

ANNUAL REPORT OF THE CHIEF OF ENGINEERS, 1924

EXTRACT ✓

REPORT UPON THE CONSTRUCTION AND
MAINTENANCE OF ROADS, BRIDGES,
AND TRAILS, ALASKA

BOARD OF ROAD COMMISSIONERS
FOR ALASKA



WASHINGTON
GOVERNMENT PRINTING OFFICE
1925

TRAFFIC CENSUS

District	Route No.	Station	Period 1923	No. of Persons	Autos	Wagons	Sleds	Pack Horses	Ton-nage
ANCHORAGE									
Archangel Extension	35A	Fishhook	Jan-Jun	805	---	6	20	37	355
Willow Creek Extension	35D	.....	Jan-Jun	245	1	1	5	---	32
Wasilla-Fishhook	35E	Wasilla	Jan-Dec	2546	792	334	723	---	927
Wasilla-Knik	35F	Wasilla	Jan-Jun	750	91	182	---	262	30
Wasilla-Finger Lake-Palmer	35H	.....	Jan-Jun	881	2	273	270	---	64
Matanuska Trunk Road	35K	U. S. Exp. Station	Jan-Apr	479	---	447	---	---	---
Houston-Willow Creek	35N	Houston	Jan-Mar	353	---	---	200	---	263
Talkeetna-Cache Creek	51	Moose Creek	Jan-Dec	1459	3	137	596	302	476
FAIRBANKS									
Fairbanks-Chitina	.....	Gulkana	Feb	29	4*	---	21	---	27
Dunbar-Ft. Gibbon	5A	Richardson	May-Dec	1488	813	30	3	11	357½
Fairbanks-Chena Hot Springs Trail	7J	Hot Springs	Jan-Apr	528	---	---	131	---	33
Chatanika-Circle	16	Colorado Roadhouse	Jan-Jun	182	---	---	75	---	50½
Ruby-Poorman	38A	Ruby	Jan	58	---	---	29	---	42
Kobi-Eureka	46	Knight's Roadhouse	Jan-Mar	420	---	---	432	---	175½
Nenana-Knights Roadhouse	.....	Knight' Roadhouse	Jan	66	---	---	57	3	---
Kobi-Diamond	46	Toklat	Nov-Dec	139	---	---	82	---	4½
Kobi-McGrath Trail	46E	Diamond Roadhouse	Jan-Apr	618	---	---	---	454	523
Govt. R. R.-Valdez Creek	76	Carlson Roadhouse	Mar-May	218	---	---	86	---	16
Salcha Ferry	.....	Mile 330, Richardson Highway	Jan-Dec	1373	737	10	---	26	215½
NOME									
Nome-Council	8	Nome	June-Sept	468	453	---	---	---	102
Nome-Bessie	13A	Nome	June-Sept	8400	2625	---	---	---	638
Bessie-Banner	13B	Nome	Jul-Sept	480	460	---	---	---	276
Bessie-Little Creek	13C	Nome	Jul-Sept	1748	368	---	---	---	460
Nome-Osborne	13F	Nome	Jul-Sept	375	273	---	---	---	92
Grass Gulch	13G	Nome	Jul-Sept	150	50	---	---	---	50
Nome River Extension	13I	Nome	Jul-Sept	368	184	---	---	---	15
Bessie Buster	13K	Dexter R. H.	Jan-Dec	944	315	39	87	---	20½
Kourgarok	.....	Nome	Jul-Sept	460	460	---	---	---	184
.....	.....	U. S. Roadhouse	Oct-Dec	153	3	69	10	---	24½

Kaitag-Solomon	18	Portage	Feb	21	---	---	---	---	---
.....	.....	Bonanza	Nov-Dec	34	---	---	19	---	6
.....	.....	Unalakleet	Jan-Dec	122	---	---	27	---	7
.....	.....	Solomon	Jan-Dec	85	---	---	71	---	6
Kaitag-Solomon	18	Isaac's Point	Jan-Dec	498	---	---	76	---	7
Bonanza-Kotzebue	18A	Bluff	Jan-Dec	326	---	---	396	---	5
Cripple River	.....	Haycock	Jan-Dec	514	---	---	162	---	76
Penny River	25A	Deering	Jan-Dec	92	---	---	250	---	8½
Nome-Wireless	25B	Nome	Jan-Dec	1201	---	---	78	---	28
Mouth of Center Creek	25C	Nome	Jul-Sept	15	---	6	903	---	28½
Submarine Paystreak	25D	Nome	Jul-Sept	45	---	20	---	---	64
Anvil Glacier	25E	Nome	Jul-Sept	2760	20	---	---	---	10
Snake River Extension	25F	Nome	Jul-Sept	1288	184	50	---	---	30
Candle-Candle Creek	25G	Nome	Jul-Sept	2070	460	---	---	---	50
Nome-Taylor	26	Candle	Jul-Sept	598	276	---	---	---	5
.....	28A	Dexter R. H.	Jan-Dec	552	184	---	---	---	92
Koyzebue-Shungnak	.....	P.O. Hot Springs	Jan-Dec	1489	30	---	---	---	184
Nome-Teller	41A	Noorvik	NomeJan-Dec	256	---	69	208	---	92
.....	67	Sinrock	Jan-Dec	213	---	---	120	---	384
Teller-Lost River	.....	Teller	Jan-Dec	1198	---	---	105	---	34½
Kotlik-Marshall	67A	Wales	Jan-Dec	205	---	---	921	---	4
.....	73A	Old Hamilton	Jan-Dec	324	---	---	111	---	23
.....	.....	Fortuna Ledge	Jan-Apr	72	---	---	265	1	16
.....	.....	.....	Nov-Dec	360	---	---	71	---	59
.....	.....	.....	Jan-Dec	114	---	---	235	---	7½
.....	.....	.....	.....	1282	---	---	95	---	17½
.....	.....	.....	.....	.....	---	---	730	---	11
.....	.....	.....	.....	.....	---	---	---	---	72½

*-Tractors.

Location	Code	Period	1917	1918	1919	1920	1921	1922	
FAIRBANKS									
Fairbanks-Chitina		Feb	29	4*		21	11	27	
Fairbanks-Chitina		May-Dec	1488	813	30	3	33	357½	
Dunbar-Ft. Gibbon	5A	Jan-Mar	528			131		33	
Fairbanks-Chena Hot Springs Trail	7J	Jan-Jun	182			75		50½	
Fairbanks-Chena Hot Springs Trail		Aug-Dec	78			31	26	17	
Chatanika-Circle	16	Jan-Apr	159			113		26	
Chatanika-Circle		Nov-Dec	58			51		9½	
Ruby-Poorman	38A	Jan	58			29		42	
Kobi-Eureka	46	Jan-Mar	420			432		175½	
Nenana-Knights Roadhouse		Jan	66			57	3	4½	
Kobi-Diamond	46	Nov-Dec	139			82		52½	
Kobi-McGrath Trail	46E	Jan-Apr	618				454	16	
Govt. R. R.-Valdez Creek	76	Mar-May	218			86		16	
Salcha Ferry		Jan-Dec	1373	737	10		26	215½	
NOME									
Nome-Council	8	June-Sept	468	453				102	
Nome-Bessie	13A	June-Sept	8400	2625				638	
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RT ALASKA ROAD COMMISSION.

Kaltag-Solomon	18	Portage	Feb	21			19		6
			Nov-Dec	34			27		6
		Bonanza	Jan-Dec	122			71		7
		Unalakleet	Jan-Dec	35			76		5
		Solomon	Jan-Dec	498			396		76
		Isaac's Point	Jan-Dec	326			162		8½
Kaltag-Solomon	18	Bluff	Jan-Dec	514			250		28
Bonanza-Kotzebue	18A	Haycock	Jan-Dec	92			78		28½
		Deering	Jan-Dec	1201			903		64
Cripple River	25A	Nome	Jul-Sept	15		6			10
Penny River	25B	Nome	Jul-Sept	45		20			30
Nome-Wireless	25C	Nome	Jul-Sept	2760	20	50			50
Mouth of Center Creek	25D	Nome	Jul-Sept	1238	184				5
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Candle-Candle Creek	26	Candle	Jan-Dec	1489	30	69	208		384
Nome-Taylor	28A	Dexter R. H.	Jan-Dec	256	27		120		34½
		P.O. Hot Springs	Nome Jan-Dec	213			105		4
Koyzebue-Shungnak	41A	Noorvik	Jan-Dec	1198			921		23
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		Teller	Jan-Dec	324			265		59
Teller-Lost River	67A	Wales	Jan-Dec	72			71		7½
Kotlik-Marshall	73A	Old Hamilton	Jan-Apr	360			235		17½
			Nov-Dec	114			95		11
		Fortuna Ledge	Jan-Dec	1282			730	4	72½

*-Tractors.

ANNUAL REPORT ALASKA ROAD COMMISSION. 33

NOME DISTRICT.

R. J. Sommers, Supt., July 1st to Oct. 31st, 1923

Chas. D. Jones, Asst. Supt., July 1st to Oct 31st, 1923 and Supt.,
Nov. 1st, 1923 to June 30, 1924.

This district embraces that portion of the Territory lying west of the 158th meridian and north of the Yukon River.

This very old district had retrograded, as had all others, during the war period. Additions were made to the road building equipment and while no important new projects have been started, all existing roads have been made passable for traffic. Reconnaissances were made winter and summer, looking to a connection between Nome and Kotzebue Sound, and for the necessary information upon all trails. All winter trails have been reopened, shelter reestablished and programs for progressive improvement prepared. These trails extend as far as Point Barrow, on the extreme northern coast of Alaska.

The Territory of Alaska purchased the narrow guage railroad from Nome to Shelton and established it as a public highway and tram, thus preventing the scrapping of the same and its consequent public loss. Bridges have been rebuilt on this tram and the track connected where gaps occur. With the very lively revival of placer mining at Nome, the road system, while also contributing to such revival, is in condition to carry the increased traffic already moving.

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 Peninsula points is delivered in midsummer through the nearest port, for the great majority of personnel wintering outside, Nome will always remain the point of debarkation in the spring and em-

barkation in the fall, at the beginning and end of the season respectively. From Nome or intermediate points a trail from Fort Gibbon and Dunbar, mail trails to various isolated points in Western Alaska, as far north as Cape Sabine, South to Cape Newenham.

The creeks in the immediate vicinity of Nome are supplied by a system of about 60 miles of roads. There are also local systems in the vicinity of Landing, Deering, Candle, Council and Dillingham. A principal through summer road extends from Nome to the east a distance of 82 miles.

Two types of winter mail trails are maintained. First, the permanent trails which follow a definite route, permanently tripoded or otherwise marked and second, the temporarily flagged trails, which are dependent upon winter snow drifts, storm conditions, and which are restaked in winter, after conditions become somewhat favorable. In open tundra where there are no distinguishing landmarks during snow storms, the traveler is also dependent upon working his way from stake to stake. Trails have been found frozen to death within a few years.

All work was handled upon a cooperative basis, Territorial funds being added to funds of the local communities and improve the entire system of roads and trails.

No chairman and secretary of the Territory for the Second Division was appointed. The present chairmen are W. J. Rowe and J. J. Keenan.

Much work is in isolated sections from Nome to the east as much as two years in showing up. The work in advance of the work to be done and a completion have been entirely impossible. The superintendent of the Board has been forced in some cases to depend upon mail carriers, other officials, and local merchants, for the letting and supervision of the work. As a result of its incompletion has picked up some additional mileage upon the trails. Measures have been made in the past, either by the Board and has definitely adopted several new sub-

Of the 62 sub-projects formerly shown in the report have been consolidated with other projects. Eleven have fallen into disuse and have been abandoned. The localities served by these routes are worked and the likelihood that any future need will require them. These are:

NOME DISTRICT.

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 ited 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 prin-
 cipal through summer road extends from Nome to Council, a dis-
 tance of 82 miles.

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 temporarily 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 cli-
 matic 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 land marks, and
 during snow storms, the traveler is absolutely dependent upon
 working his way from stake to stake. Travelers have occasionally
 been found frozen to death within a few yards of shelter.

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 chairman and secretary of the Territorial Road Commission
 for the Second Division was appointed. The two elected members
 are W. J. Rowe and J. J. Keenan.

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 Federal or Territorial
 officials, and local merchants, for the letting of contracts and the
 supervision of the work. As a result of its investigations, the Board
 has picked up some additional mileage upon which some expendi-
 tures have been made in the past, either by the Territory or itself,
 and has definitely adopted several new sub-projects.

Of the 62 sub-projects formerly shown in this district, 10 have
 been consolidated with other projects. Eleven of those remaining
 have fallen into disuse and have been abandoned as the mining
 localities served by these routes are worked out, and there is little
 likelihood that any future need will require their rehabilitation.
 These are:

Route	Wagon Road	Sled Road	Trail	Total Miles
Week	12			12
horn	4			4
			11	11
	5			5
	1 1/4			1 1/4
on	1/2			1/2
	2			2
	1 1/2			1 1/2
ension	5			5
ek	2			2
	1 1/2			1 1/2
	34 3/4		11	45 3/4

Routes maintained by this Board, expenditures are shown. The remaining routes are investigated and expenditures made when necessary.

SUMMARY OF ROADS

Route	Wagon Road	Sled Road	Trail	Total Miles
oad	57		25	82
	20			20
	5			5
	3 1/2			3 1/2
ek	3 1/2			3 1/2
	2			2
	8			8
	7 1/2			7 1/2
			248 1/2	248 1/2
			240	240
			35	35
Michael			60	60
	12			12
	1 1/2			1 1/2
	1/2			1/2
Creek	2			2
reak	3			3
	3			3
ension	3			3
Creek	6			6
pproach	1/4			1/4
il			45	45
ek			25	25
dic Trail	25			25
			140	140
			135	135
Winter Trail			154	154
ek	1		11	12
ak			200	200
arrow			500	500
ek Trail			70	70
ing-Taylor	24	16		40
uroy	9			9
			80	80
ce of Wales			142	142
			18	18
oo			40	40
			712	712
	4 1/4			4 1/4
			190	190
			11	11
a Railroad	87			87
	288	27	3045 1/2	3360 1/2

SUMMARY OF EXPENDITURES

Sub-Project Number	Federal	Territorial	Construction	Maintenance	TOTAL
8	\$10,484.87	\$ 9,860.00	(b) \$ 2,344.87	\$18,000.00	\$20,344.87
8H					
8J					
13A	1,337.06	2,000.00		3,337.06	3,337.06
13B	926.30	1,660.00		2,526.30	2,526.30
13C	366.01	200.00		566.01	566.01
13F	1,680.62	3,994.23	3,000.00	2,674.85	5,674.85
13K	237.07	100.00		337.07	337.07
18	1,349.70	1,500.00	364.70	2,485.00	2,849.70
18A	132.00	100.00		232.00	232.00
18B	34.00	30.00		64.00	64.00
21	150.00	250.00		400.00	400.00
25A	104.00	150.00		254.00	254.00
25B	38.00	60.00		98.00	98.00
25C					
25D	25.00	50.00		75.00	75.00
25E	341.00	600.00		941.00	941.00
25F	651.30	1,000.00		1,651.30	1,651.30
25G	840.50	1,200.00		2,040.50	2,040.50
26	1,368.66	1,500.00		2,868.66	2,868.66
26A					
26B					
27	1,516.40	2,500.00		4,016.40	4,016.40
28					
28A	100.00	150.00		250.00	250.00
37					
41					
41A	365.00	600.00		965.00	965.00
41B					
42	74.00	100.00		174.00	174.00
49	1,721.25	2,500.00		4,221.25	4,221.25
62	50.00	100.00		150.00	150.00
67	586.92	900.00		1,486.92	1,486.92
67A					
67B	263.50	300.00	383.50	180.00	563.50
67C	396.00	600.00		200.00	996.00
68	1,069.37	1,500.00		2,569.37	2,569.37
73					
73A	115.00	150.00		265.00	265.00
73B					
89A	52,653.85		5,000.00	27,653.85	32,653.85
90B		2,249.32	1,749.32	500.00	2,249.32
Totals	\$58,977.47	\$35,843.55	(b) \$13,638.39	\$81,182.63	\$94,821.02

(b)—Includes refund of \$635.78.

ROUTE 8—NOME COUNCIL (57 MILES WAGON 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, it follows 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. These ferries and the trolley, originally carried as Routes 8A, 8B, 8C, and 8G, are now included under this route. They were all maintained and operated during the past season.

The road was maintained during the past season. Considerable repair work was accomplished. The work was distributed as follows:

NOME TO EAST FORK:

The road was regraded through the tailing piles of the Eskimo Dredging Co., on Solomon River. Considerable damage, which occurred to the first three miles out of Nome during a storm, was repaired. Bridges and culverts were repaired over the section Nome to Safety.

EAST FORK TO COUNCIL:

Five miles of corduroy near Council were covered with gravel. Five new bridges and 10 new culverts were constructed and repairs made to 5 bridges and 5 culverts. Seven hundred and fifty lineal feet of brush corduroy was laid and covered. General repairs were made to the section across Skookum divide and at the head of East Fork.

This entire section is now in fair condition.

The Nome River Bridge, formerly shown under Route 77B, is also a part of this route.

Expenditure:

Alaska Road Commission	\$10,484.87
Territory of Alaska	9,860.00
Total	\$20,344.87

ROUTE 8H—CASA DE FAGA 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 Faga.

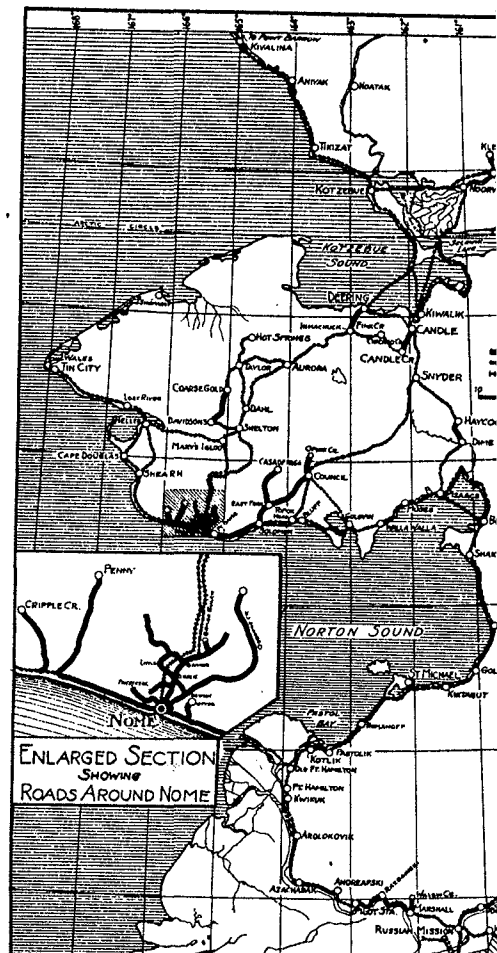
An inspection was made of this route during the past season. With the limited money available it was impossible to accomplish any appreciable improvement. With adequate money available however, this route should be improved. At present two outfits are operated in this vicinity and, with improved transportation, activities would surely increase.

Expenditure: None.

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.

Expenditure: None.



REPORT ALASKA ROAD COMMISSION.

WORK:

Regraded through the tailing piles of the Eskimo Solomon River. Considerable damage, which occurred three miles out of Nome during a storm, was repaired and culverts were repaired over the section

COUNCIL:

Gravel road near Council were covered with gravel. and 10 new culverts were constructed and repairs made and 5 culverts. Seven hundred and fifty lineal feet of gravel road was laid and covered. General repairs were made on across Skookum divide and at the head of

Condition is now in fair condition.

Over Bridge, formerly shown under Route 77B, is now a gravel road.

Road Commission	\$10,484.87
City of Alaska	9,860.00
.....	\$20,344.87

DE FAGA ROAD.....(20 MILES WAGON ROAD)

This road follows the Solomon River Bed for the mouth of Montana Creek, then crosses the Ruby Creek, a distance of three and four-tenths miles. The road follows down to the various camps and camps. Some poll tax money has been spent on this work done by the Territory. There is a total of 20 miles of wagon trail to the various creeks served by this road.

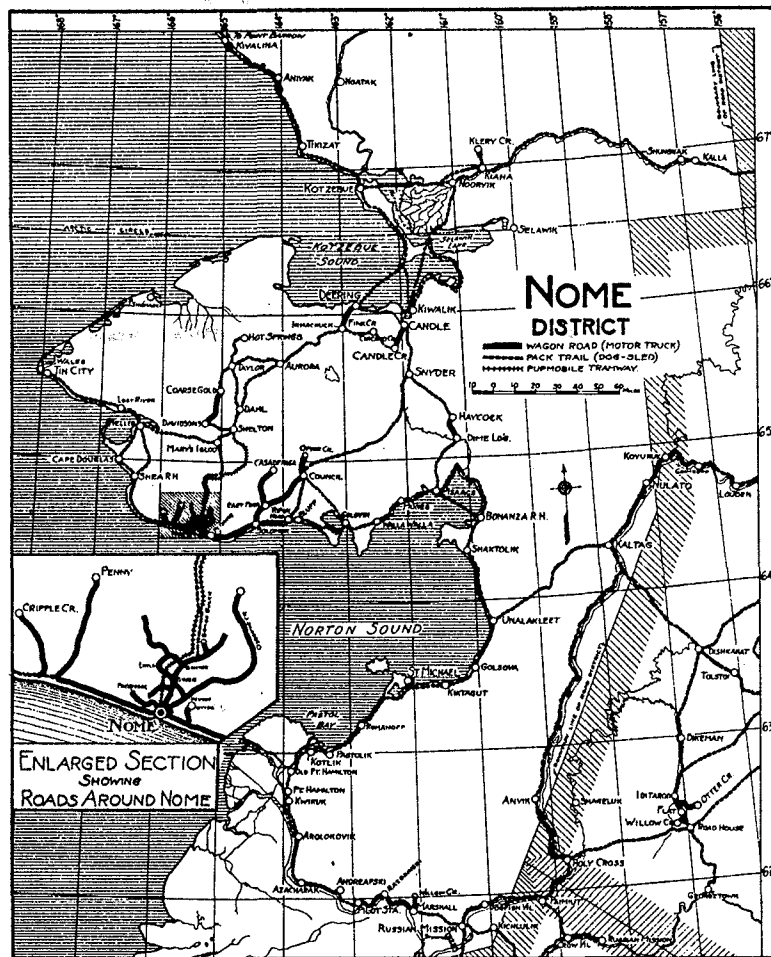
Work was made of this route during the past season. If money available it was impossible to accomplish improvement. With adequate money available the road should be improved. At present two outfits are working in this vicinity and, with improved transportation, the number will surely increase.

None.

SHOVEL CREEK.....(5 MILES WAGON ROAD)

At the thirty-eight mile post on Route 8 at Shovel Creek flows up Shovel Creek to the works on Kasson and its tributaries.

None.



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

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

Work the past season consisted in general maintenance. The road was scarified, dragged and rolled early in the season and dragged at intervals when needed. The Bourbon Creek bridge was redecked.

Expenditure:

Alaska Road Commission	\$1,337.06
Territory of Alaska	2,000.00
	<hr/>
Total	\$3,337.06

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

This road commences at the Bessie Roadhouse at the end of Route 13A and goes to Anvil Creek at the mouth of Specimen Gulch. This road was also the main artery used in connection with the Bessie Road for the transportation of the material hauled to Glacier Creek and upper Snake River. Work the past season consisted of surfacing 5,030 lineal feet of this road, necessary repairs to culverts and general maintenance. This road is now in fair condition.

Expenditure:

Alaska Road Commission	\$ 926.30
Territory of Alaska	1,600.00
	<hr/>
Total	\$2,526.30

ROUTE 13C—BESSIE-LITTLE CREEK....(2 MILES WAGON ROAD)

Commencing at the end of Route 13A this road runs west to Little Creek and supplies the workings of the Pioneer Mining Company on Little Creek. This road was also used for transporting the material hauled to Little Creek for the two dredges being installed there. The road extends on to Anvil Creek where a dredge is operating.

Work the past season was entirely maintenance. The road was dragged several times during the summer as needed.

Expenditure:

Alaska Road Commission	\$366.01
Territory of Alaska	200.00
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Total	\$566.01

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

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

Substantial improvement has been made to this route in the past two seasons.

Work the past season consisted in surfacing 9,785 lineal feet of road, construction of six new culverts, some ditching and general maintenance. About 4,000 feet of road remains to be surfaced to put this route in very good condition. A trolley for passengers is located at the end of this route across Nome River. This trolley was formerly shown under Route 77C.

Expenditure:

Alaska Road Commission	\$1,680.62
Territory of Alaska	3,994.23
Total	\$5,674.85

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

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

Light regrading was done during the past season over the first 2½ miles. Other light repairs were made during the season.

Expenditure:

Alaska Road Commission	\$237.07
Territory of Alaska	100.00
Total	\$337.07

ROUTE 1C—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 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.

This is the most important winter trail in this district, as all the mail for Nome and the Seward Peninsula comes in over this route.

During the past season the Kaltag-Unalakleet section was permanently staked, four new bridges were built and all old bridges repaired. From Unalakleet to Solomon the staking was all gone

over and renewed where necessary. The route is now in very good condition.

Expenditure:

Alaska Road Commission	
Territory of Alaska	
Total	

ROUTE 13A—BONANZA-KOTZEBUE.....

This winter mail trail leaves the Ka Route 18, at Bonanza, Mile 93½, or 155 miles east shore of Norton Bay and follows up N of Koyuk River. Crossing over Star M Koyuk River again at Dime Landing and fo cock. Crossing successively the Peace R River Valley and the Sweepstakes Divide, it Creek to its head. Crossing into the Kee the right limit to Snyder's Roadhouse, th limit as far as the mouth of Lava Creek. I to Candle. From Candle, it follows the R miles, then cuts across the tundra for sixteen and then follows the coast to Deering. F Kotzebue Sound on the ice to Choris Pen. Blossom, the coast is followed to Kotzebue.

This route was thoroughly gone over and is in very good condition.

Expenditure:

Alaska Road Commission	
Territory of Alaska	

Total

ROUTE 18B—GOLOVIN-COUNCIL.....

This winter mail trail leaves the Kalta 18, at Golovin, Mile 170½, or seventy-eight miles on the east shore of Golovin Bay. It follows up Mountain and thence up the Fish and Niuk Mountain. All portages are well staked and marked in very good condition. Minor repairs were made during the season.

Expenditure:

Alaska Road Commission	
Territory of Alaska	

Total

ROUTE 21—UNALAKLEET-ST. MICHAEL.....

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

REPORT ALASKA ROAD COMMISSION.

Improvement has been made to this route in the season consisted in surfacing 9,785 lineal feet of six new culverts, some ditching and general. About 4,000 feet of road remains to be surfaced in very good condition. A trolley for passengers is in place on this route across Nome River. This trolley is under Route 77C.

Alaska Road Commission	\$1,680.62
Territory of Alaska	3,994.23
	<hr/>
	\$5,674.85

ROUTE 77C—BUSTER.....(7½ MILES WAGON ROAD)
 This route commences at the end of Route 13A and follows the head of Dry Creek down the right limit to Nome River, where it fords Nome River to Buster Creek and follows up Buster Creek on the Gulch.

Work was done during the past season over the other light repairs were made during the season.

Alaska Road Commission	\$237.07
Territory of Alaska	100.00
	<hr/>
	\$337.07

ROUTE 77D—KALTAG-SOLOMON.....(248½ MILES TRAIL)

At Kaltag, this overland mail trail crosses the Unalakleet River, which it follows to Unalakleet it follows the coast to Bonanza on the Norton Bay, crossing to Isaacs Point on the west coast to Walla Walla, where it crosses the Chukchok. It then follows the Quinahock to its divide into McKinley Creek, which it follows to Golovin. From Golovin it crosses to the coast, crossing the divide into which it follows to its head, crossing the divide into which it follows to the coast. It follows the coast to Nome over Route 8 to Nome.

This is the most important winter trail in this district, as all the Seward Peninsula comes in over this

In the past season the Kaltag-Unalakleet section was repaired, four new bridges were built and all old bridges from Unalakleet to Solomon the staking was all gone

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over and renewed where necessary. The staking on this entire route is now in very good condition.

Expenditure:

Alaska Road Commission	\$1,349.70
Territory of Alaska	1,500.00
	<hr/>
Total	\$2,849.70

ROUTE 13A—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 Koyuk River. 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.

This route was thoroughly gone over during the fall of 1922 and is in very good condition.

Expenditure:

Alaska Road Commission	\$132.00
Territory of Alaska	100.00
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Total	\$232.00

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

This winter mail trail leaves the Kaltag-Solomon Trail, Route 18, at Golovin, Mile 170½, or seventy-eight 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.

All portages are well staked and marked and this trail is in very good condition. Minor repairs were made to permanent staking.

Expenditure:

Alaska Road Commission	\$34.00
Territory of Alaska	30.00
	<hr/>
Total	\$64.00

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

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

During the past season the permanent staking was repaired over the entire route. A new trail was cut between Coal Mine Creek and Devil's Gulch, through the timber, placing the trail between these points back from the beach.

Expenditure:

Alaska Road Commission\$150.00
Territory of Alaska 250.00

Total\$400.00

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.

Minor repairs were made to this route during the past season.

Expenditure:

Alaska Road Commission\$104.00
Territory of Alaska 150.00

Total\$254.00

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.

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

Minor repairs were performed last season.

Expenditure:

Alaska Road Commission\$38.00
Territory of Alaska 60.00

Total\$98.00

ROUTE 25C—NOME WIRELESS.....(½ MILE WAGON ROAD)

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

Expenditure: None.

ROUTE 25D—MOUTH OF CENTER CREEK.....(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.

Slight repairs were made to this road. One hundred feet of road was surfaced.

Expenditure:

Alaska Road Commission
Territory of Alaska

Total

ROUTE 25E—SUBMARINE PAYSTREAK.....(ROAD)

This road commences near the one-half mile bridge, crosses the Snake River Bridge and follows the left bank of Snake River to the workings on Submarine Creek.

During the past years the center pier on the bridge, which is composed of two 100-foot spans, had raised by the action of frost on the piles. This pier was replaced during the past season and the bridge leveled to its original grade. Loads of gravel were placed at the ends of the bridge.

Expenditure:

Alaska Road Commission
Territory of Alaska

Total

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

This road commences at Anvil Creek at the mouth of the Divide and crosses the Divide to Glacier Creek.

All of the mining operations in the vicinity of Anvil Creek and the upper Snake River basin are served by this road.

During the past season the summit between Anvil Creek and Glacier Creek was regraded. 1,500 lineal feet of rock was necessary repairs made to culverts. With the additional surfacing required this road is in fair condition.

Expenditure:

Alaska Road Commission
Territory of Alaska

Total

ROUTE 25G—SNAKE RIVER EXTENSION.....(ROAD)

This road commences at Glacier Creek at the mouth of the Divide, extends to and across Snake River and follows the left bank of Snake River to Boulder Creek.

During the past season several short sections were graded, 4,220 lineal feet surfaced, and eight miles constructed. This route is in fair condition.

REPORT ALASKA ROAD COMMISSION.

Last season the permanent staking was repaired etc. A new trail was cut between Coal Mine Creek and, through the timber, placing the trail between from the beach.

Road Commission\$150.00
 of Alaska 250.00
\$400.00

CRIPPLE RIVER.....(12 MILES WAGON ROAD)

Commences at the beach at the mouth of Cripple and the river for twelve miles to the workings near and on to Arctic and Sidney Creeks. It is mainly of the river.

Repairs were made to this route during the past season.

Road Commission\$104.00
 of Alaska 150.00
\$254.00

PENNY RIVER.....(1 1/2 MILES WAGON ROAD)

Commences at the beach at the mouth of Penny River and one-half miles up the river to allow travel to deep sloughs.

Flows right into Hungry, Oregon, and Nugget Creeks is this route. From the end of one and one-half miles to the creek bottom onto the Divide and then around

Repairs were performed last season.

Road Commission\$38.00
 of Alaska 60.00
\$98.00

NOME WIRELESS.....(1/2 MILE WAGON ROAD)

Carries the wireless plant at Nome. It commences on the avenue near the beginning of Route 13A and extends to wireless station.

None.

MOUTH OF CENTER CREEK.....(2 MILES WAGON ROAD)

Commences at the west city limits and follows the Snake River to a short distance beyond the mouth

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Slight repairs were made to this road during the past season. One hundred feet of road was surfaced and chuck holes filled.

Expenditure:

Alaska Road Commission\$25.00
 Territory of Alaska 50.00

Total\$75.00

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 Submarine.

During the past years the center pier on the Snake River bridge, composed of two 100-foot spans, had raised five feet due to the action of frost on the piles. This pier was cut down during the past season and the bridge leveled to its original position. Several loads of gravel were placed at the ends of the approaches to the bridge.

Expenditure:

Alaska Road Commission\$341.00
 Territory of Alaska 600.00

Total\$941.00

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.

All of the mining operations in the vicinity of Glacier Creek and the upper Snake River basin are served by this road.

During the past season the summit between Anvil and Glacier creeks was regraded. 1,500 lineal feet of road was surfaced and necessary repairs made to culverts. With the exception of some additional surfacing required this road is in good condition.

Expenditure:

Alaska Road Commission\$ 651.30
 Territory of Alaska 1,000.00

Total\$1,651.30

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.

During the past season several short sections of road were graded, 4,220 lineal feet surfaced, and eight new box culverts constructed. This route is in fair condition.

Expenditure:

Alaska Road Commission	\$ 840.50
Territory of Alaska	1,200.00

Total	\$2,040.50
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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.

General maintenance work was performed on this route during the past season. 8,000 feet of ditch was cleaned, 278 lineal feet of new road constructed, 450 cubic yards of gravel was hauled surfacing 3,850 lineal feet of road and 525 lineal feet of willow brush corduroy was laid and surfaced. One bridge was repaired and two new culverts built.

Expenditure:

Alaska Road Commission	\$1,368.66
Territory of Alaska	1,500.00

Total	\$2,868.66
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ROUTE 23A—KUGRUK RIVER APPROACH.....(¼ MILE WAGON ROAD)

No work was done on this project which consists of an approach from the coal mine to the Kugruk River.

Expenditure: None.

ROUTE 26B—BEAR CREEK TRAIL.....(45 MILES TRAIL)

This trail is used to haul mining supplies from Candle to Bear Creek. The Keewalik River is crossed and a ridge is followed to Bear Creek.

Expenditure: None.

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.

The road was maintained during the past season. 2,390 lineal feet of new road was built and 5,555 lineal feet of road surfaced. Four new culverts were placed.

Expenditure:

Alaska Road Commission	\$1,516.49
Territory of Alaska	2,500.00

Total	\$4,016.49
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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 where it crosses into Aurora Creek. It follows Aurora Creek, crosses the Noxapaga, and crossing the divide to the mouth of the right thence up Cottonwood to Divide Creek, the crossing the Divide and following the ridge thence down the Inmachuk to Arizona Creek the Divide to Wade Creek, thence crossing easterly direction across Kugruk Flats to the easterly over the divide to the mouth of the Candle-Candle Creek Road to Candle.

This trail is in fairly good condition. It travels between Nome and Candle.

Expenditure: None.

ROUTE 28A—NOME-TAYLOR.....

This winter mail trail leaves Nome over to the mouth of Dexter Creek. Crossing N the left limit to the mouth of Willow Creek follows the right limit to the U. S. Roadhouse then the left limit again and over the divide to the Nugget Roadhouse, it crosses Salmon Lake River to Iron Cross, then across the flats to then cuts across to Mary's Igloo and up to Shelton, the northern terminus of the summer Peninsula Railway). From Shelton, the trail then up the Kougarok River to Taylor.

This trail was repaired in the fall of 1922 condition. The bridge over the Kougarok River Coarse Gold Creek was rebuilt.

Expenditure:

Alaska Road Commission	
Territory of Alaska	

Total	
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ROUTE 37—TOPKOK-CANDLE WINTER TRAIL (TRAIL)

This trail leaves the overland mail trail fifty-three miles east of Nome, and follows its head, thence over the Divide into Skookum and the Fish River and Niukluk Flats to Cou the regular Council winter trail. From Cou up Melsing Creek to the head, crosses the River Flats, then crosses same in a general to Telephone Creek. Following Telephone then crosses the Divide and goes down the K

REPORT ALASKA ROAD COMMISSION.

oad Commission	\$ 840.50
y of Alaska	1,200.00
	<hr/>
	\$2,040.50

CANDLE-CANDLE CREEK.....(6 MILES WAGON ROAD)
 commences in Candle and follows up Candle Creek
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 id and surfaced. One bridge was repaired and two
 ult.

oad Commission	\$1,368.66
y of Alaska	1,500.00
	<hr/>
	\$2,868.66

KUGRUK RIVER APPROACH.....(1/4 MILE WAGON ROAD)
 as done on this project which consists of an approach
 mine to the Kugruk River.
 e: None.

BEAR CREEK TRAIL.....(45 MILES TRAIL)
 is used to haul mining supplies from Candle to Bear
 eewalik River is crossed and a ridge is followed to
 e: None.

DEERING-INMACHUK.....(25 MILES WAGON ROAD)
 commences at Deering and extends to the workings
 uk. It is improved for a distance of twelve miles
 nk. From the latter point it follows the river bed.
 was maintained during the past season. 2,390 lineal
 ad was built and 5,555 lineal feet of road surfaced.
 erts were placed.

oad Commission	\$1,516.49
ory of Alaska	2,500.00
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	\$4,016.49

DAHL CREEK-CANDLE TRAIL.....(140 MILES TRAIL)
 a overland trail between Dahl Creek and Candle, going
 erty direction from Dahl Creek to the Kougarok River,

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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 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.

This trail is in fairly good condition. It is used mostly by foot travelers between Nome and Candle.

Expenditure: None.

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 Cross, then across the flats to the Hot Springs. It then cuts across to Mary's Igloo and up the Kusatrin River to Shelton, the northern terminus of the summer tram line (Seward Peninsula Railway). From Shelton, the trail proceeds to Dahl, and then up the Kougarok River to Taylor.

This trail was repaired in the fall of 1922 and is in very good condition. The bridge over the Kougarok River at the mouth of Coarse Gold Creek was rebuilt.

Expenditure:

Alaska Road Commission	\$100.00
Territory of Alaska	150.00
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Total	\$250.00

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

This trail leaves the overland mail trail Route 18 at Topok, 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 crosses 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.

The staking between Topkok and Council is in good condition and this is the most largely used section of this route.

Expenditure: None.

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

A permanent staked winter trail, twelve miles in length, connects Kiana on the Kobuk River with the mining camp on Klery Creek.

Expenditure: None.

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.

During the winter of 1922-23 the permanent staking on this trail was repaired, approaches to rivers graded down and minor improvements made. Vouchers for a portion of this work are included in this fiscal year.

Expenditure:

Alaska Road Commission	\$365.00
Territory of Alaska	600.00

Total	\$965.00
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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.

During the past season a combination shelter cabin and dog barn was erected on the Cape Lisburne portage.

This expenditure is shown under Territorial Shelter Cabin Fund. It is planned to establish further shelter on this route.

Expenditure: None.

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

This is a winter mail trail to Kotlik and on up the Yukon to Marshall. From St. Michael it follows the left bank of the

St. Michael Canal for eight miles, thence to the mainland, thence in a southwesterly direction to the village, a distance of twenty-seven miles, thence to Council Bluffs, a distance of seven miles, thence to Council Bluffs thence by Pastolik to Kotlik, twelve miles.

The permanent staking on this route was in good condition the past season. Trail is in good condition.

Expenditure:

Alaska Road Commission	
Territory of Alaska	

Total	
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ROUTE 49—DAVIDSON'S LANDING-TAYLOR CREEK.....(1 MILE WAGON ROAD, 16 MILES SLED ROAD)

This road connects the head of navigation at Davidson's Landing with Taylor Creek. From Davidson's Landing to Taylor Creek, a distance of twenty-seven miles, thence to Mary's River to its head, a distance of twenty-seven miles, thence to Coco Hill to the head of Coarse Gold Creek, a distance of twenty-seven miles, thence down Henry Creek to the Kougarok; it is then up the Kougarok to Taylor Creek. This road was originally constructed by the Taylor Ditch and Mining Company and has had work done on it and also by the Taylor Ditch and Mining Company, the Bering Dredging Company, the Bering Freighting Company. In 1916 this route was taken over by the Alaska Road Commission and since then has been maintained by it.

During the past season repairs were made on this route, several bad washouts were repaired and some willow corduroy placed. A new location for a post was constructed between the 8 and 9 mile post. Several new culverts were placed and other improvements made to the section beyond the 24 mile post. The route is in fair condition.

Expenditure:

Alaska Road Commission	
Territory of Alaska	

Total	
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ROUTE 62—DIME CREEK.....(9 MILES TRAIL)

This road connects Dime Landing, with the mouth of the Koyuk River about thirty-five miles from the mouth of the Koyuk, with the workings of the Dime post office of Haycock and extends on up the Koyuk to above.

The bridge and abutments across Dime Creek were repaired. No other work was accomplished.

REPORT ALASKA ROAD COMMISSION.

First Chance Creek and up to its head, then over Gold Run Creek. Following down Gold Run to of the mouth, the trail then swings northerly Keewalik River to Glacier Creek, then on the left alik River to near the mouth of Lava Creek and alik to Candle. The portion between Council and ter Creek is but slightly used as the mail now goes and the two trails join at the mouth of Hunter nyder's Roadhouse. There is considerable travel veen Council and the coast at Topkok. between Topkok and Council is in good condition most largely used section of this route.

None.
NA-KLERY CREEK....(1 MILE WAGON ROAD, 11 TRAIL)

staked winter trail, twelve miles in length, con- the Kobuk River with the mining camp on Klery

None.
KOTZEBUE-SHUNGNAK.....(200 MILES TRAIL)

trail extends from Kotzebue, an open summer port und, across to the mainland and up the Kobuk ak. Several shelter cabins have been built by the

winter of 1922-23 the permanent staking on this ed, approaches to rivers graded down and minor ade. Vouchers for a portion of this work are in- fiscal year.

Road Commission	\$365.00
y of Alaska	600.00
	<hr/>
	\$965.00

KOTZEBUE-POINT BARROW.....(500 MILES TRAIL)

mail trail extends from Kotzebue across to the en along the coast to Point Barrow. past season a combination shelter cabin and dog ed on the Cape Lisburne portage. liture is shown under Territorial Shelter Cabin Fund.) establish further shelter on this route. : None.

MICHAEL-KOTLIK TRAIL.....(70 MILES TRAIL)

winter mail trail to Kotlik and on up the Yukon From St. Michael it follows the left bank of the

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St. Michael Canal for eight miles, thence across the Canal to the mainland, thence in a southwesterly direction to Pitmatalik Vil- lage, a distance of twenty-seven miles, thence back to Point Ro- manof to the beach seven miles, thence to Coffee Point, twelve miles, thence by Pastolik to Kotlik, twelve miles.

The permanent staking on this route was rehabilitated during the past season. Trail is in good condition.

Expenditure:
Alaska Road Commission\$ 74.00
Territory of Alaska 100.00

Total\$174.00

ROUTE 49—DAVIDSON'S 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 Davidson's Landing it follows the Mary's 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 Ditch and Mining Company, Kelliher Dredg- ing Company, the Bering Dredging Company and Dave Johnson Freighting Company. In 1916 this route was taken over by the Alaska Road Commission and since then has been maintained by it.

During the past season repairs were made over the entire route, several bad washouts were repaired, culverts rebuilt and some willow corduroy placed. A new location was made and road constructed between the 8 and 9 mile posts, avoiding low ground. Several new culverts were placed and other improvements made to the section beyond the 24 mile post. This route is now in fair condition.

Expenditure:
Alaska Road Commission\$1,721.25
Territory of Alaska 2,500.00

Total\$4,221.25

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

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

The bridge and abutments across Dime Creek at Haycock were repaired. No other work was accomplished.

Expenditure:

Alaska Road Commission	\$ 50.00
Territory of Alaska	100.00
Total	\$150.00

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.

General repairs were made to this trail during the past season. The permanent staking was renewed where necessary. Two ferries are located on this route for the convenience of summer travelers, one at Sinrock and one at Cripple River. Both these ferries were maintained and operated during the past season.

Expenditure:

Alaska Road Commission	\$ 586.92
Territory of Alaska	900.00
Total	\$1,486.92

ROUTE 67A—TELLER-CAPE PRINCE OF WALES....(142 MILES TRAIL)

This is the extension of Route 67 to Cape Prince of Wales. It crosses the Bay from Teller to the Reindeer Station and thence on the beach to Lost River. From Lost River it follows the beach to the mission settlement at Cape Prince of Wales. This trail was permanently staked in the fall of 1922 and is in good condition.

Expenditure: None.

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

From Teller there is a trail leading across the tundra to Gold Run and the Bluestone country, a distance of eighteen miles.

This trail has had some road tax expended on it and the Alaska Road Commission has furnished some timber for constructing several small bridges. It is still used for hauling to Gold Run and the Bluestone.

During the past season the entire route was permanently staked.

Expenditure:

Alaska Road Commission.....	\$263.50
Territory of Alaska	300.00
Total	\$563.50

ROUTE 67C—TELLER-MARY'S IGLOO.....(40 MILES TRAIL)

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

This trail was permanently staked during the past season from the head of Grantly Harbor to Salt Lake, Alaska.

Expenditure:

Alaska Road Commission	
Territory of Alaska	
Total	

ROUTE 68—FLAGGING TRAILS.....

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

Kotzebue to Riley Channel Shelter Ca	
Kotzebue to Seesalik-Pt. Barrow Tra	
Lockhart's Pt. to Mouth Noatak	
Keewalik to Choris Peninsula	
Keewalik to Callahan's Shelter Cabin	
Callahan's to Mouth Nazuruk Channel	
Keewalik to Candle	
Teller to Douglas	
Teller to Mission	
Teller to Head of Harbor	
Teller to Igloo Creek	
St. Michael Bay	
Pt. Romanof to Pastolk	
Across Norton Bay—Route 18	
Moses to Walla Walla	
McKinley Cr. to Portage Cr.	
Nine Mile Cr. to Bluff	
Around Topkok Head	
Around Cape Nome	
Across Norton Bay—Route 18A	
Golovin Bay-White Mt.	
Nome Locals	
Agiapuk-Mary's Igloo	

Total

Expenditure:

Alaska Road Commission	
Territory of Alaska	

Total

ROUTE 73—MARSHALL ROAD.....(4 1/4 MILES)

This road was constructed by the Territory of Alaska. It is about one hundredths miles are corduroy and two a miles graded road. It connects the land Marshall with the workings on Willow Creek.

Expenditure: None.

ROUTE 73A—KOTLIK-MARSHALL.....

This trail follows the general trend of the

REPORT ALASKA ROAD COMMISSION.

Road Commission	\$ 50.00
Territory of Alaska	100.00
	<hr/>
	\$150.00

ROUTE 67—TELLER (80 MILES TRAIL)

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

Ferries were made to this trail during the past season. The trail was renewed where necessary. Two ferries were used on this route for the convenience of summer travelers, one at Cripple River. Both these ferries were operated during the past season.

Road Commission	\$ 586.92
Territory of Alaska	900.00
	<hr/>
	\$1,486.92

ROUTE 68—TELLER-CAPE PRINCE OF WALES (142 MILES TRAIL)

This is an extension of Route 67 to Cape Prince of Wales. It follows the coast from Teller to the Reindeer Station and thence to Cape Prince of Wales. From Lost River it follows the beach to Cape Prince of Wales. This trail was staked in the fall of 1922 and is in good condition.

ROUTE 69—TELLER-BLUESTONE (18 MILES TRAIL)

There is a trail leading across the tundra to Gold Bluffs. It is a tundra country, a distance of eighteen miles. The Territory has had some road tax expended on it and the Road Commission has furnished some timber for constructing bridges. It is still used for hauling to Gold Bluffs.

During the past season the entire route was permanently staked.

Road Commission	\$263.50
Territory of Alaska	300.00
	<hr/>
	\$563.50

ROUTE 70—TELLER-MARY'S IGLOO (40 MILES TRAIL)

This is a mail trail, this is a well traveled winter route from Teller to Mary's Igloo via Grantly Harbor, Imuruk Bay and Cape...

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This trail was permanently staked during the past season from the head of Grantly Harbor to Salt Lake, a distance of 25 miles.

Expenditure:

Alaska Road Commission	\$396.00
Territory of Alaska	600.00
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Total	\$996.00

ROUTE 68—FLAGGING TRAILS (712 MILES TRAIL)

Under this heading all expenditures for temporary winter work are included. The expenditure includes the purchase of material for making flags, and the cost of straightening up all stakes and replacing 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.

	Miles
Kotzebuc to Riley Channel Shelter Cabin	32
Kotzebuc to Seesalik-Pt. Barrow Trail	12
Lockhart's Pt. to Mouth Noatak	6
Keewalik to Choris Peninsula	33
Keewalik to Callahan's Shelter Cabin	27
Callahan's to Mouth Nazuruk Channel	11½
Keewalik to Candle	5
Teller to Douglas	18
Teller to Mission	6
Teller to Head of Harbor	12
Teller to Igloo Creek	6
St. Michael Bay	5
Pt. Romanof to Pastolik	16
Across Norton Bay—Route 18	43
Moses to Walla Walla	20
McKinley Cr. to Portage Cr.	14
Nine Mile Cr. to Bluff	6
Around Topkok Head	8
Around Cape Nome	3
Across Norton Bay—Route 18A	30
Polovin Bay-White Mt.	12
Nome Locals	100
Agiapuk-Mary's Igloo	52
Total	477½

Expenditure:

Alaska Road Commission	\$1,069.37
Territory of Alaska	1,500.00
	<hr/>
Total	\$2,569.37

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.

Expenditure: None.

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

This trail follows the general trend of the lower Yukon.

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A reconnaissance was made during the early spring of 1923 and last season the portages between Old Hamilton and Pilot Station were restaked.

This trail is now in fair condition.

Expenditure:

Alaska Road Commission	\$115.00
Territory of Alaska	150.00

Total\$265.00

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 above Russian Mission across to the new diggings on Stuyahok Creek. The route was cleared in the summer of 1921.

Expenditure: None.

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

Chapter 39, Session Laws of Alaska, 1921, authorized the Federal Board of Road Commissioners for Alaska, with the consent and approval of the Territorial Board of Road Commissioners, 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, had 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 was of great public interest and could be accomplished provided the structure was publicly acquired.

An examination and inventory of this road was made by Mr. A. G. Blake, a competent civil engineer, engaged for the purpose.

At the close of Mr. Blake's examination negotiations were entered into with the Pioneer Mining & Ditch Company, the owners of the Nome-Shelton Railroad. These negotiations, in reference to the terms of the conveyance and price, continued until October 3, 1922, at which time the railroad was purchased for \$24,000.00. Included in the purchase were certain blocks of real estate within the City of Nome. An agreement was incorporated in the instrument of conveyance stating that the mining company would restore the tracks and right-of-way at any location disturbed by them in the ordinary course of their mining operations.

The railroad was at once taken possession of by a representative of this Commission at Nome and a considerable amount of information required for its final rehabilitation was obtained during the summer and fall of 1922.

Work of rehabilitation was inaugurated during the past season. Considerable preparation was necessary in the way of assembling

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personnel and equipment. The rolling stock was in poor condition and it was necessary to rebuild cars and trucks for 42 miles or approximately one-half of the trail. The cars are in good operating condition for the comparison over it.

This work consisted first of realigning the track. In many instances the roadbed had washed away. In these places the track was through a trench washed out. All the track is now on a new bed the distance covered. Ties were renewed where necessary.

All the small bridges were repaired. One bridge was span on fir pile foundations was erected over the trail. This bridge was built entirely of fir lumber taken from the abandoned Army Post at St. Michael.

A sixty-foot temporary bridge was built over the trail at Mile 65.

The 600-foot trestle over Dry Creek, one of the longest, was practically rebuilt. This trestle was washed away. A number of bents were entirely washed away and replaced and the trestle realigned and surfaced in good condition.

All the bridges and trestles were planned to allow the use of horses for pulling the loads. The traction is very slow however, and the purchase of a locomotive is contemplated.

Next season's work will complete the route and a very important trunk line will be established for transportation system in this district.

Expenditure: Alaska Road Commission, \$265.00.

ACCOUNT NO. 90B—SHELTER CABINS, 2N

Trail	Location and description
8 Nome-Council	Fox River, cabin repaired
18 Kaltag-Solomon	Timber, cabin repaired
	Ten Mile Creek, shelter
18A Bonanza-Kotzebue	dog barn built
41B Kotzebue-Pt. Barrow	Quartz Creek, shelter
	Cape Lisburne, shelter
42 Kotlik-St. Michael	dog barn built
67 Nome-Teller	Point Romanoff, shelter
	Cape Wooley, dog barn
67C Teller-Mary's Igloo	Douglas, dog barn
	Agiapuk, shelter
	barn repaired

Total Expenditure: Territory of Alaska, \$265.00.

DISTRIBUTION OF EXPENDITURE

Type	Miles*	Expenditure
Wagon Road	257	\$30,756
Sled Road	16	500
Permanent Trail	1341½	8,746
Flagged Trail	477½	2,569

Totals2092 \$92,571

(*)—Includes only routes maintained during fiscal year.

REPORT ALASKA ROAD COMMISSION.

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he portages between Old Hamilton and Pilot
ked.
ow in fair condition.

ad Commission	\$115.00
of Alaska	150.00
	<hr/>
	\$265.00

YAHOK.....(11 MILES SLED ROAD)

project. It consists of an eleven mile winter
mer trail from the landing on the Yukon River
ssion across to the new diggings on Stuyahok,
was cleared in the summer of 1921.
None.

WARD PENINSULA RAILROAD.....(87 MILES

Session Laws of Alaska, 1921, authorized the
oad Commissioners for Alaska, with the consent
the Territorial Board of Road Commissioners,
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for use as a public tram and highway. This
oad for many years, following its abandonment
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of the bridges and washed out portions of track
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chase were certain blocks of real estate within
An agreement was incorporated in the instru-
e stating that the mining company would restore
ght-of-way at any location disturbed by them in
e of their mining operations.

was at once taken possession of by a representa-
mission at Nome and a considerable amount of
ed for its final rehabilitation was obtained dur-
ed fall of 1922.

ilitation was inaugurated during the past season.
ration was necessary in the way of assembling

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personnel and equipment. The rolling stock was in very poor con-
dition and it was necessary to rebuild cars suitable for the work.

42 miles or approximately one-half of the total line was placed
in good operating condition for the comparatively light loads pass-
ing over it.

This work consisted first of realignment and resurfacing the
track. In many instances the roadbed had been washed entirely
away. In these places the track was thrown over alongside the
trench washed out. All the track is now in good condition over
the distance covered. Ties were renewed where necessary.

All the small bridges were repaired. One 150 foot Howe truss
span on fir pile foundations was erected over Nome River, Mile 14.
This bridge was built entirely of fir lumber transferred to the Board
from the abandoned Army Post at St. Michael.

A sixty-foot temporary bridge was built across Charette Creek,
Mile 65.

The 600-foot trestle over Dry Creek, one-half mile from Nome,
was practically rebuilt. This trestle was badly out of line and
a number of bents were entirely washed away. Thirty bents were
replaced and the trestle realigned and surfaced, placing it in good
condition.

All the bridges and trestles were planked between the rails
to allow the use of horses for pulling the cars. This method of
traction is very slow however, and the purchase of a light gasoline
locomotive is contemplated.

Next season's work will complete the rehabilitation of this
route and a very important trunk line will be added to the trans-
portation system in this district.

Expenditure: Alaska Road Commission, \$32,653.85.

ACCOUNT NO. 90B—SHELTER CABINS, 2ND. DIVISION.

Trail	Location and Description	Cost
8 Nome-Council	Fox River, cabin repaired	\$ 6.50
	Timber, cabin repaired	65.00
18 Kaltag-Solomon	Ten Mile Creek, shelter cabin and dog barn built	500.00
18A Bonanza-Kotzebue	Quartz Creek, shelter cabin built.....	290.00
41B Kotzebue-Pt. Barrow	Cape Lisburne, shelter cabin and dog barn built	674.92
42 Kotlik-St. Michael	Point Romanoff, shelter cabin built..	275.00
67 Nome-Teller	Cape Wooley, dog barn built; Cape Douglas, dog barn built	337.90
67C Teller-Mary's Igloo	Agiapuk, shelter cabin and dog barn repaired	100.00
Total Expenditure: Territory of Alaska		\$2,249.32

DISTRIBUTION OF EXPENDITURES.

Type	Miles*	Expenditures	Unit Cost Dollars per Mile
Wagon Road	257	\$80,756.21	\$214.61
Sled Road	16	500.00	31.25
Permanent Trail	1341½	8,746.12	6.52
Flagged Trail	477½	2,569.37	5.33
Totals	2092	\$92,571.70	\$ 44.25

(*)—Includes only routes maintained during fiscal year.

EXPENDITURES IN DETAIL.

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

Acct. No.	Name of Route	Construction	Maintenance	Totals
3A	Haines-Wells		\$ 7,642.49	\$ 7,642.49
3B	Pleasant Camp Extension, 1st Sec.	18,076.00	1,900.00	19,976.00
	Pleasant Camp Extension, 2nd Sec.	15,500.20	1,600.00	17,100.20
3C	Porcupine Extension	700.00	305.69	1,005.69
3D	Haines-Mud Bay		2,104.41	2,104.41
4BA	Valdez-Ptarmigan Drop, 1st Sec.	8,826.00	10,500.00	19,326.00
	Valdez-Ptarmigan Drop, 2nd Sec.	4,200.20	6,000.00	10,200.20
4BB	Ptarmigan Drop-Ernestine		6,340.35	6,340.35
4C	Ernestine-Willow Creek		11,912.79	11,912.79
4D	Willow Creek-Gulkana, 1st Sec.	1,280.00	12,800.00	14,080.00
	Willow Creek-Gulkana, 2nd Sec.	700.52	12,400.00	13,100.52
4E	Gulkana-Sourdough, 1st Sec.	6,400.89	5,750.00	12,150.89
	Gulkana-Sourdough, 2nd Sec.	5,140.00	5,000.00	10,140.00
4F	Sourdough-Mile 168, 1st Sec.	9,742.41	4,600.00	14,342.41
	Sourdough-Mile 168, 2nd Sec.	9,840.00	4,400.00	14,240.00
4G	Mile 168 Post-Delta River	6,730.62	11,400.00	18,130.62
4HI	Delta River-Rapids, 1st Sec.	13,217.63	6,250.00	19,467.63
	Delta River-Rapids, 2nd Sec.	13,200.00	6,300.00	19,500.00
4H2	Rapids-Grundler		16,224.11	16,224.11
4I	Grundler-Richardson, 1st Sec.	10,134.19	5,250.00	15,384.19
	Grundler-Richardson, 2nd Sec.	10,300.00	5,000.00	15,300.00
4J	Richardson-Salchaket	3,786.74	9,000.00	12,786.74
4K	Salchaket-Fairbanks, 1st Sec.	9,230.00	7,000.00	16,230.00
	Salchaket-Fairbanks, 2nd Sec.	9,650.73	6,500.00	16,150.73
	Salchaket-Fairbanks, 3rd Sec.	9,550.00	6,500.00	16,050.00
5A	Dunbar-Ft. Gibbon	500.00	1,047.00	1,547.00
6A	Willow Creek-Tonsina	2,898.05	12,000.00	14,898.05
6B	Tonsina-Chitina	7,821.91	12,000.00	19,821.91
7A	Summit-Chatanika	5,127.79	3,300.00	8,427.79
7C	Summit-Fairbanks Creek		187.00	187.00
7D	Ester Creek		100.00	100.00
7G	Fairbanks-Gilmore	1,885.58	3,900.00	5,785.58
7I	Gilmore-Summit	526.20	1,800.00	2,326.20
7J	Fairbanks-Chena Hot Springs		3,014.22	3,014.22
7V	Wireless Road		342.00	342.00
8	Nome-Council, 1st Sec.	1,200.00	9,000.00	10,200.00
	Nome-Council, 2nd Sec.	1,144.87	9,000.00	10,144.87
9	Rampart-Eureka		1,280.00	1,280.00
11A	Eagle-O'Brien Creek		4,670.05	4,670.05
11B	O'Brien Creek-Fortymile		122.64	122.64
11C	Steel Creek-Jack Wade		60.00	60.00
11E	Eagle-Seventymile		1,406.53	1,406.53
11G	Steel Creek-Moose Creek		35.00	35.00
11H	Liberty Cabin-Dome		381.84	381.84
13A	Nome-Bessie		3,337.06	3,337.06
13B	Bessie-Banner		2,526.30	2,526.30
13C	Bessie-Little Creek		566.01	566.01
13F	Nome-Osborne	3,000.00	2,674.85	5,674.85
13K	Bessie-Buster		337.07	337.07
14A	Sitka-National Monument	500.00	1,094.85	1,594.85
14B	Sitka-National Cemetery		230.25	230.25
15	Circle-Miller House		3,482.90	3,482.90
16	Chatanika-Miller House, 1st Sec.	15,700.00	2,500.00	18,200.00
	Chatanika-Miller House, 2nd Sec.	15,741.00	2,500.00	18,241.00
	Chatanika-Miller House, 3rd Sec.	14,720.62	2,500.00	17,220.62
	Chatanika-Miller House, 4th Sec.	14,848.19		14,848.19
17	Ft. Gibbon-Kaltag	1,759.74	2,570.00	4,329.74
18	Kaltag-Solomon	364.70	2,485.00	2,849.70
18A	Bonanza-Kotzebue		232.00	232.00
18B	Golovin-Council		64.00	64.00
20B	Susitna-Rainy Pass		800.00	800.00
20C	Rainy Pass-Big River	2,500.00	1,300.00	3,800.00
20DB	Ophir-Dishket		260.00	260.00
21	Unalakleet-St. Michael		400.00	400.00
22	Hot Springs-Sullivan Cr.		5,760.90	5,760.90
23A	Olnes-Beaver	2,549.64	1,200.00	3,749.64

EXPENDITURES IN DETAIL.

Acct. No.	Name of Route	Construction
23B	Beaver-Caro	3,607.64
23C	Caro-Big Creek	
23D	Caro-Flat Creek	803.26
23E	Caro-Coldfoot	6,119.15
25A	Cripple River	
25B	Penny River	
25D	Mouth of Center Creek	
25E	Submarine Paystreak	
25F	Anvil Glacier	
25G	Snake River Extension	
26	Candle-Candle Creek	
27	Deering-Inmachuk	
28A	Nome-Taylor	
29B	Alatna-Shungnak	2,397.25
30	Hot Springs Landing-Eureka	
31	Caribou Creek	
32A	Takotna-Flat (Summer)	
32AC	Candle Creek-Takotna	
32B	Iditarod-Flat	5,000.00
32C	Ophir-Iditarod (Winter)	
33C	Flat City-Flat Creek	
35A	Archangel Extension	6,037.35
35C	Palmer-Matanuska River	
35D	Willow Creek Extension	6,546.19
35E	Wasilla-Fishhook	
35F	Wasilla-Knik	3,495.99
35H	Wasilla-Finger Lake	
35J	Wasilla-Matanuska	1,500.00
35K	Matanuska-Trunk Road	
35O	Fishhook-Goldmint	
36	Valdez-Mineral Creek	
38A	Ruby-Long Creek	
38B	Poorman-Cripple	
38C	Ophir-Cripple	
38D	Ophir-Takotna, 1st Sec.	8,000.00
	Ophir-Takotna, 2nd Sec.	8,577.40
38E	Long-Poorman (Summer)	4,093.98
38EE	Long-Poorman (Winter)	
38G	Takotna Landing	7,374.68
40	Douglas-Gastineau Channel	25.00
40A	Hawk Inlet Trail	
41A	Kotzebue-Shungnak	
42	St. Michael-Kotlik	
46	Kobi-Eureka	
46A	Roosevelt-Kantishna	11,843.47
46C	Nenana-Knight's Roadhouse	
46D	McKinley Park Trail	3,301.49
46E	Diamond-Telida	
46G	Kobi-Bonifield	538.73
47	Coldfoot-Wiseman	1,942.61
49	Davidson's Landing-Taylor	
51	Talkeetna-Cache Creek, 1st Sec.	11,413.12
	Talkeetna-Cache Creek, 2nd Sec.	11,300.00
53	Eagle-Circle	
55	Kenai-Russian River	4,698.71
57	McCarthy-Nizina	16,355.24
57A	Nizina River Bridge	14,197.58
59	Fairbanks Bridge	
61	Strelina-Kuskulana	
61A	Kotsina-Reconnaissance	475.93
62	Dime Creek-Corduroy	
63	Dunbar-Brooks	
63B	Brooks-Amy Creek	
65A	Gulkana-Chistochina, 1st Sec.	11,000.00
	Gulkana-Chistochina, 2nd Sec.	11,752.41
65D	Ketchumstuk-Tanana Crossing	
65E	Chicken-Ketchumstuk	
65F	Grundler-Tanana Crossing	1,000.00
67	Nome-Teller	
67B	Teller-Bluestone	
67C	Teller-Marv's Igloo	383.50
68	Flagging Trails	796.00
73A	Kotlik-Marshall	

EXPENDITURES IN DETAIL.

EXPENDITURES IN DETAIL—(Continued.)

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

Route	Construction	Maintenance	Totals
Extension, 1st		\$ 7,642.49	\$ 7,642.49
Extension, 2nd.	18,076.00	1,900.00	19,976.00
Extension	15,500.20	1,600.00	17,100.20
Drop, 1st Sec.	8,826.00	10,500.00	19,326.00
Drop, 2nd.	4,200.20	6,000.00	10,200.20
Ernestine		6,340.35	6,340.35
Creek		11,912.79	11,912.79
Gulkana, 1st Sec.	1,280.00	12,800.00	14,080.00
Gulkana, 2nd. Sec.	700.52	12,400.00	13,100.52
ough, 1st Sec.	6,400.89	5,750.00	12,150.89
ough, 2nd. Sec.	5,140.00	5,000.00	10,140.00
168, 1st Sec.	9,742.41	4,600.00	14,342.41
168, 2nd. Sec.	9,840.00	4,400.00	14,240.00
Delta River	6,730.62	11,400.00	18,130.62
apids, 1st Sec.	13,217.63	6,250.00	19,467.63
apids, 2nd. Sec.	13,200.00	6,300.00	19,500.00
er		16,224.11	16,224.11
ardson, 1st Sec.	10,134.19	5,250.00	15,384.19
ardson, 2nd. Sec.	10,300.00	5,000.00	15,300.00
chaket	3,786.74	9,000.00	12,786.74
banks, 1st Sec.	9,230.00	7,000.00	16,230.00
banks, 2nd. Sec.	9,650.73	6,500.00	16,150.73
banks, 3rd. Sec.	9,550.00	6,500.00	16,050.00
ibbon	500.00	1,047.00	1,547.00
Tonsina	2,898.05	12,000.00	14,898.05
na	7,821.91	12,000.00	19,821.91
nika	5,127.79	3,300.00	8,427.79
anks Creek		187.00	187.00
ore	1,885.58	3,900.00	5,785.58
it	526.20	1,800.00	2,326.20
na Hot Springs		3,014.22	3,014.22
l		342.00	342.00
1st. Sec.	1,200.00	9,000.00	10,200.00
2nd. Sec.	1,144.87	9,000.00	10,144.87
ka		1,280.00	1,280.00
Creek		4,670.05	4,670.05
Fortymile		122.64	122.64
ck Wade		60.00	60.00
mile		1,406.53	1,406.53
oose Creek		35.00	35.00
Dome		381.84	381.84
		3,337.06	3,337.06
		2,526.30	2,526.30
Creek		566.01	566.01
	3,000.00	2,674.85	5,674.85
Monument	500.00	337.07	837.07
Cemetery		1,094.85	1,094.85
House		230.25	230.25
er House, 1st. Sec.	15,700.00	2,500.00	18,200.00
er House, 2nd. Sec.	15,741.00	2,500.00	18,241.00
er House, 3rd. Sec.	14,720.62	2,500.00	17,220.62
er House, 4th. Sec.	14,848.19		14,848.19
altag		2,570.00	2,570.00
ebue	364.70	2,485.00	2,849.70
l		232.00	232.00
l		64.00	64.00
Pass		800.00	800.00
River	2,500.00	1,300.00	3,800.00
l		260.00	260.00
Michael		400.00	400.00
ullivan Cr.		5,760.90	5,760.90
	2,549.64	1,200.00	3,749.64

Acct. No.	Name of Route	Construction	Maintenance	Totals
23B	Beaver-Caro	3,607.64	1,875.00	5,482.64
23C	Caro-Big Creek		277.64	277.64
23D	Caro-Flat Creek	803.26	1,125.00	1,928.26
23E	Caro-Coldfoot	6,119.15	850.00	6,969.15
25A	Cripple River		254.00	254.00
25B	Penny River		98.00	98.00
25D	Mouth of Center Creek		75.00	75.00
25E	Submarine Paystreak		941.00	941.00
25F	Anvil Glacier		1,651.30	1,651.30
25G	Snake River Extension		2,040.50	2,040.50
26	Candle-Candle Creek		2,868.66	2,868.66
27	Deering-Inmachuk		4,016.49	4,016.49
28A	Nome-Taylor		250.00	250.00
29B	Alatna-Shungnak	2,397.25		2,397.25
30	Hot Springs Landing-Eureka		1,096.00	1,096.00
31	Caribou Creek		1,278.64	1,278.64
32A	Takotna-Flat (Summer)		1,650.04	1,650.04
32AC	Candle Creek-Takotna		1,033.20	1,033.20
32B	Iditarod-Flat	5,000.00	8,606.97	13,606.97
32C	Ophir-Iditarod (Winter)		864.50	864.50
33C	Flat City-Flat Creek		100.00	100.00
35A	Archangel Extension	6,037.35	2,000.00	8,037.35
35C	Palmer-Matanuska River		141.51	141.51
35D	Willow Creek Extension	6,546.19	3,500.00	10,046.19
35E	Wasilla-Fishhook		6,834.43	6,834.43
35F	Wasilla-Knik	3,495.99	4,500.00	7,995.99
35H	Wasilla-Finger Lake		2,345.60	2,345.60
35J	Wasilla-Matanuska	1,500.00	2,104.54	3,604.54
35K	Matanuska-Trunk Road		1,013.35	1,013.35
35O	Fishhook-Goldmint		210.00	210.00
36	Valdez-Mineral Creek		2,924.56	2,924.56
38A	Ruby-Long Creek		5,594.02	5,594.02
38B	Poorman-Cripple		203.00	203.00
38C	Ophir-Cripple		140.00	140.00
38D	Ophir-Takotna, 1st. Sec.	8,000.00	3,000.00	11,000.00
	Ophir-Takotna, 2nd. Sec.	8,577.40	2,400.00	10,977.40
38E	Long-Poorman (Summer)	4,093.98	750.00	4,843.98
38EE	Long-Poorman (Winter)		60.00	60.00
38G	Takotna Landing	7,374.68	900.00	8,274.68
40	Douglas-Gastineau Channel		179.80	179.80
40A	Hawk Inlet Trail	25.00		25.00
41A	Kotzebue-Shungnak		965.00	965.00
42	St. Michael-Kotlik		174.00	174.00
46	Kobi-Eureka		349.99	349.99
46A	Roosevelt-Kantishna	11,843.47	4,500.00	16,343.47
46C	Nenana-Knight's Roadhouse		151.60	151.60
46D	McKinlev Park Trail	3,301.49	960.00	4,261.49
46E	Diamond-Telida		398.52	398.52
46G	Kobi-Bonfield	538.73		538.73
47	Coldfoot-Wiseman	1,942.61	600.00	2,542.61
49	Davidson's Landing-Taylor		4,221.25	4,221.25
51	Talkeetna-Cache Creek, 1st. Sec.	11,413.12	5,000.00	16,413.12
	Talkeetna-Cache Creek, 2nd. Sec.	11,300.00	5,000.00	16,300.00
53	Eagle-Circle		412.51	412.51
55	Kenai-Russian River	4,698.71	560.00	5,258.71
57	McCarthy-Nizina	16,355.24	2,700.00	19,055.24
57A	Nizina River Bridge	14,197.58	2,500.00	16,697.58
59	Pnrbranks Bridge		5,227.59	5,227.59
61	Strolna-Kuskulana		1,056.85	1,056.85
61A	Kotsina-Reconnaissance	475.93		475.93
62	Dime Creek-Corduoy		150.00	150.00
63	Dunbar-Brooks		1,450.12	1,450.12
63B	Brooks-Amy Creek		610.00	610.00
65A	Gulkana-Chistochina, 1st. Sec.	11,000.00	1,200.00	12,200.00
	Gulkana-Chistochina, 2nd. Sec.	11,762.41	1,300.00	13,062.41
65D	Ketchumstuk-Tanana Crossing		189.00	189.00
65E	Chicken-Ketchumstuk		672.00	672.00
65F	Grundler-Tanana Crossing	1,000.00		1,000.00
67	Nome-Teller		1,486.92	1,486.92
67B	Teller-Bluestone	383.50	180.00	563.50
67C	Teller-Marv's Igloo	796.00	200.00	996.00
68	Flaxing Trails		2,569.37	2,569.37
73A	Kotlik-Marshall		265.00	265.00

EXPENDITURES IN DETAIL—(Continued.)

Acct. No.	Name of Route	Construction	Maintenance	Totals
75	Anchorage-Eagle River	7,645.48	6,000.00	13,645.48
75D	Anchorage Warehouse		366.24	366.24
79	Seward Depot		76.20	76.20
80A	McGrath-Takotna (Summer)		125.97	125.97
80AA	McGrath-Takotna (Winter)		100.00	100.00
80B	McGrath-Telida	5,500.00	729.71	6,229.71
80C	McGrath-Candle Creek		200.00	200.00
80G	Nixon Fcrk-Takotna (summer)..		300.00	300.00
81	Good Creek-Salmon River	1,500.00	687.15	2,187.15
83	Talkeetna-Iron Creek		597.76	597.76
86	Fourth of July Creek		1,063.86	1,063.86
87	Woodchopper Creek		445.00	445.00
88	Govt. R. R.-Moose Creek		350.00	350.00
89A	Seward Peninsula Railroad, 1st. Sec.	2,500.00	13,853.85	16,353.85
	Seward Peninsula Railroad, 2nd. Sec.	2,500.00	13,800.00	16,300.00
90B	Shelter Cabins, 2nd. Divn.	1,749.32	500.00	2,249.32
90C	Shelter Cabins, 3rd. Divn.	1,750.00		1,750.00
90D	Shelter Cabins, 4th Divn.	4,597.00	728.00	5,325.00
92B	Bethel-Akiak	395.00		395.00
92C	Akiak-Russian Mission	1,584.00		1,584.00
92D	Bennett's Cut-Off	396.00		396.00
92F	Quinhagak-Goodnews	2,417.77		2,417.77
92G	Goodnews-Pogiak	185.00		185.00
92H	Togiak-Nushagak	488.44		488.44
92I	Nushagak-Naknek	325.00		325.00
92J	Naknek-Egekik	210.00		210.00
92L	Kolmakof-Aniak	95.00		95.00
92M	Aniak-Tulusak	269.96		269.96
93	Chulitna Bridge	1,957.40	900.00	2,857.40
95	Kanatak-Becharof Lake	19,000.00	914.49	19,914.49
96	Chickaloon-King River	800.00	22.00	822.00
97	Suntrana Foot Bridge	326.30		326.30
100	Juneau Office	10,000.00	16,634.87	26,634.87
		\$490,360.53	\$445,747.12	\$936,107.65

EXPENDITURES IN DETAIL—CC

(Included in Preceding

FIRST DIVISION.

	Federal
3A Haines-Wells	\$ 2,642.4
3B Pleasant Camp Extension	25,576.2
3C Porcupine Extension	505.6
3D Haines-Mud Bay	1,104.4
14A Sitka National Monument	594.8
14B Sitka National Cemetery	130.2
40 Douglas-Gastineau Channel	79.8
40A Hawk Inlet Trail	10.0
81 Good Creek-Salmon River	902.15

Totals \$ 31,545.84

(a)—Includes \$500.00 contributed by the N

SECOND DIVISION.

	Federal
8 Nome-Council	\$ 10,484.87
13A Nome-Bessie	1,337.06
13B Bessie-Banner	926.30
13C Bessie-Little Creek	366.01
13F Nome-Osborne	1,680.62
13K Bessie-Buster	237.07
18 Kaltag-Solomon	1,349.70
18A Bonanza-Kotzebue	132.00
18B Golovin-Council	34.00
21 Unalakleet-St. Michael	150.00
25A Cripple River	104.00
25B Penny River	38.00
25D Mouth of Center Creek	25.00
25E Submarine Paystreak	341.00
25F Anvil Glacier	651.30
25G Snake River Extension	840.50
26 Deering-Inmachuk	1,368.66
27 Candle-Candle Creek	1,516.49
28A Nome-Taylor	100.00
41A Kotzebue-Shungnak	365.00
42 St. Michael-Kotlik	74.00
49 Davidson's Landing-Taylor	1,721.25
62 Dime Creek Corduroy	50.00
67 Nome-Teller	586.92
67B Teller-Bluestone	263.50
67C Teller-Mary's Igloo	396.00
68 Flagging Trails	1,069.37
73A Kotlik-Marshall	115.00
89A Seward Peninsula Railroad	32,653.85
90B Shelter Cabins, 2nd. Div.	

Totals \$ 58,977.47

(b)—Includes refund of \$635.78.

THIRD DIVISION.

	Federal
35H Wasilla-Finger Lake	\$ 1,845.60
35J Wasilla-Matanuska	2,604.54
35K Matanuska-Trunk Road	513.35
36 Valdez-Mineral Creek	1,424.56
51 Talkeetna-Cache Creek	21,304.67
57A Nizina River Bridge	16,697.58
61 Strelina-Kuskulana	556.85
90C Shelter Cabins, 3rd Div.	

Totals \$ 44,947.15

FOURTH DIVISION.

	Federal	Territorial	Total
9 Rampart-Eureka	\$ 1,080.00	\$ 200.00	\$ 1,280.00
22 Hot Springs-Sullivan Cr.	5,360.90	400.00	5,760.90
30 Hot Springs Ldg-Eureka	696.00	400.00	1,096.00
31 Caribou Creek	738.64	540.00 (c)	1,278.64
32B Iditarod-Flat	12,706.97	900.00	13,606.97
32C Ophir-Iditarod (winter)	764.50	100.00	864.50
38A Ruby-Long Creek	5,094.02	500.00	5,594.02
38D Ophir-Tokotna (summer)	15,977.40	6,000.00	21,977.40
38E Long-Poorman (summer)	4,353.98	490.00	4,843.98
38EE Long-Poorman (winter)	50.00	10.00	60.00
46A Roosevelt-Kantishna	14,343.47	2,000.00	16,343.47
90D Shelter Cabins, 4th Div.		5,325.00	5,325.00
92B Bethel-Akiak	195.00	200.00	395.00
92C Akiak-Russian Mission	784.00	300.00	1,584.00
92D Bennett's Cut-off	196.00	200.00	596.00
92F Quinhagak-Goodnews	1,659.32	758.45	2,417.77
Totals	\$ 64,000.20	\$ 18,823.45 (c)	\$ 82,823.65

SUMMARY.

	Federal	Territorial	Total
First Division	\$ 31,545.84	\$ 20,500.00	\$ 52,045.84
Second Division	58,977.47	35,843.55	94,821.02
Third Division	44,947.15	17,158.45	62,105.60
Fourth Division	64,000.20	18,823.45	82,823.65
Grand Totals	\$199,470.66	\$ 92,325.45	\$291,796.11

(c)—Contributed by Stewart and Denhart.

DISTRIBUTION OF EXPENDITURES.

0111 Salaries	\$ 45,744.64
0112 Wages	365,804.71
0200 Stationery	1,036.85
02011 Printed forms and Letterheads	324.68
02012 Sundry Office Supplies	1,024.72
0210 Medical and Hospital Supplies	92.20
0220 Educational Supplies	29.10
0230 Fuel	17,849.63
0240 Wearing Apparel, etc.	75.30
0250 Forage	20,278.51
0260 Provisions	85,380.24
0270 Powder, explosives, etc.	4,485.66
0280 Sundry Supplies, Inc. Lubricants, etc.	9,075.69
0290 Construction Materials	35,687.98
0300 Subsistence (persons)	33,920.17
0400 Subsistence (animals) and care of animals	780.55
0500 Telegraph	442.00
0510 Telephone	887.33
0520 Other Communication Service Inc. P. O. Box Rent	106.85
0600 Travel Expense (Inc. Transp. Persons)	15,225.69
0700 Transportation of Freight	72,157.56
0800 Printing and Binding	695.20
0810 Lithographing, engraving, etc.	68.11
0830 Photographing, Making Prints, etc.	75.31
1000 Heat, Light, Water, and Power Service	1,064.58
1100 Rent of Buildings and Structures	2,035.00
1110 Rent of Equipment, inc. Animals	43,830.35
1200 Repair and Maintenance, Equipment	60,076.84
1300 Special and Miscellaneous Current Expense	2,272.27
3010 Equipment (Furniture and Fixtures)	2,950.31
3020 Equipment (Educational)	
3040 Equipment (Live Stock)	4,660.70
3050 Equipment (Other)	34,432.33
3210 Other Structures	27,851.23
	\$890,432.29
Increase of Compensation	45,675.36
Total	\$936,107.65

DISTRIBUTION BY APPROPRIATION

From appropriations for support of War Department	
F.Y. 1922, Act of June 30, 1921	
F.Y. 1922-23, Act of June 30, 1922	
F.Y. 1923-24, Act of March 2, 1923—Roads	
F.Y. 1923-24, Act of March 2, 1923—Juneau Dock	
F.Y. 1924-25, Act of June 7, 1924	
From Increase of Compensation, War Department:	
F.Y. 1923, Act of June 29, 1922	
F.Y. 1924, Act of March 4, 1923	
From the Alaska Fund, Act of Jan. 27, 1905 as amended	
From Contributed Funds, Act of June 30, 1921:	
National Park Service, Sitka National Monument	
Stewart & Denhart, Caribou Trail	
Territory of Alaska, Shelter Cabins	
Territory of Alaska, Roads, Bridges and Trails	
Total	

DISTRIBUTION OF WAR DEPARTMENT APPROPRIATION PROCUREMENT AUTHORITY NUMBER

Act of March 2, 1923:		
Authority No.		
"Eng.311P-4686-A34"	\$112,948.55	Construction
4687	203,417.70	Maintenance
4688		Report on
		rection of
		ton System
		ed on Ku
'4689	1,798.10	Travel Exp
		(Reimburse
'4691	72,856.10	Subsistence
		mals.)
4692	31,973.48	Transportat
		mals and
4693	748.38	Rent and S
4694	1,245.89	Sundry Of
		Equipment
		ery.
4696	74,469.96	Field Equip
4697	77.25	Telephone a
4698	4,666.82	Incidental
		change.
4699	24,357.32	Salaries.
4701	31,613.06	Wages.
Total	\$560,072.61*	

*—Includes refund account correction of vouchers

PORT ALASKA ROAD COMMISSION.

ANNUAL REPORT ALASKA ROAD COMMISSION. 161

FOURTH DIVISION.

	Federal	Territorial	Total
	\$ 1,080.00	\$ 200.00	\$ 1,280.00
ivan Cr.	5,360.90	400.00	5,760.90
g-Eureka	696.00	400.00	1,096.00
	738.64	540.00(c)	1,278.64
	12,706.97	900.00	13,606.97
(winter)	764.50	100.00	864.50
k	5,094.02	500.00	5,594.02
(summer)	15,977.40	6,000.00	21,977.40
(winter)	4,353.98	490.00	4,843.98
hna	50.00	10.00	60.00
4th Div.	14,343.47	2,000.00	16,343.47
	195.00	5,325.00	5,325.00
Mission	784.00	200.00	396.00
ff	196.00	800.00	1,584.00
news	1,659.32	758.45	396.00
	\$ 64,000.20	\$ 18,823.45(c)	\$ 82,823.65

SUMMARY.

	Federal	Territorial	Total
	\$ 31,545.84	\$ 20,500.00	\$ 52,045.84
	58,977.47	35,843.55	94,821.02
	44,947.15	17,158.45	62,105.60
	64,000.20	18,823.45	82,823.65
Totals	\$199,470.66	\$ 92,325.45	\$291,796.11

by Stewart and Denhart.

DISTRIBUTION OF EXPENDITURES.

	\$ 45,744.64
	365,804.71
	1,036.85
	334.68
ns and Letterheads	1,024.72
ce Supplies	92.20
Hospital Supplies	29.10
Supplies	17,849.63
	75.30
pparel, etc.	20,278.51
	85,380.24
xplosives, etc.	4,485.66
pples, Inc. Lubricants, etc.	9,075.69
m Materials	35,687.98
(persons)	33,920.17
(animals) and care of animals	780.55
	442.00
	887.33
	106.85
munication Service Inc. P. O. Box Rent	15,225.69
pense (Inc. Transp. Persons)	72,157.56
tion of Freight	695.20
nd Binding	68.11
ing, engraving, etc.	75.31
ing, Making Prints, etc.	1,064.58
ht, Water, and Power Service	2,035.00
Buildings and Structures	43,830.35
Equipment, Inc. Animals	60,076.84
nd Maintenance, Equipment	2,272.27
nd Miscellaneous Current Expense	2,950.31
t (Furniture and Fixtures)	
t (Educational)	4,660.70
t (Live Stock)	34,432.33
t (Other)	27,851.23
tructures	\$890,432.29
	45,675.36
Increase of Compensation	
Total	\$936,107.65

DISTRIBUTION BY APPROPRIATIONS.

From appropriations for support of War Department:

F.Y. 1922, Act of June 30, 1921	\$ 61.44
F.Y. 1922-23, Act of June 30, 1922	1,792.81
F.Y. 1923-24, Act of March 2, 1923—Roads	560,072.61
F.Y. 1923-24, Act of March 2, 1923—Juneau Dock	600.00
F.Y. 1924-25, Act of June 7, 1924	167,896.31

From Increase of Compensation, War Department:

F.Y. 1923, Act of June 29, 1922	3,988.95
F.Y. 1924, Act of March 4, 1923	41,686.41

From the Alaska Fund, Act of Jan. 27, 1905 as amended

	67,683.67
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From Contributed Funds, Act of June 30, 1921:

National Park Service, Sitka National Monument	500.00
Stewart & Denhart, Caribou Trail	540.00
Territory of Alaska, Shelter Cabins	9,324.32
Territory of Alaska, Roads, Bridges and Trails	81,961.13

Total \$936,107.65

DISTRIBUTION OF WAR DEPARTMENT APPROPRIATIONS BY PROCUREMENT AUTHORITY NUMBERS.

Act of March 2, 1923:

Authority No.		
"Eng.311P-4686-A34"	\$112,948.55	Construction Work.
4687	203,417.70	Maintenance and Repair Work.
4688		Report on Transportation Connection between Nome-Shelton System and Coal Deposited on Kugruk River.
4689	1,798.10	Travel Expenses of Officers, (Reimbursement of)
4691	72,856.10	Subsistence (Persons and animals.)
4692	31,973.48	Transportation, (Persons, Animals and Freight.)
4693	748.38	Rent and Storage.
4694	1,245.89	Sundry Office Supplies and Equipment, including Stationery.
4696	74,469.96	Field Equipment and Material.
4697	77.25	Telephone and Telegraph.
4698	4,566.82	Incidental expense, inc. exchange.
4699	24,357.32	Salaries.
4701	31,613.06	Wages.

Total \$560,072.61*

*—Includes refund account correction of vouchers of \$664.93.

II. CONTRIBUTED FUNDS.

ACT OF CONGRESS APPROVED JUNE 30, 1921, ALASKA SPECIAL FUND.

1. By the Territory:

Act of Legislature approved April 21, 1919,
Public Roads, Bridges, Trails and Ferries.

Fiscal Year:		
1920	\$115,517.94	
1921	85,746.61	\$201,264.55

Approved May 7, 1921, Public Roads, Bridges
Trails and Ferries.

Fiscal Year:		
1921	\$ 28,000.00	
1922	43,237.28	
1923 (Includes \$20.45 refund)	88,533.33	159,770.61

Approved May 5, 1921, Nizina River Bridge.

Fiscal Year:		
1922	\$ 5,000.00	
1923	20,000.00	25,000.00

Approved May 7, 1921, Shelter Cabins.

Fiscal Year:		
1922	\$ 6,500.00	
1923	3,500.00	10,000.00

Approved May 4, 1923.

Fiscal Year 1924:		
Shelter Cabins	\$ 15,000.00	
Public Roads, etc. (refunds \$635.78)	91,961.13	106,961.13
Total Territory		\$502,996.29

2. By Others:

Fiscal Year 1922:		
City of Valdez	\$ 220.02	
City of Wrangell	500.00	
City of Sitka	500.00	
Alpine Club of Skagway	463.75	1,683.77

Fiscal Year 1923:		
City of Valdez	\$ 601.83	
City of Juneau	777.71	1,379.54

Fiscal Year 1924:		
Stewart & Denhart	\$ 540.00	
National Park Service	500.00	
City of Nome	3,500.00	4,540.00

Total Contributed Funds\$510,599.60

III. EXPENDITURE OF OTHER FUNDS BY THE BOARD

Fiscal Year 1920 and prior years

Fiscal Year 1921:

1. For the Territory of Alaska:
Kuskulana Bridge

2. For the Chief of Engineers, U. S. Army:
Rivers and Harbors, Fish Traps, etc.

Total

Fiscal Year 1922:

1. For the Territory of Alaska:
Chairman, 3rd Division

2. For the Quartermaster General, U. S. Army:
Ft. Wm. H. Seward water supply

3. For the Chief of Engineers, U. S. Army:
Rivers and Harbors, Fish Traps, etc.

Total

Fiscal Year 1923:

1. For the Territory of Alaska:
Chairman, 3rd Division

2. For the Chief of Engineers, U. S. Army:
Rivers and Harbors, Fish Traps, etc.

3. For The Alaska Railroad

Total

Fiscal Year 1924:

1. For the Territory of Alaska:
Chairman, 3rd Division

Account No.	Name	Miles
	Overhead	
10B	Seward-Nash	2½
35B	Palmer-Mile 26½	8½
35Q	Edlund Road	½
55	Kenai-Russian River	60
61	Strelna-Kuskulana	18
75	Anchorage-Eagle River	13½
75A	Anchorage-Lake Spenard	4
75B	Whitney Road	6
75C	Chester Creek Boat Landing	1
98A	Bull River Bridge and Trail	4½

Totals116½

REPORT ALASKA ROAD COMMISSION.

I. CONTRIBUTED FUNDS.

CONGRESS APPROVED JUNE 30, 1921, ALASKA SPECIAL FUND.

Priority:

Approved April 21, 1919.
Bridges, Trails and Ferries.

.....	\$115,517.94	
.....	85,746.61	\$201,264.55

7, 1921, Public Roads, Bridges and Ferries.		
.....	\$ 28,000.00	
.....	43,237.28	
..... (includes \$20.45 refund)	88,533.33	159,770.61

5, 1921, Nizina River Bridge.		
.....	\$ 5,000.00	
.....	20,000.00	25,000.00

7, 1921, Shelter Cabins.		
.....	\$ 6,500.00	
.....	3,500.00	10,000.00

4, 1923.		
.....	\$ 15,000.00	
..... Cabins	91,961.13	106,961.13
..... Roads, etc. (refunds \$635.78)		
.....		\$502,996.29

.....		
.....	\$ 220.02	
.....	500.00	
.....	500.00	
.....	463.75	1,683.77

.....		
.....	\$ 601.83	
.....	777.71	1,379.54

.....		
.....	\$ 540.00	
.....	500.00	
.....	3,500.00	4,540.00

Total Contributed Funds\$510,599.60

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III. EXPENDITURE OF OTHER FUNDS SUPERVISED BY THE BOARD.

Fiscal Year 1920 and prior years	\$ 537,334.45
Fiscal Year 1921:	
1. For the Territory of Alaska:	
Kuskulana Bridge	750.00
2. For the Chief of Engineers, U. S. Army:	
Rivers and Harbors, Fish Traps, etc.	1,602.50
Total	\$ 2,352.50
Fiscal Year 1922:	
1. For the Territory of Alaska:	
Chairman, 3rd Division	\$ 7,812.19
Chairman, 4th Division	21,365.00
2. For the Quartermaster General, U. S. Army:	
Ft. Wm. H. Seward water supply	2,502.02
3. For the Chief of Engineers, U. S. Army:	
Rivers and Harbors, Fish Traps, etc.	47,503.46
Total	\$ 79,182.67
Fiscal Year 1923:	
1. For the Territory of Alaska:	
Chairman, 3rd Division	\$ 10,855.72
Chairman, 4th Division	15,717.11
Seward Peninsula Railroad	24,010.65
2. For the Chief of Engineers, U. S. Army:	
Rivers and Harbors, Fish Traps, etc.	21,145.12
3. For The Alaska Railroad	\$1,590,570.09
Total	\$1,662,298.69
Fiscal Year 1924:	
1. For the Territory of Alaska:	
Chairman, 3rd Division	\$ 14,993.86

Account No.	Name	Miles	Expenditure
	Overhead		\$ 30.00
10B	Seward-Nash	2½	4,814.20
35B	Palmer-Mile 26½	8½	867.08
35Q	Edlund Road	½	994.29
55	Kenai-Russian River	60	359.25
61	Strelina-Kuskulana	16	1,499.98
75	Anchorage-Eagle River	13½	564.57
75A	Anchorage-Lake Spenard	4	2,552.53
75B	Whitney Road	6	1,213.15
75C	Chester Creek Boat Landing	1	500.00
93A	Bull River Bridge and Trail	4½	1,598.81
Totals	116½	\$ 14,993.86	

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Chairman, 4th Division\$ 20,000.50

Account No.	Name	Miles	Expenditure
	Overhead		\$ 70.00
7A	Summit-Chatanika	11	500.00
7B	Fox-Olnes (Includes Dome Cr.).....	13	2,112.00
7C	Summit-Fairbanks Creek	13	1,500.00
7D	Ester Creek	13	4,955.00
7DA	College Spur	1/2	500.00
7GA	Lazelle Road	2 1/2	186.00
7H	Little Eldorado	6	1,500.00
7J	Fairbanks-Chena Hot Springs	64	314.00
7K	Olnes-Livengood	54	288.00
7N	Farmers' Birch Hill	9	3,145.00
7NA	Isabelle Creek	2	150.00
7T	Farmer's Chena Slough	4 1/2	1,000.00
15A	Central House-Circle Hot Spgs. 9		1,200.50
23A	Olnes-Beaver	115	2,580.00
	Total	316 1/2	\$ 20,000.50

Tolovana Tram Road.....\$ 6,400.00

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

Rivers and Harbors, Fish Traps, etc.	\$ 37,802.90
Improvement of Nome Harbor	\$ 17,890.03
Improvement of Wrangell Harbor	6,325.46
Survey of Tolovana River	300.00
Preliminary Examination of Yukon-Kuskokwim Portage	2,972.15
Preliminary Examination of Gastineau Channel and adjacent waters.....	53.00
Investigation of Port Facilities	25.00
Public Hearings, Fish Traps, etc.	10,237.26
Total	\$ 37,802.90

3. For The Alaska Railroad\$ 1,511,878.05

Construction and Operation of Railroads in Alaska	\$ 161,745.97
Construction and Equipment of Railroads in Alaska, 1922-23	401,613.81
Maintenance and Operation of Railroads in Alaska, 1923	210,482.17
Construction and Equipment of Railroads in Alaska, 1923-24	323,188.02
Maintenance and Operation of Railroads in Alaska, 1924	394,212.71
Operation of River Steamboats, 1924	20,635.37
Total	\$1,511,878.05

4. For National Park Service:

Mt. McKinley National Park Road\$ 700.25

Total of Supervised Funds, Fiscal year 1924\$ 1,591,775.56

Grand Total, Supervised Funds\$ 3,872,943.87

Grand Total, All Funds\$12,922,576.36