

ANNUAL REPORT OF THE ALASKA ROAD COMMISSION
FISCAL YEAR 1925 ✓

REPORT UPON THE CONSTRUCTION AND
MAINTENANCE OF MILITARY AND POST
ROADS, BRIDGES AND TRAILS; AND OF
OTHER ROADS, TRAMWAYS, FERRIES,
BRIDGES, TRAILS, AND RELATED WORKS
IN THE TERRITORY OF ALASKA

TWENTY-FIRST ANNUAL
REPORT

1925

PART II

OPERATIONS

BOARD OF ROAD COMMISSIONERS
FOR ALASKA

JUNEAU, ALASKA

1925

PROGRESS OF THE WORK.

The high scale of wages and supplies in the Territory is a large element in the cost of this work. The rate paid for labor varies from \$3.50 to \$6 per day with board for common labor. The cost of subsistence and forage is also correspondingly high. Besides these high costs, the nature of the work in Alaska adds to the cost in a way to make comparisons with road work in the United States difficult. In the roads built here the cruising, clearing, grubbing and construction of the road includes all work done upon the roads in the settled parts of the United States from pioneer days. Even with this the mileage cost of our roads can be looked upon with a great deal of gratification.

In the classification of the Commission, wagon roads are any roads cleared, grubbed, ditched, graded, and drained sufficiently to accommodate wagon traffic. Light motor vehicles are now using these roads in increasing numbers. This requires a gravel surface at an increased first cost, but with an eventual saving in annual maintenance charges.

Sled roads are cleared and graded like wagon roads, but not grubbed. They are drained only sufficiently to prevent their destruction by the summer rains. Their wearing surface is of snow. Double bob-sleds, drawn by two, four, etc., horses haul heavy loads over these roads as well as over the wagon roads in winter time. During the past two or three seasons, caterpillar tractors have been successfully used during the winter time, and such traffic is expected to increase.

Trails include any construction less than the above, suitable for dog-sleds or single horse-drawn double-ender in winter and pack trains in summer. Except where frozen river surfaces are used, some work is always necessary to permit the use of dog teams.

Flagged Trails represent cut-offs across frozen lakes, arms of the sea, etc. The marks are necessary to prevent travelers from getting lost in bad weather.

Since assuming charge at the beginning of the 1920 working season, the present Commission has been engaged in overhauling the entire road and trail situation, rehabilitating or abandoning the projects which have fallen into disrepair or disuse, and drawing up a progressive and comprehensive plan of operations covering a period of years.

The total mileage of roads and trails constructed by the Commission during its first sixteen years of existence (1905-1920) aggregated 4,890 miles, consisting of 1031 miles of wagon road, 636 miles of

sled road, and 3223 miles of trail. In addition 5602 miles of temporary trail have been flagged as required.

Not all of this mileage has been maintained yet. Some of it has been in disuse or practically impassable for a long time. Small mileage has been superseded by other routes of transportation as will appear more in detail below.

The specific routes included in this 5602 miles are listed in Tables I and IV, Annual Report for 1921. This table summarizes the status of the work of investigation and construction begun five years ago and now practically complete.

STATUS	MILEAGE			
	Wagon Road	Sled Road	Trail	Total
1920 Report	1,031	636	3,223	4,890
ADDITIONS:				
New Mileage	513½	534½	4,395½	5,443½
Reclassified	150¾	234½	65	450
GRAND TOTAL	1,695½	1,405	7,683½	10,784
DEDUCTIONS:				
Transferred to other Bureaus	117½	9	45½	172
Reclassified	131½	193¾	243	450
Abandoned or dropped account duplication of routes	92¼	115½	930	1,137¾
NET TOTAL	1,472¾	1,086¾	6,465	9,024¾
Territorial Work 1925	113¾	64	54	231¾
No Work 1925	145¾	275½	2,055	2,475¾
A. R. C. Work 1925	1,213¾	747¼	4,356	6,317¾

During the past fiscal year the expenditures were expended over the following mileage:

DISTRICT	Wagon Road	Sled Road	Trail
Southeastern Alaska	57	.....	5
Eagle	29	43	331
Bethel .....	.....	.....	420
Valdez	102½	.....	37
Chitina	187	.....	.....
Fairbanks	313½	151¼	253
Nenana	96½	412½	347
Southwestern Alaska	133	80	127
Kuskokwim	23	33½	611
Nome	272¼	27	2,218
TOTALS	1,213¾	747¼	4,356

The Commission has expended the following for the ginning of road and trail development in the Territory:

FEDERAL APPROPRIATIONS:	
Alaska Fund, 1905-1920 .....	.....
War Dept. Acts, 1905-1920
Increase of Compensation, 1918-1920

PROGRESS OF THE WORK.

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 in the cost of this work. The rate paid for labor
 .50 to \$6 per day with board for common labor. The
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 ts first sixteen years of existence (1905-1920) aggregated
 consisting of 1031 miles of wagon road, 636 miles of

sled road, and 3223 miles of trail. In addition some 712 miles of
 temporary trail have been flagged as required.

Not all of this mileage has been maintained year by year; some
 has been in disuse or practically impassable for many years and a
 small mileage has been superseded by other routes or methods of
 transportation as will appear more in detail below.

The specific routes included in this 5602 miles are enumerated
 in Tables I and IV, Annual Report for 1921. The following table
 summarizes the status of the work of investigation and rehabilitation
 begun five years ago and now practically completed.

	STATUS					
	MILEAGE					
	Wagon Road	Sled Road	Trail	Total	Flagged	Grand Total
1920 Report	1,031	636	3,223	4,890	712	5,602
ADDITIONS:						
New Mileage	513%	534½	4,395½	5,443%		5,443%
Reclassified	150%	234½	65	450%		450%
GRAND TOTAL	1,695½	1,405	7,683½	10,784	712	11,496
DEDUCTIONS:						
Transferred to other						
Bureaus	117½	9	45½	172		172
Reclassified	13½	193%	243	450%		450%
Abandoned or dropped						
account duplication						
of routes	92%	115½	930	1,137%		1,137%
NET TOTAL	1,472%	1,086%	6,465	9,024	712	9,736
Territorial Work 1925.....	113%	64	54	231%		231%
No Work 1925	145%	275½	2,055	2,475%	240	2,715%
A. R. C. Work 1925.....	1,213%	747%	4,356	6,317	472	6,789

During the past fiscal year the expenditures were distributed
 over the following mileage:

DISTRICT	Wagon Road	Sled Road	Trails	Flagged Trails	Total
Southeastern Alaska	57		5		62
Eagle	29	43	331		403
Bethel			426		426
Valdez	102½		37½		140
Chitina	187				187
Fairbanks	313½	151½	253		717%
Nenana	96½	412½	347		856
Southwestern Alaska	133	80	127		340
Kuskokwim	23	33½	611½		668
Nome	272%	27	2,218	472	2,989%
TOTALS	1,213%	747%	4,356	472	6,789

The Commission has expended the following funds since the be-
 ginning of road and trail development in the Territory:

FEDERAL APPROPRIATIONS:	
Alaska Fund, 1905-1920	\$2,155,030.92*
War Dept. Acts, 1905-1920	3,058,041.44**
Increase of Compensation, 1918-1920	145.20

RT ALASKA ROAD COMMISSION.

ments, 1905-1920	22,870.76
1925	661,866.20
1921-1925	2,838,809.20
1925	94,931.25
1925	80,020.00
	\$8,911,714.97
1920	\$ 101,184.56
1921-1925	480,994.81
5	7,983.08
	\$ 690,162.45
ustments:	\$9,601,857.42
	\$2,123,585.65
er corrections	\$48,694.14
er corrections	1,326.68
	\$2,173,606.47
shortage ***	18,675.55
adjustments:	\$2,155,030.92
	\$3,055,000.00
ursemment	\$ 3,976.19
er corrections	291.80
	4,267.99
	\$3,059,267.99
shortage***	1,226.55
	\$3,058,041.44

dismissed the service by G. O. No. 4, War C., Feb. 17, 1912.
 above funds, disbursed through the U. S. Commission has supervised the expenditure of the road by other agencies for road and trail de-

aneous contributions, 1905-1920	\$ 200,000.00
1920	202,702.67
1901-1902	100,000.00*
1906	34,631.78*
st Revenues Prior to 1921	634,239.64
missioners, 1921-1924	91,494.38
missioners, 1925	21,118.86
y, 1923	24,014.00
y, 1923	6,426.00
rk, 1924	700.25
	\$1,365,326.58

ation of the Alaska Road Commission.
 gives the total amounts expended on the June 30, 1925, from all sources. It does not the Forest Service. Several items among e subject to minor modification:

Sub-Project No.	Name of Route	MILEAGE			Total Miles	Federal Appropriations and Alaska Fund		Contributed Supervised Funds		GRAND TOTAL
		Wagon Road	Sled Road	Trail		F.Y. 1905-'20	F.Y. 1921-'25	F.Y. 1920-'25	F.Y. 1915-'25	
1	Prince of Wales Island	4		7	11	\$ 55,649.78	\$ 204.50	\$ 7,995.98	\$	63,850.26
2	Juneau-Eagle River					110,497.01			\$ 9,927.23	120,424.24
2A	Auk Bay Extension	2			2	44,286.13		14,870.66	1,247.64	60,404.43
2B	Mendenhall Glacier Extension	3			3		15,150.21			15,150.21
2C	Eagle River Extension	6		14	20		842.39		2,305.75	3,148.14
2D	Juneau-Duck Creek	10			10		4,448.21			4,448.21
2E	Gastineau Channel Dredging								28,621.83	28,621.83
2F	Gold Creek Bridge, Juneau								2,156.75	2,156.75
2G	Alaska Juneau Mine Trail								831.66	831.66
3	Haines-Pleasant Camp					166,664.71	37,999.91	6,398.20		211,062.82
3A	Haines-Wells	25			25		13,130.96	12,968.99		26,099.95
3B	Pleasant Camp Extension	18			18		66,133.53	39,782.30		105,915.83
3C	Porcupine Extension	20			20		705.69	700.00		1,405.69
3D	Haines-Mud Bay	10			10		2,251.30	7,950.00	16,268.16	26,469.46
3E	Haines-Chilkoot	3			3				5,962.74	5,962.74
3F	Haines-Jones Point								2,093.45	2,093.45
4A	Donnelly-Washburn		55		55	32,380.06	1,080.00			33,460.06
4AA	Richardson-Democrat Creek								500.00	500.00
4B	Valdez-Ernestine					483,794.16				483,794.16
4BA	Valdez-Ptarmigan Drop	33			33		293,071.49			293,071.49
4BB	Ptarmigan Drop-Ernestine	30			30		65,507.60			65,507.60
4C	Ernestine-Willow Creek	29			29	143,952.57	102,437.66			246,390.23
4D	Willow Creek-Gulkana	36			36	252,464.01	109,024.48			361,488.49
4E	Gulkana-Sourdough	21½			21½	142,402.90	84,013.92			226,416.82
4F	Sourdough-Mile 168	18			18	119,244.60	89,872.03			209,116.63
4G	Mile 168-Delta River	38			38	166,545.96	80,925.25			247,471.21
4H	Delta River-McCarthy					406,192.19	18,846.42			425,038.61
4H-1	Delta River-Rapids	25½			25½		107,161.79			107,161.79
4H-2	Rapids-Grundler	48			48		71,257.02			71,257.02
4I	Grundler-Richardson	20½			20½	155,782.30	78,010.90			233,793.20
4J	Richardson-Salchaket	30			30	190,345.82	84,934.48			275,280.30
4K	Salchaket-Fairbanks	40			40	226,994.69	218,531.21			445,475.90
4KA	Salcha Bridge						38,162.78			38,162.78
5	Ester-Fort Gibbon					93,669.81	3,356.10			97,025.91
5A	Dunbar-Ft. Gibbon		121		121		5,788.79			5,788.79
6A	Willow Creek-Tonsina	24			24	81,005.88	98,565.46			179,571.34
6B	Tonsina-Chitina	15			15	154,826.80	101,569.87			256,396.67

Sub-Project No.	Name of Route	MILEAGE			Total Miles	Federal Appropriations and Alaska Fund		Contributed Funds	Supervised Funds	GRAND TOTAL
		Wagon Road	Sled Road	Trail		F.Y.1905-'20	F.Y.1921-'25	F.Y.1920-'25	F.Y.1915-'25	
7	Fairbanks-Fairbanks Creek.....								31,302.28	31,302.28
7A	Summit-Chatanika	11			11	24,066.70	13,652.12	360.00	4,852.03	42,930.85
7AA	Cleary Creek	2			2				718.41	718.41
7AB	Cleary-Fish Creek								380.30	380.30
7B	Fox-Olnes	13			13	26,702.20	394.65		6,141.31	33,238.16
7BB	Fox-Steel Creek								855.75	855.75
7C	Summit-Fairbanks Creek	13			13	14,810.64	1,134.50	50.00	6,291.03	22,286.17
7D	Ester Creek	13			13	27,221.14	2,203.16	243.75	19,486.50	49,154.55
7DA	College Spur	½			½				530.00	530.00
7DB	St. Patrick's Creek (proposed)								189.00	189.00
7E	Vault Creek	2			2	4,496.20			379.00	4,875.20
7F	Vault Creek-Treasure Creek	1½			1½	1,379.09				1,379.09
7G	Fairbanks-Gilmore	13			13	17,851.14	21,472.24		4,896.95	44,220.33
7GA	Lazelle Road	2½			2½				633.17	633.17
7H	Little Eldorado Creek	6			6	3,890.83			5,799.07	9,689.90
7I	Gilmore-Summit	6			6	11,683.70	6,340.69		5,334.93	23,359.32
7IA	Gilmore Creek								1,562.00	1,562.00
7J	Fairbanks-Chena Hot Springs		64		64	5,217.83	4,916.96		3,087.10	13,221.89
7K	Olnes-Livengood			54	54	12,067.89	315.82		761.68	13,145.39
7N	Farmers-Birch Hill	9			9				19,370.62	19,370.62
7NA	Isabelle Creek	2			2				175.00	175.00
7R	Goldstream-O'Connor Creek.....		6		6		154.64			154.64
7S	Graehl Bridge								1,323.57	1,323.57
7T	Farmers-Chena Slough	4½			4½				2,548.74	2,548.74
7U	Noyes Slough Bridge								459.69	459.69
7V	Fairbanks Wireless	¼			¼		377.00			377.00
7Z	Fairbanks Locals								14,918.48	14,918.48
8	Nome-Council	57		25	82	135,886.07	42,461.18	70,811.97	55,647.98	304,807.20
8A	Bonanza-Ferry						317.80	1,335.87		1,653.67
8B	Safety Ferry						467.90	980.63		1,448.53
8C	Council Ferry						176.00	50.00		226.00
8D	Council-Ophir Creek	12			12		1,220.46	610.00		1,830.46
8G	Bear Creek Trolley						1.00	10.00		11.00
8H	Casa de Paga	20			20		3,013.34	5,300.00	10,079.75	18,393.09
8J	Shovel Creek	5			5				58.50	58.50
9	Rampart-Eureka	8	19½		27½	37,282.38	3,488.93	552.00	1,518.32	42,841.63

10	Seward-Kenai Lake	14			14	63,217.43	9,170.33	5,000.00	3,396.17	80,783.93
10A	Seward Radio	1			1	6,470.04	35.00			6,505.04
10B	Seward-Nash	2½			2½				18,992.30	18,992.30
10C	Lowell Creek Survey							80.75		80.75
11A	Eagle-Liberty	20	7		27	64,994.71	21,261.83	800.80	600.00	87,657.34
11AA	American Summit-King Solomon			5	5		150.00			150.00
11B	Liberty-Forty Mile	23			23	16,376.07	770.14		1,216.00	18,362.21
11C	Steel Creek-Jack Wade	15			15	4,979.00	660.91			5,639.91
11CC	Steel Creek-Jack Wade (summer)			15	15		150.00			150.00
11D	Canyon Creek-Walker's Fork.....	27			27	4,110.00	500.00			4,610.00
11E	Eagle-Seventy Mile	4	16	40	60	3,654.09	5,979.03			9,633.12
11F	Jack Wade-Chicken			20	20		541.50			541.50
11G	Steel Creek-Canyon Creek.....			5	5		765.00			765.00
11H	Liberty Cabin-Dome			10	10		4,158.11			4,158.11
11I	Dome-Steel Creek			12	12					
11J	Forty Mile-Franklin	30			30					
11K	Forty Mile-Steel Creek	8			8		80.00			80.00
11L	Franklin-Chicken	10			10					
11LL	Franklin-Chicken	20			20					
11M	Jack Wade-Walker's Fork.....			18	18					
11MM	Jack Wade-Walker's Fork.....		25		25					
12A	Mile 34 A. N. R. R.-Hope. 15				15	44,192.66				44,192.66
13A	Nome- Bessie	3½			3½	46,551.01	6,385.26	8,128.18		61,064.45
13B	Bessie-Banner	3½			3½	23,261.51	2,856.74	4,068.80		30,187.05
13C	Bessie-Little Creek	2			2	5,260.39	1,583.79	5,565.10		12,409.28
13D	Bessie-Dry Creek	1½			1½	3,218.40			70.80	3,289.20
13E	Dry Creek-Newton	½			½	555.44	68.30			623.74
13F	Nome-Osborne	5½			5½	11,636.85	9,863.15	12,210.72		33,710.72
13G	Grass Gulch	2			2	1 125 73				

No.	Name								
7	Fairbanks-Fairbanks Creek	11		11	24,066.70	13,652.12	360.00	4,852.03	718.41
7A	Summit-Chatanika	2		2				718.41	380.30
7AA	Cleary Creek			13	26,702.20	394.65		380.30	33,238.16
7AB	Cleary-Fish Creek	13						6,141.31	855.75
7B	Fox-Olnes			13	14,810.64	1,134.50	50.00	855.75	22,286.17
7BB	Fox-Steel Creek	13		13	27,221.14	2,203.16	243.75	6,291.03	49,154.55
7C	Summit-Fairbanks Creek	13		13				19,486.50	530.00
7D	Ester Creek	1/2		1/2				189.00	189.00
7DA	College Spur							379.00	4,875.20
7DB	St. Patrick's Creek (proposed)			2	4,496.20			4,896.95	1,379.09
7E	Vault Creek	2		1 1/2	17,851.14	21,472.24		633.17	44,220.33
7F	Vault Creek-Treasure Creek	1 1/2		13				633.17	633.17
7G	Fairbanks-Gilmore	13		2 1/2	3,890.83			5,799.07	9,689.90
7GA	Lazelle Road	2 1/2		6	11,683.70	6,340.69		5,334.93	23,359.32
7H	Little Eldorado Creek	6		6				1,562.00	1,562.00
7I	Gilmore-Summit	6						3,087.10	13,221.89
7IA	Gilmore Creek			64	5,217.83	4,916.96		761.68	13,145.39
7J	Fairbanks-Chena Hot Springs	64	54	54	12,067.89	315.82		19,370.62	19,370.62
7K	Olnes-Livengood			9				175.00	175.00
7N	Farmers-Birch Hill	9		2		154.64		1,323.57	1,323.57
7NA	Isabelle Creek	2	6	6				2,548.74	2,548.74
7R	Goldstream-O'Connor Creek			4 1/2				459.69	459.69
7S	Graehl Bridge	4 1/2		1/4		377.00			377.00
7T	Farmers-Chena Slough							14,918.48	14,918.48
7U	Noyes Slough Bridge	1/4						55,647.98	304,807.20
7V	Fairbanks Wireless			82	135,886.07	42,461.18	70,811.97		1,653.67
7Z	Fairbanks Locals	57	25	25		317.80	1,335.87		1,448.53
8	Nome-Council					467.90	980.63		226.00
8A	Bonanza-Ferry					176.00	50.00		1,830.46
8B	Safety Ferry			12		1,220.46	610.00		11.00
8C	Council Ferry					1.00	10.00		18,393.09
8D	Council-Ophir Creek	12		20		3,013.34	5,300.00	10,079.75	58.50
8G	Bear Creek Trolley	20		5				58.50	42,841.63
8H	Casa de Paga	5	19 1/4	27 1/4	37,282.38	3,488.93	552.00	1,518.32	
8J	Shovel Creek	5							

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10	Seward-Kenai Lake	14		14	63,217.43	9,170.33	5,000.00	3,396.17	80,783.93
10A	Seward Radio	1		1	6,470.04	35.00			6,505.04
10B	Seward-Nash	2 1/2		2 1/2				18,992.30	18,992.30
10C	Lowell Creek Survey						80.75		80.75
11A	Eagle-Liberty	20	7	27	64,994.71	21,261.83	800.80	600.00	87,657.34
11AA	American Summit-King Solomon		5	5		150.00			150.00
11B	Liberty-Forty Mile	23		23	16,376.07	770.14		1,216.00	18,362.21
11C	Steel Creek-Jack Wade	15		15	4,979.00	660.91			5,639.91
11CC	Steel Creek-Jack Wade (summer)		15	15		150.00			150.00
11D	Canyon Creek-Walker's Fork	27		27	4,110.00	500.00			4,610.00
11E	Eagle-Seventy Mile	4	16	60	3,654.09	5,979.03			9,633.12
11F	Jack Wade-Chicken		20	20		541.50			541.50
11G	Steel Creek-Canyon Creek		5	5		765.00			765.00
11H	Liberty Cabin-Dome		10	10		4,158.11			4,158.11
11I	Dome-Steel Creek		12	12					
11J	Forty Mile-Franklin	30		30					
11K	Forty Mile-Steel Creek	8		8		80.00			80.00
11L	Franklin-Chicken	10		10					
11LL	Franklin-Chicken	20		20					
11M	Jack Wade-Walker's Fork		18	18					
11MM	Jack Wade-Walker's Fork	25		25					
12A	Mile 34 A. N. R. R.-Hope	15		15	44,192.66				44,192.66
13A	Nome-Bessie	3 1/2		3 1/2	46,551.01	6,385.26	8,128.18		61,064.45
13B	Bessie-Banner	3 1/2		3 1/2	23,261.51	2,856.74	4,068.80		30,187.05
13C	Bessie-Little Creek	2		2	5,260.39	1,583.79	5,565.10		12,409.28
13D	Bessie-Dry Creek	1 1/4		1 1/4	3,218.40			70.80	3,289.20
13E	Dry Creek-Newton	1/2		1/2	555.44	68.30			623.74
13F	Nome-Osborne	5 1/2		5 1/2	11,636.85	9,863.15	12,210.72		33,710.72
13G	Grass Gulch	2		2	1,125.73				1,125.73
13H	Center Creek	2		2	1,533.80	5.00			1,538.80
13I	Nome River Extension	5		5	8,191.62	396.74	712.50		9,300.86
13J	Wonder-Flat Creek	2		2	2,803.72				2,803.72
13K	Bessie-Buster	5		5	14,770.70	2,437.99	3,957.00		21,165.69
14	Sitka-Indian River	3 1/2		3 1/2	9,590.66	3,195.22	500.00		13,285.88
14A	Sitka National Monument		2	2		1,021.31	1,707.37		2,728.68
14B	Sitka Military Cemetery	1/2		1/2		888.65	600.00	397.50	1,886.15
15	Circle-Miller House	49		49	115,317.12	21,827.36	4,598.63		141,743.11
15A	Central House-Circle Hot Springs	9		9				2,602.75	2,602.75
15B	Central House-Deadwood							2,569.75	2,569.75
16	Chatanika-Miller House	20 3/4	60 1/4	81	21,095.62	167,626.01	1,000.00		189,721.63
17	Ft. Gibbon-Kaltag		257	257	25,391.44	5,649.74			31,041.18

ANNUAL REPORT ALASKA ROAD COMMISSION.

Sub-Project No.	Name of Route	MILEAGE				Federal Appropriations and Alaska Fund		Contributed Funds	Supervised Funds	GRAND TOTAL
		Wagon Road	Sled Road	Trail	Total Miles	F.Y.1905-'20	F.Y.1921-'25	F.Y.1920-'25	F.Y.1915-'25	
17A	Lewis Landing-Dishkaket			108	108	483.37				483.37
17B	Nulato-Dishkaket			90	90	735.88				735.88
18	Nome-Solomon			280	280	38,903.51	10,981.63	2,205.00	475.00	52,565.14
18A	Bonanza-Kotzebue			240	240		1,275.99	1,460.50		2,736.49
18E	Golovin-Council			35	35		44.00	70.00		114.00
18C	Kaltag Portage Survey								312.72	312.72
19	Kern Creek-Knik			86	86					
19A	Kenai Lake-Kern Creek			40	40					
19B	Mile 27-Mile 29 A. N. R. R.			2	2	26,820.88				26,820.88
19C	Kenai Lake-Mile 27 A.N.R.R.			7	7					
19D	Kern Creek-Indian Creek			22	22					
19E	Girdwood-Crow Creek	10			10		3,434.15			3,434.15
20A	Knik-Susitna			30	30	8,437.44				8,437.44
20B	Susitna-Rainy Pass			127	127	28,359.90	2,517.08	2,000.00		32,876.98
20C	Rainy Pass-Big River			110	110	12,426.96	4,009.50			16,436.46
20D	Dishkaket-Kaltag			66	66	29,586.58				29,586.58
20DA	Ophir-Takotna		19		19		383.10			383.10
20DB	Ophir-Dishkaket			55	55		760.00			760.00
20E	Susitna-McDougal			35	35					
20F	McDougal-Cache Creek			30	30	19,665.21				19,665.21
20G	Lakeview-McDougal			15	15					
20H	Nancy-Susitna			25	25		296.33			296.33
21	Unalakleet-St. Michaels			60	60	4,946.71	552.00	450.00		5,948.71
22	Hot Springs-Sullivan Creek	9			9	31,664.19	13,433.27	5,524.18	1,005.00	51,626.64
23A	Snowshoe-Beaver			101	101	5,805.81	4,165.65		2,580.00	12,551.46
23B	Beaver-Caro	75			75	23,419.22	16,665.92			40,085.14
23C	Big Creek			20	20		626.64			626.64
23D	Caro-Flat Creek		45		45		3,571.95			3,571.95
23E	Caro-Coldfoot			85	85		8,389.94			8,389.94
24	Mile 29 A.N.R.R.-Moose Pass	39			39	43,837.13	3,400.21			47,237.34
24A	Lynx Creek-Six Mile	7			7		396.00			396.00
24B	Sunrise-Hope		9		9		185.00			185.00
25A	Cripple River	12			12	5,991.64	525.20	2,284.95		8,801.79
25B	Penny River	1½			1½	1,281.08	86.00	600.00		1,967.08
25C	Nome-Wireless	½			½	911.29	859.85	600.00		2,371.14
25D	Mouth Center Creek	2			2	4,498.62	1,643.77	1,393.50		7,535.89
25E	Submarine Paystreak	3			3	24,553.20	1,901.31	2,800.00	461.35	29,715.86

25F	Anvil-Glacier	3			3	11,662.94	1,124.35	2,364.30		15,151.59
25G	Snake River Extension	3			3	7,160.31	1,779.28	3,787.40		12,726.99
25H	Otter Creek	1½			1½	1,802.52				1,802.52
25I	Sinrock Ferry						500.25	553.50		1,053.75
25K	Nome City Dock							2,966.65		2,966.65
26	Candle-Candle Creek	6			6	24,646.03	11,444.64	13,911.23	4,026.95	54,028.85
26A	Kugruk River Approach	¼			¼		488.00			488.00
26B	Bear Creek Trail			45	45					
27	Deering-Inmachuk	25			25	21,151.03	9,168.57	20,340.56	1,617.35	52,277.51
28	Shelton-Candle			152	152	6,229.85	177.50	22.00	2,965.83	9,395.18
28A	Nome-Taylor			135	135		1,497.20	725.00	855.00	3,077.20
29	Fort Gibbons-Bettles			156	156	9,166.76	2,111.48			11,278.24
29A	Bettles-Coldfoot		52½		52½		2,817.25		2,000.00	4,817.25
29B	Alatna-Shungnak Recon-naissance						2,397.25			2,397.25
30	Hot Springs Landing-Eureka	24			24	20,917.52	13,169.03	1,713.71	3,967.09	39,767.35
31	Caribou Creek		46		46	8,880.91	2,919.81	540.00		12,340.72
32A	Takotna-Flat (summer)			95	95	5,606.39	2,505.75			8,112.14
32AA	Takotna-Flat (winter)			93	93		40.00			40.00
32AB	Flat-Moore Creek			7	7		10.00			10.00
32AC	Candle Creek-Takotna			12	12		1,141.20			1,141.20
32B	Iditarod-Flat			8	8	20,061.92	20,286.70	2,900.00	12,098.31	55,346.93
32C	Ophir-Iditarod (winter)			79	79	5,000.00	1,130.10	100.00		6,230.10
32D	Flat-Crooked Creek			62	62		1,280.00	200.00		1,480.00
32DD	Flat-Georgetown			65	65		150.00			150.00
33A	Otter Creek Towpath			22	22	448.23				448.23
33B	Summit-Otter	6			6	4,447.66	600.00			5,047.66
33C	Flat City-Flat Creek	5			5		600.00			600.00
33D	Head Flat Creek-Willow Creek	4½			4½		450.00			450.00
33E	Willow Creek-Obishuk Creek									

18A	Bonanza-Kotzebue	35	35					312.72			
18B	Golovin-Council										
18C	Kaltag Portage Survey	86	86							26,820.88	
19	Kern Creek-Knik	40	40								
19A	Kenai Lake-Kern Creek	2	2	26,820.88							
19B	Mile 27-Mile 29 A. N. R. R.	7	7							3,434.15	
19C	Kenai Lake-Mile 27 A.N.R.R.	22	22			3,434.15				8,437.44	
19D	Kern Creek-Indian Creek		10							32,876.98	
19E	Girdwood-Crow Creek	10	30	8,437.44						16,436.46	
20A	Knik-Susitna	127	127	28,359.90		2,517.08	2,000.00			29,586.58	
20B	Susitna-Rainy Pass	110	110	12,426.96		4,009.50				333.10	
20C	Rainy Pass-Big River	66	66	29,586.58						760.00	
20D	Dishkaket-Kaltag		19			383.10					
20DA	Ophir-Takotna	55	55			760.00					
20DB	Ophir-Dishkaket	35	35							19,665.21	
20E	Susitna-McDougal	30	30	19,665.21							
20F	McDougal-Cache Creek	15	15			296.33				296.33	
20G	Lakeview-McDougal	25	25			552.00	450.00			5,948.71	
20H	Nancy-Susitna	60	60	4,946.71				1,005.00		51,626.64	
21	Unalakleet-St. Michaels		9	31,664.19		13,433.27	5,524.18			12,551.46	
22	Hot Springs-Sullivan Creek	9	101	5,805.81		4,165.65		2,580.00		40,085.14	
23A	Snowshoe-Beaver	75	75	23,419.22		16,665.92				626.64	
23B	Beaver-Caro	20	20			626.64				3,571.95	
23C	Big Creek	45	45			3,571.95				8,389.94	
23D	Caro-Flat Creek		85			8,389.94					
23E	Caro-Coldfoot									47,237.34	
24	Mile 29 A.N.R.R.-Moose Pass	39	39	43,837.13		3,400.21				396.00	
24A	Lynx Creek-Six Mile	7	7			185.00				185.00	
24B	Sunrise-Hope	9	9			185.00				8,801.79	
25A	Cripple River	12	12	5,991.64		525.20	2,284.95			1,967.08	
25B	Penny River	1 1/2	1 1/2	1,281.08		86.00	600.00			2,371.14	
25C	Nome-Wireless	2	2	911.29		859.85	600.00			7,535.89	
25D	Mouth Center Creek	3	3	4,498.62		1,643.77	1,393.50			29,715.86	
25E	Submarine Paystreak	3	3	24,553.20		1,901.31	2,800.00		461.35		
25F	Anvil-Glacier	3	3	11,662.94		1,124.35	2,364.30			15,151.59	
25G	Snake River Extension	3	3	7,160.31		1,779.28	3,787.40			12,726.99	
25H	Otter Creek	1 1/2	1 1/2	1,802.52						1,802.52	
25I	Sinrock Ferry					500.25	553.50			1,053.75	
25K	Nome City Dock						2,966.65			2,966.65	
26	Candle-Candle Creek	6	6	24,646.03		11,444.64	13,911.23	4,026.95		54,028.85	
26A	Kugruk River Approach	1/4	1/4			488.00				488.00	
26B	Bear Creek Trail	45	45								
27	Deering-Inmachuk	25	25	21,151.03		9,168.57	20,340.56	1,617.35		52,277.51	
28	Shelton-Candle		152	6,229.85		177.50	22.00	2,965.83		9,395.18	
28A	Nome-Taylor		135			1,497.20	725.00	855.00		3,077.20	
29	Fort Gibbons-Bettles		156	9,166.76		2,111.48				11,278.24	
29A	Bettles-Coldfoot	52 1/2	52 1/2			2,817.25		2,000.00		4,817.25	
29B	Alatna-Shungnak Recon-naissance					2,397.25				2,397.25	
30	Hot Springs Landing-Eureka	24	24	20,917.52		13,169.03	1,713.71	3,967.09		39,767.35	
31	Caribou Creek	46	46	8,880.91		2,919.81	540.00			12,340.72	
32A	Takotna-Flat (summer)	95	95	5,606.39		2,505.75				8,112.14	
32AA	Takotna-Flat (winter)	93	93			40.00				40.00	
32AB	Flat-Moore Creek	7	7			10.00				10.00	
32AC	Candle Creek-Takotna	12	12			1,141.20				1,141.20	
32B	Iditarod-Flat	8	8	20,061.92		20,286.70	2,900.00	12,098.31		55,346.93	
32C	Ophir-Iditarod (winter)	79	79	5,000.00		1,130.10	100.00			6,230.10	
32D	Flat-Crooked Creek	62	62			1,280.00	200.00			1,480.00	
32DD	Flat-Georgetown	65	65			150.00				150.00	
33A	Otter Creek Towpath	22	22	448.23						448.23	
33B	Summit-Otter	6	6	4,447.66		600.00				5,047.66	
33C	Flat City-Flat Creek	5	5			600.00				600.00	
33D	Head Flat Creek-Willow Creek	4 1/2	4 1/2			450.00				450.00	
33E	Willow Creek-Chicken Creek	3	3			10.00				10.00	
33F	Flat City-Otter Discovery	3	3			300.00		11,086.08		11,386.08	
33G	Candle Landing-Candle Creek	9	9					6,572.00		6,572.00	
34	Iditarod-Dishkaket	30	68	4,830.98						4,830.98	
34A	Flat-Anvik		80			175.00				175.00	
35	Knik-Willow Creek			67,823.31		21,893.44				89,716.75	
35A	Archangel Extension	5 1/2	5 1/2	2,267.35		22,459.09				24,726.44	
35B	Mile 26 1/2-Palmer	8 1/2	8 1/2	11,015.48		5,722.04		867.08		17,604.60	
35C	Palmer-Matanuska River	1 1/2	1 1/2	25,312.58		7,152.10		1,014.41		33,479.09	
35D	Willow Creek Extension	11	11			53,837.14				53,837.14	
35E	Wasilla-Fishhook	16	16			23,057.06				23,057.06	
35F	Wasilla-Knik	15	15			20,898.42		345.00		21,243.42	
35G	Palmer-Springer	3	3					2,073.32		2,073.32	

35L	Palmer-Matanuska	6½	.....	6½	.....	.....	.....	940.32	.....	940.32	.....
35N	Houston-Willow Creek	30	.....	30	.....	210.00	.....	.....	.....	210.00	.....
35O	Fishhook-Goldmint	6	.....	6	.....	.....	.....	2,218.62	.....	2,218.62	.....
35P	Moose Creek-Baxter	5	.....	5	.....	.....	.....	1,529.69	.....	1,529.69	.....
35Q	Edlund Road	½	.....	½	.....	.....	.....	400.00	.....	400.00	.....
35R	Bogard Road	½	.....	½	.....	.....	.....	24,347.37	.....	33,302.56	.....
36	Valdez-Mineral Creek	6½	.....	1½	.....	2,208.29	5,146.90	1,600.00	24,347.37	3,081.91	3,081.91
36A	Granby Road	5	.....	5	.....	.....	.....	.....	.....	3,373.15	3,373.15
36B	South 2d St. Cordova	¼	.....	¼	.....	.....	.....	.....	.....	7,735.85	7,735.85
36C	Eyak Lake Road	.....	.....	.....	.....	.....	.....	.....	.....	524.75	524.75
36D	Valdez-Quartz Creek	.....	.....	.....	.....	.....	.....	.....	.....	616.91	616.91
36E	Valdez-Glacier	.....	.....	.....	.....	.....	.....	.....	.....	3,457.25	3,457.25
36F	Shoups Bay	.....	.....	.....	.....	.....	.....	.....	.....	1,026.56	1,026.56
37	Topkok-Candle	.....	154	154	.....	816.56	210.00	.....	.....	192,161.50	192,161.50
38A	Ruby-Long Creek	30	.....	30	.....	167,182.09	21,154.82	3,824.59	.....	9,823.58	9,823.58
38B	Poorman-Cripple	.....	47	47	.....	4,192.66	5,630.92	.....	.....	1,701.25	1,701.25
38C	Ophir-Cripple	.....	47	47	.....	699.00	1,002.25	.....	.....	.....	.....
38D	Ophir-Takotna	15	.....	15	.....	.....	111,017.40	41,425.00	.....	152,442.40	152,442.40
38E	Long-Poorman (summer)	4	.....	4	.....	.....	31,792.12	490.00	.....	32,282.12	32,282.12
38EE	Long-Poorman (winter)	29	.....	29	.....	.....	100.00	10.00	.....	110.00	110.00
38EEE	Tamarack-Poorman	.....	.....	.....	.....	.....	.....	.....	22,322.69	22,322.69	22,322.69
38F	Poorman-Ophir (summer)	.....	125	125	.....	.....	919.47	.....	.....	919.47	919.47
38G	Takotna-Landing	1½	.....	1½	.....	.....	8,374.68	.....	.....	8,374.68	8,374.68
38H	Flume Dredge Road	8½	.....	8½	.....	.....	.....	.....	.....	.....	.....
38I	Ganes Creek-Yankee Creek	5	.....	5	.....	.....	.....	.....	.....	45,929.40	45,929.40
39	Juneau-Sheep Creek	3	.....	3	.....	41,805.06	4,124.34	.....	.....	14,007.50	14,007.50
40	Douglas-Gastineau Channel	2	.....	2	.....	13,445.12	311.38	251.00	.....	.....	.....
40A	Hawk Inlet Trail	.....	.....	.....	.....	.....	10.00	15.00	.....	25.00	25.00
	Reconnaissance	.....	.....	.....	.....	.....	293.65	.....	.....	3,065.77	3,065.77
41	Kiana-Klery Creek	.....	12	12	.....	2,772.12	293.65	.....	.....	1,627.50	1,627.50
41A	Kotzebue-Shungnak	.....	200	200	.....	.....	427.50	1,200.00	.....	48.00	48.00
41B	Kotzebue-Pt. Barrow	.....	500	500	.....	.....	23.00	25.00	.....	1,840.30	1,840.30
42	St. Michael-Kotlik	.....	70	70	.....	1,282.30	393.00	165.00	.....	.....	.....

43	Petersburg-Scow Bay	5	.....	1	6	8,171.65	.....	1,500.00	13,794.58	23,466.23	23,466.23
44	Skagway Valley	2½	.....	2½	.....	10,303.30	.....	.....	821.53	11,124.83	11,124.83
44A	Skagway-Smugglers Cove	.....	3	3	.....	.....	10,948.24	2,963.75	.....	13,911.99	13,911.99
45	Silver Bow Basin	4	.....	4	.....	18,054.27	2,615.03	2,796.91	.....	23,466.21	23,466.21
46	Kobi-Eureka	95	.....	95	.....	4,571.63	10,384.52	.....	.....	14,956.15	14,956.15
46A	Roosevelt-Kantishna	34	.....	34	.....	.....	47,612.29	12,370.51	1,655.03	61,637.83	61,637.83
46B	Lignite-Kantishna	.....	85	85	.....	.....	12,252.86	483.07	.....	12,735.93	12,735.93
46C	Nenana-Knights Roadhouse	.....	42	42	.....	.....	2,264.20	.....	.....	2,264.20	2,264.20
46D	McKinley Park Road	10	.....	77	87	.....	92,846.06	.....	700.25	93,546.31	93,546.31
46E	Diamond-Telida	.....	90	90	.....	.....	7,663.62	.....	.....	7,663.62	7,663.62
46F	Nenana Cemetery	2½	.....	2½	.....	.....	2,818.63	1,000.00	.....	3,818.63	3,818.63
46G	Kobi-Bonfield	45	.....	45	.....	.....	5,706.61	.....	.....	5,706.61	5,706.61
47	Coldfoot-Wiseman	11	.....	11	.....	5,000.00	3,359.37	.....	2,000.00	10,359.37	10,359.37
48	Iliamna Bay-Iliamna Lake	.....	12	12	.....	7,137.77	9,639.78	.....	.....	16,777.55	16,777.55
49	Davidson's Landing-Taylor	24	.....	16	.....	5,911.46	2,411.79	6,577.00	.....	14,900.25	14,900.25
50	Stikine River	.....	10	10	.....	2,256.75	.....	.....	.....	2,256.75	2,256.75
51	Talkeetna-Cache Creek	23½	20	.....	43½	4,889.02	122,602.38	81,109.36	.....	208,600.76	208,600.76
51A	Cache Creek Trail	.....	20	20	.....	.....	1,430.90	300.00	.....	1,730.90	1,730.90
51B	Peters Creek Trail	.....	10	10	.....	.....	5,398.89	1,000.00	.....	6,398.89	6,398.89
51C	Upper Yentna	.....	.....	.....	.....	.....	.....	901.26	.....	901.26	901.26
	Reconnaissance	.....	.....	.....	.....	.....	.....	19,318.44	.....	26,120.42	26,120.42
52	Ketchikan-Ward's Cove	.....	.....	.....	.....	6,801.98	.....	.....	15,500.48	15,500.48	15,500.48
52A	Ketchikan-Charcoal Point	.....	.....	.....	.....	.....	.....	.....	.....	1,315.45	1,315.45
53	Eagle-Circle	.....	160	160	.....	206.00	1,109.45	.....	.....	4,166.57	4,166.57
53A	Circle-Ft. Yukon	.....	67	67	.....	.....	4,166.57	.....	.....	7,057.11	7,057.11
54	Chisana-Nizina	.....	78	78	.....	3,849.11	.....	.....	3,208.00	8,119.66	8,119.66
55	Kenai-Russian River	.....	60	60	.....	301.30	8,059.11	100.00	359.25	8,119.66	8,119.66
56	Tasnuna Trail	.....	114	114	.....	1,058.14	.....	.....	.....	1,058.14	1,058.14
56A	Katalla-Yakataga	.....	60	60	.....	.....	.....	.....	.....	7,752.56	7,752.56
56B	Katalla-Chilkat	.....	.....	.....	.....	.....	.....	.....	.....	89,543.78	89,543.78
57	McCarthy-Nizina	9	.....	9	.....	26,277.66	63,266.12	.....	.....	166,210.00	166,210.00
57A	Nizina River Bridge	.....	.....	.....	.....	.....	102,941.80	25,000.00	38,268.20	63.50	63.50
58	Hyder-Salmon River	.....	.....	.....	.....	63.50	.....	.....	.....	62,200.15	62,200.15
59	Fairbanks Bridge	.....	.....	.....	.....	54,829.60	7,370.55	.....	.....	9,253.91	9,253.91
59A	Fairbanks Depot	.....	.....	.....	.....	.....	9,253.91	.....	.....	56,887.83	56,887.83
60	Valdez Dyke	.....	.....	.....	.....	56,065.98	.....	821.85	.....	16,420.71	16,420.71
61	Strelina-Kuskulana	12½	.....	12½	.....	5,086.13	1,754.16	500.00	9,080.42	475.93	475.93
61A	Kotsina Reconnaissance	.....	.....	.....	.....	.....	475.93	.....	.....	6,833.42	6,833.42
61B	Nugget Creek Extension	6	.....	6	.....	.....	.....	.....	.....	25.00	25.00
61C	Elhot-Kotsina	.....	.....	.....	.....	.....	.....	.....	.....	72,022.78	72,022.78
61D	Chitina-Copper River	.....	.....	.....	.....	.....	.....	.....	.....	12,975.57	12,975.57
62	Dime Creek	9	.....	9	.....	.....	23,471.10	19,042.59	29,509.09	72,022.78	72,022.78
63	Dunbar-Brooks	63	.....	63	.....	.....	5,674.85	5,042.34	2,258.38	12,975.57	12,975.57
63A	Brooks-Terminal	13	.....	13	.....	8,979.91	.....	.....	4,817.41	13,797.32	13,797.32

REPORT ALASKA ROAD COMMISSION.

ANNUAL REPORT ALASKA ROAD COMMISSION.

Sub-Project No.	Name of Route	MILEAGE			Total Miles	Federal Appropriations and Alaska Fund		Contributed Supervised Funds		GRAND TOTAL
		Wagon Road	Sled Road	Trail		F.Y.1905-'20	F.Y.1921-'25	F.Y.1920-'25	F.Y.1915-'25	
35H	Wasilla-Finger Lake-Palmer	12			12		2,398.68	1,200.00	22,057.23	25,655.91
35I	Moose-Palmer	6			6		500.00	500.00	1,267.59	2,267.59
35J	Wasilla-Matanuska	8			8		3,286.91	1,200.00	2,540.56	7,027.47
35K	Matanuska Trunk Road	8			8		537.67	600.00	21,331.46	22,469.13
35L	Palmer-Matanuska	6½			6½				5,238.53	5,238.53
35N	Houston-Willow Creek		30		30				940.32	940.32
35O	Fishhook-Goldmint		6		6		210.00			210.00
35P	Moose Creek-Baxter	5			5				2,218.62	2,218.62
35Q	Edlund Road	½			½				1,529.69	1,529.69
35R	Bogard Road	½			½				400.00	400.00
36	Valdez-Mineral Creek	6½		1½	8	2,208.29	5,146.90	1,600.00	24,347.37	33,302.56
36A	Granby Road	5			5				3,081.91	3,081.91
36B	South 2d St. Cordova	¼			¼				3,373.15	3,373.15
36C	Eyak Lake Road								7,735.85	7,735.85
36D	Valdez-Quartz Creek								524.75	524.75
36E	Valdez-Glacier								616.91	616.91
36F	Shoups Bay								3,457.25	3,457.25
37	Topkok-Candle			154	154	816.56	210.00			1,026.56
38A	Ruby-Long Creek	30			30	167,182.09	21,154.82	3,824.59		192,161.50
38B	Poorman-Cripple			47	47	4,192.66	5,630.92			9,823.58
38C	Ophir-Cripple			47	47	699.00	1,002.25			1,701.25
38D	Ophir-Takotna	15			15		111,017.40	41,425.00		152,442.40
38E	Long-Poorman (summer)	4			4		31,792.12	490.00		32,282.12
38EE	Long-Poorman (winter)		29		29		100.00	10.00		110.00
38EEET	Tamarack-Poorman								22,322.69	22,322.69
38F	Poorman-Ophir (summer)			125	125		919.47			919.47
38G	Takotna-Landing	1½			1½		8,374.68			8,374.68
38H	Flume Dredge Road	8½			8½					
38I	Ganes Creek-Yankee Creek	5			5					
39	Juneau-Sheep Creek	3			3	41,805.06	4,124.34			45,929.40
40	Douglas-Gastineau Channel	2			2	13,445.12	311.38	251.00		14,007.50
40A	Hawk Inlet Trail							10.00	15.00	25.00
	Reconnaissance									
41	Kiana-Klery Creek			12	12	2,772.12	293.65			3,065.77
41A	Kotzebue-Shungnak			200	200		427.50	1,200.00		1,627.50
41B	Kotzebue-Pt. Barrow			500	500		23.00	25.00		48.00
42	St. Michael-Kotlik			70	70	1,282.30	393.00	165.00		1,840.30
43	Petersburg-Scow Bay	5		1	6	8,171.65		1,500.00	13,794.58	23,466.23
44	Skagway Valley	2½			2½	10,303.30			821.53	11,124.83
44A	Skagway-Smugglers Cove			3	3		10,948.24	2,963.75		13,911.99
45	Silver Bow Basin	4			4	18,054.27	2,615.03	2,796.91		23,466.21
46	Kobi-Eureka		95		95	4,571.63	10,384.52			14,956.15
46A	Roosevelt-Kantishna	34			34	47,612.29	12,370.51	1,655.03		61,637.83
46B	Lignite-Kantishna			85	85	12,252.86		483.07		12,735.93
46C	Nenana-Knights Roadhouse			42	42	2,264.20				2,264.20
46D	McKinley Park Road	10		77	87	92,846.06			700.25	93,546.31
46E	Diamond-Telida			90	90	7,663.62				7,663.62
46F	Nenana Cemetery	2½			2½	2,818.63	1,000.00			3,818.63
46G	Kobi-Bonnifield		45		45	5,706.61				5,706.61
47	Coldfoot-Wiseman		11		11	5,000.00	3,359.37		2,000.00	10,359.37
48	Iliamna Bay-Iliamna Lake			12	12	7,137.77	9,639.78			16,777.55
49	Davidson's Landing-Taylor	24	16		40	5,911.46	2,411.79	6,577.00		14,900.25
50	Stikine River			10	10	2,256.75				2,256.75
51	Talkeetna-Cache Creek	23½	20		43½	4,889.02	122,602.38	81,109.36		208,600.76
51A	Cache Creek Trail			20	20		1,430.90	300.00		1,730.90
51B	Peters Creek Trail			10	10		5,398.89	1,000.00		6,398.89
51C	Upper Yentna									
	Reconnaissance						901.26			901.26
52	Ketchikan-Ward's Cove					6,801.98		19,318.44		26,120.42
52A	Ketchikan-Charcoal Point								15,500.48	15,500.48
53	Eagle-Circle			160	160	206.00	1,109.45			1,315.45
53A	Circle-Ft. Yukon			67	67		4,166.57			4,166.57
54	Chisana-Nizina			78	78	3,849.11			3,208.00	7,057.11
55	Kenai-Russian River		60		60	301.30	8,059.11	100.00	359.25	8,819.66
56	Tasuna Trail			114	114	1,058.14				1,058.14
56A	Katalla-Yakataga			60	60					
56B	Katalla-Chilkat								7,752.56	7,752.56

Sub-Project No.	Name of Route	MILEAGE			Total Miles	Federal Appropriations and Alaska Fund		Contributed Funds	Supervised Funds	GRAND TOTAL
		Wagon Road	Sled Road	Trail		F.Y.1915-'25	F.Y.1920-'25	F.Y.1915-'25	F.Y.1920-'25	
63B	Brooks-Amy Creek	4			4		610.00		30,433.31	31,043.31
63C	Brooks Tram	13			13		9,386.30		6,425.00	15,811.30
64	Cripple-Lewis Landing			60	60		100.00			100.00
64A	Cripple-Cripple Mountain			12	12		442.00			442.00
65A	Gulkana-Chistochena	4			36		37,215.81			37,215.81
65B	Chistochena-Slate Creek			40	40		109.50		149.00	258.50
65C	Chistochena-Tanana Crossing			140	140		92.20			92.20
65D	Kechumstuk-Tanana Crossing			60	60		715.82			715.82
65E	Chicken-Kechumstuk			28	28		1,372.00			1,372.00
65F	Grundler-Tanana Crossing			113	113		1,000.00			1,000.00
66	Matanuska-Chickaloon			38	38	353.75			914.55	1,268.30
67	Nome-Teller			80	80		956.94	1,980.00	150.00	3,086.94
67A	Teller-Cape Prince of Wales			142	142		651.11	1,610.00		2,261.11
67B	Teller-Bluestone			18	18		354.45	500.00		854.45
67C	Teller-Mary's Igloo			40	40		810.00	1,590.00		2,400.00
68	Flagging Trails			712	712	40,927.29	16,483.07	9,834.53	12,069.53	79,314.42
69	Gastineau Channel Bridge					4,689.80				4,689.80
70	Misc. Surveys and Reconnaissances						3,338.06			3,338.06
71	Trucks						18,757.78			18,757.78
72	Wrangell Oil Dock	½			½		2,964.97	2,000.00		4,964.97
72A	Wrangell Cemetery Road						775.25	520.75	11,685.90	18,029.65
73	Marshall Road	4¼			4¼	5,047.75	990.00	200.00		1,190.00
73A	Kotlik-Marshall			190	190		915.00	745.00		1,660.00
73B	Stuyahok			11	11		53.45	700.00		753.45
73C	Old Hamilton-Scammon Bay			89	89		54,091.06	4,694.85	564.57	59,350.48
75	Anchorage-Eagle River	14½			14½				8,440.23	8,440.23
75A	Anchorage-Lake Spenard	4			4		32.30	50.00	5,041.86	5,124.16
75B	Anchorage-Whitney	5			5				582.82	582.82
75C	Chester Creek Boat Landing	1			1		4,363.34			4,363.34
75D	Anchorage Warehouse						200.00	300.00		500.00
75E	McDonald Road	1¼			1¼				1,023.46	1,023.46
75G	East I St. Anchorage						6,371.59			6,371.59
76	Cantwell-Valdez Creek		55		55		531.50	100.00		631.50
77	Shelton Ferries									

77A	Ferries—Nome District						707.14	600.00	793.11	2,100.25
77B	Bridges—Nome District						114.65	100.00	216.00	430.65
78	Valdez Depot						4,133.46			4,133.46
79	Seward Depot						3,890.90			3,890.90
80	Kuskokwim Reconnaissance						60.00			60.00
80A	McGrath-Takotna (summer)		5		5		184.87			184.87
80AA	McGrath-Takotna (winter)		18		18		681.00		332.00	1,013.00
80B	McGrath-Telida		94		94		8,887.92			8,887.92
80C	McGrath-Candle Creek		11		11		215.00			215.00
80D	Nixons Fork-Nixons Mine		37		37				2,348.00	2,348.00
80E	Takotna-Twin Peaks (proposed)						80.00			80.00
80F	Berry Landing-Nixon Mine	12			12		150.00			150.00
80G	Takotna-Nixons Fork (summer)			15½	15½		450.00			450.00
80GG	Takotna-Nixon Fork		14½		14½		75.00			75.00
81	Good Creek-Salmon River	1½			1½		1,675.87	3,335.00		5,010.87
82	Taku River	3			3		899.21		19,309.74	20,208.95
83	Talkeetna-Iron Creek Reconnaissance						921.26		153.77	1,075.03
86	Fourth of July Creek	5	5		10		3,036.27			3,036.27
87	Woodchopper Creek			8	8		872.00			872.00
88	Ferry-Eva Creek	6	5½		11½		8,554.10			8,554.10
89	Kougarok-Reconnaissance						4,312.11			4,312.11
89A	Seward Peninsula Railroad	87			87		66,171.97		24,014.00	90,185.97
90A	Shelter Cabins, 1st Division							340.35		340.35
90B	Shelter Cabins, 2d Division							7,887.25	5,007.69	12,894.94

65A	Gulkana-Chistochena			109.30			92.20		
65B	Chistochena-Slate Creek								715.82
65C	Chistochena-Tanana	140	140						1,372.00
	Crossing								1,000.00
65D	Kechumstuk-Tanana	60	60						1,000.00
	Crossing	28	28						914.55
65E	Chicken-Kechumstuk	113	113						1,268.30
65F	Grundler-Tanana Crossing	38	38	353.75				150.00	3,086.94
66	Matanuska-Chickaloon	80	80				956.94	1,980.00	
67	Nome-Teller								2,261.11
67A	Teller-Cape Prince of Wales	142	142				651.11	1,610.00	854.45
		18	18				354.45	500.00	2,400.00
67B	Teller-Bluestone	40	40				810.00	1,590.00	79,314.42
67C	Teller-Mary's Igloo	712	712	40,927.29		16,483.07	9,834.53	12,069.53	4,689.80
68	Flagging Trails								
69	Gastineau Channel Bridge								3,338.06
70	Misc. Surveys and Reconnaissances			3,338.06					18,757.78
				18,757.78					4,964.97
71	Trucks		½				2,964.97	2,000.00	8,639.22
72	Wrangell Oil Dock	½							11,685.90
72A	Wrangell Cemetery Road		4¼	5,047.75			775.25	520.75	1,190.00
73	Marshall Road	4¼					990.00	200.00	1,660.00
73A	Kotlik-Marshall	190	190				915.00	745.00	753.45
73B	Stuyahok	11	11				53.45	700.00	59,350.48
73C	Old Hamilton-Scammon Bay	89	89				54,091.06	4,694.85	8,440.23
75	Anchorage-Eagle River	14½	14½						5,124.16
75A	Anchorage-Lake Spenard	4	4				32.30	50.00	582.82
75B	Anchorage-Whitney	5	5						4,363.34
75C	Chester Creek Boat Landing	1	1				4,363.34		500.00
75D	Anchorage Warehouse		1¼				200.00	300.00	1,023.46
75E	McDonald Road	1¼							6,371.59
75G	East I St. Anchorage						6,371.59		631.50
76	Cantwell-Valdez Creek	55	55				531.50	100.00	
77	Shelton Ferries								

REPORT ALASKA ROAD COMMISSION.

77A	Ferries-Nome District					707.14	600.00	793.11	2,100.25
77B	Bridges-Nome District					114.65	100.00	216.00	430.65
78	Valdez Depot					4,133.46			4,133.46
79	Seward Depot					3,890.90			3,890.90
80	Kuskokwim Reconnaissance					60.00			60.00
80A	McGrath-Takotna (summer)	5	5			184.87			184.87
80AA	McGrath-Takotna (winter)	18	18			681.00		332.00	1,013.00
80B	McGrath-Telida	94	94			8,887.92			8,887.92
80C	McGrath-Candle Creek	11	11			215.00			215.00
80D	Nixons Fork-Nixons Mine	37	37					2,348.00	2,348.00
80E	Takotna-Twin Peaks (proposed)					80.00			80.00
80F	Berry Landing-Nixon Mine	12	12			150.00			150.00
80G	Takotna-Nixons Fork (summer)	15½	15½			450.00			450.00
80GG	Takotna-Nixon Fork	14½	14½			75.00			75.00
81	Good Creek-Salmon River	1½	1½			1,675.87	3,335.00		5,010.87
82	Taku River	3	3			899.21		19,309.74	20,208.95
83	Talkeetna-Iron Creek Reconnaissance					921.26		153.77	1,075.03
86	Fourth of July Creek	5	10			3,036.27			3,036.27
87	Woodchopper Creek		8			872.00			872.00
88	Ferry-Eva Creek	6	11½			8,554.10			8,554.10
89	Kougarok-Reconnaissance					4,312.11			4,312.11
89A	Seward Peninsula Railroad	87	87			66,171.97		24,014.00	90,185.97
90A	Shelter Cabins, 1st Division						340.35		340.35
90B	Shelter Cabins, 2d Division						7,887.25	5,007.69	12,894.94
90C	Shelter Cabins, 3d Division						6,724.75	1,097.47	7,822.22
90D	Shelter Cabins, 4th Division						11,707.90	2,007.00	13,714.90
91	Yakutat	1½	1½			43.73	6.82		50.55
92A	Bethel-Quinhagak	90	90			797.50	1,000.00		1,797.50
92B	Bethel-Akiak	26	26			482.98	725.00		1,207.98
92C	Akiak-Russian Mission	75	75			784.00	800.00		1,584.00
92D	Bennett's Cutoff	18	18			196.00	200.00		396.00
92E	Yukon-Kuskokwim Portage	120	120			400.00	100.00		500.00
92F	Quinhagak-Goodnews Bay	60	60			1,659.32	753.45		2,412.77
92G	Goodnews-Togiak	53	53			1,233.33	970.00		2,203.33
92H	Togiak-Nushagak	125	125			2,448.47	1,400.00		3,848.47
92I	Lewis Point-Naknek	86	86			1,772.34	860.00		2,632.34
92J	Naknek-Egekik	50	50			1,365.00	740.00		2,105.00
92L	Napaimut-Aniak	26	26			510.00	310.00		820.00
92M	Aniak-Tuluksak	60	60			1,394.96	1,120.00		2,514.96
92N	Akiak-Canyon Creek	45	45						
93	Chulitna Trail	3	3			4,409.26	3,000.00	877.17	8,286.43

ANNUAL REPORT ALASKA ROAD COMMISSION.

Sub-Project No.	Name of Route	MILEAGE			Total Miles	Federal Appropriations and Alaska Fund F.Y.1905-'20 F.Y.1921-'25 F.Y.1920-'25 F.Y.1915-'25	Contributed Funds F.Y.1920-'25 F.Y.1915-'25	Supervised Funds F.Y.1915-'25	GRAND TOTAL
		Wagon Road	Sled Road	Trail					
93A	Bull River Trail	.....	.....	4	.....	.....	1,598.81	1,598.81
93B	Indian River Bridge	.....	.....	.....	.....	.....	200.00	200.00
94	Kodiak-Abberts	.....	.....	5	.....	.....	11,174.77	11,174.77
95	Kanatak-Beecharof Lake	8%	.....	8 1/2	.....	.....	28,296.80	28,296.80
96	Chickaloon-King River	6 1/2	.....	6 1/2	.....	.....	822.00	822.00
97	Suntrana Footbridge	.....	.....	.....	.....	.....	413.80	413.80
98	Homer Spit	.....	.....	.....	.....	.....	2,826.92	2,826.92
100	Office and General Overhead	.....	.....	.....	.....	.....	777.71	777.71
101	Territorial General Overhead	.....	.....	.....	.....	.....	71,166.31	71,166.31
TOTALS		.....	.....	8043 1/2	.....	.....	\$590,132.45	\$827,992.13*
Deduct Mileage transferred, re-classified or abandoned		.....	.....	187 1/2	.....	.....	\$3,698,642.61	\$10,329,839.55**
Net Total		.....	.....	7177	.....	.....	257,475.98	406,223.47

*Includes \$684,239.64 expended by Territorial Division Commissioners prior to supervision by Alaska Road Commission.

**Total Expenditure for Construction and Maintenance on routes subsequently abandoned are:
 Alaska Road Commission.....\$190,968.57
 Territory of Alaska.....45,093.63
 Total.....\$236,062.20 which is 2.3% of Total Expenditure.

REMARKS ON SUB-PROJECTS.

Project No. 1: Turned over to Department of Agriculture May 1, 1920. The funds of the Department of Agriculture are released to projects in the Tongass and Chugach National Forests. Alaska Road Commission funds for use of the Territory.

Project No. 2: Turned over to Department of Agriculture May 1, 1922. Routes 2C and 2D are subdivisions of this project. Age is shown under these routes.

Project No. 2A: Turned over to Department of Agriculture July 1, 1920.

Project No. 2B: Turned over to Department of Agriculture May 1, 1922.

Project No. 2C: A subdivision of Route 2. Turned over to Department of Agriculture May 1, 1922.

Project No. 2D: A subdivision of Route 2. Turned over to Department of Agriculture May 1, 1922.

Project No. 2E: Last expenditure by the Territory.

Project No. 2F: Last expenditure by the Territory.

Project No. 2G: Last expenditure by the Territory.

Project No. 3: Subdivided in 1921 into Routes 3A, 3B, 3C, 3E, 3F. Mileage shown under latter routes.

Project No. 3A: Subdivision Route 3.

Project No. 3B: A new project on north side of the Yukon River.

Project No. 3C: Subdivision Route 3.

Project No. 3E: Last expenditure by the Territory. Will be rehabilitated.

Project No. 3F: Last expenditure by the Territory. No credit for mileage taken. May later be rehabilitated.

Project No. 4A: Abandoned. No need exists since the discontinuance of winter travel via this route. Last expenditure 1921.

Project No. 4AA: Abandoned. Last expenditure by the Territory 1917.

Project No. 4B: Subdivided in 1921 into routes 4B1, 4B2, 4B3. Mileage shown under latter routes.

ALASKA ROAD COMMISSION.

Overhead	\$5,213,072.36	\$3,698,642.61	\$590,132.45	\$827,992.13*	\$10,329,839.55**
TOTALS	10883%	8043½	1180%	1659½	10883%
Deduct Mileage transferred, re-classified or abandoned	1147%	866½	94	187%	1147%
Net Total	9736	7177	1086%	1472%	9736

**Total Expenditure for Construction and Maintenance on routes subsequently abandoned are:
 Alaska Road Commission.....\$190,968.57
 Territory of Alaska.....45,093.63
 Total.....\$236,062.20 which is 2.3% of Total Expenditure.

*Includes \$684,299.64 expended by Territorial Division Commissioners prior to supervision by Alaska Road Commission.

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REMARKS ON SUB-PROJECTS.

- Project No. 1: Turned over to Department of Agriculture July 1, 1920. The funds of the Department of Agriculture are limited to projects in the Tongass and Chugach National Forests. This releases Alaska Road Commission funds for use in other parts of the Territory.
- Project No. 2: Turned over to Department of Agriculture May 1, 1922. Routes 2C and 2D are subdivisions of this route and mileage is shown under these routes.
- Project No. 2A: Turned over to Department of Agriculture July 1, 1920.
- Project No. 2B: Turned over to Department of Agriculture May 1, 1922.
- Project No. 2C: A subdivision of Route 2. Turned over to Department of Agriculture May 1, 1922.
- Project No. 2D: A subdivision of Route 2. Turned over to Department of Agriculture May 1, 1922.
- Project No. 2E: Last expenditure by the Territory 1919.
- Project No. 2F: Last expenditure by the Territory 1918.
- Project No. 2G: Last expenditure by the Territory 1920.
- Project No. 3: Subdivided in 1921 into Routes 3A and 3C and mileage shown under latter routes.
- Project No. 3A: Subdivision Route 3.
- Project No. 3B: A new project on north bank of Klehini River.
- Project No. 3C: Subdivision Route 3.
- Project No. 3E: Last expenditure by the Territory in 1920. Will be rehabilitated.
- Project No. 3F: Last expenditure by the Territory in 1918. No credit for mileage taken. May later be rehabilitated.
- Project No. 4A: Abandoned. No need exists for this route since the discontinuance of winter travel via the Delta River route. Last expenditure 1921.
- Project No. 4AA: Abandoned. Last expenditure by the Territory 1917.
- Project No. 4B: Subdivided in 1921 into routes 4BA and 4BB; mileage shown under latter routes.

- Project No. 4BA: Subdivision of Route 4B.
- Project No. 4BB: Subdivision of Route 4B.
- Project No. 4H: Subdivided in 1922 into routes 4H1 and 4H2 and mileage shown under latter routes.
- Project No. 4H1: Subdivision Route 4H.
- Project No. 4H2: Subdivision Route 4H.
- Project No. 5: The portion from Ester to Dunbar 27 miles abandoned 1922 after completion of government railroad.
- Project No. 5A: Part of Route 5 still maintained.
- Project No. 7: Subdivided after 1920 into Routes 7G, 7I and 7C. Mileage shown under latter routes.
- Project No. 7AB: Abandoned. Last expenditure by Territory 1920.
- Project No. 7BB: Abandoned. Last expenditure by Territory 1920.
- Project No. 7E: Abandoned. Last expenditure by Territory 1920.
- Project No. 7F: Abandoned. Last expenditure by Territory 1920.
- Project No. 71A: Abandoned. Last expenditure by Territory 1920.
- Project No. 7U: Included in Route 7D after 1923.
- Project No. 7Z: Under this heading expenditures by the Territory prior to 1917 on all Fairbanks local roads are carried.
- Project No. 8A: Included in Route 8 after 1923.
- Project No. 8B: Included in Route 8 after 1923.
- Project No. 8C: Included in Route 8 after 1923.
- Project No. 8G: Included in Route 8 after 1923.
- Project No. 10: .8 miles turned over to Department of Agriculture in 1920; balance on May 1, 1922.
- Project No. 10A: Turned over to Navy Department 1920.
- Project No. 12A: Section Mile 34 to Lynx Creek abandoned in favor of Route 24; remainder carried as Route 24A and 24B. Mileage shown hereunder only that abandoned.

- Project No. 13D: Abandoned. Last expend
- Project No. 13E: Abandoned. Last expend
- Project No. 13G: Abandoned. Last expend
- Project No. 13H: Abandoned. Last expend
- Project No. 13I: Abandoned. Last expend
- Project No. 13J: Abandoned. Last expend
- Project No. 14: Turned over to Departm
May 1, 1922.
- Project No. 15B: Last expenditure by Terr
- Project No. 17A: Abandoned. Last expend
- Project No. 17B: Abandoned. Last expend
- Project No. 19: Last expenditure 1917. AB
pletion of government railroad.
- Project No. 19A: Same as Route 19.
- Project No. 19B: Same as Route 19.
- Project No. 19C: Same as Route 19.
- Project No. 19D: Same as Route 19.
- Project No. 19E: Turned over to Departm
May 1, 1922.
- Project No. 20A: Abandoned in favor of
government railroad completed. Last expenditu
- Project No. 20D: Abandoned. This route
as Takotna-Kaltag and the greater part of expen
were on the section Takotna to Ophir which
38D.
- Project No. 20E: Abandoned in favor of
completion of the railroad. Last expenditure 19
- Project No. 20F: Same as Route 20E.
- Project No. 20G: Same as Route 20E.
- Project No. 24: Turned over to Departm
May 1, 1922.
- Project No. 24A: Turned over to Departm
May 1, 1922.

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- 4BA: Subdivision of Route 4B.
- 4BB: Subdivision of Route 4B.
- 4H: Subdivided in 1922 into routes 4H1 and 4H2
own under latter routes.
- 4H1: Subdivision Route 4H.
- 4H2: Subdivision Route 4H.
- 5: The portion from Ester to Dunbar 27 miles
after completion of government railroad.
- 5A: Part of Route 5 still maintained.
- 7: Subdivided after 1920 into Routes 7G, 7I and
own under latter routes.
- 7AB: Abandoned. Last expenditure by Territory
- 7BB: Abandoned. Last expenditure by Territory
- 7E: Abandoned. Last expenditure by Territory
- 7F: Abandoned. Last expenditure by Territory
- 71A: Abandoned. Last expenditure by Territory
- 7U: Included in Route 7D after 1923.
- 7Z: Under this heading expenditures by the Ter-
1917 on all Fairbanks local roads are carried.
- 8A: Included in Route 8 after 1923.
- 8B: Included in Route 8 after 1923.
- 8C: Included in Route 8 after 1923.
- 8G: ..Included in Route 8 after 1923.
- 10: ..8 miles turned over to Department of Agri-
balance on May 1, 1922.
- 10A: Turned over to Navy Department 1920.
- 12A: Section Mile 34 to Lynx Creek abandoned
te 24; remainder carried as Route 24A and 24B.
hereunder only that abandoned.

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- Project No. 13D: Abandoned. Last expenditure 1919.
- Project No. 13E: Abandoned. Last expenditure 1921.
- Project No. 13G: Abandoned. Last expenditure 1919.
- Project No. 13H: Abandoned. Last expenditure 1921.
- Project No. 13I: Abandoned. Last expenditure 1923.
- Project No. 13J: Abandoned. Last expenditure 1920.
- Project No. 14: Turned over to Department of Agriculture
May 1, 1922.
- Project No. 15B: Last expenditure by Territory 1920.
- Project No. 17A: Abandoned. Last expenditure 1912.
- Project No. 17B: Abandoned. Last expenditure 1914.
- Project No. 19: Last expenditure 1917. Abandoned after com-
pletion of government railroad.
- Project No. 19A: Same as Route 19.
- Project No. 19B: Same as Route 19.
- Project No. 19C: Same as Route 19.
- Project No. 19D: Same as Route 19.
- Project No. 19E: Turned over to Department of Agriculture
May 1, 1922.
- Project No. 20A: Abandoned in favor of shorter route after
government railroad completed. Last expenditure 1918.
- Project No. 20D: Abandoned. This route originally carried
as Takotna-Kaltag and the greater part of expenditures here shown
were on the section Takotna to Ophir which is now carried as
38D.
- Project No. 20E: Abandoned in favor of shorter route after
completion of the railroad. Last expenditure 1917.
- Project No. 20F: Same as Route 20E.
- Project No. 20G: Same as Route 20E.
- Project No. 24: Turned over to Department of Agriculture
May 1, 1922.
- Project No. 24A: Turned over to Department of Agriculture
May 1, 1922.

Project No. 24B: Turned over to Department of Agriculture May 1, 1922.

Project No. 25A: Abandoned.

Project No. 25B: Abandoned.

Project No. 25H: Abandoned. Last expenditure 1914.

Project No. 25I: Expenditures after 1923 carried under Route 67.

Project No. 33A: Abandoned. Last expenditure 1911.

Project No. 33B: Abandoned in favor of Route 33F.

Project No. 34: Abandoned. Last expenditure 1913.

Project No. 35: Subdivided after 1921 into Routes 35D, E, and F, and mileage shown under these routes.

Project No. 35D: Subdivision of Route 35.

Project No. 35E: Subdivision of Route 35.

Project No. 35F: Subdivision of Route 35.

Project No. 35P: Abandoned after completion of branch railway. Last expenditure 1923.

Project No. 36C: Taken over by the Department of Agriculture from the Territory. Last expenditure by the Territory in 1919.

Project No. 36D: Last expenditure by the Territory in 1920.

Project No. 36E: Last expenditure by the Territory in 1919.

Project No. 36F: Last expenditure by the Territory in 1920.

Project No. 38EEE: Abandoned. Last expenditure by the Territory in 1920.

Project No. 39: Turned over to the Department of Agriculture May 1, 1922.

Project No. 43: Turned over to the Department of Agriculture May 1, 1922.

Project No. 44: Turned over to the Department of Agriculture May 1, 1922.

Project No. 45: Turned over to the Department of Agriculture May 1, 1922.

Project No. 50: Turned over to the Department of Agriculture May 1, 1922.

Project No. 52: Turned over to the Department in 1920.

Project No. 52A: Last expenditure by the

Project No. 55: The part of this route from to Kenai Lake transferred to the Department in 1920.

Project No. 56: Abandoned since the construction per River Railroad. Last expenditure in 1907.

Project No. 56B: Taken over by the Department from the Territory. Last expenditure by the

Project No. 57: Expenditure includes \$25,090. Nizina River erected 1914 which was later destroyed

Project No. 57A: The amount of \$38,268.20 funds expended by the Territory of Alaska for River erected 1918, which was later destroyed

Project No. 58: Turned over to the Department in 1920.

Project No. 61C: Abandoned. Last expenditure in 1919.

Project No. 63A: Abandoned since the purchase of the Territory of the Tolovana Tram.

Project No. 64: Abandoned. Last expenditure

Project No. 66: Abandoned since the completion of the Anuska Branch Railroad. Last expenditure 1918

Project No. 69: Expenditure for surveys and not undertaken.

Project No. 71: Expenditure for motor equipment in 1920. Since that date all expenditures for equipment charged against routes.

Project No. 72: Turned over to the Department May 1, 1922.

Project No. 72A: Last expenditure by the

Project No. 75G: Last expenditure by the

Project No. 77: Expenditures after 1923 carried under 89A.

Project No. 77A: Expenditures after 1923 carried on which ferry is located.

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- : Turned over to Department of Agriculture
- : Abandoned.
- : Abandoned.
- : Abandoned. Last expenditure 1914.
- : Expenditures after 1923 carried under Route
- A: Abandoned. Last expenditure 1911.
- B: Abandoned in favor of Route 33F.
- : Abandoned. Last expenditure 1913.
- : Subdivided after 1921 into Routes 35D, E. and
- own under these routes.
- D: Subdivision of Route 35.
- E: Subdivision of Route 35.
- F: Subdivision of Route 35.
- P: Abandoned after completion of branch rail-
- road 1923.
- C: Taken over by the Department of Agricul-
- ture. Last expenditure by the Territory in 1919.
- D: Last expenditure by the Territory in 1920.
- E: Last expenditure by the Territory in 1919.
- F: Last expenditure by the Territory in 1920.
- EE: Abandoned. Last expenditure by the Ter-
- ritory.
- Turned over to the Department of Agriculture
- Turned over to the Department of Agriculture
- Turned over to the Department of Agriculture
- Turned over to the Department of Agriculture
- Turned over to the Department of Agriculture

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- Project No. 52: Turned over to the Department of Agriculture in 1920.
- Project No. 52A: Last expenditure by the Territory in 1916.
- Project No. 55: The part of this route from Russian River to Kenai Lake transferred to the Department of Agriculture in 1920.
- Project No. 56: Abandoned since the construction of the Copper River Railroad. Last expenditure in 1907.
- Project No. 56B: Taken over by the Department of Agriculture from the Territory. Last expenditure by the Territory in 1919.
- Project No. 57: Expenditure includes \$25,094.71 for bridge over Nizina River erected 1914 which was later destroyed by floods.
- Project No. 57A: The amount of \$38,268.20 under supervised funds expended by the Territory of Alaska for bridge over Nizina River erected 1918, which was later destroyed by floods.
- Project No. 58: Turned over to the Department of Agriculture in 1920.
- Project No. 61C: Abandoned. Last expenditure by the Territory in 1919.
- Project No. 63A: Abandoned since the purchase by the Territory of the Tolovana Tram.
- Project No. 64: Abandoned. Last expenditure 1922.
- Project No. 66: Abandoned since the completion of the Matanuska Branch Railroad. Last expenditure 1917.
- Project No. 69: Expenditure for surveys and plans. Project not undertaken.
- Project No. 71: Expenditure for motor equipment prior to 1920. Since that date all expenditures for equipment have been charged against routes.
- Project No. 72: Turned over to Department of Agriculture May 1, 1922.
- Project No. 72A: Last expenditure by the Territory in 1918.
- Project No. 75G: Last expenditure by the Territory in 1920.
- Project No. 77: Expenditures after 1923 carried under Route 89A.
- Project No. 77A: Expenditures after 1923 carried under Route on which ferry is located.

Project No. 77B: Expenditures after 1923 carried under route on which bridge is located.

Project No. 80E: Expenditure for investigation.

Project No. 82: Turned over to Department of Agriculture May 1, 1922.

Project No. 91: Turned over to Department of Agriculture May 1, 1922.

Project No. 101: This item includes Divisional Chairman's salary and other expenses, prior to 1921 at which time the Alaska Road Commission assumed all overhead expenses. Since 1921 only chairman's bonds and pay of elected Divisional Commissioners carried under this item.

COST OF MAINTENANCE.

The annual cost of maintenance of routes in Alaska varies considerably with the locality, the range of climate being greater than that of the United States, and the cost of labor varying greatly. The experience of this Commission indicates that for all Alaska proper, average maintenance costs, including a fair allowance for floods, etc., are about as indicated in table following:

Classification	Mileage	Annual Maintenance per mile	Total
Wagon Roads	1,472 1/4	\$300	\$441,675.00
Sled Roads	1,086 3/4	25	27,168.75
Trails	6,465	10	64,650.00
Flagged Trails	712	3	2,136.00
Totals	9,736	\$56.05	\$535,629.75

The above does not provide for any improvements or extensions. The intermediate, or interior, sections of many of the through routes need improvement to the same standard as the rest so that the entire route may be used throughout by the same traffic without the necessity of breaking loads. A certain amount of new work on extensions must be provided for each year to keep pace with developments. This has only been possible up to the present time at the expense of needed maintenance work.

INSPECTION.

The magnitude of the task and extent of territory covered by the wide-flung activities of this Commission may be realized from the fact that it would take two years of continuous traveling with the best facilities available for a single individual to make a complete inspection of the entire mileage for which the Commission is responsible.

Actually the President and Engineer Office 30% of their time in the field. They have visited and have inspected most of the sub-projects and the Secretary and Disbursing Officer has been hauling the property, accounts and office method a tour of inspection of the district offices to state and accounts.

FEDERAL AID.

The provisions of the Federal Aid Road Act to the Territory of Alaska. The original Federal was approved July 11, 1916, and was amended proved February 28, 1919. The Federal Highway ber 9, 1921, as supplemented and amended, is now governing federal aid road work.

The extension of the Federal Aid Road Act been proposed. In view of the fact that nearly the federal aid idea was adopted, the Alaska Road had been created by Congress in 1905 to meet the conditions in Alaska, had the work well in hand; and further fact that the theory, specifications, methods federal aid do not meet the conditions in the Territory Congress has instead increased the powers and approved Alaska Road Commission.

DEPARTMENT OF AGRICULTURE

While the provisions of the Federal Aid Road Act apply to the Territory, the provisions of the same to roads in the National Forests do apply to the Chugach National Forests which constitute about 10% of the Territory. As these forest funds require Terri- tion, the amounts accruing under the Acts of 1916 are idle until the passage of the Territorial Cooper- approved April 21, 1919 (Chapt. 11, Session Laws) funds then released and subsequent funds are exp- direction of the Secretary of Agriculture, repre- the U. S. Forest Service. In addition to the co- the Act of 1921 and subsequent acts released funds for the expenditure of which cooperation is

Until July 1, 1920, the President of the Alaska Commission acted as the representative of the Department and supervised the performance of work and the these cooperative funds within the National Fore- subjects were former projects of this Commission. Un- the Forest Funds were inadequate to take care

trails for dog teams are constructed on the same principles but require less in the way of bridges or grading of approaches

Summer trails follow the driest—or the least wet—ground available. If grades are not excessive they are susceptible of later development into wagon roads.

It is the general policy on any route or within a certain district, to make gradual improvements throughout rather than to make extensive improvements on one route or portion of a route which cannot be advantageously used until the remainder or the connecting routes are so improved.

COMMERCIAL STATISTICS.

A careful traffic census was begun by the Commission in 1911. Comparing the expenditures for freight on each route at the present rate with the cost of transporting the same amount of freight at the rates prevailing before the road was constructed, a figure is obtained which represents the economic saving to the community served by the construction of the particular route in point.

Combining the saving for all the routes built by the Commission, the following table for 1911, 1912 and 1913, has been compiled:

TRAFFIC SUMMARY.

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

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

A new census was inaugurated January 1, 1921, and was continued through the last calendar year. Due to poor communications, reports of this census are still incomplete. Such fragmentary reports as have been received show a very gratifying reaction from recent work performed by this Commission, and an astonishing aggregate of traffic upon trails lying in remote sections.

The traffic census table on pages 46 and 47 gives a synopsis of the traffic reported upon a few typical routes for the calendar year 1924.

In the interior, the great cost of moving freight by teaming or packing together with the difficulty and uncertainty of moving

it at all, constitutes the main obstacle to the development of the district.

During the opening of the new diggings in a few years ago, beans, coffee, sugar, hay, candles were sold at \$1.50 a pound. The freight charged a dollar a pound, so that the original cost of the article was of relatively little importance. And even at that, the carriers could not keep pace with the demand. Last summer the cost for transporting supplies from Dawson, in the Yukon, to the mines about one hundred miles away in the interior was greater than the original cost of the supplies. Freight from the United States to the Klondike, for example, is 100 miles from Seattle.)

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

Winter:

Bob-sled (sled road)	.....
Double-ender (trail)	.....
Dog-team (trail)	.....

Summer:

Truck (wagon road)	.....
Wagon (wagon road)	.....
Pack train (trail)	.....
Man (no trail)	.....

(*)—Average from very widely varying figures. At Southeastern Alaska, in 1921, I observed lumber, potatoes, etc., being carried on the backs of Indians from a slippery mountain trail about 7,500 feet long to a small little basin at about 800 feet elevation at 4 cents per ton—over 1 cent per ton-foot.

Railroad transportation cannot yet be regarded as a factor for Alaska, and steamship rates are entirely dependent upon competition. They, like the existing railroads, are fixed by two factors only; 1st, the cost of hauling by wagon road, sled road, or trail, where no other mode exists (or, in the case of steamships, sometimes by steamer line); and 2d, by the highest rate the goods can be shipped at all.

The table shows the actual cost at the rate of food, forage, etc., prevailing in the great interior. They are based also on the costs of hauling from the south coast the comparative values are the same. The values are about one-third less because of low controlling elements.

constructed on the same principles but bridges or grading of approaches

the driest—or the least wet—ground available. The more excessive they are susceptible of later developments.

any route or within a certain distance improvements throughout rather than improvements on one route or portion of a route previously used until the remainder or the route is improved.

FINANCIAL STATISTICS.

Work was begun by the Commission in 1911. Figures for freight on each route at the present time for transporting the same amount of freight at the same rate as the road was constructed, a figure is obtainable showing the economic saving to the community and the cost of the particular route in point.

For all the routes built by the Commission for 1911, 1912 and 1913, has been com-

TRAFFIC SUMMARY.

Year	Total expenditures for roads to end of year	Economic saving to shippers
1911	\$1,903,103.27	\$1,981,677.00
1912	2,220,406.99	2,141,688.00
1913	2,573,525.28	2,144,667.00
Total	2,573,525.28	6,268,032.00

It can be seen that the saving in these three years is three times the total expenditure for roads for the preceding years were burned up and the same was taken during the war.

Inaugurated January 1, 1921, and was completed for the calendar year. Due to poor communications are still incomplete. Such fragmentary reports received show a very gratifying reaction from the public to this Commission, and an astonishing amount of business lying in remote sections.

The report on pages 46 and 47 gives a synopsis of the work on a few typical routes for the calendar year.

The great cost of moving freight by teaming and the difficulty and uncertainty of moving

it at all, constitutes the main obstacle to the growth and development of the district.

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

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

	Per Ton-Mile.
Winter:	
Bob-sled (sled road)	\$ 0.37
Double-ender (trail)	1.30
Dog-team (trail)	6.30
Summer:	
Truck (wagon road) .....	.50
Wagon (wagon road)	1.23
Pack train (trail)	4.80
Man (no trail)	26.67*

(*)—Average from very widely varying figures. At Lisianski Inlet, in Southeastern Alaska, in 1921, I observed lumber, pipe, tar paper, groceries, etc., being carried on the backs of Indians from the beach up a slippery mountain trail about 7,500 feet long to a new gold strike in a little basin at about 800 feet elevation at 4 cents per pound, or \$80.00 per ton—over 1 cent per ton-foot.

Railroad transportation cannot yet be regarded as a usual form for Alaska, and steamship rates are entirely arbitrary, depending upon competition. They, like the existing railroad rates, have been fixed by two factors only; 1st, the cost of hauling on some competing wagon road, sled road, or trail, where such competition exists (or, in the case of steamships, sometimes by competing steamer line); and 2d, by the highest rate the freight can stand and be shipped at all.

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

TRAFFIC CENSUS

District	Route No.	Station	Period 1924	No. of Persons	Autos	Wagons	Sleds	Pack Horses	Ton-nage
SOUTHWESTERN									
Seward-Nash	10B	Seward	Jan.-Dec.	630	295	60	73	.....	450
Archangel Extension	35A	Fishhook	Jan.-Sept.	567	27	127	15	20	163
Willow Creek Extension	35D	Fishhook	Apr.-Sept.	423	4	87	.....	209	139
Wasilla-Fishhook	35E	Wasilla	Jan.-Oct.	1965	424	160	12	150	456
Wasilla-Palmer	35H	.....	.....	.....	.....	.....	.....	.....	.....
and Wasilla-Matanuska	35J	Wasilla	Mar.-Oct.	2478	258	258	77	50	118
Houston-Willow Creek	35N	Houston	Jan.-Mar.	35	.....	.....	8	.....	120
McKinley Park Trail	46D	McKinley	Apr.	16	.....	.....	9	.....	1
Iliamna Bay-Iliamna	48	Iliamna	Mar.-Sept.	146	.....	.....	18	87	10
Talkeetna-Cache Creek	51	Moose Creek	Jan.-Oct.	801	6	75	222	152	221
Kenai-Russian River	55	Cooper's Landing	Mar.-Nov.	457	.....	.....	10	5	11
Anchorage-Eagle River	75	6 Mile R. H.	Mar.-Oct.	7509	3353	44	17	8	157
Anchorage-Lake Spenard	75A	Spenard	Apr.-May	6240	1415	12	.....	.....	6
Cantwell-Valdez Creek	76	Cantwell	Mar.-Apr.	122	.....	.....	87	.....	27
Kanatak-Becharof Lake	95	Becharof	Apr.-June	342	*69	11	7	40	465
FAIRBANKS									
Fairbanks-Chitina-Valdez	.....	Salcha Ferry	May-Oct.	2603	1007	33	.....	.....	399
Fairbanks-Chitina-Valdez	.....	Grundler Ferry	May-Oct.	1495	627	16	.....	.....	368
Fairbanks-Chena Hot Springs	7J	Colorado R. H.	Oct.-Dec.	149	.....	.....	59	.....	39
Chatanika-Circle	15&16	Miller House	Nov.-Dec.	204	.....	.....	69	.....	9
Chatanika-Circle	15&16	12 Mile R. H.	Oct.-Dec.	93	.....	.....	68	2	8
Circle-Ft. Yukon	53A	Ft. Yukon	Nov.-Dec.	66	.....	.....	35	.....	7
NENANA									
Ruby-Poorman	38A&E	Long	Nov.-Dec.	108	4	.....	63	2	49
Kobi-Telida	46	Kobi	Nov.-Dec.	59	.....	.....	33	14	7
Nenana-McGrath	.....	Knight's R. H.	Nov.-Dec.	137	.....	.....	78	12	11
Dunbar-Brooks	63	Log-Jam	Oct.-Nov.	105	*2	.....	34	.....	16½
VALDEZ									
Valdez-Fairbanks	.....	Valdez	Jan.-Dec.	1576	580	43	.....	2	178
NOME									
Nome-Council	8	Nome	Jan.-Dec.	200	50	60	.....	.....	100X
Casa de Paga	8H	Solomon	Jan.-Dec.	150	.....	75	.....	.....	150X

Nome-Bessie	13A	Nome	Jan.-Dec.	6000	3600	500	400	.....	4850X
Bessie-Banner	13B	.....	Jan.-Dec.	500	400	100	.....	.....	750X
Little Creek	13C	.....	Jan.-Dec.	4000	3000	350	50	.....	3500X
Nome-Osborne	13F	Nome	Jan.-Dec.	200	100	50	20	.....	100X
Bessie-Buster	13K	Dexter R. H.	Jan.-Dec.	1095	205	74	288	.....	183½
Nome-Kaltag	18	Isaac's Point	Feb.-Apr.	141	.....	.....	91	.....	9
Nome-Kaltag	18	Solomon	Jan.-May	862	.....	.....	555	.....	130
Bonanza-Kotzebue	18A	Haycock	Jan.-May	214	.....	.....	108	.....	43½
Unalakleet-St. Michael	21	St. Michael	Jan.-Apr.	432	.....	.....	293	.....	31
Nome Wireless	25C	Nome	Jan.-Dec.	1200	1200	.....	.....	.....	100X
Mouth Center Creek	25D	Nome	Jan.-Dec.	1200	1200	.....	.....	.....	30X
Submarine Paystreak	25E	Nome	Jan.-Dec.	2000	1890	.....	.....	.....	25X
Anvil-Glacier	25F	.....	Jan.-Dec.	400	300	50	.....	.....	100X
Candle-Candle Creek	26	Candle	Jan.-Dec.	800	.....	200	400	.....	500X
Deering-Inmachuk	27	Deering	Mar.-Apr.	153	.....	.....	263	.....	47
Nome-Taylor	28A	U. S. Roadhouse	Jan.-May	.....	.....	.....	.....	.....	.....
.....	.....	.....	Nov.-Dec.	291	.....	.....	220	.....	42
Nome-Teller	67	Nome	Jan.-Dec.	370	.....	3	218	6	19¼
Teller-Prince of Wales	67A	Wales	Jan.-June	236	.....	.....	217	.....	31½
Kotlik-Marshall	73&73A	Marshall	Jan.-Apr.	1512	.....	.....	992	.....	110
Old Hamilton-Scammon Bay	73C	Old Hamilton	Jan.-Apr.	312	.....	.....	221	.....	26
Seward Pen. R. R.	89A	U. S. Roadhouse	June-Oct.	474	197**	.....	.....	.....	103

*—Tractors.
 **—Both motor and dog propelled cars.
 X—All items estimated.

Willow Creek Extension	35E	Wasilla	Jan.-Oct.	1905	121	77	50	118
Wasilla-Fishhook	35H	Wasilla	Mar.-Oct.	2478	258	258	8	120
Wasilla-Palmer	35J	Wasilla	Jan.-Mar.	35	-----	-----	9	1
and Wasilla-Matanuska	35N	Houston	Apr.	16	-----	-----	18	10
Houston-Willow Creek	46D	McKinley	Mar.-Sept.	146	-----	-----	222	152
McKinley Park Trail	48	Iliamna	Jan.-Oct.	801	6	75	10	5
Iliamna Bay-Iliamna	51	Moose Creek	Mar.-Nov.	457	-----	-----	17	8
Talkeetna-Cache Creek	55	Cooper's Landing	Mar.-Oct.	7509	3353	44	-----	6
Kenai-Russian River	75	6 Mile R. H.	Apr.-May	6240	1415	12	-----	27
Anchorage-Eagle River	75A	Spenard	Mar.-Apr.	122	-----	-----	87	40
Anchorage-Lake Spenard	76	Cantwell	Apr.-June	342	*69	11	7	465
Cantwell-Valdez Creek	95	Becharof	-----	-----	-----	-----	-----	-----
Kanatak-Becharof Lake	-----	-----	-----	-----	-----	-----	-----	-----
FAIRBANKS				-----	-----	-----	-----	-----
Fairbanks-Chitina-Valdez	-----	Salcha Ferry	May-Oct.	2603	1007	33	-----	399
Fairbanks-Chitina-Valdez	-----	Grundler Ferry	May-Oct.	1495	627	16	-----	368
Fairbanks-Chena Hot Springs	7J	Colorado R. H.	Oct.-Dec.	149	-----	-----	59	39
Chatanika-Circle	15&16	Miller House	Nov.-Dec.	204	-----	-----	69	9
Chatanika-Circle	15&16	12 Mile R. H.	Oct.-Dec.	93	-----	-----	68	8
Circle-Ft. Yukon	53A	Ft. Yukon	Nov.-Dec.	66	-----	-----	35	7
NENANA				-----	-----	-----	-----	-----
Ruby-Poorman	38A&E	Long	Nov.-Dec.	108	4	-----	63	2
Kobi-Telida	46	Kobi	Nov.-Dec.	59	-----	-----	33	14
Nenana-McGrath	-----	Knights R. H.	Nov.-Dec.	137	-----	-----	78	12
Dunbar-Brooks	63	Log-Jam	Oct.-Nov.	105	*2	-----	34	16½
VALDEZ				-----	-----	-----	-----	-----
Valdez-Fairbanks	-----	Valdez	Jan.-Dec.	1576	580	43	-----	2
NOME				-----	-----	-----	-----	-----
Nome-Council	8	Nome	Jan.-Dec.	200	50	60	-----	100X
Casa de Paga	8H	Solomon	Jan.-Dec.	150	-----	75	-----	150X

Nome-Bessie	13A	Nome	Jan.-Dec.	6000	3600	500	400	-----	4850X
Bessie-Banner	13B	Nome	Jan.-Dec.	500	400	100	-----	-----	750X
Little Creek	13C	Nome	Jan.-Dec.	4000	3000	350	50	-----	3500X
Nome-Osborne	13F	Nome	Jan.-Dec.	200	100	50	20	-----	100X
Bessie-Buster	13K	Dexter R. H.	Jan.-Dec.	1095	205	74	238	-----	183½
Nome-Kaltag	18	Isaac's Point	Feb.-Apr.	141	-----	-----	91	-----	9
Nome-Kaltag	18	Solomon	Jan.-May	862	-----	-----	555	-----	130
Bonanza-Kotzebue	18A	Haycock	Jan.-May	214	-----	-----	108	-----	43½
Unalakleet-St. Michael	21	St. Michael	Jan.-Apr.	432	-----	-----	293	-----	31
Nome Wireless	25C	Nome	Jan.-Dec.	1200	1200	-----	-----	-----	100X
Mouth Center Creek	25D	Nome	Jan.-Dec.	1200	1200	-----	-----	-----	30X
Submarine Paystreak	25E	Nome	Jan.-Dec.	2000	1800	-----	-----	-----	25X
Anvil-Glacier	25F	Nome	Jan.-Dec.	400	300	50	-----	-----	100X
Candle-Candle Creek	26	Candle	Jan.-Dec.	800	-----	200	400	-----	500X
Deering-Inmachuk	27	Deering	Mar.-Apr.	153	-----	-----	263	-----	47
Nome-Taylor	28A	U. S. Roadhouse	Jan.-May	291	-----	-----	220	-----	42
Nome-Teller	67	Nome	Nov.-Dec.	370	-----	3	218	-----	19¼
Teller-Prince of Wales	67A	Wales	Jan.-Dec.	236	-----	-----	217	-----	31½
Kotlik-Marshall	73&73A	Marshall	Jan.-June	1512	-----	-----	992	-----	110
Old Hamilton-Scammon Bay	73C	Old Hamilton	Jan.-Apr.	312	-----	-----	221	-----	26
Seward Pen. R. R.	89A	U. S. Roadhouse	June-Oct.	474	197**	-----	-----	-----	103

*-Tractors.
 **-Both motor and dog propelled cars.
 X-All items estimated.

PRESENT CONDITION.

now standard graded on final location and rapidly going forward.

indicates the condition as of March 1, 1925:

	Miles
ice	168
.....	32
broken Rock Roadbed.....	77
(surfaced)	133
	410

have been overhauled and reconstructed following important bridges were constructed

truss, 80 ft. approach.

ss.

r, 2-100-ft. trusses, 143-ft. approach.

r, 2-100-ft. trusses, 32-ft. approach.

truss.

pile trestle.

steel truss; 345-ft. trestle approach.

pile trestle.

CONCLUSION.

way is an important traffic feeder both to the Copper River and Northwestern rail systems it forms a circular route widely known on the outside as the Golden the current season many hundreds of tour-nificant scenic trip without any delays or are incident to motoring in any moun-

en years of development, the Richardson overland means of access to the interior its value in aiding local travel and de- bringing into the Territory new people nament investment is of constantly grow- remarkable that the Federal Government and maintained this excellent overland

highway in such a remote and sparsely settled region so long before the Federal aid idea was accepted in the States. Its cost of less than \$10,000 per mile, including twenty-one-years' maintenance, coupled with the fact that it has been rendering service in the transportation of mail, express, passengers and freight, throughout its length from the very start in 1905, first by dog-team, then horse-sled, then wagon, and since 1913 by motor, is even more remarkable. It stands as a permanent and outstanding monument to its pro- jectors.

EXTENSION TO CIRCLE.

The all-American route will not be complete until it is extended to the upper Yukon and serves as a portage between the Yukon and Tanana Valleys. The plans of the Commission contemplate the eventual extension of the Richardson Highway from Fairbanks to Circle, a distance of 160 miles. This will make a total distance from Valdez of 531 miles, about the distance from Boston to Rich- mond, or from Vancouver to Banff.

About two-thirds of this extension is now passable for wagons. A regular winter mail stage service is maintained, using double bob- sleds, horse-drawn. Automobiles can now travel for fifty miles out of Fairbanks, or twenty miles beyond Chatanika, during the open season. On the Circle end, fifty miles are now passable for wagons. An automobile service to Circle Hot Springs uses the 24 miles be- tween Circle and Central House. This fifty miles can be improved to motor standard at relatively small expense, once the intervening gap of about sixty miles is completed.

The following description, prepared by Mr. Harry G. Watson, a member of the Territorial Legislature and until recently Superin- tendent of River Boat Transportation for the Alaska Railroad, is typical of conditions throughout the great Interior of the Territory and gives an interesting picture of transportation problems. Mr. Watson has spent practically his entire active life in the Territory and is thoroughly familiar with conditions throughout the country.

RESOURCES AND POSSIBILITIES ALONG THE ROUTE OF THE CHATANIKA-CIRCLE ROAD.

By Harry G. Watson, Secretary to the Governor.

Chatanika, the terminal of the Narrow Gauge Line, is 39.2 miles from Fairbanks by rail or 30 miles by auto and is the junction point of The Alaska Railroad, and the Circle Road. Large placer opera- tions have been working in the vicinity of Cleary Creek, Chatham Creek, and Chatanika River since the early discovery of the Fair- banks Mining District in 1903, and to date have produced approxi-

mately \$25,000,000.00 from the placers alone. There is still a large amount of virgin placer ground untouched, and at the present time there are large corporations making extensive investigations of this district with a view of installing dredges and hydraulic works on a large scale. Survey has been completed on a 108 mile ditch to be constructed from the sources of the Chatanika, (McManus River) and the Chena River to be used in working the placers of Cleary, Chatanika Dome and Goldstream Creeks. It is now generally believed by those most interested that all options will be taken up in time, and that at least several hundred additional men will be working on this project alone within the next year. Tonnage should be greatly increased to this district in 1925.

26 Miles—Chatanika to Cassiar Roadhouse.

The Alaska Road Commission has been busily engaged with the work of connecting the end of the Chatanika Road with the Miller House Road, (Miller House Road is in fair shape for Wagon Traffic from Circle to Miller House, a distance of 49 miles). The present road from Chatanika is completed for automobile travel to near Boston Creek, about 21 miles from Chatanika, leaving a distance of about 60 miles to be finished.

When this road is completed it will add greatly to the development of this district, as there are large areas of known low-grade placers along this route, which are at the present time unworkable on account of lack of transportation facilities. The present rate for freight from either end to the Birch Creek flats is about six cents per pound. All freighting must be done on the winter trail, which follows the creek bottoms. As these creeks all overflow and glacier very badly during the winter months, travel is extremely difficult and hazardous. With the completion of this road the rate of freight will decrease to the point where numerous small owners can begin operations on their holdings, thereby increasing the traffic in all lines.

Leaving the end of the constructed road it is five miles to the Cassiar Roadhouse which is the point of departure for the Beaver River District, a distance of 14 miles to the headwaters of which is over an easy gradient. Beaver River has had a few prospectors working continuously for the last ten or twelve years, and has some very promising prospects. However, with one exception, nothing of importance has developed as yet, though there are three outfits working in the length of the creek now (about 100 miles).

16 miles—Cassiar Roadhouse to Faith Creek Roadhouse.

Faith Creek, forming a junction with McManus River at this point, forms the Chatanika River. This is the point of departure for the Faith, Hope and Charity Creek Country, which embraces numer-

ous miles of known lowgrade placer ground, practically all of which will be workable when favorable roads are completed. This is also the outlet for the Preacher Creek placer. It embraces large numbers of creeks with possibilities for further investigations, all of which are dependent on the completion of this road. All of this country is infested with caribou and moose and the streams are alive with fish. There are either may be had at all times of the year.

17 Miles—Faith Creek Roadhouse to Twelve Mile Roadhouse.

Fifteen miles of the winter sled route is on the McManus River, which overflows almost continuously. The new road takes the ridge from Faith Creek to the Miller House Roadhouse (where it joins the old trail). Travel on this route is extremely difficult; often a traveler meets with damage to horses or dogs, as well as to supplies, from a few inches to two or three feet deep water. It is reported. Very often it causes the loss of limb to men and animals of getting wet in the extreme cold. This country is infested with caribou and moose and the streams are alive with fish. There are to be had with the simplest of fishing tackle.

12-Mile Roadhouse is just below the Summit, same name. On this summit, and the adjoining hills, herds of caribou annually pass in the spring and fall in herds of thousands. The hills seem to be a moving mass as far as the eye can see.

15 Miles—Twelve Mile Roadhouse to Eagle Creek Roadhouse.

Eagle Creek, the head of Birch Creek, was discovered in the interior, and has been worked since 1894. At present there is a hydraulic placer here employing about a dozen men each year. The confluence of Eagle Creek and Ptarmigan Creek, which are of Birch Creek, are Gold Dust Creek, Frying Pan Creek, Unknown Creek, Butte Creek, Harrison Creek, and Miller House Creek, as well as the main Birch Creek, for a distance of a hundred miles, all of which are known to carry placers and will sometime be worked on a large scale. It is not possible until proper roads are completed.

12 Miles—Eagle Creek to Miller House Roadhouse.

Miller House is the supply point for the surrounding country. The operations of Miller Creek, Mastodon Creek, Mammoth Creek section was also one of the early discoveries, and has been worked continuously since 1894. At present there are about a dozen mines in operation in addition to a dredge.

0.00 from the placers alone. There is still a large placer ground untouched, and at the present time corporations making extensive investigations of this view of installing dredges and hydraulic works on survey has been completed on a 108 mile ditch to be the sources of the Chatanika, (McManus River) and to be used in working the placers of Cleary, Chata-Goldstream Creeks. It is now generally believed interested that all options will be taken up in time, at several hundred additional men will be working alone within the next year. Tonnage should be added to this district in 1925.

Miles—Chatanika to Cassiar Roadhouse.

A Road Commission has been busily engaged with connecting the end of the Chatanika Road with the Miller House Road, (Miller House Road is in fair shape for Wagon Circle to Miller House, a distance of 49 miles). The road from Chatanika is completed for automobile travel to Birch Creek, about 21 miles from Chatanika, leaving a distance of 28 miles to be finished.

When this road is completed it will add greatly to the development of this district, as there are large areas of known low-grade placer ground on this route, which are at the present time unworkable because of lack of transportation facilities. The present rate for freight from either end to the Birch Creek flats is about six cents per ton. All freighting must be done on the winter trail, which is over creek bottoms. As these creeks all overflow and glacier melt during the winter months, travel is extremely difficult and with the completion of this road the rate of freight will be reduced to the point where numerous small owners can begin operating on their holdings, thereby increasing the traffic in all lines.

From the end of the constructed road it is five miles to the Beaver Roadhouse which is the point of departure for the Beaver Road. A distance of 14 miles to the headwaters of which is a steep gradient. Beaver River has had a few prospectors prospecting continuously for the last ten or twelve years, and has some promising prospects. However, with one exception, no placer has developed as yet, though there are three outcrops in the length of the creek now (about 100 miles).

Miles—Cassiar Roadhouse to Faith Creek Roadhouse.

The road, forming a junction with McManus River at this point, is the Chatanika River. This is the point of departure for the Beaver and Charity Creek Country, which embraces numer-

ous miles of known lowgrade placer ground, practically all of which will be workable when favorable roads are completed for transport. This is also the outlet for the Preacher Creek country, which embraces large numbers of creeks with possibilities that will bear further investigations, all of which are dependent on the completion of this road. All of this country is infested with caribou and moose; either may be had at all times of the year.

17 Miles—Faith Creek Roadhouse to Twelve Mile Roadhouse.

Fifteen miles of the winter sled route is on the ice of the McManus River, which overflows almost continuously, (the survey of the new road takes the ridge from Faith Creek to the 12 mile Summit, where it joins the old trail). Travel on this part of the route is extremely difficult; often a traveler meets an overflow of from a few inches to two or three feet deep which means serious damage to horses or dogs, as well as to supplies being thus transported. Very often it causes the loss of limb to freighter, because of getting wet in the extreme cold. This country abounds with caribou and moose and the streams are alive with greyling, which are to be had with the simplest of fishing tackle.

12-Mile Roadhouse is just below the Summit, which bears the same name. On this summit, and the adjoining hills, the caribou annually pass in the spring and fall in herds of thousands. At times the hills seem to be a moving mass as far as the eye can see.

15 Miles—Twelve Mile Roadhouse to Eagle Creek.

Eagle Creek, the head of Birch Creek, was one of the first discoveries of gold in the Interior, and has been producing from the placers since 1894. At present there is a hydraulic plant working here employing about a dozen men each year. Below the confluence of Eagle Creek and Ptarmigan Creek, which forms the head of Birch Creek, are Gold Dust Creek, Frying Pan Creek, The Great Unknown Creek, Butte Creek, Harrison Creek, and numerous other creeks, as well as the main Birch Creek, for a distance of over a hundred miles, all of which are known to carry low-grade values, and will sometime be worked on a large scale. This, however, is not possible until proper roads are completed.

12 Miles—Eagle Creek to Miller House.

Miller House is the supply point for the surrounding mining operations of Miller Creek, Mastodon Creek, Mammoth Creek. This section was also one of the early discoveries, and has been producing continuously since 1894. At present there are about fifteen small mines in operation in addition to a dredge.

25 Miles—Miller House to Central House.

Central House is the point of departure for the Circle Hot Springs, 9 miles (a system of springs of considerable importance) which is patronized by interior people from all districts. There is maintained here a roadhouse which has made itself locally famous for its splendid meals and rooms, bathhouses and other buildings incident to a resort of its description. Room with board, including the use of bathhouses and all other properties of this institution are to be had for \$3.50 per day. Fresh milk, butter, eggs and vegetables are on the table at all meals. These are raised on the farm, which is run in connection, and which is quite extensive.

This is also the supply point for the Deadwood Creek, Swiss Creek, and the lower Birch Creek mines which annually produce considerable bullion.

12 Miles—Central House to 12 Mile House, Birch Creek Crossing.

From Central House to the Crossing of Birch Creek, the trail follows the flat country, and there is very little hope of any mining in this section.

12 Miles to Circle.

Circle City, supply point for one of the oldest mining districts in the Interior of Alaska, has been continually producing mineral since 1894. This town has long been famous in story and poem for its early-day history, which includes important events in the lives of many of America's now famous and important men. The Circle Mining District has produced approximately \$7,000,000.00 since its discovery, and there are still large areas of ground which without doubt hold goodly reward for the operator who is in position to work when the proper advantages are offered for handling his supplies.

Tourist Route.

When the road, which is now building, is completed, it will make one of the most attractive tourist routes in Alaska, outlined as follows: From Fairbanks to Chatanika, either along the Railroad or on the present Automobile Road, a distance of 39.2 miles by rail or 30 miles by auto, every minute is filled with interest, including the working of placer mines by almost every method known to miners, including dredging, all of which is to be seen from the car if the tourist feels inclined to accept the ease which is possible.

From Chatanika to the Faith Creek Roadhouse the trail follows the Chatanika River bottom. Along this portion is unsurpassed fly fishing. Large numbers of almost all Alaska game animals are to be found here. At Faith Creek the new road takes a ridge, and from the summit to the 12-Mile Roadhouse, for ten or twelve miles,

the route will be practically a Sky Line Drive of virgin and unexplored hills and mountains. From the Miller House the road follows the creek, winding around falls and rapids, to its confluence with Birch Creek, then to Birch Creek to Ptarmigan and Eagle Creeks, through spruce and birch timber. From the mouth of Eagle Creek the road then drops down into the flat until the Central House. From the Central House to the Summit is a gradual climb, until an altitude of 4,000 feet, then drops down into the flat until the Central House. From the Central House to the Summit is about 135 miles from Fairbanks. This is a good day's drive with an auto. A stop of a day is made at the Springs, which are nine miles away, for the warm springs and eating as fine food as is to be had. Proceeding on to Circle, and viewing all methods of mining, another day of interest can be spent. At this point a trip can be made with the White Pass river steamer to Fairbanks, Klondike or Nenana, furnishing luxurious accommodations and excellent cuisine.

Along this route one can see the most gorgeous scenery in the Yukon Flats to Old Fort Yukon, which has a long history in mining, trading and as a Mission. Here one can see the Wolf-dogs in the North; literally hundreds of them on the boat, ravenously watching for bits of food to be thrown. Also natives from most of the upper villages are to be seen while on their trading expeditions. The Porcupine is abundant on the Yukon River at this point. Then on down to the mouth of the point for the Chandlar District, a placer mining of great importance.

Below here, we again reach the mountain ranges, reaching back in growing magnitude until they reach the Tanana Range, which possesses unknown mineral wealth. Through the Rapids to Rampart, famous for its deposits of rare minerals, and still producing considerable wealth. Here many of the early characters of the North are to be seen, not the least of whom was Rex Beach. The boat is intact, and it is looked upon by tourists with interest. From Rampart to Tanana, where the Tanana River flows into the Yukon, its milky water for miles below before it is finally discharged into the Great River. At this point is located Fort Gibb, which is as a Military Post. Here our trip continues up to Nenana.

It is the opinion of the writer that, if this road is rushed to an early completion, it will add a new attraction to The Alaska Railroad, which will be of large importance for the advantages offered to tourists, but especially to those who have been holding properties in this district for a century.

Houses—Miller House to Central House.

is the point of departure for the Circle Hot (a system of springs of considerable importance) used by interior people from all districts. There is a roadhouse which has made itself locally famous for meals and rooms, bathhouses and other buildings of its description. Room with board, including houses and all other properties of this institution for \$3.50 per day. Fresh milk, butter, eggs and the table at all meals. These are raised on the land in connection, and which is quite extensive.

the supply point for the Deadwood Creek, Swiss lower Birch Creek mines which annually produce iron.

Central House to 12 Mile House, Birch Creek Crossing.

Central House to the Crossing of Birch Creek, the trail through the country, and there is very little hope of any mining.

12 Miles to Circle.

supply point for one of the oldest mining districts of Alaska, has been continually producing mineral wealth. This town has long been famous in story and poem for its history, which includes important events in the history of America's now famous and important men. The Circle District has produced approximately \$7,000,000.00 of mineral wealth, and there are still large areas of ground which will yield a goodly reward for the operator who is in luck when the proper advantages are offered for handling.

Tourist Route.

Circle Road, which is now building, is completed, it will be the most attractive tourist routes in Alaska, outlined from Fairbanks to Chatanika, either along the Railroad or the new Automobile Road, a distance of 39.2 miles by auto, every minute is filled with interest, including the prospecting of placer mines by almost every method known to man, including dredging, all of which is to be seen from the road. One feels inclined to accept the ease which is possible.

From Circle to the Faith Creek Roadhouse the trail follows the river bottom. Along this portion is unsurpassed for the numbers of almost all Alaska game animals and birds. At Faith Creek the new road takes a ridge, and from there to the 12-Mile Roadhouse, for ten or twelve miles,

the route will be practically a Sky Line Drive, overlooking miles of virgin and unexplored hills and mountains. Leaving the 12-Mile House the road follows the creek, winding around beautiful waterfalls and rapids, to its confluence with Birch Creek, following up Birch Creek to Ptarmigan and Eagle Creeks, through thick growth of spruce and birch timber. From the mouth of Eagle Creek to Eagle Summit is a gradual climb, until an altitude of 4,000 feet is reached, then drops down into the flat until the Central House is reached. Central House is about 135 miles from Fairbanks, which will make a good day's drive with an auto. A stop of a day or two could be made at the Springs, which are nine miles away, enjoying bathing in warm springs and eating as fine food as is to be had in any country. Proceeding on to Circle, and viewing all methods of placer mining, another day of interest can be spent. At this point connections can be made with the White Pass river steamers for Dawson in the Klondike or Nenana, furnishing luxurious accommodations and excellent cuisine.

Along this route one can see the most gorgeous scenery. Down the Yukon Flats to Old Fort Yukon, which has furnished much history in mining, trading and as a Mission. Here are seen most of the Wolf-dogs in the North; literally hundreds of them meet every boat, ravenously watching for bits of food to be thrown to them. Also natives from most of the upper villages are to be seen here, while on their trading expeditions. The Porcupine River joins the Yukon River at this point. Then on down to Beaver City, supply point for the Chandlar District, a placer mining camp of considerable importance.

Below here, we again reach the mountains, and rolling hills reaching back in growing magnitude until they reach the Endicott Range, which possesses unknown mineral possibilities. Down through the Rapids to Rampart, famous for its early day production of rare minerals, and still producing considerable dust each year. Here many of the early characters of the North won and lost large fortunes, not the least of whom was Rex Beach. His cabin is still intact, and it is looked upon by tourists with interest. Then on down to Tanana, where the Tanana River flows into the Yukon, showing its milky water for miles below before it is finally absorbed by the Great River. At this point is located Fort Gibbon, long maintained as a Military Post. Here our trip continues up the Tanana River to Nenana.

It is the opinion of the writer that, if this Circle-Chatanika road is rushed to an early completion, it will add a source of revenue to The Alaska Railroad, which will be of large importance, not only for the advantages offered to tourists, but especially to many miners, who have been holding properties in this district for the last quarter of a century.

A concrete rostrum with pipe railing was erected in the cemetery to provide a speaker's stand for appropriate ceremonies. A 60-ft. flag pole was erected; flags, halyards, and small decoration flags were secured. A comprehensive plan of gravel paths and roads was drawn up and work started. The boundaries are to be marked with a permanent fence. Several bodies of civilians were removed and a definite system of arrangement of graves established.

44A—The east abutment of the suspension bridge over Skagway River was seriously endangered by a shift in the main channel of the river. A rock filled log crib was constructed to act as a shear and prevent further encroachment of the river.

81—A contract to ditch and grade up this short section of road has not yet been completed. A landing float 30 feet by 40 feet was installed in the channel opposite the mouth of Good River. This will provide a landing for the mail boat and will make it possible for this small community to have regular boat service.

90A—Cabin constructed on Stikine River. Cost \$340.35.

PRESENT CONDITION AND NEEDS.

The most important project in this district, the Haines-Pleasant Camp road, should be completed to the boundary. Several minor projects should be constructed as additional funds become available. No extensive road projects should be undertaken in this district. The aim should be to provide transportation where needed from the nearest point on the inside waterways.

DISTRIBUTION OF EXPENDITURES.

Type	Miles	Expenditure	Unit cost Dollars per Mile
Wagon Road	57		
Trail	5		
Totals	62	\$44,546.05	\$ 718.48

EAGLE SUB-DISTRICT.

Supervised from the Juneau Office.

Fred Price, General Foreman in Charge, Eagle,

July 1 to Oct. 31, 1924.

May 1 to June 30, 1925.

This sub-district includes that part of the Territory north of 63° 30' north latitude and east of the 144th meridian. It includes a region of early development in the history of Alaska. During the past few years, no extensive development has occurred. The system of winter sled roads and summer trails giving access from Eagle to the Fortymile and Seventymile districts, includes the most important projects within the sub-district.

SUMMARY OF ROADS.

Sub-Project No.	Name of Route	Wagon Road
11A	Eagle-Liberty	
11AA	American Summit-King Solomon	20
11B	Liberty-Fortymile	
11C	Steel Creek-Jack Wade	
11CC	Steel Creek-Jack Wade	
11D	Steel Creek-Walker's Fork	
11E	Eagle-Seventymile	
11F	Jack Wade-Chicken	4
11G	Steel Creek-Canyon Creek	
11H	Liberty-Dome	
11I	Dome-Steel Creek	
11J	Fortymile-Franklin	
11K	Fortymile-Steel Creek	
11L	Franklin-Chicken	
11LL	Franklin-Chicken	
11M	Jack Wade-Walker's Fork	
11MM	Jack Wade-Walker's Fork	
53	Eagle-Circle	
65D	Kechumstuk-Tanana Crossing	
65E	Chicken-Kechumstuk	
86	Fourth of July Creek	5
87	Woodchopper Creek	
Totals		29

SUMMARY OF EXPENDITURE

Sub-Project Number	Federal	Territorial	Construction
11A	\$ 5,524.68		\$ 2,000.00
11AA			
11B			
11C	423.51		
11CC			
11D			
11E	1,147.50		
11F	241.50		
11G	283.00		
11H	3,514.27		2,714.27
11I			
11J			
11K			
11L			
11LL			
11M			
11MM			
53	533.94		
65D	204.82		
65E	199.50		
86	1,311.66		
87	365.00		
Totals	\$13,749.38		\$ 4,714.27

DESCRIPTION.

For detailed description see Part II, Annual Report. The following changes and additions should be noted:

11A—Route name changed to Eagle-Liberty. The winter sled road to wagon road standard 8 miles so that a road suitable for wagon traffic was established 8 miles south of Eagle.

m with pipe railing was erected in the cemetery
r's stand for appropriate ceremonies. A 60-ft.
d; flags, halyards, and small decoration flags
prehensive plan of gravel paths and roads
ork started. The boundaries are to be marked
nce. Several bodies of civilians were removed
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mpleted. A landing float 30 feet by 40 feet was
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ng for the mail boat and will make it possible
nunity to have regular boat service.

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SENT CONDITION AND NEEDS.

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be completed to the boundary. Several minor
constructed as additional funds become available.
projects should be undertaken in this district.
to provide transportation where needed from the
e inside waterways.

TRIBUTION OF EXPENDITURES.

Miles	Expenditure	Unit cost Dollars per Mile
57		
5		
62	\$44,546.05	\$ 718.48

EAGLE SUB-DISTRICT.

ervised from the Juneau Office.
rice, General Foreman in Charge, Eagle,
July 1 to Oct. 31, 1924.
May 1 to June 30, 1925.

ct includes that part of the Territory north of 63°
and east of the 144th meridian. It includes a
velopment in the history of Alaska. During the past
ensive development has occurred. The system of
s and summer trails giving access from Eagle
nd Seventymile districts, includes the most import-
n the sub-district.

SUMMARY OF ROADS.

Sub-Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
11A	Eagle-Liberty	20	7		27
11AA	American Summit-King Solomon			5	5
11B	Liberty-Fortymile		23		23
11C	Steel Creek-Jack Wade		15		15
11CC	Steel Creek-Jack Wade			15	15
11D	Steel Creek-Walker's Fork		27		27
11E	Eagle-Seventymile	4	16	40	60
11F	Jack Wade-Chicken			20	20
11G	Steel Creek-Canyon Creek			5	5
11H	Liberty-Dome			10	10
11I	Dome-Steel Creek			12	12
11J	Fortymile-Franklin		30		30
11K	Fortymile-Steel Creek		8		8
11L	Franklin-Chicken		10		10
11LL	Franklin-Chicken		20		20
11M	Jack Wade-Walker's Fork			18	18
11MM	Jack Wade-Walker's Fork		25		25
53	Eagle-Circle			160	160
65D	Kechumstuk-Tanana Crossing			60	60
65E	Chicken-Kechumstuk			28	28
86	Fourth of July Creek	5	5		10
87	Woodchopper Creek			8	8
Totals		29	186	381	596

SUMMARY OF EXPENDITURES.

Sub-Project Number	Federal	Territorial	Construction	Maintenance	Total
11A	\$ 5,524.68		\$ 2,000.00	\$ 3,524.68	\$ 5,524.68
11AA					
11B					
11C	423.51			423.51	423.51
11CC					
11D					
11E	1,147.50			1,147.50	1,147.50
11F	241.50			241.50	241.50
11G	283.00			283.00	283.00
11H	3,514.27		2,714.27	800.00	3,514.27
11I					
11J					
11K					
11L					
11LL					
11M					
11MM					
53	533.94			533.94	533.94
65D	204.82			204.82	204.82
65E	199.50			199.50	199.50
86	1,311.66			1,311.66	1,311.66
87	365.00			365.00	365.00
Totals	\$13,749.38		\$ 4,714.27	\$ 9,035.11	\$13,749.38

DESCRIPTION.

For detailed description see Part II, Annual Report for 1924.
The following changes and additions should be noted:

11A—Route name changed to Eagle-Liberty. The improvement
of the winter sled road to wagon road standard was continued for
8 miles so that a road suitable for wagon traffic now extends 20
miles south of Eagle.

11AA—The improvement of Route IIA has eliminated part of this pack trail which is now used only from American Summit to King Solomon, a distance of 5 miles.

11B—Name changed to Liberty-Fortymile.

11CC—This summer pack trail lies to the northwest of the winter sled road instead of the northeast as stated in the 1924 report.

11D—This winter sled road is an extension of Route 11K. From Steel Creek it follows the bed of the Fortymile River to the mouth of Canyon Creek, up the latter to its head, over a divide and up the right limit of Walker's Fork to within 5 miles of the International Boundary.

11E—Improvement to wagon road standard was continued to a distance of 4 miles from Eagle.

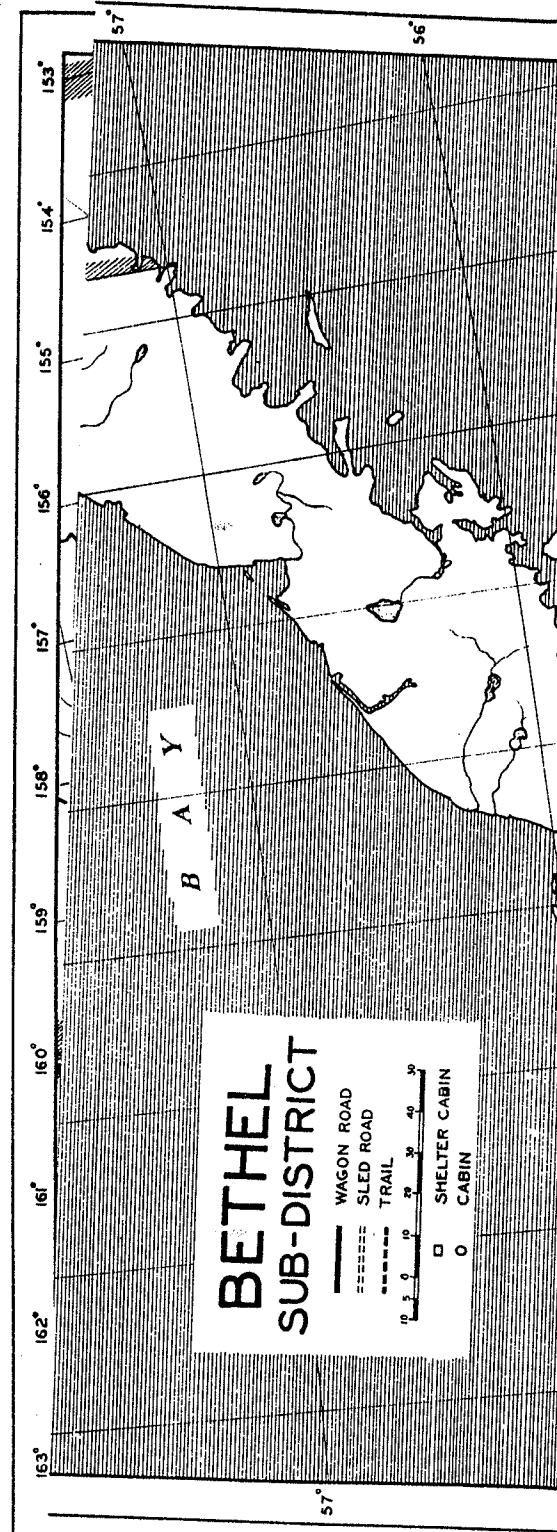
11F—This trail is incorrectly described in the 1924 report. It climbs the ridge west of Jack Wade postoffice following around the head of Napoleon Creek and drops down to the crossing of the Fortymile River at Franklin. It then climbs the ridge following the right limit of Kettle Gorge and drops down to a fork of Chicken where it joins the winter sled road following the right limit of Chicken Creek to Chicken postoffice. The distance from Jack Wade to Franklin by this route is 12 miles and from Franklin to Chicken 8 miles.

11G—This is a summer pack trail, constructed this season, which extends from the mouth of Steel Creek along the right limit of the Fortymile River for a distance of 5 miles to the mouth of Canyon Creek.

11MM—This winter sled road is a continuation of Route 11C leading from Jack Wade postoffice down Wade Creek to Walker's Fork and up the latter to the hydraulic works located near the head of Canyon Creek.

53—Numerous cutoffs have reduced the length of this route to 160 miles.

86—This trail and winter sled road was improved into a serviceable wagon road to a distance of 5 miles from the Yukon River.



11AA—The improvement of Route 11A has eliminated part of this pack trail which is now used only from American Summit to King Solomon, a distance of 5 miles.

11B—Name changed to Liberty-Fortymile.

11CC—This summer pack trail lies to the northwest of the winter sled road instead of the northeast as stated in the 1924 report.

11D—This winter sled road is an extension of Route 11K. From Steel Creek it follows the bed of the Fortymile River to the mouth of Canyon Creek, up the latter to its head, over a divide and up the right limit of Walker's Fork to within 5 miles of the International Boundary.

11E—Improvement to wagon road standard was continued to a distance of 4 miles from Eagle.

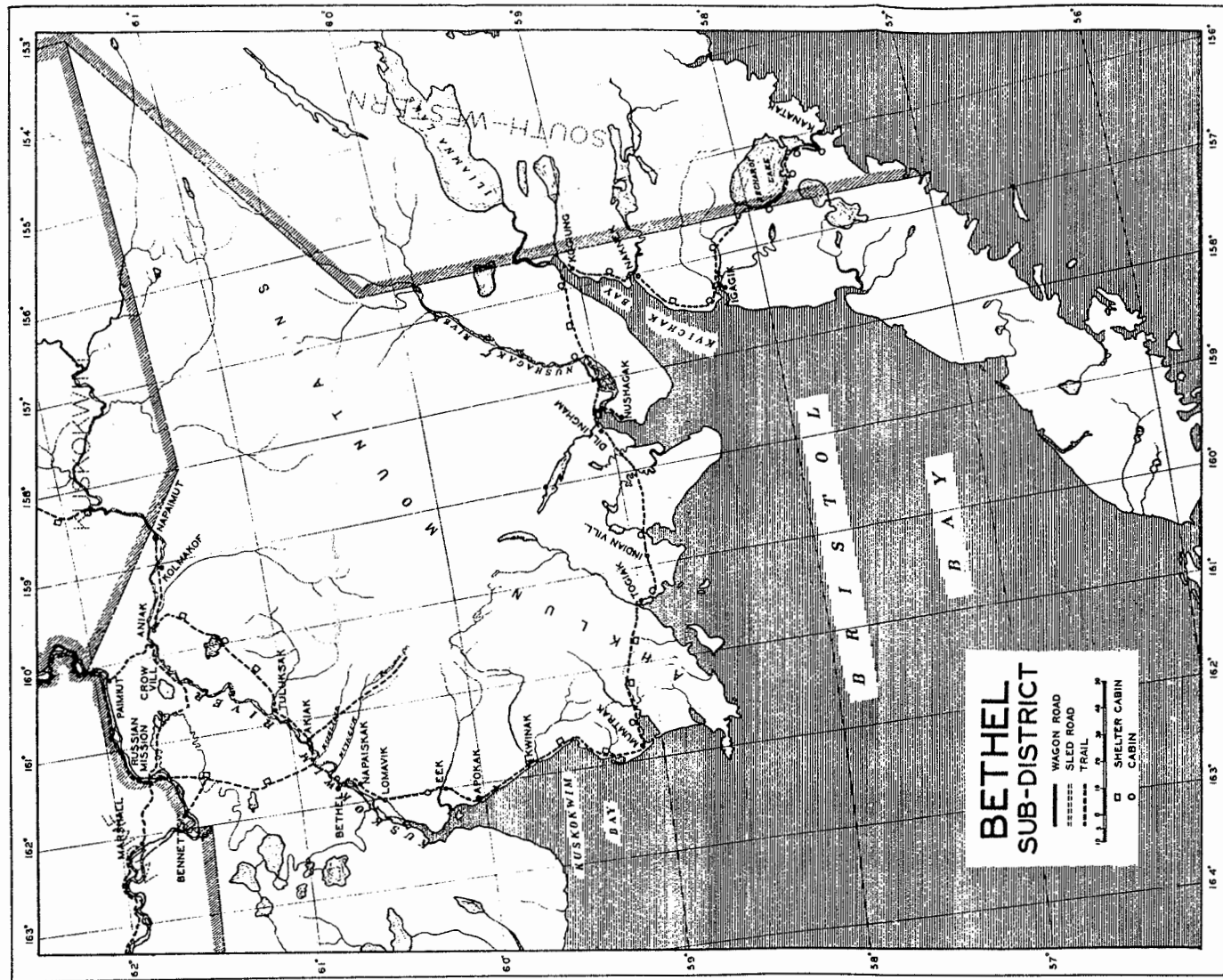
11F—This trail is incorrectly described in the 1924 report. It climbs the ridge west of Jack Wade postoffice following around the head of Napoleon Creek and drops down to the crossing of the Fortymile River at Franklin. It then climbs the ridge following the right limit of Kettle Gorge and drops down to a fork of the Chicken where it joins the winter sled road following the right limit of Chicken Creek to Chicken postoffice. The distance from Jack Wade to Franklin by this route is 12 miles and from Franklin to Chicken 8 miles.

11G—This is a summer pack trail, constructed this season, which extends from the mouth of Steel Creek along the right limit of the Fortymile River for a distance of 5 miles to the mouth of Canyon Creek.

11MM—This winter sled road is a continuation of Route 11C leading from Jack Wade postoffice down Wade Creek to Walker's Fork and up the latter to the hydraulic works located near the head of Canyon Creek.

53—Numerous cutoffs have reduced the length of this route to 160 miles.

86—This trail and winter sled road was improved into a serviceable wagon road to a distance of 5 miles from the Yukon River.



OPERATIONS DURING YEAR.

The important operations, other than routine maintenance, may be summarized as follows:

11A—The wagon road was extended 8 miles from Gravel Gulch to the junction of Queen of Sheba and King Solomon Creeks. Work consisted of ditching, grading, installing 85 culverts, and corduroying boggy places totaling about one half mile.

11E—Road was extended to a distance of 4 miles from Eagle.

11G—This trail was constructed this year. The work consisted of brushing out the trail, removing rock slides, and construction of one foot bridge.

11H—About 3½ miles of this trail, leading from Liberty to the ridge, was in very bad condition, almost impassable, at the beginning of the season. By corduroying, ditching and construction of water breaks it was placed in excellent condition except for about one half mile.

11MM—This is a natural route, following the creek beds, on which no improvement had previously been made. Windfalls were removed and several approaches leveled.

53—Three cut-offs totaling 4½ miles in length were constructed on this winter mail trail.

86—This trail and sled road was improved into a serviceable wagon road for a distance of 5 miles.

DISTRIBUTION OF EXPENDITURES.

Type	Miles	Expenditure	Unit cost Dollars per Mile
Wagon Road	29	\$ 6,800.00	\$ 234.48
Sled Road	43	1,409.85	32.79
Trail	331	5,539.53	16.73
Totals	403	\$13,749.38	\$ 34.12

BETHEL SUB-DISTRICT

Supervised from the Juneau Office.

Earle M. Forrest, District Superintendent, Bureau of Education,
Akiak, Inspector.

This sub-district includes the lower Kuskokwim Valley and the Yukon-Kuskokwim portage routes. It contains no road projects. The important activities are located along the coast line or the Kuskokwim River so that summer transportation is by boat, supplemented by short trails. Winter transportation is by dog sled.

During the past two years this Commission has established a much needed winter trail extending from McGrath in the upper Kuskokwim Valley, via Aniak, Bethel, Goodnews Bay, Togiak, Dillingham and Naknek to Kanatak.

SUMMARY OF ROADS.

Sub-Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
90C	Shelter Cabins—3d Division				
90D	Shelter Cabins—4th Division				
92A	Bethel-Quinhagak			90	90
92B	Bethel-Akiak			26	26
92C	Akiak-Russian Mission			75	75
92D	Bennett's Cutoff			13	13
92E	Yukon-Kuskokwim Portage			120	120
92F	Quinhagak-Goodnews Bay			60	60
92G	Goodnews Bay-Togiak			53	53
92H	Togiak-Nushagak			125	125
92I	Lewis Point-Naknek			86	86
92J	Naknek-Egegik			50	50
92L	Napaimut-Aniak			26	26
92M	Aniak-Tuluksak			60	60
92N	Akiak-Canyon Creek			45	45
Totals				849	849

SUMMARY OF EXPENDITURES.

Sub-Project Number	Federal	Territorial	Construction	Maintenance	Total
90C		\$ 1,774.75	\$ 1,774.75		\$ 1,774.75
90D		1,199.75	1,199.75		1,199.75
92A					
92B	\$ 4.50	25.00		29.50	29.50
92C					
92D					
92E					
92F					
92G	1,048.33	970.00	2,018.33		2,018.33
92H	1,960.03	1,400.00	3,360.03		3,360.03
92I	1,447.34	860.00	2,307.34		2,307.34
92J	1,155.00	740.00	1,895.00		1,895.00
92L	415.00	310.00	725.00		725.00
92M	1,125.00	1,120.00	2,245.00		2,245.00
92N					
Totals	\$ 7,155.20	\$ 8,399.50	\$15,525.20	\$ 29.50	\$15,554.70

DESCRIPTION.

For detailed description see Part II, Annual Report for 1924. The following changes and additions should be noted.

92I—Route name changed to Lewis Point-Naknek, 86 miles trail.

92J—Distance should be 50 miles instead of 65.

92L—Route name changed from Kolmakof-Aniak. A short but important piece of new work between Napaimut and Kolmakof takes the trail off a bad section of the river and shortens the total distance to 26 miles.

92N—Akiak-Canyon Creek (45 mile trail). This route extends from Akiak to the placer mines on Canyon Creek. The Kiselalik and Kuskok Rivers are crossed enroute by ferries.

OPERATIONS DURING YEAR.

The important operations, other than routine be summarized by routes as follows:

90C—Four shelter cabins for which contracts were let in January, 1924, were erected and paid for as follows:

Route	Contractor	Item
Goodnews Bay-Togiak	Harry Barnes	1 igloo
Nushagak-Naknek	Ernest Olson	2 cabins
Naknek-Egegik	Frank Altonen	2 cabins
		1 cabin
Total		

90D—Three shelter cabins, for which contracts were let in January, 1924, were erected and paid for as follows:

Route	Contractor	Item
Aniak-Tuluksak	W. J. Cribbee	2 cabins
Goodnews Bay-Togiak	W. M. Noden	1 igloo
Total		

92G—This route was permanently staked and were erected on the Quigway River and the southern news River.

92H—This route was permanently staked.

92I—This route was permanently staked and were erected at Lewis Point and Patch of Wood

92J—This route was permanently staked and was erected about midway between Naknek and

92L—This route was permanently staked.

92M—This route was permanently staked and bins were erected at Swift Creek and Bogus Creek

92N—A contract was let to provide ferry between the Kiselalik and Kuskok Rivers.

PRESENT CONDITION AND NEEDS

The trails within this sub-district have been proved within the past three years and are now in good condition. Two shelter cabins are needed at Dillingham, one at Ophir Creek between Aniak and Dillingham, one at mouth of Portage Creek between Dillingham and one near Gas Rock on Becharof Lake. The trail to Kanatak still requires staking. Most of the work done this year.

SUMMARY OF ROADS.

Route	Wagon Road	Sled Road	Trail	Total Miles
3d Division				
4th Division				
gag			90	90
			26	26
Mission			75	75
off			18	18
Swim Portage			120	120
Goodnews Bay			60	60
y-Togiak			53	53
gag			125	125
Naknek			86	86
ik			50	50
ak			26	26
ak			60	60
i Creek			45	45
			849	849

SUMMARY OF EXPENDITURES.

Federal	Territorial	Construction	Maintenance	Total
	\$ 1,774.75	\$ 1,774.75		\$ 1,774.75
	1,199.75	1,199.75		1,199.75
4.50	25.00		29.50	29.50
1,048.33	970.00	2,018.33		2,018.33
1,960.03	1,400.00	3,360.03		3,360.03
1,447.34	860.00	2,307.34		2,307.34
1,155.00	740.00	1,895.00		1,895.00
415.00	310.00	725.00		725.00
1,125.00	1,120.00	2,245.00		2,245.00
7,155.20	\$ 8,399.50	\$15,525.20	\$ 29.50	\$15,554.70

DESCRIPTION.

description see Part II, Annual Report for 1924. Changes and additions should be noted.

name changed to Lewis Point-Naknek, 86 miles trail.

should be 50 miles instead of 65.

name changed from Kolmakof-Aniak. A short but of new work between Napaimut and Kolmakof off a bad section of the river and shortens the 26 miles.

Canyon Creek (45 mile trail). This route extends the placer mines on Canyon Creek. The Kiselalik rivers are crossed enroute by ferries.

OPERATIONS DURING YEAR.

The important operations, other than routine maintenance, may be summarized by routes as follows:

90C—Four shelter cabins for which contracts were let in January, 1924, were erected and paid for as follows:

Route	Contractor	Item	Amount
Goodnews Bay-Togiak	Harry Barnes	1 igloo built	\$ 499.75
Nushagak-Naknek	Ernest Olson	2 cabins built	750.00
		2 cabins inspected	25.00
Naknek-Egegik	Frank Altonen	1 cabin built	500.00
Total			\$1,774.75

90D—Three shelter cabins, for which contracts were let in January, 1924, were erected and paid for as follows:

Route	Contractor	Item	Amount
Aniak-Tuluksak	W. J. Cribbee	2 cabins built	\$ 700.00
Goodnews Bay-Togiak	W. M. Noden	1 igloo built	499.75
Total			\$1,199.75

92G—This route was permanently staked and two igloo shelters were erected on the Quigway River and the south fork of Goodnews River.

92H—This route was permanently staked.

92I—This route was permanently staked and two shelter cabins were erected at Lewis Point and Patch of Wood.

92J—This route was permanently staked and a shelter cabin was erected about midway between Naknek and Egegik.

92L—This route was permanently staked.

92M—This route was permanently staked and two shelter cabins were erected at Swift Creek and Bogus Creek.

92N—A contract was let to provide ferry boats for crossing the Kiselalik and Kushluk Rivers.

PRESENT CONDITION AND NEEDS.

The trails within this sub-district have been considerably improved within the past three years and are now generally in fairly good condition. Two shelter cabins are needed between Kolukuk and Dillingham, one at Ophir Creek between Aniak and Tuluksak, one at mouth of Portage Creek between Dillingham and Kogiung and one near Gas Rock on Becharof Lake. The trail from Egegik to Kanatak still requires staking. Most of the above work will be done this year.

An examination will be made this summer of a proposed route from a point on the Aniak River to some very promising placer workings on Bear Creek. If found satisfactory the first sled road within this sub-district will be constructed on ground which will permit its later improvement into a wagon road.

DISTRIBUTION OF EXPENDITURES.

Trail Type	Miles	Expenditure	Unit cost Dollars per Mile
Trail	426	\$12,580.20	\$ 29.53

VALDEZ DISTRICT.

T. H. Huddleston, Supt., Valdez.

This district embraces that portion of Alaska lying between 145° 10' and 147° west longitude and extending south from 61° 49' north latitude. It also includes at present the Gulkana-Chestochina road, route 65A, formerly in the Chitina district.

The principal work within this district is the maintenance and improvement of the Richardson Highway from Valdez, which is the northernmost open all-the-year-round port in Alaska to Willow Creek, a distance of 92 miles. This section of the Richardson Highway passing through Keystone Canyon and across the summit of the Coast Range, is probably the most scenic route in Alaska and has required the most expensive construction.

SUMMARY OF ROADS.

Sub-Project No.	Name of Route	Wagon Road	Trail	Total Miles
4BA	Valdez-Ptarmigan Drop	33	---	33
4BB	Ptarmigan Drop-Ernestine	30	---	30
4C	Ernestine-Willow Creek	29	---	29
36C	Valdez-Mineral Creek	6½	1½	8
36A*	Granby Road	5	---	5
36B*	South Second Street, Cordova	¼	---	¼
60	Valdez Dike	---	36	40
65A	Gulkana-Chestochina	---	---	---
90C	Shelter Cabins, 3d Division	---	---	---
Totals		107%	37½	146¼

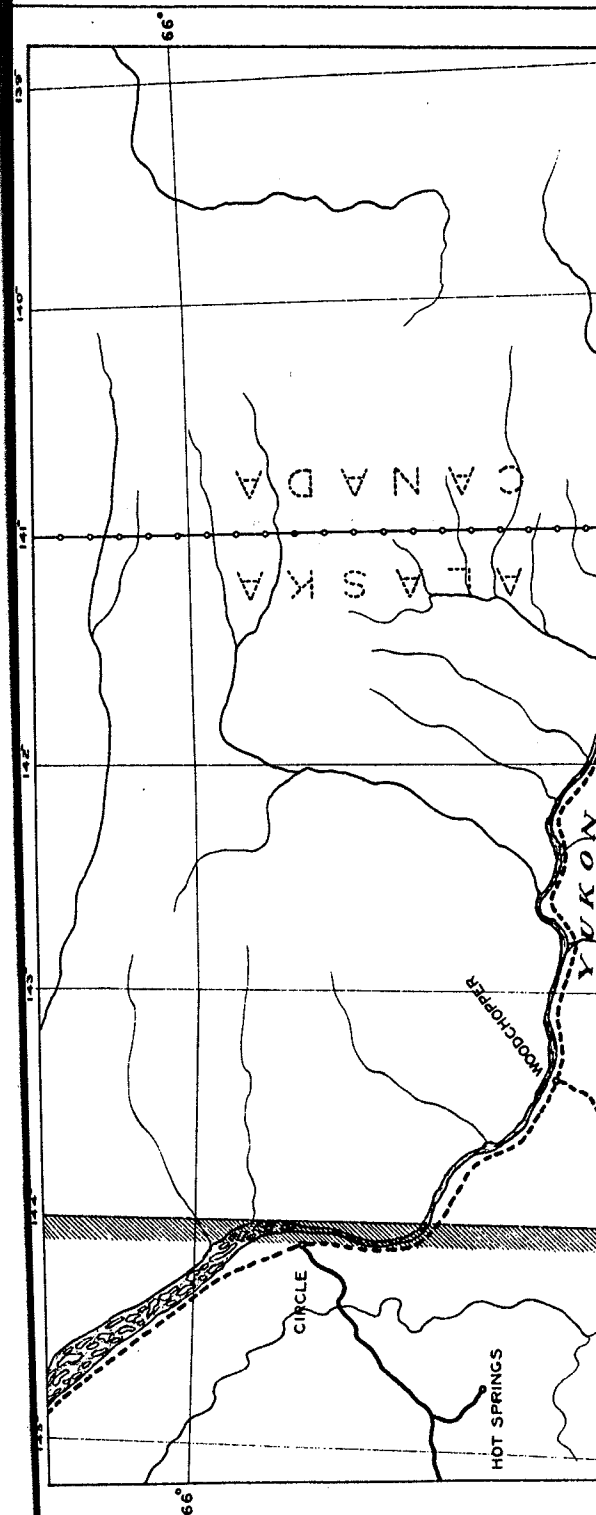
(*)—Also Territorial Projects.

SUMMARY OF EXPENDITURES.

Sub-Project Number	Federal	Territorial	Construction	Maintenance	Total
4BA	\$61,514.27	---	\$43,600.00	\$17,914.27	\$61,514.27
4BB	37,077.43	---	21,577.43	15,500.00	37,077.43
4C	58,242.15	---	41,500.00	16,742.15	58,242.15
36	3,722.34	100.00 (h)	3,122.34	700.00	3,822.34
36A	---	---	---	---	---
36B*	---	---	---	---	---
60	---	---	6,726.08	2,000.00	8,726.08
65A	8,726.08	---	---	---	---
90C	---	---	---	---	---
Totals	\$169,282.27	\$ 100.00	\$116,525.85	\$52,856.42	\$169,382.27

(*)—Expenditure by the Territory.

(h)—Also cooperation with Divisional Chairman.



An examination will be made this summer of a proposed route from a point on the Aniak River to some very promising placer workings on Bear Creek. It found satisfactory the first sled road within this sub-district will be constructed on ground which will permit its later improvement into a wagon road.

DISTRIBUTION OF EXPENDITURES.

Type	Miles	Expenditure	Unit cost Dollars per Mile
Trail	426	\$12,580.20	\$ 29.53

VALDEZ DISTRICT.

T. H. Huddleston, Supt., Valdez.

This district embraces that portion of Alaska lying between 145° 10' and 147° west longitude and extending south from 61° 49' north latitude. It also includes at present the Gulkana-Chestochina road, route 65A, formerly in the Chitina district.

The principal work within this district is the maintenance and improvement of the Richardson Highway from Valdez, which is the northernmost open all-the-year-round port in Alaska to Willow Creek, a distance of 92 miles. This section of the Richardson Highway passing through Keystone Canyon and across the summit of the Coast Range, is probably the most scenic route in Alaska and has required the most expensive construction.

SUMMARY OF ROADS.

Sub-Project No.	Name of Route	Wagon Road	Trail	Total Miles
4BA	Valdez-Fairbanks Drop	33	...	33
4BB	Fairbanks Drop-Ernestine	30	...	30
4C	Ernestine-Willow Creek	29	...	29
36*	Valdez-Mineral Creek	6½	1½	8
36A*	Granby Road	6	...	6
36B*	South Second Street, Cordova	¼	...	¼
69	Valdez Dike	4	36	40
65A	Gulkana-Chestochina	...	...	...
90C	Shelter Cabins, 3d Division	...	...	...
Totals		107¾	37¼	145¼

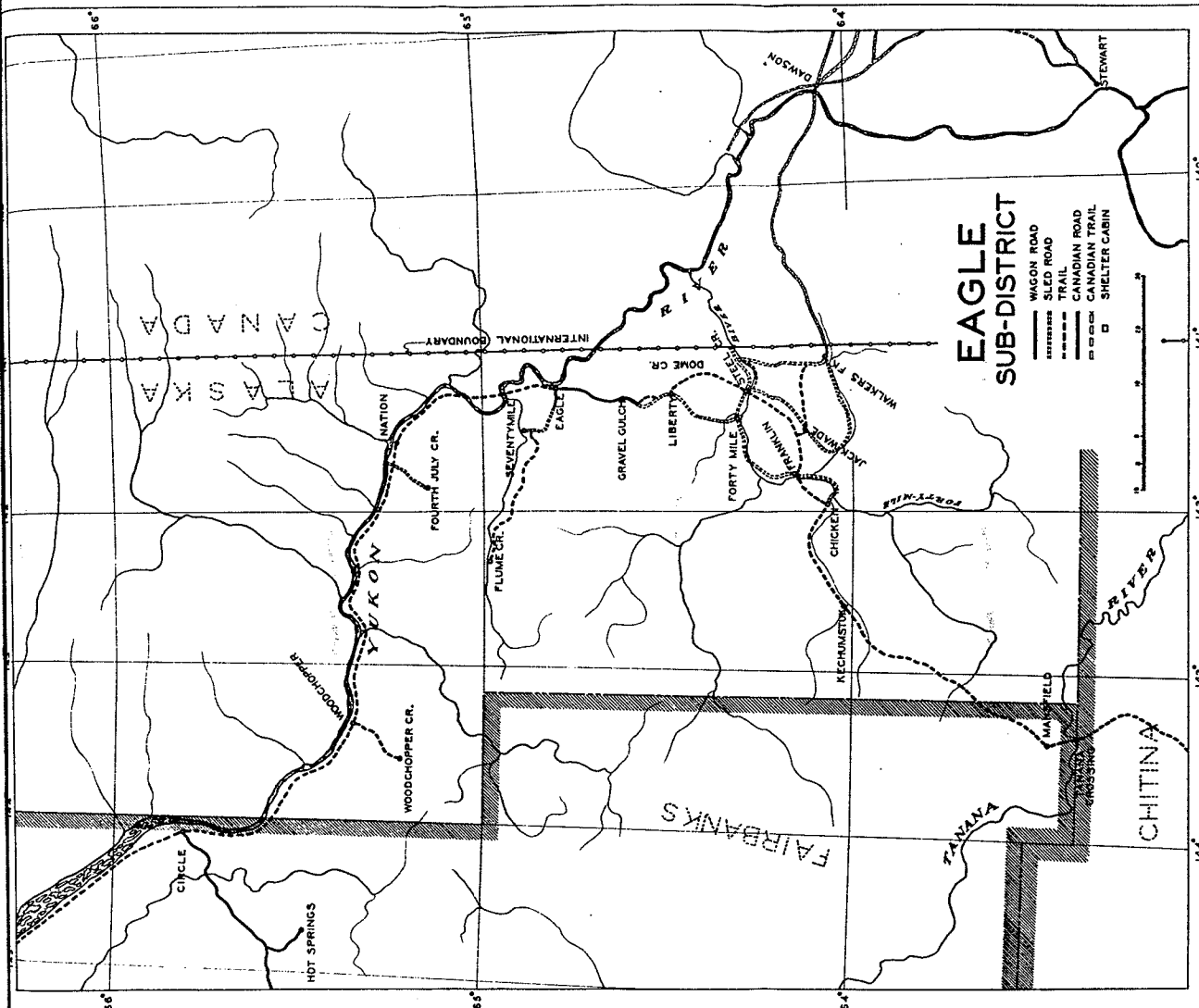
(*)—Also Territorial Projects.

SUMMARY OF EXPENDITURES.

Sub-Project Number	Federal	Territorial	Construction	Maintenance	Total
4BA	\$61,514.27	.....	\$43,600.00	\$17,914.27	\$61,514.27
4BB	37,077.43	.....	21,577.43	15,600.00	37,077.43
4C	68,242.15	.....	41,500.00	16,742.15	68,242.15
36	3,722.34	100.00(h)	3,122.34	700.00	3,822.34
36A	.....	.....	.....	.....	.....
36B*	.....	.....	.....	.....	.....
69	8,726.08	.....	6,726.08	2,000.00	8,726.08
65A	.....	.....	.....	.....	.....
90C	.....	.....	.....	.....	.....
Totals	\$169,282.27	\$ 100.00	\$116,525.85	\$52,856.42	\$169,382.27

(*)—Expenditure by the Territory.

(h)—Also cooperation with Divisional Chairman.



DISTRIBUTION OF EXPENDITURES.

Type	Miles	Expenditure	Unit cost Dollars per Mile
Wagon Road	102½	\$169,007.27	\$1,648.85
Trail	37½	375.00	10.00
Totals	140	\$169,382.27	\$1,209.87

CHITINA DISTRICT.

Frank Shipp, Superintendent, Chitina.

Antone Anderson, Asst. Supt., McCarthy.

This district includes that part of Alaska lying between the 141st and 147th meridians, west longitude, and south of 63° 30' north latitude, with the exception of the area west of 145° 10' west longitude and south of 61° 49' north latitude which comprises the Valdez district. The Gulkana-Chestochina road, route 65A, is also under the Valdez district at the present time.

The most important project within the district is the Richardson Highway extending from Chitina on the Copper River and North-western Railway up the Copper and Gulkana River Valleys and then across the Alaska Range through Isabelle Pass to Rapids on the Delta River.

SUMMARY OF ROADS.

Sub-Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
6B	Chitina-Tonsina	15	.....	.....	15
6A	Tonsina-Willow Creek	24	.....	.....	24
4D	Willow Creek-Gulkana	36	.....	.....	36
4E	Gulkana-Sourdough	21½	.....	.....	21½
4F	Sourdough-Mile 168	18	.....	.....	18
4G	Mile 168-Delta River	38	.....	.....	38
4H1	Delta River-Rapids	25½	.....	.....	25½
54	Nizina-Chisana Trail .....	.....	.....	78	78
56A	Katalla-Yakataga .....	.....	.....	60	60
57	McCarthy-Nizina	9	.....	.....	9
57A	Nizina River Bridge .....	.....	.....	.....	.....
61*	Strelna-Kuskulana	12½	.....	.....	12½
61B*	Nugget Creek Extension	6	.....	.....	6
65B	Chestochina-Slate Creek .....	.....	.....	40	40
65C	Chestochina-Tanana Crossing .....	.....	.....	140	140
90C	Shelter Cabins, 3rd Division .....	.....	.....	.....	.....
Totals .....	.....	205½	.....	318	523½

(*)—Also Territorial Projects.

SUMMARY OF EXPENDITURES.

Sub-Project Number	Federal	Territorial	Construction	Maintenance	Total
6B	\$23,265.70	.....	\$15,765.70	\$ 7,500.00	\$23,265.70
6A	34,424.32	.....	22,424.32	12,000.00	34,424.32
4D	21,751.99	.....	4,251.99	17,500.00	21,751.99
4E	15,614.50	.....	4,614.50	11,000.00	15,614.50
4F	24,835.92	.....	15,635.92	9,200.00	24,835.92

Sub-Project Number	Federal	Territorial	Construction	Ma
4G	23,342.44	.....	4,342.44	1
4H1	31,428.65	.....	18,928.65	1
54	.....	.....	.....	.....
56A	.....	.....	.....	.....
57	19,047.00	.....	14,547.00	.....
57A	46,976.95	.....	46,976.95	.....
61*	.....	.....	.....	.....
61B*	.....	.....	.....	.....
65B	.....	.....	.....	.....
65C	.....	.....	.....	.....
90C	.....	200.00	.....	.....
Totals	\$240,687.47	\$ 200.00	\$147,487.47	\$9

(*)—Expenditures by the Territory.

DESCRIPTION.

For detailed description see Part II, Annual Routes 57, 57A, 54 and 56A will be found describing the Valdez district. The following changes and be noted:

57—This is a wagon road extending 9 miles from the Nizina River.

57A—This bridge has been completed. It consists of Howe Truss spans of 180 ft. resting on concrete piers. The approach is of pile trestle approach.

61—This road leads from Strelna on the C. R. and crosses to the right limit of the Kuskulana River to the left limit and extends to Bergs Mine bridge across the Kuskulana River built by the Territory to the operations on the left limit.

61B—This road, originally carried as part of the Kuskulana, branches from the latter route at its mouth and tends to copper properties on Nugget Creek. It was built by the mining companies and has since been maintained by the Territory.

OPERATIONS DURING YEAR.

The important operations, other than routine maintenance, can be summarized as follows:

Richardson Highway, Chitina to Rapids:—A new bridge including two 100 ft. Howe Trusses and 32 feet of approach was constructed across the Tonsina River. A new bridge was installed in the Tazlina River bridge. One hundred culverts were constructed and 26 miles of road were graded.

The following are comparative costs on the Richardson Highway the Tonsina River located 15 miles by trail from

DISTRIBUTION OF EXPENDITURES.

Miles	Expenditure	Unit cost Dollars per Mile
102½	\$169,007.27	\$1,648.85
37½	375.00	10.00
140	\$169,382.27	\$1,209.87

CHITINA DISTRICT.

Frank Shipp, Superintendent, Chitina.
 Stone Anderson, Asst. Supt., McCarthy.

It includes that part of Alaska lying between the
 meridians, west longitude, and south of 63° 30'
 with the exception of the area west of 145° 10'
 and south of 61° 49' north latitude which com-
 dezes district. The Gulkana-Chestochina road, route
 der the Valdez district at the present time.

Important project within the district is the Richardson
 ding from Chitina on the Copper River and North-
 y up the Copper and Gulkana River Valleys and
 e Alaska Range through Isabelle Pass to Rapids on

SUMMARY OF ROADS.

Route	Wagon Road	Sled Road	Trail	Total Miles
Tonsina	15	---	---	15
Willow Creek	24	---	---	24
Peak-Gulkana	36	---	---	36
Burdough	21½	---	---	21½
Mile 168	18	---	---	18
Delta River	38	---	---	38
er-Rapids	25½	---	---	25½
Sana Trail	---	---	78	78
kataga	---	---	60	60
Nizina	9	---	---	9
er Bridge	---	---	---	---
uskulana	12½	---	---	12½
Peak Extension	6	---	---	6
l-Slate Creek	---	---	40	40
-Tanana Crossing	---	---	140	140
oins, 3rd Division	---	---	---	---
Also Territorial Projects.	205½	---	318	523½

SUMMARY OF EXPENDITURES.

Federal	Territorial	Construction	Maintenance	Total
23,265.70	---	\$15,765.70	\$ 7,500.00	\$23,265.70
34,424.32	---	22,424.32	12,000.00	34,424.32
21,751.99	---	4,251.99	17,500.00	21,751.99
15,614.50	---	4,614.50	11,000.00	15,614.50
24,835.92	---	15,635.92	9,200.00	24,835.92

Sub-Project Number	Federal	Territorial	Construction	Maintenance	Total
4G	23,342.44	-----	4,342.44	19,000.00	23,342.44
4H1	31,428.65	-----	18,928.65	12,500.00	31,428.65
54	-----	-----	-----	-----	-----
56A	-----	-----	-----	-----	-----
57	19,047.00	-----	14,547.00	4,500.00	19,047.00
57A	46,976.95	-----	46,976.95	-----	46,976.95
61*	-----	-----	-----	-----	-----
61B*	-----	-----	-----	-----	-----
65B	-----	-----	-----	-----	-----
65C	-----	-----	-----	-----	-----
90C	-----	200.00	-----	200.00	200.00
Totals	\$240,687.47	\$ 200.00	\$147,487.47	\$93,400.00	\$240,887.47

(*)—Expenditures by the Territory.

DESCRIPTION.

For detailed description see Part II, Annual Report for 1924.
 Routes 57, 57A, 54 and 56A will be found described therein under
 the Valdez district. The following changes and additions should
 be noted:

57—This is a wagon road extending 9 miles from McCarthy to
 the Nizina River.

57A—This bridge has been completed. It consists of two wood-
 en Howe Truss spans of 180 ft. resting on concrete piers and 1630
 feet of pile trestle approach.

61—This road leads from Strelna on the C. R. and N. W. Railroad,
 up the right limit of the Kuskulana River to Mile 11 where it
 crosses to the left limit and extends to Bergs Mill. A substantial
 bridge across the Kuskulana River built by the Territory gives ac-
 cess to the operations on the left limit.

61B—This road, originally carried as part of Route 61, Strelna-
 Kuskulana, branches from the latter route at its Mile 10 and ex-
 tends to copper properties on Nugget Creek. It was built by one
 of the mining companies and has since been maintained by the
 Territory.

OPERATIONS DURING YEAR.

The important operations, other than routine maintenance, may
 be summarized as follows:

Richardson Highway, Chitina to Rapids:—A new bridge in-
 cluding two 100 ft. Howe Trusses and 32 feet of approaches was
 constructed across the Tonsina River. A new 80 ft. truss was
 installed in the Tazlina River bridge. One hundred and sixty-four
 culverts were constructed and 26 miles of road were gravel sur-
 faced.

The following are comparative costs on the above bridge over
 the Tonsina River located 15 miles by trail from Chitina and a

similar structure over the Tonsina River on Route 4C, 39 miles from Chitina by the winter freighting route. All material was freighted over snow and spans erected during March and April.

Type	Upper Tonsina 2-100 ft. trusses 143-ft. approaches	Lower Tonsina 2-100 ft. trusses 32-ft. approaches
Foundation	\$ 2,681.31	\$ 2,252.46
Material for trusses, f.o.b. Chitina	4,519.05	4,519.05
Freighting to Bridge site	2,901.47	1,402.00
Framing, Erection, and Approaches	5,294.79	2,317.11
Total Cost	\$15,396.62	\$11,490.62
Cost per Lin. Foot	44.89	49.53
Cost per meal in camp .....	.63	.54
Cost thawing holes per foot (756')	1.33	....

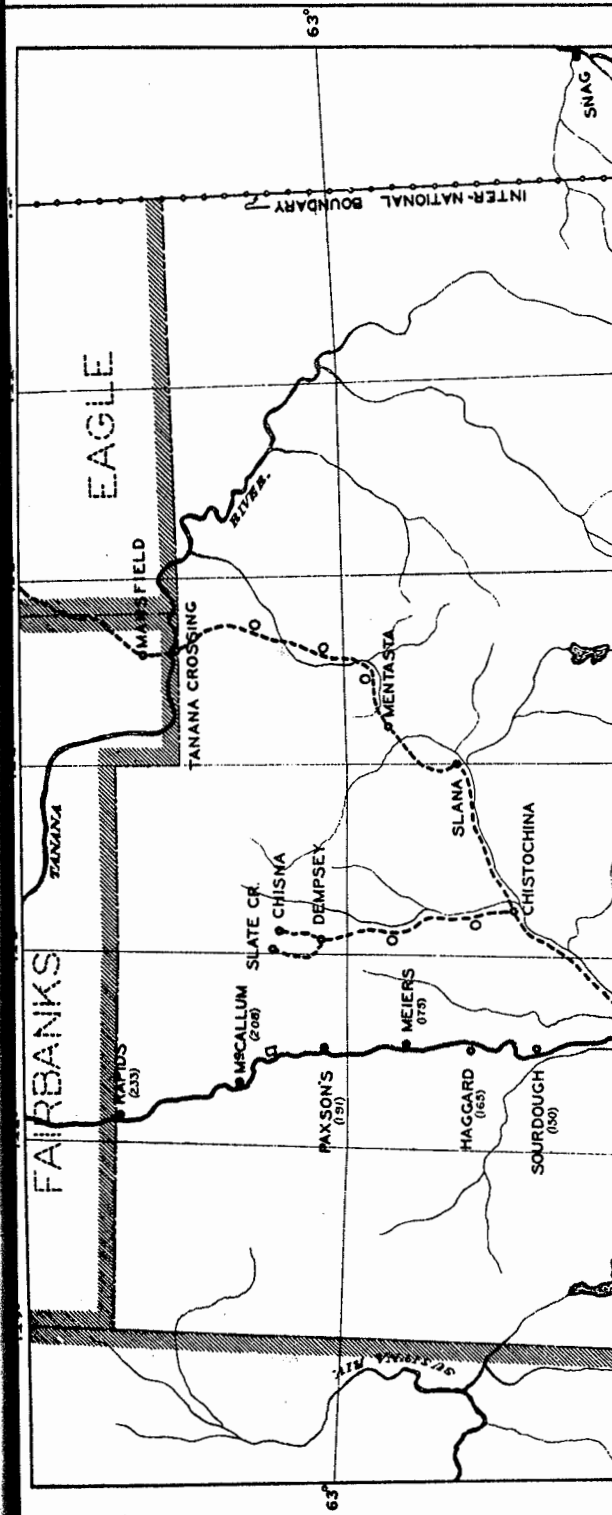
57—A new road 1380 ft. in length, mostly rock sidehill cut, was constructed as an approach to the new bridge across the Nizina River.

57A—This bridge was completed. The work included erection of two Howe truss spans of 180 ft. each on the concrete piers previously prepared and the construction of 1680 feet of pile trestle approach.

Work was first started on this project in the spring of 1921. At that time the crossing was selected and borings made along the center line to determine the position of bedrock. During the winter of 1922 preparations were made and work started on the construction of five pairs of steel sheet piling cylinders of 8 ft. diameter placed 12 ft. centers, the pairs being spaced 180 ft. centers. This work was completed in the spring of 1923. These cylinders were excavated below water line and piling driven inside the cylinders. In the spring of 1924 the cylinders were filled and capped with concrete. In the winter of 1924 material was assembled at the site and the bridge completed in the spring of 1925. Only two spans were placed, the plan being to place additional spans as needed. The following are costs of the various features of the work:

Preliminary Investigations	\$ 8,190.33
Driving and Excavating steel cylinders, (Includes driving falsework piling and cost and freighting of material)	51,076.94
Placing concrete, (Includes cost material and freighting)	21,697.58
Cost superstructures, driving approach and erection superstructure (Includes cost freighting)..	46,976.95
Total	\$127,941.80
Cost per linear foot (2040')	62.72

61—Work was begun on a new location of 1.5 miles from the Kuskulana bridge to Berg's Mill. The right of way was cleared 40 ft. wide for a distance of 5300 feet and 700 ft. of sidehill exca-



similar structure over the Tonsina River on Route 4C, 39 miles from Chitina by the winter freighting route. All material was freighted over snow and spans erected during March and April.

Type	Upper Tonsina 2-100 ft. trusses 143-ft. approaches	Lower Tonsina 2-100 ft. trusses 32-ft. approaches
Foundation	\$ 2,681.31	\$ 2,252.46
Material for trusses, f.o.b. Chitina	4,519.95	4,519.95
Freighting to Bridge site	2,901.47	1,402.00
Framing, Erection, and Approaches	5,294.79	2,317.11
Total Cost	\$15,396.62	\$11,490.62
Cost per Lin. Foot	44.83	49.52
Cost per meal in camp	.63	.54
Cost thawing holes per foot (756')	1.33

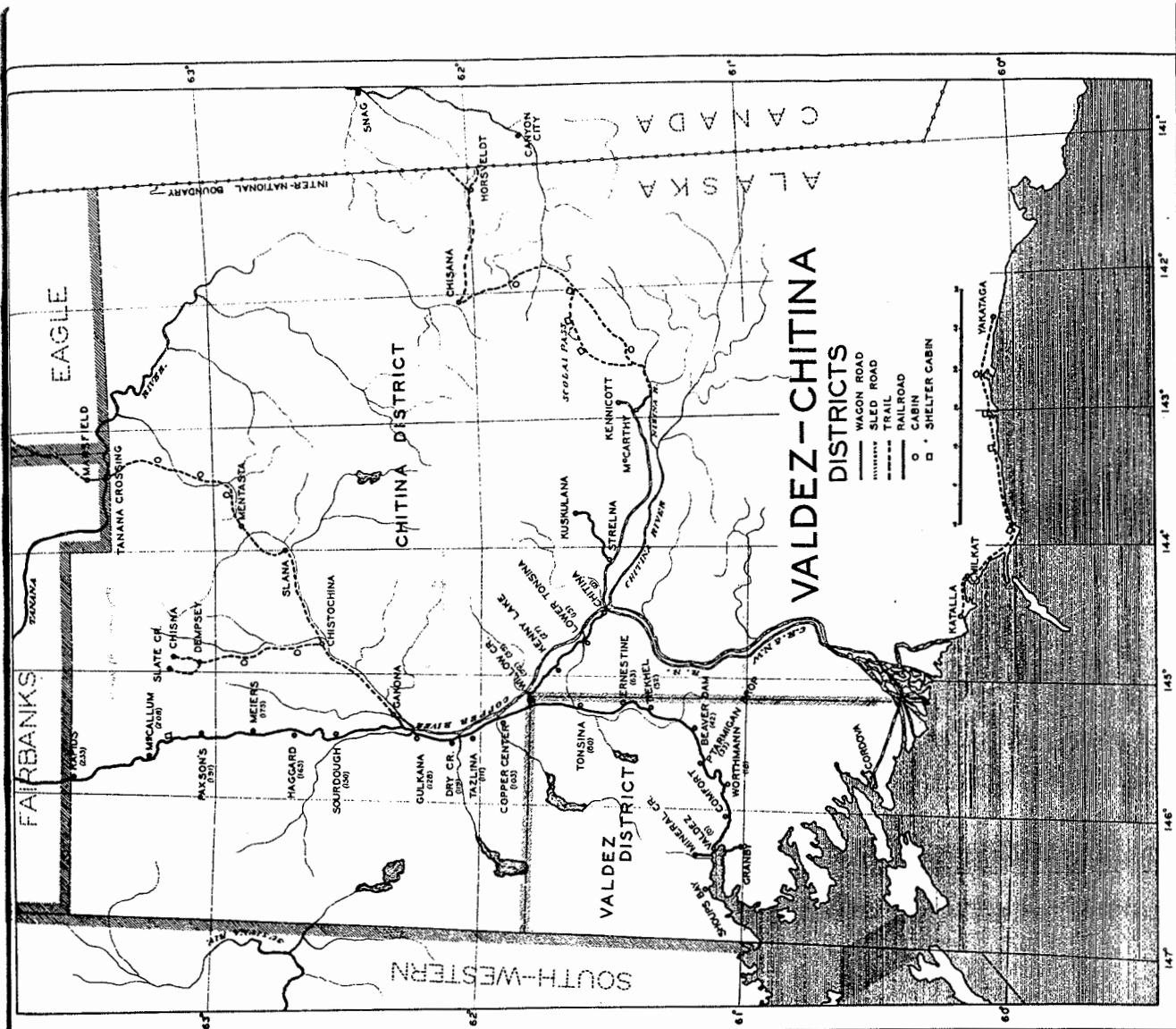
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61—Work was begun on a new location of 1.5 miles from the Kuskulana bridge to Berg's Mill. The right of way was cleared 40 ft. wide for a distance of 5300 feet and 700 ft. of sidehill excavation.



vation was accomplished. Expenditure by the Territory of Alaska, Divisional Funds, \$1,000.00.

90C—Repairs, cabins Nizina-Chisana Trail \$200.00.

PRESENT CONDITION AND NEEDS

The Richardson Highway from Chitina to Rapids is suitable for motor cars not larger than one ton trucks. Many stretches require gravelling to put them in first class condition. About half a mile of sidehill cut partly in rock, must be made along the Delta River where the road is now on the river gravel and subject to overflow.

The McCarthy-Nizina road, except the two miles adjacent to McCarthy which is in excellent condition, is barely passable for light motor cars in good weather. It requires grading and drainage.

DISTRIBUTION OF EXPENDITURES.

Type	Miles	Expenditure	Unit cost Dollars per Mile
Wagon Road	187	\$193,710.52	\$1,036.21

FAIRBANKS DISTRICT

M. C. Edmunds, Supt.

Donald McDonald, Asst. Supt.

Abe McKinnon, Asst. Supt.

This district embraces that portion of the Territory between the 144th and 148th meridians and between the Yukon River on the north and the Alaska Range on the south; also that territory north of the Yukon River from the 144th to the 150th meridian.

The most important project within this district is the Richardson Highway from Rapids to Fairbanks and its extension to Circle, construction of which is now in progress. The maintenance and improvement of the local road system around Fairbanks serving the mines and farms is also of extreme importance. A number of minor projects serve isolated mining communities.

FEDERAL PROJECTS.

SUMMARY OF ROADS.

Sub-Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
4H2	Rapids-Grundler	48	.....	.....	48
4I	Grundler-Richardson	20½	.....	.....	20½
4J	Richardson-Salchaket	30	.....	.....	30
4K	Salchaket-Fairbanks	40	.....	.....	40
4KA	Salcha Bridge .....	.....	.....	.....	.....
7A	Summit-Chatanika	11	.....	.....	11

Sub-Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
7C*	Summit-Fairbanks Creek	13	---	---	13
7D*	Ester Creek	13	---	---	13
7G	Fairbanks-Gilmore	13	---	---	13
7I	Gilmore-Summit	6	---	---	6
7R	Goldstream-O'Connor Creek	---	6	---	6
7V	Wireless Road	1/4	---	---	1/4
15	Circle-Miller House	49	---	---	49
16	Chatanika-Miller House	20 1/4	60 1/4	---	81
23A	Snowshoe-Beaver	---	---	101	101
23B	Beaver-Caro	75	---	---	75
23C	Big Creek Trail	---	---	20	20
23D	Caro-Flat Creek	---	45	---	45
23E	Caro-Coldfoot	---	---	85	85
31	Caribou Creek	---	46	---	46
53A	Circle-Ft. Yukon	---	---	67	67
59	Fairbanks Bridge	---	---	---	---
59A	Fairbanks Depot	---	---	---	---
65F	Grundler-Tanana Crossing	---	---	113	113
90D	Shelter Cabins	---	---	---	---
Totals		339 1/2	157 1/4	386	882 3/4

(*)—Also Territorial Projects.

SUMMARY OF EXPENDITURES

Sub-Project Number	Federal	Territorial	Construction	Maintenance	Total	
4H2	\$34,942.87	---	\$10,942.87	\$24,000.00	\$34,942.87	
4I	14,608.02	---	5,000.00	9,608.02	14,608.02	
4J	18,721.22	---	4,000.00	14,721.22	18,721.22	
4K	30,528.49	---	10,528.49	20,000.00	30,528.49	
4KA	38,162.78	---	38,162.78	---	38,162.78	
7A	5,224.33	360.00 (j)	---	5,584.33	5,584.33	
7C*	52.50	50.00	---	102.50	102.50	
7D*	1,514.83	100.00	---	1,614.83	1,614.83	
7G	15,499.95	---	8,999.95	6,500.00	15,499.95	
7I	2,237.74	---	---	2,237.74	2,237.74	
7R	---	---	---	---	---	
7V	35.00	---	---	35.00	35.00	
15	3,156.04	---	---	3,156.04	3,156.04	
16	49,980.76	---	42,480.76	7,500.00	49,980.76	
23A	386.87	---	---	386.87	386.87	
23B	4,325.01	---	---	4,325.01	4,325.01	
23C	---	---	---	---	---	
23D	1,618.69	---	500.00	1,118.69	1,618.69	
23E	668.37	---	---	668.37	668.37	
31	325.34	---	---	325.34	325.34	
53A	4,166.57	---	4,166.57	---	4,166.57	
59	108.30	---	---	108.30	108.30	
59A	9,253.91	---	9,253.91	---	9,253.91	
65F	---	---	---	---	---	
90D	---	542.40	382.40	160.00	542.40	
Totals		\$235,517.59	\$ 1,052.40	\$134,417.73	\$102,152.26	\$236,569.99

(*)—Also Territorial Projects.

(j)—Contributed by Tanana Valley Dredging Co.

DESCRIPTION.

For detailed description see Part II, Annual Report, 1924.

The following changes and description of new routes will be noted:

4KA—Salcha Bridge. This is a bridge over the Salcha River on the Richardson Highway, 40 miles south of Fairbanks, replacing the ferry formerly used at this point.

16—Chatanika-Miller House. Construction of t extended 6 1/4 miles, reducing sled road mileage b

23A—Snowshoe-Beaver. This route extends Snowshoe Roadhouse, 14 miles from Olnes on the trail, route 7K to Beaver on the Yukon River.

53A—Circle-Ft. Yukon. This winter trail, con the past year extends from Circle at the end of E trading center of Ft. Yukon. The route parallels t on its left limit to within 16 miles of Ft. Yukon fr it follows the river ice.

59A—Fairbanks Depot. This comprises a wareh an oil house 20x30 ft. and a dog barn 20x30 ft. Alaska Railroad Terminal reserve. These buildings tructed during the past year and together with a shop and a 20x70 ft. equipment shed erected the afford a centralization of the office, motor equipmen for this district.

OPERATIONS DURING YEAR.

The important operations other than routine m be summarized by routes as follows:

Richardson Highway, Fairbanks to Rapids. 20, surfacing material were placed, resulting in a heavy over 10 miles and a light surface on 9 miles. 2 1/2 grading were accomplished on relocations. 420 line trestle bridge constructed on renewals, and 55 corr verts installed.

4KA—This bridge consists of one 180 ft. steel P together with 345 feet of pile trestle approach on Three hundred and fifty feet of bank protection wa the south shore. Work on this structure was star 1924 and completed in April, 1925.

Cost of the various features of the work follow

Approach:	
Material f.o.b. Fairbanks	.....
Freight Fairbanks to Bridgesite (40 miles)	.....
Erection (includes driving piles)	.....
Foundation (including falsework)	
Material f.o.b. Fairbanks	.....
Freight Fairbanks to Bridgesite	.....
Labor	.....