

ANNUAL REPORT
ALASKA ROAD COMMISSION

1939

Division of Territories
and Island Possessions

ALASKA ROAD COMMISSION

FUNDS

Money for the prosecution of the work of the Alaska Road Commission was provided from five 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.

For the fiscal year 1939, the following funds were made available from the above sources:

| | |
|--------------|-----------|
| Item 1 | \$535,000 |
| " 2 | 160,000 |
| " 3 | 125,710 |
| " 4 | 100,690 |
| " 5 | 7,887 |

For the current year or fiscal year 1940 an appropriation of \$560,000 under Item 1 and \$140,000 under Item 2 was made available by Act approved May 10, 1939. Under Item 4 the National Park Service has allotted \$50,700 and it is estimated that \$200,000 will be available under Items 3 and 5.

SUMMARY OF ALL EXPENDITURES TO JUNE 30, 1939

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). | 77,797.00(2) | -- -- -- | 2,793.12 | 80,590.12 |
| 1936 (E R A). | 559,945.03 | -- -- -- | -- -- -- | 559,945.03 |
| 1937 | 553,472.55 | 122,394.77 | 208,313.82 | 889,181.14 |
| 1937 (E R A). | 170,723.05 | -- -- -- | -- -- -- | 170,723.05 |
| 1938 | 659,793.86 | 159,163.39 | 181,669.48 | 1,000,626.73 |
| 1938 (E R A). | 376,455.02 | -- -- -- | -- -- -- | 376,455.02 |
| 1939 | 561,752.44 | 154,034.97 | 245,877.93 | 961,665.34 |
| 1939 (N I R A). | 2,600.00 | -- -- -- | -- -- -- | 2,600.00 |
| 1939 (E R A). | 10,870.22 | -- -- -- | -- -- -- | 10,870.22 |
| Totals ... | \$18,277,175.92 | \$4,915,842.24 | \$3,767,708.93 | \$26,960,727.09 |

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

(2) Revised to cover repayments received in 1938 fiscal year.

"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 | -- -- -- | -- -- -- | 76,656.30 | 131,657.52 |
| 1938 | -- -- -- | -- -- -- | 90,845.47 | 90,824.01 |
| 1939 | -- -- -- | -- -- -- | 146,953.91 | 98,924.02 |
| Totals ... | \$95,076.45(1) | \$7,957.10 | \$2,249,168.08(2) | \$1,415,507.30(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 | | | \$18,715,708.03 |
| Less - Reversions to Treasury | \$2,586.67 | | |
| Reversions to Treasury (Economy Legislation) | 47,094.50 | | |
| Transfer to U.S. Engineer Department (Lowell Creek flood control) | 417.21 | | |
| Balance unexpended..... | <u>411,679.36</u> | | <u>461,777.74</u> |
| Amount expended | | | \$18,253,930.29 |
| 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>\$18,277,175.92</u> |
| Total Alaska Fund to June 30, 1938 | | | 4,761,807.27 |
| Congressional authorization f. y. 1939 (1) | \$160,000.00 | | |
| Plus unexpended balance from previous f. y. | 5,093.01 | | |
| Plus repayments | <u>2,849.64</u> | 167,942.65 | |
| Less - Balance unexpended June 30, 1939 | 11,058.04 | | |
| Repayments | <u>2,849.64</u> | <u>13,907.68</u> | <u>154,034.97</u> |
| Total net expenditures | | | \$4,915,842.24 |

- (1) By provisions 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 | | \$18,277,175.92 |
| Alaska Fund 1905-1939..... | | 4,898,790.01 |
| 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, 1925-1939 | | <u>1,415,507.30</u> |
| Total | | \$24,711,559.01 |

- ^o Includes adjusted balance from prior years.

Contributed Funds

| | |
|--------------------------------------|------------------------|
| Territory of Alaska, 1920-1939 | \$2,054,693.20 |
| Miscellaneous | <u>194,474.88</u> |
| Total | <u>\$2,249,168.08</u> |
| Grand Total | <u>\$26,960,727.09</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. A portion of these funds is allocated to projects by the Territorial Road Board and is expended under the direction of the Alaska Road Commission.

For the working season of 1939 (fiscal year 1940), the Territorial Board has allotted to the Alaska Road Commission the following amounts:

| | |
|--------------------------------|---------------|
| Cooperative road projects | \$178,775 |
| Airfields | <u>20,800</u> |
| Total | \$199,575 |

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 consolidated 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 somewhat over 4 per cent 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.

| | |
|---------------------------------------|--------------------------------------|
| 3 freight trucks | 1 tractor, 60 h.p. with trailbuilder |
| 5 pickup trucks, $\frac{1}{2}$ -ton | 2 motor graders |
| 23 dump trucks, $1\frac{1}{2}$ -yard | 2 trailbuilders for 44 h.p. tractor |
| 2 tractors, 45 h.p. with trailbuilder | 2 pull graders, 8-ft. |

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 are located at strategic points in the field. 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 which are 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 and location. 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 mainly limited to maintenance and some improvement of the existing system. New mileage constructed consisted of short extensions or branch roads to existing routes and was financed from funds contributed by the Territory and others.

The Richardson Highway was open from Valdez to Fairbanks from June 1 to October 26.

The standardization of the highway through Mt. McKinley National Park consisting of widening and placing crushed gravel surfacing was completed to Mile 43 and grading to Mile 46 was practically completed. An extension of 0.75 miles was constructed to the Wonder Lake branch road.

Extension of the Bunker Hill-Kougarok road was continued. An additional 5 miles were constructed during the season.

Work was started on a new location to connect the Takotna and Ophir mining districts with steamboat navigation on the Kuskokwim River. A part of the route was cleared and preliminary grading done over 6 miles.

The road from Mile 292 on The Alaska Railroad was extended 4.5 miles to reach lode mines on the west fork of the Chulitna River.

The Dillingham-Snag Point road was extended 2.5 miles toward the settlement on Wood River.

The Teller-Bluestone road was extended 4.75 miles toward the dredging operations on Gold Run.

The local road system at Anchorage was extended 7.25 miles to serve new settlers in the vicinity.

In addition to the above, 16.75 miles of new road were constructed consisting entirely of short extensions or branches to existing roads. These projects varied from $\frac{1}{4}$ mile to 2 miles in length.

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

New Construction: $42\frac{3}{4}$ miles of road of which $14\frac{1}{2}$ were surfaced, $28\frac{3}{4}$ miles of sled road, $176\frac{1}{2}$ miles of trail, 80 linear feet of steel bridges of 80-foot span or over, 120 linear feet of steel trestle span bridges and 624 linear feet of timber trestle span bridges.

Improvement: $62\frac{1}{2}$ miles of road regraded and widened, 91 miles of road surfaced, 410 metal culverts, averaging 20 feet in length, installed principally as replacements for wooden culverts.

Maintenance: $1,825\frac{1}{2}$ miles of road, $80\frac{1}{4}$ miles of tramway, 645 miles of sled road, $1,736\frac{3}{4}$ miles of permanent trail and 304 miles of temporary flagged trail.

The total mileage of all routes as of June 30, 1939, is as follows:

| | <u>Road</u> | <u>Sled Road</u> | <u>Trail</u> | <u>Flagged Trail</u> | <u>Grand Total</u> |
|--|---------------------|----------------------|---------------------|--------------------------|------------------------|
| June 30, 1938 | 2,088 $\frac{3}{4}$ | 1,590 $\frac{3}{4}$ | 6,923 | 304 | 10,906 |
| Fiscal Year 1939: | | | | | |
| New Mileage | 42 $\frac{3}{4}$ | 28 $\frac{3}{4}$ | 176 $\frac{1}{2}$ | --- | 248 |
| Reclassified, abandoned and transferred | -18 | -30 $\frac{3}{4}$ | -19 $\frac{1}{4}$ | --- | -68 |
| Total | 2,113 (a) | 1,588 $\frac{3}{4}$ | 7,080 $\frac{1}{4}$ | 304 | 11,086 |
| No work of either maintenance or improvement during fiscal year 1939 | 73 $\frac{1}{2}$ | 914 $\frac{1}{4}$ | 5,175 | --- | 6,162 $\frac{3}{4}$ |

(a) Includes $80\frac{1}{4}$ miles tram road.

PROPOSED OPERATIONS

In addition to \$560,000 from appropriated funds, it is estimated there will be available from the "Alaska Fund" and Territorial appropriation \$340,000 for the fiscal year ending June 30, 1940.

With these funds normal maintenance of the existing system will be performed and improvement of certain sections, including surfacing, will be provided where possible. New construction will be accomplished only to the extent possible with funds provided by the Territory and on projects designated by the Territorial Road Board.

RECOMMENDATIONS

For the fiscal year ending June 30, 1941 an appropriation of \$2,516,000 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 construction on projects now under way and on needed new projects as authorized in the six-year program.

The projects on which new work would be performed under this program are as follows:

| | |
|----------------------------------|--|
| Fairbanks Local Roads | Georgetown-Flat Road |
| Palmer Local Roads | Snag Point-Wood River Road |
| Shelton-Kougarok Road | Kenai Lake-Homer Road |
| Rampart-Eureka Road | McCarthy-Canadian Boundary Road |
| Chistochina-Slate Creek Road | Emergency Fields--Juneau-Fairbanks (8) |
| Kuskokwim-Landing-Takotna Road | Fairbanks Airfield |
| Point Gustavus Roads | Tolovana and American Creek Airfields |
| Eagle-Fortymile Road System | Tanana Airfield |
| Kanatak-Becharof Lake Road | Cordova Airfield |
| Steese Highway Branches | Nome Airfield |
| Bessie-Snake River Road | Anchorage Airfield |
| Nizina-Bremner Road | Southeastern Landing Floats (14) |
| Chitina-McCarthy Road | Airfields between Tanana-Nome (10) |
| Talkeetna-Cache Creek Road | " " Anchorage-Nome (10) |
| Teller-Nome Road | " " Boundary-Anchorage (6) |
| Homer Roads | " " Fairbanks-Bethel (9) |
| Cantwell-Valdez Creek Road | Airfields at Bremner, Chisana, Chitina, May Creek, McCarthy |
| Candle Creek Road | Airfields, locals--Juneau-Fairbanks-- Nome (33) |
| Hot Springs Road System | Valdez Airfield |
| Anchorage Local Roads | Airfields between Cordova-Fairbanks (5) |
| Ruby-Poorman Road | Seward Airfield |
| Iliamna Bay-Iliamna Lake Road | Airfields between Seward-Fairbanks (5) |
| Newhalen-Lake Clark Road | Airfields served from Seward-Fairbanks Route (8) |
| Gulkana-Chisana Road | |
| Ferry-Eva Creek Road | |
| Nome-Council Road | |
| Goodnews Bay-Arolic River Road | |
| Fairbanks-Chena Hot Springs Road | |

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-FIVE YEARS' SERVICE

With the period covered by this report the Alaska Road Commission concludes its thirty-fifth year of service. The work accomplished consists of the construction and maintenance of 2,113 miles of road and tram road, 80% of which is suitable for automobiles in all summer weather, 1,588 $\frac{3}{4}$ miles of winter sled road, 7,080 $\frac{1}{2}$ miles of trail and 304 miles of flagged trail. The total costs to the end of the fiscal year are \$26,227,816.98, of which \$13,310,264.86 was for new work and \$12,917,552.12 was for maintenance and improvement. The total expenditures to date are \$26,960,727.09 of which \$19,795,716.77 was derived from Federal appropriation acts. The balance, \$7,165,010.32, or 27 per cent 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 improvements, are estimated as \$375 per mile for roads, \$20 for sled roads, \$5 for trails. For the working season of 1938 the cost of maintenance, per mile, including minor improvements, was \$358 for roads, \$26 for sled roads, \$4 for 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, 1939, including all costs for construction and maintenance over the 33-year period of use for the 410 miles, is \$19,767.

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, 1939, is \$12,491. 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. Sufficient surfacing has been provided to class it as an all-weather road. It 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, 1939, is \$9,116.

The Mt. McKinley National Park road system was started in 1922. Progress has been slow due to limited funds but the route is now open to the north boundary as planned. The total cost per mile to date of 91 miles, including maintenance of completed sections since construction, is \$15,860.

The total cost per mile of the Gulkana-Nabesna road including maintenance is \$3,145.

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

| No. | Subproject Name | Cost 1939 | Total Cost to June 30, 1939 | Cost Main- tenance and Improvement 1939 | Total Cost Maintenance and Improve- ment to June 30, 1939 | Cost Con- struction 1939 | Total Cost Construction to June 30, 1939 |
|-----|--------------------------------|--------------|-----------------------------------|--|---|--------------------------------|---|
| 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 | \$2,183.20 | 43,547.78 | \$2,183.20 | 13,331.47 | ---- | 30,216.31 |
| 2J | Juneau Float | 47.30 | 5,471.67 | 47.30 | 337.25 | ---- | 5,134.42 |
| 2K | Willoughby Avenue | ---- | 52,000.00 | ---- | ---- | ---- | 52,000.00 |
| 2L | Juneau-Douglas Bridge | 9,527.68 | 263,945.44 | 9,527.68 | 11,037.49 | ---- | 252,907.95 |
| 3AB | Haines-Pleasant Camp | 11,385.32 | 506,342.65 | 11,385.32 | 222,518.46 | ---- | 283,824.19 |
| 3C | Porcupine Extension | ---- | 47,634.63 | ---- | 9,279.73 | ---- | 38,354.90 |
| 3D | Haines-Mud Bay | 1,779.79 | 39,026.65 | 1,779.79 | 20,219.19 | ---- | 18,807.46 |

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| No. | Subproject Name | Cost 1939 | Total Cost to 6-30-39 | Cost M & I 1939 | Total Cost M & I to 6-30-39 | Cost Con. 1939 | Total Cost Construction to 6-30-39 |
|------|--|-----------|-----------------------|-----------------|-----------------------------|----------------|------------------------------------|
| 3E | Haines-Chilkoot | \$766.38 | \$25,878.39 | \$766.38 | \$7,641.83 | ---- | \$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 | 9.95 | 5,847.92 | 9.95 | 1,717.33 | ---- | 4,130.59 |
| 4AB | Donnelly Aviation Field .. | ---- | 137.42 | ---- | 14.11 | ---- | 123.31 |
| 4AC | Big Delta Aviation Field . | 397.87 | 891.91 | ---- | 296.91 | \$397.87 | 595.00 |
| 4AD | Rapids Aviation Field | ---- | 229.10 | ---- | ---- | ---- | 229.10 |
| 4BA | Valdez-Ptarmigan Drop and Branches | 23,915.51 | 1,256,868.05 | 23,915.51 | 786,192.35 | ---- | 470,675.70 |
| 4BA | Dyke | ---- | 151,047.09 | ---- | 94,981.11 | ---- | 56,065.98 |
| 4BB | Ptarmigan Drop-Ernestine . | 18,709.27 | 534,870.71 | 18,709.27 | 363,643.15 | ---- | 171,227.56 |
| 4BC | Thompson Pass Aviation Field | ---- | 174.22 | ---- | ---- | ---- | 174.22 |
| 4C | Ernestine-Willow Creek ... | 15,210.69 | 483,100.45 | 15,210.69 | 305,600.60 | ---- | 177,499.85 |
| 4D | Willow Creek-Gulkana | 29,648.49 | 764,039.91 | 29,648.49 | 517,645.33 | ---- | 246,394.58 |

| No. | Subproject Name | Cost 1939 | Total Cost to 6-30-39 | Cost M & I 1939 | Total Cost M & I to 6-30-39 | Cost Con. 1939 | Total Cost Construction to 6-30-39 |
|-----|------------------------------------|-----------|-----------------------|-----------------|-----------------------------|----------------|------------------------------------|
| 4DA | Gulkana Aviation Field.. | \$65.80 | \$65.80 | --- | --- | \$65.80 | \$65.80 |
| 4E | Gulkana-Sourdough..... | 9,615.09 | 403,438.06 | \$9,615.09 | \$259,264.36 | --- | 144,173.70 |
| 4F | Sourdough-Mile 168..... | 1,090.02 | 338,741.07 | 1,090.02 | 202,482.78 | --- | 136,258.29 |
| 4G | Mile 168-Delta River.... | 5,743.43 | 572,523.82 | 5,743.43 | 413,907.93 | --- | 158,615.89 |
| 4H1 | Delta River-Rapids..... | 34,799.99 | 927,803.17 | 34,799.99 | 667,837.57 | --- | 259,965.60 |
| 4H2 | Rapids-Grundler..... | 19,335.35 | 492,616.31 | 19,335.35 | 372,230.19 | --- | 120,386.12 |
| 4I | Grundler-Richardson..... | 5,803.03 | 386,503.00 | 5,803.03 | 265,209.00 | --- | 121,294.00 |
| 4J | Richardson-Salchaket.... | 50,927.83 | 540,784.78 | 50,927.83 | 325,266.77 | --- | 215,518.01 |
| 4JA | Lake Harding Road..... | 1,037.64 | 8,023.91 | 1,037.64 | 4,923.16 | --- | 3,100.75 |
| 4K | Salchaket-Fairbanks..... | 13,835.50 | 619,375.87 | 13,835.50 | 364,413.00 | --- | 254,962.87 |
| 4KA | Salcha Bridge..... | 395.32 | 96,233.86 | 395.32 | 45,863.19 | --- | 50,370.67 |
| 5** | Ester-Dunbar..... | --- | 19,405.18 | --- | 6,781.00 | --- | 12,624.18 |
| 5A | Campbells-Tanana..... | 133.62 | 94,499.27 | 133.62 | 44,229.58 | --- | 50,269.69 |
| 5B | Nenana-Campbells..... | 297.75 | 2,519.95 | 297.75 | 600.94 | --- | 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 |

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| No. | Subproject Name | Cost 1939 | Total Cost to 6-30-39 | Cost M & I 1939 | Total Cost M & I to 6-30-39 | Cost Con. 1939 | Total Cost Construction to 6-30-39 |
|-------|--|------------|-----------------------|-----------------|-----------------------------|----------------|------------------------------------|
| 5E | Tanana Aviation Field..... | ---- | \$6,274.92 | ---- | \$374.96 | ---- | \$5,899.96 |
| 5E | Illinois Creek-Moran Creek | ---- | 1,178.89 | ---- | ---- | ---- | 1,178.89 |
| 6A | Willow Creek-Tonsina..... | \$2,446.53 | 283,377.83 | \$2,446.53 | 173,717.05 | ---- | 109,660.78 |
| 6B | Tonsina-Chitina..... | 4,842.35 | 404,740.64 | 4,842.35 | 259,377.95 | ---- | 145,362.69 |
| 6D | Chitina Depot..... | ---- | 18,407.93 | ---- | 6,469.27 | ---- | 11,938.66 |
| 6E | Chitina-Native School..... | 85.11 | 1,607.57 | 85.11 | 1,112.51 | ---- | 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.... | 5,023.28 | 5,134.13 | ---- | ---- | \$5,023.28 | 5,134.13 |
| 7A | Summit-Chatanika..... | 4,477.31 | 107,597.61 | 4,477.31 | 66,834.90 | ---- | 40,762.71 |
| 7AA | Cleary Creek..... | 796.31 | 10,838.79 | 796.31 | 6,520.98 | ---- | 4,317.81 |
| 7B | Fox-Olnes..... | 3,323.24 | 99,130.66 | 3,323.24 | 51,658.01 | ---- | 47,472.65 |
| 7BA | Dome Spaulding & Branches | ---- | 4,546.07 | ---- | 1,706.70 | ---- | 2,839.37 |
| 7BB** | Fox-Steel Creek..... | ---- | 855.75 | ---- | ---- | ---- | 855.75 |
| 7C | Summit-Fairbanks Creek and Branches..... | 2,070.67 | 69,535.45 | 2,070.67 | 44,632.84 | ---- | 24,902.61 |
| 7CA | Summit-Fish Creek..... | 921.50 | 20,591.19 | 921.50 | 7,810.37 | ---- | 12,780.82 |

GI

| No. | Subproject Name | Cost 1939 | Total Cost to 6-30-39 | Cost M & I 1939 | Total Cost M & I to 6-30-39 | Cost Con. 1939 | Total Cost Construction to 6-30-39 |
|------|---|------------|-----------------------|-----------------|-----------------------------|----------------|------------------------------------|
| 7D | Ester Creek | \$1,993.46 | \$113,921.71 | \$1,993.46 | \$75,264.78 | ---- | \$38,656.93 |
| 7DA | College Spur | ---- | 1,611.81 | ---- | 1,081.81 | ---- | 530.00 |
| 7DB | Ester-Dome | 2,028.58 | 10,777.65 | 2,028.58 | 6,584.92 | ---- | 4,192.73 |
| 7DC | St. Patricks-Happy-Gold Stream & Branches | 485.37 | 13,405.74 | 485.37 | 7,336.27 | ---- | 6,069.47 |
| 7DD | Ester-Beegler | 440.59 | 1,552.58 | 440.59 | 552.58 | ---- | 1,000.00 |
| 7DE | Ready Bullion | ---- | 710.36 | ---- | 345.06 | ---- | 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 & Branches | 6,863.99 | 248,053.52 | 6,863.99 | 176,500.77 | ---- | 71,552.75 |
| 7GA | Lazelle Road | 4.91 | 8,036.01 | 4.91 | 3,922.50 | ---- | 4,113.51 |
| 7H | Little Eldorado Creek | 600.30 | 25,406.00 | 600.30 | 16,827.69 | ---- | 8,578.31 |
| 7I | Gilmore-Summit & Branches.. | 3,810.89 | 84,664.76 | 3,810.89 | 65,701.44 | ---- | 19,163.32 |
| 7IA | Gilmore Creek | 855.85 | 4,834.60 | ---- | 186.89 | \$855.85 | 4,647.71 |
| 7J | Fairbanks-Chena Hot Springs | 1,544.90 | 27,374.72 | 1,544.90 | 19,342.13 | ---- | 8,032.59 |
| 7JA | Chena River Branch | 230.67 | 5,777.28 | 230.67 | 5,163.27 | ---- | 614.01 |
| 7JB | Palmer Creek Aviation Field | ---- | 839.11 | ---- | 264.11 | ---- | 575.00 |

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| No. | Subproject Name | Cost 1939 | Total Cost to 6-30-39 | Cost M & I 1939 | Total Cost M & I to 6-30-39 | Cost Con. 1939 | Total Cost Construction to 6-30-39 |
|-----|--|-------------|-----------------------|-----------------|-----------------------------|----------------|------------------------------------|
| 7JC | Colorado Creek-South Fork . | ---- | \$600.00 | ---- | ---- | ---- | \$600.00 |
| 7K | Olnes-Livengood | \$10,555.94 | 547,167.72 | \$10,555.94 | \$76,918.29 | ---- | 470,249.43 |
| 7N | Farmers-Birch Hill | 847.63 | 47,242.57 | 847.63 | 28,570.60 | ---- | 18,671.97 |
| 7NA | Isabelle Creek | ---- | 3,798.89 | ---- | 2,123.89 | ---- | 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 ... | 10.54 | 7,302.41 | 10.54 | 4,252.05 | ---- | 3,050.36 |
| 7T | Farmers-Chena Slough | 638.05 | 21,783.46 | 638.05 | 9,984.69 | ---- | 11,798.77 |
| 7V | Fairbanks-Wireless Road ... | 23.43 | 913.35 | 23.43 | 913.35 | ---- | ---- |
| 7X | Chena Hot Springs Aviation Field | ---- | 1,739.58 | ---- | 50.00 | ---- | 1,689.58 |
| 7Y | Fairbanks Aviation Field .. | 1,165.76 | 21,135.09 | 1,165.76 | 1,663.87 | ---- | 19,471.22 |
| 7Z | Fairbanks Aviation Field Road | ---- | 766.66 | ---- | ---- | ---- | 766.66 |
| 8 | Nome-Council | 10,705.96 | 493,363.61 | 10,705.96 | 311,480.65 | ---- | 181,882.96 |
| 8D | Council-Ophir Creek | 870.88 | 14,078.58 | 870.88 | 14,078.58 | ---- | ---- |
| 8H | Casa de Paga | ---- | 34,396.27 | ---- | 16,956.62 | ---- | 17,439.65 |
| 8J | Shovel Creek | ---- | 169.00 | ---- | 110.50 | ---- | 58.50 |

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| No. | Subproject Name | Cost 1939 | Total Cost to 6-30-39 | Cost M & I 1939 | Total Cost M & I to 6-30-39 | Cost Con. 1939 | Total Cost Construction to 6-30-39 |
|------|---|-----------|-----------------------|-----------------|-----------------------------|----------------|------------------------------------|
| 8K | Council Aviation Field... | ---- | \$2,244.27 | ---- | \$845.03 | ---- | \$1,399.24 |
| 8L** | Port Safety Aids..... | ---- | 616.50 | ---- | 616.50 | ---- | ---- |
| 9 | Rampart-Eureka..... | \$137.42 | 57,828.05 | \$137.42 | 28,713.69 | ---- | 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..... | 15,269.51 | 194,343.74 | 14,269.51 | 134,540.19 | ---- | 59,803.55 |
| 11B | American Summit-Fortymile | 152.39 | 31,222.56 | 152.39 | 10,971.37 | ---- | 20,251.19 |
| 11C | Steel Creek-Mouth of Walker's Fork..... | ---- | 10,968.14 | ---- | 6,335.64 | ---- | 4,632.50 |
| 11D | Steel Creek-Walker's Fork | ---- | 6,446.20 | ---- | 2,336.20 | ---- | 4,110.00 |
| 11E | Eagle-Seventymile..... | ---- | 24,963.05 | ---- | 19,998.46 | ---- | 4,964.59 |
| 11F | Liberty-Chicken..... | 1,012.29 | 26,698.03 | 1,012.29 | 22,683.76 | ---- | 4,014.27 |
| 11G | Steel Creek-Canyon Creek | ---- | 990.34 | ---- | 990.34 | ---- | ---- |
| 11J | Fortymile-Chicken..... | ---- | 116.01 | ---- | 116.01 | ---- | ---- |

| No. | Subproject Name | Cost 1939 | Total Cost to 6-30-39 | Cost M & I 1939 | Total Cost M & I to 6-30-39 | Cost Con. 1939 | Total Cost Construction to 6-30-39 |
|-------|---|--------------|-----------------------------|--------------------|-----------------------------------|-------------------|--|
| 11K | Fortymile-Steel Creek..... | ---- | \$80.00 | ---- | \$80.00 | ---- | ---- |
| 11L | Franklin-Chicken..... | ---- | 3,272.19 | ---- | 3,272.19 | ---- | ---- |
| 11M | Jack Wade-Walker's Fork- Boundary..... | \$1,306.00 | 3,846.94 | \$1,306.00 | 3,846.94 | ---- | ---- |
| 11N | Lillywig Creek..... | ---- | 909.50 | ---- | ---- | ---- | \$909.50 |
| 11P | Chicken Aviation Field.... | ---- | 2,816.00 | ---- | 115.86 | ---- | 2,700.14 |
| 11Q | Eagle Aviation Field..... | ---- | 3,961.71 | ---- | 1,940.96 | ---- | 2,020.75 |
| 12A** | Mile 34-Lynx Creek..... | ---- | 22,192.66 | ---- | 8,239.03 | ---- | 13,953.63 |
| 13A | Nome Bessie..... | 649.78 | 97,636.32 | 649.78 | 59,094.37 | ---- | 38,541.95 |
| 13B | Bessie-Snake River..... | 2,661.47 | 128,443.16 | 2,661.47 | 78,100.04 | ---- | 50,343.12 |
| 13BA | Snake River-Monument Creek | ---- | 1,788.65 | ---- | 371.38 | ---- | 1,417.27 |
| 13C | Bessie-Sunset Creek..... | 1,322.37 | 73,971.03 | 1,322.37 | 27,273.75 | ---- | 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..... | 1,015.57 | 62,529.90 | 1,015.57 | 47,136.11 | ---- | 15,393.79 |
| 13G** | Grass Gulch..... | ---- | 1,125.73 | ---- | 338.94 | ---- | 786.79 |
| 13H** | Center Creek..... | ---- | 1,538.80 | ---- | 1,455.15 | ---- | 83.65 |

| No. | Subproject Name | Cost 1939 | Total Cost to 6-30-39 | Cost M & I 1939 | Total Cost M & I to 6-30-39 | Cost Con. 1939 | Total Cost Construction to 6-30-39 |
|-------|---|------------|-----------------------|-----------------|-----------------------------|----------------|------------------------------------|
| 13J** | Wonder-Flat Creek | ---- | \$2,803.72 | ---- | \$2,633.22 | ---- | \$170.50 |
| 13K | Bessie-Buster | \$1,296.62 | 61,726.62 | \$1,296.62 | 44,222.64 | ---- | 17,503.98 |
| 13L** | Nome Bucys | ---- | 585.00 | ---- | 585.00 | ---- | ---- |
| 13M | Nome Depot | 1,512.56 | 15,281.76 | 1,512.56 | 12,281.76 | ---- | 3,000.00 |
| 14* | Sitka-Indian River | ---- | 9,610.88 | ---- | 3,336.16 | ---- | 6,274.72 |
| 14 | Sitka-Indian River | 422.31 | 10,323.99 | 422.31 | 6,760.99 | ---- | 3,563.00 |
| 14A | Sitka National Monument .. | 690.00 | 16,739.47 | 690.00 | 15,189.47 | ---- | 1,550.00 |
| 14B* | Sitka National Cemetery .. | ---- | 9,233.02 | ---- | 5,733.02 | ---- | 3,500.00 |
| 14C | Sitka-Pioneer Cemetery Road | 216.38 | 5,894.17 | 216.38 | 2,553.15 | ---- | 3,341.02 |
| 14D | National Cemetery Road ... | 223.13 | 3,575.42 | 223.13 | 2,377.95 | ---- | 697.47 |
| 15 | Circle-Miller House | 9,461.92 | 647,018.06 | 9,461.92 | 214,330.03 | ---- | 432,688.03 |
| 15A | Central House-Circle Hot Springs-Portage Creek | 3,405.78 | 49,797.62 | 3,405.78 | 24,388.92 | ---- | 25,408.70 |
| 15B | Central House-Deadwood ... | 478.19 | 15,549.40 | 478.19 | 3,497.52 | ---- | 12,051.88 |
| 15BA | Ketchum Creek | ---- | 700.58 | ---- | 129.00 | ---- | 571.58 |
| 15C | Circle Hot Springs Aviation Field | ---- | 3,376.35 | ---- | 385.71 | ---- | 2,990.64 |
| 15D | Leech Cutoff | ---- | 224.75 | ---- | ---- | ---- | 224.75 |

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| No. | Subproject Name | Cost 1939 | Total Cost to 6-30-39 | Cost M & I 1939 | Total Cost M & I to 6-30-39 | Cost Con. 1939 | Total Cost Construction to 6-30-39 |
|-------|---|--------------|-----------------------------|--------------------|-----------------------------------|-------------------|--|
| 15E | Miller House-Harrison Creek..... | \$5,535.75 | \$36,005.77 | \$3,270.28 | \$10,370.45 | \$2,265.47 | \$25,635.32 |
| 15F | Boulder Creek Trail..... | --- | 321.90 | --- | --- | --- | 321.90 |
| 15G | Porcupine Creek..... | 2,954.18 | 16,924.30 | --- | --- | 2,954.18 | 16,924.30 |
| 15H | Miller House Aviation Field..... | 500.00 | 500.00 | --- | --- | 500.00 | 500.00 |
| 16 | Chatanika-Miller House... | 12,706.50 | 934,870.99 | 12,706.50 | 399,262.48 | --- | 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... | --- | 9,263.94 | --- | 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 and Road..... | 8,643.11 | 31,864.61 | --- | 14.13 | 8,643.11 | 31,850.48 |

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| No. | Subproject Name | Cost 1939 | Total Cost to 6-30-39 | Cost M & I 1939 | Total Cost M & I to 6-30-39 | Cost Con. 1939 | Total Cost Construction to 6-30-39 |
|-------|--|--------------|-----------------------------|--------------------|-----------------------------------|-------------------|--|
| 17D | Tanana-Kaltag Telephone Line..... | --- | \$6,683.59 | --- | \$6,683.59 | --- | --- |
| 18 | Kaltag-Nome..... | \$197.10 | 80,624.56 | \$197.10 | 52,487.17 | --- | \$28,137.39 |
| 18A | Bonanza-Kotzebue..... | 71.01 | 12,117.04 | 71.01 | 10,887.04 | --- | 1,230.00 |
| 18B | Golovin-Council..... | --- | 745.90 | --- | 745.90 | --- | --- |
| 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..... | 46.75 | 1,833.72 | --- | 207.90 | 46.75 | 1,625.82 |
| 18G | Moses Aviation Field..... | --- | 254.20 | --- | 29.20 | --- | 225.00 |
| 18H | Kaltag-Unalakleet Telephone Line..... | 60.93 | 2,514.93 | 60.93 | 2,514.93 | --- | --- |
| 18J | Spruce Creek..... | --- | 2,097.26 | --- | 1,809.76 | --- | 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 |
| 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 |

| No. | Subproject Name | Cost 1939 | Total Cost to 6-30-39 | Cost M & I 1939 | Total Cost M & I to 6-30-39 | Cost Con. 1939 | Total Cost Construction to 6-30-39 |
|--------|-------------------------------------|-----------|-----------------------|-----------------|-----------------------------|----------------|------------------------------------|
| 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 |
| 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 | ---- | 2,808.09 | ---- | 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 ... | ---- | 9,529.99 | ---- | 6,927.36 | ---- | 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 |

| No. | Subproject Name | Cost 1939 | Total Cost to 6-30-39 | Cost M & I 1939 | Total Cost M & I to 6-30-39 | Cost Con. 1939 | Total Cost Construction to 6-30-39 |
|-------|-----------------------------|--------------|-----------------------------|--------------------|-----------------------------------|-------------------|--|
| 23B | Beaver-Caro | \$651.78 | \$70,028.13 | \$651.78 | \$39,787.32 | ---- | \$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 | 157.56 | 13,325.02 | 157.56 | 5,765.15 | ---- | 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 | 83.39 | 4,426.72 | 83.39 | 2,661.81 | ---- | 1,764.91 |
| 25D | Mouth of Center Creek | 197.25 | 30,700.46 | 197.25 | 23,199.39 | ---- | 7,501.07 |
| 25DA | Little Creek Branch | 3,329.12 | 10,695.78 | 3,329.12 | 6,899.08 | ---- | 3,796.70 |
| 25E | Submarine Paystreak | 202.87 | 39,639.44 | 202.87 | 15,319.11 | ---- | 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 | 898.26 | 36,450.33 | 898.26 | 8,009.58 | ---- | 28,440.75 |

| No. | Subproject Name | Cost 1939 | Total Cost to 6-30-39 | Cost M & I 1939 | Total Cost M & I to 6-30-39 | Cost Con. 1939 | Total Cost Construction to 6-30-39 |
|-------|---------------------------------------|-----------|-----------------------|-----------------|-----------------------------|----------------|------------------------------------|
| 25M | Telephone Lines-Seward Peninsula..... | \$50.63 | \$13,199.83 | \$50.63 | \$11,499.83 | ---- | \$1,700.00 |
| 25N | Nome City Streets..... | 44.00 | 7,892.78 | 44.00 | 5,544.11 | ---- | 2,348.67 |
| 25P** | Nome Harbor Lights..... | ---- | 815.29 | ---- | 815.29 | ---- | ---- |
| 25R | Radio Telephones..... | ---- | 6,477.34 | ---- | ---- | ---- | 6,477.34 |
| 26 | Candle-Candle Creek..... | 1,802.80 | 114,822.15 | 1,802.80 | 74,807.36 | ---- | 40,014.79 |
| 26A** | Kugruk River Approach..... | ---- | 488.00 | ---- | 488.00 | ---- | ---- |
| 26B | Bear Creek Trail..... | 95.10 | 1,275.89 | 95.10 | 935.89 | ---- | 340.00 |
| 26C | Candle-Kiwalik..... | ---- | 1,107.27 | ---- | 79.36 | ---- | 1,027.91 |
| 26D | Kiwalik Aviation Field.... | ---- | 908.50 | ---- | 608.50 | ---- | 300.00 |
| 26E | Candle Aviation Field..... | 305.40 | 1,700.40 | 305.40 | 345.40 | ---- | 1,355.00 |
| 26F** | Telephone Line Reconnaissance..... | ---- | 148.00 | ---- | 148.00 | ---- | ---- |
| 26G | Candle Radio Road..... | ---- | 575.00 | ---- | ---- | ---- | 575.00 |
| 27 | Deering-Inmachuk..... | 2,851.98 | 123,819.26 | 2,851.98 | 92,927.36 | ---- | 30,891.90 |
| 27A | Deering Aviation Field.... | ---- | 1,159.65 | ---- | 137.65 | ---- | 1,022.00 |
| 28 | Shelton-Candle..... | 55.67 | 12,440.73 | 55.67 | 4,233.71 | ---- | 8,207.02 |
| 28A | Nome-Serpentine Hot Springs | ---- | 18,933.11 | ---- | 13,694.11 | ---- | 5,239.00 |

| No. | Subproject Name | Cost 1939 | Total Cost to 6-30-39 | Cost M & I 1939 | Total Cost M & I to 6-30-39 | Cost Con. 1939 | Total Cost Construction to 6-30-39 |
|-------|--|-----------|-----------------------|-----------------|-----------------------------|----------------|------------------------------------|
| 28C | Lower Kougarok Aviation Field..... | --- | \$362.84 | --- | --- | --- | \$362.84 |
| 29 | Tanana-Bettles..... | \$207.29 | 14,699.28 | \$207.29 | \$7,687.17 | --- | 7,012.11 |
| 29A | Bettles-Coldfoot..... | 1,337.56 | 24,562.30 | 1,337.56 | 19,432.30 | --- | 5,130.00 |
| 29C | Mile 70-Hughes..... | --- | 2,167.02 | --- | 458.45 | --- | 1,708.57 |
| 29D | Wild River Trail..... | --- | 4,216.47 | --- | 1,522.93 | --- | 2,693.54 |
| 29E | Bettles River Aviation Field..... | --- | 500.00 | --- | --- | --- | 500.00 |
| 30 | Hot Springs Landing-Eureka..... | 14,160.75 | 113,698.85 | 14,160.75 | 93,273.04 | --- | 20,425.81 |
| 30A | Hot Springs-Tofty..... | 8,692.98 | 50,861.99 | 802.98 | 4,312.83 | \$7,890.00 | 46,549.16 |
| 30B** | Manley Hot Springs Aviation Field..... | --- | 1,189.98 | --- | 49.98 | --- | 1,140.00 |
| 31 | Caribou Creek..... | 1,523.60 | 16,938.48 | 1,523.60 | 8,357.56 | --- | 8,580.92 |
| 32A | Takotna-Flat (Summer).... | --- | 9,305.14 | --- | 3,867.85 | --- | 5,437.29 |
| 32AA | Takotna-Flat (winter 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 | --- | --- |

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| No. | Subproject Name | Cost 1939 | Total Cost to 6-30-39 | Cost M & I 1939 | Total Cost M & I to 6-30-39 | Cost Con. 1939 | Total Cost Construction to 6-30-39 |
|--------|------------------------------------|------------|-----------------------|-----------------|-----------------------------|----------------|------------------------------------|
| 32B | Iditarod-Flat | \$9,364.04 | \$166,277.23 | \$9,364.04 | \$110,390.96 | ---- | \$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 (Winter) | 188.80 | 8,996.69 | 188.80 | 7,516.69 | ---- | 1,480.00 |
| 32DD | Flat-Georgetown | ---- | 150.00 | ---- | 150.00 | ---- | ---- |
| 32E | Takotna Aviation Field | ---- | 8,865.40 | ---- | 446.68 | ---- | 8,418.72 |
| 32F | Takotna Depot | 83.55 | 15,868.21 | 83.55 | 8,258.94 | ---- | 7,609.27 |
| 32G | Kuskokwim Landing-Takotna . | 20,708.16 | 20,708.16 | ---- | ---- | \$20,708.16 | 20,708.16 |
| 33A** | Otter Creek Towpath | ---- | 448.23 | ---- | ---- | ---- | 448.23 |
| 33B** | Summit-Otter Creek | ---- | 5,047.66 | ---- | 5,047.66 | ---- | ---- |
| 33C | Flat City-Flat Creek | 789.23 | 8,897.57 | 789.23 | 8,897.57 | ---- | ---- |
| 33D | Head Flat Creek-Willow Creek | 1,772.63 | 18,632.80 | 1,772.63 | 17,389.80 | ---- | 1,243.00 |
| 33DA | Happy Creek Road | 38.64 | 672.03 | 38.64 | 311.57 | ---- | 360.46 |
| 33E | Willow Creek-Chicken Creek | 313.88 | 12,425.26 | 313.88 | 10,925.26 | ---- | 1,500.00 |
| 33F | Flat City-Slate Creek | 1,761.82 | 45,551.53 | 1,761.82 | 20,036.83 | ---- | 25,514.70 |
| 33FA | Gold Horn Branch | ---- | 3,640.63 | ---- | 627.80 | ---- | 3,012.83 |

| No. | Subproject Name | Cost 1939 | Total Cost to 6-30-39 | Cost M & I 1939 | Total Cost M & I to 6-30-39 | Cost Con. 1939 | Total Cost Construction to 6-30-39 |
|--------|--|------------|-----------------------|-----------------|-----------------------------|----------------|------------------------------------|
| 33G** | Candle Landing-Candle Creek | ---- | \$6,577.16 | ---- | \$980.16 | ---- | \$5,597.00 |
| 33H | Flat Aviation Field | ---- | 5,555.60 | ---- | 654.15 | ---- | 4,901.45 |
| 34** | Iditarod-Dishkakot | ---- | 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 |
| 35A | Mountain Roads (1) | \$8,113.59 | 245,288.21 | \$8,113.59 | 135,566.79 | ---- | 109,721.42 |
| 35AB** | Fairangel Extension | ---- | 104.20 | ---- | ---- | ---- | 104.20 |
| 35B | Wasilla-Fishhook-Palmer Roads (2) | 13,589.81 | 288,330.84 | 13,589.81 | 156,356.17 | ---- | 131,974.67 |
| 35DB | Lucky Shot-Willow | 2,758.00 | 193,439.75 | 2,758.00 | 24,202.39 | ---- | 169,237.36 |
| 35DC | Willow Creek Mines Field. | ---- | 305.95 | ---- | ---- | ---- | 305.95 |
| 35F | Wasilla-Knik Roads (3) .. | 1,215.98 | 64,070.53 | 1,215.98 | 34,374.12 | ---- | 29,696.41 |
| 35G | Palmer-Matanuska Roads(4) | 1,743.55 | 111,111.08 | 1,743.55 | 39,510.93 | ---- | 71,600.15 |
| 35H | Wasilla-Finger Lake-Palmer Roads (5) | 9,658.38 | 183,045.41 | 9,658.38 | 95,526.76 | ---- | 87,518.65 |
| 35J | Wasilla-Matanuska Roads (6) | 2,283.93 | 51,206.29 | 2,283.93 | 27,061.07 | ---- | 24,145.22 |
| 35N** | Houston-Willow Creek | ---- | 1,212.32 | ---- | 272.00 | ---- | 940.32 |
| 35P** | Moose Creek-Baxter | ---- | 2,218.62 | ---- | ---- | ---- | 2,218.62 |

| No. | Subproject Name | Cost 1939 | Total Cost to 6-30-39 | Cost M & I 1939 | Total Cost M & I to 6-30-39 | Cost Con. 1939 | Total Cost Construction to 6-30-39 |
|-------|-----------------------------|--------------|-----------------------------|--------------------|-----------------------------------|-------------------|--|
| 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 |
| 35Y | Wasilla Depot..... | --- | 4,409.79 | --- | 4,409.79 | --- | --- |
| 36 | Mineral Creek..... | \$919.27 | 97,341.58 | \$919.27 | 40,278.57 | --- | 57,063.01 |
| 36A** | Granby Road..... | --- | 3,431.35 | --- | 349.44 | --- | 3,081.91 |
| 36B | South 2nd Street-Cordova... | --- | 3,437.95 | --- | 64.80 | --- | 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 |
| 36H | Valdez Streets..... | 22.50 | 517.33 | 22.50 | 517.33 | --- | --- |
| 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 |

| No. | Subproject Name | Cost 1939 | Total Cost to 6-30-39 | Cost M & I 1939 | Total Cost M & I to 6-30-39 | Cost Con. 1939 | Total Cost Construction to 6-30-39 |
|-------|----------------------------------|------------|-----------------------|-----------------|-----------------------------|----------------|------------------------------------|
| 38A | Ruby-Long..... | \$6,749.81 | \$296,390.70 | \$6,749.81 | \$164,370.35 | --- | \$132,020.35 |
| 38AB | Long-Birch Creek..... | --- | 950.74 | --- | --- | --- | 950.74 |
| 38B | Poorman-Cripple..... | --- | 7,596.80 | --- | 6,093.84 | --- | 1,502.96 |
| 38C | Ophir-Cripple..... | --- | 4,778.05 | --- | 2,879.05 | --- | 1,899.00 |
| 38D | Ophir-Takotna (Summer)... | 20,978.04 | 338,123.25 | 20,978.04 | 163,615.75 | --- | 174,507.50 |
| 38DA | Little Creek Road..... | 44.98 | 14,473.48 | 44.98 | 3,825.44 | --- | 10,648.04 |
| 38E | Long-Poorman..... | 10,834.60 | 223,131.98 | 10,834.60 | 105,939.42 | --- | 117,192.56 |
| 38EA | Poorman Aviation Field... | --- | 3,697.20 | --- | 1,903.33 | --- | 1,793.87 |
| 38EB | Greenstone Creek..... | --- | 227.44 | --- | --- | --- | 227.44 |
| 38EE | Long-Poorman (Winter).... | --- | 5,862.71 | --- | 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..... | 29.58 | 10,321.24 | 29.58 | 2,387.00 | --- | 7,934.24 |
| 38H | Ganes Creek Road..... | 4,195.97 | 32,172.19 | 4,195.97 | 28,768.34 | --- | 3,403.85 |
| 38K | Ruby Aviation Field..... | 855.24 | 14,089.50 | 855.24 | 2,153.75 | --- | 11,935.75 |
| 38L | Ruby Aviation Field Road | --- | 918.42 | --- | 418.42 | --- | 500.00 |

| No. | Subproject Name | Cost 1939 | Total Cost to 6-30-39 | Cost M & I 1939 | Total Cost M & I to 6-30-39 | Cost Con. 1939 | Total Cost Construction to 6-30-39 |
|------|------------------------------|------------|-----------------------|-----------------|-----------------------------|----------------|------------------------------------|
| 38M | Ophir Aviation Field | \$3,015.00 | \$5,010.62 | ---- | ---- | \$3,015.00 | \$5,010.62 |
| 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 | ---- | 8,561.41 | ---- | 1,010.64 | ---- | 7,550.77 |
| 41A | Kotzebue-Shungnak | 17.64 | 4,541.05 | \$17.64 | 4,541.05 | ---- | ---- |
| 41AA | Kiana-Selawik-Shungnak | ---- | 2,549.58 | ---- | 958.18 | ---- | 1,591.40 |
| 41B | Kotzebue-Point Barrow | ---- | 6,620.32 | ---- | 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 | ---- | 2,309.50 | ---- | 10.50 | ---- | 2,299.00 |
| 41F | Kotzebue-Noatak | ---- | 112.01 | ---- | 34.43 | ---- | 77.58 |
| 42 | St. Michael-Kotlik | ---- | 3,329.58 | ---- | 3,329.58 | ---- | ---- |
| 42A | Ungalik River Tractor Road . | 133.16 | 133.16 | ---- | ---- | 133.16 | 133.16 |
| 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 | 66.00 | 20,397.63 | 66.00 | 9,238.92 | ---- | 11,158.71 |
| 44B | Skagway Aviation Field | 184.03 | 8,837.34 | 184.03 | 2,051.81 | ---- | 6,785.53 |

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| No. | Subproject Name | Cost 1939 | Total Cost to 6-30-39 | Cost M & I 1939 | Total Cost M & I to 6-30-39 | Cost Con. 1939 | Total Cost Construction to 6-30-39 |
|-------|--------------------------------------|-----------|-----------------------|-----------------|-----------------------------|----------------|------------------------------------|
| 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 | \$259.00 | 17,303.09 | \$259.00 | 4,731.46 | ---- | 12,571.63 |
| 46A | Roosevelt-Kantishna | ---- | 61,686.53 | ---- | 19,723.84 | ---- | 41,962.69 |
| 46B | Lignite-Kantishna | 563.74 | 17,520.60 | 563.74 | 1,726.83 | ---- | 15,793.77 |
| 46C | Nenana-Knights Roadhouse ... | 335.73 | 5,738.66 | 335.73 | 4,146.08 | ---- | 1,592.58 |
| 46D | McKinley Park Road | 98,234.02 | 1,443,254.50 | 22,164.23 | 271,011.76 | \$76,069.79 | 1,172,242.74 |
| 46DA | Kantishna-Park Boundary | 17,342.55 | 37,927.94 | 1,202.05 | 1,202.05 | 16,140.50 | 36,725.89 |
| 46DB | Savage River Aviation Field | ---- | 160.93 | ---- | ---- | ---- | 160.93 |
| 46E | Diamond-Telida | ---- | 10,779.37 | ---- | 3,967.81 | ---- | 6,811.56 |
| 46F | Nenana Cemetery Road | 324.38 | 11,369.73 | 324.38 | 7,551.10 | ---- | 3,818.63 |
| 46G | Kobi-Bonnifield | 291.22 | 6,203.33 | 291.22 | 496.72 | ---- | 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 | 51.74 | 1,159.78 | 51.74 | 439.78 | ---- | 720.00 |

| No. | Subproject Name | Cost 1939 | Total Cost to 6-30-39 | Cost M & I 1939 | Total Cost M & I to 6-30-39 | Cost Ccn. 1939 | Total Cost Construction to 6-30-39 |
|-----|-------------------------------|------------|-----------------------|-----------------|-----------------------------|----------------|------------------------------------|
| 47 | Coldfoot-Wiseman | \$6,407.80 | \$29,856.35 | \$6,407.80 | \$20,913.74 | ---- | \$8,942.61 |
| 47A | Wiseman Aviation Field | ---- | 9,669.79 | ---- | 3,056.54 | ---- | 6,613.25 |
| 47B | Nolan Branch | 954.84 | 39,666.77 | 954.84 | 21,032.03 | ---- | 18,634.74 |
| 47C | Wiseman-Hammond | 1,291.95 | 21,901.87 | 1,291.95 | 17,934.80 | ---- | 3,967.07 |
| 47D | Jim Pup Trail | ---- | 5,894.13 | ---- | 3,269.00 | ---- | 2,625.13 |
| 47E | Myrtle Creek Trail | 1,828.07 | 4,017.78 | 318.07 | 318.07 | \$1,510.00 | 3,699.71 |
| 47F | Wiseman-Porcupine Trail | ---- | 1,719.94 | ---- | ---- | ---- | 1,719.94 |
| 48 | Iliamna Bay-Iliamna Lake ... | 8,625.71 | 153,409.80 | 8,625.71 | 33,260.12 | ---- | 120,149.68 |
| 49 | Davidson's Landing-Taylor .. | ---- | 26,079.45 | ---- | 18,366.28 | ---- | 7,713.17 |
| 50* | Stikine River | ---- | 2,256.75 | ---- | ---- | ---- | 2,256.75 |
| 51 | Talkeetna Roads (7) | 37,020.32 | 462,472.42 | 37,020.32 | 227,215.00 | ---- | 235,257.42 |
| 51C | Yentna-Mills Creek | ---- | 5,441.20 | ---- | 310.76 | ---- | 5,130.44 |
| 51D | Mile 32-Spruce Creek | ---- | 106.98 | ---- | 106.98 | ---- | ---- |
| 51E | Mills Creek-Cache Creek | 150.00 | 3,231.64 | 150.00 | 1,924.19 | ---- | 1,307.45 |
| 51F | Cache Creek Aviation Field.. | ---- | 1,669.66 | ---- | 345.46 | ---- | 1,324.20 |
| 51G | Talkeetna Aviation Field ... | 302.37 | 1,354.95 | ---- | ---- | 302.37 | 1,354.95 |
| 52* | Ketchikan-Wards Cove | ---- | 26,120.42 | ---- | 5,000.00 | ---- | 21,120.42 |

| No. | Subproject Name | Cost 1939 | Total Cost to 6-30-39 | Cost M & I 1939 | Total Cost M & I to 6-30-39 | Cost Con. 1939 | Total Cost Construction to 6-30-39 |
|-------|----------------------------|--------------|-----------------------------|--------------------|-----------------------------------|-------------------|--|
| 52A* | Ketchikan-Charcoal Point.. | --- | \$15,500.48 | --- | \$3,000.00 | --- | \$12,500.48 |
| 53 | Eagle-Circle..... | --- | 7,481.89 | --- | 5,797.17 | --- | 1,684.72 |
| 53A | Circle-Fort Yukon..... | \$81.33 | 9,309.54 | \$81.33 | 5,142.97 | --- | 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 |
| 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..... | 8,601.24 | 311,426.03 | 8,601.24 | 155,573.80 | --- | 155,852.23 |
| 57A | Nizina River Bridge..... | 658.68 | 231,774.87 | 658.68 | 105,833.07 | --- | 125,941.80 |
| 57B | Nizina-Chitina River..... | --- | 8,630.79 | --- | 1,792.21 | --- | 6,838.58 |
| 57C | McCarthy-Kennecott River.. | 57.74 | 953.08 | 57.74 | 953.08 | --- | --- |

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|-------|---------------------------------------|--------------|-----------------------------|--------------------|-----------------------------------|-------------------|--|
| 57D | Chititu Branch | \$155.50 | \$16,240.20 | \$155.50 | \$8,811.72 | ---- | \$7,428.48 |
| 57E** | McCarthy-Green Butte | ---- | 2,319.68 | ---- | 2,319.68 | ---- | ---- |
| 57F | McCarthy Aviation Field ... | 14.00 | 5,557.73 | 14.00 | 537.85 | ---- | 5,019.88 |
| 57G | Copper Creek Trail | ---- | 393.59 | ---- | 91.61 | ---- | 301.98 |
| 57H** | Chitina River Aviation Field | ---- | 735.00 | ---- | ---- | ---- | 735.00 |
| 57J | McCarthy-Kennecott | 68.97 | 1,772.70 | 68.97 | 1,772.70 | ---- | ---- |
| 57K | Chitina-McCarthy | 3,103.64 | 3,103.64 | 3,103.64 | 3,103.64 | ---- | ---- |
| 58* | Hyder-Salmon River | ---- | 63.50 | ---- | ---- | ---- | 63.50 |
| 59 | Fairbanks Bridge | 1,864.13 | 84,909.86 | 1,864.13 | 23,210.56 | ---- | 61,699.30 |
| 59A | Fairbanks Depot | 1,152.55 | 33,013.04 | 1,152.55 | 10,003.04 | ---- | 23,010.00 |
| 60A | Valdez Aviation Field | ---- | 6,544.32 | ---- | 692.67 | ---- | 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 |
| 61B** | Nugget Creek Extension | ---- | 1,630.00 | ---- | 1,630.00 | ---- | ---- |
| 61C** | Elliot-Kotsina | ---- | 6,858.42 | ---- | ---- | ---- | 6,858.42 |

| No. | Subproject Name | Cost 1939 | Total Cost to 6-30-39 | Cost M & I 1939 | Total Cost M & I to 6-30-39 | Cost Con. 1939 | Total Cost Construction to 6-30-39 |
|-------|--------------------------------------|--------------|-----------------------------|--------------------|-----------------------------------|-------------------|--|
| 61E | Farnan Trail | ---- | \$941.96 | ---- | \$15.80 | ---- | \$926.16 |
| 61F | Nizina-Bremner Sled Road ... | \$3,025.86 | 30,594.42 | \$3,025.86 | 4,815.90 | ---- | 25,778.52 |
| 61G | Bremner Aviation Field | ---- | 2,500.00 | ---- | ---- | ---- | 2,500.00 |
| 62 | Dime Creek | 223.51 | 84,893.81 | 223.51 | 41,190.85 | ---- | 43,702.96 |
| 62A | Haycock-Bear Creek | ---- | 789.24 | ---- | 573.24 | ---- | 216.00 |
| 62B | Haycock Aviation Field | 806.00 | 2,942.65 | ---- | 21.25 | \$806.00 | 2,921.40 |
| 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 | 385.22 | 37,188.28 | 385.22 | 17,123.42 | ---- | 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 ... | ---- | 5,628.64 | ---- | 764.12 | ---- | 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) | ---- | 3,676.48 | ---- | 891.23 | ---- | 2,785.25 |

| No. | Subproject Name | Cost 1939 | Total Cost to 6-30-39 | Cost M & I 1939 | Total Cost M & I to 6-30-39 | Cost Con. 1939 | Total Cost Construction to 6-30-39 |
|------|--|--------------|-----------------------------|--------------------|-----------------------------------|-------------------|--|
| 65A | Gulkana-Chistochina..... | \$13,536.92 | \$475,733.81 | \$13,536.92 | \$152,794.31 | ---- | \$322,939.50 |
| 65AB | Gakona Aviation Field..... | 158.77 | 200.56 | ---- | 41.79 | \$158.77 | 158.77 |
| 65B | Chistochina-Slate Creek... | 39.49 | 13,366.72 | 39.49 | 1,395.40 | ---- | 11,971.32 |
| 65C | Chistochina-Slana..... | 4,708.56 | 215,123.87 | 4,708.56 | 32,424.64 | ---- | 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.. | ---- | 13,045.29 | ---- | 3,672.58 | ---- | 9,372.71 |
| 65G | Slana-Chisana..... | 6,851.51 | 188,245.91 | 6,851.51 | 42,060.16 | ---- | 146,185.75 |
| 65GA | Slana-Ahtell Creek..... | ---- | 183.09 | ---- | ---- | ---- | 183.09 |
| 65H | Tanana Crossing Aviation Field..... | 186.57 | 11,637.28 | 186.57 | 237.68 | ---- | 11,399.60 |
| 65K | Chistochina Aviation Field | 19.11 | 2,654.08 | 19.11 | 19.11 | ---- | 2,634.97 |
| 66** | Matanuska-Chickaloon..... | ---- | 1,268.30 | ---- | ---- | ---- | 1,268.30 |
| 67 | Nome-Teller..... | 158.84 | 14,098.75 | 158.84 | 13,798.75 | ---- | 300.00 |
| 67A | Teller-Cape Prince of Wales..... | 180.84 | 4,142.03 | 180.84 | 4,142.03 | ---- | ---- |

| No. | Subproject Name | Cost 1939 | Total Cost to 6-30-39 | Cost M & I 1939 | Total Cost M & I to 6-30-39 | Cost Con. 1939 | Total Cost Construction to 6-30-39 |
|------|--|--------------|-----------------------------|--------------------|-----------------------------------|-------------------|--|
| 67B | Teller-Bluestone | \$9,686.65 | \$64,733.76 | \$3,366.65 | \$17,281.20 | \$6,320.00 | \$47,452.56 |
| 67C | Teller-Pilgrim Hot Springs | 153.96 | 3,660.42 | 153.96 | 1,860.42 | ---- | 1,800.00 |
| 67D | Teller-American River | ---- | 1,072.06 | ---- | 222.39 | ---- | 849.67 |
| 67E | Teller Aviation Field | ---- | 1,781.45 | ---- | 1,028.65 | ---- | 752.80 |
| 67F | Tin City-Goodwin | 15.00 | 11,450.51 | 15.00 | 3,128.44 | ---- | 8,322.07 |
| 67G | Lost River Aviation Field | ---- | 258.94 | ---- | 137.54 | ---- | 121.40 |
| 67H | Wales Aviation Field | ---- | 121.40 | ---- | ---- | ---- | 121.40 |
| 67J | Woolley-Gold Run | ---- | 45.15 | ---- | 45.15 | ---- | ---- |
| 68 | Flagging Trails | 1,246.36 | 111,606.91 | 1,246.36 | 111,606.91 | ---- | ---- |
| 70 | Miscellaneous Surveys and Reconnaissances | ---- | 22,774.94 | ---- | 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 | 2,157.52 | 42,305.58 | 2,157.52 | 18,986.53 | ---- | 23,819.05 |
| 73A | Kotlik-Marshall | 194.40 | 4,879.02 | 194.40 | 4,029.02 | ---- | 850.00 |
| 73B | Stuyahok | ---- | 4,941.93 | ---- | ---- | ---- | 4,941.93 |

| No. | Subproject Name | Cost 1939 | Total Cost to 6-30-39 | Cost M & I 1939 | Total Cost M & I to 6-30-39 | Cost Con. 1939 | Total Cost Construction to 6-30-39 |
|-------|--|-----------|-----------------------|-----------------|-----------------------------|----------------|------------------------------------|
| 73C | Old Hamilton-Scammon Bay.. | \$162.43 | \$3,240.50 | \$162.43 | \$1,387.05 | ---- | \$1,853.45 |
| 73D | Marshall Aviation Field... | ---- | 2,100.00 | ---- | 100.00 | ---- | 2,000.00 |
| 73E | Paimute-Marshall..... | ---- | 465.28 | ---- | 322.18 | ---- | 143.10 |
| 75 | Anchorage Loop Roads (8).. | 13,926.85 | 169,648.77 | 13,926.85 | 104,071.77 | ---- | 65,577.00 |
| 75A | Anchorage-Lake Spenard Roads (9)..... | 9,206.49 | 44,577.17 | 5,056.49 | 27,686.36 | \$4,150.00 | 16,890.81 |
| 75D | Anchorage Depot..... | 2,503.76 | 22,097.04 | 2,503.76 | 12,130.69 | ---- | 9,966.35 |
| 75G** | East First Street-Anchorage..... | ---- | 1,023.46 | ---- | ---- | ---- | 1,023.46 |
| 75H | Lake Spenard Aviation Field..... | ---- | 277.45 | ---- | ---- | ---- | 277.45 |
| 75J | Anchorage Aviation Field.. | ---- | 5,222.04 | ---- | 608.04 | ---- | 4,614.00 |
| 75L | Anchorage Loop-Palmer and Branches (10)..... | 18,818.49 | 721,728.26 | 18,818.49 | 82,417.02 | ---- | 639,311.24 |
| 76 | Cantwell-Valdez Creek..... | 518.16 | 59,566.86 | 518.16 | 9,526.32 | ---- | 50,040.54 |
| 76A | Valdez Creek Aviation Field..... | ---- | 2,654.00 | ---- | 316.90 | ---- | 2,337.10 |
| 78 | Valdez Depot..... | ---- | 5,266.56 | ---- | 5,266.56 | ---- | ---- |
| 79 | Seward Depot..... | ---- | 4,222.55 | ---- | 4,222.55 | ---- | ---- |

| Subproject | | Cost 1939 | Total Cost to 6-30-39 | Cost M & I 1939 | Total Cost M & I to 6-30-39 | Cost Con. 1939 | Total Cost Construction to 6-30-39 |
|------------|-----------------------------|--------------|-----------------------------|--------------------|-----------------------------------|-------------------|--|
| No. | Name | | | | | | |
| 80A** | McGrath-Takotna..... | ---- | \$428.05 | ---- | \$428.05 | ---- | ---- |
| 80AA | McGrath-Takotna (Winter)... | ---- | 7,469.34 | ---- | 5,287.34 | ---- | \$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..... | \$536.36 | 35,372.87 | \$536.36 | 11,747.14 | ---- | 23,625.73 |
| 80G | Takotna-Nixon Fork..... | 869.72 | 30,603.03 | ---- | 610.56 | \$869.72 | 29,992.47 |
| 80GG** | Takotna-Nixon Fork(winter). | ---- | 183.16 | ---- | 183.16 | ---- | ---- |
| 80H | McGrath Aviation Field..... | 509.42 | 27,495.68 | ---- | 789.75 | 509.42 | 26,705.93 |
| 80J | Medfra Aviation Field..... | 1,497.50 | 5,886.50 | 1,497.50 | 3,057.50 | ---- | 2,829.00 |
| 81 | Point Gustavus Roads..... | 413.25 | 43,744.17 | 413.25 | 17,654.03 | ---- | 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..... | 236.89 | 5,649.60 | 236.89 | 4,488.37 | ---- | 1,161.23 |

| No. | Subproject Name | Cost 1939 | Total Cost to 6-30-39 | Cost M & I 1939 | Total Cost M & I to 6-30-39 | Cost Con. 1939 | Total Cost Construction to 6-30-39 |
|------|---|--------------|-----------------------------|--------------------|-----------------------------------|-------------------|--|
| 87 | Woodchopper-Coal Creek..... | \$1,014.84 | \$13,215.70 | \$1,014.84 | \$3,023.59 | ---- | \$10,192.11 |
| 88 | Ferry-Eva-Moose Creek..... | ---- | 39,435.80 | ---- | 21,075.91 | ---- | 18,359.89 |
| 89 | Kougarok Reconnaissance.... | ---- | 4,312.11 | ---- | ---- | ---- | 4,312.11 |
| 89A | Seward Peninsula Railroad.. | 22,055.91 | 431,078.36 | 22,055.91 | 250,516.08 | ---- | 180,562.28 |
| 89AB | Bunker Hill-Kougarok..... | 32,389.04 | 100,706.70 | 4,859.04 | 12,097.16 | \$27,530.00 | 88,609.54 |
| 89B | Pilgrim Aviation Field..... | ---- | 1,227.90 | ---- | 511.90 | ---- | 716.00 |
| 89C | Iron Creek-American Creek.. | 198.84 | 6,228.31 | 198.84 | 4,073.39 | ---- | 2,154.92 |
| 89D | Iron Creek Road..... | 214.75 | 4,191.27 | 214.75 | 214.75 | ---- | 3,976.52 |
| 90A | Shelter Cabins, First Division..... | ---- | 340.35 | ---- | ---- | ---- | 340.35 |
| 90B | Shelter Cabins, Second Division..... | 5.85 | 45,886.78 | 5.85 | 12,375.48 | ---- | 33,511.30 |
| 90C | Shelter Cabins, Third Division..... | 536.75 | 26,248.41 | 536.75 | 3,363.42 | ---- | 22,884.99 |
| 90D | Shelter Cabins, Fourth Division..... | 1,457.40 | 50,895.12 | 1,457.40 | 11,550.94 | ---- | 39,344.18 |
| 91* | Yakutat..... | ---- | 50.55 | ---- | ---- | ---- | 50.55 |
| 92A | Bethel-Quinhagak..... | ---- | 10,075.33 | ---- | 8,277.83 | ---- | 1,797.50 |

OH

| No. | Subproject Name | Cost 1939 | Total Cost to 6-30-39 | Cost M & I 1939 | Total Cost M & I to 6-30-39 | Cost Con. 1939 | Total Cost Construction to 6-30-39 |
|-------|----------------------------------|-------------|-----------------------|-----------------|-----------------------------|----------------|------------------------------------|
| 92AA | Bethel Airfield and Road..... | \$10,077.93 | \$62,633.18 | --- | --- | \$10,077.93 | \$62,633.18 |
| 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... | --- | 9,213.53 | --- | 6,795.76 | --- | 2,417.77 |
| 92FA | Goodnews Bay-Platinum Creek..... | --- | 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..... | 4.81 | 5,913.66 | \$4.81 | 3,398.70 | --- | 2,514.96 |
| 92MA | Marvel Creek Trail..... | --- | 571.67 | --- | 571.67 | --- | --- |

| No. | Subproject Name | Cost 1939 | Total Cost to 6-30-39 | Cost M & I 1939 | Total Cost M & I to 6-30-39 | Cost Con. 1939 | Total Cost Construction to 6-30-39 |
|-------|---------------------------|-------------|-----------------------|-----------------|-----------------------------|----------------|------------------------------------|
| 92N** | Akiak-Canyon Creek..... | ---- | \$306.00 | ---- | \$306.00 | ---- | ---- |
| 92O | Tuluksak-Foothills..... | ---- | 1,928.44 | ---- | 743.32 | ---- | \$1,185.12 |
| 92P | Holy Cross-Kaltshak..... | ---- | 1,680.97 | ---- | 1,180.97 | ---- | 500.00 |
| 92Q | Upper Landing-Bear Creek. | ---- | 23,157.57 | ---- | 6,057.57 | ---- | 17,100.00 |
| 92R | Dillingham-Snag Point.... | \$13,586.16 | 59,846.14 | \$1,586.16 | 5,418.41 | \$12,000.00 | 54,427.73 |
| 92S | Bethel-Nunichak..... | 86.28 | 3,292.64 | 86.28 | 86.28 | ---- | 3,206.36 |
| 92T | Johnson River-Kinak Trail | 73.96 | 1,033.96 | 73.96 | 73.96 | ---- | 960.00 |
| 93 | Chulitna Trail..... | 6.30 | 9,536.50 | 6.30 | 2,580.06 | ---- | 6,956.44 |
| 93A | Bull River Trail..... | 6,961.78 | 75,174.57 | 1,711.78 | 4,414.71 | 5,250.00 | 70,759.86 |
| 93AB | Colorado Aviation Field.. | ---- | 1,295.63 | ---- | 18.00 | ---- | 1,277.63 |
| 93B | Indian River..... | 8.49 | 8,985.89 | 8.49 | 2,419.66 | ---- | 6,566.23 |
| 93C | Gurry 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 (11),..... | 7,521.74 | 124,634.52 | 7,521.74 | 41,769.12 | ---- | 82,865.40 |
| 95 | Kanatak-Becharof Lake.... | 87.41 | 31,403.49 | 87.41 | 7,521.18 | ---- | 23,882.31 |

| No. | Subproject Name | Cost 1939 | Total Cost to 6-30-39 | Cost M & I 1939 | Total Cost M & I to 6-30-39 | Cost Con. 1939 | Total Cost Construction to 6-30-39 |
|------|--------------------------------------|--------------|-----------------------------|--------------------|-----------------------------------|-------------------|--|
| 95B | Larsen Bay-Karluik 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-Melchina..... | \$142.05 | 11,803.86 | \$142.05 | 2,027.78 | ---- | 9,776.08 |
| 97 | Suntrana-Footbridge..... | ---- | 413.80 | ---- | ---- | ---- | 413.80 |
| 97A | Healy Aviation Field..... | ---- | 641.79 | ---- | 150.00 | ---- | 491.79 |
| 98 | Homer Spit..... | 15,768.87 | 92,233.62 | 11,568.87 | 26,613.87 | \$4,200.00 | 65,619.75 |
| 98A | Nuka Bay..... | ---- | 5,757.75 | ---- | 2,106.77 | ---- | 3,650.98 |
| 98B | Ninilchik Aviation Field. | ---- | 384.18 | ---- | ---- | ---- | 384.18 |
| 98BA | Ninilchik Road..... | ---- | 5,036.22 | ---- | 36.22 | ---- | 5,000.00 |
| 98C | Kasilof Aviation Field... | ---- | 674.52 | ---- | ---- | ---- | 674.52 |
| 98D | Kasilof Road..... | 36.25 | 20,241.73 | 36.25 | 3,095.38 | ---- | 17,146.35 |
| 99 | Seldovia-McDonald Spit... | ---- | 30,005.26 | ---- | 5.26 | ---- | 30,000.00 |
| 100 | Office & General Over- head..... | 27,281.62 | 796,535.16 | 21,450.35 | 443,563.13 | 5,831.27 | 352,972.03 |
| 101 | Territorial General Overhead..... | ---- | 71,521.31 | ---- | 31,584.89 | ---- | 39,936.42 |
| | TOTAL COSTS..... | \$976,896.54 | \$27,160,097.44 | \$752,672.14 | \$12,957,951.73 | \$224,224.40 | \$14,202,145.71 |

| No. | Subproject Name | Cost 1939 | Total Cost to 6-30-39 | Cost M & I 1939 | Total Cost M & I to 6-30-39 | Cost Con. 1939 | Total Cost Construction to 6-30-39 |
|-----|--------------------------------------|------------------------|---------------------------|-----------------|-----------------------------|----------------|------------------------------------|
| 110 | Book Value of Plant | \$16,964.94 | \$291,421.36 | --- | --- | --- | --- |
| 111 | Supplies and Materials on hand | 15,203.96 | 405,817.32 | --- | --- | --- | --- |
| 112 | Equipment lost in ship-wreck | --- | 35,670.93 | --- | --- | --- | --- |
| | TOTAL EXPENDITURES | \$975,135.56(a) | \$27,893,007.55(b) | | | | |

* Transferred to other departments.

** Abandoned.

(a) Includes \$3,464.68 Direct Treasury Settlements. Does not include \$13,071.81 reimbursements, refunds and receipts from sales.

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

- (1) Includes routes 35-A, AA, D, DA, DD, O
- (2) " " 35-B, BA, E, EA, I, S, T
- (3) " " 35-F, X
- (4) " " 35-G, L, LA
- (5) " " 35-H, K, R, RA
- (6) " " 35-J, Q
- (7) " " 51, A, B
- (8) " " 75, E, I, M
- (9) " " 75-A, F, C
- (10) " " 75-L, LA, 35-C
- (11) " " 94, A

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 | \$1,500.00 | \$683.20(a) | \$2,183.20 |
| 2J | Juneau Lower Float | - -- | 47.30(b) | 47.30 |
| 3AB | Haines-Pleasant Camp | 3,868.79 | 7,516.53 | 11,385.32 |
| 3D | Haines-Mud Bay | 1,159.79 | 620.00(c) | 1,779.79 |
| 3E | Haines-Chilkoot | - -- | 766.38 | 766.38 |
| 14C | Sitka Pioneer Cemetery Road.. | - -- | 216.38 | 216.38 |
| 44A | Skagway Trails | 46.00 | 20.00 | 66.00 |
| 44B | Skagway Airfield | - -- | 184.03 | 184.03 |
| 81 | Point Gustavus Roads | 213.25 | 200.00 | 413.25 |
| | Totals | \$6,787.83 | \$10,253.82 | \$17,041.65 |

(a) Includes \$216.52 contributed by Federal Bureaus, Juneau.

(b) Contributed by Federal Bureaus, Juneau.

(c) Includes \$20.00 contributed by Town of Haines.

SECOND DIVISION

| Account No. | Name of Subproject | Federal | Territorial | Total |
|-------------|--|------------|-------------|-------------|
| 8 | Nome-Council | \$7,905.96 | \$2,800.00 | \$10,705.96 |
| 8D | Council-Ophir | 670.88 | 200.00 | 870.88 |
| 13A | Nome-Bessie | 305.48 | 344.30(a) | 649.78 |
| 13B | Bessie-Snake River | 1,361.47 | 1,300.00 | 2,661.47 |
| 13C | Bessie-Sunset Creek | 622.37 | 700.00 | 1,322.37 |
| 13F | Nome-Osborne | 515.57 | 500.00 | 1,015.57 |
| 13K | Bessie-Buster | 596.62 | 700.00 | 1,296.62 |
| 18F | Golovin Airfield | --- | 46.75 | 46.75 |
| 18H | Kaltag-Unalakleet Telephone line | --- | 60.93 | 60.93 |
| 25D | Mouth of Center Creek | 97.25 | 100.00 | 197.25 |
| 25DA | Little Creek Branch | 878.61 | 2,450.51(b) | 3,329.12 |
| 25E | Submarine-Paystreak | 102.87 | 100.00 | 202.87 |
| 25L | Nome Airfield | --- | 898.26(c) | 898.26 |
| 25M | Telephone lines, Seward Peninsula | --- | 50.63 | 50.63 |
| 25N | Nome City Streets | --- | 44.00(d) | 44.00 |
| 26 | Candle Creek Road | 1,302.80 | 500.00 | 1,802.80 |
| 26E | Candle Airfield | --- | 305.40 | 305.40 |
| 27 | Deering-Inmachuk | 1,851.98 | 1,000.00 | 2,851.98 |
| 42A | Ungalik Tractor Road | --- | 133.16 | 133.16 |
| 62B | Haycock Airfield | --- | 806.00 | 806.00 |

SECOND DIVISION (Continued)

| Account No. | Name of Subproject | Federal | Territorial | Total |
|-------------|----------------------------|-------------|-------------|-------------|
| 67F | Tin City-Goodwin | - -- | \$15.00 | \$15.00 |
| 73 | Marshall Road | \$1,657.52 | 500.00 | 2,157.52 |
| 89AB | Bunker Hill-Kougarok | 22,389.04 | 10,000.00 | 32,389.04 |
| 89D | Iron Creek Road | - -- | 214.75 | 214.75 |
| 90B | Shelter Cabins | - -- | 5.85 | 5.85 |
| | Totals | \$40,258.42 | \$23,775.54 | \$64,033.96 |

- (a) Includes \$144.30 contributed by the U. S. Mining, Smelting & Refining Co.
- (b) " 1,556.89 " " " " " " " " " "
- (c) " 154.35 " " " Mirow Air Service and \$170.15 by the Pacific Alaska Airways.
- (d) Contributed by the City of Nome.

THIRD DIVISION

| Account No. | Name of Subproject | Federal | Territorial | Total |
|-------------|---------------------------------|------------|-------------|-----------|
| 4BA | Robe Lake Branch | - -- | \$101.83 | \$101.83 |
| 4DA | Gulkana Airfield | - -- | 65.80(c) | 65.80 |
| 6E | Chitina-Native School Road | - -- | 85.11(b) | 85.11 |
| 6H | Chitina Airfield | - -- | 5,023.28(a) | 5,023.28 |
| 35A | Mountain Roads | \$7,607.44 | 506.15(d) | 8,113.59 |
| 35DB | Lucky Shot-Willow Station | 1,758.00 | 1,000.00 | 2,758.00 |
| 35G | Palmer-Matanuska Roads | 943.55 | 800.00 | 1,743.55 |
| 35H | Wasilla-Finger Lake-Palmer Rds. | 6,415.78 | 3,242.60 | 9,658.38 |
| 35J | Wasilla-Matanuska Roads | 1,283.93 | 1,000.00 | 2,283.93 |
| 36 | Valdez-Mineral Creek | 419.27 | 500.00 | 919.27 |
| 36H | Valdez Streets | - -- | 22.50(f) | 22.50 |
| 48 | Iliamna Bay-Iliamna Lake | 8,575.71 | 50.00(e) | 8,625.71 |
| 51 | Talkeetna Roads | 34,020.32 | 3,000.00 | 37,020.32 |
| 51G | Talkeetna Airfield | - -- | 302.37 | 302.37 |
| 57 | McCarthy-Dan Creek | 5,661.24 | 2,950.00 | 8,611.24 |
| 57D | Chititu Branch | 105.50 | 50.00 | 155.50 |
| 57F | McCarthy Airfield | - -- | 14.00(g) | 14.00 |
| 57J | McCarthy-Kennecott | - -- | 68.97 | 68.97 |
| 65AB | Gakona Airfield | - -- | 158.77(h) | 158.77 |
| 65G | Slana-Nabesna | 6,834.38 | 17.13(i) | 6,851.51 |
| 65K | Chistochina Airfield | - -- | 19.11(k) | 19.11 |
| 75 | Anchorage Loop Roads | 12,426.85 | 1,500.00 | 13,926.85 |

THIRD DIVISION (Continued)

| Account No. | Name of Subproject | Federal | Territorial | Total |
|-------------|--------------------------------|--------------|---------------|--------------|
| 75A | Anchorage-Lake Spenard Roads . | \$2,008.49 | \$7,198.00(j) | \$9,206.49 |
| 90C | Shelter Cabins | --- | 536.75 | 536.75 |
| 92R | Dillingham-Wood River | 586.16 | 13,000.00 | 13,586.16 |
| 93A | Bull River Road | 1,961.78 | 5,000.00 | 6,961.78 |
| 94 | Kodiak Roads | 6,521.74 | 1,000.00 | 7,521.74 |
| 98 | Homer Roads | 8,978.33 | 6,790.54 | 15,768.87 |
| 98D | Kasilof Road | --- | 36.25 | 36.25 |
| | Totals | \$106,108.47 | \$54,039.16 | \$160,147.63 |

(a) Includes \$800.00 contributed by Town of Chitina.

(b) " 10.41 " " W. D. Trim.

(c) Contributed by Gulkana Lodge.

(d) Includes \$135.00 contributed by the Fern Gold Mining Co. and \$71.15 by H. C. Bennet.

(e) Contributed by Herman Hansen.

(f) " " City of Valdez.

(g) " " Airways, Inc., Cordova.

(h) " " Arne Sundt.

(i) " " Nabesna Mining Corp.

(j) Includes \$98.00 contributed by T. A. Bevers.

(k) Includes \$11.02 contributed by W. T. Ackerman.

FOURTH DIVISION

| Account No. | Name of Subproject | Federal | Territorial | Total |
|-------------|---------------------------------|-----------|-------------|-----------|
| 4AA | Richardson-Democrat Creek | - -- | \$9.95 | \$9.95 |
| 4AC | Big Delta Airfield | - -- | 397.87 | 397.87 |
| 4JA | Lake Harding Road | \$701.89 | 335.75(a) | 1,037.64 |
| 7AA | Cleary Creek Roads | - -- | 796.31 | 796.31 |
| 7B | Fox-Olnes | 2,823.24 | 500.00 | 3,323.24 |
| 7C | Summit-Fairbanks Creek | 1,270.67 | 800.00 | 2,070.67 |
| 7D | Ester Creek | 1,843.96 | 149.50(b) | 1,993.46 |
| 7DB | Ester-Dome | 1,232.40 | 796.18 | 2,028.58 |
| 7DC | St. Patricks-Happy-Goldstream . | 285.37 | 200.00 | 485.37 |
| 7I | Gilmore-Summit and Branches .. | 3,610.89 | 200.00 | 3,810.89 |
| 7K | Olnes-Livengood | 8,625.94 | 1,930.00 | 10,555.94 |
| 7N | Farmers-Birch Hill | 300.00 | 574.63 | 874.63 |
| 7T | Farmers-Chena Slough | 338.05 | 300.00 | 638.05 |
| 7Y | Fairbanks Airfield | - -- | 1,165.76(c) | 1,165.76 |
| 15H | Miller House Airfield | - -- | 500.00(d) | 500.00 |
| 30 | Hot Springs Landing-Eureka ... | 12,160.75 | 2,000.00 | 14,160.75 |
| 30A | Hot Springs-Tofty | 4,686.48 | 4,006.50(e) | 8,692.98 |
| 32G | Kuskokwim Landing-Takotna | 5,708.16 | 15,000.00 | 20,708.16 |
| 38D | Ophir-Takotna | 17,578.04 | 3,500.00 | 21,078.04 |
| 38DA | Little Creek Road | - -- | 44.98 | 44.98 |
| 38E | Long-Poorman | 10,134.60 | 700.00 | 10,834.60 |

FOURTH DIVISION (Continued)

| Account No. | Name of Subproject | Federal | Territorial | Total |
|-------------|-------------------------------|-------------|--------------|--------------|
| 38G | Takotna Airfield Road..... | --- | \$29.58 | \$29.58 |
| 38H | Ganes Creek Road..... | --- | 4,195.97 | 4,195.97 |
| 38K | Ruby Airfield..... | --- | 855.24 | 855.24 |
| 38M | Ophir Airfield..... | --- | 3,015.00 (f) | 3,015.00 |
| 63B | Brooks-Livengood Creek..... | --- | 385.22 | 385.22 |
| 65H | Tanana Crossing Airfield..... | --- | 186.57 | 186.57 |
| 80J | Medfra Airfield..... | --- | 1,497.50 | 1,497.50 |
| 90D | Shelter Cabins..... | --- | 1,457.40 | 1,457.40 |
| | Totals..... | \$71,300.44 | \$45,529.91 | \$116,830.35 |

- (a) Contributed by residents Harding Lake.
- (b) Includes \$100.00 contributed by D. E. Turnbarger and \$49.50 by the U. S. Smelting and Refining Co.
- (c) Contributed by the City of Fairbanks.
- (d) " " " M. F. Miller.
- (e) Includes \$6.50 contributed by the Montana Mining Co.
- (f) " \$1,000.00 " " " Eric Hard and \$1,815.00 by residents of Ophir.

SUMMARY BY DIVISIONS, TERRITORIAL AND COOPERATIVE PROJECTS

| | Federal | Territorial | Total |
|-----------------------|--------------|-----------------|--------------|
| First Division | \$6,787.83 | \$10,253.82 | \$17,041.65 |
| Second Division | 40,258.42 | 23,775.54 | 64,033.96 |
| Third Division | 106,108.47 | 54,039.16 | 160,147.63 |
| Fourth Division | 71,300.44 | 45,529.91 | 116,830.35 |
| Totals | \$224,455.16 | \$133,598.43(a) | \$358,053.59 |

(a) Includes \$7,887.89 contributed by others.

TOTAL COSTS, BY DISTRICTS

| District | Construction | Maintenance and Improvement | Total |
|---|--------------|-----------------------------------|-----------------|
| Juneau Office and General Overhead | \$5,831.27 | \$21,450.35 | \$27,281.62 |
| Southeastern | - -- | 27,904.77 | 27,904.77 |
| Valdez | - -- | 58,777.24 | 58,777.24 |
| Chitina | 5,247.85 | 129,112.23 | 134,360.08 |
| Fairbanks | 25,016.48 | 234,243.99 | 259,260.47 |
| Southwestern | 118,112.66 | 172,258.01 | 290,370.67 |
| Kuskokwim | 35,180.23 | 43,433.29 | 78,613.52 |
| Nome | 34,835.91 | 65,492.26 | 100,328.17 |
| Total costs | \$224,224.40 | \$752,672.14 | \$976,896.54 |
| Plant, materials, etc., undistributed | | | -1,760.98 |
| Total expenditure | | | \$975,135.56(a) |

(a) Includes \$3,464.68 direct Treasury settlements; does not include \$13,071.81 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 (34 Stat. 254) | \$150,000.00 |
| Act of June 20, 1906 (34 Stat. 316) | 35,000.00(1) |
| Act of Mar. 2, 1907 (34 Stat. 1171) | 250,000.00 |
| Act of May 11, 1908 (35 Stat. 120) | 250,000.00 |
| Act of Mar. 3, 1909 (35 Stat. 746) | 350,000.00 |
| Act of Mar. 23, 1910 (36 Stat. 257) | 100,000.00 |
| Act of Mar. 3, 1911 (36 Stat. 1052) | 150,000.00 |
| Act of Aug. 24, 1912 (37 Stat. 584) | 125,000.00 |
| Act of Mar. 2, 1913 (37 Stat. 716) | 155,000.00(2) |
| Act of Apr. 27, 1914 (38 Stat. 366) | 125,000.00 |
| Act of Mar. 4, 1915 (38 Stat. 1078) | 165,000.00 |
| Act of Aug. 29, 1916 (39 Stat. 638) | 500,000.00 |
| Act of May 2, 1917 (40 Stat. 57) | 500,000.00 |
| Act of July 9, 1918 (40 Stat. 863) | 100,000.00 |
| Act of July 11, 1919 (41 Stat. 124) | 100,000.00 |
| Act of June 5, 1920 (41 Stat. 970) | 350,000.00 |
| Act of June 30, 1921 (42 Stat. 90) | 425,000.00(3) |
| Act of June 30, 1922 (42 Stat. 759) | 465,000.00 |
| Act of Mar. 2, 1923 (42 Stat. 1420) | 650,600.00(4) |
| Act of June 7, 1924 (43 Stat. 515) | 725,000.00 |
| Act of Dec. 6, 1924 (43 Stat. 712) | 55,000.00(5) |
| Act of Feb. 12, 1925 (43 Stat. 930) | 900,000.00 |
| Act of Apr. 15, 1926 (44 Stat. 291) | 900,000.00 |
| Act of Feb. 23, 1927 (44 Stat. 1141) | 1,022,500.00(6) |
| Act of Mar. 23, 1928 (45 Stat. 358) | 925,000.00(7) |
| Act of Feb. 28, 1929 (45 Stat. 1379) | 800,000.00 |
| Act of May 28, 1930 (46 Stat. 462) | 800,000.00 |
| Act of Feb. 25, 1931 (46 Stat. 1305) | 800,000.00 |
| Act of July 14, 1932 (47 Stat. 692) | 494,310.00 |
| Act of Feb. 17, 1933 (47 Stat. 854) | 469,300.00(8) |
| Act of Mar. 2, 1934 (48 Stat. 392) | 470,446.00(9) |
| Act of May 9, 1935 (49 Stat. 213) | 500,000.00(10) |
| Act of June 22, 1936 (49 Stat. 1800) | 525,000.00(11) |
| Act of June 22, 1936 (Deficiency Act)(49 Stat. 1623) | 36,000.00 |
| Act of Aug. 9, 1937 (50 Stat. 612) | 535,000.00 |
| Act of Aug. 25, 1937 (50 Stat. 765) (Deficiency Act) | 11.56 |
| Act of May 9, 1938 (51 Stat. 612) | 535,000.00 |
| Act of June 25, 1938 (Deficiency Act) | 40.46 |
| Act of May 10, 1939 | 560,000.00 |
| Total | \$15,998,208.02 |

- (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 1938 inclusive | \$4,766,900.28 ^o |
| Fiscal year 1939 | <u>160,000.00</u> |
| Total | <u>\$4,926,900.28</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, 1936-1938. | <u>450,000.00</u> |
| Roads and Trails, National Parks: | |
| Fiscal years 1925 to 1938 inclusive | 1,166,876.37 |
| Fiscal years 1933 to 1937 (National Industrial Recovery).. | 150,000.00 |
| Fiscal year 1939 | <u>100,000.00</u> |
| Total | <u>\$1,416,876.37</u> |
| National Monuments: | |
| Fiscal years 1933 to 1938, inclusive | 3,395.00 |
| Fiscal year 1939 | <u>690.00</u> |
| Total | <u>\$4,085.00</u> |
| Barracks and quarters: | |
| Fiscal year 1932 | <u>1,252.50</u> |
| Total Federal Appropriations | \$25,166,586.27 |

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 1938 inclusive | \$1,729,774.17 |
| Fiscal year 1939 | 274,413.19 |

^o Adjusted.

| | |
|---|-----------------------|
| Shelter cabins: | |
| Fiscal years 1932 to 1938 inclusive | \$113,245.50 |
| Fiscal year 1939 | 2,000.00 |
| 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>\$2,194,824.42</u> |
| By others: | |
| Fiscal years 1922 to 1938 inclusive | \$189,846.69 |
| Fiscal year 1939: | |
| Federal Bureaus, Juneau | \$263.82 |
| City of Nome | 20.00 |
| U. S. Smelting and Refining Co. | 1,750.69 |
| Eric Hard | 100.00 |
| Various | 335.75 |
| Montana Mining Co. | 6.50 |
| M. F. Miller | 500.00 |
| Herman Hansen | 50.00 |
| Nebesna Mining Corp. | 25.22 |
| D. E. Turnbarger | 100.00 |
| Town of Chitina | 800.00 |
| Fern Gold Mining Co. | 135.00 |
| Town of Valdez | 22.50 |
| Gulkana Lodge | 65.80 |
| Arne Sundt | 158.77 |
| Wm. T. Ackerman | 11.02 |
| Mirow Air Service | 154.35 |
| Pacific Alaska Airways | 38.90 |
| Thos. A. Bevers | 98.00 |
| City of Nome | 24.00 |

| | | |
|--|-----------------------------|------------------------|
| W. D. Trim | \$10.41 | |
| Town of Fairbanks | 23.45 | |
| Town of Haines | 20.00 | |
| Pacific Alaska Airways | 131.25 | |
| H. C. Bennet | 71.15 | |
| Airways, Inc. | 14.00 | |
| Livengood Placers | <u>4,000.00^o</u> | \$8,930.58 |
| Total others | | <u>198,777.27</u> |
| Total Contributed Funds | | <u>\$2,393,601.69</u> |
| Total Supervised Funds (see Annual Report, 1932, pages 64-66) | | <u>2,840,147.35</u> |
| Grand Total, All Funds | | <u>\$30,400,335.31</u> |

^o Allotted for expenditure in fiscal year 1940.