A	Tacotna-Flat Creek			87	87
32B*	Iditarod-Flat Creek	8		8	8
32C*	Iditarod-Ophir			90	90
32D	Flat-Crooked Creek			62	62
33A*	Otter Creek-Towpath			22	22
33B*	Summit-Otter Creek	6		6	6
34*	Iditarod-Dishkaket		30	68	98
38A	Ruby-Long Creek	30		30	30
38B	Long Creek-Cripple City			60	60
38C	Ophir-Cripple			50	50
38D	Tacotna-Ophir	24 ¹ / ₂		24 ¹ / ₂	24 ¹ / ₂
38E	Long-Poorman	29		29	29
38F*	Poorman-Ophir			125	125
64	Cripple-Lewis Landing			60	60
92A	Bethel-Quinhagak			90	90
92B	Bethel-Akiak			26	26
	Totals	97 ¹ / ₂	30	1213	1340 ¹ / ₂

*No expenditures during the fiscal year. No work was done on these routes during the period of curtailed appropriations resulting from the World War. They are being investigated.

ROUTE 20C—RAINY PASS-TACOTNA.....(130 MILES TRAIL)

Minor repairs only. Complete rehabilitation to be undertaken next winter.

No expenditures.

ROUTE 32A—TACOTNA-FLAT CREEK.....(87 MILES TRAIL)

This is the summer route from the Iditarod to Ophir and McGrath.

An examination was made and contract let for shelter cabins and horse barns.

Expenditure \$42.50.

ROUTE 32D—FLAT-CROOKED CREEK.....(62 MILES TRAIL)

A reconnaissance was made to determine the best summer and winter routes for trails to connect the Iditarod District with the Kuskokwim River.

Expenditure \$130.00.

ROUTE 38A—RUBY-LONG CREEK.....(30 MILES WAGON ROAD)

This is an excellent road connecting Ruby with the workings on Long Creek. Its extension to Poorman is contemplated.

General maintenance work was performed and damage resulting from the spring break-up was repaired.

Expenditure \$4,659.48.

ROUTE 38B—LONG CREEK-CRIPPLE CITY.

This is the winter mail trail from Ruby. General repair of bridges; reconnaissance. Expenditure \$706.94.

ROUTE 38C—OPHIR-CRIPPLE.....

This is the continuation of the winter trail from Ruby to Ophir.

Winter and summer reconnaissance.

Expenditure \$335.25.

ROUTE 38D—TACOTNA-OPHIR.....(24¹/₂ MI)

Every effort was made for the vigorous maintenance of this road through the last season to increase increased dredging operations on the upper part of the road. Superintendent Lukens went into the project and had transported with him a liberal supply of equipment necessary for the work. Previous to this season preliminary work and arranging for the season's work was done. Excellent progress was made upon the road. The following summarizes the work accomplished:

Road graded	
Right-of-way cleared and grubbed	
Corduroy placed	
Culverts built	
Bridges, 20-foot span	
Bridge, 34-foot span	
Trestle bridge, 54 feet long	

There remains, for the completion of this road, a bridge across Gaines Creek and five miles of road with the relocation and rehabilitation of five miles of road to Ophir. Every effort is being made, since this is an important and producing mining district.

Expenditures: Territory of Alaska, \$3,400.00; Commission, \$38,222.80; total, \$41,292.42.

ROUTE 38E—LONG-POORMAN.....(29 MILES)

This is a very poor summer road, following the winter mail trail, Route 38B. It will require relocation of a part of its length. Reconnaissance has been made and was let for timbers for a bridge across the road. A bridge will be erected next fiscal year.

Expenditures \$3,557.27.

SUMMARY OF ROADS

Route	Wagon Road	Sled Road	Trail	Total Miles
Dishkaket			108	108
ket			90	90
tacotna			130	130
g			145	145
Creek			87	87
Creek	8		90	98
Creek			62	62
owpath			22	22
Creek	6		6	12
aket		30	68	98
reek	30		30	60
ripple City			60	60
			50	50
	24½			24½
	29			29
			125	125
Landing			60	60
gak			90	90
			26	26
	97½	30	1213	1340½

during the fiscal year. No work was done on these roads because of curtailed appropriations resulting from the investigation being investigated.

PASS-TACOTNA.....(130 MILES TRAIL)

Completely. Complete rehabilitation to be undertaken.

TACOTNA-FLAT CREEK.....(87 MILES TRAIL)

Summer route from the Iditarod to Ophir and was made and contract let for shelter cabins.

250.

CROOKED CREEK.....(62 MILES TRAIL)

Work was made to determine the best summer and trails to connect the Iditarod District with the

30.00.

LONG CREEK.....(30 MILES WAGON ROAD)

Excellent road connecting Ruby with the workings extension to Poorman is contemplated. Maintenance work was performed and damage resulting from spring break-up was repaired.

1,659.48.

ROUTE 38B—LONG CREEK-CRIPPLE CITY.....(60 MILES TRAIL)

This is the winter mail trail from Ruby to the South. General repair of bridges; reconnaissance of relocation. Expenditure \$706.94.

ROUTE 38C—OPHIR-CRIPPLE.....(50 MILES TRAIL)

This is the continuation of the winter mail trail up the Innoko River to Ophir. Winter and summer reconnaissance. Expenditure \$335.25.

ROUTE 38D—TACOTNA-OPHIR.....(24½ MILES WAGON ROAD)

Every effort was made for the vigorous prosecution of work upon this road through the last season to respond to the greatly increased dredging operations on the upper Innoko River. Assistant Superintendent Lukens went into the project by way of Bethel and had transported with him a liberal supply of supplies and equipment necessary for the work. Previous to this, a foreman had gone in over the snow from Fairbanks for the purpose of doing preliminary work and arranging for the season. As a result, very excellent progress was made upon the road. The following summarizes the work accomplished:

Road graded	4.75 miles
Right-of-way cleared and grubbed	10.00 miles
Corduroy placed	0.70 miles
Culverts built	21
Bridges, 20-foot span	2
Bridge, 34-foot span	1
Trestle bridge, 54 feet long	1

There remains, for the completion of this road, one important bridge across Gaines Creek and five miles of location and grading with the relocation and rehabilitation of five additional miles adjacent to Ophir. Every effort is being made, similarly to last season, to expedite the completion of this important portage road through a producing mining district.

Expenditures: Territory of Alaska, \$3,069.62; Alaska Road Commission, \$38,222.80; total, \$41,292.42.

ROUTE 38E—LONG-POORMAN.....(29 MILES WAGON ROAD)

This is a very poor summer road, following in part the winter mail trail, Route 38B. It will require relocating over the greater part of its length. Reconnaissance has been made and contract was let for timbers for a bridge across the Solatna River. This bridge will be erected next fiscal year.

Expenditures \$3,557.27.

ROUTE 38F—FOORMAN-OPHIR.....(125 MILES TRAIL)

A reconnaissance was made of a summer trail from Poorman to Ophir. During the present working season, it is planned to blaze out the route, erect signs at confusing points, build a few bridges, and erect shelter cabins.

No expenditures.

ROUTE 64—CRIPPLE-LEWIS LANDING.....(60 MILES TRAIL)

This winter trail was flagged across several open stretches. Expenditures \$100.00.

ROUTE 92A—BETHEL-QUINHAGAK.....(90 MILES TRAIL)

This is a new project. The mail trail was permanently tripoded, beacons were set upon opposite shores of all lakes, and temporary stakes were set on the ice. The work was done by contract and consisted of the erection of 89 beacons, 296 tripods, and 10 stakes, the cutting out of one-fourth mile of brush, and the cutting down of two approaches through high banks. The job has been inspected, and contractor paid, but voucher has not yet reached the account.

Expenditure of \$11.50 was for inspection.

ROUTE 92B—AKIAK-BETHEL.....(26 MILES TRAIL)

This is a new project. The mail trail was permanently marked. The work was done by contract and consisted of the erection of 22 beacons, 18 tripods, the cutting down of 13 approaches to portages across bends in the Kuskokwim River, and the clearing of 6 miles of brush 12 feet wide. The old trail was straightened and shortened. The job has been inspected and paid for.

Expenditures: Territory of Alaska, \$500.00; Alaska Road Commission, \$283.48; total, \$783.48.

SHELTER CABINS.

Contract was let for three shelter cabins and two horse barns on the Tacotna-Flat summer trail. The cabins were erected at Brush Creek, Fourth of July Creek and Lincoln Creek; the barns at Brush Creek and Fourth of July Creek.

The work has been inspected but the contractor has not been paid. Price bid was \$1,500 for the job.

DISTRIBUTION OF EXPENDITURES.

Type	Miles*	Expenditures	Unit Cost Dollars per Mile
Wagon Road	83½		
Trail	565		
Totals	648½	\$51,618.84	\$79.60

*Includes routes maintained during fiscal year only.

EXAMINATIONS AND SURVEYS

The Engineer Officer made a winter team down the Yukon River to Ruby, then McGrath, Nixons Forks, and back to the Go Rainy Pass. He made a summer reconnaissance foot from Lake Minchumina down the Kuskokwim and then to Ophir, Cripple, Poorman, and Red down the Yukon River to St. Michael.

The President of the Board made a survey by pack train, poling boat, launch and on Ophir, Tacotna, McGrath, down the Kuskokwim the Yukon-Kuskokwim Portage to Russian Mission the Yukon to St. Michael.

A great deal of information has thus been gained concerning this hitherto little-known section of the comprehensive program of road and trail development.

NOME DISTRICT.

Chas. D. Jones, Superintendent.

The peculiarly unfavorable soil conditions prevailing and the absence of timber suitable for corduroy add both to the cost of original construction and to the cost of maintenance of roads and trails in this district.

The first boat from Seattle reaches Nome late in June, and the last boat leaves early in November. All supplies for the entire year must be delivered upon the Seward Peninsula between these dates. During the winter, mail is received by dog team from Dunbar, on the Government Railroad, 659 miles from Nome.

Nome is of especial importance as its location on the exposed shore of Bering Sea makes it the first port of call open to navigation in the spring and the last to close in the fall of all ports on the Seward Peninsula. While the bulk of the freight to Seward Peninsular points is delivered in mid-summer through the nearest port, for the great majority of personnel wintering outside, Nome will always remain the point of debarkation in the spring and embarkation in the fall, at the beginning and close of the season, respectively. From Nome or intermediate points on the through mail trail from Fort Gibbon and Dunbar, mail trails radiate to all inhabited points in Western Alaska, as far north as Point Barrow and south to Cape Newenham.

The creeks in the immediate vicinity of Nome are now well supplied by a system of about 60 miles of wagon and auto-truck roads. There are also local systems in the vicinity of Davidson's Landing, Deering, Candle, Council, and Dime Landing. The principal through summer road extends from Nome to Council, a distance of 82 miles. The Seward Peninsular Railway, which extends from Nome to Shelton, a distance of 87 miles, and which ceased operations as a common carrier some ten years ago, is still maintained as a tram line using dogs as motive power.

Two types of winter mail trails are maintained in this district: first, the permanent trails which follow a definite location and are permanently tripoded or otherwise marked across the open tundra; and, second, the temporary flagged trails, which cut across lakes and arms of the sea, or represent short-cuts and alternative routes dependent upon winter snow drifts, storms, or other seasonal climatic conditions, and which are restaked in whole or in part each winter, after conditions become somewhat stabilized. Upon the open tundra where there are no distinguishing landmarks, and during snow-storms, the traveler is absolutely depend-

ent upon working his way from stake to stake, and occasionally been found frozen to death without shelter.

There are 61 sub-projects in this district. No expenditures were made during the year. No work was done but the vouchers have not yet been paid. It was handled upon a cooperative basis, all funds being added to funds of the Board to maintain the entire system of roads and trails. No work has heretofore been made of the distribution of funds in the district nor have definite sub-projects been undertaken. The small available funds, year by year, are used to meet emergencies. Much work is in arrears. Bills have been as much as two years in showing. Determination in advance of the work to be undertaken is made after completion have been entered at a reasonable cost. The superintendent of the district is therefore, in many cases to depend upon material or Territorial officials, and local merchant contracts and the supervision of the work. Investigations, the Board has picked up some additional work which some expenditures have been made in the Territory or itself, and has definitely adopted projects.

SUMMARY OF ROADS.

Sub Project No.	Name of Route	Wagon Road
8	Nome-Council	57
8A	Bonanza Ferry	
8B	Safety Ferry	
8C	Council Ferry	
8D	Council-Ophir Creek Road	12
8E*	Melsing Creek Road	4
8F*	Warm Creek-Elkhorn Trail	
8G*	Bear Creek Trolley	
8H	Casa De Paga Road	20
8I*	Hurrah Creek	5
8J*	Shovel Creek	5
13A	Nome-Bessie	3 1/2
13B	Bessie-Banner	3 1/2
13C	Bessie-Little Creek	1 1/2
13D*	Bessie-Dry Creek	1 1/2
13E*	Dry Creek-Newton	1 1/2
13F	Nome-Osborne	8
13G*	Grass Gulch	2
13H*	Center Creek	1 1/2
13I	Nome River Extension	5
13J*	Wonder-Flat Creek	2
13K	Bessie-Buster	7 1/2
14	Bonanza-Solomon	
14A	Bonanza-Kotzebue	
14B	Golovin-Council	
21	Unalakleet-St. Michael	
25A	Cripple River	12
25B	Penny River	1 1/2
25C*	Nome Wireless	1 1/2
25D	Mouth of Center	2
25E	Submarine Paystreak	3

NOME DISTRICT.

D. Jones, Superintendent.

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ble for corduroy add both to the cost of
d to the cost of maintenance of roads and

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ent upon working his way from stake to stake. Travelers have
occasionally been found frozen to death within a few yards of
shelter.

There are 61 sub-projects in this district, upon 20 of which
no expenditures were made during the year. In several cases work
was done but the vouchers have not yet been received. All work
was handled upon a cooperative basis, all available Territorial
funds being added to funds of the Board to maintain and improve
the entire system of roads and trails. No accurate reports have
heretofore been made of the distribution of expenditures in this
district nor have definite sub-projects been consistently main-
tained. The small available funds, year by year, have been used
to meet emergencies. Much work is in isolated sections from which
bills have been as much as two years in showing up. The definite
determination in advance of the work to be done and a prompt
inspection after completion have been entirely impossible at any
reasonable cost. The superintendent of the Board has been forced
therefore, in many cases to depend upon mail carriers, other Fed-
eral or Territorial officials, and local merchants, for the letting of
contracts and the supervision of the work. As a result of its in-
vestigations, the Board has picked up some additional mileage upon
which some expenditures have been made in the past, either by
the Territory or itself, and has definitely adopted several new sub-
projects.

SUMMARY OF ROADS.

Sub Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
8	Nome-Council	57		25	82
8A	Bonanza Ferry				
8B	Safety Ferry				
8C	Council Ferry				
8D	Council-Ophir Creek Road	12			12
8E*	Melsing Creek Road	4			4
8F*	Warm Creek-Elkhorn Trail			11	11
8G*	Bear Creek Trolley				
8H	Casa De Paga Road	20			20
8I*	Hurrah Creek	5			5
8J*	Shovel Creek	5			5
13A	Nome-Bessie	3 1/2			3 1/2
13B	Bessie-Banner	3 1/2			3 1/2
13C	Bessie-Little Creek	1 1/2			1 1/2
13D*	Bessie-Dry Creek	1 1/2			1 1/2
13E*	Dry Creek-Newton	1 1/2			1 1/2
13F	Nome-Osborne	8			8
13G*	Grass Gulch	2			2
13H*	Center Creek	1 1/2			1 1/2
13I	Nome River Extension	5			5
13J*	Wonder-Flat Creek	2			2
13K	Bessie-Buster	7 1/2			7 1/2
18	Kaltag-Solomon			248 1/2	248 1/2
18A	Bonanza-Kotzebue			240	240
18B	Golovin-Council			35	35
21	Unalakleet-St. Michael			60	60
25A	Cripple River	12			12
25B	Penny River	1 1/2			1 1/2
25C*	Nome Wireless	1 1/2			1 1/2
25D	Mouth of Center	2			2
25E	Submarine Paystreak	3			3

Sub Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
25F	Anvil Glacier	3			3
25G	Snake River Extension	3			3
25H*	Otter Creek	1½			1½
25I	Sinrock Ferry				
26	Candle-Candle Creek	6			6
26A	Kugruk River Approach	1¼			1¼
27	Deering-Immachuk	25			25
28*	Dahl Creek-Candle Trail			140	140
28A	Nome-Taylor			135	135
37	Topkok-Candle Winter Trail			154	154
41	Kiana-Klery Creek	1		11	12
41A*	Kotzebue-Shungnak			200	200
41B*	Kotzebue-Point Barrow			500	500
42	St. Michaels-Kotlik Trail			70	70
49	Davidson's Landing-Taylor	24	16		40
62	Dime Creek Corduroy	9			9
67*	Nome-Teller			80	80
67A	Teller-Lost River			21	21
67B*	Teller-Bluestone			18	18
67C*	Teller-Mary's Igloo			40	40
68	Flagging Trails			536	536
73	Marshall Road	4¼			4¼
73A	Kotlik-Marshall			190	190
73B	Stuyahok		11		11
77	Shelton Ferries				
77C*	Trolleys				
77B	Bridges				
77A	Ferries				
89	Nome - Shelton-Keewalik (reconnaissance)				
89A*	Seward Peninsular Railway	87			87
Totals		322	27	2714½	3063½

*No expenditure during the fiscal year.

ROUTE 8—NOME-COUNCIL.....(57 MILES ROAD, 25 MILES TRAIL)

From Nome this road follows the coast to Bonanza, Mile 32, then along the Solomon River to East Fork, Mile 49. It then follows the bed of the East Fork for a distance of about ten miles to the divide and crosses over the Skookum Divide, passing the head of Skookum Creek into the head waters of Fox River, a distance of six miles. Thence down Fox River a distance of twelve miles, following the creek bed, to the end of the Council corduroy which it follows to Council, a distance of five miles.

There are three ferries crossed en route and one trolley, all maintained by the Alaska Road Commission.

Total expenditures, prior to June 30, 1921, was for snow shoveling at bridges, clearing culverts, repairs due to break-up; also overhead expense for the purchase of supplies and equipment for season's work. The work after July 1, 1921, on this route was confined mostly between Nome and Bonanza. Between Nome and Fort Davis, Mile 3, one culvert was replaced and two small bridges repaired. Between Fort Davis and Hastings Creek, Mile 6¾, three road tenders were employed at different times during the season. All the culverts were cleaned, ruts in the road leveled and filled and holes in the road patched and all seasonal damage, including a large washout at Cunningham Creek, repaired. From Hastings to Cape Nome, Mile

14, the heaviest work was done. For a this section there is a bad piece of gravel surfacing keeps settling. About of willow brush was laid, covered with ter mile was surfaced heavily with gravel was heavily graveled at the twelve mile divided on each side of it. At Hastings hundred feet long was made, six hundred gravel being hauled at a cost of one dollar yard. The average haul was about one the twenty-two by sixteen were constructed four by sixteen, the labor cost for the bridging and bridge work was done to name Hastings at all times as during any southward it up so that it is impossible to cross.

At Miles 12½-14, around Camp Nome cleaned off and two overhanging pieces were cleaned. The ditch was cleaned for the thousand feet of road between Miles 13½ broken rock and material from alongside 14 to Bonanza the road is over a sandy grass and heavy sod. In other spots a hole thrown up in the storm of 1913 made travel this section the caterpillar and a crew employed. Two miles of grading, one-half mile and one and one-half miles of corduroy were constructed and general repair work done were graded and rolled.

From Solomon to East Fork one man repairing for twelve days. Two bridges number of bad holes patched and filled a ditch cleaned.

No work was done between East Fork

Expenditures: Territory of Alaska, Commission, \$7,230.92; total, \$22,556.79.

ROUTE 8A—BONANZA FERRY:

This is a ferry across the mouth of 32, a distance of about one hundred and

Total expenditure of \$136.00 was for material for repairs and upkeep. Territory of Alaska Road Commission, \$76.00.

ROUTE 8B—SAFETY FERRY:

This ferry crosses the opening of the Mile 22, a distance of twelve hundred feet

Total expenditure of \$386.00 was for salary of ferryman, a new cable, and material for upkeep and repairs. Territory of Alaska, \$211.00; Alaska Road Commission, \$175.00.

ROUTE 8C—COUNCIL FERRY:

This is a ferry across the Niukluk River at Council and connects Council with Route 8.

Expenditure of \$150.00 was for salary of ferryman. No repairs were made this year.

ROUTE 8D—COUNCIL-OPHIR CREEK ROAD (12 MILES WAGON ROAD)

This road follows up Ophir Creek to Crooked Creek, Mile 12, and then to the workings on Crooked Creek, Mile 14. The heaviest travel from Council is over this road, which is in very good condition. This road was originally maintained by the poll tax monies but has since been maintained by small appropriations from the Alaska Road Commission.

The work consisted of surfacing three thousand feet of road between Council and Ophir Creek, repairing six culverts, putting in two new ones and cleaning fifteen hundred feet of ditch.

Expenditure \$1,002.50

ROUTE 8E—MELSING CREEK ROAD... (4 MILES WAGON ROAD)

This road follows up Melsing Creek to the end of the workings, four miles from Council. This road has been maintained by poll tax monies with some slight expenditures by the Alaska Road Commission.

No expenditures.

ROUTE 8F—WARM CREEK-ELKHORN TRAIL.. (11 MILES TRAIL)

This is a trail leading to Warm and Elkhorn Creeks. It leaves the Ophir Road at a point about two miles from Council and crosses the Ophir Divide to Warm Creek, a distance of six miles, and from Warm Creek it crosses a low divide to Elkhorn, a distance of five miles. The only monies expended on this road were from the poll tax collections.

No expenditures.

ROUTE 8G—BEAR CREEK TROLLEY:

This trolley, on a cable suspended over Bear Creek for the benefit of foot travelers, is about two miles south of Council, near the Council corduroy crossing Bear Creek.

No expenditures.

ROUTE 8H—CASA DE PAGA ROAD.....

From East Fork this road follows about one mile to the mouth of Montana Ruby Divide into Ruby Creek, a distance of five miles. From Ruby the road follows down to the workings on the Casa. Some poll tax money was expended on the road in addition to the work done by the Territory. A total of about twenty miles of wagon road has been served in the Casa De Paga.

One thousand feet of corduroy were laid down on the railroad ties used for this purpose before by the Territory. Expenditure was for the purchase and hire of one horse for the work.

Expenditures \$758.00.

ROUTE 8I—HURRAH CREEK.....

Commencing at the forty-four mile workings on Hurrah Creek, a road crosses the Solon River to the bed of the creek about five miles and supplies the workings along Hurrah Creek.

No expenditures.

ROUTE 8J—SHOVEL CREEK.....

Commencing at the thirty-eight mile workings on Shovel Creek, a road follows up Shovel Creek to the workings on Kasson and supplies the works along Shovel Creek.

No expenditure.

ROUTE 13A—NOME-BESSIE..... (3)

This is the main road leading from Nome to the Bessie Claim on the Third Division.

Expenditure prior to July 1st was for the purchase of material, filling of ditches, filling ruts and some hole refection during break-up, shoveling snow and rebuilding the bridge over Bourbon Creek Bridge.

This road is in good condition but needs some repair and maintenance work.

Expenditures: Territory of Alaska \$981.94; Alaska Road Commission, \$981.94; total, \$2,407.74.

ROUTE 13B—BESSIE-BANNER..... (3½)

This road commences at the Bessie Claim on the mouth of Speer Creek and goes to Anvil Creek at the mouth of Speer Creek.

Expenditure prior to July 1st was for the purchase of material and repair of seasonal damage; after

6.00 was for salary of ferryman, a
 upkeep and repairs. Territory of Al-
 mission, \$175.00.

7:
 e Niukluk River at Council and con-
 as for salary of ferryman. No re-

CREEK ROAD (12 MILES WAGON

phir Creek to Crooked Creek, Mile
 s on Crooked Creek, Mile 14. The
 is over this road, which is in very
 as originally maintained by the poll
 n maintained by small appropriations
 mission.

surfacing three thousand feet of road
 Creek, repairing six culverts, putting
 fifteen hundred feet of ditch.

WAGON ROAD (4 MILES WAGON ROAD)

elsing Creek to the end of the work-
 l. This road has been maintained by
 ight expenditures by the Alaska Road

ELKHORN TRAIL (11 MILES TRAIL)

o Warm and Elkhorn Creeks. It leaves
 t. about two miles from Council and
 Warm Creek, a distance of six miles,
 crosses a low divide to Elkhorn, a dis-
 ly monies expended on this road were

TROLLEY:

e suspended over Bear Creek for the
 about two miles south of Council, near
 ng Bear Creek.

ROUTE 8H—CASA DE PAGA ROAD.....(20 MILES WAGON ROAD)

From East Fork this road follows the Solomon River bed for
 about one mile to the mouth of Montana Creek, then crosses the
 Ruby Divide into Ruby Creek, a distance of three and four-tenths
 miles. From Ruby the road follows down to the various camps at
 work on the Casa. Some poll tax money has been spent on this
 road in addition to the work done by the Territory. There is
 a total of about twenty miles of wagon trail to the various creeks
 served in the Casa De Paga.

One thousand feet of corduroy were laid on the Ruby Divide.
 The railroad ties used for this purpose were purchased the year
 before by the Territory. Expenditure was for labor of three men
 and hire of one horse for the work.

Expenditures \$758.00.

ROUTE 8I—HURRAH CREEK.....(5 MILES WAGON ROAD)

Commencing at the forty-four mile post at the mouth of
 Hurrah Creek, a road crosses the Solomon River and follows up
 the bed of the creek about five miles to the Lane Quartz Mine
 and supplies the workings along Hurrah Creek.

No expenditures.

ROUTE 8J—SHOVEL CREEK.....(5 MILES WAGON ROAD)

Commencing at the thirty-eight mile post on Route 8 at
 Shovel Creek, a road follows up Shovel Creek to the works on
 Kasson and supplies the works along Shovel and its tributaries.

No expenditure.

ROUTE 13A—NOME-BESSIE.....(3½ MILES WAGON ROAD)

This is the main road leading from Nome in a northerly di-
 rection to the Bessie Claim on the Third Beach line.

Expenditure prior to July 1st was for cleaning a thousand
 feet of ditch, filling ruts and some holes; after July 1st for pro-
 tection during break-up, shoveling snow from culverts and bridges,
 rebuilding the bridge over Bourbon Creek and repairs to Dry Creek
 Bridge.

This road is in good condition but will need some slight
 repair and maintenance work.

Expenditures: Territory of Alaska, \$1,425.80; Alaska Road
 Commission, \$981.94; total, \$2,407.74.

ROUTE 13B—BESSIE-BANNER.....(3½ MILES WAGON ROAD)

This road commences at the Bessie at the end of 13A and
 goes to Anvil Creek at the mouth of Specimen Gulch.

Expenditure prior to July 1st was for protection during break-
 up and repair of seasonal damage; after July 1st for general re-

pair and patching of a bad washout near the four and one-half mile post.

This road is in good condition but needs some surfacing between the four and five and one-half mile posts.

Expenditures: Territory of Alaska, \$414.80; Alaska Road Commission, \$820.22; total, \$1,235.02.

ROUTE 13C—BESSIE-LITTLE.....(1¼ MILES WAGON ROAD)

Commencing at the end of 13A this road runs west to Little Creek and supplies the workings of the Pioneer Mining Company on Little Creek.

Expenditure prior to July 1st was for protection during break-up and repair of seasonal damage; after July 1st was for three days work with tractor and grader leveling the road and bridging same to passable shape, repairs to culverts and cleaning of three hundred feet of ditch.

This road is in fair shape but needs constant attention as all the hauling to the Pioneer Mining Company goes over it.

Expenditures: Territory of Alaska, \$265.10; Alaska Road Commission, \$701.84; total, \$966.94.

ROUTE 13D—BESSIE-DRY CREEK.....(1½ MILES WAGON ROAD)

Commencing at Bessie, at the end of 13A, this road runs east along the Third Beach to Dry Creek.

Fair condition; very little traffic over this road and no work required.

No expenditures.

ROUTE 13E—DRY CREEK-NEWTON.....(½ MILE WAGON ROAD)

This road is an extension of 13D east to Newton Gulch, where it connects with 13F at the four mile post.

There is very little traffic over this road and no work is required.

No expenditures.

ROUTE 13F—NOME-OSBORNE.....(8 MILES WAGON ROAD)

This road starts from 13A at about the mile and three-quarter post and goes in an easterly direction to Osborne Creek.

Expenditure prior to July 1st was for seasonal damage and protection during break-up. One thousand feet of road was surfaced with tailings from Bourbon Creek near the two mile post at an average yardage cost of \$2.50. The average haul was one and one-half miles. Two Pierce-Arrow trucks were used.

The work on this route after July 1st, between the two and three mile posts, consisted of surfacing one-half mile for a depth of ten inches with tailings from Dry Creek. Between the four

and five mile posts two thousand feet of rip-rap and duroy was done. There are three bad spots in this section. From the five to six mile post one bad spot and one or two bad spots filled. From the six to seven and one-half mile posts the entire road was dressed with five hundred feet of rip-rap was built to the top of the washing. Total length of ditch cleaned, repaired, and rip-raped, thirteen hundred feet. Three new culverts and six old ones repaired. Two thousand yards of rip-rap were hauled. From the seven and one-half mile post the ruts were filled and road made passable. From the eight mile post the ruts will need to be surfaced here next season.

This road was placed in excellent condition as far as the work was carried on. Of the three sections there is no really bad road. With the completion of these three sections, totaling about one hundred miles, the road is in excellent condition.

Expenditures: Territory of Alaska, \$6,509.82; Alaska Road Commission, \$11,376.31.

ROUTE 13G—GRASS GULCH.....(2 MILES WAGON ROAD)

This road leaves 13K at about the five mile post and follows a northerly course to Grass Gulch. Little traffic and no work required.

ROUTE 13H—CENTER CREEK.....(1½ MILES WAGON ROAD)

This road commences at about the one mile post on 13A and goes in a westerly direction to upper Center Creek.

Very little traffic and no work required.

ROUTE 13I—NOME RIVER EXTENSION (5 MILES WAGON ROAD)

This road commences at the eight and one-half mile post on 13K and follows the west bank of Nome River for five miles. Expenditure prior to July 1st was for seasonal damage and maintenance during break-up.

This road is not in very good shape but over it does not justify any expenditure except for protection during break-up.

Expenditures: Territory of Alaska, \$363.97; Alaska Road Commission, \$925.72.

ROUTE 13J—WONDER-FLAT.....(2 MILES WAGON ROAD)

This road commences at about the one mile post on 13C, following in a southwesterly direction to tailing piles on Wonder Creek to Flat Creek. It is used by Alaska mines for their mining on these creek

a bad washout near the four and one-half mile post. The road is in good condition but needs some surfacing between the four and one-half mile posts.

Territory of Alaska, \$414.80; Alaska Road Commission, \$1,235.02.

LITTLE.....(1/4 MILES WAGON ROAD)

At the end of 13A this road runs west to Little and the workings of the Pioneer Mining Company

From July 1st was for protection during break-up; after July 1st was for three miles of grading and grader leveling the road and bridging over, repairs to culverts and cleaning of three

in fair shape but needs constant attention as the Pioneer Mining Company goes over it.

Territory of Alaska, \$265.10; Alaska Road Commission, \$966.94.

DRY CREEK.....(1/2 MILES WAGON ROAD)

Bessie, at the end of 13A, this road runs east to Dry Creek.

Very little traffic over this road and no work

REEK-NEWTON.....(1/2 MILE WAGON ROAD)

extension of 13D east to Newton Gulch, where it ends at the four mile post.

Very little traffic over this road and no work is

OSBORNE.....(8 MILES WAGON ROAD)

starts from 13A at about the one and three-quarter mile post in an easterly direction to Osborne Creek.

From July 1st was for seasonal damage and break-up. One thousand feet of road was surfaced from Bourbon Creek near the two mile post at a cost of \$2.50. The average haul was one and one-half miles. Pierce-Arrow trucks were used.

From July 1st, between the two and three-quarter mile posts consisted of surfacing one-half mile for a depth of three inches. Between the four and five mile posts

and five mile posts two thousand feet of patching with willow corduroy was done. There are three bad spots yet to be finished on this section. From the five to six mile posts the ditch was cleaned and one or two bad spots filled. From the six to seven and one-half mile posts the entire road was dressed, ditches cleaned, and five hundred feet of rip-rap was built to protect the road from washing. Total length of ditch cleaned, rocked and sodded, seven hundred feet. Three new culverts were put in place and six old ones repaired. Two thousand yards of rock and gravel were hauled. From the seven and one-half to the eight mile post the ruts were filled and road made passable. About one thousand feet will need to be surfaced here next season.

This road was placed in excellent condition this season as far as the work was carried on. Of the sections remaining there is no really bad road. With the completion of the re-surfacing over these three sections, totaling about one mile, this road will be in excellent condition.

Expenditures: Territory of Alaska, \$4,866.40; Alaska Road Commission \$6,509.82; total, \$11,376.31.

ROUTE 13G—GRASS GULCH.....(2 MILES WAGON ROAD)

This road leaves 13K at about the five and three-quarter mile post and follows a northerly course to Grass and Nickola Gulches. Little traffic and no work required.

ROUTE 13H—CENTER CREEK.....(1/2 MILES WAGON ROAD)

This road commences at about the one and one-quarter mile post on 13A and goes in a westerly direction to the workings on upper Center Creek.

Very little traffic and no work required.

ROUTE 13I—NOME RIVER EXTENSION (5 MILES WAGON ROAD)

This road commences at the eight and one-half mile post on 13K and follows the west bank of Nome River for a distance of five miles. Expenditure prior to July 1st was for repair of seasonal damage and maintenance during break-up.

This road is not in very good shape but the amount of traffic over it does not justify any expenditure except for seasonal damage.

Expenditures: Territory of Alaska, \$561.75; Alaska Road Commission, \$363.97; total, \$925.72.

ROUTE 13J—WONDER-FLAT.....(2 MILES WAGON ROAD)

This road commences at about the three and three-quarter mile post on 13C, following in a southwesterly direction over the tailing piles on Wonder Creek to Flat Creek and serves the Alaska mines for their mining on these creeks.

There is practically no traffic beyond the Flat Creek Bridge and but slight expenditure will be required.

ROUTE 13K—BESSIE-BUSTER.....(7½ MILES WAGON ROAD)

This road commences at the end of 13A and follows over the divide at the head of Dry Creek down the right limit of Dexter Creek to Nome River, where it crosses the mouth of Buster Creek and follows up Buster Creek on the left limit to the eleven mile post near Union Gulch.

Expenditure prior to July 1st was for maintenance during break-up and repair of seasonal damage. A road tender was kept on this road through the season, filling ruts, cleaning ditches, repairing culverts, and patching bad spots in the road. The work was done between the four and the seven and one-half mile posts. Road is now in good shape.

Expenditures: Territory of Alaska, \$7.00; Alaska Road Commission, \$989.99; total, \$996.99.

ROUTE 18—KALTAG-SOLOMON.....(248½ MILES TRAIL)

Commencing at Kaltag, this overland mail trail crosses the divide or portage to the Unalakleet River, which it follows to Unalakleet. From Unalakleet it follows the coast to Bonanza on the east shore of Norton Bay, crossing to Isaacs Point on the west shore it follows the coast to Walla Walla, where it crosses the divide into the Quinahock. It then follows the Quinahock to its head, crossing the divide into McKinley Creek, which it follows to Golovin Bay and thence to Golovin. From Golovin it crosses to Portage Creek, which it follows to its head, crossing the divide into Cheruk Creek, which it follows to the coast. It follows the coast to Solomon and thence over Route 8 to Nome.

Work was done between Kaltag and Unalakleet and consisted of building three bridges over streams near the Twenty-two Mile Cabin, Old Woman, and Ten Mile Creek, the resetting of some of the trail stakes and the grading of two approaches out of the Unalakleet River.

The trail is in good condition but needs constant attention. Between Solomon and Spruce Creek the location of this trail should be removed from the lagoon as the overflows are continually interrupting travel.

Expenditures: Alaska Road Commission \$860.99.

ROUTE 18A—BONANZA-KOTZEBUE.....(240 MILES TRAIL)

This winter mail trail leaves the Kaltag-Solomon mail trail, Route 18, at Bonanza, Mile 93½, or 155 miles east of Nome on the east shore of Norton Bay and follows up Norton Bay to the mouth of the Koyuk River. Crossing over Star Mountain, it reaches

the Koyuk River again at Dime Landing, Haycock. Crossing successively the Pea River Valley and the Sweepstakes Divides, it crosses the Sweepstakes Creek to its head. Crossing into the right limit to Snyder's Road, it follows the right limit as far as the mouth of Lavender Creek, then the left limit as far as the mouth of Lavender Creek to Candle. From Candle, it follows the left limit for two miles, then cuts across the tundra to Willow Bay, and then follows the coast to the mouth of the river. It crosses Kotzebue Sound on the ice and follows the coast to Cape Blossom. After following the coast to Cape Blossom, the coast is followed behind Cape Blossom, the coast is followed

Expenditure included in Route 68, St

ROUTE 18B—GOLOVIN-COUNCIL.....

This winter mail trail leaves the Kaltag-Solomon mail trail, Route 18, at Golovin, Mile 170½, or 78 miles east of Nome on the shore of Golovin Bay. It follows up the coast to Star Mountain, and thence up the Fish and Noyahok River to St. Michaels. Several portages need to be brushed clean.

Expenditures included in Route 68.

ROUTE 21—UNALAKLEET-ST. MICHAEL

This is the mail trail following the coast from Unalakleet to St. Michaels Bay, where it crosses to St. Michaels.

Expenditure \$50.00.

ROUTE 25A—CRIPPLE RIVER.....(12

This road commences at the beach near the mouth of the Cripple River and follows the river for twelve miles to Willow Creek and on to Arctic and Sidner Creeks on the left bank of the river.

Total expenditure of \$64.95 was for maintenance and washout near the four mile post.

ROUTE 25B—PENNY RIVER.....(1½

This road commences at the beach near the mouth of the Penny River and extends one and one-half miles to get around some deep sloughs.

Total expenditure of \$88.00 covered grading and filling into Penny River and filling some holes near the mouth of the river.

All the freight into Hungry, Oregon, is hauled over this route. From the end of the trail, the trail of work it follows the creek onto the Divides and then these creeks.

no traffic beyond the Flat Creek Bridge will be required.

BUSTER.....(7½ MILES WAGON ROAD)

starts at the end of 13A and follows over Dry Creek down the right limit of the river, where it crosses the mouth of Buster Creek on the left limit to the eleven mile post.

On July 1st was for maintenance during seasonal damage. A road tender was kept in the season, filling ruts, cleaning ditches, patching bad spots in the road. The work was done on the seven and one-half mile posts.

Cost of Alaska, \$7.00; Alaska Road Commission, \$6.99.

UNALAKLEET.....(248½ MILES TRAIL)

Along this overland mail trail crosses the Unalakleet River, which it follows to Unalakleet. It follows the coast to Bonanza Bay, crossing to Isaacs Point on the west side to Walla Walla, where it crosses the river. It then follows the Quinahock to its head, crossing into McKinley Creek, which it follows to Golovin. From Golovin it crosses the divide to its head, crossing the divide to its head, crossing the divide to its head, crossing the divide to its head.

Between Kaltag and Unalakleet and consisted of over streams near the Twenty-two Mile Creek, the resetting of some of the approaches out of the Unalakleet.

in good condition but needs constant attention. The location of this trail is in the lagoon as the overflows are continuing.

Cost of Alaska Road Commission \$860.99.

KOTZEBUE.....(240 MILES TRAIL)

It leaves the Kaltag-Solomon mail trail, about 93½, or 155 miles east of Nome on Norton Bay and follows up Norton Bay to the head. Crossing over Star Mountain, it reaches the Koyuk River again at Dime Landing and follows Route 62 to Haycock.

Crossing successively the Peace River divide, the Peace River Valley and the Sweepstakes Divide, it follows up Sweepstakes Creek to its head. Crossing into the Keewalik Valley, it follows the right limit to Snyder's Roadhouse, then crosses to the left limit as far as the mouth of Lava Creek. It then follows the river to Candle. From Candle, it follows the Keewalik River for two miles, then cuts across the tundra for sixteen miles to Willow Bay, and then follows the coast to Deering. From Deering it crosses Kotzebue Sound on the ice to Choris Peninsula, and follows the coast to Cape Blossom. After a portage of five miles behind Cape Blossom, the coast is followed to Kotzebue.

Expenditure included in Route 68, Staking Winter Trails.

ROUTE 18B—GOLOVIN-COUNCIL.....(35 MILES TRAIL)

This winter mail trail leaves the Kaltag-Solomon Trail, Route 18, at Golovin, Mile 170½, or 78 miles east of Nome on the east shore of Golovin Bay. It follows up Golovin Bay to White Mountain, and thence up the Fish and Niukluk Rivers to Council.

Several portages need to be brushed out and marked.

Expenditures included in Route 68.

ROUTE 21—UNALAKLEET-ST. MICHAEL.....(60 MILES TRAIL)

This is the mail trail following the coast from Unalakleet to St. Michaels Bay, where it crosses to St. Michaels.

Expenditure \$50.00.

ROUTE 25A—CRIPPLE RIVER.....(12 MILES WAGON ROAD)

This road commences at the beach at the mouth of Cripple River and follows the river for twelve miles to the workings near Willow Creek and on to Arctic and Sidney Creeks. It is mainly on the left bank of the river.

Total expenditure of \$64.95 was for temporary repairs to washout near the four mile post.

ROUTE 25B—PENNY RIVER.....(1½ MILES WAGON ROAD)

This road commences at the beach at the mouth of Penny River and extends one and one-half miles up the river to allow travel to get around some deep sloughs.

Total expenditure of \$88.00 covered grading a new approach into Penny River and filling some holes near the one mile post.

All the freight into Hungry, Oregon, and Nugget Creeks is hauled over this route. From the end of the one and one-half miles of work it follows the creek onto the Divide and then around to these creeks.

ROUTE 25C—NOME WIRELESS.....(1/2 MILE WAGON ROAD)

This road serves the wireless plant in Nome. It commences at Steadman Avenue near the beginning of Route 13A and extends east to the wireless station.

ROUTE 25D—MOUTH OF CENTER.....(2 MILES WAGON ROAD)

This road commences at the west city limits and follows the left bank of the Snake River to a short distance beyond the mouth of Center Creek.

Total expenditure was for maintenance and repair during break-up.

Expenditures: Territory of Alaska, \$231.00; Alaska Road Commission, \$154; total, \$385.00.

ROUTE 25E—SUBMARINE PAYSTREAK (3 MILES WAGON ROAD)

This road commences near the one-half mile post on Route 25D, crosses the Snake River Bridge and follows the right bank of Snake River to the workings on the Submarine.

Expenditure was for general repair over the entire length of the road, filling holes from adjacent tailing piles, leveling all the ruts and cleaning the ditches for the entire length.

Expenditures \$550.75.

ROUTE 25F—ANVIL GLACIER.....(3 MILES WAGON ROAD)

This road commences at Anvil Creek at the end of Route 13B and crosses the Divide to Glacier Creek.

Expenditures: Territory of Alaska, \$14.30; Alaska Road Commission, \$50.50; total, \$64.80.

ROUTE 25G—SNAKE RIVER EXTENSION (3 MILES WAGON ROAD)

This road commences at Glacier Creek at the end of Route 25F, extends to and across Snake River and thence across the flat to Boulder Creek.

Total expenditure was for general repair and upkeep. A crew of men was sent out for six days to repair two bridges over Sledge Creek and to place willow corduroy.

Expenditure \$682.78.

ROUTE 25H—OTTER CREEK.....(1/2 MILES WAGON ROAD)

This road extends from Mile 2 3/4, Route 8, in a northerly direction to and across Otter Creek.

No expenditures during the fiscal year.

ROUTE 25I—SINROCK FERRY:

A ferry across the Sinrock River, and fifty feet, on the Nome-Teller Trail, Total expenditure was for the sale:

Expenditures: Territory of Alaska Commission, \$279.00; total, \$382.50.

ROUTE 26—CANDLE-CANDLE CREEK..

This road commences in Candle at Paterson Creek and serves all of the

Total expenditure was for general road. Sixty-nine hundred and twenty surfaced to a depth of ten inches with piles. The average haul was one mile dollars per yard. The ditches were paired, and road left in excellent condition.

Expenditures: Territory of Alaska Commission, \$4,453.49; total, \$4,982.61.

ROUTE 26A—KUGRUK RIVER APPROX

At the coal mine on the Kugruk river was made. It is twelve hundred ten feet wide, with an average cut of ten

Expenditures \$488.00.

ROUTE 27—DEERING-INMACHUK.....(2

This road commences at Deering on the Inmachuk. It is improved miles on the left bank. From the latter bed.

Total expenditure was for extending chuk River to the twelve mile post. fifty feet of road were built of willow gravel, ditched for the entire length and road. The road is ten feet wide and with a depth of ten inches.

Expenditures: Territory of Alaska Commission, \$371.04; total, \$6,371.04.

ROUTE 28—DAHL CREEK-CANDLE TR

This is an overland trail between going in a northeasterly direction from D River, then following the east slope of Boulder, where it crosses into Aurora mouth of Aurora Creek, crosses the Nox

ALASKA ROAD COMMISSION.

ESS.....(1/2 MILE WAGON ROAD)

Wireless plant in Nome. It commences at the beginning of Route 13A and extends to a short distance beyond the mouth of the river.

ENTER.....(2 MILES WAGON ROAD)

at the west city limits and follows the river to a short distance beyond the mouth of the river.

Work done for maintenance and repair during the fiscal year.

Expenditures: Territory of Alaska, \$231.00; Alaska Road Commission, \$85.00; total, \$316.00.

PAYSTREAK (3 MILES WAGON ROAD)

near the one-half mile post on Route 13A. It crosses the river Bridge and follows the right bank of the river to the Submarine.

Work done for general repair over the entire length of the road from adjacent tailing piles, leveling all ditches for the entire length.

CIER.....(3 MILES WAGON ROAD)

at Anvil Creek at the end of Route 13B to Glacier Creek.

Expenditures: Territory of Alaska, \$14.30; Alaska Road Commission, \$64.80; total, \$79.10.

RIVER EXTENSION (3 MILES WAGON ROAD)

at Glacier Creek at the end of Route 13B across Snake River and thence across the mouth of the river.

Work done for general repair and upkeep. A crew of six men worked six days to repair two bridges over Sledge Creek with corduroy.

REEK.....(1 1/2 MILES WAGON ROAD)

from Mile 2 3/4, Route 8, in a northerly direction to the head of the river.

Work done during the fiscal year.

ROUTE 251—SINROCK FERRY:

A ferry across the Sinrock River, distance about one hundred and fifty feet, on the Nome-Teller Trail, Route 67.

Total expenditure was for the salary of the ferryman.

Expenditures: Territory of Alaska, \$103.50; Alaska Road Commission, \$279.00; total, \$382.50.

ROUTE 26—CANDLE-CANDLE CREEK.....(6 MILES WAGON ROAD)

This road commences in Candle and follows up Candle Creek to Paterson Creek and serves all of the mining on Candle Creek.

Total expenditure was for general repair and surfacing the road. Sixty-nine hundred and twenty-three feet of road were surfaced to a depth of ten inches with gravel from old tailing piles. The average haul was one mile and the yardage cost four dollars per yard. The ditches were cleaned, three culverts repaired, and road left in excellent condition.

Expenditures: Territory of Alaska, \$529.12; Alaska Road Commission, \$4,453.49; total, \$4,982.61.

ROUTE 26A—KUGRUK RIVER APPROACH:

At the coal mine on the Kugruk River an approach to the river was made. It is twelve hundred and twenty-five feet long, ten feet wide, with an average cut of three feet.

Expenditures \$488.00.

ROUTE 27—DEERING-INMACHUK.....(25 MILES WAGON ROAD)

This road commences at Deering and extends to the workings on the Inmachuk. It is improved for a distance of twelve miles on the left bank. From the latter point it follows the river bed.

Total expenditure was for extending the road on up to Inmachuk River to the twelve mile post. Seventy-nine hundred and fifty feet of road were built of willow corduroy covered with river gravel, ditched for the entire length and six culverts placed in the road. The road is ten feet wide and was covered with gravel to a depth of ten inches.

Expenditures: Territory of Alaska, \$6,000.00; Alaska Road Commission, \$371.04; total, \$6,371.04.

ROUTE 28—DAHL CREEK-CANDLE TRAIL.....(140 MILES TRAIL)

This is an overland trail between Dahl Creek and Candle, going in a northeasterly direction from Dahl Creek to the Kougarok River, then following the east slope of the divide to the head of Boulder, where it crosses into Aurora Creek. It follows to the mouth of Aurora Creek, crosses the Noxapaga, and goes up Berry

Creek, crossing the divide to the mouth of the right fork of Good Hope, thence up Cottonwood to Divide Creek, thence up Divide Creek, crossing the Divide and following the ridge to the Inmachuk River. Thence down the Inmachuk to Arizona Creek, thence easterly over the Divide to Wade Creek, thence crossing Wade Creek in an easterly direction across the Kugruk Flats to the Kugruk River, thence easterly over the divide to the mouth of Paterson, thence down the Candle-Candle Creek Road to Candle.

ROUTE 28A—NOME-TAYLOR.....(135 MILES TRAIL)

This winter mail trail leaves Nome over Routes 13A and 13K to the mouth of Dexter Creek. Crossing Nome River, it follows the left limit to the mouth of Willow Creek, then recrosses and follows the right limit to the U. S. Roadhouse at Dorothy Creek, then the left limit again and over the divide to Nugget Creek. From the Nugget Roadhouse, it crosses Salmon Lake, follows down Pilgrim River to Iron Creek, then across the flats to the Hot Springs. It then cuts across to Marys Igloo and up the Kusatrin River to Shelton, the northern terminus of the summer tram line (Seward Peninsular Railway). From Shelton, the trail proceeds to Dahl, and then up the Kougarok River to Taylor.

Expenditures \$1,140.00.

ROUTE 37—TOPKOK-CANDLE WINTER TRAIL (154 MILES TRAIL)

This is the Candle mail trail. It leaves the overland mail trail route 18 at Topkok, fifty-three miles east of Nome, and follows the Topkok River to its head, thence over the Divide into Skookum, crossing the same and the Fish River and Niukluk Flats to Council. This portion is the regular Council winter trail. From Council the trail follows up Melsing Creek to the head, crosses the divide into the Fish River Flats, then crossing same in a general northeasterly direction to Telephone Creek. Following Telephone Creek to its head it then crosses the Divide and goes down the Koyuk Valley. It then crosses over into First Chance Creek and up to its head, then over the Divide into Gold Run Creek. Following down Gold Run to within two miles of the mouth, the trail then swings northerly and parallels the Keewalik River to Glacier Creek, then on the left bank of the Keewalik River to near the mouth of Lava Creek and then on the Keewalik to Candle. The portion between Council and the mouth of Hunter Creek is but slightly used as the mail now goes in via Haycock, and the two trails join at the mouth of Hunter Creek or near Snyder's Roadhouse. There is considerable travel on this trail between Council and the coast at Topkok.

Expenditures \$210.00.

ROUTE 41—KIANA-KLERY CREEK TRAIL)

A permanent staked winter trail connects Kiana and Klery. One mile duroyed by the Alaska Road Commission collected for road tax.

Expenditures \$237.15

ROUTE 41A—KOTZEBUE-SHUNGNAI

This winter trail extends from port on Kotzebue Sound, across to the River to Shungnak. Several shelter ca Territory and several more are needed to the trail. All portages will have and marked, some new portages made, as the banks of the river are high and

No expenditures during the fiscal y

ROUTE 41B—KOTZEBUE-POINT BARF

This winter mail trail extends from mainland and then along the coast to investigation.

A shelter cabin near the village thorized.

No expenditures during the fiscal y

ROUTE 42—ST. MICHAELS-KOTLIK TI

This is a winter mail trail to Koto Marshall. From St. Michaels it follows St. Michaels Canal for eight miles, then the mainland. Thence in a southwest Village, a distance of twenty-seven miles Romanof to the beach seven miles, then miles. Thence by Pastolik to Kotlik, two miles. With the completion of the work past fall, this route should be in excellent

Expenditure \$270.00.

ROUTE 49—DAVIDSONS LANDING-TAYLOR ROAD, 16 MILES SLED ROAD

This road connects the head of name Teller with Taylor Creek. From David the Marys River to its head, a distance of over Coco Hill to the head of Coarse Gc thence down Henry Creek to the Kougaro

vide to the mouth of the right fork of Good
onwood to Divide Creek, thence up Divide
divide and following the ridge to the Inma-
own the Innachuk to Arizona Creek, thence
ide to Wade Creek, thence crossing Wade
direction across the Kugruk Flats to the
easterly over the divide to the mouth of
the Candle-Candle Creek Road to Candie.

AYLOR.....(135 MILES TRAIL)

trail leaves Nome over Routes 13A and 13K
er Creek. Crossing Nome River, it follows
mouth of Willow Creek, then recrosses and
to the U. S. Roadhouse at Dorothy Creek,
gain and over the divide to Nugget Creek.
oadhouse, it crosses Salmon Lake, follows
o Iron Creek, then across the flats to the
cuts across to Marys Igloo and up the Kusa-
the northern terminus of the summer tram
lar Railway). From Shelton, the trail pro-
up the Kougarok River to Taylor.
40.00.

C-CANDLE WINTER TRAIL (154 MILES

e mail trail. It leaves the overland mail trail
fifty-three miles east of Nome, and follows
to its head, thence over the Di-
crossing the same and the Fish River
Council. This portion is the regular Council
ouncil the trail follows up Melsing Creek to
divide into the Fish River Flats, then cross-
l northeasterly direction to Telephone Creek.
Creek to its head it then crosses the Divide
oyuk Valley. It then crosses over into First
to its head, then over the Divide into Gold
; down Gold Run to within two miles of the
swings northerly and parallels the Keewalik
ek, then on the left bank of the Keewalik
th of Lava Creek and then on the Keewalik
n between Council and the mouth of Hunter
used as the mail now goes in via Haycock,
in at the mouth of Hunter Creek or near
There is considerable travel on this trail
he coast at Topkok.

0.00.

ROUTE 41—KIANA-KLERY CREEK (1 MILE ROAD, 11 MILES TRAIL)

A permanent staked winter trail, twelve miles in length, connects Kiana and Klery. One mile of the trail has been corduroyed by the Alaska Road Commission with the help of funds collected for road tax.

Expenditures \$237.15

ROUTE 41A—KOTZEBUE-SHUNGNAK.....(200 MILES TRAIL)

This winter trail extends from Kotzebue, an open summer port on Kotzebue Sound, across to the mainland and up the Kobuk River to Shungnak. Several shelter cabins have been built by the Territory and several more are needed, as well as general repairs to the trail. All portages will have to be brushed out, staked, and marked, some new portages made, and all approaches graded as the banks of the river are high and steep.

No expenditures during the fiscal year.

ROUTE 41B—KOTZEBUE-POINT BARROW.....(500 MILES TRAIL)

This winter mail trail extends from Kotzebue across to the mainland and then along the coast to Point Barrow. It is under investigation.

A shelter cabin near the village of Kivalina has been authorized.

No expenditures during the fiscal year.

ROUTE 42—ST. MICHAELS-KOTLIK TRAIL.....(70 MILES TRAIL)

This is a winter mail trail to Kotlik and on up the Yukon to Marshall. From St. Michaels it follows the left bank of the St. Michaels Canal for eight miles, thence crosses the Canal to the mainland. Thence in a southwesterly direction to Pitmatalik Village, a distance of twenty-seven miles. Thence back to Point Romanof to the beach seven miles, thence to Coffee Point twelve miles. Thence by Pastolik to Kotlik, twelve miles.

With the completion of the work of permanent staking this past fall, this route should be in excellent shape.

Expenditure \$270.00.

ROUTE 49—DAVIDSONS LANDING-TAYLOR (24 MILES WAGON ROAD, 16 MILES SLED ROAD)

This road connects the head of navigation on Imuruk from Teller with Taylor Creek. From Davidsons Landing it follows the Marys River to its head, a distance of twenty-four miles, thence over Coco Hill to the head of Coarse Gold Creek to Henry Creek, thence down Henry Creek to the Kougarok; it follows the Kougarok

to Taylor Creek. This road was originally built by the Kougarok Mining and Ditch Company and has had work done upon it by them and also by the Taylor Creek Ditch Company, Kelliher Dredging Company, the Behring Dredging Company and Dave Johnson Freighting Company. In 1916 this route was taken over by the Alaska Road Commission and maintained by them since.

Total expenditure prior to July 1st was for material for use during season. Six culverts were placed in the road, twenty holes were patched and two of the approaches out of Marys River regraded where washed out by high water. One thousand feet of ditch was dug around the head of Coarse Gold and two hundred feet of road graded about four miles from Taylor on Lincoln Creek.

Expenditures: Territory of Alaska, \$1,000.00; Alaska Road Commission, \$32.00; total, \$1,032.00.

ROUTE 62—DIME CREEK CORDUROY.... (9 MILES WAGON ROAD)

This road connects Dime Landing, which is situated on the Koyuk River about thirty-five miles from the mouth and two miles from the confluence of Dime Creek and the Koyuk, with the workings on Dime Creek at the Postoffice of Haycock and extends on up Dime Creek to No. 7 above.

Twelve thousand nine hundred and fifty feet of corduroy were laid and covered. There yet remains two thousand eight hundred and fifty feet of this road to be completed which will make a continuous road to the head of Dime Creek.

Expenditures: Territory of Alaska, \$6,361.29; Alaska Road Commission, \$7,680.51; total, \$14,041.80.

ROUTE 67—NOME-TELLER..... (80 MILES TRAIL)

This is the winter mail trail to Teller and Cape Prince of Wales. It is permanently staked from Nome to Teller. It follows the coast from Nome to Cape Douglas, where it cuts across to Cape Riley and then into Teller.

No expenditures during the fiscal year.

ROUTE 67A—TELLER-LOST RIVER..... (21 MILES TRAIL)

This is the extension of Route 67 towards Cape Prince of Wales. It was permanently staked as far as Lost River, crossing the Bay from Teller to the Reindeer Station and thence on the Beach to Lost River.

Expenditure \$420.00.

ROUTE 67B—TELLER-BLUESTONE..... (18 MILES TRAIL)

From Teller there is a wagon road leading across the tundra to Gold Run and the Bluestone country, a distance of eighteen

miles. This road had some road tax expenditure. The Alaska Road Commission has furnished some material for building several small bridges on it. It is on the Gold Run and the Bluestone.

No expenditure during the fiscal year.

ROUTE 67C—TELLER-MARYS IGLOO.....

Though not a mail trail, this is a wagon road from Teller to Marys Igloo via Grantly Head and the Kuzitrin River.

No expenditure during the fiscal year.

ROUTE 68—FLAGGING TRAILS.....

Under this heading all expenditures are included. The expenditure includes the purchase of flagging material, making flags, and the cost of straightening trails by placing the missing ones on the permanent trails around Nome, throughout the Seward Peninsula with the Yukon Valley. Many of the trails are staked and are staked by the miners themselves and their workings occur. In these cases the material for staking and the miners do the work.

Expenditures: Territory of Alaska, \$4,657.20; Alaska Road Commission, \$5,363.20, including 18A and 18B, a total of 275 miles, in addition to the above.

NAME OF ROUTE

Kotzebue to Riley Channel on Kobuk	.....
Kotzebue to Seesalik on Pt. Barrow	.....
Lockhart Point to Mouth Noatak	.....
Deering to Choris Peninsula	.....
Deering to Willow Bay	.....
Keewalik to Choris Peninsula	.....
Keewalik to Callahan's Cabin	.....
Callahan's to Nazuruk Mouth Kobuk	.....
Candle to Keewalik	.....
Teller to Gold Run	.....
Teller to Douglas	.....
Teller to Mission	.....
Teller to Head of Harbor	.....
Teller to Igloo Creek	.....
Romanof to Coffee Point	.....
Cheelana to Kotlik	.....
St. Michael's Bay	.....
Bonanza to Mouth Koyuk	.....
Isaacs to Mouth Koyuk	.....
Bonanza to Isaacs Point to Caches	.....
Moses to Walla Walla	.....
McKinley Creek to west side Golovin	.....
Golovin to White Mountain	.....
Nome Locals	.....
Around Bluff	.....
Around Topkok Head	.....
Around Cape Nome	.....
Around Salmon Lake	.....

Total

RT ALASKA ROAD COMMISSION.

road was originally built by the Kougarok
pany and has had work done upon it by
aylor Creek Ditch Company, Kelliher Dredg-
ing Dredging Company and Dave Johnson
1916 this route was taken over by the
and maintained by them since.

prior to July 1st was for material for use.
erts were placed in the road, twenty holes
of the approaches out of Marys River re-
ut by high water. One thousand feet of
he head of Coarse Gold and two hundred
bout four miles from Taylor on Lincoln

rritory of Alaska, \$1,000.00; Alaska Road
1, \$1,032.00.

CK CORDUROY....(9 MILES WAGON ROAD)

s Dime Landing, which is situated on the
irty-five miles from the mouth and two
ce of Dime Creek and the Koyuk, with the
reek at the Postoffice of Haycock and
ek to No. 7 above.

nine hundred and fifty feet of corduroy
There yet remains two thousand eight
of this road to be completed which will
to the head of Dime Creek.

rritory of Alaska, \$6,361.29; Alaska Road
total, \$14,041.80.

LER.....(80 MILES TRAIL)

r mail trail to Teller and Cape Prince of
ntly staked from Nome to Teller. It fol-
ome to Cape Douglas, where it cuts across
into Teller.
uring the fiscal year.

LOST RIVER.....(21 MILES TRAIL)

sion of Route 67 towards Cape Prince of
ntly staked as far as Lost River, crossing
o the Reindeer Station and thence on the

BLUESTONE.....(18 MILES TRAIL)

is a wagon road leading across the tundra
Bluestone country, a distance of eighteen

miles. This road had some road tax expended on it and the Al-
aska Road Commission has furnished some timber for construct-
ing several small bridges on it. It is still used for hauling to
Gold Run and the Bluestone.

No expenditure during the fiscal year.

ROUTE 67C—TELLER-MARYS IGLOO.....(40 MILES TRAIL)

Though not a mail trail, this is a well traveled winter route
from Teller to Marys Igloo via Grantly Harbor, Imuruk Bay and
the Kuzitrin River.

No expenditure during the fiscal year.

ROUTE 68—FLAGGING TRAILS.....(536 MILES TRAILS)

Under this heading all expenditures for winter work are in-
cluded. The expenditure includes the purchase of material for
making flags, and the cost of straightening up all stakes and re-
placing the missing ones on the permanently staked winter trails
around Nome, throughout the Seward Peninsula and connecting
with the Yukon Valley. Many of the trails are only seasonal ones
and are staked by the miners themselves to the creeks on which
their workings occur. In these cases this board furnishes the
material for staking and the miners do the work.

Expenditures: Territory of Alaska, \$706.00; Alaska Road
Commission, \$4,657.20; total, \$5,363.20, includes work on Routes
18A and 18B, a total of 275 miles, in addition to the following:

NAME OF ROUTE	Seasonal Miles
Kotzebue to Riley Channel on Kobuk	32
Kotzebue to Seesalik on Pt. Barrow Trail	12
Lockhart Point to Mouth Noatak	6
Deering to Choris Peninsula	40
Deering to Willow Bay	14
Keewalik to Choris Peninsula	35
Keewalik to Callahan's Cabin	30
Callahan's to Nazuruk Mouth Kobuk	14
Candle to Keewalik	8
Teller to Gold Run	18
Teller to Douglas	16
Teller to Mission	6
Teller to Head of Harbor	12
Teller to Igloo Creek	6
Romanof to Coffee Point	12
Cheelana to Kotlik	12
St. Michael's Bay	5
Bonanza to Mouth Koyuk	30
Isaacs to Mouth Koyuk	20
Bonanza to Isaacs Point to Caches	43
Moses to Walla Walla	20
McKinley Creek to west side Golovin Bay	14
Golovin to White Mountain	12
Nome Locals	100
Around Bluff	4
Around Topkok Head	4
Around Cape Nome	2
Around Salmon Lake	9
Total	536

ROUTE 73—MARSHALL ROAD.....(4¼ MILES WAGON ROAD)

This road was constructed by the Territory. Two and twelve-hundredths miles are corduroy and two and thirteen-hundredths miles graded road. It connects the landing ten miles above Marshall with the workings on Willow Creek.

Total expenditure was for repairs and protection during the break-up. Present condition poor.

Expenditures: Territory of Alaska, \$356.50.

ROUTE 73A—KOTLIK-MARSHALL.....(190 MILES TRAIL)

Two sections of work were performed on the winter mail trail between Kotlik and Marshall; first, between Old Hamilton and New Hamilton; second, between Andreafsky and Pilot Station.

Expenditure \$850.00.

ROUTE 73B—STUYAHOK.....(11 MILES SLED ROAD)

This is a new project. It consists of an eleven mile winter sled road and summer trail from the landing on the Yukon River below Russian Mission across to the new diggings on Stuyahok Creek. The Creek is reported to have produced about \$7,000 the first season.

The proposed route was cleared at a cost of \$660.00.

ROUTE 77—SHELTON FERRIES:

These are two ferries over the two branches of the Kuzitrin River at Shelton, each about one hundred feet across. They are free ferries, a ferryman being paid to place them in commission in the spring and take them out in the fall and to provide for ferrying passengers during the break-up and freeze-up.

Expenditure \$300.00.

ROUTE 77A—FERRIES:

In addition to Bonanza Ferry, Route 8A, Safety Ferry, Route 8B, Council Ferry, Route 8C, and the Shelton Ferries, Route 77, there are four other ferries in the Nome District which have heretofore not been assigned route numbers.

Cripple River Ferry: This is a free ferry over the mouth of Cripple River which is at this point about one hundred feet wide. It consists of a whale boat on an endless cable.

The cabin in which the cable and blocks were stored was destroyed by a storm last fall and the dead-men washed out. Natives saved the blocks and boat but were unable to save the cable. A new cable was purchased and installed. Additional expenditure was for taking the boat out of the river and placing it in winter quarters.

Nome River Ferry: This is a small scow used to ferry across Nome River, where a bridge has been built by the Seward Peninsular Railway. It is used by the cars drawn by dogs on the railway.

Ninety-eight dollars were expended for repairing it in the water, and making ready for the season.

Kougarok Ferry: This is a free ferry over the Nome River on the Dahl Creek-Candle Trail, Route 8. It consists of a small boat on an endless cable.

No expenditure during the fiscal year.

Kiana Ferry: This is a free ferry over the Nome River on the Kiana-Klery Creek Trail, Route 41. It consists of a small boat on an endless cable.

An additional ferry over Squirrel River was stalled. The boat was purchased at Kiana, and ropes had to be shipped from Nome.

Total expenditure \$466.79.

ROUTE 77B—BRIDGES:

The following bridges have not heretofore been assigned route numbers:

Nome River Bridge: This is the main bridge across Nome River on Route 8, near the mouth of the river. Under unusual ice conditions caused by heavy storage dynamite was used in blowing out the ice. Expenditures \$497.18. (Included in Route 8.)

Snake River Footbridge: This is a suspension footbridge over the Snake River near the mouth of Boulder Creek. No expenditures during the fiscal year.

Shelton Footbridge: This is a suspension footbridge over a slough near Shelton. No expenditures during the fiscal year.

Kougarok Footbridge: This is a suspension footbridge over the Kougarok River near the mouth of Coarse Creek. No expenditures during the fiscal year.

Taylor Footbridge: This is a suspension footbridge over the Taylor Creek at Taylor. No expenditures during the fiscal year.

Burnt River Footbridge: This is a suspension footbridge over the Burnt River on the Dahl Creek-Candle Trail, Route 8. No expenditures during the fiscal year.

Bull Creek Bridge: This is a highway bridge, 100 feet long, across Bull Creek, giving access to the Nome River.

ROAD.....(4¼ MILES WAGON ROAD)

ected by the Territory. Two and twelve-duroy and two and thirteen-hundredths ects the landing ten miles above Marshall y Creek.

s for repairs and protection during the n poor.

ory of Alaska. \$356.50.

MARSHALL.....(190 MILES TRAIL)

ork were performed on the winter mail Marshall; first, between Old Hamilton d, between Andraefsky and Pilot Station.

K.....(11 MILES SLED ROAD)

ect. It consists of an eleven mile winter rail from the landing on the Yukon River across to the new diggings on Stuyahok eported to have produced about \$7,000 the

was cleared at a cost of \$660.00.

FERRIES:

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S:

omanza Ferry, Route 8A, Safety Ferry, Route 8C, and the Shelton Ferries, Route 77. ferries in the Nome District which have assigned route numbers.

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hich the cable and blocks were stored was last fall and the dead-men washed out. Na-s and boat but were unable to save the cable. urchased and installed. Additional expendi-the boat out of the river and placing it in

Nome River Ferry: This is a small scow running on a cable across Nome River, where a bridge has been washed out on the Seward Peninsular Railway. It is used by foot passengers and the cars drawn by dogs on the railway.

Ninety-eight dollars were expended for caulking the scow, placing it in the water, and making ready for the season's operations.

Kougarok Ferry: This is a free ferry over the Kougarok River on the Dahl Creek-Candle Trail, Route 28. It consists of a small boat on an endless cable.

No expenditure during the fiscal year.

Kiana Ferry: This is a free ferry over the slough on the Kiana-Klery Creek Trail, Route 41. It consists of a small boat on an endless cable.

An additional ferry over Squirrel River, near Kiana, was installed. The boat was purchased at Kiana, but the cable, blocks and ropes had to be shipped from Nome.

Total expenditure \$466.79.

ROUTE 77B—BRIDGES:

The following bridges have not heretofore been assigned route numbers:

Nome River Bridge: This is the main highway suspension bridge across Nome River on Route 8, near Fort Davis. Due to unusual ice conditions caused by heavy storms during the winter, dynamite was used in blowing out the ice to protect this bridge. Expenditures \$497.18. (Included in Route 8.)

Snake River Footbridge: This is a suspension footbridge over Snake River near the mouth of Boulder Creek.

No expenditures during the fiscal year.

Shelton Footbridge: This is a suspension footbridge over a slough near Shelton.

No expenditures during the fiscal year.

Kougarok Footbridge: This is a suspension footbridge over the Kougarok River near the mouth of Coarse Gold Creek.

No expenditures during the fiscal year.

Taylor Footbridge: This is a suspension footbridge over Taylor Creek at Taylor.

No expenditures during the fiscal year.

Burnt River Footbridge: This is a suspension footbridge over Burnt River on the Dahl Creek-Candle Trail, Route 28.

No expenditures during the fiscal year.

Bull Creek Bridge: This is a highway bridge about eighteen feet long, across Bull Creek, giving access to the Sunset Creek

workings west of Nome. The Creek has very steep banks and a gumbo bottom.

The bridge was washed off its abutments during the break-up and had to be replaced in position.

Expenditures \$45.00.

ROUTE 77C—TROLLEYS:

There are two passenger trolleys in this district which have not heretofore been assigned route numbers:

Snake River Trolley: This trolley consists of a passenger cage suspended from a cable across Snake River near Monument Creek.

No expenditures during the fiscal year.

Nome River Trolley: This trolley consists of a passenger cage suspended from a cable across Nome River near the mouth of Osborne Creek.

No expenditures during the fiscal year.

EXAMINATIONS AND SURVEYS.

ROUTE 89—NOME-SHELTON-KEEWALIK RECONNAISSANCE:

The Act of Congress making appropriations for the Support of the Army for the fiscal year ending June 30, 1922, under the item, "Construction and maintenance of military and post roads, bridges and trails, Alaska," provided:

"That not to exceed \$10,000 of the foregoing amount shall be expended for a preliminary investigation and report on the feasibility, desirability, and cost of the best and most practicable connection between the Nome-Shelton system of communications and the coal deposits of the Kugruk River, Chicago Creek, and the Keewalik Mining District, whether by wagon road, sled road, tramway, trail, or other means."

In accordance with the requirements of this section, Mr. A. G. Blake, a competent civil engineer with long experience on the Seward Peninsula, was engaged to take charge of the reconnaissance. Mr. Blake spent thirty-four days in cruising over the country north of Shelton and between the Kougarok and Candle. A total of five hundred miles of various routes were followed by him:

- A. Shelton to Taylor Creek via Kougarok River and Dahl Creek;
- B. Taylor Creek to Shelton via ridge on west watershed of Kougarok River;
- C. Davidsons Landing to Shelton partially;
- D. Shelton to Imuruk Lake-Kugruk River-Silver Mine and Candle;

- E. Candle to Wallin Coal Mine and
- F. Inmachuk River to Shelton via G. Creek, Boulder Creek, Dahl Creek traveled route and staked trail.

The field work was completed in September and a report with a recommended system of work is being prepared.

Expenditure: Alaska Road Commission

ROUTE 89A—SEWARD PENINSULA RAILROAD (TRAM)

Chapter 39, Session Laws of Alaska, 1919, and approval of the Territorial Board of Road Commissioners for Alaska, authorized the purchase of the Seward Peninsula Railroad and approval of the Territorial Board of Road Commissioners for Alaska were authorized to purchase the Seward Peninsula Railroad extending from Nome to Shelton, for use as a narrow gauge railroad for mail and passenger service. This narrow gauge railroad, has been abandoned as a steam railroad, has become an overland artery of communication with the other placer mining camps of the Seward Peninsula. The repair of the out portions of track are of great public interest and the structure was publicly

An examination and inventory of this railroad was made by Mr. A. G. Blake, a competent civil engineer. Negotiations were entered into with the railroad and they agreed to accept the entire road. The purchase at this price and the agreements appended thereto requiring the purchase of the road bed in case the same should be required for mining operations in certain localities, was approved by the Territorial Board of Road Commissioners. The title for the property made by the Territorial Board and following this, it is believed the acquisition is summarized.

This railroad will be of great service to the transportation problem of the Seward Peninsula affecting traffic movement to the Kougarok and the north portion of the Seward Peninsula. The construction of three bridges, and the maintenance for the type of traffic carried is light. The price agreed upon, \$25,000, for eight-seven miles of summer and winter road in view of the service rendered even under conditions.

ALASKA ROAD COMMISSION.

he Creek has very steep banks and a
d off its abutments during the break-
in position.

ger trolleys in this district which have
d route numbers:

This trolley consists of a passenger
ble across Snake River near Monument

g the fiscal year.

This trolley consists of a passenger
able across Nome River near the mouth

ing the fiscal year.

ATIONS AND SURVEYS.

.TON-KEEWALIK RECONNAISSANCE:

making appropriations for the Support of
year ending June 30, 1922, under the item,
nance of military and post roads, bridges
ded:

\$10,000 of the foregoing amount shall be
ary investigation and report on the feasi-
cost of the best and most practicable com-
me-Shelton system of communications and
e Kugruk River, Chicago Creek, and the
t, whether by wagon road, sled road, tram-
ans."

the requirements of this section, Mr. A. G.
vil engineer with long experience on the
s engaged to take charge of the recon-
spent thirty-four days in cruising over the
on and between the Kougarok and Candle.
d miles of various routes were followed by

aylor Creek via Kougarok River and Dahl

to Shelton via ridge on west watershed of
er;

nding to Shelton partially;
muruk Lake-Kugruk River-Silver Mine and

- E. Candle to Wallin Coal Mine and Inmachuk River; and
- F. Inmachuk River to Shelton via Good Hope River, Aurora Creek, Boulder Creek, Dahl Creek, etc., over the usually traveled route and staked trail.

The field work was completed in September and the final report with a recommended system of communications is now being prepared.

Expenditure: Alaska Road Commission \$3,984.66.

ROUTE 89A—SEWARD PENINSULA RAILROAD (87 MILES TRAM)

Chapter 39, Session Laws of Alaska, 1921, provided that the Federal Board of Road Commissioners for Alaska with the consent and approval of the Territorial Board of Road Commissioners, were authorized to purchase the Seward Peninsula Railroad extending from Nome to Shelton, for use as a public tram and highway. This narrow gauge railroad for many years, following its abandonment as a steam railroad, has been used as the main overland artery of communication with the Kougarok mining district and the other placer mining camps on the northern portion of the Seward Peninsula. The repair of the bridges and washed out portions of track are of great public interest and could be accomplished provided the structure was publicly acquired.

An examination and inventory of this railroad was made by Mr. A. G. Blake, a competent civil engineer, engaged for the purpose. Negotiations were entered into with the present owners of the railroad and they agreed to accept a price of \$25,000 for the entire road. The purchase at this price, with certain other agreements appended thereto requiring the present owners to maintain the road bed in case the same should be disturbed by placer mining operations in certain localities, was recommended. The Territorial Board of Road Commissioners is now having a search of the title for the property made by the Territorial Attorney General and following this, it is believed the acquirement will be consummated.

This railroad will be of great service in relieving the entire transportation problem of the Seward Peninsula particularly affecting traffic movement to the Kougarok mining district and the north portion of the Seward Peninsula. The necessary repairs are the construction of three bridges, and thereafter the cost of maintenance for the type of traffic carried upon the road will be light. The price agreed upon, \$25,000, for the acquirement of eight-seven miles of summer and winter road, is a nominal one in view of the service rendered even under present traffic conditions.

ANNUAL EXAMINATIONS.

The Board made a thorough examination of the Nome-Council Road and the Nome-Council-Council Road in November. Last fiscal year a thorough examination of the District Superintendent of all winter routes was made. Finding the same as far north as Kotzebue Sound on the Seward Peninsula. During the present fiscal year a reconnaissance of all summer routes of the Seward Peninsula is being made. A census of all routes, winter and summer, will be taken. Some qualified employee or member of the Board will be assigned to each route.

SHELTER CABINS.

As expended during the year for shelter cabins the following work was done:

Purchase of materials, freight and labor	\$ 768.41
Paint at Topkok and repairs	260.00
Repairs	75.00
River Cabins, repairs	135.00
Repairs	72.00
Paint, wood, roofing, etc.	189.59
Total	\$1,500.00

ANALYSIS OF EXPENDITURES.

Miles*	Expenditures	Unit Cost Dollars per Mile
..... 211 3/4		
..... 27		
..... 1189 1/2		
..... 536		
Total 1,964 1/4	\$88,016.12	\$44.85

* Limited during fiscal year only.

CONTRACTS IN FORCE.

COMMERCIAL STATISTICS.

A census was begun by the Commission in 1911. Expenditures for freight on each route at the cost of transporting the same amount of freight by rail before the road was constructed, a comparison represents the economic saving to the State by the construction of the particular route in question.

Statistics for all the routes built by the Commission for 1911, 1912, and 1913, has been compiled.

Year.	Expenditures for the year.	Total expenditures for roads to end of year.	Economic saving to shippers.
1911	\$266,777.95	\$1,903,103.27	\$1,981,677.00
1912	317,303.72	2,220,406.99	2,141,688.00
1913	353,118.29	2,573,525.28	2,144,667.00
1911-1913	937,199.96	2,573,525.28	6,268,032.00

From this table it will be seen that the saving in these three years alone was almost three times the total expenditure for roads to the end of 1913. Records for succeeding years were burned up in the fire of 1915. No census was taken during the war.

A new census was inaugurated Jan. 1, 1921.

In the interior, the great cost of moving freight by teaming or packing, together with the difficulty and uncertainty of moving it at all, constitutes the main obstacle to the growth and development of the district.

During the opening of new diggings in the Chisana region a few years ago, beans, coffee, sugar, hay, candles, bacon, grain, etc., were sold at \$1.50 per pound. The freight charges were almost a dollar a pound, so that the original cost of the article was of relatively little importance. And even at that, the supply could not keep pace with the demand. Last summer the freight charges for transporting supplies from Dawson, in the Klondike, to some mines about one hundred miles away in the American 40-Mile District were greater than the original cost of the supplies plus the freight from the United States to the Klondike. (Dawson is 1,700 miles from Seattle.)

The cost of transportation by the usual modes of transport in Alaska are shown in the following table:

Winter:	Per Ton-mile.
Bob-sled (sled road)	\$ 0.37
Double-ender (trail)	1.30
Dog-team (trail)	6.30
Summer:	
Truck (wagon road)	0.40
Wagon (wagon road)	1.23
Pack train (trail)	4.80
Man (no trail)	26.67 *

*Average from very widely varying figures. At Lisianski Inlet, in Southeastern Alaska, last summer I observed lumber, pipe, tar paper, groceries, etc., being carried on the backs of Indians from the beach up a slippery mountain trail about 7,500 feet long to a new gold strike in a little basin at about 800 feet elevation at 4 cents per pound, or \$80.00 per ton—over 1 cent per ton-foot.

Railroad transportation cannot yet be regarded as a usual form for Alaska, and steamship rates are entirely arbitrary, depending upon competition. They, like the existing railroad rates, have been fixed by two factors only; 1st, the cost of hauling on some competing wagon road, sled road, or trail, where such competition

exists (or, in the case of steamships, sometimes by competing steamer line); and 2nd, by the highest rate the freight can stand and be shipped at all.

The table shows the actual costs at the rates for teams, labor, food, forage, etc., prevailing in the great interior regions of Alaska. They are based also on the costs of hauling large quantities. On the south coast the comparative values are the same, but the actual values are about one-third less because of lower costs of above controlling elements.

ADDITIONAL OPERATIONS OF THE BOARD OR OF ITS MEMBERS.

The following additional duties have been imposed upon the members of the board by appropriate authority:

- (a) Effective April 1st, 1921, the Juneau, Alaska, engineer district was created by G. O. No. 1, War Department, Office of the Chief of Engineers, Washington, February 21, 1921. The President of the Board, in addition to his other duties, was appointed District Engineer; the other two members of the Board were placed under the immediate orders of the District Engineer and the Secretary and Disbursing Officer of the Board was, in addition, designated as Disbursing Officer for the district. The Alaska district does not form a part of the Northern Pacific Division; the District Engineer reports direct to the Chief of Engineers. Detailed report of the operations of the Alaska District will be found in the Annual Report, C. of E. Expenditures for the fiscal year, and to include vouchers received and placed in the account, including June 30, 1922, were \$47,503.46.
- (b) By par. 3, S. O. No. 50-0, War Department, Washington, D. C., March 9, 1921, and under the provisions of Acts of Congress approved June 17, 1910, and June 15, 1917, the President of the Board, in addition to his other duties, was detailed for consultation or to superintend the construction or repair of any aid to navigation authorized by Congress in the Sixteenth Lighthouse District (includes the Territory of Alaska) and was directed to report by letter to the Secretary of Commerce.
- (c) The President of the Board, at the request of the Commanding Officer, Fort Wm. H. Seward, Alaska, made a special examination of the water main which supplies the post and town of Haines, Alaska. This main crosses Chilkat Inlet at the mouth of the river of the same name. The crossing is about two miles wide and the pipe-line is

subjected to the scour and undercutting of the tide as well as glacial floods in the event of the pounding of the ice run. It has had several breaks which have cut off the line for several weeks at a time.

His report and recommendations for the reconstruction of the line having been approved by the War Department, the Board was placed in charge with supervision of the work. To the amount of five hundred and fifty dollars of Quartermaster's funds and to the post finance officer in charge of the work, breaks and leaks were repaired, the line was reconstructed and the reconstruction started last

At the close of the fiscal year the reconstruction was practically completed. Soldiers' and Sailors' Expenditures under the immediate supervision of the Board for the year ended September 30, 1922, were \$2,505.02.

- (d) By letter of the Secretary of War, the President of the Board was designated as the Department representative upon the Alaska Council. Under the authority of the Board designating the President of the Board to act in his absence

STATEMENT OF RECEIPTS AND DISBURSEMENTS.

This report covers vouchers received and disbursements made including June 30, 1922.

RECEIPTS.

Balance on hand July 1, 1921	
Received since from:	
War warrants	
Transfers from officers	
Sales of property, etc., Alaska Fund	
Refunds, Army Acts	
Total	

DEDUCTIONS:

Deposited to credit Treasurer of United States	
Balance on hand close of F. Y. 1921	
Reduction of working fund	
Deposited by Capt. C. S. Ward, previous disbursing officer	
Sales, etc.	

Net Total

DISBURSEMENTS

Disbursed as per tabulated statement below	
Balance on hand in Army Account of Adv. 1922	

Net Total

EXPENDITURES IN DETAIL.

FEDERAL APPROPRIATIONS AND "ALASKA FUND" AND FUNDS CONTRIBUTED BY THE TERRITORY OF ALASKA AND OTHERS.

Acct.	Name of Route	Construction	Maintenance	Total
T	Prince of Wales Island	\$.....	\$ 204.50	\$ 204.50
2B	Mendenhall Glacier Extension.....	2,572.24	3,400.00	5,972.24
2C	Mendenhall Glacier Bridge	482.39	.....	482.39
2D	Juneau-Duck Creek	1,450.00	1,573.69	3,023.69
3A	Haines-Wells .....	.....	6,955.93	6,955.93
3B	Pleasant Camp Extension	12,000.00	.....	12,000.00
3C	Porcupine Extension	100.00	.....	100.00
3D	Haines-Mud Bay	5,039.30	.....	5,039.30
4B1	Valdez-Comfort .....	.....	10,642.03	10,642.03
4B2	Comfort-Canyon	10,000.00	2,757.38	12,757.38
4B3	Keystone Canyon	19,922.10	.....	19,922.10
4B4	Canyon-Wortmans, first section	9,000.00	.....	9,000.00
4B4	Canyon-Wortmans, 2nd sec.....	9,785.96	3,000.00	12,785.96
4B5	Wortmans-Beaver Dam .....	.....	3,145.04	3,145.04
4B6	Beaver Dam-Ernestine .....	.....	8,121.24	8,121.24
4C	Ernestine-Willow Creek .....	.....	8,469.13	8,469.13
4D	Willow Creek-Gulkana .....	.....	15,130.36	15,130.36
4E	Gulkana-Sourdough .....	.....	17,786.91	17,786.91
4F	Sourdough-Mile 168 .....	.....	15,017.62	15,017.62
4G	Mile 168-Delta River (M 204).....	.....	8,897.56	8,897.56
4H1	Delta River-Rapids .....	.....	6,067.41	6,067.41
4H2	Rapids-McCarty .....	.....	16,071.64	16,071.64
4I	McCarty-Richardson .....	.....	14,233.25	14,233.25
4J	Richardson-Salchaket .....	.....	17,041.80	17,041.80
4K	Salchaket-Fairbanks, 1st sec.....	.....	15,500.00	15,500.00
4K	Salchaket-Fairbanks, 2nd sec.....	.....	16,553.20	16,553.20
4K	Salchaket-Fairbanks, 3rd sec.....	.....	17,500.00	17,500.00
5A	Dunbar-Fort Gibbon .....	.....	526.44	526.44
6A	Willow Creek-Tonsina, 1st sec.....	.....	13,350.00	13,350.00
6A	Willow Creek-Tonsina, 2nd sec.....	.....	10,410.72	10,410.72
6B	Tonsina-Chitina, 1st section.....	.....	12,210.08	12,210.08
6B	Tonsina-Chitina, 2nd section.....	.....	10,116.00	10,116.00
7C	Summit-Fairbanks Creek .....	.....	395.00	395.00
7D	Ester Creek .....	.....	388.33	388.33
7G	Fairbanks-Gilmore .....	.....	5.61	5.61
7J	Fairbanks-Chena Hot Springs.....	.....	1,215.50	1,215.50
7R	Goldstream-O'Connor Creek	154.64	.....	154.64
8	Nome-Council .....	.....	22,556.79	22,556.79
8A	Bonanza Ferry .....	.....	136.00	136.00
8R	Safety Ferry .....	.....	386.00	386.00
8C	Council Ferry .....	.....	150.00	150.00
8D	Council-Ophir Creek Road .....	.....	1,002.50	1,002.50
8H	Casa De Paga .....	.....	758.00	758.00
9	Rampart-Eureka .....	.....	45.00	45.00
10	Seward-Kenai Lake .....	.....	4,731.03	4,731.03
10A	Seward-Radio .....	.....	35.00	35.00
11A	Eagle-O'Brien .....	.....	4,516.62	4,516.62
11B	O'Brien-Fortymile .....	.....	353.50	353.50
11C	Steel Creek-Jack Wade .....	.....	57.75	57.75
11D	Canyon Creek-Walkers Fork .....	.....	500.00	500.00
11E	Eagle-Seventymile .....	.....	500.00	500.00
11F	Jack Wade-Chicken .....	.....	300.00	300.00
11G	Steel Creek-Moose Creek .....	.....	300.00	300.00
11H	Liberty Cabin-Steel Creek .....	.....	150.00	150.00
13A	Nome-Bessie .....	.....	2,407.74	2,407.74
13B	Bessie-Banner .....	.....	1,235.02	1,235.02
13C	Bessie-Little .....	.....	966.94	966.94
13F	Nome-Osborne .....	.....	11,376.31	11,376.31
13I	Nome River .....	.....	925.72	925.72
13K	Bessie-Buster .....	.....	996.99	996.99
14	Sitka-Indian River .....	.....	1,250.12	1,250.12
15	Circle-Miller House .....	.....	3,130.36	3,130.36
16	Chatanika-Miller House .....	.....	17,872.34	17,872.34
17	Fort Gibbon-Kaltag .....	.....	300.00	300.00
18	Kaltag-Solomon .....	.....	860.99	860.99
19E	Girdwood-Crow Creek	391.65	2,000.00	2,391.65
20R	Susitna-Rainy Pass	3,497.88	.....	3,497.88
20H	Nancy-Susitna .....	.....	296.33	296.33

EXPENDITURES IN DETAIL.

Acct.	Name of Route	Construction
21	Unalaklik-St. Michael .....	.....
22	Hot Springs-Sullivan Creek .....	.....
23A	Chatanika-Beaver .....	.....
23B	Beaver-Chandler .....	.....
23C	Chandler-Koyukuk .....	.....
23D	Caro-Flat Creek .....	.....
23E	Caro-Coldfoot .....	.....
24	Mile 29 ANRR-Sunrise .....	.....
24A	Lynx Creek-Sixmile Creek	396.1
24B	Sunrise-Hope	185.1
25A	Cripple River .....	.....
25B	Penny River .....	.....
25D	Mouth of Center Creek .....	.....
25E	Submarine Paystreak .....	.....
25F	Anvil-Glacier .....	.....
25G	Snake River Extension .....	.....
25I	Sinrock Ferry .....	.....
26	Candle-Candle Creek .....	.....
26A	Kugruk River Approach .....	.....
27	Deering-Inmachuk .....	.....
28A	Nome-Taylor	1,140.00
29	Fort Gibbon-Koyukuk .....	.....
30	Hot Springs Landing-Eureka.....	.....
32A	Tacotna-Flat Creek .....	.....
32D	Flat-Crooked Creek .....	.....
35A	Archangel Extension	3,490.80
35B	Mile 26 1/2-Palmer	3,942.50
35C	Palmer-Matanuska River .....	.....
35D	Willow Creek Extension	9,601.20
35E	Wasilla-Fish Hook	877.10
35F	Wasilla-Knik .....	.....
37	Topkok-Candle .....	.....
38A	Ruby-Long Creek .....	.....
38B	Long Creek-Cripple City .....	.....
38C	Ophir-Cripple .....	.....
38D	Ophir-Tacotna, 1st section	15,000.00
38D	Ophir-Tacotna, 2nd section.....	11,000.00
38D	Ophir-Tacotna, 3rd section.....	9,000.00
38E	Solatna Bridge	3,557.27
39	Juneau-Sheep Creek .....	.....
41	Kiana-Klery Creek .....	.....
42	St. Michael-Kotlik .....	.....
44A	Skagway-Smugglers Cove	11,158.71
45	Silver Bow Basin .....	.....
46A	Roosevelt-Kantishna	8,964.09
46B	Lignite-Kantishna	11,966.91
46C	Nenana-Knights Roadhouse	1,499.80
46E	Kuskokwim Reconnaissance	831.75
48	Iliamna Bay-Iliamna Lake	4,745.93
49	Davidsons Landing-Taylor .....	.....
51	Talkeetna-Cache Creek, 1st section	10,200.00
51	Talkeetna-Cache Creek, 2nd section	12,209.92
51A	Upper Yentna	901.26
53	Eagle-Circle .....	.....
57	McCarthy-Nizina	8,190.33
57A	Nizina Bridge .....	.....
59	Fairbanks Bridge .....	.....
62	Dime Creek Corduroy .....	.....
63	Dunbar-Brooks .....	.....
64	Cripple-Lewis Landing .....	.....
65A	Gulkana-Chistochina .....	.....
65B	Chistochina-Tanana Crossing .....	.....
65C	Chistochina-Slate Creek .....	.....
65D	Chistochina-Tanana Crossing .....	.....
67A	Teller-Lost River .....	.....
68	Flagging Trails .....	.....
72	Wrangell-Oil Dock	4,964.97
73	Marshall Road	850.00
73A	Kotlik-Marshall	660.00
73B	Stuyahok Trail .....	.....
75	Anchorage-Eagle River	8,446.07

EXPENDITURES IN DETAIL.

EXPENDITURES IN DETAIL.—(Continued.)

CONSTRUCTIONS AND "ALASKA FUND" AND FUNDS OF THE TERRITORY OF ALASKA AND OTHERS.

	Construction	Maintenance	Total
Island	\$	\$ 204.50	\$ 204.50
Extension	2,572.24	3,400.00	5,972.24
Bridge	482.39	1,573.69	3,023.69
Creek	1,450.00	6,955.93	6,955.93
Extension	12,000.00	104.00	12,000.00
Island	5,039.30	5,039.30	10,078.60
Extension	10,000.00	2,757.38	12,757.38
Island	19,922.10	9,000.00	28,922.10
Island, first section	9,000.00	3,000.00	12,000.00
Island, 2nd sec.	9,785.96	3,145.04	12,930.96
Dam	8,121.24	8,121.24	16,242.48
Stine Creek	8,469.13	8,469.13	16,938.26
Ikana	15,130.36	15,130.36	30,260.72
Sh	17,786.91	17,786.91	35,573.82
168	15,017.62	15,017.62	30,035.24
iver (M 204)	8,897.56	8,897.56	17,795.12
ids	6,067.41	6,067.41	12,134.82
son	16,071.64	16,071.64	32,143.28
sket	14,233.25	14,233.25	28,466.50
nks, 1st sec.	17,041.80	17,041.80	34,083.60
nks, 2nd sec.	15,500.00	15,500.00	31,000.00
nks, 3rd sec.	16,553.20	16,553.20	33,106.40
ibon	17,500.00	17,500.00	35,000.00
nsina, 1st sec.	526.44	526.44	1,052.88
nsina, 2nd sec.	13,350.00	13,350.00	26,700.00
1st section	10,410.72	10,410.72	20,821.44
2nd section	12,210.08	12,210.08	24,420.16
ts Creek	10,116.00	10,116.00	20,232.00
ce	395.00	395.00	790.00
Hot Springs	388.33	388.33	776.66
nnor Creek	5.61	5.61	11.22
154.64	1,215.50	1,215.50	2,431.00
22,556.79	22,556.79	45,113.58	
136.00	136.00	272.00	
386.00	386.00	772.00	
150.00	150.00	300.00	
1,002.50	1,002.50	2,005.00	
758.00	758.00	1,516.00	
45.00	45.00	90.00	
4,731.03	4,731.03	9,462.06	
35.00	35.00	70.00	
4,516.62	4,516.62	9,033.24	
353.50	353.50	707.00	
57.75	57.75	115.50	
500.00	500.00	1,000.00	
500.00	500.00	1,000.00	
300.00	300.00	600.00	
300.00	300.00	600.00	
150.00	150.00	300.00	
2,407.74	2,407.74	4,815.48	
1,235.02	1,235.02	2,470.04	
966.94	966.94	1,933.88	
11,376.31	11,376.31	22,752.62	
925.72	925.72	1,851.44	
996.99	996.99	1,993.98	
1,250.12	1,250.12	2,500.24	
3,130.36	3,130.36	6,260.72	
17,872.34	17,872.34	35,744.68	
300.00	300.00	600.00	
860.99	860.99	1,721.98	
391.65	2,000.00	2,391.65	
3,497.88	296.33	3,794.21	

Acct.	Name of Route	Construction	Maintenance	Total
21	Unalaklik-St. Michael		50.00	50.00
22	Hot Springs-Sullivan Creek		230.37	230.37
23A	Chatanika-Beaver		29.14	29.14
23B	Beaver-Chandler		5,053.81	5,053.81
23C	Chandler-Koyukuk		25.00	25.00
23D	Caro-Flat Creek		25.00	25.00
23E	Caro-Coldfoot		500.00	500.00
24	24 Mile 29 ANRR-Sunrise		1,281.70	1,281.70
24A	Lynx Creek-Sixmile Creek	396.00		396.00
24B	Sunrise-Hope	185.00		185.00
25A	Cripple River		64.95	64.95
25B	Penny River		88.00	88.00
25D	Mouth of Center Creek		385.00	385.00
25E	Submarine Paystreak		550.75	550.75
25F	Anvil-Glacier		64.80	64.80
25G	Snake River Extension		682.78	682.78
25I	Sinrock Ferry		382.50	382.50
26	Candle-Candle Creek		4,982.61	4,982.61
26A	Kugruk River Approach		488.00	488.00
27	Deering-Inmachuk		6,371.04	6,371.04
28A	Nome-Taylor	1,140.00		1,140.00
29	Fort Gibbon-Koyukuk		840.48	840.48
30	Hot Springs Landing-Eureka		5,001.72	5,001.72
32A	Tacotna-Flat Creek		42.50	42.50
32D	Flat-Crooked Creek		130.00	130.00
35A	Archangel Extension	3,490.88		3,490.88
35B	Mile 26 1/2-Palmer		1,000.00	1,000.00
35C	Palmer-Matanuska River		1,021.25	1,021.25
35D	Willow Creek Extension	9,601.20		9,601.20
35E	Wasilla-Fish Hook	877.16		877.16
35F	Wasilla-Knik		781.05	781.05
37	Topkok-Candle		210.00	210.00
38A	Ruby-Long Creek		4,659.48	4,659.48
38B	Long Creek-Cripple City		706.94	706.94
38C	Ophir-Cripple		335.25	335.25
38D	Ophir-Tacotna, 1st section	15,000.00		15,000.00
38D	Ophir-Tacotna, 2nd section	11,000.00		11,000.00
38D	Ophir-Tacotna, 3rd section	9,000.00		9,000.00
38E	Solatna Bridge	3,557.27		3,557.27
39	Juneau-Sheep Creek		1,103.74	1,103.74
41	Kiana-Klery Creek		237.15	237.15
42	St. Michael-Kotlik		270.00	270.00
44A	Skagway-Smugglers Cove	11,158.71		11,158.71
45	Silver Bow Basin		299.69	299.69
46A	Roosevelt-Kantishna	8,964.09		8,964.09
46B	Lignite-Kantishna	11,966.91		11,966.91
46C	Nenana-Knights Roadhouse	1,499.80		1,499.80
46E	Kuskokwim Reconnaissance	831.75		831.75
48	Iliamna Bay-Iliamna Lake	4,745.93		4,745.93
49	Davidsons Landing-Taylor		1,032.00	1,032.00
51	Talkeetna-Cache Creek, 1st section	10,200.00	7,300.00	17,500.00
51	Talkeetna-Cache Creek, 2nd section	12,209.92	2,700.00	14,909.92
51A	Upper Yentna	901.26		901.26
53	Eagle-Circle		100.00	100.00
57	McCarthy-Nizina		2,853.95	2,853.95
67A	Nizina Bridge	8,190.33		8,190.33
69	Fairbanks Bridge		6.40	6.40
62	Dime Creek Corduroy		14,041.80	14,041.80
63	Dunbar-Brooks		366.50	366.50
64	Cripple-Lewis Landing		100.00	100.00
65A	Gulkana-Chistochina		658.00	658.00
65B	Chistochina-Slate Creek		109.50	109.50
65C	Chistochina-Tanana Crossing		92.20	92.20
65D	Ketchumstuk-Tanana Crossing		72.00	72.00
67A	Teller-Lost River		420.00	420.00
68	Flagging Trails		5,363.20	5,363.20
72	Wrangell-Oil Dock	4,964.97		4,964.97
73	Marshall Road		356.50	356.50
73A	Kotlik-Marshall	850.00		850.00
73B	Stuyahok Trail	660.00		660.00
75	Anchorage-Eagle River	8,446.07		8,446.07

EXPENDITURES IN DETAIL.—(Continued.)

Acct.	Name of Route	Construction	Maintenance	Total
76	Govt. Railroad-Valdez Creek	1,139.58		1,139.58
77	Shelton Ferries		300.00	300.00
77A	Ferries		466.79	466.79
77B	Bull Creek Bridge		45.00	45.00
78	Valdez Depot		1,036.20	1,036.20
79	Seward Depot		3,148.89	3,148.89
81	Good Creek-Salmon River	362.39		362.39
82	Taku Reconnaissance	899.21		899.21
83	Talkeetna-Iron Creek	273.50		273.50
86	Nation	560.75		560.75
87	Woodchopper Creek	62.00		62.00
88	Govt. Railroad-Moose Creek	499.69		499.69
89	Kougarok Reconnaissance	3,984.66		3,984.66
90B	Shelter Cabins, 2nd Division	1,500.00		1,500.00
90C	Shelter Cabins, 3rd Division	1,200.00		1,200.00
91	Yakutat	50.55		50.55
92A	Bethel-Quinhagak	11.50		11.50
92B	Bethel-Akiak	783.48		783.48
95	Alaska Peninsula Reconnaiss.	573.20		573.20
100	Office	6,910.04	13,820.08	20,730.12
Totals		\$236,216.91	\$447,030.77	\$683,247.68

EXPENDITURES IN DETAIL—COOPERATIVE FUND.

(Included in preceding Table.)

FIRST DIVISION.

Acct.	Name of Route	Federal	Territorial	Total
1	Pr. of Wales Is. Portage	\$ 204.50	\$ 0.00	\$ 204.50
2	Juneau System	10,881.75	0.00	10,881.75
3	Haines-Pleasant Camp	17,086.94	1,968.99	19,055.93
3D	Haines-Mud Bay	39.30	5,000.00	5,039.30
14	Sitka-Indian River	0.00	500.00a	500.00
44A	Skagway-Smugglers' Cove.	9,194.96	1,963.75b	11,158.71
72	Wrangell-Oil Dock	2,964.97	2,000.00c	4,964.97
81	Strawberry Point	62.39	300.00	362.39
91	Yakutat	43.73	6.82	50.55
Totals		\$ 40,478.54	\$ 11,739.56	\$ 52,218.10

SECOND DIVISION.

Acct.	Name of Route	Federal	Territorial	Total
8	Nome-Council	\$ 8,991.42d	\$ 15,325.87	\$ 24,317.29
8&25	Ferries	1,491.79	374.50	1,866.29
13&25	Nome Locals	10,847.06	7,289.44	18,136.50
131	Nome River Extension	363.97	561.75	925.72
18	Kaltag-Solomon	860.99	0.00	860.99
21	Unalakleet-St. Michael	50.00	0.00	50.00
25G	Snake River Extension	682.78	0.00	682.78
26	Candle-Candle Creek	4,941.49e	529.12	5,470.61
27	Deering-Inmachuk	371.04	6,000.00	6,371.04
28	Dahl Creek-Candle	1,140.00	0.00	1,140.00
37	Topkok-Candle	210.00	0.00	210.00
41	Kiana-Klery Creek	237.15	0.00	237.15
42	St. Michael-Kotlik	270.00	0.00	270.00
49	Davidson's Landing-Taylor	32.00	1,000.00	1,032.00
62	Dime Creek Corduroy	7,680.51	6,361.29	14,041.80
67	Nome-Prince of Wales	420.00	0.00	420.00
68	Flagging Winter Trails	4,657.20	706.00	5,363.20
73	Marshall-Kotlik	1,510.00f	356.50	1,866.50
89	Nome-Keewalik Recon.	3,984.66	0.00	3,984.66
90B	Shelter Cabins	0.00	1,500.00	1,500.00
Totals		\$ 48,742.06	\$ 40,004.47	\$ 88,746.53

THIRD DIVISION.

Acct.	Name of Route	Federal
10	Seward-Kenai Lake	\$ 4,731.00
20	Rainy Pass Trail	1,794.20
51	Talkeetna-Cache Creek	18,821.30
57	McCarthy-Nizina	6,044.20
60	Valdez Dike	0.00
90C	Shelter Cabins	0.00
Totals		\$ 31,390.87

FOURTH DIVISION.

Acct.	Name of Route	Federal
7	Fairbanks Local Roads	\$ 2,159.08
9	Rampart-Eureka	45.00
11	Eagle-Fortymile	6,677.87
15	Circle-Miller House	3,130.36
16	Chatanika-Miller House	17,872.34
22	Hot Springs-Sullivan	230.37
30	Hot Springs Landing-Eureka	5,001.72
38A	Ruby-Long	4,659.48
38D	Ophir-Tacotna	38,222.80
46	Roosevelt-Kantishna-R.R.	20,663.98
63	Brooks-Dunbar	366.50
92	Bethel Trails	294.98
Totals		\$ 99,324.48i

SUMMARY.

Division	Federal
First Division	\$ 40,478.54
Second Division	48,742.06
Third Division	31,390.87
Fourth Division	99,324.48
Grand Totals	\$219,935.95

- a—Contributed by City of Sitka.
- b—Includes \$463.75 from Alpine Club of Skagway.
- c—Includes \$500.00 from City of Wrangell.
- d—Includes Council Local Roads.
- e—Includes Kugruk River Approach.
- f—Includes Stuyahok Trail.
- g—Contributed by City of Valdez.
- h—Exclusive of \$7,812.19 expended by Division on Anchorage and Matanuska Local Roads.
- i—Includes belated bills from previous year.
- j—Exclusive of \$21,324.25 expended by Division on Fairbanks Local Roads.

ES IN DETAIL.—(Continued.)

	Construction	Maintenance	Total
ez Creek....	1,139.58	.....	1,139.58
.....	.....	300.00	300.00
.....	.....	466.79	466.79
.....	.....	45.00	45.00
.....	.....	1,036.20	1,036.20
.....	.....	3,148.89	3,148.89
River	362.39	.....	362.39
ce	899.21	.....	899.21
rk	273.50	.....	273.50
.....	560.75	.....	560.75
.....	62.00	.....	62.00
se Creek	499.69	.....	499.69
ssance	3,984.66	.....	3,984.66
l Division.....	1,500.00	.....	1,500.00
l Division.....	1,200.00	.....	1,200.00
.....	50.55	.....	50.55
.....	11.50	.....	11.50
.....	783.48	.....	783.48
econnais.....	573.20	.....	573.20
.....	6,910.04	13,820.08	20,730.12
.....	\$236,216.91	\$447,030.77	\$683,247.68

N DETAIL—COOPERATIVE FUND.

uded in preceding Table.)

FIRST DIVISION.

Route	Federal	Territorial	Total
s. Portage.....	\$ 204.50	\$ 0.00	\$ 204.50
.....	10,881.75	0.00	10,881.75
t Camp	17,086.94	1,968.99	19,055.93
ay	39.30	5,000.00	5,039.30
iver	0.00	500.00a	500.00
glers' Cove..	9,194.96	1,963.75b	11,158.71
ock	2,964.97	2,000.00c	4,964.97
int	62.39	300.00	362.39
.....	43.73	6.82	50.55
.....	\$ 40,478.54	\$ 11,739.56	\$ 52,218.10

SECOND DIVISION.

Route	Federal	Territorial	Total
.....	\$ 8,991.42d	\$ 15,325.87	\$ 24,317.29
.....	1,491.79	374.50	1,866.29
.....	10,847.06	7,289.44	18,136.50
xtension	363.97	561.75	925.72
.....	860.99	0.00	860.99
Michael	50.00	0.00	50.00
xtension	682.78	0.00	682.78
Creek	4,941.49e	529.12	5,470.61
uk	371.04	6,000.00	6,371.04
ndle	1,140.00	0.00	1,140.00
.....	210.00	0.00	210.00
reek	237.15	0.00	237.15
otlik	270.00	0.00	270.00
nding-Taylor	32.00	1,000.00	1,032.00
nduroy	7,680.51	6,361.29	14,041.80
f Wales	420.00	0.00	420.00
er Trails	4,657.20	706.00	5,363.20
.....	1,510.00f	356.50	1,866.50
.....	3,984.66	0.00	3,984.66
s	0.00	1,500.00	1,500.00
.....	\$ 48,742.06	\$ 40,004.47	\$ 88,746.53

THIRD DIVISION.

Acct.	Name of Route	Federal	Territorial	Total
10	Seward-Kenai Lake	\$ 4,731.03	\$ 0.00	\$ 4,731.03
20	Rainy Pass Trail	1,794.21	2,000.00	3,794.21
51	Talkeetna-Cache Creek	18,821.35	13,538.57	32,409.92
57	McCarthy-Nizina	6,044.28	5,000.00	11,044.28
60	Valdez Dike	0.00	220.02g	220.02
90C	Shelter Cabins	0.00	1,200.00	1,200.00
Totals .....	.....	\$ 31,390.87	\$ 22,008.59h	\$ 53,399.46

FOURTH DIVISION.

Acct.	Name of Route	Federal	Territorial	Total
7	Fairbanks Local Roads	\$ 2,159.08	\$ 0.00	\$ 2,159.08
9	Rampart-Eureka	45.00	0.00	45.00
11	Eagle-Portymile	6,677.87	0.00	6,677.87
15	Circle-Miller House	3,130.36	0.00	3,130.36
16	Chatanika-Miller House	17,872.34	0.00	17,872.34
22	Hot Springs-Sullivan	230.37	0.00	230.37
30	Hot Springs Landing- Eureka	5,001.72	0.00	5,001.72
38A	Ruby-Long	4,659.48	0.00	4,659.48
38D	Ophir-Tacotna	38,222.80	3,069.62	41,292.42
46	Roosevelt-Kantishna-R.R. ..	20,663.98	1,766.82	22,430.80
63	Brooks-Dunbar	366.50	0.00	366.50
92	Bethel Trails	294.98	500.00	794.98
Totals .....	.....	\$ 99,324.48i	\$ 5,336.44j	\$104,660.92

SUMMARY.

	Federal	Territorial	Total
First Division	\$ 40,478.54	\$ 11,739.56	\$ 52,218.10
Second Division	48,742.06	40,004.47	88,746.53
Third Division	31,390.87	22,008.59	53,399.46
Fourth Division	99,324.48	5,336.44	104,660.92
Grand Totals	\$219,935.95	\$ 79,089.06	\$299,025.01

- a—Contributed by City of Sitka.
- b—Includes \$463.75 from Alpine Club of Skagway.
- c—Includes \$500.00 from City of Wrangell.
- d—Includes Council Local Roads.
- e—Includes Kugruk River Approach.
- f—Includes Stuyahok Trail.
- g—Contributed by City of Valdez.
- h—Exclusive of \$7,812.19 expended by Divisional Commission, mainly on Anchorage and Matanuska Local Roads.
- i—Includes belated bills from previous year's agreements.
- j—Exclusive of \$21,324.25 expended by Divisional Commission, mainly on Fairbanks Local Roads.

III. EXPENDITURE OF OTHER FUNDS SUPERVISED BY THE BOARD.

CONTRIBUTED FUNDS.

ESS APPROVED JUNE 30, 1921, ALASKA SPECIAL FUND

Approved April 21, 1919.
Trails and Ferries.

.....	\$115,517.94
.....	85,746.61
Roads, etc.....	
.....	28,000.00
.....	43,237.28
Nizina River Bridge	
.....	5,000.00
Shelter Cabins	
.....	6,500.90
.....	\$284,001.83
.....	\$ 220.02
ell	500.00
.....	500.00
Skagway	463.75
.....	\$ 1,683.77
Contributed Funds	\$285,685.60

1. For the Territory of Alaska:

CHAIRMAN, 3RD DIVISION\$ 7,812.19

Account No.	Name	Miles	Expenditure
.....	Overhead .....	.....	\$ 45.33
10B	Seward-Nash	2½	400.00
35G	Palmer-Springer	3	418.00
35H	Wasilla-Finger Lake	7	4,714.15
35I	Moose-Palmer	2	236.62
36	Valdez-Mineral Creek	10½	91.20
36A	Granby Road	5	495.97
75A	Lake Spenard	3½	533.75
93	Chulitna Ferry .....	.....	877.17
	Total		\$ 7,812.19
	Balance		1,087.81
	Total Allotted		\$ 8,900.00

CHAIRMAN, 4TH DIVISION\$21,324.25

Account No.	Name	Miles	Expenditure
.....	Overhead .....	.....	\$ 65.00
7A	Summit-Chatanika	11	525.00
7B	Fox-Olnes	13	230.00
7D	Fairbanks-Ester Creek	13	2,916.30
7G	Fairbanks-Gilmore	13	3,890.90
7H	Little Eldorado Creek	1½	336.00
7I	Gilmore-Summit	6	2,965.32
7J	Fairbanks-Chena H. S.	64	1,052.35
7K	Olnes-Livengood	54	221.25
7N	Farmers Birch Hill	6½	4,814.89
7S	Graehl Bridge .....	.....	105.97
15A	Central H.-Circle H. S.	9	620.50
30	H. S. Landing-Eureka	24	1,147.36
46A	Roosevelt-Kantishna	34	655.03
63	Dunbar-Brooks	63	1,778.38
	Total		\$21,324.25
	Balance		675.75
	Total Allotted		\$22,000.00

2. For the Quartermaster General, U. S. Army:

Fort William H. Seward water supply\$ 2,502.02
Distributed as follows:

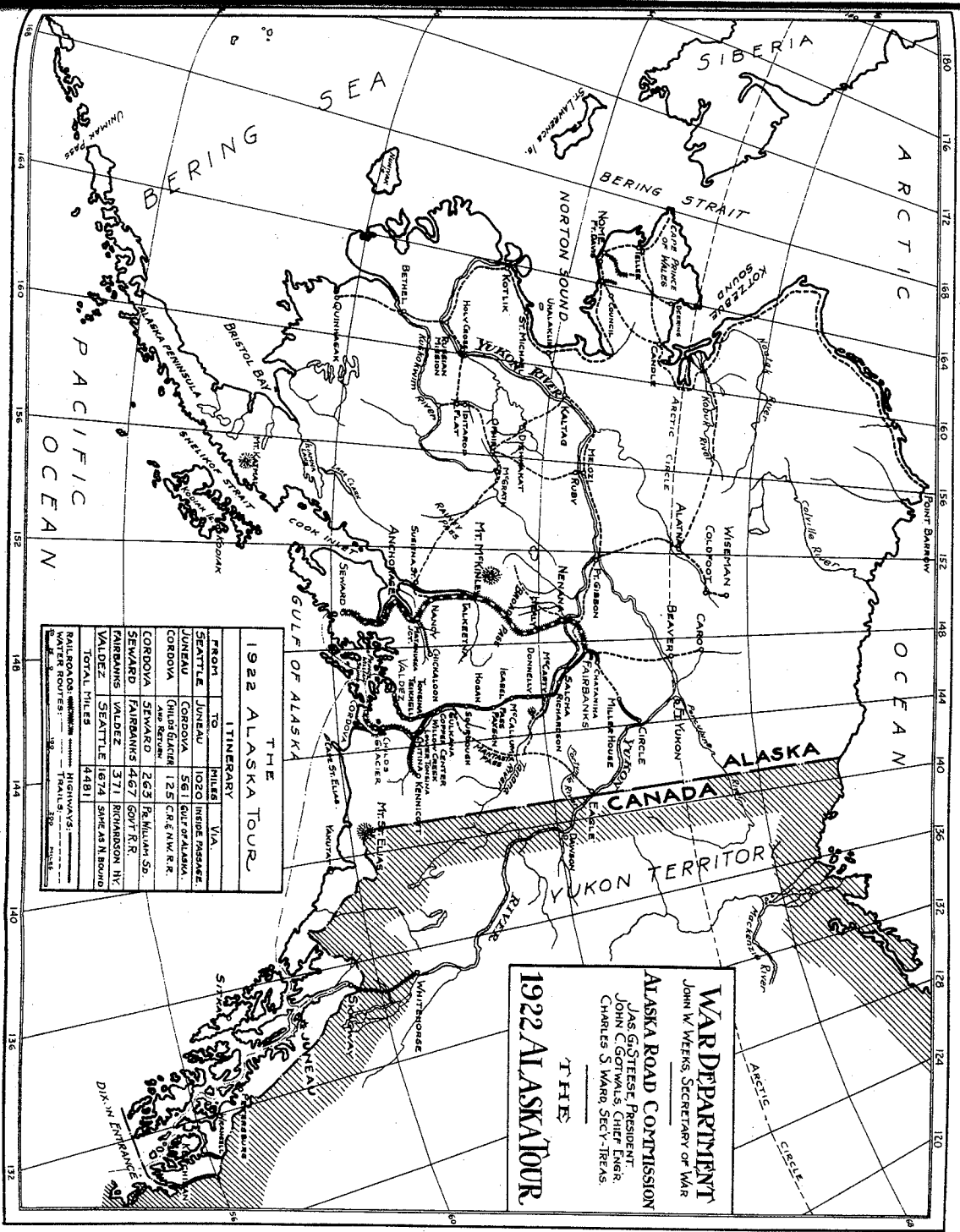
Lumber	\$ 16.10
Piling	429.00
Pile Points	150.00
Gas Boat	240.00
Fuel and Repairs	52.65
Pipe, Fittings, and Misc. Hdwe.	1,614.27
Total	\$2,502.02

3. For the Chief of Engineers, U. S. Army:

Rivers and Harbors, Fish Traps, etc.\$47,503.46
Distributed as follows:

Improvement of Nome Harbor	\$38,010.96
Survey of Wrangell Harbor	85.00
Survey of Wrangell Narrows	2,931.27
Investigation of Port Facilities	690.37
Fish Traps, Public Hearings, etc.	5,345.86
Increased Compensation, 1921-22	440.00
Total	\$47,503.46

Total supervised funds (1922)\$79,141.92



THE 1922 ALASKA TOUR

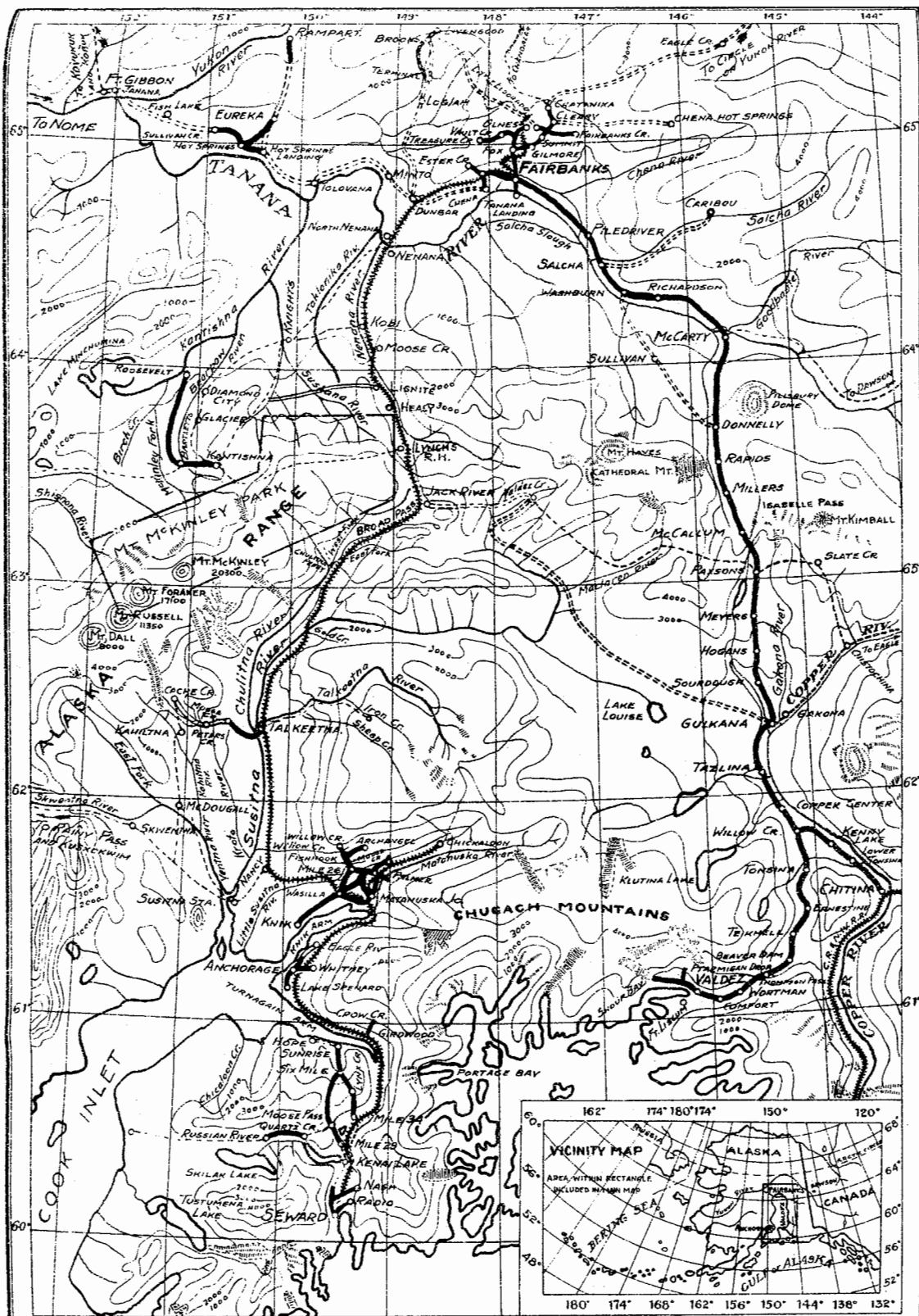
FROM	TO	MILES	VIA
SEATTLE	JUNEAU	1020	INSIDE PASSAGE
JUNEAU	CORDOVA	561	COAST OF ALASKA
CORDOVA	CHILDS GLACIER	125	C.R. & N.W. R.R.
CORDOVA	SEWARD	263	THE WILLIAM S.S.
SEWARD	FAIRBANKS	467	GOVT. R.R.
FAIRBANKS	VALDEZ	371	RICHARDSON H.Y.
VALDEZ	SEATTLE	1674	SAFELY AS N. BOUND
TOTAL MILES		4481	

RAILROAD DISTANCES: 4481 MILES
 WATER ROUTES: 1020 MILES
 HIGHWAYS: 371 MILES
 TRAILS: 1090 MILES

THE 1922 ALASKA TOUR

WAR DEPARTMENT
 JOHN W. WEAVER, SECRETARY OF WAR

ALASKA ROAD COMMISSION
 JAS. GUSTEUS, PRESIDENT
 JOHN C. GOTWALS, CHIEF ENGR.
 CHARLES S. WARR, SECY.-TREAS.



GOVERNMENT RAILROAD AND HIGHWAY FEEDERS.
 SCALE: 20 10 5 20 40 60 MILES
 ALASKA ROAD COMMISSION - 1921

WAGON ROADS (MOTOR TRUCK) ——— RAILROADS ———
 SLED ROADS (BOB SLED) ····· TRAMWAYS ———
 PACK TRAILS (DOUBLE ENDER OR DOG TEAM) - - - - -