

ANNUAL REPORT

ALASKA ROAD COMMISSION

1987

## 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 Works Progress Administration.

For the fiscal year 1937, the following funds were made available from the above sources:

Item 1 .....	\$525,000
" 2 .....	130,000
" 3 .....	69,047
" 4 .....	124,700
" 5 .....	7,608
" 6 .....	450,000.

For the current year or fiscal year 1938, the budget approved estimates for an appropriation of \$535,000 under item 1 and \$130,000 under item 2. Under item 4 the National Park Service has allotted \$100,700 and it is estimated that \$90,000 will be available under items 3 and 5. On June 30, 1937 there remained unexpended a balance of \$388,386.34 in the allotment from the Works Progress Administration.

SUMMARY OF ALL EXPENDITURES TO JUNE 30, 1937

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	800,117.47
1936 (N I R A)	78,086.44	-- -- --	2,793.12	80,879.56
1936 (E R A)	559,945.03	-- -- --	-- -- --	559,945.03
1937 .....	558,472.55	122,394.77	208,313.82	889,181.14
1937 (E R A)	<u>170,723.05</u>	<u>-- -- --</u>	<u>-- -- --</u>	<u>170,723.05</u>
Totals ....	\$16,665,993.82	\$4,602,643.88	\$3,340,161.52	\$24,608,799.22

(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
1937 .....	-- -- --	-- -- --	<u>76,656.30</u>	<u>131,657.52</u>
Totals ....	\$95,076.45(1)	\$7,957.10	\$2,011,368.70(2)	\$1,225,759.27(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 .....			\$17,620,656.00
Less - Reversions to Treasury .....	\$2,808.97		
Reversions to Treasury (Economy Legislation)...	47,094.50		
Transfer to U. S. Engineer Department (Lowell Creek flood control).....	417.21		
Balance unexpended .....	<u>927,587.13</u>		<u>977,907.81</u>
Amount expended .....			\$16,642,748.19
Add - Navy Department reimbursement .....	3,976.19		
Repayments and voucher corrections, 1920-1929...	<u>19,269.44</u>		<u>23,245.63</u>
Total expenditures .....			<u>\$16,665,993.82</u>
Total Alaska Fund to June 30, 1936 .....			\$4,480,249.11
Congressional authorization f.y. 1937 (1)..	\$130,000.00		
Plus unexpended balance from previous f.y.	<u>5,582.58</u>	\$135,582.58	
Less - Balance unexpended June 30, 1937 ...	10,762.53		
Sales, refunds, etc. f.y.1937 .....	<u>2,425.28</u>	<u>13,187.81</u>	<u>122,394.77</u>
Total net expenditures .....			<u>\$4,602,643.88</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 .....	\$16,665,993.82
Alaska Fund, 1905-1936 .....	4,585,591.65
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>1,225,759.27</u>
Total .....	<u>\$22,597,430.52</u>

Contributed Funds

Territory of Alaska, 1920-1937 .....	\$1,828,862.66
Miscellaneous .....	<u>182,506.04</u>
Total .....	<u>\$2,011,368.70</u>
Grand Total .....	<u>\$24,608,799.22</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
Tolovana 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 1937 (fiscal year 1938), the Territorial Board has allotted to the Alaska Road Commission the following amounts:

Cooperative road projects ...	\$85,350
Shelter cabins .....	2,000
Aviation fields .....	<u>2,000</u>
Total .....	\$89,350.

MATERIALS, SUPPLIES AND EQUIPMENT

Alaskan 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:

2 freight trucks	4 motor graders
6 pickup trucks, $\frac{1}{2}$ -ton	1 rock crushing plant
18 dump trucks, $1\frac{1}{2}$ -yard	1 trailbuilder for 75 h.p. tractor
10 tractors, 44 h.p. with trailbuilders	3 trailbuilders, for 44 h.p. tractors
1 tractor, 60 h.p. with trailbuilder	1 trailbuilder, for 27 h.p. tractor
3 scrapers, wheeled 2-yard rotary	1 shovel, $\frac{3}{8}$ yard
1 scraper, 5-yard hydraulic	1 shovel, $\frac{5}{8}$ cu. yard

#### 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 instances 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 balance of \$110,000 available from the allocation of emergency funds by the Emergency Relief Administration in the summer of 1935, and the allocation of \$450,000 by the Works Progress Administration. The former fund was entirely expended for the completion of the construction and surfacing of the road connecting Anchorage with Palmer and for farm roads adjacent to the Matanuska Valley Colonization Project. The expenditure of the latter fund is just getting well under way. It includes construction of new aviation fields at Bethel and Nulato and improvement to four existing fields at Tanacross, Ruby, McGrath and Takotna at a total cost of \$100,000. The balance of \$350,000 is available for 12 road projects including three new short roads at Porcupine

Creek, Takotna-Nixon Fork and Colorado Station on the Alaska Railroad. 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 8 to October 12.

Work was started on a branch of the Gulkana-Nabesna road from Mile 102.5 toward the Nabesna landing field, including the construction of an 80-foot steel bridge over Jack Creek.

The highway through Mt. McKinley National Park was opened for an additional distance of 6 miles, the constructed portion of the route now totaling 85 miles in length and leaving 2 miles to be completed. In addition a branch road 1.7 miles long was graded from Mile 84.9 to the hotel site at Wonder Lake. When the main road is completed, it 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 advance work on this road was hampered to some extent by an abnormally wet summer. The standardization of the east end of the road consisting of widening and placing the crushed gravel surfacing was completed to Mile 25.0.

Work toward completion of the Elliott Highway was carried on with the limited funds available. Work consisted of surfacing the last 30 miles only where necessary; the road could not be used until just before the freeze-up.

Work was vigorously prosecuted on the Anchorage-Matanuska road project, enabling its formal opening to traffic September 4th. Twenty miles of light surfacing remain to be done before it is completed. This road connects the town of Anchorage with the Matanuska Valley and the Willow Creek Mining Section. Important phases of the work were the completion of the heavy 8 mile section along the Knik River, 13 miles of gravel surfacing, completion of painting of all bridges, construction of  $2\frac{1}{4}$  miles of branch roads and bank protection work along the Matanuska River. The road was kept open during the winter and except for a 2 weeks period in the spring is passable the year round.

Eight and three-quarter miles of new branch farm roads were constructed as designated by the Alaska Rural Rehabilitation Corporation including the Community Center road system and a road to the hay field on the Knik River flats. Several miles of road were graveled. Work was started on widening and improving of two trunk roads.

Improvements in the way of grading and widening continued on the Lucky Shot Willow Station road and  $16\frac{1}{4}$  miles of gravel surfacing were placed.

The town of Valdez was connected with the Mineral Creek road by the construction of  $3\frac{1}{2}$  miles of road over the tide flats, including  $\frac{1}{3}$  mile of pile driven trestle.



Construction on the Peters Creek Road was advanced 4-1/2 miles.

Six miles of new road from the Yukon River up Coal Creek was opened to traffic.

Thirty-six 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: 63-3/4 miles of road of which 16-3/4 were surfaced, 15 miles of sled road, 17 1/4 miles of trail, 74 linear feet of timber bridges over 30-foot span, 230 linear feet of steel bridges of 80-foot span or over, 56 linear feet of steel trestle span bridges and 1,757 linear feet of timber trestle span bridges.

Improvement: 75 1/2 miles of road regraded and widened, 115 miles of road surfaced, 681 metal culverts installed principally as replacements for wooden culverts.

Maintenance: 1848-3/4 miles of road, 80 1/4 miles of tramway, 527 1/2 miles of sled road, 2412 miles of permanent trail and 304 miles of temporary flagged trail.

The total mileage of all routes as of June 30, 1937, is as follows:

	<u>Road</u>	<u>Sled Road</u>	<u>Trail</u>	<u>Flagged Trail</u>	<u>Grand Total</u>
June 30, 1936 .....	2,037-3/4	1,630 1/4	7,151 1/4	314	11,133 1/4
Fiscal Year 1937:					
New mileage .....	59 1/2	---	17 1/4	---	76-3/4
Reclassified, abandoned and transferred .....	<u>-38 1/2</u>	<u>-18 1/4</u>	<u>-228</u>	<u>-10</u>	<u>-294-3/4</u>
Total .....	(a) 2,058-3/4	1,612	6,940 1/2	304	10,915 1/4
No work of either maintenance or improvement during fiscal year 1937 .....					
	129-3/4	1,084 1/2	4,528 1/2	---	5,742-3/4

(a) Includes 80 1/2 miles tram road.

### PROPOSED OPERATIONS

In addition to \$535,000 from appropriated funds, it is estimated there will be available from the "Alaska Fund" and Territorial appropriations \$230,000 for the fiscal year ending June 30, 1938.

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 Works Progress Administration will be expended during the fiscal year for completion of the various roads and airfields for which the money was allotted.

### RECOMMENDATIONS

For the fiscal year ending June 30, 1939 an appropriation of \$1,100,000 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:

Chitina-McCarthy. Construction of 60 miles of road on location of the Copper River and Northwestern Railroad. This railroad serving the Kennecott mine is scheduled for abandonment in the fall of 1938. To furnish transportation to the area around McCarthy it will be necessary to construct a road on the abandoned railroad grade from the existing road system at Chitina to McCarthy.

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

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

Takotna-Nixon Fork. Improvement of this tractor road to dry weather truck road standard. Worn out timber bridges on Yankee, Ganes and California Creeks to be replaced with steel spans.

Hot Springs-Tofty. Improvement of this tractor road to dry weather truck road standard.

Chistochina-Slate Creek. Construction of a summer tractor road.

Talkeetna-Peters Creek. Gravel surfacing of road throughout, a distance of 21 miles.

Teller-Bluestone. Improvement of this tractor road to dry weather truck road standard.

Ruby-Poorman. Continued major improvements.

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

Eagle-Liberty. Major improvements.

Homer-Kachemak Bay. Improvement of roads to serve farming area.

Goodnews Bay-Platinum Creek. Construction of nine miles of truck road.

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-THREE YEARS' SERVICE

With the period covered by this report the Alaska Road Commission concludes its thirty-third year of service. The work accomplished consists of the construction and maintenance of 2,058-3/4 miles of road and tram road, 78% of which is suitable for automobiles in all summer weather, 1,612 miles of winter sled road, 6,940 1/2 miles of trail and 304 miles of flagged trail. The total costs to the end of the fiscal year are \$24,014,323.71, of which \$12,497,182.96 was for new work and \$11,517,140.75 was for maintenance and improvement. The total expenditures to date are \$24,608,799.22 of which \$17,994,786.64 was derived from Federal appropriation acts. The balance, \$6,614,012.58, or 27 percent of the total expenditures, was obtained from Alaskan sources.

All existing mileage has been maintained 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.

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 \$8,000.

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 1936 the cost of maintenance, per mile, including minor improvements, was \$316 for roads, \$18 for sled roads, \$8 for trails and \$5 for flagged trails. Roads were kept open for traffic, except in unusual circumstances but 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, 1937 including all costs for construction and maintenance over the 32 year period of use for the 410 miles, is \$18,710.

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, 1937, is \$11,942. This includes its life as a sled road from 1906 and partly constructed wagon road beginning in 1908.

The Elliott Highway 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 in dry weather. 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, 1937, is \$7,825.

The Mt. McKinley National Park road was started in 1922. Progress has been slow due to limited funds. The total cost per mile to date of 85 miles including maintenance of completed sections since construction is \$14,684.

The total cost per mile of the Gulkana-Nabesna road including maintenance is \$7,810.

A consolidated cost statement of all projects follows:

C O N S O L I D A T E D C O S T S U M M A R Y

Subproject		Cost 1937	Total Cost to June 30, 1937	Cost Main- tenance and Improvement 1937	Total Cost Maintenance and Improve- ment to June 30, 1937	Cost Con- struction 1937	Total Cost Construction to June 30, 1937
No.	Name						
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 .....	\$2,948.93	40,648.41	\$2,948.93	10,432.10	----	30,216.31
2J	Juneau Float	42.00	5,381.82	42.00	247.40	----	5,134.42
2K	Willoughby Avenue .....	----	52,000.00	----	----	----	52,000.00
2L	Juneau Douglas Bridge .....	481.97	253,389.92	481.97	481.97	----	252,907.95
3AB	Haines-Pleasant Camp .....	11,776.19	485,164.12	11,776.19	201,339.93	----	283,824.19
3C	Porcupine Extension .....	----	47,634.63	----	9,279.73	----	38,354.90
3D	Haines-Mud Bay .....	942.86	35,595.35	942.86	16,787.89	----	18,807.46

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No.	Subproject Name	Cost 1937	Total Cost to 6-30-37	Cost M & I 1937	Total Cost M & I to 6-30-37	Cost Con. 1937	Total Cost Construction to 6-30-37
3E	Haines-Chilkoot.....	\$667.46	\$24,422.62	\$667.46	\$6,186.06	----	\$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	----	----
4A**	Donnelly-Washburn.....	----	33,460.06	----	14,594.66	----	18,865.40
4AA	Richardson-Democrat Creek	264.03	5,837.97	264.03	1,707.38	----	4,130.59
4AB	Donnelly Aviation Field..	----	137.42	----	14.11	----	123.31
4AC	Big Delat Aviation Field.	296.91	494.04	296.91	296.91	----	197.13
4BA	Valdez-Ptarmigan Drop....	18,806.86	1,210,107.68	18,687.71	739,431.98	\$119.15	470,675.70
4BA	Dyke.....	----	151,047.09	----	94,981.11	----	56,065.98
4BB	Ptarmigan Drop-Ernestine.	13,239.11	509,858.10	13,239.11	338,630.54	----	171,227.56
4BC	Thompson Pass Aviation Field.....	----	174.22	----	----	----	174.22
4C	Ernestine-Willow Creek...	27,326.26	441,116.86	27,326.26	263,617.01	----	177,499.85
4D	Willow Creek-Gulkana.....	15,823.65	691,583.68	15,823.65	445,189.10	----	246,394.58
4E	Gulkana-Sourdough.....	2,243.71	392,557.45	2,243.71	248,383.75	----	144,173.70
4F	Sourdough-Mile 168.....	666.59	334,511.36	666.59	198,253.07	----	136,258.29

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No.	Subproject Name	Cost 1937	Total Cost to 6-30-37	Cost M & I 1937	Total Cost M & I to 6-30-37	Cost Con. 1937	Total Cost Construction to 6-30-37
4G	Mile 168-Delta River.....	\$8,639.51	\$562,670.01	\$8,639.51	\$404,054.12	----	\$158,615.89
4H1	Delta River-Rapids.....	17,028.10	870,317.28	17,028.10	610,351.68	----	259,965.60
4H2	Rapids-Grundler.....	11,539.63	461,498.45	11,539.63	341,112.33	----	120,386.12
4I	Grundler-Richardson.....	2,728.87	369,862.54	2,728.87	248,568.54	----	121,294.00
4J	Richardson-Salchaket.....	5,480.62	477,015.68	5,480.62	261,497.67	----	215,518.01
4JA	Lake Harding Road.....	267.53	5,843.37	267.53	2,742.62	----	3,100.75
4K	Salchaket-Fairbanks.....	6,912.71	586,342.61	6,912.71	331,379.74	----	254,962.87
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.....	262.06	93,933.00	262.06	43,663.31	----	50,269.69
5B	Nenana Campbells.....	168.00	2,193.61	168.00	274.60	----	1,919.01
5C	Fish Lake-American Creek..	----	10,958.18	----	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.....	34,267.73	278,607.55	34,267.73	168,946.77	----	109,660.78
6B	Tonsina-Chitina.....	9,209.63	389,920.45	9,209.63	244,557.76	----	145,362.69

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No.	Subproject Name	Cost 1937	Total Cost to 6-30-37	Cost M & I 1937	Total Cost M & I to 6-30-37	Cost Con. 1937	Total Cost Construction to 6-30-37
6D	Chitina Depot.....	\$20.00	\$18,407.93	\$20.00	\$6,469.27	----	\$11,938.66
6E	Chitina-Native School...	22.83	1,506.54	22.83	1,011.48	----	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.....	3,759.86	97,330.60	3,759.86	56,567.89	----	40,762.71
7AA	Cleary Creek.....	147.19	10,042.48	147.19	5,724.67	----	4,317.81
7B	Fox-Olnes.....	1,807.29	93,783.59	1,807.29	46,310.94	----	47,472.65
7BA	Dome-Spaulding Mine.....	276.36	4,318.12	276.36	1,478.75	----	2,839.37
7BB**	Fox-Steel Creek:.....	----	855.75	----	----	----	855.75
7C	Summit-Fairbanks Creek..	2,467.54	63,582.71	2,467.54	38,680.10	----	24,902.61
7CA	Summit-Fish Creek.....	99.03	19,139.39	99.03	6,358.57	----	12,780.82
7D	Ester Creek.....	1,954.93	107,041.52	1,954.93	68,384.59	----	38,656.93
7DA	College Spur.....	18.60	1,521.79	18.60	991.79	----	530.00
7DB	Ester-Dome.....	176.52	7,746.83	176.50	3,554.10	----	4,192.73
7DC	St. Patricks-Happy-Gold Stream.....	1,322.39	11,377.84	1,322.39	5,308.37	----	6,069.47

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No.	Subproject Name	Cost 1937	Total Cost to 6-30-37	Cost M & I 1937	Total Cost M & I to 6-30-37	Cost Con. 1937	Total Cost Construction to 6-30-37
7DD	Ester-Beegler.....	\$101.71	\$1,111.99	\$101.71	\$111.99	----	\$1,000.00
7DE	Ready Bullion.....	101.71	566.17	101.71	200.87	----	365.30
7E**	Vault Creek.....	----	4,875.20	----	172.37	----	4,702.83
7F**	Vault Creek-Treasure Creek.....	----	1,379.09	----	29.09	----	1,350.00
7G	Fairbanks-Gilmore.....	11,491.30	225,805.89	10,341.30	154,253.14	\$1,150.00	71,552.75
7GA	Lazelle Road.....	----	8,031.10	----	3,917.59	----	4,113.51
7H	Little Eldorado Creek....	270.31	23,937.78	270.31	15,359.47	----	8,578.31
7I	Gilmore-Summit.....	4,780.87	75,043.70	4,780.87	55,880.38	----	19,163.32
7IA	Gilmore Creek.....	2,229.86	3,791.86	----	----	2,229.86	3,791.86
7J	Fairbanks-Chena Hot Springs.....	1,109.81	23,722.57	1,109.81	15,689.98	----	8,032.59
7JA	Chena River Branch.....	225.00	5,208.93	225.00	4,594.92	----	614.01
7JB	Palmer Creek Aviation Field.....	----	839.11	----	264.11	----	575.00
7JC	Colorado Creek-South Fork	----	600.00	----	----	----	600.00
7K	Olnes-Livengood.....	58,105.95	465,077.91	26,778.95	55,101.48	31,327.00	409,976.43
7N	Farmers-Birch Hill.....	893.90	45,090.40	893.90	26,418.43	----	18,671.97

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No.	Subproject Name	Cost 1937	Total Cost to 6-30-37	Cost M & I 1937	Total Cost M & I to 6-30-37	Cost Con. 1937	Total Cost Construction to 6-30-37
7NA	Isabelle Creek.....	\$422.51	\$3,488.23	\$422.51	\$1,813.23	----	\$1,675.00
7NB	Ballaine-Rickert.....	----	4,573.73	----	297.04	----	4,276.69
7R	Goldstream-O'Connor Creek	----	662.56	----	507.92	----	154.64
7S	Graehl Bridges and Road..	65.49	7,051.08	65.49	4,000.72	----	3,050.36
7T	Farmers-Chena Slough.....	352.45	20,118.87	352.45	8,320.10	----	11,798.77
7V	Fairbanks-Wireless Road..	10.04	884.67	10.04	884.67	----	----
7X	Chena Hot Springs Aviation 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.....	7,759.84	470,196.47	7,759.84	288,313.51	----	181,882.96
8D	Council-Ophir Creek.....	1,045.91	12,904.20	1,045.91	12,904.20	----	----
8H	Casa de Paga.....	----	34,357.00	----	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
8L	Port Safety Aids.....	----	616.50	----	616.50	----	----
9	Rampart-Eureka.....	100.00	57,650.93	100.00	28,536.57	----	29,114.36

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No.	Subproject Name	Cost 1937	Total Cost to 6-30-37	Cost M & I 1937	Total Cost M & I to 6-30-37	Cost Con. 1937	Total Cost Construction to 6-30-37
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 .....	\$11,116.27	169,418.62	\$11,116.27	115,996.07	----	53,422.55
11B	American Summit-Fortymile	143.75	30,573.12	143.75	10,321.93	----	20,251.19
11C	Steel Creek-Mouth of Walker's Fork .....	32.77	10,928.70	32.77	6,296.20	----	4,632.50
11D	Steel Creek-Walker's Fork	----	6,446.20	----	2,336.20	----	4,110.00
11E	Eagle-Seventymile .....	508.48	24,669.44	508.48	19,704.85	----	4,964.59
11F	Liberty-Chicken .....	632.08	25,120.50	632.08	21,106.23	----	4,014.27
11G	Steel Creek-Canyon Creek	----	990.34	----	990.34	----	----
11J	Fortymile-Chicken .....	----	116.01	----	116.01	----	----
11K	Fortymile-Steel Creek ...	----	80.00	----	80.00	----	----
11L	Franklin-Chicken .....	----	3,070.33	----	3,070.33	----	----
11M	Jack Wade-Walker's Fork-Boundary .....	----	1,006.20	----	1,006.20	----	----

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No.	Subproject Name	Cost 1937	Total Cost to 6-30-37	Cost M & I 1937	Total Cost M & I to 6-30-37	Cost Con. 1937	Total Cost Construction to 6-30-37
11N	Lillywig Creek .....	----	\$909.50	----	----	----	\$909.50
11P	Chicken Aviation Field ..	----	2,816.00	----	\$115.86	----	2,700.14
11Q	Eagle Aviation Field ....	\$957.19	3,961.71	\$957.19	1,940.96	----	2,020.75
12A**	Mile 34-Lynx Creek .....	----	22,192.66	----	8,239.03	----	13,953.63
13A	Nome-Bessie .....	851.03	96,214.57	851.03	57,672.62	----	38,541.95
13B	Bessie-Snake River .....	3,306.66	124,119.50	3,306.66	73,776.38	----	50,343.12
13BA	Snake River-Monument Creek .....	----	1,788.65	----	371.38	----	1,417.27
13C	Bessie-Sunset Creek .....	818.73	71,827.63	818.73	25,130.35	----	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 .....	1,283.52	60,728.55	1,283.52	45,334.76	----	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 .....	556.48	59,023.29	556.48	41,519.31	----	17,503.98
13L	Nome Buoys .....	----	585.00	----	585.00	----	----

No.	Subproject Name	Cost 1937	Total Cost to 6-30-37	Cost M & I 1937	Total Cost M & I to 6-30-37	Cost Con. 1937	Total Cost Construction to 6-30-37
13M	Nome Depot .....	\$1,172.51	\$11,777.71	\$1,172.51	\$8,777.71	----	\$3,000.00
14*	Sitka-Indian River .....	----	9,610.88	----	3,336.16	----	6,274.72
14	Sitka-Indian River .....	980.52	9,521.92	980.52	5,958.92	----	3,563.00
14A	Sitka National Monument .	700.00	15,431.21	700.00	13,881.21	----	1,550.00
14B*	Sitka National Cemetery .	----	9,233.02	----	5,733.02	----	3,500.00
14C	Sitka-Pioneer Cemetery Road .....	204.94	5,374.44	204.94	2,033.42	----	3,341.02
14D	National Cemetery Road ..	191.75	3,131.09	191.75	2,433.62	----	697.47
15	Circle-Miller House .....	8,766.19	629,269.78	8,766.19	196,581.75	----	432,688.03
15A	Central House-Circle Hot Springs .....	5,816.12	43,013.80	2,908.12	17,605.10	\$2,908.00	25,408.70
15B	Central House-Deadwood...	614.69	14,403.48	614.69	2,351.60	----	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 .....	4,401.12	24,082.05	1,669.12	7,100.17	2,732.00	16,981.88
15F	Boulder Creek Trail .....	----	321.90	----	----	----	321.90

No.	Subproject Name	Cost 1937	Total Cost to 6-30-37	Cost M & I 1937	Total Cost M & I to 6-30-37	Cost Con. 1937	Total Cost Construction to 6-30-37
16	Chatanika-Miller House ...	\$15,203.85	\$905,947.19	\$15,203.85	\$370,338.68	----	\$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)	----	23,991.66	----	9,376.92	----	14,614.74
16D	Sourdough Creek Branch ...	72.46	9,263.94	72.46	2,779.82	----	6,484.12
16E	Faith Creek .....	----	1,716.96	----	346.42	----	1,370.54
17	Tanana-Kaltag .....	----	34,644.95	----	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 .....	1,918.97	79,026.05	1,918.97	50,888.66	----	28,137.39
18A	Bonanza-Kotzebue .....	1,074.40	12,046.03	1,074.40	10,816.03	----	1,230.00
18B	Golovin-Council .....	127.25	745.90	127.25	745.90	----	----
18D	Unalakleet Aviation Field.	----	1,641.17	----	199.50	----	1,441.67
18E	Solomon Aviation Field ...	----	719.83	----	624.83	----	95.00

No.	Subproject Name	Cost 1937	Total Cost to 6-30-37	Cost M & I 1937	Total Cost M & I to 6-30-37	Cost Con. 1937	Total Cost Construction to 6-30-37
18F	Golovin Aviation Field ..	\$35.00	\$1,786.97	\$35.00	\$207.90	----	\$1,579.07
18G	Moses Aviation Field .....	----	254.20	----	29.20	----	225.00
18H	Kaltag-Unalakloot Telephone Line .....	----	2,454.00	----	2,454.00	----	----
18J	Spruce Creek .....	224.20	1,538.53	224.20	1,251.03	----	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
3 19B**	Mile 27-Mile 29 A.N.R.R..	----	741.66	----	----	----	741.66
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 .....	----	8,437.44	----	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



No.	Subproject Name	Cost 1937	Total Cost to 6-30-37	Cost M & I 1937	Total Cost M & I to 6-30-37	Cost Con. 1937	Total Cost Construction to 6-30-37
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 .....	\$21.24	2,808.09	\$21.24	2,808.09	----	----
20J	Susitna-Tyonek .....	----	4,122.45	----	1,478.52	----	2,643.93
20K	Susitna Aviation Field ...	----	931.10	----	----	----	931.10
21	Unalakleet-St. Michael ...	476.11	9,492.11	476.11	6,889.48	----	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
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

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No.	Subproject Name	Cost 1937	Total Cost to 6-30-37	Cost M & I 1937	Total Cost M & I to 6-30-37	Cost Con. 1937	Total Cost Construction to 6-30-37
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 .....	\$69.60	3,994.40	\$69.60	2,229.49	----	1,764.91
25D	Mouth of Center Creek ...	1,010.20	29,569.24	1,010.20	22,068.17	----	7,501.07
25DA	Little Creek Branch .....	1,046.68	5,637.58	1,046.68	1,840.88	----	3,796.70
25E	Submarine-Paystreak .....	1,082.81	39,345.19	1,082.81	14,974.86	----	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 .....	595.98	34,496.46	595.98	6,055.71	----	28,440.75
25M	Telephone Lines-Seward Peninsula .....	----	13,149.20	----	11,449.20	----	1,700.00
25N	Nome City Streets .....	601.45	7,306.03	601.45	4,957.36	----	2,348.67
25P	Nome Harbor Lights .....	----	815.29	----	815.29	----	----
25R	Radio Telephone .....	----	6,477.34	----	----	----	6,477.34
26	Candle-Candle Creek .....	4,658.28	109,787.09	4,658.28	69,772.30	----	40,014.79

No.	Subproject Name	Cost 1937	Total Cost to 6-30-37	Cost M & I 1937	Total Cost M & I to 6-30-37	Cost Con. 1937	Total Cost Construction to 6-30-37
26A**	Kugruk River Approach ...	---	\$488.00	---	\$488.00	---	---
26B	Bear Creek Trail .....	\$107.02	1,180.25	\$107.02	840.25	---	\$340.00
26C	Candle-Kiwalik .....	---	1,107.27	---	79.36	---	1,027.91
26D	Kiwalik Aviation Field ..	35.00	908.50	35.00	608.50	---	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 .....	3,063.41	117,659.05	3,063.41	86,767.15	---	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 .....	42.10	18,933.11	42.10	13,694.11	---	5,239.00
28C	Lower Kougarok Aviation Field .....	---	362.84	---	---	---	362.84
29	Tanana-Bettles .....	---	12,930.01	---	5,917.90	---	7,012.11
29A	Bettles-Coldfoot .....	891.59	22,425.03	891.59	17,295.03	---	5,130.00
29C	Mile 70-Hughes .....	---	2,167.02	---	458.45	---	1,708.57

No.	Subproject Name	Cost 1937	Total Cost to 6-30-37	Cost M & I 1937	Total Cost M & I to 6-30-37	Cost Con. 1937	Total Cost Construction to 6-30-37
29D	Wild River Trail .....	---	\$4,166.07	---	\$1,472.53	---	\$2,693.54
29E	Bettles River Aviation Field .....	---	500.00	---	---	---	500.00
30	Hot Springs Landing-Eureka .....	\$595.01	88,901.39	\$595.01	68,475.58	---	20,425.81
30A	Hot Springs-Tofty .....	521.39	18,415.35	521.39	3,509.85	---	14,905.50
30B	Manley Hot Springs Avia. Field .....	---	1,189.98	---	49.98	---	1,140.00
31	Caribou Creek .....	300.00	15,363.82	300.00	6,782.90	---	8,580.92
32A	Takotna-Flat (Summer) ....	---	9,305.14	---	3,867.85	---	5,437.29
32AA	Takotna-Flat (via Moore Creek) .....	---	1,879.37	---	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 .....	7,897.80	146,542.18	7,897.80	90,655.91	---	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 .....	623.08	8,190.85	623.08	6,710.85	---	1,480.00
32DD	Flat-Georgetown .....	---	150.00	---	150.00	---	---

No.	Subproject Name	Cost 1937	Total Cost to 6-30-37	Cost M & I 1937	Total Cost M & I to 6-30-37	Cost Con. 1937	Total Cost Construction to 6-30-37
32E	Takotna Aviation Field..	----	\$3,869.12	----	\$446.68	----	\$3,422.44
32F	Takotna Depot .....	\$993.32	15,691.88	\$993.32	8,082.61	----	7,609.27
33A**	Otter Creek Towpath ....	----	448.23	----	----	----	448.23
33B**	Summit-Otter Creek .....	----	5,047.66	----	5,047.66	----	----
33C	Flat City-Flat Creek ...	1,383.16	7,434.31	1,383.16	7,434.31	----	----
33D	Head Flat Creek-Willow Creek .....	1,125.83	14,397.01	1,125.83	13,154.01	----	1,243.00
33DA	Happy Creek Road .....	30.52	390.98	30.52	30.52	----	360.46
33E	Willow Creek-Chicken Creek .....	375.45	12,006.66	375.45	10,506.66	----	1,500.00
33F	Flat City-Slate Creek ..	1,882.44	42,414.97	1,882.44	16,900.27	----	25,514.70
33FA	Gold Horn Branch .....	627.80	3,640.63	627.80	627.80	----	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..	----	2,603.26	----	2,603.26	----	----
34B	Iditarod-Shageluk-Anvik.	----	1,365.66	----	865.66	----	500.00

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No.	Subproject Name	Cost 1937	Total Cost to 6-30-37	Cost M & I 1937	Total Cost M & I to 6-30-37	Cost Con. 1937	Total Cost Construction to 6-30-37
35A	Archangel Extension ....	\$1,364.81	\$34,530.05	\$1,364.81	\$17,332.13	----	\$17,197.92
35AA	Sherry Branch .....	----	1,768.49	----	649.17	----	1,119.32
35AB**	Fairangel Extension ....	----	104.20	----	----	----	104.20
35B	Palmer-Fishhook .....	7,207.79	92,715.35	3,087.79	23,125.13	\$4,120.00	69,590.22
35BA	Falk Road .....	----	1,123.68	----	20.93	----	1,102.75
35C	Palmer-Matanuska River .	266.32	41,903.34	266.32	12,737.20	----	29,166.14
35D	Willow Creek Extension .	6,376.86	126,684.05	6,376.86	88,549.91	----	38,134.14
35DA	Gold Chord Branch .....	168.85	14,678.94	168.85	2,282.34	----	12,396.60
35DB	Lucky Shot-Willow .....	36,882.78	176,797.11	5,465.00	14,720.75	28,417.78	162,076.36
35DC	Willow Creek Mines Avia. Field .....	----	305.95	----	----	----	305.95
35E	Wasilla-Fishhook .....	2,185.79	138,983.05	2,185.79	105,570.42	----	33,412.63
35EA	Lakeview Road .....	286.65	7,544.47	286.65	1,029.40	----	6,515.07
35F	Wasilla-Knik .....	4,578.71	61,146.76	2,453.71	32,586.29	2,125.00	28,560.47
35G	Palmer-Springer .....	17,233.40	49,222.71	2,490.40	8,359.01	14,743.00	40,863.70
35H	Wasilla-Finger Lake- Palmer .....	15,222.71	68,267.79	4,952.71	26,292.42	10,270.00	41,975.37
35I	Moose-Palmer .....	1,787.07	22,066.82	1,787.07	3,240.77	----	18,826.05

No.	Subproject Name	Cost 1937	Total Cost to 6-30-37	Cost M & I 1937	Total Cost M & I to 6-30-37	Cost Con. 1937	Total Cost Construction to 6-30-37
35J	Wasilla-Matanuska .....	\$1,706.07	\$43,888.16	\$1,706.07	\$23,609.31	----	\$20,278.85
35K	Matanuska Trunk Road ...	3,828.73	63,098.01	3,828.73	41,611.96	----	21,486.05
35L	Palmer-Matanuska .....	14,088.88	51,015.72	7,803.88	24,496.64	\$6,285.00	26,519.08
35LA	McLeod Road .....	1,434.28	5,856.08	1,434.28	1,638.71	----	4,217.37
35N	Houston-Willow Creek ...	----	1,212.32	----	272.00	----	940.32
35O	Fishhook-Goldmint .....	165.04	26,612.94	165.04	9,076.11	----	17,536.83
35P**	Moose Creek-Baxter .....	----	2,218.62	----	----	----	2,218.62
35Q	Edlund Road .....	115.76	5,013.47	115.76	1,147.10	----	3,866.37
35R	Bogard Road .....	663.64	17,303.37	663.64	4,837.82	----	12,465.55
35RA	Engstrom Road .....	35.11	2,151.79	35.11	35.11	----	2,116.68
35S	Moose Creek Trail .....	----	2,118.44	----	77.43	----	2,041.01
35T	Werner Connection .....	----	717.92	----	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 .....	41.78	1,823.45	41.78	687.51	----	1,135.94

No.	Subproject Name	Cost 1937	Total Cost to 6-30-37	Cost M & I 1937	Total Cost M & I to 6-30-37	Cost Con. 1937	Total Cost Construction to 6-30-37
35Y	Wasilla Depot .....	\$540.55	\$4,080.30	\$540.55	\$4,080.30	----	----
36	Mineral Creek .....	11,963.24	95,161.78	4,963.24	38,098.77	\$7,000.00	\$57,063.01
36A	Granby Road .....	----	3,431.35	----	349.44	----	3,081.91
36B	South 2nd 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 Aviation Field .	----	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
37	Topkok-Candle .....	----	1,026.56	----	210.00	----	816.56
37A	Bluff-White Mountain ...	----	3,287.47	----	14.24	----	3,273.23
37B	Bluff Aviation Field ...	----	80.00	----	----	----	80.00
38A	Ruby-Long .....	5,728.14	280,631.41	5,728.14	148,611.06	----	132,020.35
38AB	Long Birch Creek .....	----	950.74	----	----	----	950.74
38B	Poorman-Cripple .....	1,001.48	7,554.34	1,001.48	6,051.38	----	1,502.96
38C	Ophir-Cripple .....	----	4,778.05	----	2,879.05	----	1,899.00



No.	Subproject Name	Cost 1937	Total Cost to 6-30-37	Cost M & I 1937	Total Cost M & I to 6-30-37	Cost Con. 1937	Total Cost Construction to 6-30-37
38D	Ophir-Takotna .....	\$5,955.46	\$291,430.44	\$5,955.46	\$116,922.94	-----	\$174,507.50
38DA	Little Creek Road .....	162.98	14,397.14	162.98	3,749.10	-----	10,648.04
38E	Long-Poorman .....	24,415.18	209,263.62	24,415.18	92,071.06	-----	117,192.56
38EA	Poorman Aviation Field.	1,903.33	3,697.20	1,903.33	1,903.33	-----	1,793.87
38EB	Greenstone Creek .....	-----	227.44	-----	-----	-----	227.44
38EE	Long-Poorman (Winter)..	-----	5,882.71	-----	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 .....	156.94	10,277.53	156.94	2,343.29	-----	7,934.24
38H	Ganes Creek Road .....	2,274.16	26,746.10	2,274.16	23,342.25	-----	3,403.85
38K	Ruby Aviation Field ...	1,089.89	3,288.40	300.00	1,298.51	789.89	1,989.89
38L	Ruby Aviation Field Road .....	-----	918.42	-----	418.42	-----	500.00
38M	Ophir Aviation Field ..	-----	1,825.12	-----	-----	-----	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 .....	2,832.23	8,451.09	-----	900.32	2,832.23	7,550.77

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No.	Subproject Name	Cost 1937	Total Cost to 6-30-37	Cost M & I 1937	Total Cost M & I to 6-30-37	Cost Con. 1937	Total Cost Construction to 6-30-37
41A	Kotzebue-Shungnak .....	\$25.19	\$4,523.41	\$25.19	\$4,523.41	-----	-----
41AA	Kiana-Selawik-Shungnak.	51.31	2,549.58	51.31	958.18	-----	\$1,591.40
41B	Kotzebue-Point Barrow .	372.97	6,620.32	372.97	2,220.30	-----	4,400.02
41C	Kiwalik-Noorvik .....	-----	563.31	-----	563.31	-----	-----
41D	Kotzebue Aviation Field	-----	1,955.45	-----	537.90	-----	1,417.55
41E	Kobuk Aviation Field ..	10.50	2,309.50	10.50	10.50	-----	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 .....	198.00	19,979.63	198.00	8,820.92	-----	11,158.71
44B	Skagway Aviation Field.	-----	8,226.84	-----	1,441.31	-----	6,785.53
44C	Skagway-Glacier .....	-----	25,182.70	-----	-----	-----	25,182.70
45*	Silver Bow Basin .....	-----	23,466.21	-----	17,527.59	-----	5,938.62
46	Kobi-Eureka .....	217.00	16,835.14	217.00	4,263.51	-----	12,571.63
46A	Roosevelt-Kantishna ...	-----	61,686.53	-----	19,723.84	-----	41,962.69
46B	Lignite-Kantishna .....	-----	13,130.00	-----	1,163.09	-----	11,966.91

No.	Subproject Name	Cost 1937	Total Cost to 6-30-37	Cost M & I 1937	Total Cost M & I to 6-30-37	Cost Con. 1937	Total Cost Construction to 6-30-37
46C	Nenana-Knight's Road-house .....	\$182.00	\$5,091.95	\$182.00	\$3,499.37	-----	\$1,592.58
46D	McKinley Park Road .....	130,957.92	1,248,116.52	35,360.19	218,499.69	\$95,597.73	1,029,616.83
46DA	Kantishna-Park Boundary.	-----	1,632.88	-----	-----	-----	1,632.88
46DB	Savage River Airfield ..	160.93	160.93	-----	-----	160.93	160.93
46E	Diamond-Telida .....	-----	10,779.37	-----	3,967.81	-----	6,811.56
46F	Nenana Cemetery Road ...	86.10	11,694.11	86.10	7,875.48	-----	3,818.63
46G	Kobi-Bonnifield .....	-----	5,767.51	-----	60.90	-----	5,706.61
46H	Lake Minchumina Aviation Field .....	-----	914.11	-----	164.11	-----	750.00
46J	Kantishna Aviation Field	-----	775.00	-----	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 .....	1,523.97	20,958.26	1,523.97	12,015.65	-----	8,942.61
47A	Wiseman Aviation Field .	117.03	9,051.05	117.03	2,437.80	-----	6,613.25
47B	Nolan Branch .....	1,391.10	37,835.83	1,391.10	19,201.14	-----	18,634.74
47C	Wiseman-Hammond .....	1,885.80	19,027.29	1,885.80	15,060.22	-----	3,967.07
47D	Jim Pup Trail .....	-----	5,628.73	-----	3,003.60	-----	2,625.13

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No.	Subproject Name	Cost 1937	Total Cost to 6-30-37	Cost M & I 1937	Total Cost M & I to 6-30-37	Cost Con. 1937	Total Cost Construction to 6-30-37
47E	Myrtle Creek Trail .....	-----	\$2,166.31	-----	-----	-----	\$2,166.31
47F	Wiseman-Porcupine Creek.	\$1,573.66	1,573.66	-----	-----	\$1,573.66	1,573.66
55	Kenai-Russian River ....	-----	15,539.75	-----	8,980.49	-----	6,559.26
55A	Kenai Aviation Field ...	-----	1,901.11	-----	999.60	-----	901.51
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 .....	\$13,434.99	284,529.36	\$13,434.99	128,677.13	-----	155,852.23
57A	Nizina River Bridge ....	1,516.78	229,686.96	1,516.78	103,745.16	-----	125,941.80
57B	Nizina-Chitina River ...	-----	8,630.79	-----	1,792.21	-----	6,838.58
57C	McCarthy-Kennecott River	106.41	895.34	106.41	895.34	-----	-----
57D	Chititu Branch .....	933.20	15,374.10	933.20	7,945.62	-----	7,428.48
57E	McCarthy-Green Butte ...	-----	2,319.68	-----	2,319.68	-----	-----
57F	McCarthy Aviation Field.	13.00	5,437.24	13.00	417.36	-----	5,019.88
57G	Copper Creek Trail .....	-----	369.59	-----	67.61	-----	301.98

No.	Subproject Name	Cost 1937	Total Cost to 6-30-37	Cost M & I 1937	Total Cost M & I to 6-30-37	Cost Con. 1937	Total Cost Construction to 6-30-37
57H	Chitina River Aviation Field.....	---	\$735.00	---	---	---	\$735.00
57J	McCarthy-Kennecott.....	918.65	918.65	918.65	918.65	---	---
58*	Hyder-Salmon River.....	---	63.50	---	---	---	63.50
59	Fairbanks Bridge.....	132.95	82,906.02	132.95	21,206.72	---	61,699.30
59A	Fairbanks Depot.....	406.38	31,563.80	406.38	8,553.80	---	23,010.00
60A	Valdez Aviation Field....	242.63	6,300.87	242.63	449.22	---	5,851.65
48	Iliamna Bay-Iliamna Lake.	4,646.55	111,950.69	4,646.55	21,921.01	---	90,029.68
49	Davidson's Landing-Taylor	1,128.59	26,003.51	1,128.59	18,290.34	---	7,713.17
50*	Stikine River.....	---	2,256.75	---	---	---	2,256.75
51	Talkeetna-Cache Creek....	18,355.09	333,746.36	18,355.09	163,087.01	---	170,659.35
51A	Cache Creek Trail.....	696.23	5,723.82	696.23	3,453.82	---	2,270.00
51B	Peters' Creek Road.....	15,773.00	58,819.75	4,253.00	11,766.68	\$11,520.00	47,053.07
51C	Yentna-Mills Creek.....	106.98	5,281.78	106.98	151.34	---	5,130.44
51D	Mile 32-Spruce Creek.....	106.98	106.98	106.98	106.98	---	---
51E	Mills Creek-Cache Creek..	310.10	2,818.92	310.10	1,511.47	---	1,307.45
51F	Cache Creek Aviation Field.....	228.08	1,552.28	228.08	228.08	---	1,324.20

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No.	Subprojects Name	Cost 1937	Total Cost to 6-30-37	Cost M & I 1937	Total Cost M & I to 6-30-37	Cost Con. 1937	Total Cost Construction to 6-30-37
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.....	\$249.26	7,212.17	\$249.26	5,527.45	----	1,684.72
53A	Circle-Fort Yukon.....	250.00	8,856.66	250.00	4,690.09	----	4,166.57
53B	Fort Yukon Aviation Field	----	3,165.45	----	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	----	3,198.64	----	1,386.07	----	1,812.57
54D	Glacier Trail.....	----	394.67	----	----	----	394.67
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
61B	Nugget Creek Extension..	----	1,630.00	----	1,630.00	----	----
61C**	Elliott-Kotsina.....	----	6,858.42	----	----	----	6,858.42
61E	Farnan Trail.....	----	941.96	----	15.80	----	926.16
61F	Nizina-Bremner Sled Road	73.04	27,378.36	73.04	1,599.84	----	25,778.52

No.	Subproject Name	Cost 1937	Total Cost to 6-30-37	Cost M & I 1937	Total Cost M & I to 6-30-37	Cost Con. 1937	Total Cost Construction to 6-30-37
61G	Bremner Aviation Field..	----	\$2,500.00	----	----	----	\$2,500.00
62	Dime Creek.....	\$797.91	83,740.99	\$797.91	\$40,038.03	----	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..	----	36,179.67	----	16,114.81	----	20,064.86
38 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).....	213.85	3,676.48	213.85	891.23	----	2,785.25
65A	Gulkana-Chistochina.....	10,414.34	448,376.79	10,414.34	125,437.29	----	322,939.50
65AB	Gakona Aviation Field...	41.79	41.79	41.79	41.79	----	----

No.	Subproject Name	Cost 1937	Total Cost to 6-30-37	Cost M & I 1937	Total Cost M & I to 6-30-37	Cost Con. 1937	Total Cost Construction to 6-30-37
65B	Chistochina-Slate Creek..	----	\$8,879.32	----	\$1,355.91	----	\$7,523.41
65C	Chistochina-Slana.....	\$1,617.98	208,173.91	\$1,617.98	25,474.68	----	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.	----	12,876.39	----	3,503.68	----	9,372.71
65G	Slana-Chisaha.....	10,878.77	171,351.34	10,878.77	25,165.59	----	146,185.75
39 65GA	Slana-Ahtell Creek.....	----	183.09	----	----	----	183.09
65H	Tanana Crossing Aviation Field.....	51.11	3,601.11	51.11	51.11	----	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.....	169.70	13,758.22	169.70	13,458.22	----	300.00
67A	Teller-Cape Prince of Wales.....	171.94	3,791.58	171.94	3,791.58	----	----
67B	Teller-Bluestone.....	11,242.04	37,891.68	2,102.04	13,914.55	\$9,140.00	23,977.13
67C	Teller-Pilgrim Hot Springs	30.00	3,504.62	30.00	1,704.62	----	1,800.00
67D	Teller-American River....	----	1,072.06	----	222.39	----	849.67



of

No.	Subproject Name	Cost 1937	Total Cost to 6-30-37	Cost M & I 1937	Total Cost M & I to 6-30-37	Cost Con. 1937	Total Cost Construction to 6-30-37
67E	Teller Aviation Field ..	\$710.25	\$1,781.45	\$710.25	\$1,028.65	-----	\$752.80
67F	Tin City-Goodwin .....	570.45	7,761.68	570.45	1,939.61	-----	5,822.07
67G	Lost River Aviation Field .....	137.54	258.94	137.54	137.54	-----	121.40
67H	Wales Aviation Field ...	-----	121.40	-----	-----	-----	121.40
67J	Woolley-Gold Run .....	-----	30.15	-----	30.15	-----	-----
68	Flagging Trails .....	1,683.22	108,395.69	1,683.22	108,395.69	-----	-----
70	Miscellaneous Surveys and Reconnaissances ..	204.40	22,774.94	204.40	2,169.10	-----	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 .....	7,137.05	35,623.39	2,017.05	15,024.34	\$5,120.00	20,599.05
73A	Kotlik-Marshall .....	1.73	4,593.62	1.73	3,743.62	-----	850.00
73B	Stuyahok .....	-----	1,660.00	-----	-----	-----	1,660.00
73C	Old Hamilton-Scammon Bay	-----	2,826.07	-----	972.62	-----	1,853.45
73D	Marshall Aviation Field.	-----	2,100.00	-----	100.00	-----	2,000.00
73E	Paimute-Marshall .....	7.06	465.28	7.06	322.18	-----	143.10
75	Anchorage Loop .....	1,741.98	134,740.07	1,741.98	77,736.28	-----	57,003.79

No.	Subproject Name	Cost 1937	Total Cost to 6-30-37	Cost M & I 1937	Total Cost M & I to 6-30-37	Cost Con. 1937	Total Cost Construction to 6-30-37
75A	Anchorage-Lake Spenard	\$1,997.11	\$29,278.22	\$1,997.11	\$19,267.99	-----	\$10,010.23
75C	Chester Creek Boat Landing .....	59.78	1,797.61	59.78	1,015.19	-----	782.42
75D	Anchorage Depot .....	2,571.59	19,188.26	2,571.59	9,221.91	-----	9,966.35
75E	McDonald Road .....	133.20	3,135.48	133.20	2,030.35	-----	1,105.13
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 .....	1,307.75	9,650.97	1,307.75	5,060.98	-----	4,589.99
75J	Anchorage Aviation Field	-----	5,222.04	-----	608.04	-----	4,614.00
75L	Anchorage Loop-Matanuska River .....	131,709.01	600,736.68	20,257.01	33,201.15	\$111,452.00	567,535.53
75LA	Bodenburg Butte Road ..	2,978.05	27,367.57	908.00	908.00	2,070.05	26,459.57
75M	Anchorage-Radio Road ..	36.05	511.14	36.05	63.05	-----	448.09
76	Cantwell-Valdez Creek .	960.95	59,048.70	960.95	9,008.16	-----	50,040.54
76A	Valdez Creek Aviation Field .....	316.90	2,654.00	316.90	316.90	-----	2,337.10

No.	Subproject Name	Cost 1937	Total Cost to 6-30-37	Cost M & I 1937	Total Cost M & I to 6-30-37	Cost Con. 1937	Total Cost Construction to 6-30-37
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)	\$733.06	7,438.12	\$733.06	5,256.12	----	\$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 Mine .....	437.42	34,316.58	437.42	10,690.85	----	23,625.73
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 ..	1,500.00	4,389.00	1,500.00	1,560.00	----	2,829.00
81	Point Gustavus Roads ...	4,198.52	42,231.71	4,198.52	16,141.57	----	26,090.14
81A	Rink River .....	----	1,550.00	----	----	----	1,550.00
82*	Taku River .....	----	20,208.95	----	----	----	20,208.95

No.	Subproject Name	Cost 1937	Total Cost to 6-30-37	Cost M & I 1937	Total Cost M & I to 6-30-37	Cost Con. 1937	Total Cost Construction to 6-30-37
84	Fairbanks-Council Survey	----	\$41,528.75	----	----	----	\$41,528.75
86	Fourth of July Creek ...	----	5,248.88	----	\$4,087.65	----	1,161.23
87	Woodchopper-Coal Creek .	\$6,427.82	8,498.57	----	2,008.75	\$6,427.82	6,489.82
88	Ferry-Eva-Moose Creek ..	290.85	39,321.71	\$290.85	20,961.82	----	18,359.89
89	Kougarok Reconnaissance.	----	4,312.11	----	----	----	4,312.11
89A	Seward Peninsula Rail- road .....	18,604.06	388,855.84	18,604.06	208,293.56	----	180,562.28
89AB	Bunker Hill-Kougarok ...	19,056.26	37,855.62	3,781.26	5,037.12	15,275.00	32,768.50
89B	Pilgrim Aviation Field .	101.50	1,227.90	101.50	511.90	----	716.00
89C	Iron Creek-American Creek .....	895.11	5,479.61	895.11	3,324.69	----	2,154.92
90A	Shelter Cabins, First Division .....	----	340.35	----	----	----	340.35
90B	Shelter Cabins, Second Division .....	2,176.24	44,880.93	576.24	11,369.63	1,600.00	33,511.30
90C	Shelter Cabins, Third Division .....	375.53	25,660.87	375.53	2,775.88	----	22,884.99
90D	Shelter Cabins, Fourth Division .....	2,598.23	48,488.51	1,098.23	9,144.33	1,500.00	39,344.18
91*	Yakutat .....	----	50.55	----	----	----	50.55
92A	Bethel-Quinhagak .....	108.70	10,070.66	108.70	8,273.16	----	1,797.50

54

No.	Subproject Name	Cost 1937	Total Cost to 6-30-37	Cost M & I 1937	Total Cost M & I to 6-30-37	Cost Con. 1937	Total Cost Construction to 6-30-37
92B	Bethel-Tuluksak .....	---	\$4,875.93	---	\$3,397.45	---	\$1,478.48
92C	Akiachak-Ohogamute .....	---	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 ..	\$77.02	9,210.22	\$77.02	6,792.45	---	2,417.77
92FA	Goodnews Bay-Platinum Creek Trail .....	---	4,972.70	---	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 .....	---	2,982.84	---	877.84	---	2,105.00
92K	Egegik-Kanatak .....	---	1,168.50	---	818.50	---	350.00
92L	Crooked Creek-Aniak .....	---	2,200.08	---	1,380.08	---	820.00
92M	Aniak-Tuluksak .....	204.00	5,837.58	204.00	3,322.62	---	2,514.96
92MA	Marvel Creek Trail .....	---	571.67	---	571.67	---	---
92N	Akiak-Canyon Creek .....	---	306.00	---	306.00	---	---
92O	Tuluksak-Foothills .....	---	1,928.44	---	743.32	---	1,185.12

9H

No.	Subproject Name	Cost 1937	Total Cost to 6-30-37	Cost M & I 1937	Total Cost M & I to 6-30-37	Cost Con. 1937	Total Cost Construction to 6-30-37
96B	Sutton-Nelchina .....	\$359.46	\$11,593.29	\$359.46	\$1,817.21	-----	\$9,776.08
97	Suntrana Footbridge ....	-----	413.80	-----	-----	-----	413.80
97A	Healy Aviation Field ...	-----	641.79	-----	150.00	-----	491.79
98	Homer Spit .....	8,414.43	58,783.59	5,244.43	12,743.84	3,170.00	46,039.75
98A	Nuka Bay .....	-----	5,757.75	-----	2,106.77	-----	3,650.98
98B	Ninilchik Aviation Field	-----	384.18	-----	-----	-----	384.18
98BA	Ninilchik Road .....	12.60	5,035.92	12.60	35.92	-----	5,000.00
98C	Kasilof Aviation Field .	-----	674.52	-----	-----	-----	674.52
98D	Kasilof Road .....	-----	20,199.71	-----	3,053.36	-----	17,146.35
99	Seldovia-McDonald Spit .	-----	30,005.26	-----	5.26	-----	30,000.00
100	Office & General Overhead	33,297.91	740,760.56	24,066.91	405,800.38	9,231.00	334,960.18
101	Territorial Gen'l Overhead	-----	71,521.31	-----	31,584.89	-----	39,936.42
	TOTAL COSTS .....	\$1,055,432.62	\$24,946,604.17	\$662,800.21	\$11,564,238.57	\$392,632.41	\$13,382,365.60
110	Book Value of Plant ....	3,455.95	286,881.42	-----	-----	-----	-----
111	Supplies and Materials on hand .....	1,015.62	271,923.16	-----	-----	-----	-----

COST 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 .....	\$2,769.71	\$179.22(a)	\$2,948.93
2J	Juneau Float .....	- --	42.00(a)	42.00
3AB	Haines-Pleasant Camp .....	9,321.59	2,454.60	11,776.19
3D	Haines-Mud Bay .....	642.86	300.00	942.86
3E	Haines-Chilkoot .....	- --	667.46	667.46
14A	Sitka National Monument ....	700.00(b)	- --	700.00
14C	Sitka Cemetery Road .....	- --	204.94	204.94
44A	Skagway Trails .....	100.00	98.00	198.00
81	Point Gustavus Roads .....	2,698.52	1,500.00	4,198.52
100	Juneau Office .....	33,000.32	297.59	33,297.91
	Totals .....	\$49,233.00	\$5,743.81	\$54,976.81

(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 .....	\$2,994.66	\$4,765.18(a)	\$7,759.84
8D	Council-Ophir Creek .....	545.91	500.00	1,045.91
13B	Bessie-Snake River .....	501.86	2,804.80(b)	3,306.66
13A	Nome Bessie .....	351.03	500.00	851.03
13C	Bessie Sunset Creek .....	418.73	400.00	818.73
18F	Golovin Airfield .....	- --	35.00	35.00
25DA	Little Creek Branch .....	284.28	762.40(c)	1,046.68
25L	Nome Airfield .....	- --	595.98(d)	595.98
25N	Nome City Streets .....	- --	601.45(e)	601.45
26	Candle-Candle Creek .....	1,158.28	3,500.00	4,658.28
26D	Kiwalik Airfield .....	- --	35.00	35.00
27	Deering-Inmachuk .....	1,413.41	1,650.00	3,063.41
67B	Teller-Bluestone .....	4,242.04	7,000.00	11,242.04
67E	Teller Airfield .....	- --	710.25	710.25
67G	Lost River Airfield .....	- --	137.54	137.54
73	Marshall Road .....	1,637.05	5,500.00	7,137.05
89A	Seward Peninsula Railroad .....	17,841.66	762.40(c)	18,604.06
89B	Pilgrim Hot Springs Airfield ...	- --	101.50	101.50
90B	Shelter Cabins .....	- --	2,176.24	2,176.24
	Totals .....	\$31,388.91	\$32,537.74	\$63,926.65



- (a) Includes \$25.35 miscellaneous contributions.
- (b) \$1,804.80 contributed by Hammon Consolidated Gold Fields.
- (c) Contributed by Hammon Consolidated Gold Fields.
- (d) Includes \$405.10 miscellaneous contributions.
- (e) \$367.30 contributed by City of Nome and \$233.15 contributed by others.

## THIRD DIVISION

Account No.	Name of Subproject	Federal	Territorial	Total
4BA	Robe Lake Branch .....	- --	\$119.15	\$119.15
6E	Chitina Native School Road.,	- --	22.83	22.83
35DB	Lucky Shot-Willow Station ...	\$36,606.78	276.00(a)	36,882.78
35K	Matanuska Trunk Road .....	3,328.73	500.00	3,828.73
35L	Matanuska-Palmer .....	13,588.88	500.00	14,088.88
35Q	Edlund Road .....	- --	115.76	115.76
35R	Bogard Road .....	- --	663.64	663.64
35X	Wasilla Aviation Field Road.	- --	41.78	41.78
36	Mineral Creek Road .....	8,530.02	3,433.22(b)	11,963.24
46DB	Savage River Airfield .....	- --	160.93(c)	160.93
51	Talkeetna-Cache Creek .....	18,107.09	248.00(f)	18,355.09
51F	Cache Creek Airfield .....	- --	228.08	228.08
57C	McCarthy-Kennecott River ...	- --	106.41	106.41
57J	Kennecott-McCarthy .....	- --	918.65(d)	918.65
60A	Valdez Aviation Field .....	- --	242.63	242.63
65AB	Gakona Airfield .....	- --	41.79(e)	41.79
75A	Anchorage-Lake Spenard .....	- --	1,997.11	1,997.11
75C	Chester Creek Boat Landing..	- --	59.78	59.78
75I	Oilwell Road .....	- --	1,307.75	1,307.75
90C	Shelter Cabins, Third Division	- --	375.53	375.53
93B	Indian River Sled Road .....	107.91	15.50(g)	123.41

## THIRD DIVISION (cont'd)

Account No.	Name of Subproject	Federal	Territorial	Total
98	Homer Spit .....	\$7,914.43	\$500.00	\$8,414.43
	Undistributed .....	- --	8,000.00	8,000.00
	Totals .....	\$88,183.84	\$19,874.54	\$108,058.38

- (a) Contributed by Willow Creek Mines
- (b) Includes \$388.49 contributed by City of Valdez.
- (c) Contributed by Mt. McKinley Tourist and Transportation Co.
- (d) Includes \$368.30 contributed by Kennecott Corp.
- (e) Contributed by Arnie Sundt.
- (f) Contributed by F. J. Engelhorn.
- (g) Contributed by W. E. Dunkle.

## FOURTH DIVISION

Account No.	Name of Subproject	Federal	Territorial	Total
4AA	Richardson-Democrat Creek ..	- --	\$264.03	\$264.03
4AC	Big Delta Airfield .....	- --	296.91	296.91
7AA	Cleary Creek Branch .....	- --	147.19	147.19
7BA	Dome-Spaulding Mine .....	- --	276.36	276.36
7C	Summit-Fairbanks Creek .....	- --	2,467.54	2,467.54
7CA	Summit-Fish Creek .....	- --	99.03	99.03
7D	Ester Creek .....	\$1,427.95	526.98(a)	1,954.93
7DA	College Spur .....	- --	18.60	18.60
7DB	Ester Dome Road .....	- --	176.52	176.52
7DC	St. Patricks-Gold Stream ...	883.99	438.40	1,322.39
7DD	Ester-Beegler .....	- --	101.71	101.71
7DE	Ready Bullion .....	- --	101.71	101.71
7H	Little Eldorado Creek .....	- --	270.31	270.31
7IA	Gilmore-Pearl Creek .....	- --	2,229.86(b)	2,229.86
7N	Farmers-Birch Hill .....	393.90	500.00	893.90
7NA	Isabelle Creek .....	322.51	100.00	422.51
11Q	Eagle Airfield .....	- --	957.19	957.19
16D	Sourdough Creek .....	- --	72.46	72.46
38DA	Little Creek Road .....	- --	162.98	162.98
38EA	Poorman Airfield .....	- --	1,903.33	1,903.33
38G	Takotna Airfield Road .....	- --	156.94	156.94

## FOURTH DIVISION (cont'd)

Account No.	Name of Subproject	Federal	Territorial	Total
35H	Ganes Creek Road .....	\$774.16	\$1,500.00	\$2,274.16
36K	Ruby Airfield .....	789.89	300.00	1,089.89
47A	Wiseman Airfield .....	- --	117.03	117.03
26A	Valdez Creek Airfield .....	- --	316.90	316.90
30J	Medfra Airfield .....	- --	1,500.00	1,500.00
37	Coal Creek-Woodchopper ....	5,527.82	900.00	6,427.82
30D	Shelter Cabins, Fourth Div.	- --	2,598.23	2,598.23
	Totals .....	\$10,120.22	\$18,500.21	\$28,620.43

(a) Miscellaneous contributions.

(b) Includes \$1,000 contributed by Robt. Heath.

## SUMMARY BY DIVISIONS, TERRITORIAL AND COOPERATIVE PROJECTS

	Federal	Territorial	Total
First Division .....	\$49,233.00	\$5,743.81	\$54,976.81
Second Division .....	31,388.91	32,537.74	63,926.65
Third Division .....	88,183.84	19,874.54	108,058.38
Fourth Division .....	10,120.22	18,500.21	28,620.43
Totals .....	\$178,925.97	\$76,656.30(a)	\$255,582.27

(a) Includes \$7,608.71 contributed by others.

## TOTAL COSTS, BY DISTRICTS

District	Construction	Maintenance and Improvement	Total
Juneau Office and General Overhead	\$9,231.00	\$24,066.91	\$33,297.91(1)
Southeastern .....	-- --	23,333.14	23,333.14
Valdez .....	7,119.15	64,458.95	71,578.10
Chitina .....	-- --	127,870.70	127,870.70
Fairbanks .....	49,138.23	169,567.28	218,705.51
Southwestern .....	291,676.80	157,527.37	449,204.17
Kuskokwim .....	1,500.00	29,067.10	30,567.10
Nome .....	33,967.23	66,908.76	100,875.99
Total costs .....	\$392,632.41	\$662,800.21	\$1,055,432.62
Plant, materials, etc., undistributed .....			4,471.57
Total expenditure .....			\$1,059,904.19(2)

(1) Includes part of expenses Seattle Purchasing Office.

(2) Includes \$3,390.79 General Accounting Office settlements; does not include \$4,285.31 from 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(4)
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 .....	494,310.00
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).....	<u>36,000.00</u>
Total .....	\$14,368,156.00

- (1) For Fairbanks-Council survey.
- (2) Includes \$55,000 for Valdez Dyke.
- (3) 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 1936 inclusive .....	\$4,480,249.11
Fiscal year 1937 .....	<u>122,394.77</u>
Total .....	<u>\$4,602,643.88</u>
Increase of compensation, War Department:	
Fiscal year 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>
Emergency Relief, Interior, Alaska Road Commission, 1936-1937 .....	
	<u>450,000.00</u>
Roads and Trails, National Parks:	
Fiscal years 1925 to 1936 inclusive .....	952,876.37
Fiscal years 1933 to 1937 (National Industrial Recovery)	150,000.00
Fiscal year 1937 .....	<u>124,000.00</u>
Total .....	<u>1,226,876.37</u>
National monuments:	
Fiscal years 1933 to 1936, inclusive .....	2,075.00
Fiscal year 1937 .....	<u>700.00</u>
Total .....	<u>2,775.00</u>
Barracks and quarters:	
Fiscal year 1932 .....	<u>1,252.50</u>
Total Federal Appropriations .....	\$23,020,967.85

## Contributed funds.

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

## By the Territory:

Public roads, bridges, trails and ferries:	
Fiscal years 1920 to 1936 inclusive .....	\$1,571,756.58
Fiscal year 1937 .....	<u>81,897.59</u>

Shelter cabins:		
	Fiscal years 1922 to 1936 inclusive .....	\$106,095.50
	Fiscal year 1937 .....	5,150.00
Nizina Bridge:		
	Fiscal years 1922 to 1923 inclusive .....	25,000.00
Telephone lines, Beward 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-Kuwkokwim Portage:		
	Fiscal year 1930 .....	7,500.00
Valdez Dyke:		
	Fiscal year 1932 .....	10,000.00
Radio telephones:		
	Fiscal year 1932 .....	6,477.34
		<hr/>
	Total Territory .....	<u>\$1,840,291.23</u>
By others:		
	Fiscal years 1922 to 1936 inclusive .....	\$175,219.94
	Fiscal year 1937:	
	R. Brousseau .....	\$6.00
	City of Fairbanks .....	428.72
	City of Nome .....	367.30
	City of Valdez .....	388.49
	W. E. Dunkle .....	15.50
	F. J. Engelhorn .....	248.00
	Fairbanks Carnival Assoc. ....	7.95
	Fairbanks Exploration Co. ....	25.84
	Greenstone Mines .....	21.50
	Paul Greiman .....	18.55
	Hammon Consolidated Gold Fields .....	3,529.60
	Robert Heath .....	1,000.00
	Kennecott Copper Corpn. ....	368.30
	Lehmann's .....	4.00
	Lomen Commercial Co. ....	259.10
	Maxie Miller .....	29.60
	Mirow Air Service .....	18.00
	Mt. McKinley Tourist & Transp. Co. ....	160.93
	Nome Kennel Club .....	18.00

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Northern Commercial Co. ....	\$6.80	
Pacific Alaska Airways .....	118.00	
A. Polet .....	2.00	
P. J. Rickert .....	9.52	
Arne Sundt .....	41.79	
Wien Alaska Airlines, Inc. ....	18.00	
Willow Creek Mines .....	276.00	
Federal Bureaus, Juneau .....	<u>201.00</u>	<u>\$7,588.49</u>
Total others .....		<u>182,808.43</u>
Total Contributed funds .....		<u>2,023,099.66</u>
Total Supervised funds (see Annual Report, 1932, pages 64-66) .....		<u>2,840,147.35</u>
Grand Total, All Funds .....		<u>\$27,884,214.86</u>