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ANNUAL REPORT

ALASKA ROAD COMMISSION

1936

*Alaska
Road Commission
1936*

ALASKA ROAD COMMISSION

FUNDS

Money for the prosecution of the work of The Alaska Road Commission was provided from six sources as follows:

(1) Appropriation by the Federal Government to the Department of the Interior for expenditure in conformity with act of Congress approved January 27, 1905, and amendments thereto.

(2) From a portion of the Alaska Fund, a fund covered into the Federal Treasury but derived entirely from special taxes imposed by the Federal Government upon various industries in the Territory.

(3) Funds appropriated by the Territorial Legislature and turned over to the Treasurer of the United States for expenditure on construction, repair and maintenance of roads, bridges, ferries, trails and related works in the Territory as provided by act of Congress approved June 30, 1921. These funds are expended upon projects designated by the Territorial Board of Road Commissioners.

(4) Money allotted by the National Park Service and expended under its direction entirely within the boundaries of national parks and monuments.

(5) Contributions by individuals, companies, corporations, et cetera.

(6) Funds from the Emergency Relief Act.

For the fiscal year 1936, the following funds were made available from the above sources:

Item 1	\$536,000
" 2	150,000
" 3	51,798
" 4	150,700
" 5	8,303
" 6	671,500.

For the current year or fiscal year 1937, the act approved June 22, 1936 appropriated \$525,000 under item 1 and \$130,000 under item 2. Under item 4 the National Park Service has allotted \$124,700 and it is estimated that \$60,000 will be available under items 3 and 5. On June 30, 1936 there remained unexpended a balance of \$110,100.69 in the allotment from the Emergency Relief Act.

SUMMARY OF ALL EXPENDITURES TO JUNE 30, 1936

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

Fiscal Year	Congressional appropriations	Alaska fund	Other funds	Total
1905-1930 ...	\$10,433,824.29	\$3,566,870.84(1)	\$1,984,826.03	\$15,985,521.16
1931	751,366.08	202,547.78	334,359.60	1,288,273.46
1932	710,738.05	68,270.32	260,022.41	1,039,030.78
1933	448,777.90	162,310.04	83,948.22	695,036.16
1934	467,737.60	88,433.89	42,834.21	599,005.70
1934 (N I R A)	780,396.23	---	53,479.55	833,875.78
1935	522,914.86	242,253.92	72,107.68	837,276.46
1935 (N I R A)	734,751.86	---	93,727.33	828,479.19
1935 (E R A)	1,454.28	---	---	1,454.28
1936	446,805.60	149,562.32	203,749.55	600,117.47
1936 (N I R A)	78,086.44	---	2,793.12	80,879.56
1936 (E R A)	559,945.03	---	---	559,945.03
Totals	\$15,936,798.22	\$4,480,249.11	\$3,131,847.70	\$23,548,895.03

(1) Includes U. S. Treasury adjustment in 1912, \$17,052.23.

"Other funds" in the foregoing table include the following expenditures from other appropriations:

Fiscal Year	Increase of Compensation Acts	Quartermaster General	Funds Contributed	National Park Service
1918-1930 ...	\$95,076.45	\$4,694.80	\$1,453,212.53	\$431,842.25
1931	-----	937.47	165,604.86	167,817.27
1932	-----	2,324.83	161,459.79	96,237.79
1933	-----	-----	6,698.71	77,249.51
1934	-----	-----	36,027.35	6,806.86
1934 (N I R A)	-----	-----	-----	53,479.55
1935	-----	-----	51,607.68	20,500.00
1935 (N I R A)	-----	-----	-----	93,727.33
1936	-----	-----	60,101.48	143,648.07
1936 (N I R A)	-----	-----	-----	2,793.12
Totals ...	\$95,076.45(1)	\$7,957.10	\$1,934,712.40(2)	\$1,094,101.75(3)

(1) Includes refunds of \$16.95.

(2) Includes refunds of \$10,571.43 but is exclusive of reversions to Treasury (Economy Legislation) of \$302.39.

(3) Includes refunds of \$20.94 but is exclusive of reversions to Treasury (Economy Legislation) of \$3,777.23.

Total Congressional appropriations		\$16,635,656.00	
Less - Reversions to Treasury	\$2,806.72		
Reversions to Treasury (Economy Legislation)	47,094.50		
Transfer to U. S. Engineer Department (Lowell Creek flood control)	417.21		
Balance unexpended	<u>671,784.98</u>		<u>722,103.41</u>
Amount expended		\$15,913,552.59	
Add - Navy Department reimbursement	3,976.19		
Repayments and vouchers corrections, 1920-1929	<u>19,269.44</u>		<u>23,245.63</u>
Total expenditures			<u>\$15,936,798.22</u>
Total Alaska Fund receipts to June 30, 1935	\$4,345,161.14		
Deduct balance unexpended June 30, 1935	<u>14,474.35</u>		<u>4,330,686.79</u>
Congressional authorization f.y. 1936..\$150,000.00			
Plus Treasury settlements of f.y. 1935			
taken into account f.y. 1936	<u>10,370.43</u>	160,370.43	
Deduct - balance unexpended June 30, 1936	5,582.58		
- sales, refunds, etc. - f.y. 1936	<u>5,225.53</u>	<u>10,808.11</u>	<u>149,562.32</u>
Total net expenditures			<u>\$4,480,249.11(1)</u>

(1) By provision of Act of Congress approved May 9, 1935 (Indefinite Appropriation Act) the Alaska Fund will henceforth be expended upon basis of Congressional authorization.

These expenditures are summarized as follows:

Federal Appropriations

Congressional appropriations	\$15,936,798.22
Alaska Fund, 1905-1936	4,463,196.88
U. S. Treasury adjustment, 1921	17,052.23
Increase of compensation acts, 1918-1925	95,076.45
Quartermaster General, 1925-1932	7,957.10
National Park Service, 1925-1936	<u>1,094,101.75</u>
Total	<u>\$21,614,182.63</u>

Contributed Funds

Territory of Alaska, 1920-1936	\$1,759,794.85
Miscellaneous	<u>174,917.55</u>
Total	<u>\$1,934,712.40</u>
Grant Total	<u>\$23,548,895.03</u>

In addition to the above funds, disbursed through the United States Treasury, the Commission has supervised the expenditure of the following funds, disbursed by other agencies, for road and trail development:

Territorial funds and forest revenues prior to 1921	684,239.64
Territorial divisional commissioners, 1921-1929	194,939.60
Seward Peninsula tramway, 1923	24,014.00
Colovana tramway, 1924	6,425.00
Kaltag portage survey, 1925	312.72
Miscellaneous, 1926-1930	<u>22,349.50</u>
Total	\$932,280.46

Territorial Funds

The Territorial Legislature biennially appropriates funds for the construction and maintenance of roads and trails. These funds are allocated to projects by the Territorial Road Board and are expended under the direction of the Alaska Road Commission.

For the working season of 1936 (fiscal year 1937), the Territorial Board has allotted to the Alaska Road Commission the following amounts:

Cooperative road projects ...	\$44,575
Shelter cabins	5,150
Aviation fields	<u>6,250</u>

Total

	\$55,975.
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MATERIALS, SUPPLIES AND EQUIPMENT

Alaska products are preferably used in the work when the price and quality compare favorably with the cost of the same items landed at warehouses in Alaska.

All supplies not procured in Alaska are purchased for the Commission by a governmental purchasing agency in Seattle, acting also for various other bureaus operating in the Territory. The cost of this service is shared by the individual

bureaus on a pro rata basis. The share for the Alaska Road Commission is approximately 3 percent of the invoice price of items thus purchased.

Work is performed by mechanical equipment to every extent deemed advantageous. Small jobs in remote sections are necessarily done by hand. The Commission is now fully equipped to handle construction and maintenance work within the present limits of appropriations except for replacement of unserviceable or obsolete equipment. During the fiscal year just closed the following pieces of mechanical equipment were purchased:

1 freight truck, 10-wheeler	1 scraper, wheeled, 3-yard rotary
5 pickup trucks, $\frac{1}{2}$ -ton	1 tractor hoist, double drum
8 dump trucks, $1\frac{1}{2}$ -yard	4 trailbuilders, for 44 h.p. tractors
2 tractors, 44 h.p.	1 trailbuilder, for 27 h.p. tractor
3 scrapers, wheeled 2-yard rotary	2 shovels, $\frac{3}{8}$ -yard
2 motor graders	1 mover, power controlled highway

ORGANIZATION

Labor, both common and skilled, is secured entirely from local residents. Labor has been plentiful the past year. It is encouraging to note the exceptional loyalty to the organization which is manifested generally even by the lowest paid laborers. This may be attributed in part to the fact that, though work is only seasonal, many of these men have worked for the Commission continuously for 5 to 10 seasons and in part to the fact that as a whole Alaska labor is probably superior to that found elsewhere.

At the Juneau headquarters, located in the Federal and Territorial Building, is the general office staff consisting of a chief engineer and an assistant chief engineer with necessary clerical assistants.

Five district offices and one district suboffice are located at strategic points in the field. The suboffice is closed during the winter months. The work near or adjacent to Juneau, and known as the "Southeastern District", is supervised from the headquarters office.

The organization, with its widespread activities throughout the Territory, is equipped to handle many phases of construction work, and in many instances, has lent itself to the supervision of construction work of various kinds for other branches of the Federal Government, and for the Territorial Government. This consolidation of work has doubtless saved considerable public expenditure, particularly on small projects in isolated sections. Especially is this true of small road projects undertaken by the Territorial Government and which were not included in the general road program of the Commission.

CONSTRUCTION METHODS

Although standard construction and maintenance methods are employed in Alaska so far as practicable, it is necessary to vary therefrom in some instance because of special physical and climatic conditions.

The frozen condition of the subsoil and the constant thawing during summer require special precautions for drainage. Intercepting ditches on the uphill side of the road are frequently necessary and after the vegetation has been stripped from the roadway the ground must be allowed to thaw, settle, and consolidate for several months before completing the grading and applying the surfacing. Frequently one or more seasons are required for such drainage and consolidation and in order to maintain traffic during this period corduroy must be used. Sloughing banks, due to thawing of the subsurface ice, frequently cause slides which cover and block the roads.

Special methods of revetment and stream control must be used to withstand the destructive effects of sudden and frequent freshets and washouts that result from heavy rains in the mountains or the release of impounded waters by breaks in glaciers. The most suitable type of revetment for this purpose is built of brush weighted down with stone in bundles wrapped in wire mesh to prevent its washing away.

Gravel for road surfacing is generally available within reasonable hauling distance. Surfacing is necessary for practically all roads which are used by automobiles. Concrete or other forms of hard-surfaced roads are nowhere warranted in the present stage of development of the Territory.

Bridges are built of native or imported timber or steel, depending on their importance. Fir has been found to be the most suitable material for timber bridges but local timber is used for part of these structures. Metal culverts are used to replace culverts of native timber ordinarily used on new construction.

OPERATIONS DURING THE FISCAL YEAR

The work in the past fiscal year was somewhat larger than usual as a result of the allocation of emergency funds by the Emergency Relief Administration in the summer of 1935, most of which were expended this fiscal year. These funds were available for the construction and surfacing of the road connecting Anchorage with Palmer and for farm roads adjacent to the Matanuska Valley Colonization Project. Work on these projects was practically complete at the end of the fiscal year. Ordinary funds were sufficient only for maintenance of the existing system with some improvement in the way of widening and surfacing as noted below.

The Richardson Highway was open from Valdez to Fairbanks from June 12 to October 12.

Surfacing of the Gulkana-Nabesna road was completed, opening this 106-mile road for continuous summer truck traffic after a 10-year period of progressive construction.

The highway through Mt. McKinley National Park was opened for an additional distance of 4.50 miles, the constructed portion of the route now totaling 79.00 miles in length and leaving 9.00 miles to be completed. When completed the route will extend to the north park boundary, only $5\frac{1}{2}$ miles from the Kantishna mining district, a district reported to contain quantities of very valuable ores. The work on this road was hampered to some extent by loss of equipment when the "S. S. Denali" sank and by a heavy damaging rain storm.

Work toward completion of the Olnes-Livengood project was carried on with the limited funds available. Though the first 30 miles were surfaced where necessary, the road could not be used until after the freeze-up.

Work was vigorously prosecuted on the Anchorage-Matanuska road project and carried on through the winter months. Except for two miles of grading and approximately 20 miles of surfacing it is completed. This road will connect the town of Anchorage with the Matanuska Valley and the Willow Creek Mining Section. Important phases of the work were the completion of the 170-foot steel arch span over the Eklutna River and the steel bridge and approach on the Knik River consisting of six 250-foot spans on concrete piers with 500 foot of pile driven trestle approach. Pile driven shear dikes totaling 2,000 foot were put in on the left limit of the Matanuska River as a precaution against the river changing its course toward the road.

Twenty-six miles of new branch farm roads were constructed as designated by the Alaska Rural Rehabilitation Corporation to reach the tracts occupied by the Matanuska Valley colonists. An additional 47 miles of existing road received a gravel surface on account of the vast amount of traffic created in getting the colonists located.

Three 180-foot steel spans were constructed over the Mizina River, placed on concrete piers built several years ago for this purpose. This construction eliminates to a large extent the constant threat of losing the trestle, a part of which these spans replaced.

Improvements in the way of grading and widening continued on the Lucky Shot-Willow Station road preparatory to surfacing.

The Douglas Bridge over Gastineau Channel connecting the town of Juneau and Douglas Island was completed and formally dedicated on October 13, 1935.

New aviation fields were constructed at Poorman, Thompson Pass, Medfra and Big Delta.

Twelve and one-half miles of new short roads and extensions not mentioned above were built in farming and mining areas.

The work accomplished during the fiscal year is summarized as follows:

New construction: 58 miles of road of which 19 miles were surfaced,

15½ miles of sled road, 15½ miles of trail, 231 linear feet of timber bridges over 30-foot span, 2,200 linear feet of steel bridges of 170-foot span or over, 2,021 linear feet of timber trestle span bridges, and 4 airplane landing fields.

Improvement: 61½ miles of road regraded and widened, 119¾ miles of road surfaced, 793 metal culverts installed principally as replacements for wooden culverts.

Maintenance: 1,745 miles of road, 80¼ miles of tramway, 748½ miles of sled road, 2,577½ miles of permanent trail and 314 miles of temporary flagged trail.

The total mileage of all routes as of June 30, 1936, is as follows:

	<u>Road</u>	<u>Sled Road</u>	<u>Trail</u>	<u>Flagged Trail</u>	<u>Grand Total</u>
June 30, 1935	1,978	1,562½	7,199¼	304	11,043¾
Fiscal Year 1936:					
New mileage	48¾	15¼	15½	10	99½
Reclassified, abandoned and transferred	<u>11</u>	<u>52½</u>	<u>-63½</u>	<u>---</u>	<u>---</u>
Total	(a) 2,037¾	1,630¼	7,151¼	314	11,133¼
No work of either maintenance or improvement during fiscal year 1936	212½	881	4,573¾	---	5,668

(a) Includes 80¼ miles tram road.

PROPOSED OPERATIONS

In addition to \$525,000 from appropriated funds, it is estimated there will be available from the "Alaska Fund" and Territorial appropriations \$190,000 for the fiscal year ending June 30, 1937.

These funds will be required for normal maintenance of the existing system and for a very limited improvement of certain sections. Surfacing will be provided where possible with available funds.

Balances from the funds allotted from the Emergency Relief Act will be expended during the fiscal year for completion of the road connecting Anchorage with the farm development in the Matanuska-Palmer area, for the construction of a limited amount of new roads serving the farm units in this area and for improvement of existing farm roads.

RECOMMENDATIONS

For the fiscal year ending June 30, 1938 an appropriation of \$1,580,000 is recommended in addition to funds available from other sources. This will provide for necessary maintenance to the existing system and for the continuance of a reasonable program of construction on projects now under way and on needed new projects.

The principal projects on which new work would be performed are as follows:

Elliott Highway. This project, heretofore known as the Olnes-Livengood road, should be surfaced throughout making it passable in any kind of summer weather.

Bunker Hill-Kougarok. Extension of tractor road to serve mining area.

Kantishna-Park Boundary. Extension of Park road beyond boundary to serve mining area.

Ophir-Takotna. Worn out timber bridges on Yankee, Ganes and California Creeks to be replaced with steel spans.

Hot Springs-Tofty. Improvement of a winter sled road to truck road standard.

Colorado Station-Chulitna River. Construction of 12 miles of road from the Alaska Railroad serving a developing mining area.

Chistochina-Slate Creek. Improvement of a winter sled road to summer tractor road standard.

Talkeetna-Cache-Peters Creek. Construction of steel bridges over Croto Creek, Lower and Upper Peters Creek and gravel surfacing of road throughout.

Teller-Bluestone. Extension and improvement of road to serve mining activities.

Iliamna Bay-Iliamna Lake. Completion to deep water in bay and lake-- $5\frac{1}{2}$ miles.

Ruby-Poorman. Continued major improvements.

Cantwell-Valdez Creek. Improvement of trail to summer tractor road.

Newhalen-Lake Clark. New road construction, 8 miles.

Eagle-Liberty. Major improvements.

Homer-Kachemak Bay. Extension of road to serve mining area.

Porcupine Creek. Construction of 12 miles road serving mining operations.

Nizina-Bremner. Construction of 30 miles of tractor road.

As air travel has become an important factor in the development of the Territory and is rapidly increasing, it is recommended that funds be appropriated for the construction and maintenance of landing facilities. Existing facilities are entirely inadequate and cause flying to be unnecessarily hazardous. The Territorial Legislature has provided funds in the past for this work and will continue to co-operate but due to the limited territorial revenues such appropriations are inadequate to provide safe landing facilities over such a large area.

A comprehensive program of airfield construction has been drawn up and should properly be carried out over a 4-year period.

For the first year of this program \$500,000 for airfield construction is recommended. With these funds the following fields on primary air routes would be constructed or enlarged: Juneau, Boundary, Bremner, Tanana Crossing, Big Delta, Goodpaster, Fairbanks, Ruby, Mulato, Golovin, Nome, Candle, Kaltag, Anchorage, McGrath, Flat, and Bethel.

In addition to the above listed projects work will be required on a number of small projects to serve developments as they occur.

A well planned program requires definite assurance that funds will be provided at a uniform rate. This allows for a definite plan for procurement and economical use of equipment as well as the building up of a well balanced and competent supervisory force. Such a plan is impossible under wide fluctuation of available funds from year to year.

THIRTY-TWO YEARS' SERVICE

With the period covered by this report the Alaska Road Commission concludes its thirty-second year of service. The work accomplished consists of the construction and maintenance of 2,037 $\frac{5}{8}$ miles of road and tram road, most of which is suitable for automobiles, 1,630 $\frac{1}{4}$ miles of winter sled road, 7,151 $\frac{1}{2}$ miles of trail and 314 miles of flagged trail. The total costs to the end of the fiscal year are \$22,958,891.09, of which \$12,104,550.55 was for new work and \$10,854,340.54 was for maintenance and improvement. The total expenditures to date are \$23,548,895.03 of which \$17,133,933.52 was derived from Federal appropriation acts. The balance, \$6,414,961.51, or over 27 percent of the total expenditures, was obtained from Alaskan sources.

The pioneer period of the Alaska Road Commission is largely over. All existing mileage has been opened and improved, so far as funds have permitted. The present system of roads serves as the basis for future development of overland routes throughout the Territory. This development calls only for additional funds for construction.

COSTS

A standard cost system is maintained in all districts, from which over a period of years, valuable information can be secured in the preparation of estimates. In the use of such data, however, consideration must be given to the large differences in freight rates, labor costs and climatic conditions in the various sections.

In the interior of Alaska the average cost for construction of a mile of gravel-surfaced road capable of continuous traffic in any kind of summer weather, and of such width as to enable cars to pass at any point is \$9,000.

Annual maintenance costs, including minor improvements, are estimated as \$350 per mile for roads, \$20 for sled roads, \$10 for trail and \$3 for flagged trails. For the working season of 1935 the cost of maintenance, per mile, including minor improvements, was \$326 for roads, \$17 for sled roads, \$8 for trails and \$5 for flagged trails. Roads were kept open for traffic, except in unusual circumstances but in certain instances maintenance was insufficient due to lack of funds.

Very little engineering is done on roads after the final survey is made. A resident engineering force is never maintained. To take the place of a permanent engineering force on a new job, foremen of long experience are employed and advised frequently by superintendents who are either engineers or men of wide experience on engineering work of this nature in Alaska.

Dispensing with relatively large engineering forces has reduced costs materially and, due to the low type of construction undertaken, has not adversely affected the work to any extent.

The Richardson Highway, which with the Edgerton Cutoff from Chitina totals 410 miles, is now in such condition that a 2-ton truck can ordinarily travel from Valdez to Fairbanks, 370 miles, in 18 hours. Actually the first automobile went over this route in 1913, after the route had been used as a packtrail and wagon road for 8 years, but due to lack of funds improvement to a fair standard proceeded slowly. The average cost per mile to June 30, 1936 including all costs for construction and maintenance over the entire period of use for the 410 miles, is \$18,286.00.

The Steese Highway extending from Fairbanks to Circle, a distance of 162 miles, is suitable for traffic not exceeding 2-ton trucks. Including maintenance, the total cost per mile of this road to June 30, 1936, is \$11,670. This includes its life as a sled road from 1906 and partly constructed wagon road beginning in 1908.

The Elliott Highway, heretofore known as the Olnes-Livengood Road, branches from the Steese Highway at Mile 11 near Fox and extends to Livengood, a total length of 71 miles. At the end of the fiscal year it was passable for automobiles over the first 40 miles. The road was started as a summer wagon road from Fox to Olnes in 1906 and this section has been used as such since 1907. In 1915 the section from Olnes to Livengood was completed as a sled road, used as such for several years and then abandoned except as a summer foot trail, in favor of the less hilly route from Dunbar; in 1931 operations were begun toward completion of this section as an automobile road. The total cost per mile over the above period, to June 30, 1936, is \$7,041.

The total cost per mile of the recently completed Gulkana-Nabesna road including maintenance during the 11-year construction period is \$7,594.

A consolidated cost statement of all projects follows:

CONSOLIDATED COST SUMMARY

No.	Subproject Name	Cost 1936	Total Cost to June 30, 1936	Cost Maintenance and Improvement 1936	Total Cost Maintenance and Improvement to June 30, 1936	Cost Construction 1936	Total Cost Construction to June 30, 1936
1*	Prince of Wales Island	-----	\$63,850.26	-----	\$21,038.40	-----	\$42,811.86
2A*	Auke Bay Extension	-----	60,404.43	-----	12,300.30	-----	48,104.13
2B*	Mendenhall Glacier Extension	-----	15,150.21	-----	7,644.57	-----	7,505.64
2C*	Eagle River Extension	-----	18,362.32	-----	3,360.00	-----	15,002.32
2D*	Juneau-Duck Creek	-----	109,658.27	-----	31,250.55	-----	78,407.72
2E	Gastineau Channel Bar	-----	30,007.83	-----	1,386.00	-----	28,621.83
2F	Gold Creek Bridge, Juneau ...	-----	2,156.75	-----	-----	-----	2,156.75
2G	Alaska Juneau Mine Trail	-----	831.66	-----	-----	-----	831.66
2H	Juneau Wharf and Float	\$3,166.83	37,699.48	\$3,166.83	7,483.17	-----	30,216.31
2J	Juneau Float	47.51	5,339.82	47.51	205.40	-----	5,134.42
2K	Willoughby Avenue	-----	52,000.00	-----	-----	-----	52,000.00
2L	Juneau-Douglas Bridge	43,731.06	252,907.95	-----	-----	\$43,731.06	252,907.95
3AB	Haines-Pleasant Camp	9,495.06	473,387.93	9,495.06	189,563.74	-----	283,824.19
3C	Porcupine Extension	-----	47,634.63	-----	9,279.73	-----	38,354.90
3D	Haines-Mud Bay	1,104.64	34,652.49	1,104.64	15,845.03	-----	18,807.46
3E	Haines-Chilkoot	844.12	23,755.16	844.12	5,518.60	-----	18,236.56
3F	Haines-Jones Point	-----	2,353.20	-----	799.75	-----	1,553.45
3G	Chilkoot Barracks Water Supply	-----	28,344.60	-----	-----	-----	28,344.60
3H	Chilkoot Barracks Roads	-----	1,252.50	-----	1,252.50	-----	-----

No.	Subproject Name	Cost 1936	Total Cost to 6-30-36	Cost M & I 1936	Total Cost M & I to 6-30-36	Cost Con. 1936	Total Cost Construction to 6-30-36
4A**	Donnelly-Washburn	\$-----	\$33,460.06	\$-----	\$14,594.66	\$-----	\$18,865.40
4AA	Richardson-Democratic Creek..	324.24	5,573.94	324.24	1,443.35	-----	4,130.59
4AB	Donnelly Aviation Field.....	-----	137.42	-----	14.11	-----	123.31
4AC	Big Delta Aviation Field.....	197.13	197.13	-----	-----	197.13	197.13
4BA	Valdez-Ptarmigan Drop.....	9,769.84	1,191,300.82	9,769.84	720,744.27	-----	470,556.55
4BA	Dyke	11,610.95	151,047.09	11,610.95	94,981.11	-----	56,065.98
4BB	Ptarmigan Drop-Ernestine.....	16,865.40	496,618.99	16,865.40	325,391.43	-----	171,227.56
4BC	Thompson Pass Aviation Field.	174.22	174.22	-----	-----	174.22	174.22
4C	Ernestine-Willow Creek	28,043.19	413,790.60	28,043.19	236,290.75	-----	177,499.85
4D	Willow Creek-Gulkana.....	7,718.14	675,760.03	7,718.14	429,365.45	-----	246,394.58
4E	Gulkana-Sourdough	2,385.39	390,313.74	2,385.39	246,140.04	-----	144,173.70
4F	Sourdough-Mile 168	2,332.67	333,844.77	2,332.67	197,586.48	-----	136,258.29
4G	Mile 168-Delta River	6,000.25	554,030.50	6,000.25	395,414.61	-----	158,615.89
4H1	Delta River-Rapids	28,537.06	853,289.18	28,537.06	593,323.58	-----	259,965.60
4H2	Rapids-Grundler	13,353.81	449,958.82	13,353.81	329,572.70	-----	120,386.12
4I	Grundler-Richardson	10,883.33	367,133.67	10,883.33	245,839.67	-----	121,294.00
4J	Richardson-Salchaket	5,624.61	471,535.06	5,624.61	256,017.05	-----	215,518.01
4JA	Lake Harding Road	148.70	5,575.84	148.70	2,475.09	-----	3,100.75
4K	Salchaket-Fairbanks	8,069.69	579,429.90	8,069.69	324,467.03	-----	254,962.87

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No.	Subproject Name	Cost 1936	Total Cost to 6-30-36	Cost M & I 1936	Total Cost M & I to 6-30-36	Cost Con. 1936	Total Cost Construction to 6-30-36
4KA	Salcha Bridge	\$-----	\$95,482.06	\$-----	\$45,111.39	\$-----	\$50,370.67
5**	Ester-Dunbar	-----	19,405.18	-----	6,781.00	-----	12,624.18
5A	Dunbar-Tanana	815.02	93,670.94	815.02	43,401.25	-----	50,269.69
5B	Nenana-Campbells	-----	2,025.61	-----	106.60	-----	1,919.01
5C	Fish Lake-American Creek	610.56	10,958.18	610.56	5,191.65	-----	5,766.53
5D	American Creek Aviation Field	-----	940.00	-----	-----	-----	940.00
5E	Tanana Aviation Field	-----	6,274.92	-----	374.96	-----	5,899.96
5F	Illinois Creek-Moran Creek ..	-----	1,178.89	-----	-----	-----	1,178.89
6A	Willow Creek-Tonsina	10,823.98	244,339.82	10,823.98	134,679.04	-----	109,660.78
6B	Tonsina-Chitina	6,147.24	380,710.82	6,147.24	235,348.13	-----	145,362.69
6D	Chitina Depot	528.60	18,387.93	528.60	6,449.27	-----	11,938.66
6E	Chitina-Native School	102.75	1,483.71	102.75	988.65	-----	495.06
6F	Lower Tonsina Aviation Field	-----	1,587.15	-----	-----	-----	1,587.15
6G	Copper Center Aviation Field	-----	276.92	-----	76.33	-----	200.59
6H	Chitina Aviation Field	-----	110.85	-----	-----	-----	110.85
7A	Summit-Chatanika	4,264.56	93,570.74	4,264.56	52,808.03	-----	40,762.71
7AA	Cleary Creek	226.25	9,895.29	226.25	5,577.48	-----	4,317.81
7B	Fox-Olnes	10,959.77	91,976.30	7,959.77	44,503.65	3,000.00	47,472.65
7BA	Dome-Spaulding Mine	791.41	4,041.76	791.41	1,202.39	-----	2,839.37

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No.	Subproject Name	Cost 1936	Total Cost to 6-30-36	Cost M & I 1936	Total Cost M & I to 6-30-36	Cost Con. 1936	Total Cost Construction to 6-30-36
7BB**	Fox-Steel Creek	\$-----	\$855.75	\$-----	\$-----	\$-----	\$855.75
7C	Summit-Fairbanks Creek	2,132.39	61,115.17	2,132.39	36,212.56	-----	24,902.61
7CA	Summit-Fish Creek	1,161.30	19,040.36	1,161.30	6,259.54	-----	12,780.82
7D	Ester Creek	1,852.06	105,086.59	1,852.06	66,429.66	-----	38,656.93
7DA	College Spur	-----	1,503.19	-----	973.19	-----	530.00
7DB	Ester-Dome	733.12	7,570.31	733.12	3,377.58	-----	4,192.73
7DC	St.Patrick's-Happy-Gold Stream	1,431.21	10,055.45	1,431.21	3,985.98	-----	6,069.47
7DD	Ester-Beegler	-----	1,010.28	-----	10.28	-----	1,000.00
7DE	Ready Bullion	-----	464.46	-----	99.16	-----	365.30
7E**	Vault Creek	-----	4,875.20	-----	172.37	-----	4,702.83
7F**	Vault Creek-Treasury Creek	-----	1,379.09	-----	29.09	-----	1,350.00
7G	Fairbanks-Gilmore	4,861.62	214,314.59	4,861.62	143,911.84	-----	70,402.75
7GA	Lazelle Road	-----	8,031.10	-----	3,917.59	-----	4,113.51
7H	Little Eldorado Creek	690.28	23,667.47	690.28	15,089.16	-----	8,578.31
7I	Gilmore-Summit	5,058.77	70,262.83	5,058.77	51,099.51	-----	19,163.32
7IA**	Gilmore Creek	-----	1,562.00	-----	-----	-----	1,562.00
7J	Fairbanks-Chena Hot Springs	1,405.93	22,612.76	1,405.93	14,580.17	-----	8,032.59
7JA	Chena River Branch	807.65	4,983.93	807.65	4,369.92	-----	614.01

No.	Subproject Name	Cost 1936	Total Cost to 6-30-36	Cost H & I 1936	Total Cost H & I to 6-30-36	Cost Con. 1936	Total Cost Construction to 6-30-36
7JB	Palmer Creek Aviation Field ..	-----	\$839.11	-----	\$264.11	-----	\$575.00
7JC	Colorado Creek-South Fork	-----	600.00	-----	-----	-----	600.00
7K	Olnes-Livengood	\$46,276.51	406,971.96	\$26,152.14	28,322.53	\$20,124.37	378,649.43
7N	Farmers-Birch Hill	737.56	44,196.50	737.56	25,524.53	-----	18,671.97
7NA	Isabelle Creek	59.16	3,065.72	59.16	1,390.72	-----	1,675.00
7NB	Ballaine-Rickert	2,605.38	4,573.73	128.69	297.04	2,476.69	4,276.69
7R	Goldstream-O'Connor Creek	-----	662.56	-----	507.92	-----	154.64
7S	Graehl Bridges and Road	-----	6,985.59	-----	3,935.23	-----	3,050.36
7T	Farmers-Chena Slough	504.75	19,766.42	504.75	7,967.65	-----	11,798.77
7V	Fairbanks-Wireless Road	379.17	874.63	379.17	874.63	-----	-----
7X	Chena Hot Springs Avia. Field	-----	1,739.58	-----	50.00	-----	1,689.58
7Y	Fairbanks Aviation Field	-----	19,969.33	-----	498.11	-----	19,471.22
7Z	Fairbanks Aviation Field Road	-----	766.66	-----	-----	-----	766.66
8	Nome-Council	8,976.06	462,436.63	8,976.06	280,553.67	-----	181,882.96
8D	Council-Ophir Creek	1,198.76	11,858.29	1,198.76	11,858.29	-----	-----
8H	Casa de Paga	343.29	34,357.00	343.29	16,917.35	-----	17,439.65
8J	Shovel Creek	-----	169.00	-----	110.50	-----	58.50
8K	Council Aviation Field	-----	2,244.27	-----	845.03	-----	1,399.24

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No.	Subproject Name	Cost 1936	Total Cost to 6-30-36	Cost H & I 1945	Total Cost H & I to 6-30-36	Cost Cont. 1946	Total Cost Construction to 6-30-36
8L	Port Safety Aids	-----	\$616.50	-----	\$616.50	-----	-----
9	Rampart-Eureka	\$411.37	57,550.93	\$411.37	28,436.57	-----	\$29,114.36
10*	Seward-Kenai Lake	-----	80,783.93	-----	34,523.10	-----	46,260.83
10A*	Seward Radio	-----	6,594.04	-----	124.00	-----	6,470.04
10B*	Seward-Nash	-----	21,996.00	-----	8,753.70	-----	13,242.30
10C*	Lowell Creek Flood Control	-----	124,663.54	-----	11,424.92	-----	113,238.62
10D	Seward Aviation Field	-----	13,543.61	-----	245.75	-----	13,297.86
11A	Eagle-Liberty	14,001.26	158,302.35	14,001.26	104,879.80	-----	53,422.55
11B	American Summit-Fortymile	748.50	30,429.37	748.50	10,178.18	-----	20,251.19
11C	Steel Creek-Mouth of Walker's Fork	576.14	10,895.93	576.14	6,263.43	-----	4,632.50
11D	Steel Creek-Walker's Fork	-----	6,446.20	-----	2,336.20	-----	4,110.00
11E	Eagle-Seventymile	658.78	24,160.96	658.78	19,196.37	-----	4,964.59
11F	Liberty-Chicken	1,602.52	24,488.42	1,602.52	20,474.15	-----	4,014.27
11G	Steel Creek-Canyon Creek	4.30	990.34	4.30	990.34	-----	-----
11J	Fortymile-Chicken	-----	116.01	-----	116.01	-----	-----
11K	Fortymile-Steel Creek	-----	80.00	-----	80.00	-----	-----
11L	Franklin-Chicken	146.85	3,070.33	146.85	3,070.33	-----	-----
11M	Jack Wade-Walker's Fork-Boundary	86.00	1,006.20	86.00	1,006.20	-----	-----

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No.	Subproject Name	Cost 1936	Total Cost to 6-30-36	Cost M & I 1936	Total Cost M & I to 6-30-36	Cost Con. 1936	Total Cost Construction to 6-30-36
11N	Lillywig Creek	-----	\$909.50	-----	-----	-----	\$909.50
11P	Chicken Aviation Field	-----	2,816.00	-----	\$115.86	-----	2,700.14
11Q	Eagle Aviation Field	\$174.68	3,004.52	\$174.68	983.77	-----	2,020.75
12A**	Mile 34-Lynx Creek	-----	22,192.66	-----	8,239.03	-----	13,953.63
13A	Nome-Bessie	6,149.15	95,363.54	6,149.15	56,821.59	-----	38,541.95
13B	Bessie-Snake River	6,598.04	120,812.84	6,598.04	70,469.72	-----	50,343.12
13BA	Snake River-Monument Creek ..	-----	1,788.65	-----	371.38	-----	1,417.27
13C	Bessie-Sunset Creek	6,399.62	71,008.90	3,014.62	24,311.62	3,385.00	46,697.28
13D**	Bessie-Dry Creek	-----	3,289.20	-----	1,706.73	-----	1,582.47
13E**	Dry Creek-Newton	-----	623.74	-----	223.86	-----	399.88
13F	Nome-Osborne	605.87	59,445.03	605.87	44,051.24	-----	15,393.79
13G**	Grass Gulch	-----	1,125.73	-----	338.94	-----	786.79
13H**	Center Creek	-----	1,538.80	-----	1,455.15	-----	83.65
13J**	Wonder-Flat Creek	-----	2,803.72	-----	2,633.22	-----	170.50
13K	Bessie-Buster	1,398.07	58,466.81	1,398.07	40,962.83	-----	17,503.98
13L	Nome Buoys	-----	585.00	-----	585.00	-----	-----
13M	Nome Depot	1,289.51	10,605.20	1,289.51	7,605.20	-----	3,000.00
14*	Sitka-Indian River	-----	9,610.88	-----	3,336.16	-----	6,274.72

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No.	Subproject Name	Cost 1936	Total Cost to 6-30-36	Cost M & I 1936	Total Cost M & I to 6-30-36	Cost Con. 1936	Total Cost Construction to 6-30-36
14	Sitka-Indian River	\$410.24	\$8,541.40	\$410.24	\$4,978.40	-----	\$3,563.00
14A	Sitka National Monument	700.00	14,731.21	700.00	13,181.21	-----	1,550.00
14B*	Sitka National Cemetery	-----	9,233.02	-----	5,733.02	-----	3,500.00
14C	Sitka-Pioneer Cemetery Road	256.34	5,169.50	256.34	1,828.48	-----	3,341.02
14D	National Cemetery Road	366.49	2,939.34	366.49	2,241.87	-----	697.47
15	Circle-Miller House	11,932.89	620,503.59	11,932.89	187,815.56	-----	432,688.03
15A	Central House-Circle Hot Springs	1,346.19	37,197.68	1,346.19	14,696.98	-----	22,500.70
15B	Central House-Deadwood	1,182.23	13,788.79	1,182.23	1,736.91	-----	12,051.88
15BA	Ketchum Creek	-----	571.58	-----	-----	-----	571.58
15C	Circle Hot Springs Avia.Field	-----	2,702.21	-----	385.71	-----	2,316.50
15D	Leech Cutoff	-----	224.75	-----	-----	-----	224.75
15E	Miller House-Harrison Creek	7,832.47	19,680.93	5,031.11	5,431.05	\$2,801.36	14,249.88
15F	Boulder Creek Trail	-----	321.90	-----	-----	-----	321.90
16	Chatanika-Miller House	12,365.56	890,743.34	12,365.56	355,134.83	-----	535,608.51
16A	U. S. Creek Branch	-----	12,362.79	-----	1,990.66	-----	10,372.13
16B	Eagle Creek Spur	-----	571.71	-----	490.54	-----	81.17
16C	Chatanika-Miller House (Winter)	126.88	23,991.66	126.88	9,376.92	-----	14,614.74
16D	Sourdough Creek Branch	-----	9,191.48	-----	2,707.36	-----	6,484.12

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No.	Subproject Name	Cost 1936	Total Cost to 6-30-36	Cost M & I 1936	Total Cost M & I to 6-30-36	Cost Con. 1936	Total Cost Construction to 6-30-36
16E	Faith Creek	\$609.97	\$1,716.95	\$346.42	\$346.42	\$263.55	\$1,370.54
17	Tanana-Kaltag	24.31	34,644.95	24.31	10,907.15	-----	23,737.80
17A**	Lewis Landing-Dishkaket	-----	483.37	-----	-----	-----	483.37
17B**	Nulato-Dishkaket	-----	735.88	-----	250.00	-----	485.88
17C	Nulato Aviation Field	-----	5,026.02	-----	14.13	-----	5,011.89
17D	Tanana-Kaltag Telephone Line	-----	6,683.59	-----	6,683.59	-----	-----
18	Kaltag-Nome	684.89	77,107.08	684.89	48,969.69	-----	28,137.39
18A	Bonanza-Kotzebue	25.83	10,971.63	25.83	9,741.63	-----	1,230.00
18B	Golovin-Council	-----	618.65	-----	618.65	-----	-----
18D	Unalakleet Aviation Field ..	-----	1,641.17	-----	199.50	-----	1,441.67
18E	Solomon Aviation Field	-----	719.83	-----	624.83	-----	95.00
18F	Golovin Aviation Field	-----	1,751.97	-----	172.90	-----	1,579.07
18G	Moses Aviation Field	-----	254.20	-----	29.20	-----	225.00
18H	Kaltag-Unalakleet Telephone Line	-----	2,454.00	-----	2,454.00	-----	-----
18J	Spruce Creek	283.88	1,314.33	283.88	1,026.83	-----	287.50
19**	Kern Creek-Knik	-----	13,891.95	-----	3,615.73	-----	10,276.22
19A**	Kenai Lake-Kern Creek	-----	6,833.20	-----	-----	-----	6,833.20
19B**	Mile 27-Mile 29 A.N.R.R. ...	-----	741.66	-----	-----	-----	741.66

No.	Subproject Name	Cost 1936	Total Cost to 6-30-36	Cost M & I 1936	Total Cost M & I to 6-30-36	Cost Con. 1936	Total Cost Construction to 6-30-36
19C**	Kenai Lake-Mile 27 A.N.R.R.	-----	\$1,595.81	-----	-----	-----	\$1,595.81
19D**	Kern Creek-Indian Creek	-----	3,758.26	-----	-----	-----	3,758.26
19E*	Girdwood-Crow Creek	-----	3,434.15	-----	\$2,542.50	-----	891.65
20A**	Knik-Susitna	-----	3,437.44	-----	629.59	-----	7,807.85
20B	Susitna-Rainy Pass	-----	32,876.98	-----	6,598.69	-----	26,278.29
20C	Rainy Pass-Big River	-----	16,436.46	-----	1,927.39	-----	14,509.07
20D**	Dishkaket-Kaltag	-----	4,290.00	-----	38.60	-----	4,251.40
20DA	Takotna-Ophir (Winter)	-----	5,026.87	-----	1,226.87	-----	3,800.00
20DB	Ophir-Dishkaket	-----	4,335.00	-----	760.00	-----	3,575.00
20E**	Susitna-McDougal	-----	8,640.21	-----	-----	-----	8,640.21
20F**	McDougal-Cache Creek	-----	7,350.00	-----	347.10	-----	7,002.90
20G**	Lakeview-McDougal	-----	3,675.00	-----	-----	-----	3,675.00
20H	Nancy-Susitna	\$13.49	2,786.85	\$13.49	2,786.85	-----	-----
20J	Susitna-Tyonek	-----	4,122.45	-----	1,478.52	-----	2,643.93
20K	Susitna Aviation Field	-----	931.10	-----	-----	-----	931.10
21	Unalakleet-St. Michael	48.00	9,016.00	48.00	6,413.37	-----	2,602.63
21A	St. Michael Aviation Field	-----	110.00	-----	-----	-----	110.00
22	Hot Springs-Sullivan Creek .	-----	61,496.46	-----	33,672.62	-----	27,823.84

No.	Subproject Name	Cost 1936	Total Cost to 6-30-36	Cost M & I 1936	Total Cost M & I to 6-30-36	Cost Con. 1936	Total Cost Construction to 6-30-36
23A	Snowshoe-Beaver	-----	\$14,163.03	-----	\$3,227.58	-----	\$10,935.45
23B	Beaver-Caro	-----	69,376.35	-----	39,135.54	-----	30,240.81
23C	Big Creek	-----	9,614.77	-----	3,294.77	-----	6,320.00
23D	Caro-Flat Creek	-----	16,517.56	-----	12,494.30	-----	4,023.26
23E	Caro-Coldfoot	-----	13,167.46	-----	5,607.59	-----	7,559.87
23F	Chandalar Aviation Field	-----	8,335.74	-----	120.00	-----	8,215.74
24*	Mile 29 A.N.R.R.-Sunrise	-----	57,850.94	-----	27,123.09	-----	30,727.85
24A*	Lynx Creek-Six Mile	-----	10,882.40	-----	3,800.00	-----	7,082.40
24B*	Sunrise-Hope	-----	1,085.00	-----	200.00	-----	885.00
25A**	Cripple River	-----	8,801.79	-----	3,743.82	-----	5,057.97
25B**	Penny River	-----	1,967.08	-----	691.05	-----	1,276.03
25C	Nome-Wireless	\$92.90	3,924.80	\$92.90	2,159.89	-----	1,764.91
25D	Mouth of Center Creek	270.84	28,559.04	270.84	21,057.97	-----	7,501.07
25DA	Little Creek Branch	46.72	4,590.90	46.72	794.20	-----	3,796.70
25E	Submarine Paystreak	487.24	38,262.38	487.24	13,892.05	-----	24,370.33
25H**	Otter Creek	-----	1,802.52	-----	652.98	-----	1,149.54
25K	Nome City Dock	-----	3,051.47	-----	84.82	-----	2,966.65
25L	Nome Aviation Field	1,980.40	33,900.48	-----	5,459.73	\$1,980.40	28,440.75
25M	Telephone Lines, Seward Peninsula	-----	13,149.20	-----	11,449.20	-----	1,700.00

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No.	Subproject Name	Cost 1936	Total Cost to 6-30-36	Cost M & I 1936	Total Cost M & I to 6-30-36	Cost Con. 1936	Total Cost Construction to 6-30-36
25N	Nome City Streets	\$2,348.67	\$6,704.58	-----	\$4,355.91	\$2,348.67	\$2,348.67
25P	Nome Harbor Lights	-----	815.29	-----	815.29	-----	-----
25R	Radio Telephones	-----	6,477.34	-----	-----	-----	6,477.34
26	Candle-Candle Creek	8,819.88	105,128.81	\$6,941.16	65,114.02	1,878.72	40,014.79
26A**	Kugruk River Approach	-----	488.00	-----	488.00	-----	-----
26B	Bear Creek Trail	258.75	1,073.23	258.75	733.23	-----	340.00
26C	Candle-Kiwalik	-----	1,107.27	-----	79.36	-----	1,027.91
26D	Kiwalik Aviation Field	-----	873.50	-----	573.50	-----	300.00
26E	Candle Aviation Field	-----	1,355.00	-----	-----	-----	1,355.00
26F	Telephone Line Reconnaissance	-----	148.00	-----	148.00	-----	-----
26G	Candle Radio Road	-----	575.00	-----	-----	-----	575.00
27	Deering-Inmachuk	3,882.07	114,595.64	3,882.07	83,703.74	-----	30,891.90
27A	Deering Aviation Field	-----	1,159.65	-----	137.65	-----	1,022.00
28	Shelton-Candle	-----	12,368.89	-----	4,161.87	-----	8,207.02
28A	Nome-Serpentine Hot Springs ..	345.44	18,891.01	345.44	13,652.01	-----	5,239.00
28C	Lower Kougarok Aviation Field	-----	362.84	-----	-----	-----	362.84
29	Tanana-Bettles	51.60	12,930.01	51.60	5,917.90	-----	7,012.11
29A	Bettles-Coldfoot	867.91	21,533.44	867.91	16,403.44	-----	5,130.00

No.	Subproject Name	Cost 1936	Total Cost to 6-30-36	Cost M & I 1936	Total Cost M & I to 6-30-36	Cost Con. 1936	Total Cost Construction to 6-30-36
29C	Mile 70-Hughes	-----	\$2,167.02	-----	\$458.45	-----	\$1,708.57
29D	Wild River Trail	\$46.77	4,166.07	\$46.77	1,472.53	-----	2,693.54
29E	Bettles River Aviation Field ...	-----	500.00	-----	-----	-----	500.00
30	Hot Springs Landing-Eureka	681.78	88,306.38	681.78	67,880.57	-----	20,425.81
30A	Hot Springs-Tofty	614.25	17,893.96	614.25	2,988.46	-----	14,905.50
30B	Manley Hot Springs Aviation Field	-----	1,189.98	-----	49.98	-----	1,140.00
31	Caribou Creek	-----	15,063.82	-----	6,482.90	-----	8,580.92
32A	Takotna-Flat (Summer)	-----	9,305.14	-----	3,867.85	-----	5,437.29
32AA	Takotna-Flat (via Moore Creek)	24.76	1,879.37	24.76	1,079.37	-----	800.00
32AB	Flat-Moore Creek	-----	15.00	-----	15.00	-----	-----
32AC	Candle Creek-Takotna	-----	1,216.09	-----	1,216.09	-----	-----
32B	Iditarod-Flat	4,146.44	138,644.38	4,146.44	82,758.11	-----	55,886.27
32BA	Iditarod River Improvement	-----	100.00	-----	-----	-----	100.00
32C	Ophir-Iditarod	-----	8,053.42	-----	3,053.42	-----	5,000.00
32D	Flat-Crooked Creek	639.76	7,567.77	639.76	6,087.77	-----	1,480.00
32DD	Flat-Georgetown	-----	150.00	-----	150.00	-----	-----
32E	Takotna Aviation Field	-----	3,869.12	-----	446.68	-----	3,422.44
32F	Takotna Depot	106.40	14,698.56	106.40	7,089.29	-----	7,609.27

No.	Subproject Name	Cost 1936	Total Cost to 6-30-36	Cost M & I 1936	Total Cost M & I to 6-30-36	Cost Con. 1956	Total Cost Construction to 6-30-36
33A**	Otter Creek Towpath	-----	\$448.23	-----	-----	-----	\$448.23
33B**	Summit-Otter Creek	-----	5,047.66	-----	\$5,047.66	-----	-----
33C	Flat City-Flat Creek	\$158.04	6,051.15	\$158.04	6,051.15	-----	-----
33D	Heat Flat Creek-Willow Creek	2,490.66	13,271.18	2,490.66	12,028.18	-----	1,243.00
33DA	Happy Creek Road	-----	360.46	-----	-----	-----	360.46
33E	Willow Creek-Chicken Creek ..	22.62	11,631.21	22.62	10,131.21	-----	1,500.00
33F	Flat City-Slate Creek	1,893.71	40,532.53	1,893.71	15,017.83	-----	25,514.70
33FA	Gold Horn Branch	-----	3,012.83	-----	-----	-----	3,012.83
33G	Candle Landing-Candle Creek .	-----	6,577.16	-----	980.16	-----	5,597.00
33H	Flat Aviation Field	-----	5,181.45	-----	280.00	-----	4,901.45
34**	Iditarod-Dishkaket	-----	4,830.98	-----	100.00	-----	4,730.98
34A	Flat-Holy Cross-Anvik	3.20	2,603.26	3.20	2,603.26	-----	-----
34B	Iditarod-Shageluk-Anvik	-----	1,365.66	-----	865.66	-----	500.00
35A	Archangel Extension	900.29	33,165.24	900.29	15,967.32	-----	17,197.92
35AA	Sherry Branch	-----	1,768.49	-----	649.17	-----	1,119.32
35AB**	Fairangel Extension	-----	104.20	-----	-----	-----	104.20
35B	Palmer-Fishhook	44,797.60	85,507.56	4,015.30	20,037.34	\$40,782.30	65,470.22
35BA	Falk Road	13.79	1,123.68	13.79	20.93	-----	1,102.75
35C	Palmer-Matanuska River	943.55	41,637.02	943.55	12,470.88	-----	29,166.14

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No.	Subproject Name	Cost 1936	Total Cost to 6-30-36	Cost M & I 1936	Total Cost M & I to 6-30-36	Cost Con. 1936	Total Cost Construction to 6-30-36
35D	Willow Creek Extension	\$3,583.43	\$120,307.19	\$3,583.43	\$82,173.05	-----	\$38,134.14
35DA	Gold Chord Branch	148.07	14,510.09	148.07	2,113.49	-----	12,396.60
35DB	Lucky Shot-Willow	15,220.37	139,914.33	-----	6,255.75	\$15,220.37	133,658.58
35DC	Willow Creek Mines Aviation Field	-----	305.95	-----	-----	-----	305.95
35E	Wasilla-Fishhook	2,316.14	136,797.26	2,316.14	103,384.63	-----	33,412.63
35EA	Lakeview Road	742.75	7,257.82	-----	742.75	-----	6,515.07
35F	Wasilla-Knik	163.19	56,568.05	163.19	30,132.58	-----	26,435.47
35G	Palmer-Springer	27,291.15	31,989.31	3,789.54	5,868.61	23,501.61	26,120.70
35H	Wasilla-Finger Lake-Palmer ...	15,111.86	53,045.08	2,463.72	21,339.71	12,648.14	31,705.37
35I	Moose-Palmer	8,916.72	20,279.75	826.17	1,453.70	8,090.55	18,826.05
35J	Wasilla-Matamuska	12,178.46	42,182.09	1,175.84	21,903.24	11,002.62	20,278.85
35K	Matanuska Trunk Road	8,344.18	59,269.28	1,909.59	37,783.23	6,434.59	21,486.05
35L	Palmer-Matamuska	17,992.75	36,926.84	6,163.37	16,692.76	11,829.38	20,234.08
35LA	McLeod Road	2,099.28	4,421.80	204.43	204.43	1,894.85	4,217.37
35N	Houston-Willow Creek	-----	1,212.32	-----	272.00	-----	940.32
35O	Fishhook-Goldmint	39.08	26,447.90	39.08	8,911.07	-----	17,536.83
35P**	Moose Creek-Baxter	-----	2,218.62	-----	-----	-----	2,218.62
35Q	Edlund Road	82.26	4,897.71	82.26	1,031.34	-----	3,866.37

No.	Subproject Name	Cost 1936	Total Cost to 6-30-36	Cost M & I 1936	Total Cost M & I to 6-30-36	Cost Con. 1936	Total Cost Construction to 6-30-36
35R	Bogard Road	\$1,762.32	\$16,639.73	\$1,525.35	\$4,174.18	\$236.97	\$12,465.55
35RA	Engstrom Road	-----	2,116.68	-----	-----	-----	2,116.68
35S	Moose Creek Trail	-----	2,118.44	-----	77.43	-----	2,041.01
35T	Werner Connection	214.98	717.92	214.98	230.98	-----	486.94
35U	Moose Creek Aviation Field	-----	481.75	-----	20.25	-----	461.50
35V	Fishhook Aviation Field ..	-----	917.49	-----	68.75	-----	848.74
35W	Wasilla Aviation Field ...	-----	999.50	-----	540.00	-----	459.50
35X	Wasilla Aviation Field Road	324.63	1,781.67	324.63	645.73	-----	1,135.94
35Y	Wasilla Depot	2,679.46	3,539.75	2,679.46	3,539.75	-----	-----
36	Mineral Creek	10,283.85	83,198.54	3,535.85	33,135.53	6,748.00	50,063.01
36A	Granby Road	-----	3,431.35	-----	349.44	-----	3,081.91
36B	South Second Street, Cordova	-----	3,373.15	-----	-----	-----	3,373.15
36C*	Eyak Lake Road	-----	7,735.85	-----	-----	-----	7,735.85
36CA	Cordova Aviation Field ...	-----	941.90	-----	15.75	-----	926.15
36CB	Cordova Airport	-----	55,000.00	-----	-----	-----	55,000.00
36D**	Valdez-Quartz Creek	-----	524.75	-----	-----	-----	524.75
36E**	Valdez-Glacier	-----	616.91	-----	-----	-----	616.91
36F**	Shoups Bay	-----	3,457.25	-----	-----	-----	3,457.25

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No.	Subproject Name	Cost 1936	Total Cost to 6-30-36	Cost M & I 1936	Total Cost M & I to 6-30-36	Cost Con. 1936	Total Cost Construction to 6-30-36
37	Topkok-Candle	-----	\$1,026.56	-----	\$210.00	-----	\$316.56
37A	Bluff-White Mountain	-----	3,287.47	-----	14.24	-----	3,273.23
37B	Bluff Aviation Field	-----	80.00	-----	-----	-----	80.00
38A	Ruby-Long	\$10,418.98	274,903.27	\$10,418.98	142,882.92	-----	132,020.35
38AB	Long-Birch Creek	523.84	950.74	-----	-----	\$523.84	950.74
38B	Poorman-Cripple	198.00	6,552.86	198.00	5,049.90	-----	1,502.96
38C	Ophir-Cripple	-----	4,778.05	-----	2,879.05	-----	1,899.00
38D	Ophir-Takotna	4,786.94	285,474.98	4,786.94	110,967.43	-----	174,507.50
38DA	Little Creek Road	226.60	14,234.16	226.60	3,586.12	-----	10,648.04
38E	Long-Poorman	7,623.21	184,348.44	7,623.21	67,655.83	-----	117,192.56
38EA	Poorman Aviation Field	1,793.87	1,793.87	-----	-----	1,793.87	1,793.87
38EB	Greenstone Creek	227.44	227.44	-----	-----	227.44	227.44
38EE	Long-Poorman (winter)	214.70	5,882.71	214.70	614.71	-----	5,268.00
38EEE	Tamarack-Poorman	-----	22,322.69	-----	-----	-----	22,322.69
38F	Poorman-Ophir	-----	3,075.84	-----	3,075.84	-----	-----
38G	Takotna Aviation Field Road	758.53	10,120.59	758.53	2,186.35	-----	7,934.24
38H	Ganes Creek Road	6,098.31	24,471.94	6,098.31	21,068.09	-----	3,403.85
38K	Ruby Aviation Field	-----	2,198.51	-----	998.51	-----	1,200.00
38L	Ruby Aviation Field Road ..	-----	918.42	-----	418.42	-----	500.00

No.	Subproject Name	Cost 1936	Total Cost to 6-30-36	Cost M & I 1936	Total Cost M & I to 6-30-36	Cost Con. 1936	Total Cost Construction to 6-30-36
38M	Ophir Aviation Field	-----	\$1,825.12	-----	-----	-----	-----
39*	Juneau-Sheep Creek	-----	45,929.40	-----	\$20,539.27	-----	\$25,390.13
40*	Douglas-Gastineau Channel	-----	18,616.56	-----	6,596.68	-----	12,019.88
41	Kiana-Klery Creek	\$1,703.78	5,618.86	-----	900.32	\$1,703.78	4,718.54
41A	Kotzebue-Shungnak	90.00	4,498.22	\$90.00	4,498.22	-----	-----
41AA	Kian-Selawik-Shungnak	141.00	2,498.27	141.00	906.87	-----	1,591.40
41B	Kotzebue-Point Barrow	57.92	6,247.35	57.92	1,847.33	-----	4,400.02
41C	Kiawalik-Noorvik	-----	563.31	-----	563.31	-----	-----
41D	Kotzebue Aviation Field	-----	1,955.45	-----	537.90	-----	1,417.55
41E	Kobuk Aviation Field	-----	2,299.00	-----	-----	-----	2,299.00
41F	Kotzebue-Noatak	-----	112.01	-----	34.43	-----	77.58
42	St. Michael-Kotlik	-----	2,903.97	-----	2,903.97	-----	-----
43*	Petersburg-Scow Bay	-----	23,466.23	-----	9,968.56	-----	13,497.67
44*	Skagway Valley	-----	11,124.83	-----	2,320.88	-----	8,803.95
44A	Skagway Trails	175.20	19,781.63	175.20	8,622.92	-----	11,158.71
44B	Skagway Aviation Field	-----	8,226.84	-----	1,441.31	-----	6,785.53
44C	Skagway-Glacier-Road	-----	25,182.70	-----	-----	-----	25,182.70
45*	Silver Bow Basin	-----	23,466.21	-----	17,527.59	-----	5,938.62
46	Kobi-Eureka	180.60	16,618.14	180.60	4,046.51	-----	12,571.63

No.	Name	Cost 1936	Cost 6-30-38	Cost M & I 1936	Cost 6-30-38	Cost 1936	Cost 6-30-38
46A	Roosevelt-Kantishna	-----	\$61,686.53	-----	\$19,723.84	-----	\$41,962.69
46B	Lignite-Kantishna	-----	13,130.00	-----	1,163.09	-----	11,966.91
46C	Nenana-Knights Roadhouse	\$308.76	4,909.95	\$308.80	3,317.37	-----	1,592.58
46D	McKinley Park Road	142,984.07	1,117,158.60	35,077.80	183,139.50	\$107,906.27	934,019.10
46DA	Kantishna-Park Boundary	457.41	1,632.88	-----	-----	457.41	1,632.88
46E	Diamond-Telida	25.83	10,779.37	25.83	3,967.81	-----	6,811.56
46F	Nenana Cemetery Road	3,291.89	11,608.01	3,291.89	7,789.38	-----	3,818.63
46G	Kobi-Bonnifield	-----	5,767.51	-----	60.90	-----	5,706.61
46H	Lake Minchumina Aviation Fld.	-----	914.11	-----	164.11	-----	750.00
46J	Kantishna Aviation Field	-----	775.00	100.00	100.00	-----	675.00
46K	Telida Aviation Field	-----	850.00	-----	250.00	-----	600.00
46M	Nenana Aviation Field	-----	1,108.04	-----	388.04	-----	720.00
47	Coldfoot-Wiseman	1,792.67	19,434.29	1,792.67	10,491.68	-----	8,942.61
47A	Wiseman Aviation Field	-----	8,934.02	-----	2,320.77	-----	6,613.25
47B	Nolan Branch	2,852.38	36,444.78	2,852.38	17,810.04	-----	18,634.74
47C	Wiseman-Hammond	2,870.24	17,141.49	2,870.24	13,174.42	-----	3,967.07
47D	Jim Pup Trail	2,958.83	5,628.73	2,958.83	3,003.60	-----	2,625.13
47E	Myrtle Creek Trail	-----	2,166.31	-----	-----	-----	2,166.31
48	Iliamna Bay-Iliamna Lake ...	3,700.58	107,304.14	3,700.58	17,274.46	-----	90,029.68

No.	Subproject Name	Cost 1936	Cost to 6-30-36	Cost M & I 1936	Cost M & I to 6-30-36	Cost Con. 1936	Total Cost Construction to 6-30-36
49	Davidson's Landing-Taylor	-----	\$24,874.92	-----	\$17,161.75	-----	\$7,713.17
50*	Stikine River	-----	2,256.75	-----	-----	-----	2,256.75
51	Talkeetna-Cache Creek	\$5,514.25	315,391.27	\$5,514.25	144,731.92	-----	170,659.35
51A	Cache Creek Trail	145.64	5,027.59	145.64	2,757.59	-----	2,270.00
51B	Peters Creek Road	19,067.81	43,046.75	942.63	7,513.68	\$18,125.18	35,533.07
51C	Yentna-Mills Creek	-----	5,174.80	-----	44.36	-----	5,130.44
51E	Mills Creek-Cache Creek	-----	2,508.82	-----	1,201.37	-----	1,307.45
51F	Cache Creek Aviation Field ...	-----	1,324.20	-----	-----	-----	1,324.20
52*	Ketchikan-Ward's Cove	-----	26,120.42	-----	5,000.00	-----	21,120.42
52A*	Ketchikan-Charcoal Point	-----	15,500.48	-----	3,000.00	-----	12,500.48
53	Eagle-Circle	567.57	6,962.91	567.57	5,278.19	-----	1,684.72
53A	Circle-Fort Yukon	113.96	8,606.66	113.96	4,440.09	-----	4,166.57
53B	Fort Yukon Aviation Field	67.45	3,165.45	67.45	624.56	-----	2,540.89
54	Chisana-Nizina	-----	10,482.13	-----	3,154.83	-----	7,327.30
54A	Chisana Aviation Field	-----	1,744.63	-----	250.00	-----	1,494.63
54B	Nabesna Aviation Field	242.16	3,198.64	242.16	1,386.07	-----	1,812.57
54D	Glacier Trail	394.67	394.67	-----	-----	394.67	394.67
55	Kenai-Russian River	30.30	15,539.75	30.30	8,980.49	-----	6,559.26
55A	Kenai Aviation Field	-----	1,901.11	-----	999.60	-----	901.51

No.	Name	Cost 1936	6-30-36	Cost 1936	6-30-36	1936	6-30-36
55B	Kenai-Dock Approach	-----	\$1,768.97	-----	-----	-----	\$1,768.97
56**	Tasnuma	-----	1,058.14	-----	-----	-----	1,058.14
56B**	Katalla-Chilkat	-----	7,752.56	-----	-----	-----	7,752.56
57	McCarthy-Dan Creek	\$7,470.00	271,094.37	\$7,470.00	\$115,242.14	-----	155,852.23
57A	Nizina River Bridge	26,532.38	228,170.18	26,532.38	102,228.38	-----	125,941.80
57B	Nizina-Chitina River	-----	8,630.79	-----	1,792.21	-----	6,838.58
57C	McCarthy-Kennecott River	117.14	788.93	117.14	788.93	-----	-----
57D	Chititu Branch	986.17	14,440.90	986.17	7,012.42	-----	7,428.48
57E	McCarthy-Green Butte	-----	2,319.68	-----	2,319.68	-----	-----
57F	McCarthy Aviation Field	60.13	5,424.24	60.13	404.36	-----	5,019.88
57G	Copper Creek Trail	-----	369.59	-----	67.61	-----	301.98
57H	Chitina River Aviation Field	-----	735.00	-----	-----	-----	735.00
58*	Hyder-Salmon River	-----	63.50	-----	-----	-----	63.50
59	Fairbanks Bridge	1,759.84	82,773.07	1,759.84	21,073.77	-----	61,699.30
59A	Fairbanks Depot	171.56	31,157.42	171.56	8,147.42	-----	23,010.00
60A	Valdez Aviation Field	-----	6,058.24	-----	206.59	-----	5,851.65
60B	Upper Tonsina Aviation Field	-----	1,747.47	-----	47.50	-----	1,699.97
61	Strelna-Kuskulana	-----	17,106.28	-----	4,569.73	-----	12,536.55
61A	Kotsina Trail	-----	16,095.29	-----	1,523.74	-----	14,571.55

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No.	Subject Name	Cost 1935	Total Cost 8-3-35	Cost M & I 1938	Total Cost M & I to 8-3-38	Cost Con. 1946	Total Cost Construction to 8-31-36
61B	Nugget Creek Extension	-----	\$1,630.00	-----	\$1,630.00	-----	-----
61C**	Elliot-Kotsina	-----	6,858.42	-----	-----	-----	\$6,858.42
61E	Farnan Trail	-----	941.96	-----	15.80	-----	926.16
61F	Bremner Trail	\$4,480.07	27,305.32	\$1,480.07	1,526.80	\$3,000.00	25,778.52
61G	Bremner Aviation Field	-----	2,500.00	-----	-----	-----	2,500.00
62	Dime Creek	1,137.94	82,943.08	1,137.94	39,240.12	-----	43,702.96
62A	Haycock-Bear Creek	-----	771.24	-----	555.24	-----	216.00
62B	Haycock Aviation Field	-----	2,115.40	-----	-----	-----	2,115.40
62C	Koyuk Aviation Field	-----	312.98	-----	285.90	-----	27.08
63	Dunbar-Brooks	-----	32,812.23	-----	13,582.64	-----	19,229.59
63B	Brooks-Livengood Creek	461.61	36,179.67	461.61	16,114.81	-----	20,064.86
63BA	Amy Creek Branch	-----	2,368.45	-----	300.00	-----	2,068.45
63C**	Brooks Tram	-----	63,455.39	-----	45,144.09	-----	18,311.30
63D	Brooks Aviation Field Road .	-----	713.00	-----	-----	-----	713.00
63E	Livengood Aviation Field ...	-----	5,489.39	-----	624.87	-----	4,864.52
64**	Cripple-Lewis Landing	-----	100.00	-----	100.00	-----	-----
64A	Cripple-Cripple Mountain ...	-----	1,130.45	-----	838.45	-----	292.00
64AA	Cripple-Cripple Mountain (winter)	1,074.20	3,462.63	-----	677.38	1,074.20	2,785.25

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Subproject No.	Name	Cont 1935	Total Cont 6-3-36	Cont M & I 1936	Total Cont M & I to 6-3-36	Cont Con. 1936	Total Cost Construction to 6-30-36
65A	Gulkana-Chistochina	\$7,643.46	\$437,962.45	\$7,643.46	\$115,022.95	-----	\$322,939.50
65B	Chistochina-Slate Creek ...	-----	8,879.32	-----	1,355.91	-----	7,523.41
65C	Chistochina-Slana	4,243.94	206,555.93	4,243.94	23,856.70	-----	182,699.23
65CA	Slana-Tanana Crossing	-----	2,000.00	-----	-----	-----	2,000.00
65D	Kechumstuk-Tanana Crossing.	-----	1,669.82	-----	1,669.82	-----	-----
65E	Chicken-Kechumstuk	-----	1,663.50	-----	1,663.50	-----	-----
65F	Grundler-Tanana Crossing ..	68.80	12,876.39	68.80	3,503.68	-----	9,372.71
65G	Slana-Chisana	33,306.70	160,472.57	13,306.70	14,286.82	\$20,000.00	146,185.75
65GA	Slana-Ahtell Creek	183.09	183.09	-----	-----	183.09	183.09
65H	Tanana Crossing Aviation Fld.	-----	3,550.00	-----	-----	-----	3,550.00
65K	Chistochina Aviation Field.	-----	2,634.97	-----	-----	-----	2,634.97
66**	Matanuska-Chickaloon	-----	1,268.30	-----	-----	-----	1,268.30
67	Nome-Teller	331.73	13,588.52	331.73	13,288.52	-----	300.00
67A	Teller-Cape Prince of Wales	137.75	3,619.64	137.75	3,619.64	-----	-----
67B	Teller-Bluestone	6,756.86	26,649.64	2,096.18	11,812.51	4,660.68	14,837.13
67C	Teller-Pilgrim Hot Springs.	146.56	3,474.62	146.56	1,674.62	-----	1,800.00
67D	Teller-American River	-----	1,072.06	-----	222.39	-----	849.67
67E	Teller Aviation Field	-----	1,071.20	-----	318.40	-----	752.80
67F	Tin City-Goodwin	3,974.25	7,191.23	500.00	1,369.16	3,474.25	5,822.07

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No.	Subject Name	Cost 1936	Total Cost to 6-30-36	Cost M & I 1936	Total Cost M & I to 6-30-36	Cost C. A. 1936	Total Cost Construction to 6-30-36
67G	Lost River Aviation Field ..	-----	\$121.40	-----	-----	-----	\$121.40
67H	Wales Aviation Field	-----	121.40	-----	-----	-----	121.40
67J	Woolley-Gold Run	\$0.90	30.15	\$0.90	\$30.15	-----	-----
68	Flagging Trails	3,906.15	106,712.47	3,906.15	106,712.47	-----	-----
70	Miscellaneous Surveys and Reconnaissances	40.00	22,570.54	40.00	1,964.70	-----	20,605.84
72*	Wrangell Oil Dock	-----	4,964.97	-----	-----	-----	4,964.97
72A*	Wrangell Cemetery Road	-----	8,639.22	-----	2,350.00	-----	6,289.22
73	Marshall Road	2,572.11	28,486.34	2,572.11	13,007.29	-----	15,479.05
73A	Kotlik-Marshall	-----	4,591.89	-----	3,741.89	-----	850.00
73B	Stuyahok	-----	1,660.00	-----	-----	-----	1,660.00
73C	Old Hamilton-Scammon Bay ...	71.54	2,826.07	71.54	972.62	-----	1,853.45
73D	Marshall Aviation Field	-----	2,100.00	-----	100.00	-----	2,000.00
73E	Paimute-Marshall	106.40	458.22	106.40	315.12	-----	145.10
75	Anchorage Loop	1,920.44	132,998.09	1,920.44	75,994.30	-----	57,003.79
75A	Anchorage-Lake Spenard	2,209.75	27,281.11	2,209.75	17,270.88	-----	10,010.23
75C	Chester Creek Boat Landing .	6.32	1,737.83	6.32	955.41	-----	782.42
75D	Anchorage Depot	6,302.98	16,616.67	302.98	6,650.32	\$6,000.00	9,966.35
75E	McDonald Road	-----	5,002.28	-----	1,897.15	-----	1,105.13

No.	Subproject Name	Cost 1936	Total Cost to 6-30-36	Cost M & I 1936	Total Cost M & I to 6-30-36	Cost Con. 1936	Total Cost Construction to 6-30-36
75F	Spenard-Campbell Creek	-----	\$1,948.16	-----	-----	-----	\$1,948.16
75G**	East First Street, Anchorage.	-----	1,023.46	-----	-----	-----	1,023.46
75H	Lake Spenard Aviation Field .	-----	277.45	-----	-----	-----	277.45
75I	Oilwell Road	\$117.23	8,343.22	\$117.23	\$3,753.23	-----	4,589.99
75J	Anchorage Aviation Field	-----	5,222.04	-----	608.04	-----	4,614.00
75L	Anchorage Loop-Matanuska River	337,081.99	469,027.67	12,944.14	12,944.14	\$324,137.85	456,083.53
75LA	Bodenburg-Butte Road	24,389.52	24,389.52	-----	-----	24,389.52	24,389.52
75M	Anchorage-Radio Road	-----	475.09	-----	27.00	-----	448.09
76	Cantwell-Valdez Creek	2,835.26	58,087.75	647.92	8,047.21	2,187.34	50,040.54
76A	Valdez Creek Aviation Field .	-----	2,337.10	-----	-----	-----	2,337.10
78	Valdez Depot	-----	5,266.56	-----	5,266.56	-----	-----
79	Seward Depot	-----	4,222.55	-----	4,222.55	-----	-----
80A	McGrath-Takotna	-----	428.05	-----	428.05	-----	-----
80AA	McGrath-Takotna (winter)	351.63	6,705.06	351.63	4,523.06	-----	2,182.00
80B	McGrath-Telida	-----	12,479.40	-----	5,301.19	-----	7,178.21
80C	McGrath-Candle Creek	-----	305.29	-----	305.29	-----	-----
80D	Nixon Fork-Nixon Mine	-----	2,384.78	-----	36.78	-----	2,348.00
80E	Takotna-Twin Peaks	-----	213.16	-----	100.00	-----	113.16
80F	Medfra-Nixon Mines	6,309.50	33,879.16	1,692.53	10,253.43	4,616.77	23,625.75

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No.	Subproject Name	Cost 1936	Total Cost to 6-30-36	Cost M & I 1936	Total Cost M & I to 6-30-36	Cost Con. 1936	Total Cost Construction to 6-30-36
80G	Takotna-Nixon Fork	-----	\$610.56	-----	\$610.56	-----	-----
80GG	Takotna-Nixon Fork (winter) ...	-----	183.16	-----	183.16	-----	-----
80H	McGrath Aviation Field	-----	18,136.18	-----	789.75	-----	\$17,346.43
80J	Medfra Aviation Field	\$2,544.00	2,889.00	-----	60.00	\$2,544.00	2,829.00
81	Point Gustavus Roads	1,465.23	38,033.19	\$1,465.23	11,943.05	-----	26,090.14
81A	Rink River	-----	1,550.00	-----	-----	-----	1,550.00
82*	Taku River	-----	20,208.95	-----	-----	-----	20,208.95
84	Fairbanks-Council Survey	-----	41,528.75	-----	-----	-----	41,528.75
86	Fourth of July Creek	86.00	5,248.88	86.00	4,087.65	-----	1,161.23
87	Woodchopper Creek	865.28	2,070.75	865.28	2,008.75	-----	62.00
88	Ferry-Eva Creek	840.25	39,030.86	840.25	20,670.97	-----	18,359.89
89	Kougarok Reconnaissance	-----	4,312.11	-----	-----	-----	4,312.11
89A	Seward Peninsula Railroad	18,849.60	370,251.78	18,632.24	189,689.50	217.36	180,562.28
89AB	Bunker Hill-Kougarok	15,262.27	18,799.36	1,305.86	1,305.86	13,956.41	17,493.50
89B	Pilgrim Aviation Field	-----	1,126.40	-----	410.40	-----	716.00
89C	Iron Creek-American Creek	851.63	4,584.50	851.63	2,429.58	-----	2,154.92
90A	Shelter Cabins, First Division.	-----	340.35	-----	-----	-----	340.35
90B	Shelter Cabins, Second Division	2,000.00	42,704.69	2,000.00	10,793.39	-----	31,911.30
90C	Shelter Cabins, Third Division.	565.32	25,285.34	71.45	2,400.35	493.87	22,884.99

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No.	Subproject Name	Cost 1936	Total Cost to 6-30-36	Cost M & I 1936	Total Cost M & I to 6-30-36	Cost Con. 1936	Total Cont Construction to 6-30-36
90D	Shelter Cabins, Fourth Division	\$2,934.68	\$45,890.28	\$2,044.68	\$8,046.10	\$890.00	\$37,844.18
91*	Yakutat	-----	50.55	-----	-----	-----	50.55
92A	Bethel-Quinhagak	1,534.81	9,961.96	1,534.61	8,164.46	-----	1,797.50
92B	Bethel-Tuluksak	-----	4,875.93	-----	3,397.45	-----	1,478.48
92C	Akiachak-Chogamute	-----	4,053.42	-----	2,469.42	-----	1,584.00
92D	Bennett's Cutoff	-----	396.00	-----	-----	-----	396.00
92E	Yukon-Kuskokwim Portage	-----	31,815.25	-----	5,299.27	-----	26,515.98
92F	Quinhagak-Goodnews Bay.....	1,321.60	9,133.20	1,321.60	6,715.43	-----	2,417.77
92FA	Goodnews Bay-Platinum Creek Trail	66.27	4,972.70	66.27	66.27	-----	4,906.43
92G	Goodnews Bay-Togiak	-----	4,034.55	-----	1,831.22	-----	2,203.33
92H	Togiak-Nushagak	-----	8,492.98	-----	4,300.82	-----	4,192.16
92I	Lewis Point-Naknek	-----	4,171.66	-----	1,539.32	-----	2,632.34
92J	Naknek-Egegik	-----	2,962.84	-----	877.84	-----	2,105.00
92K	Egegik-Kanatak	-----	1,168.50	-----	818.50	-----	350.00
92L	Crooked Creek-Aniak	4.61	2,200.08	4.61	1,380.08	-----	820.00
92M	Aniak-Tuluksak	6.53	5,633.58	6.53	3,118.62	-----	2,514.96
92MA	Marvel Creek Trail	32.13	571.67	32.13	571.67	-----	-----
92N	Akiak-Canyon Creek	-----	306.00	-----	306.00	-----	-----
92O	Tuluksak-Foothills	-----	1,928.44	-----	743.32	-----	1,185.12

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No.	Subproject Name	Cost 1936	Total Cost to 6-30-36	Cost M & I 1936	Total Cost M & I to 6-30-36	Cost Con. 1936	Total Cost Construction to 6-30-36
92P	Holy Cross-Kaltshak	\$4.48	\$1,680.97	\$4.48	\$1,180.97	-----	\$500.00
92Q	Upper Landing-Bear Creek	244.63	23,157.57	244.63	6,057.57	-----	17,100.00
92R	Dillingham-Snag Point	2,444.03	44,907.51	2,444.03	2,479.78	-----	42,427.73
92S	Bethel-Nunichak	-----	2,086.36	-----	-----	-----	2,086.36
93	Chulitna Trail	29.40	9,234.17	29.40	2,277.73	-----	6,956.44
93A	Bull River Trail	508.04	5,240.25	506.04	1,657.93	-----	3,582.32
93B	Indian River	-----	8,755.54	-----	2,189.31	-----	6,586.23
93C	Curry Aviation Field	-----	4,221.05	-----	844.45	-----	3,376.60
93D	Chulitna Tram	-----	523.71	-----	3.34	-----	520.37
93E	Hidden River Tram	-----	145.20	-----	9.28	-----	135.92
94	Kodiak Roads	5,579.95	107,083.29	2,302.06	24,217.89	\$3,277.89	82,865.40
94A	Kalsin Bay Trails	-----	55.00	-----	55.00	-----	-----
95	Kanastak-Becharof Lake	2.22	31,316.08	2.22	7,433.77	-----	23,882.31
95B	Larsen Bay-Karluk River	-----	962.05	-----	-----	-----	962.05
96	Chickaloon-King River	-----	1,906.68	-----	1,106.68	-----	800.00
96A	Chickaloon-Cable	-----	486.44	-----	214.15	-----	272.29
96B	Sutton-Nelchina	186.97	11,233.83	186.97	1,457.75	-----	9,776.08
97	Suntrana Footbridge	-----	413.80	-----	-----	-----	413.80
97A	Healy Aviation Field	-----	641.79	-----	150.00	-----	491.79

Of

No.	Subproject Name	Cost 1936	Total Cost to 6-30-36	Cost M & I 1936	Total Cost M & I to 6-30-36	Cost Con. 1936	Total Cost Construction to 6-30-36
98	Homer Spit	\$1,078.87	\$50,369.16	\$1,078.87	\$7,499.41	-----	\$42,869.75
98A	Nuka Bay	-----	5,757.75	-----	2,106.77	-----	3,650.98
98B	Ninilchik Aviation Field ..	-----	384.18	-----	-----	-----	384.18
98BA	Ninilchik Road	23.32	5,023.32	23.32	23.32	-----	5,000.00
98C	Kasilof Aviation Field ...	-----	674.52	-----	-----	-----	674.52
98D	Kasilof Road	76.83	20,199.71	76.83	3,053.36	-----	17,146.35
99	Seldovia-McDonald Spit ...	5.26	30,005.26	5.26	5.26	-----	30,000.00
100	Office and General Overhead	31,708.76	707,462.65	21,206.76	381,733.47	\$10,502.00	325,729.18
101	Territorial General Overhead	-----	71,521.31	-----	31,584.89	-----	39,936.42
	TOTAL COSTS	\$1,415,398.30	\$25,891,171.55	\$637,910.06	\$10,901,438.36	\$777,488.24	\$12,989,733.19
110	Book Value of Plant	34,118.74	283,425.47	-----	-----	-----	-----
111	Supplies and Materials on hand	-8,961.92	270,907.54	-----	-----	-----	-----
112	Equipment lost in shipwreck	386.94	35,670.93	-----	-----	-----	-----
	TOTAL EXPENDITURES	\$1,440,942.06(b)	\$24,481,175.49(a)	-----	-----	-----	-----

* Transferred to other departments.

** Abandoned.

(a) Includes \$932,280.46 of supervised funds.

(b) Includes \$27,595.37 General Accounting Office settlements. Does not include \$6,477.51 reimbursements, refunds and receipts from sales.

COSTS IN DETAIL, TERRITORIAL AND COOPERATIVE PROJECTS

(Included in preceding table)

FIRST DIVISION

Account No.	Name of subproject	Federal	Territorial	Total
2H	Juneau Wharf and Float	\$2,991.46	\$175.37(a)	\$3,166.83
2J	Juneau Float	- --	47.51(a)	47.51
3AB	Haines-Pleasant Camp	7,395.56	2,099.50	9,495.06
3D	Haines-Mud Bay	604.64	500.00	1,104.64
3E	Haines-Chilkoot	- --	844.12	844.12
14A	Sitka National Monument	700.00(b)	- --	700.00
14C	Sitka-Pioneer Cemetery Road	- --	256.34	256.34
44A	Skagway Trails	100.00	75.20	175.20
31	Point Gustavus Roads	340.39	1,124.84	1,465.23
	Totals	\$12,132.05	\$5,122.88	\$17,254.93

(a) Contributed by Federal Bureaus, Juneau.

(b) Allotted by National Park Service.

SECOND DIVISION

Account No.	Name of subproject	Federal	Territorial	Total
8	Nome-Council.....	\$7,295.06	\$1,681.00(a)	\$8,976.06
8D	Council-Ophir Creek.....	500.00	696.76	1,198.76
8H	Casa de Paga.....	100.00	243.29	343.29
13A	Nome Bessie.....	5,000.00	1,149.15	6,149.15
13B	Bessie-Snake River.....	5,289.24	1,308.80	6,598.04
13C	Bessie-Sunset Creek.....	3,014.62	3,385.00(b)	6,399.62
25H	Nome City Streets.....	- -	2,348.67(c)	2,348.67
26	Candle-Candle Creek	7,019.88	1,800.00	8,819.88
67B	Teller-Bluestone.....	5,256.68	1,500.00	6,756.68
73	Marshall Road.....	1,872.11	700.00	2,572.11
90C	Shelter Cabins.....	- -	2,000.00	2,000.00
Totals.....		\$35,347.59	\$16,814.67	\$52,162.26

- (a) Includes \$6.00 contributed by Alaska Sunset Mines, \$15.00 by Carl Bale, and \$60.00 by Grant Jackson.
- (b) Includes \$635.00 contributed by Alaska Sunset Mines, \$2,750.00 by Hammon Consolidated Gold Fields.
- (c) Contributed by City of Nome.

THIRD DIVISION

Account No.	Name of Subproject	Federal	Territorial	Total
42C	Thompson Pass Aviation Field	- --	\$174.22	\$174.22
6E	Chitina-Native School	- --	102.75	102.75
35E	Wasilla-Fishhook	\$2,291.12	25.02(d)	2,316.14
35H	Wasilla-Finger Lake-Palmer..	15,011.86	100.00(e)	15,111.66
35K	Matanuska Trunk Road	7,666.05	678.13	8,544.18
35L	Palmer-Matanuska	17,292.75	700.00	17,992.75
35Q	Edlund Road	- --	82.26	82.26
35T	Werner Connection	- --	214.98	214.98
35X	Wasilla Aviation Field Road.	- --	324.63	324.63
36	Mineral Creek	3,535.85	6,748.00	10,283.85
37	McCarthy-Dan Creek	6,854.17	615.83(a)	7,470.00
37D	Chititu Branch	474.22	511.95	986.17
37F	McCarthy Aviation Field	- --	60.13(b)	60.13
35G	Slana-Chisana	32,874.37	432.33(c)	33,306.70
75	Anchorage Loop	1,753.74	166.70	1,920.44
75A	Anchorage-Lake Spenard	- --	2,209.75	2,209.75
75C	Chester Creek Boat Landing .	- --	6.32	6.32
75I	Oilwell Road	- --	117.23	117.23
76	Cantwell-Valdez Creek	2,815.26	20.00(f)	2,835.26
30C	Shelter Cabins, Third Division	- --	565.32	565.32
32R	Dillingham-Snag Point	2,354.03	90.00(g)	2,444.03
38	Homer Spit	78.87	1,000.00	1,078.87
Totals		\$93,002.29	\$14,945.55	\$107,947.84

- (a) Of this amount \$4.75 contributed by Gillam Airways.
- (b) Contributed by Kennecott Copper Corporation.
- (c) \$349.94 contributed by Nabesna Mining Corporation and \$85.39 by Arme Sandt.
- (d) Contributed by Gus. Swanson.
- (e) Contributed by James St. Clair.
- (f) Contributed by Alaska Exploration Company.
- (g) Contributed by Lowe Trading Company.

FOURTH DIVISION

Account No.	Name of Subproject	Federal	Territorial	Total
4AA	Richardson-Democrat Creek	- --	\$324.24	\$324.24
4AC	Big Delta Aviation Field	- --	197.13	197.13
4J	Richardson-Salchaket	\$5,524.61	100.00	5,624.61
4JA	Lake Harding Road	78.70	70.00(a)	148.70
4K	Salchaket-Fairbanks	7,652.99	416.70(b)	8,069.69
5C	Fish Lake-American Creek	110.56	500.00	610.56
7AA	Cleary Creek	- --	226.25	226.25
7BA	Dome-Spaulding Mine	- --	791.41	791.41
7C	Summit-Fairbanks Creek	1,019.94	1,112.45	2,132.39
7CA	Summit-Fish Creek	- --	1,161.30	1,161.30
7D	Ester Creek	1,796.56	55.50(d)	1,852.06
7DB	Ester Dome	24.53	708.59	733.12
7DC	St. Patricks-Happy-Gold Stream .	1,081.21	350.00	1,431.21
7H	Little Eldorado Creek	- --	690.28	690.28
7J	Fairbanks-Chena Hot Springs	1,375.93	30.00(f)	1,405.93
7N	Farmers-Birch Hill	366.72	370.84	737.56
7NA	Isabelle Creek	- --	59.16	59.16
7V	Fairbanks Wireless Road	364.17	15.00(e)	379.17
11Q	Eagle Aviation Field	- --	174.68	174.68
16	Chatanika-Miller House	11,853.06	512.50(g)	12,365.56
16E	Faith Creek	- --	609.97	609.97
33A	Ruby-Long	10,034.98	384.00(c)	10,418.98

FOURTH DIVISION (cont'd)

Account No.	Name of Subproject	Federal	Territorial	Total
32AB	Long-Birch Creek	\$32.84	\$500.00	\$523.84
33DA	Little Creek Road	- --	226.60	226.60
33EA	Poolman Aviation Field	- --	1,793.87	1,793.87
33G	Takotna Aviation Field Road	- --	758.53	758.53
33H	Ganes Creek Road	3,459.22	2,639.09(h)	6,098.31
46F	Nenana Cemetery Road	791.89	2,500.00	3,291.89
63B	Brooks-Livengood Creek	- --	461.61	461.61
30J	Medfra Aviation Field	- --	2,544.00	2,544.00
30D	Shelter Cabins, Fourth Division	- --	2,934.68	2,934.68
	Totals	\$45,558.91	\$23,218.38	\$68,777.29

- (a) Contributed by Conrad & Coy.
 (b) Includes \$316.70 miscellaneous contributions.
 (c) Contributed by Pacific Alaska Airways.
 (d) \$40.50 contributed by Fairbanks Exploration Co. and \$15.00 by Leo Hardy.
 (e) Contributed by Independent Lumber Company.
 (f) Contributed by Max V. Johnson.
 (g) Contributed by Fairbanks Exploration Company.
 (h) Includes \$150.00 contributed by Ganes Creek Dredging Company.

SUMMARY BY DIVISIONS, TERRITORIAL AND COOPERATIVE PROJECTS

	Federal	Territorial	Total
First Division	\$12,132.05	\$5,122.88	\$17,254.93
Second Division	33,347.59	16,814.67	50,162.26
Third Division	93,002.29	14,945.55	107,947.84
Fourth Division	45,558.91	23,218.38	68,777.29
Totals	\$184,040.84	\$60,101.48(1)	\$244,142.32

(1) Includes \$8,303.48 contributed by others.

TOTAL COSTS, BY DISTRICTS

District	Construction	Maintenance and Improvement	Total
Juneau Office and General Overhead	\$10,502.00	\$21,206.76	\$31,708.76(1)
Southeastern	43,731.06	18,031.66	61,762.72
Valdez	6,922.22	69,825.23	76,747.45
Chitina	23,577.76	126,713.08	150,290.84
Fairbanks	31,408.25	192,617.49	224,025.74
Southwestern	618,616.71	104,455.40	723,072.11
Kuskokwim	9,124.97	28,033.44	37,158.41
Nome	33,605.27	77,027.00	110,632.27
Total costs	\$777,488.24	\$637,910.06	\$1,415,398.30
Plant, materials, etc., undistributed			25,156.82
Equipment lost in shipwreck			<u>386.94</u>
Total expenditure			\$1,440,942.06(2)

(1) Includes part of expenses of Seattle Purchasing Office.

(2) Includes \$27,595.37 General Accounting Office settlements; does not include \$6,477.51 reimbursements, refunds and receipts from sales.

APPROPRIATIONS

Construction and maintenance of military and post roads,
bridges, and trails, Alaska:

Act of June 12, 1906	\$150,000.00
Act of June 20, 1906	35,000.00(1)
Act of Mar. 2, 1907	250,000.00
Act of May 11, 1908	250,000.00
Act of Mar. 3, 1909	350,000.00
Act of Mar. 23, 1910	100,000.00
Act of Mar. 3, 1911	150,000.00
Act of Aug. 24, 1912	125,000.00
Act of Mar. 2, 1913	155,000.00(2)
Act of Apr. 27, 1914	125,000.00
Act of Mar. 4, 1915	165,000.00
Act of Aug. 29, 1916	500,000.00
Act of May 2, 1917	500,000.00
Act of July 9, 1918	100,000.00
Act of July 11, 1919	100,000.00
Act of June 5, 1920	350,000.00
Act of June 30, 1921	425,000.00(3)
Act of June 30, 1922	465,000.00
Act of Mar. 2, 1923	650,600.00
Act of June 7, 1924	725,000.00
Act of Dec. 6, 1924	55,000.00(5)
Act of Feb. 12, 1925	900,000.00
Act of Apr. 15, 1926	900,000.00
Act of Feb. 23, 1927	1,022,500.00(6)
Act of Mar. 23, 1928	925,000.00(7)
Act of Feb. 28, 1929	800,000.00
Act of May 28, 1930	800,000.00
Act of Feb. 25, 1931	800,000.00
Act of July 14, 1932	494,510.00
Act of Feb. 17, 1933	469,300.00(8)
Act of Mar. 2, 1934	470,446.00(9)
Act of May 9, 1935	500,000.00(10)
Act of June 22, 1936	525,000.00(11)
Act of June 22, 1936 (Deficiency Act)	36,000.00

Total \$14,368,156.00

- (1) For Fairbanks-Council survey.
- (2) Includes \$55,000 for Valdez Dyke.
- (2) Includes \$10,000 for Nome-Kiwalik survey.
- (4) Includes \$600 for survey Juneau Wharf.
- (5) Deficiency to cover increase of compensation 1925.
- (6) Includes \$22,500 for Juneau Wharf.
- (7) Includes \$100,000 for flood control, Lowell Creek.
- (8) Includes \$3,000 for Juneau Wharf.
- (9) Includes \$100 for Juneau Wharf and \$18,446 salary restoration.
- (10) Includes \$3,000 for Juneau Wharf.
- (11) Includes \$3,000 for Juneau Wharf.

Construction and maintenance of wagon roads, bridges and trails, "Alaska Fund":	
Fiscal years 1905 to 1935 inclusive	\$4,330,686.79
Fiscal year 1936	<u>155,145.90</u>
Total	<u>\$4,485,832.69</u>
Increase of compensation, War Department:	
Fiscal years 1918 to 1925 inclusive	<u>95,059.50</u>
National cemeteries:	
Fiscal years 1925 to 1932 inclusive	<u>6,704.60</u>
National Industrial Recovery, Interior, Alaska Road Commission, 1933-1937	
	<u>1,596,000.00</u>
Emergency Relief, Interior, Alaska Road Commission, 1935-1937	<u>671,500.00</u>
Roads and Trails, National Parks:	
Fiscal years 1925 to 1936 inclusive	952,876.37
Fiscal years 1933 to 1937 (National Industrial Recovery)	<u>150,000.00</u>
Total	<u>1,102,876.37</u>
National monuments:	
Fiscal years 1933 to 1935, inclusive	1,375.00
Fiscal year 1936	<u>700.00</u>
Total	<u>2,075.00</u>
Barracks and quarters:	
Fiscal year 1932	<u>1,252.50</u>
Total Federal Appropriations	<u>\$22,329,456.66</u>

Contributed funds.

(Act of Congress approved June 30, 1921, Alaska Special Fund.)

By the Territory:

Public roads, bridges, trails and ferries:	
Fiscal years 1920 to 1932 inclusive and 1934 and 1935	\$1,525,958.58
Fiscal year 1936	43,798.00

Shelter cabins:	
Fiscal years 1922 to 1932 inclusive and 1934 to 1935	\$100,595.50
Fiscal year 1936	5,500.00
Nizina Bridge:	
Fiscal years 1922 to 1923 inclusive	25,000.00
Telephone lines, Seward Peninsula:	
Fiscal years 1926 to 1931 inclusive	13,073.20
Pioneer Cemetery Road:	
Fiscal year 1927	3,341.02
Flood control, Lowell Creek:	
Fiscal year 1929	10,000.00
Yukon-Kuskokwim Portage:	
Fiscal year 1930	7,500.00
Valdez Dyke:	
Fiscal year 1932	10,000.00
Radio telephones:	
Fiscal year 1932	<u>6,477.34</u>
Total Territory	<u>\$1,753,243.64</u>

By others:	
Fiscal years 1922 to 1935 inclusive	\$166,896.24
Fiscal year 1936:	
Alaska Exploration & Mining Company	\$20.00
Alaska Sunset Mines, Inc.	641.00
Carl Bale	15.00
Conrad & Coy	70.00
City of Nome	2,348.67
Carnival Finance Committee	30.00
Fairbanks Hockey Association	6.60
Gillam Airways, Inc.	4.75
Ganes Creek Dredging Company	150.00
Hammom Consolidated Gold Fields	2,750.00
Leo Hardy	15.00
Independent Lumber Company	15.00
Max V. Johnson	30.00
Grant Jackson	60.00
Kennecott Copper Corporation	60.13
Lowe Trading Company	90.00
Nabesna Mining Corporation	346.94
Pacific Alaska Airways, Inc.	388.00
Davis Runyon	6.00
Arne Sundt	85.39
J. A. Sutherland	5.00
James St. Clair	100.00

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Gas Swanson	\$25.02	
Town of Fairbanks	265.10	
U. S. Smelting Refining and Mining Co., Fairbanks Exploration Company	553.00	
Federal Bureaus, Juneau	<u>243.10</u>	<u>\$3,323.70</u>
Total others		<u>175,219.94</u>
Total Contributed funds		<u>1,928,463.58</u>
Total Supervised funds (see Annual Report, 1932, pages 64-66)		<u>2,840,147.35</u>
Grand Total, All Funds		<u>\$27,098,067.59</u>