

ANNUAL REPORT ALASKA ROAD COMMISSION. 53

The district has an extensive system of winter sled roads and trails, the most important of which are the route from Dunbar through Ft. Gibbon to Kaltag which carries the winter traffic to the Seward Peninsula and the route from Kobi through Roosevelt to Telida and McGrath which carries the winter traffic to the Kuskokwim district.

SUMMARY OF ROADS.

Sub-Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
3A	Dunbar-Ft. Gibbon	.....	121	.....	121
9*	Rampart-Eureka	8	19 ¹ / ₂	.....	27 ¹ / ₂
11	Ft. Gibbon-Kaltag	.....	.....	257	257
22*	Hot Springs-Sullivan Creek	9	.....	.....	9
23	Ft. Gibbon-Bettles	.....	.....	156	156
29A	Bettles-Coldfoot	.....	52 ¹ / ₂	.....	52 ¹ / ₂
30*	Hot Springs Landing-Eureka	21	.....	.....	21
31A	Ruor-Long	39	.....	.....	39
32E	Long-Pooman (summer)	1	.....	.....	1
33EE	Long-Pooman (winter)	.....	28	.....	28
45	Kob-Eureka	.....	95	.....	95
46A*	Roosevelt-Kantishna	31	.....	.....	31
46E	Lignite-Kantishna	.....	.....	55	55
46C	Nenana-Knight's Roadhouse	.....	.....	42	42
49E	Diamond-Telida	.....	.....	90	90
49F*	Nenana Cemetery	2 ¹ / ₂	.....	.....	2 ¹ / ₂
49D	Kobi-Bonfield	.....	48	.....	48
47	Coldfoot-Wiseman	.....	11	.....	11
.....	Dunbar-Brooks	.....	63	.....	63
48E	Brooks-Amy Creek	4	.....	.....	4
48C	Brooks Tram	13	.....	.....	13
45	Ferry-Eva Creek	6	5 ¹ / ₂	.....	11 ¹ / ₂
48D	Sheiter Cabin	.....	.....	.....	.....
47	Suntrana Foot Bridges	.....	.....	.....	.....
Totals		134 ¹ / ₂	441 ¹ / ₂	680	1256

(*)—Also Territorial Projects.

SUMMARY OF EXPENDITURES.

Sub-Project Number	Federal	Territorial	Construction	Maintenance	Total	
3A	\$ 357.50	.....	.....	\$ 357.50	\$ 357.50
9*	47.00	\$ 200.00	.....	247.00	247.00
11	220.00	.....	.....	220.00	220.00
22*	2,625.95	2,150.00	\$ 2,000.00	2,776.95	4,776.95	
23	.....	.....	.....	.....	.....
29A	222.67	.....	.....	222.67	222.67
30*	.....	.....	.....	.....	.....
31A	916.84	530.00	.....	1,766.84	1,766.84
32E	4,092.21	.....	.....	4,092.21	4,092.21
33EE	16,641.84	.....	16,641.84	.....	16,641.84
34	.....	.....	.....	.....	.....
35	1,022.89	.....	.....	1,022.89	1,022.89
45	.....	.....	.....	.....	.....
46A*	.....	.....	.....	.....	.....
46E	.....	.....	.....	.....	.....
46C	.....	.....	.....	.....	.....
48E	453.54	.....	.....	453.54	453.54
48F*	2,918.63	1,000.00	3,818.63	.....	3,818.63
48C	5,167.88	.....	5,167.88	.....	5,167.88
47	776.76	.....	.....	776.76	776.76
48	638.38	500.00	.....	1,138.38	1,138.38
48B	.....	.....	.....	.....	.....
48D	9,386.30	.....	8,386.30	1,000.00	9,386.30
48U	7,704.41	.....	7,704.41	.....	7,704.41
.....	
.....	87.60	.....	87.50	.....	87.50
Totals		\$38,180.19	\$ 4,700.00	\$38,898.56	311,078.54	\$57,550.10

(*)—Also Territorial Projects.

DESCRIPTION.

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

9—Reclassified, 8 miles wagon road, 10½ miles trail.

29—156 miles trail instead of 19S.

38E—Only 4 miles of road have actually been constructed. It is being extended during the 1925 season.

46F—This is a new road, constructed during the past season, which connects the town of Nenana with its cemetery and serves several farmers enroute. It is suitable for wagon and light automobile travel.

46G—This is a new sled road constructed during the past year. It will serve also as a pack and foot trail for summer use and gives miners of the Bonfield placer district access to the railroad.

47—Reclassified, 11 miles sled road, no wagon road.

63C—This tramway was purchased by the Territory on June 11, 1924, and was operated during that season by the Alaska Road Commission, freight rates being reduced from \$80.00 to \$20.00 per ton.

88—This is a new project utilizing in part the old route called Government Railroad-Moose Creek. It extends from Ferry Mile 371 on the railroad, to the head of Eva Creek where an important gold lode mine is being opened.

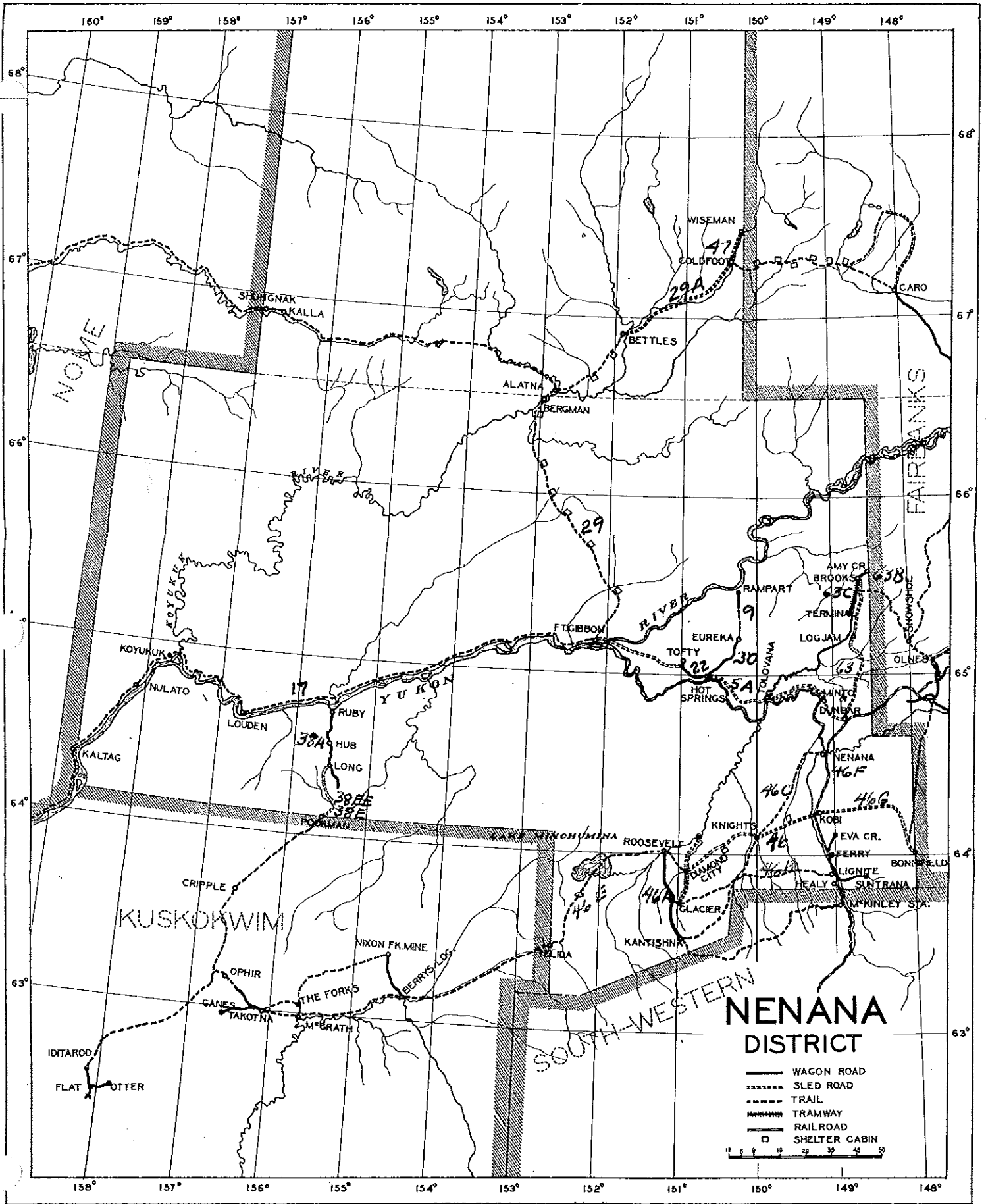
It will fill a long felt need of the miners of the whole Totolanika district.

OPERATIONS DURING YEAR.

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

5A—A double ender trail was constructed along the right limit of Hot Springs Slough connecting the town of Hot Springs with Sullivan Creek Road, Route 22. This trail is necessary due to the fact that the hot springs which feed it cause the slough to remain open late in the fall and to thaw early in the spring. The slough will be used in the middle of the winter when well frozen over.

This trail will also serve as a summer connection with the Sullivan Creek Road.



38E—This summer trail was improved for the first four miles of Long to wagon road standard.

46F—This 2½ mile wagon road was constructed this season.

46G—This forty five mile sled road was constructed during the last year. For 35 miles it passes through fairly heavy timber where it was cleared 12 to 18 feet wide. Five miles of the remaining distance was tripoded. Considerable grading was required at the crossing of St. George Creek, 35 miles from Kobi.

63C—Following its purchase by the Territory extensive general repairs were made on this tramway and 2.7 miles that were burned by a forest fire were rebuilt. 120½ tons of commercial freight were handled during the season with a Dodge car and trailers.

88—During the season this new road was opened by grading a total of 3 miles at the most difficult places so that it is now possible to haul a load of one ton with two horses. It is planned to improve the route during the 1925 season.

PRESENT CONDITION AND NEEDS.

The roads in this district were built for wagon traffic for which they are, in general, adequate. The Ferry-Eva Creek road, opened this season, requires improvement. The road from Long southward should be extended to Poorman. The Brooks tram requires further improvement and its extension to Log Jam is considered advisable provided funds can be obtained for snagging the Tolovana River below that point. The construction of a portage from Lake Minlamina to the North Fork of the Kuskokwim River to enable the summer mail for the Kuskokwim district to be carried via the Kantishna and Kuskokwim Rivers will be investigated.

DISTRIBUTION OF EXPENDITURES.

Type	Miles	Expenditure	Unit cost Dollars per Mile
Trail Road	36½	\$18,188.15	\$ 499.31
Sled Road	412½	\$,835.85	21.00
Tram	317	673.54	1.94
Totals	566	\$87,792.60	\$ 155.21

SOUTHWESTERN DISTRICT.

Hawley W. Sterling, Superintendent, Anchorage, Alaska.

Anton Eide, Assistant Superintendent, Seward, Alaska.

G. A. Truitt, Junior Engineer, July 1 to Nov. 1, 1924; McKinlay Park.

This district includes the Kenai Peninsula, the northern part of the Alaska Peninsula, Kodiak Island, and all the territory tributary

to The Alaska Railroad as far north as the northern boundary of Mt. McKinley National Park.

The Alaska Railroad, the Yentna River, and Cook Inlet and other arms of the Gulf of Alaska provide through transportation for this region so that only short roads are required. A very excellent system of roads serving the farms and mines of that vicinity, is centered about Wasilla while a good, though less extensive system, centers about Anchorage.

An especial effort has been made within this district to furnish adequate roads, sled roads or trails to all points of development in order that traffic may be developed for The Alaska Railroad.

The most important road within the district is that now being constructed for the National Park Service in Mt. McKinley National Park.

FEDERAL PROJECTS.

SUMMARY OF ROADS.

Sub-Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
16C	Lowell Creek Survey .....	.....	.....	.....	.....
26B	Susitna-Rainy Pass .....	.....	.....	127	127
26H	Nancy-Susitna .....	.....	.....	25	25
35A	Archangel Extension	5½	.....	.....	5½
35C	Palmer-Matanuska River	1½	.....	.....	1½
35D	Willow Creek Extension	11	.....	.....	11
35E	Wasilla-Fishhook	16	.....	.....	16
35F	Wasilla-Knik	15	.....	.....	15
35H*	Wasilla-Finger Lake-Palmer	12	.....	.....	12
35I	Moose-Palmer	6	.....	.....	6
35J*	Wasilla-Matanuska	8	.....	.....	8
35K	Matanuska Trunk Road	8	.....	.....	8
35O	Fishhook-Goldmint .....	.....	6	.....	6
46D	McKinley Park Road	19	.....	71	87
48	Iliamna Bay-Iliamna Lake .....	.....	.....	12	12
51*	Talkeetna-Cache Creek	23½	20	.....	43½
51A*	Cache Creek Trail .....	.....	.....	20	20
51B*	Peters Creek Trail .....	.....	.....	10	10
55	Kenai-Russian River .....	.....	69	.....	69
75*	Anchorage-Eagle River	14½	.....	.....	14½
75B*	Anchorage-Whitney	5	.....	.....	5
75D	Anchorage Warehouse .....	.....	.....	.....	.....
75E	MacDonald Branch	1¼	.....	.....	1¼
76	Cantwell-Valdez Creek .....	.....	55	.....	55
79	Seward Warehouse .....	.....	.....	.....	.....
90O	Shelter Cabins, 4th Div. ....	.....	.....	.....	.....
93	Chulitna Trail .....	.....	.....	3	3
93E	Indian River Footbridge .....	.....	.....	.....	.....
94	Kodiak-Abberts .....	.....	.....	5	5
95	Kanatak-Becharof Lake	5¾	.....	.....	5¾
96	Chickaloon-King River .....	.....	6½	.....	6½
98	Homer Split .....	.....	.....	.....	.....
	Totals	146	147½	279	572½

(*).—Also Territorial Project.

SUMMARY OF EXPENDITURES.

Sub-Project Number	Federal	Territorial	Construction	Maintenance	Total
10		\$ 80.75(g)	\$ 80.75		\$ 80.75
11					
12					
13A	\$ 7,435.69		4,935.69	2,500.00	7,435.69
13C	56.65			56.65	56.65
13D	3,626.67			3,626.67	3,626.67
13E	7,345.47		1,345.47	6,000.00	7,345.47
13F	6,173.42		2,673.42	3,500.00	6,173.42
13G	552.65	700.00		1,252.65	1,252.65
13H	500.00	500.00	500.00	200.00	1,000.00
13J	882.37	2,000.00(h)		882.37	882.37
13K	124.32	100.00		124.32	124.32
13L					
13M					
13N					
13O					
13P					
13Q					
13R					
13S					
13T					
13U					
13V					
13W					
13X					
13Y					
13Z					
14	86,585.67		50,955.67	2,500.00	86,585.67
15	3,990.22		2,490.22	500.00	3,990.22
16	10,498.32	6,250.00	6,255.52	10,500.00	16,718.82
17A	1,490.90	300.00	1,190.00	700.00	1,730.90
17B	6,398.59	1,000.00	6,398.59		6,398.59
17C	2,404.40	100.00		2,404.40	2,404.40
17D	8,098.53	3,000.00	4,098.53	7,000.00	11,098.53
17E	52.30	50.00(h)		52.30	52.30
17F	30.75			30.75	30.75
17G	200.60	300.00(i)	500.00		500.60
17H					
17I	545.97			545.97	545.97
17J		202.50		202.50	202.50
17K	429.99			429.99	429.99
17L	200.00		200.00		200.00
17M	8,055.92		7,555.92	500.00	8,055.92
17N	5,790.55		2,290.55	3,500.00	5,790.55
17O					
17P	2,826.92		2,826.92		2,826.92
Totals	\$162,755.73	\$12,783.25	\$17,500.25	\$48,058.72	\$175,568.98

(*)—Also Territorial Projects.
 (g)—Contributed by The Alaska Railroad.
 (h)—Also cooperation with Divisional Chairman.
 (i)—Includes \$100.00 contributed by P. L. McDonald.

DESCRIPTION.

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

- 13J—Length of road 8 miles instead of 10.
- 14D—This road was extended to a total length of 10 miles.
- 48—This entire route is trail, 12 miles in length.
- 51—The wagon road was extended to a length of 23½ miles. The total length of the route is 43½ miles.
- 51A—This is an old trail connecting the Cache Creek road, Route 11, with the placer camps on Cache Creek. It practically parallels the winter sled road but keeps on high ground and is used in summer for pack horses and pedestrians. Double enders pass over it in late spring and early fall.

51B—This is an entirely new project, a summer pack trail extending from the end of the Cache Creek wagon road, Route 51, up the left limit of Peters Creek and serving miners and prospectors on the upper part of that Creek and on the Takasitna River. Ten miles of trail were constructed this year, suitable for pack animals or pedestrians in summer and dog teams or double enders in winter. An extension of 7 miles will be made in the 1925 season to complete the route.

75—Length of route is 14½ miles.

75E—This is a new road which leaves the Anchorage-Eagle River road at mile 2¼ extending 1¼ miles and serving several ranches.

93B—This footbridge, built this season, spans Indian River one mile east of Mile 274 on The Alaska Railroad. It is for the benefit of prospectors in the district to the east. It is suitable for use by dog teams, pack animals and double enders.

95—This road was extended ¾ mile during the season.

98—This is a new project to consist of 12½ miles of wagon road when completed. It extends up Homer Spit from Kachemak Bay serving a large area of farm lands.

OPERATIONS DURING YEAR.

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

35E—Three miles of this road are gravelled.

35F—Three miles of this road were standard graded.

35I—1600 lineal feet of side hill grading performed and one native timber bridge constructed over Moose Creek.

35J—One mile road widened and one half mile gravel surfaced. Part of the cost of this work was covered by Divisional funds, Territory of Alaska.

46D—The McKinley Park Scenic Road was extended 8 miles. This project was initiated as a cooperative project between the Alaska Road Commission and the National Park Service in 1922. The Alaska Road Commission has been utilizing its funds in reconnaissance, surveys, location, purchase and freighting of supplies, accumulation of equipment, etc., so that upon National Park funds becoming available, work could be aggressively pushed ahead.

The National Park section of the project was adopted by Congress in the Act of April 9, 1924, providing for a 3-year road pro-

gram for the National Parks. It provides for the construction of 20 miles of road and 70 miles of trail within the Park at a first cost of \$272,700. The first National Park funds to become available were appropriated by the Act of March 3, 1925, for the support of the activities of the Interior Department. \$50,000 were allotted to this project for the fiscal year.

At the close of the fiscal year an office building 24x28 feet, a one story frame structure painted and containing 4 rooms, was erected at McKinley Park Station; also a one story frame warehouse 30x45 feet with a railway unloading platform and with a warm storage addition 15x24 feet. A powder house 10x12 feet was erected at Mile 4, and two 14x14 ft. log cabins facing each other with an 8 ft. roofed over space between at the Savage River Crossing. Mile 13, were completed.

Eight Army tents 16x10 feet with 3 rounds of logs below, had been erected on the 56 mile trail across the Park to Kantishna post office. This trail had been brushed out, tripodded, and signs erected during the fiscal year 1922.

Final location has been run for the entire 38½ miles of road. 14 miles have been cleared and grubbed, 10 miles graded, and a total of 8 miles from McKinley Park Station partially surfaced. All supplies for the current season's operations have been purchased, landed at McKinley Park Station and about 500 tons of bridge lumber, forage, provisions, corrugated iron culverts, and other supplies freighted over the snow to Savage River Camp, and some bridge lumber and forage have been freighted on to the Sanctuary River crossing at Mile 50. At the end of the fiscal year there were expendable supplies on hand valued at \$9,077.59.

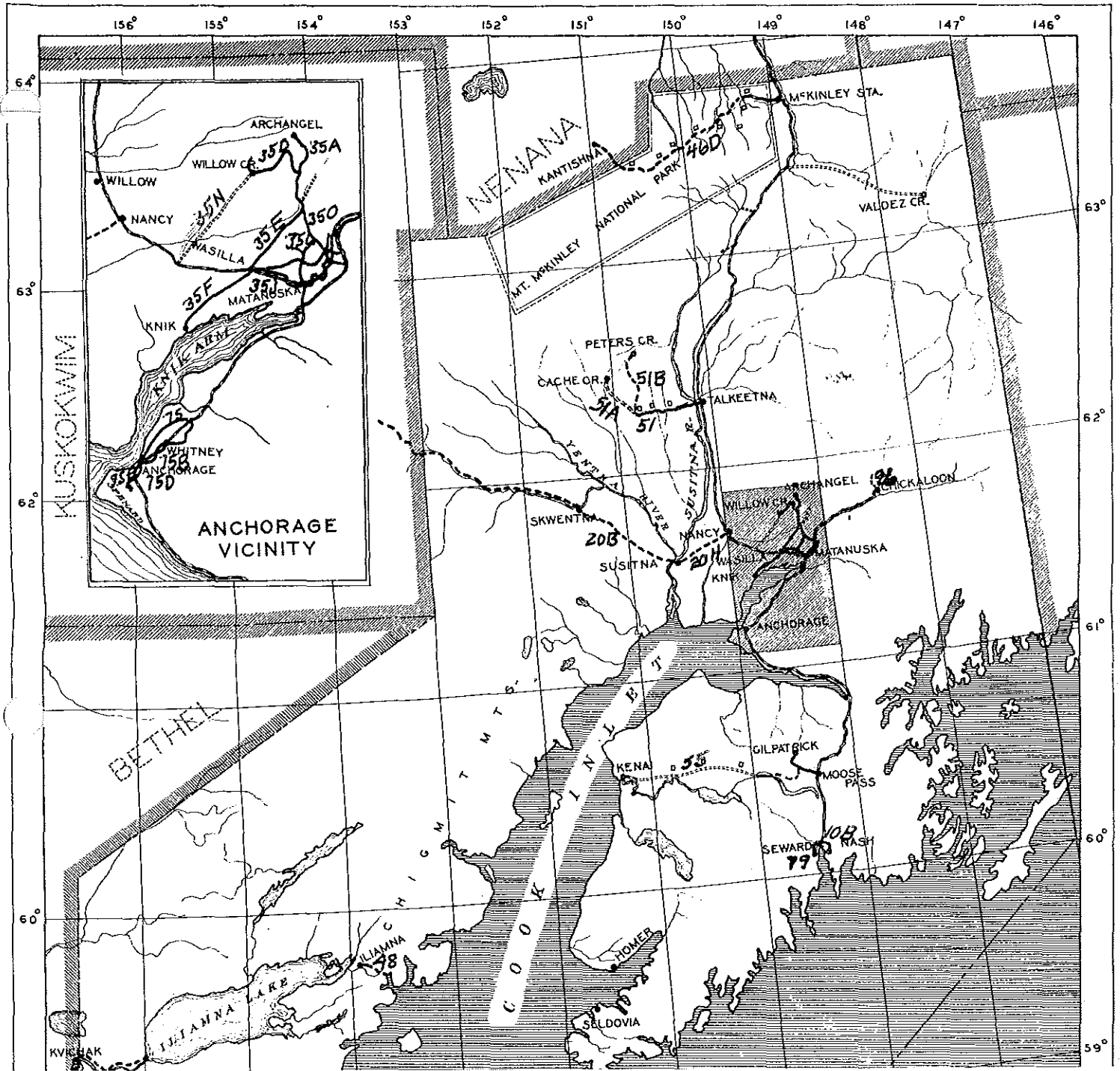
Expenditures for the fiscal year, including supplies on hand and cost of freighting over the snow: National Park Service \$80,030; Alaska Road Commission \$6,565.87; and the Territory of Alaska (winter cabin fund) \$292.59; total \$86,888.96.

51—The wagon road section was extended 1½ miles to Peters Creek from which point a sled road and summer trails serve the mining district.

51A—A start was made toward the rehabilitation of this old trail which had been allowed to become almost impassable. The first four miles were rebuilt.

51B—This new route was cut 10 feet wide and following dry ground insofar as possible for a distance of 10 miles.

55—Seven miles of this trail were relocated to take the route at Moose Creek which is subject to overflow and 2½ miles on the west end were graded.



75E—This new road was constructed to a length of 1¼ miles. Work consisted of clearing, grubbing and grading.

90D—Repairs made to five tents on McKinley Park Trail. Cost \$292.50.

93B—This footbridge was built this year.

94—Work on the improvement of this trail to a wagon road was begun this season.

98—Work had begun on this new project just prior to the close of the fiscal year.

PRESENT CONDITION AND NEEDS.

The local roads centering about Anchorage and Wasilla are in fair condition for the traffic requirements. In places they should be widened and in many places they require gravel surfacing to make them readily passable in wet weather. The completion of the road from Kodiak to Abberts Ranch and Mill Bay is very desirable as is also the construction of 16½ miles of road at Homer Spit to serve the farm community at that locality. The road into Mt. McKinley National Park will be extended and should help to make the park quite an attractive stopping place for tourists who are coming to Alaska in ever increasing numbers.

DISTRIBUTION OF EXPENDITURES.

Type	Miles	Expenditure	Unit cost Dollars per Mile
Wagon Road	133	\$149,584.92	\$1,124.32
Sled Road	80	3,494.40	42.55
Trail	127	26,665.02	162.35
Totals	340	\$173,544.34	\$ 510.42

TERRITORIAL PROJECTS.

Territorial Road Commission, Third Division.

Anton Eide, Chairman and Secretary.

Archie Lingó, Member.

W. Blue, Member.

SUMMARY OF ROADS.

Sub-Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
10D	Seward-Nash	21	...	...	21
35B	Mill-28½-Palmer	8½	...	...	8½
35G	Palmer-Springer	3	...	...	3
35J*	Wasilla-Matanuska	6	...	...	6
35L	Palmer-Matanuska	6½	6½
35N	Houston-Willow Creek	30	...	30
35Q	Eklund Road	1½	1½
35R	Bogard Road	12	12

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Sub-Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
18A	Anchorage-Lake Spedan	1	---	---	1
18B	Anchorage-Winter	1	---	---	1
18C	Chester Creek Boat Landing	1	---	---	1
22A	Dun River Trail	---	---	4	4
Totals		3	96	4	73 1/2
Totals**		31 1/2	30	4	60 1/2

(*)—Cooperative Projects with A. R. C.
 (**)—Exclusive of Cooperative Projects.

SUMMARY OF EXPENDITURES.
 TERRITORIAL DIVISIONAL FUNDS

Sub-Project No.	Construction	Maintenance	Total
18B	\$ 2,610.00	\$ 2,651.50	\$ 3,551.50
25B	---	---	---
25C	200.00	400.00	600.00
25J*	---	1,000.00	1,000.00
25L	600.00	1,200.00	1,800.00
25N	---	---	---
25O	---	---	---
25R	400.00	---	400.00
25A	1,000.00	1,182.00	2,182.00
25E*	---	324.14	324.14
25C	---	52.82	52.82
22A	---	---	---
Totals	\$ 4,770.00	\$ 6,297.56	\$ 9,940.56

(*)—Cooperative Projects with A. R. C.

DESCRIPTION.

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

35R—This road turns west toward a group of farms from Mile 4 of the Matanuska Trunk Road. It is the beginning of a new road 5 miles in length which will serve 13 farms now more or less isolated.

25B—Length of road 5 miles instead of 6.

OPERATIONS DURING YEAR.

Work for the past year consisted mainly of maintenance. In addition construction was begun on the Bogard Road. The Seward-Bush road was extended to the beach, the Palmer-Springer road was widened for a distance of 1 1/2 miles and the Palmer-Matanuska road was relocated for 1 1/3 miles taking it off the river flats.

PRESENT CONDITION AND NEEDS.

Most of the roads in this group are earth surfaced and serve farm areas. They are adequate for the purpose though generally narrow for automobile traffic and soft in wet weather. The Bogard Road should be completed.

DISTRIBUTION OF EXPENDITURES.

Type	Miles	Expenditure	Unit cost Dollars per Mile
Wagon Road	364.2	\$ 9,946.58	\$ 27.32

KUSKOKWIM DISTRICT

Ross J. Kinney, Supt., Tokotna.

Joseph Ulmer, General Foreman.

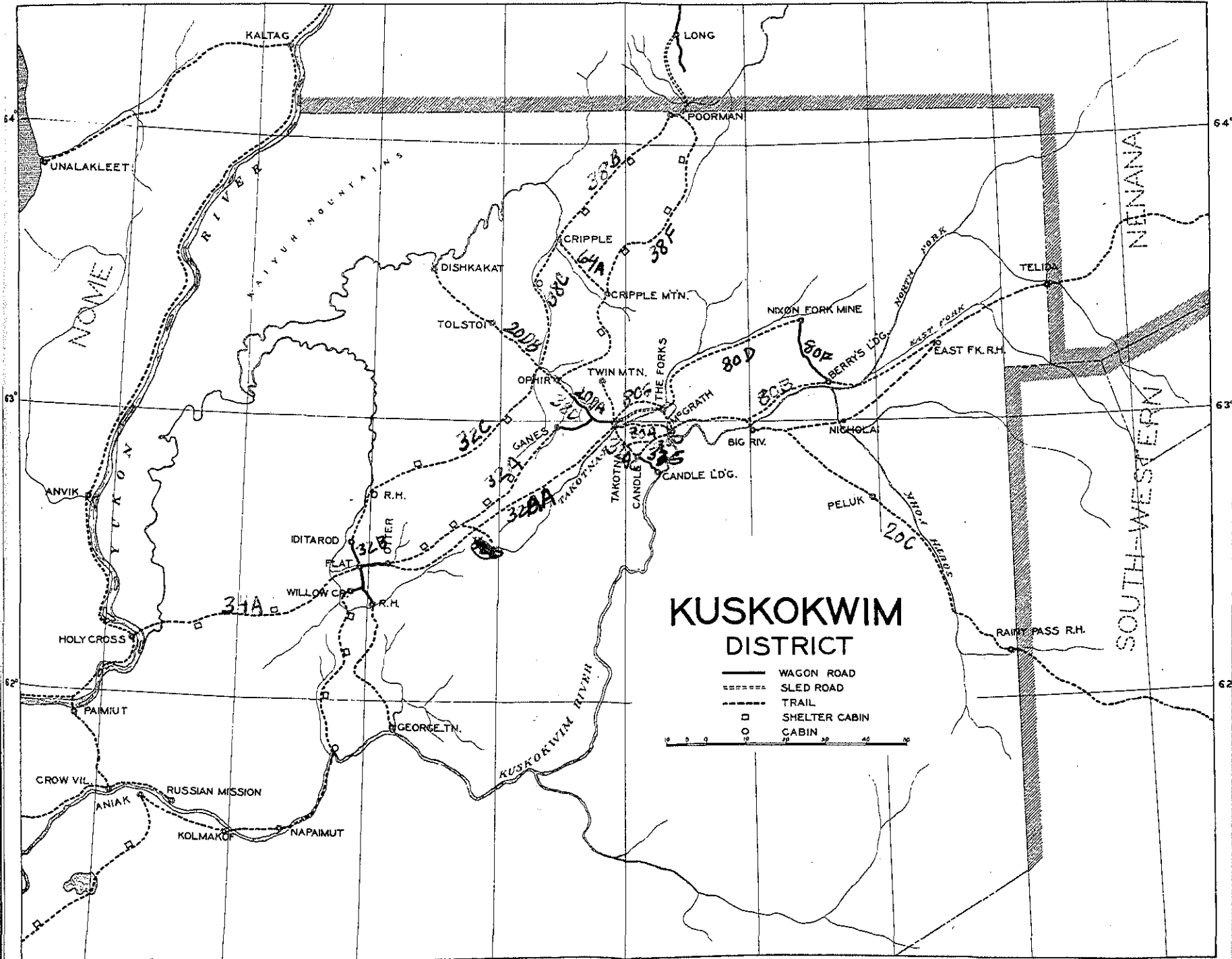
This district embraces the upper valley of the Kuskokwim River and extends west as far as the Yukon River, thus including the valleys of the Iditarod and Innoko Rivers. The chief mining operations are centered about Iditarod, Tokotna, and Ophir.

This district comprises one of the most inaccessible parts of Alaska. Freight for Tokotna and vicinity is sent by ship from Seattle to Bethel and thence by river boat up the Kuskokwim River. Freight for Iditarod and vicinity is sent by ship from Seattle to Seward, thence by rail to Nenana and by river boats, owned and operated by the railroad, to Holy Cross. There it is transferred to smaller boats and sent up the Innoko and Iditarod Rivers. Summer mail is sent by this route. During the summer people go in by the last described route, or leave the government boat at Ruby and walk overland via Long and Poorman. During the winter mail and people enter and leave this district over the winter trail via McGrath, Taldia, Diamond, Knights, and Kobi or Nenana. The limited activities within the district together with its remoteness and the great expense of road construction have prevented the construction of any through wagon or automobile routes.

SUMMARY OF ROADS.

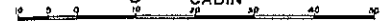
Sub-Project No. Name of Route	Wagon Road	Sled Road	Trail	Total Miles
107 Saily Pass-Rip River	---	---	110	110
108A Tokotna-Ophir	---	18	---	18
108B Ophir-Dishkaker	---	---	35	35
109 Tokotna-Flat	---	---	95	95
109A Tokotna-Flat (via Moore Creek)	---	---	98	98
109B Flat-Moore Creek (Summer)	---	---	7	7
110A Candle Creek-Tokotna	---	---	12	12
110B Iditarod-Flat	5	---	---	5
111 Iditarod	---	---	79	79
112 Flat-Crooked Creek (Winter)	---	---	62	62
112D Flat-Georgetown (Summer)	---	---	65	65
113 Flat-City-Flat Creek	5	---	---	5
114 Head Flat Creek-Willow Creek	4 1/2	---	---	4 1/2
115 Willow Creek-Chicken Creek	3	---	---	3
116 Flat-City-Outer Discovery	3	---	---	3
117 Candle Landing-Candle Creek	9	---	---	9
118 Flat-Angie	---	---	80	80
119 Poorman-Crooked	---	---	47	47
120 Ophir-Tokotna (Winter)	---	---	47	47
121 Ophir-Tokotna	15	---	---	15

160° 159° 158° 157° 156° 155° 154° 153° 152°



KUSKOKWIM DISTRICT

- WAGON ROAD
- - - SLED ROAD
- · - · TRAIL
- SHELTER CABIN
- CABIN



64

64

63

63

62

62

160°

159°

158°

157°

156°

155°

154°

153°

152°

NENANA

SOUTH-WESTERN

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Project	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
	Norman-Ophir	---	---	125	125
	Tokoma-Tokoma Landing	1 $\frac{1}{2}$	---	---	1 $\frac{1}{2}$
	Truina Dredge Road	8 $\frac{1}{2}$	---	---	8 $\frac{1}{2}$
	Ganes Creek-Yankee Creek	5	---	---	5
	Cripple-Cripple Mt. (Summer)	---	---	12	12
	McGrath-Tokoma (Summer)	---	---	5	5
	McGrath-Tokoma (Winter)	---	---	18	18
	McGrath-Talida	---	---	94	94
	McGrath-Candle Creek	---	---	11	11
	Nixon Fork-Nixon Mine	---	---	37	37
	Tokoma-Twin Peaks (Proposed)	---	---	---	---
	Melita-Nixon Mine	12	---	---	12
	Nixon Fork-Tokoma (Summer)	---	---	15 $\frac{1}{2}$	15 $\frac{1}{2}$
	Nixon Fork-Tokoma (Winter)	---	14 $\frac{1}{2}$	---	14 $\frac{1}{2}$
	Sheker Cabins	---	---	---	---
	Totals	74 $\frac{1}{2}$	38 $\frac{1}{2}$	1,694 $\frac{1}{2}$	1177 $\frac{1}{2}$

*—Also Territorial Projects.

SUMMARY OF EXPENDITURES.

Project	Federal	Territorial	Construction	Maintenance	Total	
	\$ 83.19	---	---	\$ 83.19	\$ 83.19	
	459.71	---	---	459.71	459.71	
	55.75	---	---	96.00	96.00	
	4,442.91	2,000.00	2,442.91	4,000.00	8,442.91	
	215.60	---	---	215.60	215.60	
	500.00	200.00	300.00	600.00	1,000.00	
	152.50	---	---	152.50	152.50	
	127.00	---	---	127.00	127.00	
	28,075.80	12,713.00	22,500.80	7,500.00	49,100.80	
	600.95	---	---	600.95	600.95	
	412.00	---	292.00	128.00	412.00	
	55.90	---	---	55.90	55.90	
	75.00	---	---	75.00	75.00	
	2,618.21	---	1,678.21	940.00	2,618.21	
	50.00	---	---	50.00	50.00	
	150.00	---	---	150.00	150.00	
	75.00	---	---	75.00	75.00	
	---	438.25	95.25	340.00	438.25	
	Totals	\$68,832.14	\$24,713.25	\$17,491.87	\$16,768.76	\$53,245.43

*—Also Territorial Projects.

DESCRIPTION.

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

OPERATIONS DURING YEAR.

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

*Tokona
Ophir Rd.*

38D—Two miles of the existing road were surfaced with gravel. The road was extended two miles, and the clearing and grubbing was extended 2 1/4 miles.

90D— *Shelter Cabin*

Route	Item	Amount
42A	McDoe Cabin, Mile 51 from Tokona new corrugated iron roof and repaired	\$108.75
44DA	Purchase of cabin mouth Yankee Creek	150.00
33C	Stove in cabin Mile 29 from Ophir-Carlson's old P. H.	35.75
35B	Stove and iron for roof Colorado Creek Cabin	38.50
35B	Corrugated iron roof Silver Creek Cabin	25.00
34A	Stove and roof on cabin 15 miles from Flat	12.75
20DB	Stove in Hirst Creek cabin 21 miles from Ophir	17.50
Total		\$438.25

PRESENT CONDITION AND NEEDS.

The transportation needs of this district, in view of the limited activity, are reasonably well served by the Kuskokwim, Yukon, Iditarod and Innoko Rivers; the extensive system of summer and winter trails, and the few short roads. Summer mail and passenger service would be greatly improved by the extension of the Ruby-Long road through Poorman to Ophir. An examination will be made during the 1925 season of a proposed portage between Lake Minchumina and the North Fork of the Kuskokwim River. If such a portage can be established at reasonable cost it will be possible to route the summer mail from Nenana via the Kantishna River, Lake Minchumina and the North Fork of the Kuskokwim and effect a considerable saving in time.

The existing roads and trails are in fair condition and need only annual maintenance except the Tokona-Ophir road which must be extended to Ophir.

DISTRIBUTION OF EXPENDITURES.

Type	Miles	Expenditure	Unit cost Dollars per Mile
Wagon Road	25	\$46,543.21	\$2,023.62
Sled Road	30 1/2	152.10	4.72
Trail	611 1/2	6,193.87	9.98
Totals	666 1/2	\$52,889.18	\$ 79.05

NOME DISTRICT.

W. W. Lukens, Supt., July 1st to Nov. 1, 1924, and
 April 1, to June 30, 1925.

Chas. D. Jones, Asst. Supt., July 1st to November 1, 1924,
 Supt. Nov. 1, 1924, to April 1, 1925.

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

On account of the length and severity of the winter, the isolated location, and the lack of timber for protection and fuel, a considerable portion of the personnel of this District spend the winter out-of-town leaving on the last boat sailing from Nome the latter part of October and returning on the first boat in the Spring which arrives at Nome from the middle to the latter part of June. The bulk of the freight is landed at the nearest port and moved to its destination either up streams in horse drawn scows in summer or over sled roads in winter.

The most important projects are the system of local roads serving the extensive mining activities about Nome, the Nome-Shelton Tram and connecting trail extending on through Dahl to Leasing and Candle, the road from Nome to Council and Casa de Paga, and the system of winter trails extending throughout the entire District.

SUMMARY OF ROADS.

No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
	Nome-Council	57	...	25	82
	Council-Opbir Creek	12	...	...	12
	Casa de Paga Road	20	...	...	20
	Shovel Creek	5	...	...	5
	Nome-Bessie	31 ¹ / ₂	...	...	31 ¹ / ₂
	Bessie-Banner	34 ¹ / ₂	...	...	34 ¹ / ₂
	Bessie-Little Creek	...	...	...	2
	Nome-Osborne	53 ¹ / ₂	...	...	53 ¹ / ₂
	Bessie-Buster	5	...	...	5
	Hilling-Nome	...	...	250	250
	Eodanza-Kotzebue	...	...	240	240
	Osborn-Council	...	...	35	35
	Unalakleet-St. Michael	...	...	60	60
	Nome-Wireless	...	...	...	1 ¹ / ₂
	Mouth of Center Creek	...	...	...	2
	Submarine Paystream	...	...	...	3
	Avril-Glacier	...	...	...	3
	Snake River Extension	...	...	...	3
	Nome City Wharf	...	...	...	...
	Candle-Candle Creek	6	...	...	6
	Sugrak River Approach	1 ¹ / ₂	...	...	1 ¹ / ₂
	Bear Creek Trail	...	...	15	15
	Leasing-Inmachuk	25	...	...	25
	Shelton-Candle Trail	...	...	152	152
	Nome-Taylor	...	...	135	135
	Topkok-Candle Winter Trail	...	...	154	154
	Alana-Cleary Creek	...	...	12	12
	Kitzebus-Sadngnak	...	...	200	200

Sub-Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
41B	Kotzebue-Point Barrow	---	---	500	500
42	St. Michael-Kotlik Trail	---	---	70	70
49	Davidson's Landing-Taylor	24	16	---	40
62	Dime Creek	9	---	---	9
67	Nome-Teller	---	---	80	80
67A	Teller-Cape Prince of Wales	---	---	142	142
67B	Teller-Bluestone	---	---	18	18
67C	Teller-Mary's Igloo	---	---	40	40
68	Flagging Trails	---	---	712	712
73	Marshall Road	4 1/2	---	---	4 1/2
73A	Kotlik-Marshall	---	---	190	190
73B	Stuyahok	---	11	---	11
73C	Scammon Bay Trail	---	---	89	89
89A	Seward Peninsula Railroad	87	---	---	87
90B	Shelter Cabins	---	---	---	---
Totals		280 1/2	27	3179	3488 1/2

SUMMARY OF EXPENDITURES.

Sub-Project Number	Federal	Territorial	Construction	Maintenance	Total	
8	\$ 2,706.95	\$ 6,850.00	---	\$ 9,556.95	\$ 9,556.95	
8D	172.05	510.00	---	682.05	682.05	
8H	2,238.00	5,200.00	7,438.00	---	7,438.00	
8J	---	---	---	---	---	
13A	3,216.59	3,302.38 (c)	4,869.07	1,750.00	6,618.07	
13B	914.30	1,500.00	684.30	1,750.00	2,414.30	
13C	312.28	100.00	---	413.28	413.28	
13F	777.25	1,100.00	---	1,877.25	1,877.25	
13K	691.04	1,600.00	---	2,291.04	2,291.04	
18	3,717.20	245.00	1,182.20	2,800.00	3,962.20	
18A	629.25	225.00	---	854.25	854.25	
18B	---	---	---	---	---	
21	267.00	100.00	---	367.00	367.00	
25C	869.85	100.00	709.55	250.00	969.85	
25D	1,185.27	1,100.00	1,285.27	1,000.00	2,285.27	
25E	782.08	100.00	---	882.08	882.08	
25F	11.00	50.00	---	61.00	61.00	
25G	---	---	---	---	---	
25K	---	2,365.65 (d)	2,965.65	---	2,965.65	
26	370.73	885.00	---	1,255.73	1,255.73	
26A	---	---	---	---	---	
26B	---	---	---	---	---	
27	716.67	1,700.00	---	2,416.67	2,416.67	
28	9.50	22.00	---	31.50	31.50	
28A	207.20	175.00	---	382.20	382.20	
37	---	---	---	---	---	
41	---	---	---	---	---	
41A	40.00	100.00	---	140.00	140.00	
41B	23.00	25.00	---	48.00	48.00	
42	39.00	25.00	---	64.00	64.00	
49	255.00	745.00	---	1,000.00	1,000.00	
62	1,204.59	3,250.00	954.59	3,500.00	4,454.59	
67	177.25	250.00	---	427.25	427.25	
67A	14.00	10.00	---	24.00	24.00	
67B	00.95	200.00	110.95	180.00	290.95	
67C	414.00	990.00	1,004.00	400.00	1,404.00	
68	1,236.63	1,420.00	---	2,656.63	2,656.63	
73	60.00	140.00	---	200.00	200.00	
73A	25.00	50.00	---	75.00	75.00	
73B	255.00	745.00	1,000.00	---	1,000.00	
73C	53.45	700.00	753.45	---	753.45	
89A	32,518.12	---	29,318.12 (e)	4,200.00	33,518.12	
90B	---	2,637.93	1,587.93	730.00	2,637.93	
Totals		\$57,292.30	\$39,145.96	\$54,124.38	\$42,316.88	\$96,441.26

(c)—Includes refund of \$1,014.38.
 (d)—Contributed by City of Nome.
 (e)—Divisional Expenditure of \$3.35.

DESCRIPTION.

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

73C—Seaman Bay Trail (89 Miles Trail) extends from Seaman Bay across the Delta of the Yukon via Black River and Akularak Mission to Old Fort Hamilton.

OPERATIONS DURING THE YEAR.

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

3H—Fourteen thousand railroad ties from the abandoned Solomon River and Council City Railroad were purchased and delivered along the roadway during the past winter. These will be placed as corduroy during the season of 1925.

25C—This road was resurfaced throughout with gravel.

67C—Fifteen miles of this trail were permanently staked.

68—472 miles temporary trails flagged.

73C—Contract for permanent staking of this route was let last season.

89A—New bridges were built across Iron and Sherrette Creeks. From Salmon Lake to Sherrette Creek the road was rehabilitated to such an extent as to make it now usable for gasoline speeders, dog cars and gasoline locomotives, or cars weighing not over four tons. From Sherrette Creek to Shelton the line was opened for dog cars and gasoline speeders.

90D—The following work was done and expenditures made on shelter cabins:

Route No.	Location	Work Done	Cost
11	Fort River	Repairs and purchases of wood	\$ 95.00
11	McCarthy	Repairs to cabin	29.75
11	McCarthy	Repairs and stove renewed	70.00
11	McCarthy	Repairs and stove renewed	20.00
11	McCarthy	Stoves placed in 4 cabins	88.50
11A	Cape Eberhart	Cabin and dog barn built	\$35.11
11	Boydler Creek	Repairs to cabin	10.50
11	Boydler Creek	Stove renewed	27.69
41A	Boyer Channel	Repairs to dog barn, purchase of wood	290.00
41B	Cape Eberhart	Additional bills paid	45.00
41	McCarthy	Dog barn	85.00
41	Cape Douglas		
41	Cape Wooley	Additional bills paid for dog barns	177.53
41A	Fort River	Repairs to cabin	100.00
41	McCarthy	Cabin built	458.20
		Purchase of stoves and stove pipe (not yet placed)	307.44
		Total	\$2,637.93

PRESENT CONDITION AND NEEDS.

The Nome local roads are all usable by automobiles in dry weather but are apt to be soft on continued wet weather. The Nome-Bessie road, which is the trunk road carrying about ninety per cent of traffic, should be resurfaced throughout.

The Nome-Council road is in fair condition for the traffic to be carried. In favorable weather it may be used by automobiles as far as East Fork. Beyond that point it follows the river bed in part and is passable for horse drawn vehicles only.

The Nome-Shelton tramway is passable throughout for dog cars and gasoline speeders. From Nome to Sherrette Creek it is suitable for use by vehicles with loads up to four tons. It should be made suitable for this latter traffic throughout and for ten ton loads from Nome to Little Creek.

The winter trails have not been permanently staked throughout and part of the permanent staking which has been accomplished is not entirely satisfactory on account of the fact that only small willows were available for the purpose.

DISTRIBUTION OF EXPENDITURES.

Type	Miles	Expenditure	Unit cost Dollars per Mile
Wagon Road	155 $\frac{1}{2}$	\$43,957.13	\$ 287.50
Tramway	37	33,518.12	385.27
Sted Road	27	1,320.09	48.88
Permanent Trail	2,218	9,314.80	4.21
Flagged Trail	472	2,656.63	5.63
Totals	2,959 $\frac{1}{2}$	\$99,836.68	\$ 30.39

SUMMARY OF FUNDS EXPENDED BY DISTRICTS.

District	COOPERATIVE FUNDS		
	Federal	Territorial	Total
Juneau Headquarters			
Southeastern	\$ 26,926.23	\$ 17,961.17(a)	\$ 44,887.40
Eagle			
Bethel	7,155.20	8,339.59	15,494.79
Valdez	3,722.34	100.00	3,822.34
Chitina	42,876.95	200.00	47,176.95
Fairbanks	8,791.55	1,052.40(b)	7,844.00
Nenana	18,432.14	1,700.00	21,133.10
Southwestern	29,693.91	12,733.25(c)	42,477.16
Kuskokwim	33,318.21	14,683.25	47,981.46
Nome	57,292.30	39,148.98(d)	96,441.28
Totals	\$228,305.29	\$ 99,068.52	\$327,317.43

(a)—Includes \$342.37 contributed by National Park Service and \$360.00 contributed by Quartermaster General.

(b)—Includes \$380.00 contributed by Tanana Valley Dredging Co.

(c)—Includes \$80.75 contributed by The Alaska Railroad and \$100.00 contributed by P. L. McDonald.

(d)—Includes refund of \$1,044.38 and \$2,966.65 contributed by the City of Nome.

TOTAL FUNDS.

District	Construction	Maintenance	Total
Juneau Headquarters (a)	\$ 12,000.00	\$ 22,151.66	\$ 34,151.66
Southeastern	34,416.06	10,433.74	44,849.80
Eagle	4,714.27	9,035.11	13,749.38
Bethel	15,525.20	29.50	15,554.70
Valdez	116,525.85	52,896.12	169,421.97
Chitina	147,487.47	93,490.00	240,977.47
Palikuruk	124,117.73	102,152.26	226,270.00
Nenana	43,896.56	14,073.54	57,970.10
Southwestern	127,500.25	45,065.73	172,566.00
Kuskokwim	37,491.67	15,754.76	53,246.43
Nome	34,124.33	42,316.55	76,440.88
Totals	\$728,040.04	\$170,307.60	\$898,347.64*

* Includes \$206.14 General Accounting Office Settlement.

† Includes expenses of sub-offices in Seattle, Wash., and Washington, D. C.

SPECIAL REPORTS.

INVESTIGATION AND REPORT REQUIRED BY THE ACT OF CONGRESS APPROVED JUNE 30, 1921.

Nome-Shelton-Kugruk River-Keswailk Reconnaissance.

In compliance with the following proviso contained in the Act of Congress approved June 30, 1921:

Provided further, That not to exceed \$10,000 of the foregoing amount shall be expended for a preliminary investigation and report on the feasibility, desirability, and cost of the best and most practicable connection between the Nome-Shelton system of communications and the coal deposits of the Kugruk River, Chicago Creek, and the Keswailk mining district, whether by wagon road, sled road, tramway, trail or other means.

The Commission had a preliminary reconnaissance made of existing and prospective routes of communications on the Seward Peninsula in the fall of 1921. The investigation was completed during the summer of 1922.

Report dated December 1, 1922, was transmitted to Congress and printed in House Document No. 514, Sixty-Seventh Congress, fourth session. A plan of improvement is presented to the extent of:

From Shelton to Dahl, extension of the Nome-Shelton tramway, 12 miles, at \$12,500 per mile	\$150,000
From Dahl to Inmachuk, improvement of winter trail to summer trail standard, including bridges, 65 miles, at \$3,000 per mile	195,000
From Inmachuk to Candle Creek, construction of a tramway, 30 miles at \$15,000 per mile	450,000
Total	\$795,000

Maintenance is to be provided for by the Commission with its own funds, supplemented by contributions from the Territory.

The above report was referred to the Committee on the Territories on December 20, 1922. House Joint Resolution 60, authorizing

the improvement of the system of overland communications on the Seward Peninsula, Alaska, in accordance with the above report was introduced by Delegate Sutherland on December 5, 1923. It was reported out by the Committee on the Territories with the recommendation that it do pass on April 18, 1924.

It passed the House of Representatives by unanimous consent in February, 1925, but failed to get out of the Senate Committee on the Territories before the close of the Session.

INVESTIGATION AND REPORT REQUIRED BY ACT OF CONGRESS APPROVED SEPTEMBER 22, 1922.

Tolovana River, Alaska.

Reports dated December 15, 1922, and November 5, 1923, on the preliminary examination and survey of Tolovana River, Alaska, required by the river and harbor act of September 22, 1922, were submitted, reviewed by the Board of Engineers for Rivers and Harbors, and were submitted to Congress and printed in House Document No. 193, Sixty-eighth Congress, first session.

Recommendation is made for the improvement of this locality by the United States from the mouth of the river to the log jam by snagging, and by widening the channel at the rock slide and the beaver dam and providing at both places a depth of 4 feet at low water, at an estimated cost of \$29,000, with nominal maintenance, provided the Alaska Road Commission will provide and operate a public tram from the lower end of the log jam to Livengood.

In anticipation of the authorization by Congress of the improvement as above recommended, the Territorial Legislature, in its 1923 session, appropriated \$8,000 for the purchase of the existing Tolovana Tramroad, provided the Alaska Road Commission would agree to rehabilitate it and operate it as a public tram. After extended negotiations, the Alaska Road Commission purchased the Tramroad on behalf of the Territory, for \$6,425.00. It has since rehabilitated and operated it. Its extension to the log jam awaits further action upon the part of Congress.

INVESTIGATION AND REPORT REQUIRED BY THE ACT OF CONGRESS APPROVED MARCH 2, 1923.

Dock or Wharf at Juneau, Alaska.

In compliance with the following item contained in the Act of Congress approved March 2, 1923:

"For cost of survey and the preparation of plans and estimates for a Government Dock at Juneau, Alaska, \$600." the Commission made a survey of the harbor of Juneau during the summer of 1923, selected a suitable site for a wharf, negotiated for an

approach and access to the uplands, and prepared plans and estimates for construction. Its report, dated July 10, 1924, was transmitted to Congress and printed in House Document No. 561, 68th Congress, 2d Session. Recommendation is made for the construction of a wharf 400 feet long and 40 feet wide at an estimated cost of \$22,500.00. The City of Juneau has agreed to contribute to the project necessary easements covering approach from Willoughby Avenue and to put the approach in good condition.

INFORMAL SPECIAL REPORTS.

Chilkoot Barracks Water Supply.

At the request of the commanding officer of the post of Chilkoot Barracks, Alaska, the President of the Commission made a special examination of the water main across Chilkat Inlet, which supplies the post and the town of Haines, Alaska, and submitted a special report on December 1, 1920, with recommendation for the repair of the line. The line had been in service for nearly twenty years and had been roughly handled due to the great tidal range, the loose and shifting bottom, and the pounding of the ice-run. Permanent repair or reconstruction could not be accomplished at any season.

This report was approved by the War Department and the Commission was charged with the supervision of the work. The breaks and leaks were repaired and the water service restored in the summer of 1921. \$2,502.02 were expended.

During the winter of 1923-24, the line again gave trouble. At the request of the Quartermaster General, the Commission made a second report on June 5, 1924, recommending repairs, the construction of a reserve reservoir, and a survey to determine a permanent solution of the water-supply problem.

This report, except the survey to determine a permanent solution, was approved late in the fall. The pipe line was repaired and excavation for a million gallon concrete reservoir started. The excavation was resumed in the spring of 1925 and was practically completed at the end of the fiscal year; \$7,500 has been obligated for both jobs.

Lowell Creek Survey.

At the request of the Secretary of the Interior dated May 15, 1924, the Commission made a survey of Lowell Creek to determine the works necessary and adequate to protect the Government property adjacent to the town of Seward, Alaska, from floods and overflows. This survey was made during the summer and report was submitted to the Secretary of the Interior on January 19, 1925.

102 ANNUAL REPORT ALASKA ROAD COMMISSION.

The cost of survey and report was \$59.75, which was paid by The Alaska Railroad.

Recommendation is made for the improvement of this locality by the United States to the extent of the construction of a rockfill dam and timber flume at an estimated cost of \$120,000 for construction. Maintenance is estimated at \$900 per year for 14 years, at which time the work will have to be renewed, the flume to be relined at the end of 7 years at an estimated cost of \$12,500.

STATEMENT OF RECEIPTS AND DISBURSEMENTS.

This report covers vouchers received and placed in the account, including June 30, 1925.

RECEIPTS.

Balance on hand July 1, 1924	\$ 35,032.77
Received since from:	
Transfers from Officers	1,142,762.49*
War Warrant	41,987.03
Sales, etc., Alaska Fund	15,197.88
Reimbursements	4,247.51
Refunds	3,857.22
Contributions	540.75
Total	\$1,241,545.65

DEDUCTIONS:

Deposited to credit of Treasurer of United States	
Balance on hand close f. y. 1924	\$34,032.77
Sales, etc., Alaska Fund	15,197.88
Refunds	32,957.22
Checks Cancelled	762.30 3,994.92
Reimbursements	4,247.51
Deposit of Contributions	540.75 57,113.83
	\$1,184,531.82

DISBURSEMENTS,

Disbursed as per tabulated statement below	\$1,138,141.50*
Balance on Hand in Army Account of Advances	46,389.32
Net Total	\$1,184,531.82

*—Does not include \$296.14 charged against available appropriations by direct U. S. Treasury Settlement, nor free freight and passenger transportation service, valued at \$45,959.66, furnished by The Alaska Railroad.

EXPENDITURES IN DETAIL.

Federal Appropriations and Alaska Fund and Funds Contributed by the Territory of Alaska and Others.

Route No.	Name of Route	Construction	Maintenance	Totals
12	Haines-Wells		\$ 1,714.14	\$ 1,714.14
13	Pleasant Camp Extension, 1st Sec.	11,054.31	3,500.00	17,554.31
13	Pleasant Camp Extension, 2nd Sec.	13,500.00		13,500.00
14	Haines-Mud Bay		557.59	557.59
15A	Valdez-Ptarmigan Drop, 1st Sec.	12,000.00	5,500.00	17,500.00
15A	Valdez-Ptarmigan Drop, 2nd Sec.	10,000.00	4,300.00	14,300.00
15A	Valdez-Ptarmigan Drop, 3d Sec.	12,000.00	2,114.27	15,114.27
15A	Valdez-Ptarmigan Drop, 4th Sec.	5,000.00	6,000.00	11,000.00
15B	Ptarmigan Drop-Ernestine, 1st Sec.	11,000.00	7,500.00	18,500.00
15B	Ptarmigan Drop-Ernestine, 2nd Sec.	10,577.43	3,500.00	14,077.43
15	Ernestine-Willow Creek, 1st Sec.	14,000.00	5,200.00	19,200.00
15	Ernestine-Willow Creek, 2nd Sec.	14,500.00	5,000.00	19,500.00
15	Ernestine-Willow Creek, 3rd Sec.	12,000.00	6,542.15	18,542.15
16	Willow Creek-Gulkana, 1st Sec.	2,200.00	8,500.00	10,700.00
16	Willow Creek-Gulkana, 2nd Sec.	2,051.99	9,000.00	11,051.99
16	Gulkana-Sourdough	4,614.50	11,000.00	15,614.50
17	Sourdough-Mile 125, 1st Sec.	5,000.00	4,400.00	9,400.00
17	Sourdough-Mile 125, 2nd Sec.	7,635.92	4,500.00	12,135.92
18	165 Mile Post-Delta River, 1st Sec.	1,342.44	9,500.00	11,342.44
18	165 Mile Post-Delta River, 2nd Sec.	2,500.00	9,500.00	12,000.00
19	Delta River Rapids, 1st Sec.	9,800.00	3,000.00	12,800.00
19	Delta River Rapids, 2nd Sec.	9,328.65	6,500.00	15,828.65
19	Rapids-Grundler, 1st Sec.	5,442.87	11,500.00	16,942.87
19	Rapids-Grundler, 2nd Sec.	5,500.00	12,500.00	18,000.00
19	Grundler-Richardson	5,000.00	9,608.62	14,608.62
19	Richardson-Salchaket	14,721.22		14,721.22
19	Salchaket-Fairbanks, 1st Sec.	5,500.00	9,700.00	15,200.00
19	Salchaket-Fairbanks, 2nd Sec.	5,928.49	10,369.00	16,297.49
19A	Salcha Bridge, 1st Sec.	19,100.00		19,100.00
19A	Salcha Bridge, 2nd Sec.	19,092.78		19,092.78
19	Dunbar-Ft. Gibbon		357.50	357.50
19	Willow Creek-Tonsina, 1st Sec.	11,200.00	6,000.00	17,200.00
19	Willow Creek-Tonsina, 2nd Sec.	11,224.32	6,000.00	17,224.32
19	Tonsina-Chitina, 1st Sec.	7,250.00	4,000.00	11,250.00
19	Tonsina-Chitina, 2nd Sec.	4,515.75	3,500.00	8,015.75
19	Summit-Chitina		5,534.33	5,534.33
19	Summit-Fairbanks Creek		192.60	192.60
19	Ester Creek		1,614.83	1,614.83
19	Fairbanks-Gilmore	5,909.93	6,500.00	12,409.93
19	Gilmore-Summit		2,287.74	2,287.74
19	Wireless Road		35.00	35.00
19	Nome-Council		9,558.95	9,558.95
19	Council-Ophir Creek		482.05	482.05
19	Casa de Paga Road	7,435.00		7,435.00
19	Rampart-Eureka		247.00	247.00
19	Lowell Creek Survey	80.75		80.75
19	Eagle-O'Brien Creek	2,500.00	3,524.68	6,024.68
19	Steel Creek-Jack Wade		423.51	423.51
19	Eagle-Seventymile		1,147.50	1,147.50
19	Jack Wade-Chitina		211.50	211.50
19	Steel Creek-Moose Creek		283.00	283.00
19	Liberty Cabin-Dana	2,714.27	500.00	3,214.27
19	Nome-Bessie	4,499.07	1,750.00	6,249.07
19	Bessie-Banner	504.30	1,750.00	2,254.30
19	Bessie-Little Creek		113.28	113.28
19	Nome-Osborne		1,577.25	1,577.25

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Acct. No.	Name of Route	Construction	Maintenance	Totals
117	Bassie-Buster		2,291.04	2,291.04
118	Sitka National Monument	356.00	752.48	1,108.48
119	Sitka National Cemetery	250.00	703.40	953.40
12	Wells-Miller House		3,156.00	3,156.00
13	Chatanika-Miller House, 1st Sec.	3,500.00	7,500.00	16,000.00
14	Chatanika-Miller House, 2nd Sec.	13,500.00		19,000.00
15	Chatanika-Miller House, 3d Sec.	14,180.76		14,180.76
16	W. Gibbon-Riding		220.00	220.00
17	Kalaga-Solomon	1,132.20	2,500.00	3,632.20
18	Wanana-Komaha		545.25	545.25
19	Wakoma-Ophir		83.70	83.70
20	Wakalest-St. Michael		367.00	367.00
21	Hot Springs-Sullivan Creek	2,700.00	2,775.05	4,775.05
22	Snowshoe-Deaver		384.87	384.87
23	Deaver-Care		4,325.01	4,325.01
24	Caro-Elac Creek	380.50	1,118.87	1,618.83
25	Caro-Coldfoot		668.37	668.37
26	Nome Wireless	706.35	287.88	994.23
27	Mouth of Center Creek	1,358.27	1,000.00	2,285.27
28	Submarine Paystreak		592.08	592.08
29	Arvil Glacier		61.00	61.00
30	Nome City Lock	2,366.65		2,366.65
31	Candle-Candle Creek		1,255.73	1,255.73
32	Barang-Innocking		2,414.67	2,414.67
33	Dahl Creek-Pointe Trail		31.50	31.50
34	Nome-Taylor		352.20	352.20
35	Seales-Coldfoot		222.67	222.67
36	Hot Springs Landing-Eureka		1,706.34	1,706.34
37	Washou Creek		325.34	325.34
38	Wakoma-Flat		458.71	458.71
39	Wakoma-Pointe-Wakoma		96.00	96.00
40	Wakoma-Flat	2,442.91	1,000.00	6,112.91
41	Wakoma-Iditarod		215.60	215.60
42	Flat-Crooked Creek (Winter)	330.00	328.06	1,000.00
43	Arhangal Extension	1,335.83	2,500.00	7,135.69
44	Palmer-Matavake River		59.05	59.05
45	Wallow Creek Extension		3,624.07	3,624.07
46	Wassila-Fishhook	1,345.47	6,000.00	7,345.47
47	Wassila-Sukla	2,373.42	3,500.00	6,173.42
48	Wassila-Finger Lake-Palmer		1,258.08	1,258.08
49	Moose Creek Road and Bridge	800.00	200.00	1,000.00
50	Wassila-Bla-Lumka		582.37	582.37
51	Matanuska Trunk Road		124.32	124.32
52	Valdez-Mineral Creek	3,322.34	700.00	3,922.34
53	Wiley-Lang		4,092.21	4,092.21
54	Woodsman-Cripple		152.50	152.50
55	Woods-Cripple (Winter)		157.00	157.00
56	Wakoma-Tokoma, 1st Sec.	12,500.00	7,500.00	12,500.00
57	Wakoma-Tokoma, 2nd Sec.	12,500.00		12,500.00
58	Wakoma-Tokoma, 3d Sec.	24,500.00		14,500.00
59	Wakoma-Tokoma, 4th Sec. (Summer)	15,841.84		16,841.84
60	Woodsman-Cripple		690.95	690.95
61	Douglas-Gaslineau Channel		3.00	3.00
62	Roosevelt-Shurman		140.00	140.00
63	Roosevelt-Puller Barrow		45.00	45.00
64	St. Michael-Kukik Trail		64.00	64.00
65	Sawway-Smuggler's Cove		2,747.23	2,747.23
66	Wabi-Eureka		1,022.63	1,022.63
67	McKinley Park Trail, 1st Sec.	13,500.00	3,500.00	14,000.00
68	McKinley Park Trail, 2nd Sec.	13,500.00		13,500.00
69	McKinley Park Trail, 3d Sec.	13,500.00		13,500.00
70	McKinley Park Trail, 4th Sec.	13,500.00		13,500.00
71	McKinley Park Trail, 5th Sec.	13,356.67		13,085.67
72	Hammond-Tokoma		453.54	453.54
73	Narana Cemetery	3,318.83		3,318.83
74	Hammond-Tokoma	5,167.83		5,167.83
75	Coldfoot-Wiseman		776.76	776.76

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Name of Route	Construction	Maintenance	Totals
Hamra Bay-Iliamna Lake	2,450.22	500.00	3,990.22
Davidson's Landing-Taylor	1,000.00	1,000.00	2,000.00
Talkeetna-Cache Creek	8,711.42	10,500.00	16,718.82
Cache Creek Trail	1,000.00	730.99	1,730.99
Peters Creek Trail	5,158.59	.....	6,398.89
Eagle-Circle	.....	533.94	533.94
Circle-Ft. Yukon	4,134.57	.....	4,166.57
Kasai-Russian River	.....	2,404.40	2,404.40
McCarthy-Nizina	14,947.00	4,500.00	19,047.00
Nizina River Bridge, 1st Sec.	14,500.00	.....	14,500.00
Nizina River Bridge, 2nd Sec.	15,200.00	.....	15,200.00
Nizina River Bridge, 3d Sec.	17,276.95	.....	17,276.95
Fairbanks Bridge	.....	108.30	108.30
Fairbanks Depot	7,253.91	.....	9,253.91
Dome Creek Corduroy	754.57	3,500.00	4,454.59
Barbar-Brooks	.....	1,138.33	1,138.33
Brooks Tram	1,138.33	1,000.00	9,386.30
Cripple-Cripple Mt. (Summer)	.....	120.00	412.00
Gulkana-Chistochina	6,726.03	2,500.00	8,726.03
Ketchikan-Tanana Crossing	.....	204.82	204.82
Chickler-Ketchikan	.....	199.50	199.50
Nome-Teller	.....	457.25	457.25
Teller-Cape Prince of Wales	.....	24.00	24.00
Teller-Bluestone	.....	180.00	290.95
Teller-Mary's Igloo	1,094.00	400.00	1,494.00
Flagging Trails	.....	2,656.63	2,656.63
Marshall Road	.....	200.00	200.00
Kotik-Marshall	.....	75.00	75.00
Suvayak	1,000.00	.....	1,000.00
Old Hamilton-Scammon Bay	.....	753.45	753.45
Anchorage-Eagle River	4,993.83	7,000.00	11,093.83
Anchorage-Whitney	.....	82.30	82.30
Anchorage Warehouse	.....	30.75	30.75
McDonald Road	500.00	.....	500.00
Seward Warehouse	.....	545.97	545.97
McGrath-Tokotna (Summer)	.....	58.90	58.90
McGrath-Tokotna (Winter)	.....	75.00	75.00
McGrath-Talkeetna	1,473.21	94.00	2,618.21
Tokotna-Twin Peaks (Summer)	.....	80.00	80.00
Nixon Fork-Tokotna (Summer)	.....	150.00	150.00
Nixon Fork-Tokotna (Winter)	.....	75.00	75.00
Good Creek-Salmon River	.....	1,076.90	1,076.90
Fourth of July Creek	.....	1,311.66	1,311.66
Woodchopper Creek	.....	365.00	365.00
Ferry-Eva Creek	7,704.41	.....	7,704.41
Seward Peninsula Railroad, 1st Sec.	16,500.00	4,200.00	16,500.00
Seward Peninsula Railroad, 2nd Sec.	17,018.12	.....	17,018.12
Shelter Cabins, 1st Div.	.....	340.35	340.35
Shelter Cabins, 2nd Div.	.....	2,637.93	2,637.93
Shelter Cabins, 3rd Div.	.....	1,974.75	1,974.75
Shelter Cabins, 4th Div.	.....	2,382.99	2,382.99
Bethel Akiaa	.....	29.50	29.50
Goodnews Bay-Togiak	.....	2,018.33	2,018.33
Togiak-Nushagak	.....	3,360.03	3,360.03
Lewis Point-Naknek	.....	2,307.34	2,307.34
Naknek-Egegik	.....	1,895.00	1,895.00
Nepaimut-Aniak	.....	725.00	725.00
Aniak-Tuukvak	.....	2,245.00	2,245.00
Caultna Trail	.....	429.39	429.39
Indian River Foot Bridge	.....	200.00	200.00
Kodiak-Abbotts	.....	8,055.02	8,055.02
Kanatak-Bcharof Lake	.....	5,790.55	5,790.55
Sunrana Foot Bridges	.....	87.50	87.50
Homer Project	.....	2,826.32	2,826.32
Juneau Office	.....	34,181.66	34,181.66
Totals	\$728,440.84	\$419,307.80	\$1,198,347.64

EXPENDITURES IN DETAIL—COOPERATIVE FUNDS.

(Included in Preceding Table.)

FIRST DIVISION.

Acct. No.	Name of Route	Federal	Territorial	Total
3A	Haines-Wells	744.14	\$ 1,000.00	\$ 1,744.14
3P	Pleasant Camp Extension	22,884.88	13,127.45	36,012.33
3D	Haines-Bird Bay	97.52	450.04	547.56
14A	Stika National Monument	416.11	692.37(a)	1,108.48
14B	Stika National Cemetery	251.49	600.00(b)	851.49
40	Douglas-Garneau Channel	2.00	1.00	3.00
44A	Skagway-Smuggler's Cove	1,741.22	1,500.00	3,241.22
51	Good Creek-Samson River	523.79	750.00	1,273.79
50A	Shedder Cabins		346.35	346.35
Totals		\$ 29,925.22	\$ 17,561.17	\$ 47,486.39

(a)—Includes \$342.37 contributed by National Park Service.

(b)—Includes \$100.00 contributed by Quartermaster General.

SECOND DIVISION.

Acct. No.	Name of Route	Federal	Territorial	Total
8	Nome-Council	\$ 2,756.93	\$ 6,856.00	\$ 9,612.93
5D	Council-Cupar Creek	172.33	519.00	691.33
5H	Casa de Paga Road	2,250.00	5,200.00	7,450.00
22A	Nome-Bassett	2,815.59	3,302.28(c)	6,117.87
13B	Bessie-Banner	914.29	1,500.00	2,414.29
13C	Bessie-Little Creek	213.28	100.00	313.28
13F	Nome-Osborne	777.25	1,100.00	1,877.25
13K	Bessie-Buster	691.04	1,600.00	2,291.04
15	Katig-Schwarz	2,717.29	243.00	2,960.29
15A	Borana-Kozlov	226.23	225.00	451.23
21	Unaakleet-St. Michael	267.59	100.00	367.59
25C	Nome-Wireless	859.33	100.00	959.33
25D	Mouth of Center Creek	1,153.27	1,100.00	2,253.27
25E	Submarine Paystreak	792.63	100.00	892.63
25F	Anvil Glacier	11.00	50.00	61.00
26K	Nome City Loop		2,966.65(d)	2,966.65
27	Cardie-Candle Creek	870.73	565.00	1,435.73
27	Deering-Iomashuk	716.57	1,700.00	2,416.57
28	Dani Creek-Candle Trail	3.54	22.00	25.54
28A	Nome-Taylor	200.20	112.00	312.20
41A	Kotzebue-Shungnak	45.00	100.00	145.00
41B	Kotzebue-Point Barrow	25.00	25.00	50.00
42	St. Michael-Katig Trail	36.00	23.00	59.00
43	Davidson's Landing-Taylor	253.65	745.00	998.65
62	Dime Creek Corduroy	2,204.50	2,250.00	4,454.50
67	Nome-Teller	177.25	250.00	427.25
67A	Teller-Cape Prince of Wales	14.00	10.00	24.00
67B	Teller-Breastake	90.85	200.00	290.85
67C	Teller-Mary's Islop	414.00	990.00	1,404.00
68	Flamingo Trails	1,238.51	1,120.00	2,358.51
73	Maroon Road	60.00	140.00	200.00
73A	Kotik-Marshall	25.00	50.00	75.00
73B	Stuyabuk	225.00	745.00	970.00
73C	Old Hamilton-Sammon Bay	53.45	700.00	753.45
73A	Seward Peninsula Railroad	23,518.12		23,518.12
73B	Shedder Cabins		2,837.33	2,837.33
Totals		\$ 57,292.00	\$ 39,148.96	\$ 96,440.96

(c)—Includes refund of \$1,344.28.

(d)—Contributed by the City of Nome.

(e)—Divisional Expenditure of \$2.25.

THIRD DIVISION.

Name of Route	Federal	Territorial	Total
Lowell Creek Survey		\$ 80.75 (g)	\$ 80.75
Wasilla-Finger Lake	\$ 552.83	700.00	1,252.83
Moose Creek	500.00	500.00	1,000.00
Wasilla-Matanuska	852.37	200.00 (h)	1,052.37
Matanuska Trunk Road	24.32	100.00	124.32
Talkeetna-Mineral Creek	3,722.34	100.00 (h)	3,822.34
Talkeetna-Cache Creek	10,428.82	2,250.00	12,678.82
Cache Creek Pack Trail	1,430.00	300.00	1,730.00
Peters Creek Pack Trail	5,354.59	1,000.00	6,354.59
Rena-Russian River	2,304.40	100.00	2,404.40
Niina River Bridge	48,978.95		48,978.95
Anchoridge-Eagle River	9,088.32	3,000.00	12,088.32
Anchoridge-Whitney	52.30	50.00 (h)	102.30
McDonnell Road		300.00 (i)	300.00
Shaner Cabins		1,974.75	1,974.75
Togak-Nasuganak	1,553.33	1,400.00	2,953.33
Nakagak-Naknek	1,447.34	500.00	1,947.34
Naknek-Egessik	1,155.00	740.00	1,895.00
Totals	\$ 54,935.37	\$ 17,655.50	\$ 72,590.87

g—Furnished by The Alaska Railroad.
 h—In cooperation with Divisional Chairman.
 i—Includes \$100 contributed by P. L. McDonald.

FOURTH DIVISION.

Name of Route	Federal	Territorial	Total
Summit-Chatanika	\$ 5,224.33	\$ 350.00 (j)	\$ 5,574.33
Summit-Fairbanks Creek	52.50	50.00 (k)	102.50
Fairbanks-Ester	1,514.33	100.00 (k)	1,614.33
Fairbanks-Eureka	47.00	200.00	247.00
Hot Springs-Sullivan	2,825.56	2,150.00	4,975.56
Hot Springs Landing-Eureka	918.54	350.00	1,268.54
Iditarod-Flat	1,442.91	2,000.00	3,442.91
Flat-Crooked Creek	500.00	200.00	700.00
Crooked-Tokona	25,075.00	12,025.00	37,100.00
Nanaa Cemetery	2,418.63	1,000.00	3,418.63
Timber-Brooks	538.33	500.00	1,038.33
Brooks Tram	9,356.30	(l)	9,356.30
Shaner Cabins		2,382.90	2,382.90
Berth-Akiak	4.50	25.00	29.50
Goodnews Bay-Togak	1,048.33	870.00	1,918.33
Nagamut-Aniak	415.00	330.00	745.00
Aniak-Tulksak	1,125.00	1,120.00	2,245.00
Totals	\$ 59,135.50	\$ 24,242.90	\$ 83,378.40

l—Furnished by Tanana Valley Dredging Company.
 k—In cooperation with Divisional Chairman.
 j—Furnished by Divisional Chairman for \$3,000.00.

SUMMARY.

	Federal	Territorial	Total
Third Division	\$ 54,935.37	\$ 17,655.50	\$ 72,590.87
Fourth Division	59,135.50	24,242.90	83,378.40
Totals	\$ 114,070.87	\$ 41,898.40	\$ 155,969.27

DISTRIBUTION OF EXPENDITURES.

Salaries	\$ 52,585.84
Wages	437,804.66
Stationery	1,781.47
Printed Forms and Letterheads	40.91
Other Office Supplies	752.37

0216	Medical and Hospital Supplies	176.83
0220	Scientific and Educational Supplies	35.61
0230	Fuel (including gasoline and oils)	26,525.33
0210	Wearing Apparel	24.00
0250	Forage and Other Supplies for Animals	27,089.20
0280	Provisions	53,652.55
0270	Powder, explosives, etc.	8,919.19
0259	Sundry Supplies (including lubricants, etc.)	12,094.73
0290	Construction Materials	55,934.09
03	Subsistence (persons)	37,151.74
04	Subsistence and care of animals	3,652.27
0500	Telegraph Service	309.68
0510	Telephone Service	764.96
0520	Other Communication Service (inc. P. O. box rent)	80.95
06	Travel Expense (transportation of persons, etc.)	18,737.11
07	Transportation of Freight	54,389.23
0900	Printing and Binding	793.35
0910	Lithographing, Engraving, etc.	176.37
0930	Photographing, Making Prints, etc.	110.57
10	Furnishing of Heat, Light, Power and Water	1,253.63
1100	Rents (building, structure, room, etc.)	2,094.54
1110	Other Rents (inc. hire of teams, rent motor equip.)	42,252.37
12	Repairs and Alterations to Equipment, Machinery, etc.	66,683.61
13	Miscellaneous Current Expenses (inc. exchange, etc.)	2,331.51
3010	Equipment (furniture and fixtures)	7,125.99
3010	Livestock (horses, dogs, etc.)	673.00
3050	Other Equipment	77,516.78
3210	Other Structures (excavations, embankments, etc.)	29,954.43
		\$1,123,211.58
	Increase of Compensation	15,136.03
		\$1,138,347.61

DISTRIBUTION BY APPROPRIATIONS.

From appropriations for support of War Department:	
F.Y. 1922-23, Act of June 26, 1922	\$ 4,527.69
F.Y. 1923-24, Act of March 2, 1923	175.89
F.Y. 1924-25, Acts of June 7 and December 5, 1924	617,452.83
F.Y. 1925-26, Act of February 12, 1925	153,268.46
National Compteries, 1925	300.00
From Increase of Compensation, War Department:	
F.Y. 1924, Act of March 4, 1923	15,136.03
From the Alaska Fund, Act of Jan. 27, 1905, as amended	163,518.01
From Contributed Funds, Act of June 30, 1921:	
Territory of Alaska, Roads, Bridges and Trails	87,522.32
Territory of Alaska, Shelter Cabins	7,335.93
National Park Service, Sikes National Monument	342.37
Tanana Valley Dredging Company, Summit-Chatanika Road	360.00
P. L. McDonald, McDonald Road	100.00
The Alaska Railroad	80.75
City of Nome, Nome Wharf	2,966.65
From appropriations for support of Interior Dept.:	
Roads and Trails, National Parks	80,020.00
Total	\$1,133,347.64

DISTRIBUTION OF WAR DEPARTMENT APPROPRIATIONS BY PROCUREMENT AUTHORITY NUMBERS

Act of June 7, 1924	
Authority No.	
"Eng. 132P-493-A1073-45"	177.83 Purchase and construction of buildings.
210	15.00 Postage.
220	220.93 Telegrams.
2013	650.53 Exchange.
1330	370.43 Harness and horse equipment.
1340	417.43 Heating stoves and parts thereof.
1237	11,393.43 Machinery not otherwise listed.
1295	929.71 Kitchen and household utensils.
1401	2,563.90 Motor driven vehicles.

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1427	950.52	Office furniture, desk equip. etc.
1434	200.51	Tents, etc.
1437	925.09	Tools not otherwise listed.
1440	326.74	Typewriters.
1445	640.36	Equipment not otherwise listed.
1446	3,949.88	Forage for animals.
1447	459.66	Fuel: coal, coke, wood, etc.
1451	10,173.66	Gasoline and oil.
1452	11,698.81	Lumber and wood products, etc.
1453	6,761.44	Special and misc. construction materials.
8167	20,902.25	Team Hire.
3145	331.50	Rental not listed specifically.
3216	18,630.82	Repairs and alterations, roads, trails, etc.
39	19,982.38	Repairs and alterations, equipment.
4126	10,351.49	Salaries, clerks.
4200	16,196.26	Salaries, Supt., Asst. Supt., Jr. Engr., etc.
4275	329,237.63	Wages, Civilian Employees, Foremen, etc.
4326	18.00	Animal stabling, without forage.
4405	49.38	Stationery other than printed forms.
4564	17,584.44	Installation of roads, walks, bridges, etc.
4586	6,573.00	Construction of tramways, ferries, trails.
4625	22,080.12	Food and lodging and miscellaneous services.
4645	37,125.19	Provisions.
4710	2,352.95	Explosives.
4722	29.29	Medical supplies.
4737	305.23	Cleaning supplies.
4738	159.03	Drafting and artist's supplies.
4742	15.60	Educational supplies.
4801	141.31	Printing, other than stationery.
4822	2,938.01	Sundry office supplies.
4845	14,072.25	Supplies not listed specifically.
4920	29,036.13	Transportation of equipment, etc.
4930	3,061.33	Transportation of subsistence supplies.
5009	4,366.50	Travel of civilian employees.
5046	1,346.59	Officers' travel.
5050	6,978.76	Reimbursement of travel expenses while traveling.

Total.....\$817,452.98

Act of February 12, 1925
Amended No.

Exp. 235P-200 AL 370-56"	46.47	Telegrams.
1311	45,259.54	Machinery not otherwise listed.
4814	22,796.87	Repairs and alterations.
4922	29,343.17	Wages—all employees.
4923	6,235.94	Installation of roads, walks, bridges and drainage.
4936	527.66	Construction of tramways, ferries and trails.
4925	6,836.36	Food and lodging and miscellaneous services.
4948	9,962.61	Provisions.
4952	1,415.16	Sundry Office Supplies.
4945	10,333.18	Supplies not listed specifically.
4930	17,505.62	Transportation of equipment, etc.
5000	2,940.88	Reimbursement of travel expenses (transportation of persons.)

Total.....\$153,205.46

I. APPROPRIATIONS.

1. Construction and Maintenance of Military and Post Roads, Bridges, and Trails, Alaska.

Act of—					
June 12, 1908	-----	\$ 150,000.00	Aug. 29, 1916	-----	\$ 500,000.00
June 20, 1906	-----	35,000.00a	May 2, 1917	-----	500,000.00
Mar. 2, 1907	-----	250,000.00	July 3, 1918	-----	100,000.00
May 17, 1908	-----	250,000.00	July 11, 1919	-----	100,000.00
Mar. 3, 1909	-----	350,000.00	June 3, 1920	-----	350,000.00
Mar. 23, 1910	-----	100,000.00	June 30, 1921	-----	425,000.00c
Mar. 3, 1911	-----	150,000.00	June 30, 1922	-----	485,000.00
Aug. 24, 1912	-----	125,000.00	Mar. 2, 1923	-----	650,000.00d
Mar. 2, 1913	-----	155,000.00b	June 7, 1924	-----	725,000.00
Apr. 27, 1914	-----	125,000.00	Dec. 8, 1924	-----	55,000.00e
Mar. 4, 1915	-----	155,000.00	Feb. 12, 1925	-----	300,000.00
				Total	\$3,525,000.00

- a—For Fairbanks-Council Survey.
- b—Includes \$55,000.00 for Valdez dike.
- c—Includes \$10,000.00 for Nome-Keevalik Survey.
- d—Includes \$6,000.00 for survey Juneau Dock.
- e—Deficiency to cover increase of compensation, 1925.

2. Construction and Maintenance of Wagon Roads, Bridges and Trails, "Alaska Fund."

Fiscal year—		Fiscal year—			
1906	-----	\$ 78,120.58	1918	-----	\$ 172,952.67
1906	-----	112,162.19	1917	-----	136,577.28
1907	-----	115,250.29	1918	-----	199,308.52
1908	-----	114,041.56	1919	-----	161,163.37
1909	-----	108,713.67	1920	-----	136,529.19
1910	-----	132,023.17	1921	-----	93,561.68
1911	-----	122,813.40	1922	-----	87,461.62
1912	-----	207,947.53	1923	-----	113,227.10
1913	-----	143,171.07	1924	-----	115,803.20
1914	-----	175,734.23	1925	-----	123,271.33
1915	-----	147,602.97			
				Total	\$2,876,550.89
Proceeds from Sales, Refunds, etc. since 1920					35,134.14
Grand Total					\$2,916,714.83

3. Increase of Compensation, War Department.

Fiscal year—		Fiscal year			
1915	-----	\$ 145.20	1922	-----	\$ 4,321.09
1918	-----		1923	-----	32,246.67
1920	-----		1924	-----	56,305.54
1921	-----	949.09			
				Total	\$ 95,053.50

4. National Cemeteries.

Fiscal year—		
1925	-----	\$ 300.00

5. Roads and Trails, National Parks.

Act of—		
March 3, 1925	-----	\$ 80,000.00

I Total, Federal Appropriations \$3,711,674.33

II. CONTRIBUTED FUNDS.

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

1. By the Territory:

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

Fiscal Year:		
1920	\$115,517.24	
1921	\$5,745.51	\$291,251.55

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

Fiscal Year:		
1921	25,000.00	
1922	12,227.25	
1923	\$5,512.45	\$10,750.16

Approved May 8, 1921, Nizina River Bridge.

Fiscal Year:		
1922	5,000.00	
1923	20,500.00	25,500.00

Approved May 7, 1921, Shelter Cabins.

Fiscal Year:		
1922	6,500.00	
1923	2,500.00	9,000.00

Approved May 4, 1923, Public Roads, Bridges, Trails
and Ferries:

Fiscal Year:		
1924	31,325.25	
1925	76,475.45	\$107,800.70

Approved May 1, 1923, Shelter Cabins:

Fiscal Year:		
1924	15,000.00	15,000.00

Approved April 29, 1925, Shelter Cabins:

Fiscal Year:		
1925	2,500.00	2,500.00

Total Territory \$341,213.51

2. By Others:

Fiscal Year 1922:		
City of Valdez	\$ 220.00	
City of Wrangell	500.00	
City of Sitka	500.00	
Alpine Club of Skagway	163.75	\$ 1,383.75

Fiscal Year 1923:		
City of Valdez	601.53	
City of Juneau	777.75	\$ 1,379.28

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

Fiscal Year 1925:		
The Alaska Railroad	80.75	
National Park Service	342.37	
Tanana Valley Dredging Co.	360.00	
P. L. McDonald	100.00	\$ 883.12

II. Total, Contributed Funds \$512,504.34

III. EXPENDITURE OF OTHER FUNDS SUPERVISED BY THE BOARD.

Fiscal Year 1920 and prior years \$1,221,571.05
 Fiscal Year 1921:

1. For the Territory of Alaska:
 Kuskulana Bridge\$ 750.00
 2. For the Chief of Engineers, U. S. Army:
 Rivers and Harbors, Fish Traps, etc. 1,602.50
 Total 2,352.50

Fiscal Year 1922:

1. For the Territory of Alaska:
 Chairman, 3rd Division\$ 7,812.19
 Chairman, 4th Division 21,366.00
 2. For the Quartermaster General, U. S. Army:
 Chilkoot Barracks water supply 2,502.02
 3. For the Chief of Engineers, U. S. Army:
 Rivers and Harbors, Fish Traps, etc. 47,593.46
 Total 79,182.67

Fiscal Year 1923:

1. For the Territory of Alaska:
 Chairman, 3rd Division\$ 19,855.72
 Chairman, 4th Division 15,717.11
 Seward Peninsula Railroad 24,014.00
 2. For the Chief of Engineers, U. S. Army:
 Rivers and Harbors, Fish Traps, etc. 21,145.12
 3. For The Alaska Railroad 1,599,570.09
 Total \$1,662,302.04

Fiscal Year 1924:

1. For the Territory of Alaska:
 Chairman, 3rd Division\$ 14,993.86
 Chairman, 4th Division 20,659.50
 Tojovana Tram Road 6,425.00
 2. For the Chief of Engineers, U. S. Army:
 Rivers and Harbors, Fish Traps, etc. 37,931.55
 3. For The Alaska Railroad 1,511,878.05
 4. For the National Park Service:
 Mt. McKinley National Park Road 700.25
 Total \$1,591,928.21

Fiscal Year 1925:

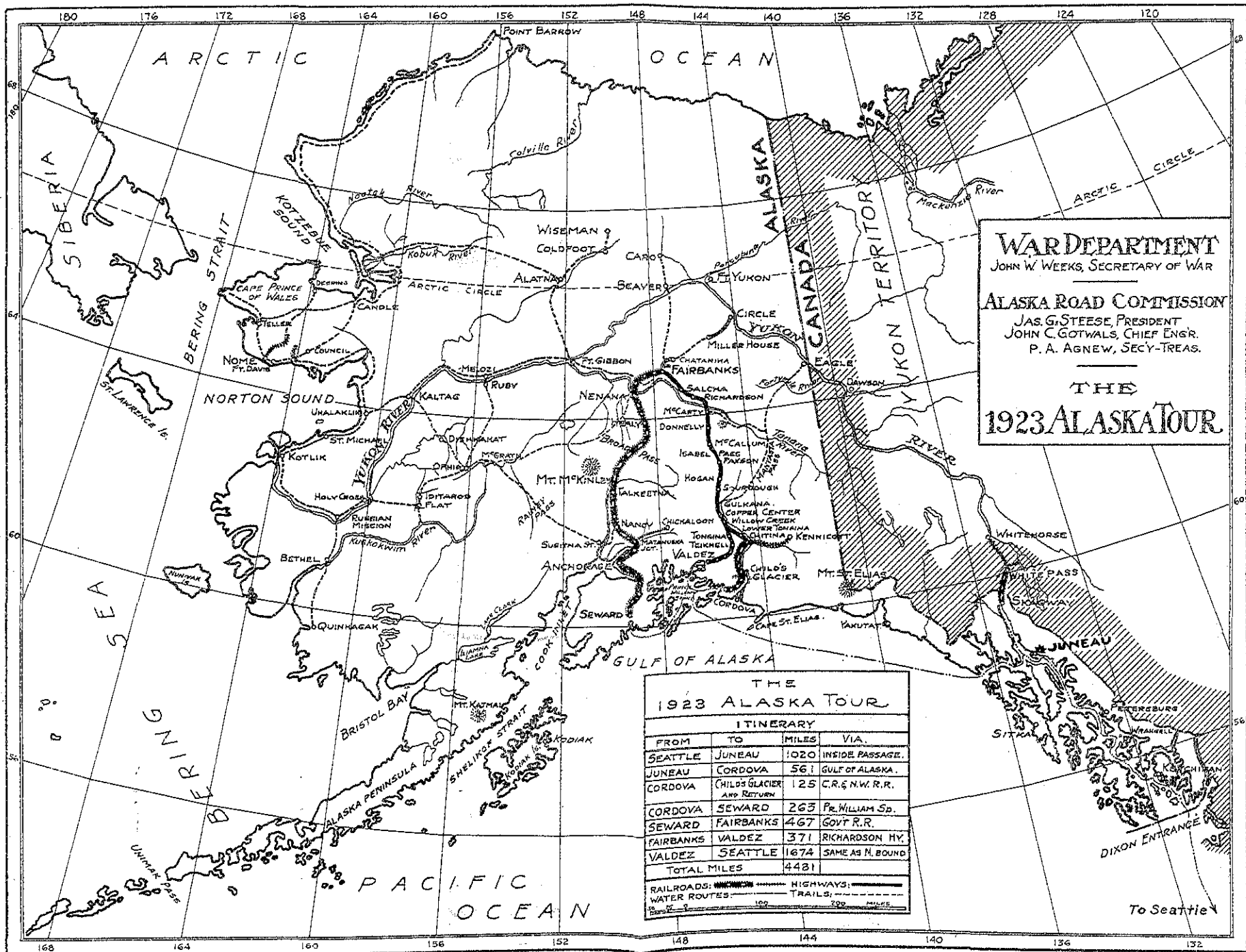
1. For the Territory of Alaska:
 Chairman, 3rd Division\$ 11,806.14

Acct. No.	Name	Miles	Expenditure
	Overhead		\$ 50.00
10B	Seward-Nash	2½	3,551.60
35G	Palmer-Springer	3	600.00
35J	Wasilla-Matanuska	8	1,000.00
35L	Palmer-Matanuska	6½	1,300.00
35R	Boyard Road	½	400.00
38	Valdez-Mineral Creek	8	35.58
36B	South 2d St., Cordova	½	800.00
61	Strelina-Kuskulana	12½	1,000.00
75A	Anchorage-Lake Spenard	4	2,182.00
75B	Whitney Road	5	324.14
75C	Chester Creek Boat Landing	1	82.82
	Totals	51¾	11,806.14

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Chairman, 10th Division 2,000.00

Name	Miles	Expenditure
Overhead		\$ 70.00
Blaney Creek	2	718.41
Four Corners	18	368.42
Summit-Fairbanks Creek	13	1,791.63
Wagon Creek	13	4,214.93
Bellevue Spur	1 1/2	30.00
St. Patrick's Creek (Survey)		182.00
Leaside Road	3 1/2	441.17
Little Eldorado	6	808.52
Franklin-Chena Hot Springs	34	75.00
Wass-Livergood	34	202.43
Farmers-Hisco Hill	9	51.00
Isabelle Creek	2	23.00
Central House-Circle Hot Springs	9	154.00
Totals	198	9,060.00
Katmai Portage Survey		312.72
For the Chief of Engineers, U. S. Army:		
Rivers and Harbors, Fish Traps, etc.		\$ 54,417.50
Improvement of Nome Harbor		13,862.50
Improvement of Wrangell Harbor		27,718.33
Preliminary Examination of Yukon-Kuskokwim Portage		27.55
Preliminary Examination of Ketchikan Harbor		41.47
Preliminary Examination of Seward Harbor		222.60
Preliminary Examination of Wrangell Harbor		29.00
Public Hearings, Fish Traps, etc.		7,500.79
Removal of Sunkon Vessels		15.00
Total		54,417.50
For the Quartermaster General, U. S. Army:		
Chitkat Barracks Water Supply		7,500.00
Total Supervised Funds, Fiscal Year 1925		\$ 53,036.75
ALL Total, Supervised Funds		\$4,240,377.27
Grand Total, All Funds		\$14,241,856.54



WAR DEPARTMENT
 JOHN W. WEEKS, SECRETARY OF WAR

ALASKA ROAD COMMISSION
 JAS. G. STEESE, PRESIDENT
 JOHN C. GOTWALS, CHIEF ENGR.
 P. A. AGNEW, SECY-TREAS.

THE 1923 ALASKA TOUR

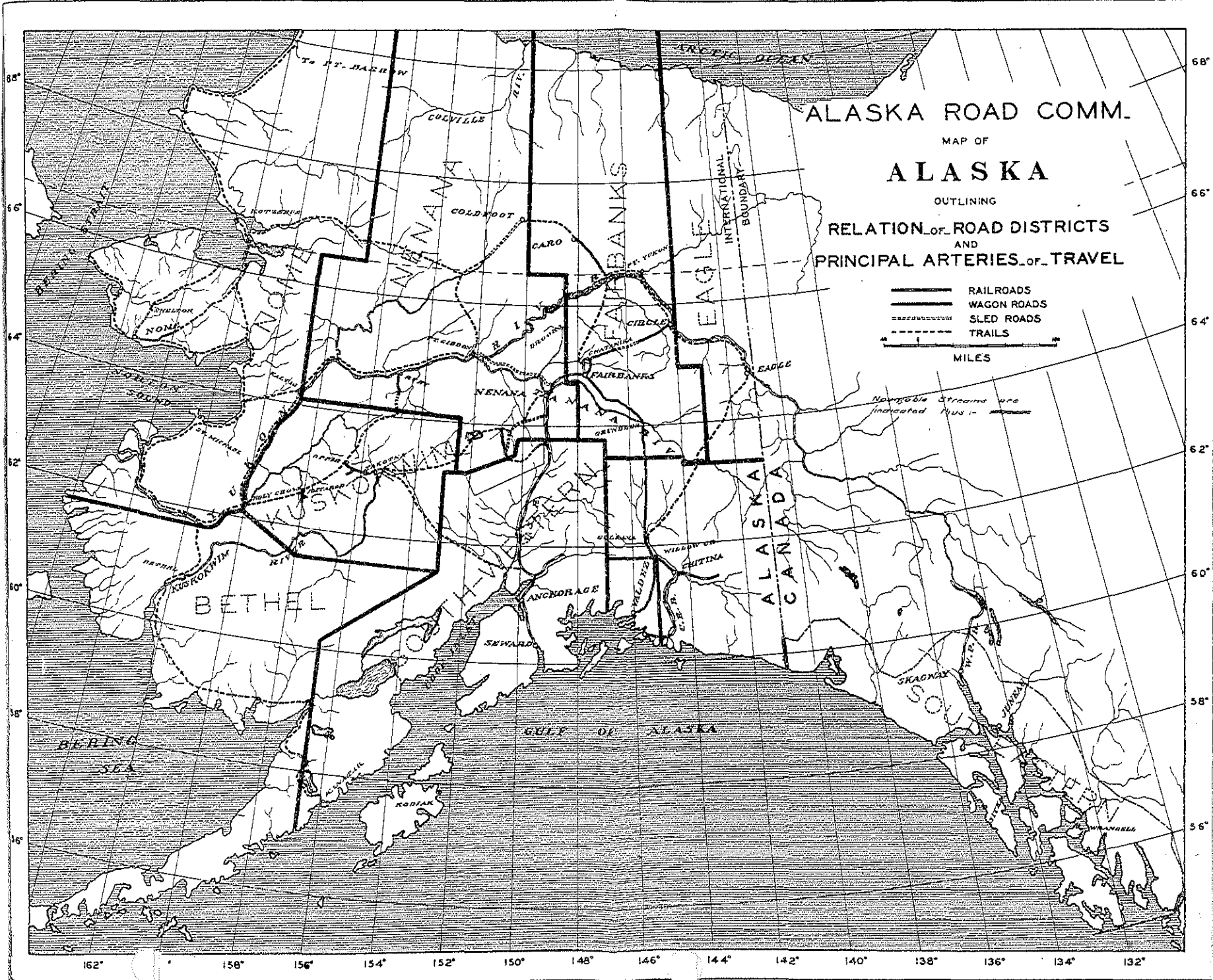
THE 1923 ALASKA TOUR

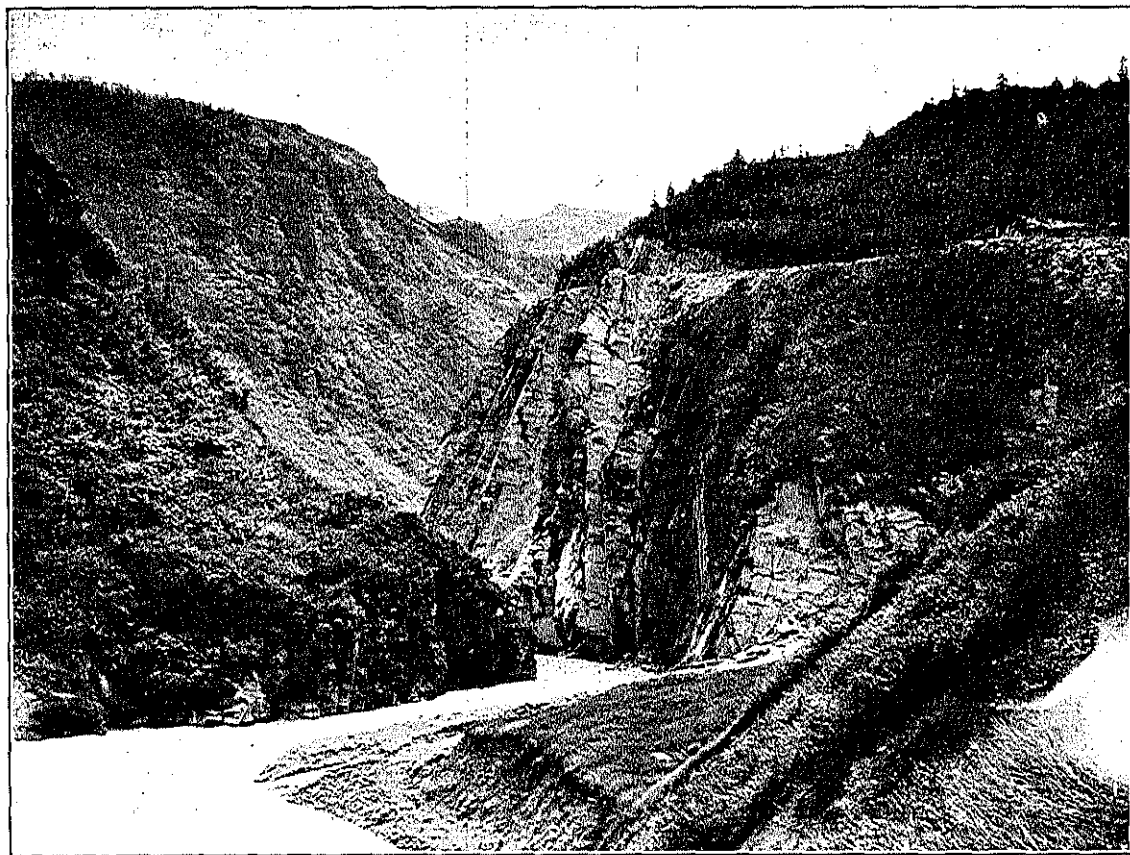
ITINERARY			
FROM	TO	MILES	VIA
SEATTLE	JUNEAU	1020	INSIDE PASSAGE.
JUNEAU	CORDOVA	561	GULF OF ALASKA.
CORDOVA	CHILD'S GLACIER AND RETURN	125	C.R. & N.W. R.R.
CORDOVA	SEWARD	263	PR. WILLIAM SD.
SEWARD	FAIRBANKS	467	GOVT R.R.
FAIRBANKS	VALDEZ	371	RICHARDSON HY.
VALDEZ	SEATTLE	1674	SAME AS N. BOUND
TOTAL MILES		4481	

RAILROADS: HIGHWAYS:
 WATER ROUTES: TRAILS:

100 200 MILES

To Seattle

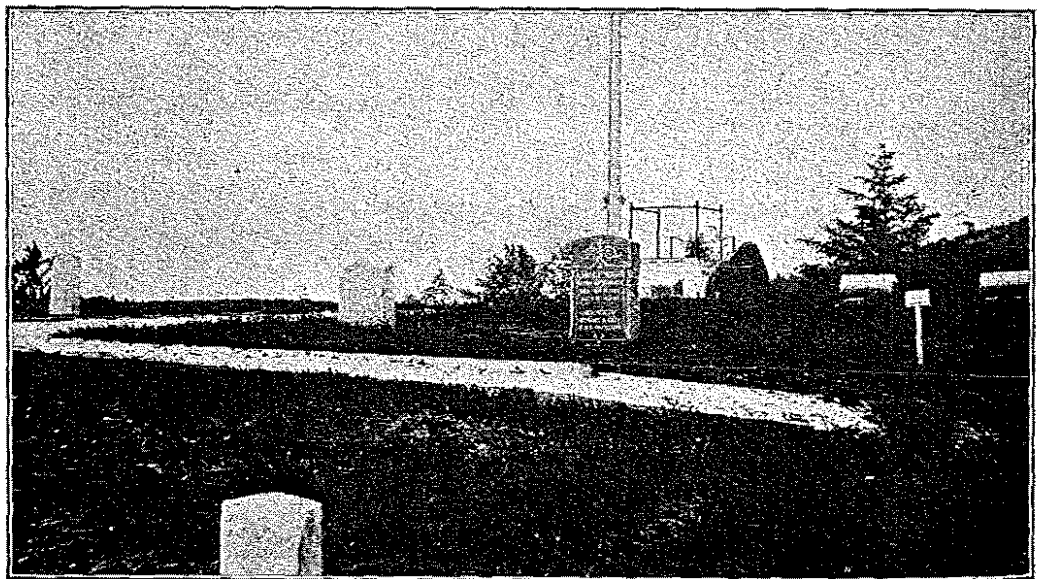




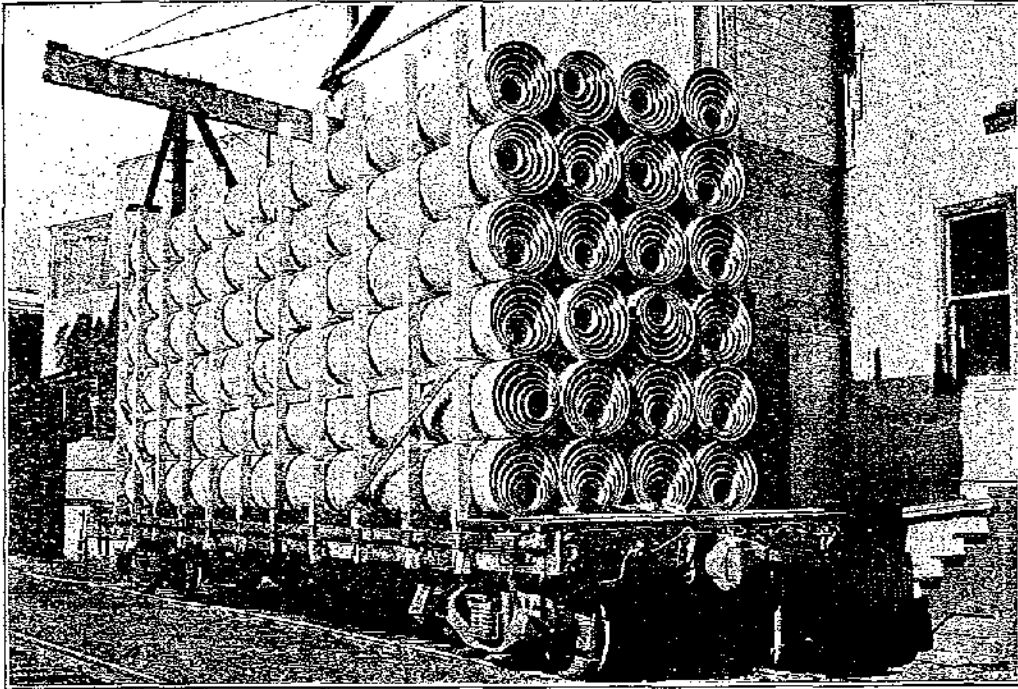
KEYSTONE CANYON RELOCATION, MILE 16, RICHARDSON HIGHWAY



ORNAMENTAL GATEWAY SITKA NATIONAL MONUMENT



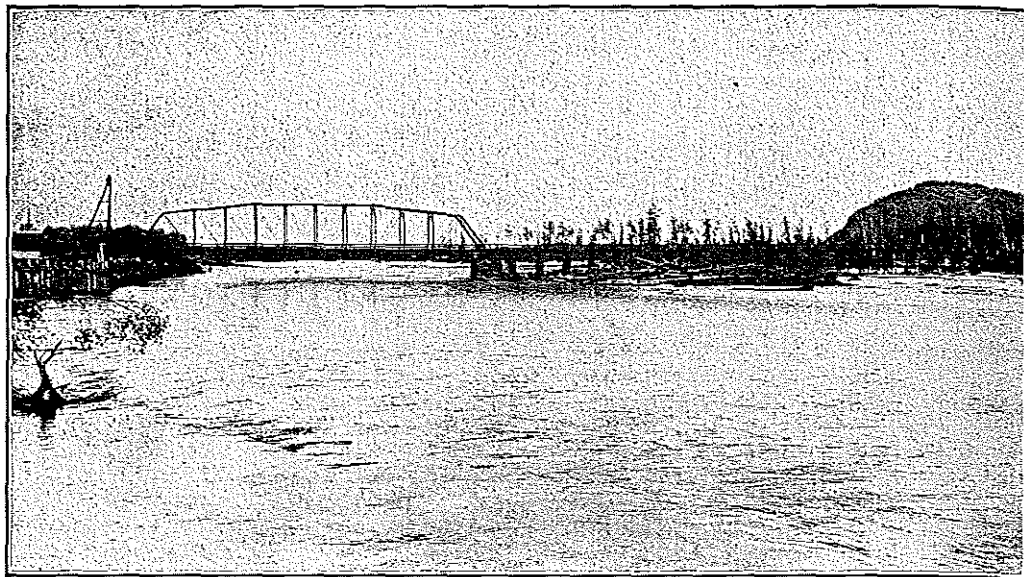
CONCRETE ROSTRUM, FLAGPOLE, AND GOVERNOR BRADY MEMORIAL, SITKA NATIONAL CEMETERY



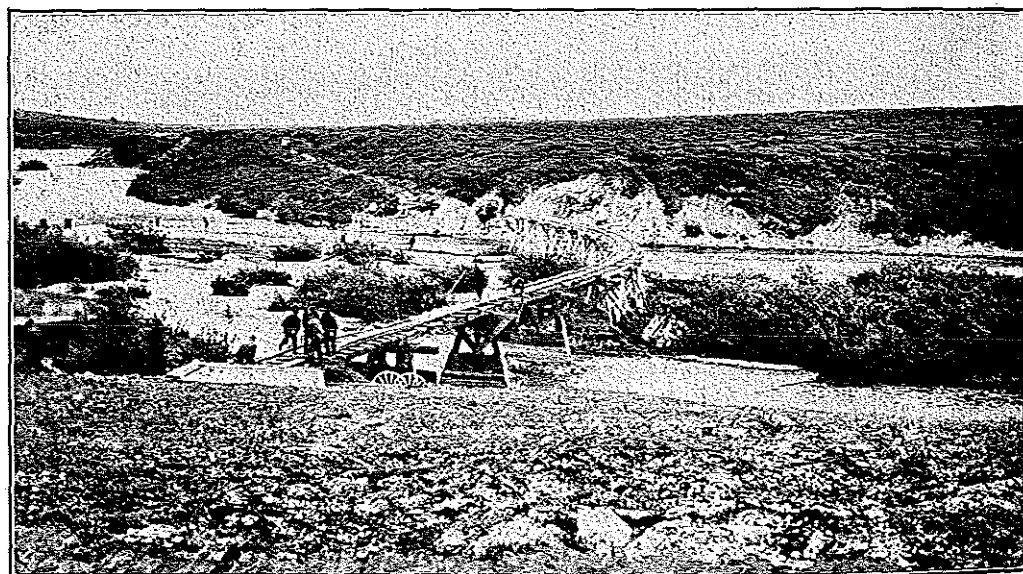
WORLD'S RECORD CARLOAD OF CORRUGATED IRON CULVERTS FOR ALASKA
ROAD COMMISSION. 5,022 LIN. FT.; WEIGHT 73,280 LBS.



MT. M'KINLEY NATIONAL PARK SCENIC HIGHWAY



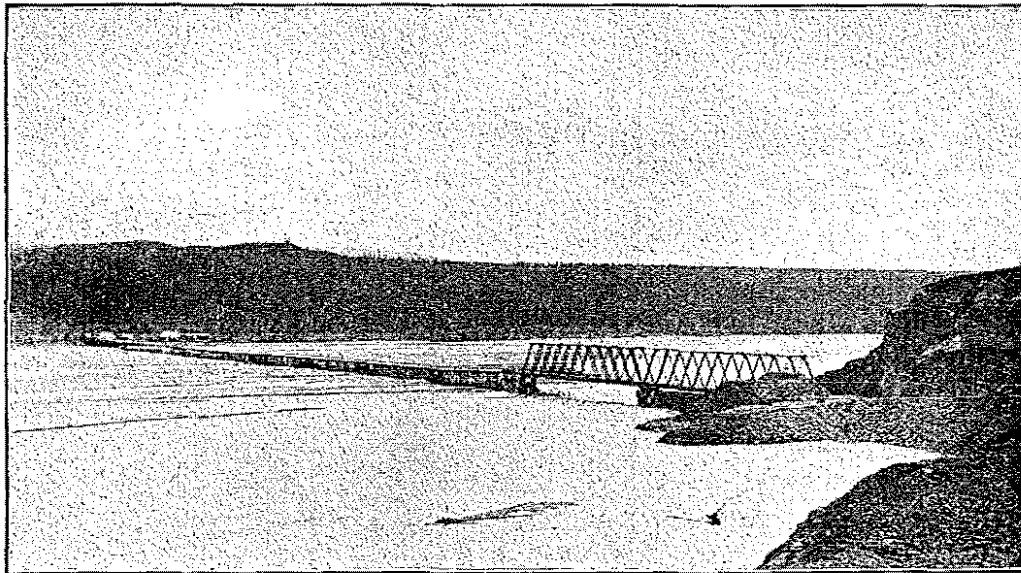
SALCHA RIVER BRIDGE. 180 FT. STEEL TRUSS. 345 FT. TRESTLE APPROACH,
MILE 331, RICHARDSON HIGHWAY



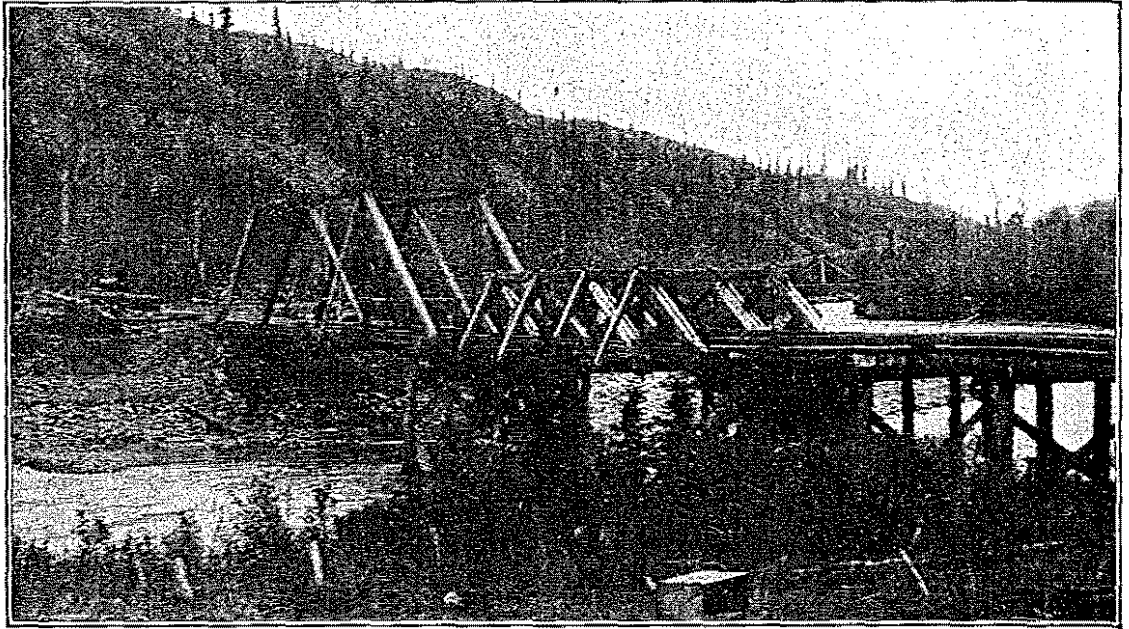
IRON CREEK BRIDGE, NOME-SHELTON TRAMROAD



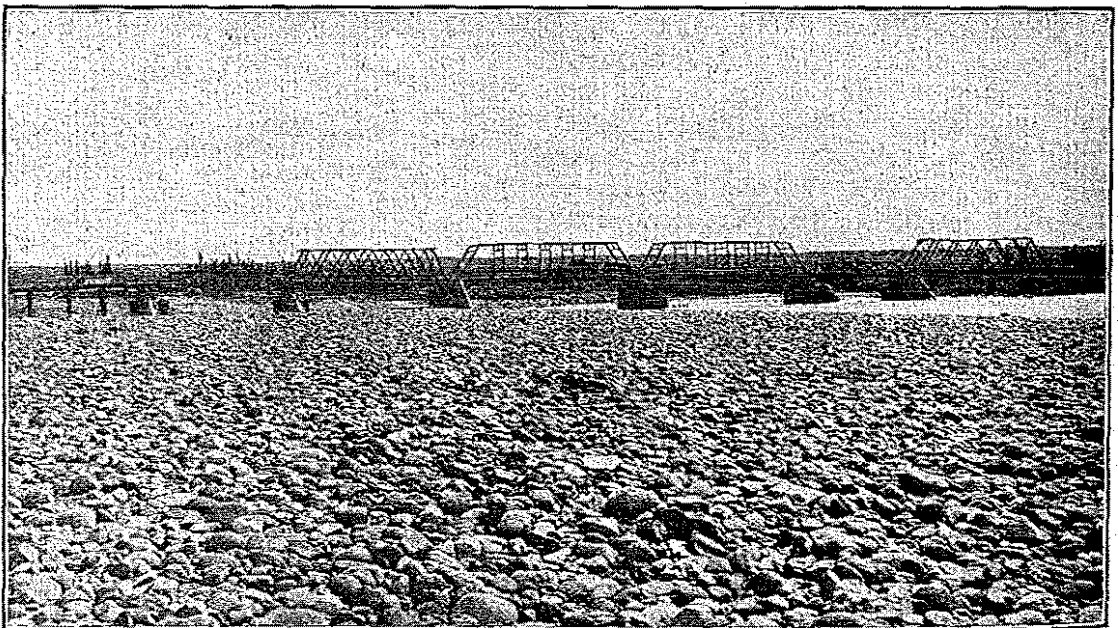
BULL RIVER BRIDGE, PACK TRAIL



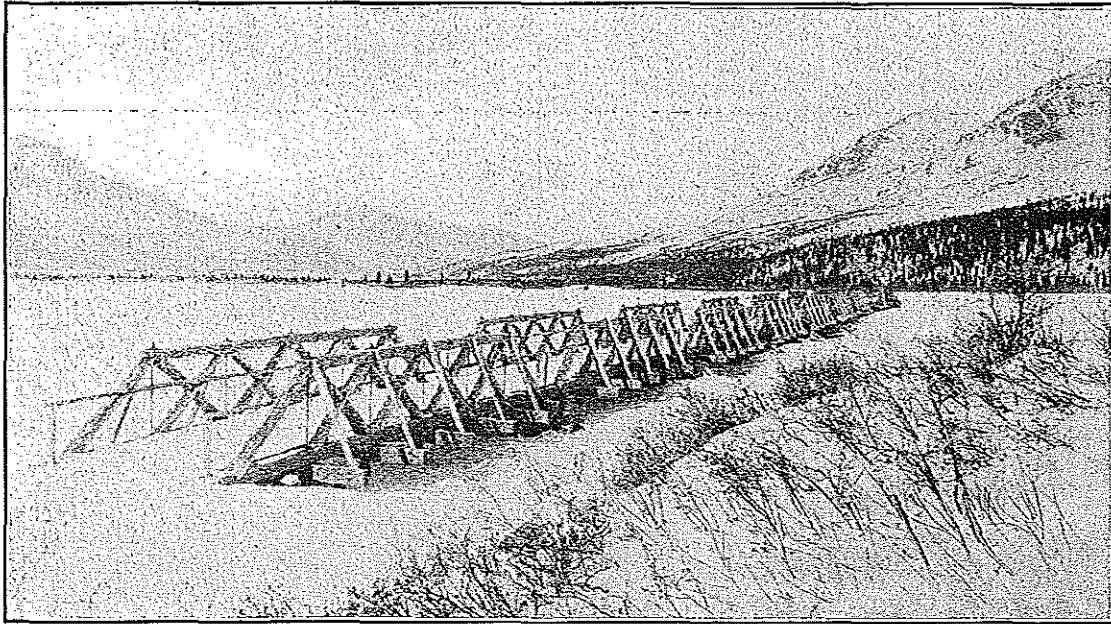
NIZINA RIVER BRIDGE; 2-180 FT, TRUSS SPANS. PIERS FOR THREE
ADDITIONAL TRUSS SPANS, 1650 FT, TRESTLE APPROACH



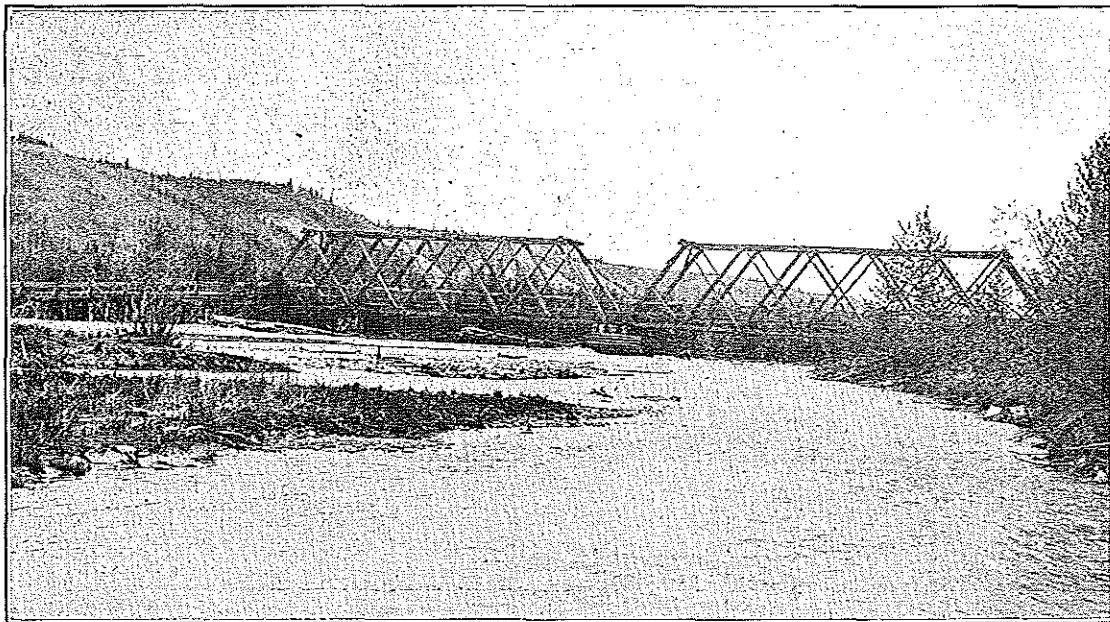
TSAINA RIVER BRIDGE: 45 FT. TRUSS, 80 FT. TRESTLE APPROACH,
OLD 60 FT. TRUSS



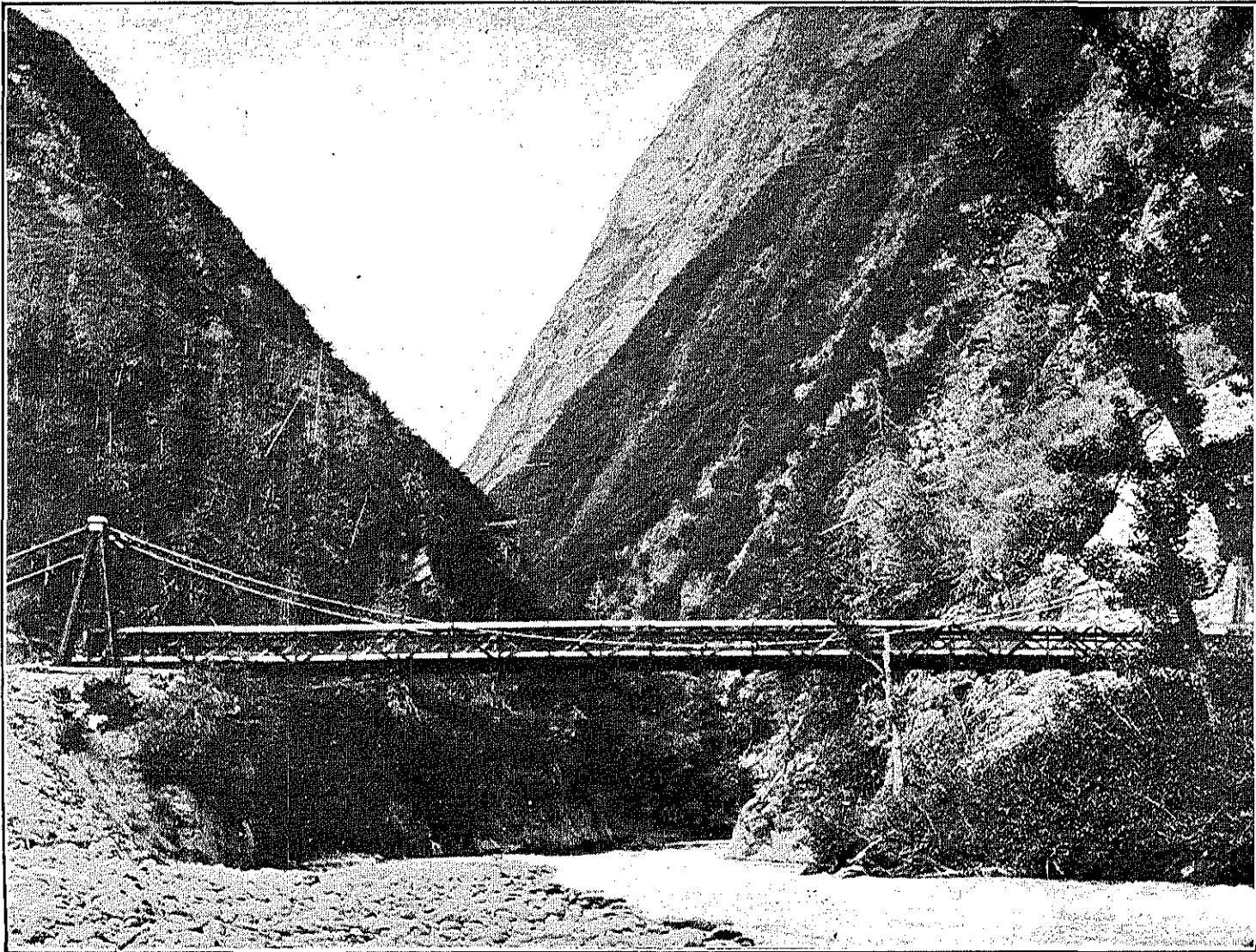
TAZLINA RIVER BRIDGE: 2 NEW 80 FT. TRUSSES AND 2 NEW 60 FT.
TRUSSES, ALSO NEW PIERS



BRIDGE NEAR MILLER'S, MILE 220 RICHARDSON HIGHWAY;
8-60 FT. TRUSS SPANS



UPPER TONSINA RIVER BRIDGE; 2-100 FT. TRUSS SPANS, 143 FT.
TRESTLE APPROACH



SHEEP CREEK CANYON, 175 FOOT SPAN, MILE 19, RICHARDSON HIGHWAY

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