

ALASKA RESOURCES LIBRARY

U.S. Department of the Interior

U.S.  
ALASKA ROAD COMMISSION

ANNUAL REPORT

for

F. Y. 1948

204/31

KNE  
TL  
24  
A4  
A2  
1948/48

*J. L. ...*

FEB 17 1968

ALASKA ROAD COMMISSION

ALASKA RESOURCES LIBRARY  
U.S. Department of the Interior

SUMMARY OF ACTIVITIES IN FISCAL YEAR 1948.

FUNDS

Funds for the prosecution of the work of the Alaska Road Commission were 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 deposited with 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 and corporations.

For the fiscal year 1948, the following funds were made available from the above sources:

Item 1 .....	\$4,000,000
Item 2 .....	130,000
Item 3 .....	173,926
Item 4 .....	55,850
Item 5 .....	5,881

For the fiscal year 1949 the Interior Department Appropriation Act provides \$1,641,300 under item one for maintenance of roads, bridges and trails, \$2,440,000 for new road construction, \$1,752,000 for road improvement, \$3,000,000 for asphalt surfacing on the Glenn and Richardson Highways, \$1,009,100 for surveys and \$400,000 for construction of shops. Under item two, \$100,000 is provided for maintenance of roads. Under item four the National Park Service has allotted \$43,520 and it is estimated that \$350,000 will be available under items three and five.

In addition to the above, contract authorization for continuing asphalt surfacing on the Glenn, Richardson and Alaska Highways and reconstruction of the Tok Cutoff, totaling \$13,904,000 was provided in the appropriation act.

SUMMARY OF ALL EXPENDITURES TO JUNE 30, 1948

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

<u>Calendar Year</u>	<u>Congressional Appropriations</u>	<u>Alaska Fund</u>	<u>Other Funds</u>	<u>Total</u>
1930-1930 .....	\$10,433,824.29	\$3,566,870.84 (a)	\$1,984,826.03	\$15,985,521.16
1931-1940 .....	5,538,899.87	1,489,222.72	1,904,923.34	8,933,045.93
1934-1939 (HRA)	1,595,545.09	---	150,000.00	1,745,545.09
1935-1939 (ERA)	1,119,447.60	---	---	1,119,447.60
1941 .....	794,909.55	144,973.15	273,112.90	1,212,995.60
1942 .....	1,892,925.33	153,421.65	148,255.07	2,194,602.05
1943 .....	2,795,743.82	112,938.41	47,381.34	2,956,063.57
1944 .....	2,366,075.32	181,748.24	83,651.54	2,631,475.10
1945 .....	2,188,304.06	116,503.16	214,936.51	2,519,793.73
1946 .....	2,257,909.74	119,615.18	179,392.09	2,556,917.01
1947 .....	3,776,113.24	179,677.52	253,802.59	4,209,593.35
1948 .....	3,926,842.28	29,462.08	111,136.87	4,077,441.23
TOTALS.....	\$38,696,540.19	\$6,094,432.95	\$5,351,468.28	\$50,142,441.42

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

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

<u>Calendar Year</u>	<u>Increase of Compensation Acts</u>	<u>Quartermaster General</u>	<u>Funds Contributed</u>	<u>National Park Service</u>
1930 - 1930	\$95,076.45	\$4,694.80	\$1,453,212.53	\$431,842.25
1931 - 1940	---	3,262.30	1,016,827.26	884,833.78
1934 - 1936 (NIRA)	---	---	---	150,000.00
1941.....	---	---	222,205.86	50,907.04
1942.....	---	---	116,664.22	31,590.85
1943.....	---	---	41,362.13	6,019.21
1944.....	---	---	73,662.54	9,989.00
1945.....	---	---	199,544.82	15,441.69
1946.....	---	---	154,112.31	25,279.78
1947.....	---	---	167,900.50	85,902.09
1948.....	---	---	47,697.43	63,439.44
TOTALS.....	\$95,076.45 (a)	\$7,957.10	(b) 3,493,189.60	1,755,245.13 (c)

(a) Includes refunds of \$16.95.

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

(c) Includes refunds of \$20.94 but is exclusive of reversions to Treasury of \$48.74, and Economy Legislation \$3,506.39.

Total Congressional appropriations.....		\$56,644,908.02	
Reversions to Treasury.....	\$3,167.72		
Reversions to Treasury (Economy Legislation).....	47,094.50		
Transfer to U.S. Engineer Department (Lowell Creek Flood Control).....	417.21		
Refund of unexpended balance of Access Road Funds to Public Roads Administration.....	26,295.62		
Transfer to Public Roads Administration...	75,000.00		
Balance unexpended.....	<u>17,819,638.41</u>		<u>\$17,971,613.46</u>
Amount expended.....			\$38,673,294.56
Navy Department reimbursement.....	\$3,976.19		
Repayments and voucher corrections, 1920-1929.....	<u>19,269.44</u>		<u>23,215.63</u>
Total expenditures.....			<u>\$38,696,510.19</u>
Alaska Fund to June 30, 1947.....			<u>\$6,064,970.87</u>

Congressional authorization, fiscal year 1948 (a).....	\$130,000.00		
Balance unexpended from previous fiscal year.....	52,429.41		
Repayments.....	<u>\$ 14,319.75</u>	\$196,749.16	
Balance unexpended June 30, 1948.....	152,967.33		
Repayments.....	<u>\$ 14,319.75</u>	<u>\$167,287.08</u>	<u>\$29,462.08</u>
Total net expenditures.....			<u>\$6,094,432.95</u>

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.....	\$ 38,696,510.19
Alaska Fund 1905-1948.....	6,077,380.72
S. Treasury adjustment, 1912.....	17,052.23
Balance of compensation acts, 1918-1925.....	95,076.45
Postmaster General, 1925-1932.....	7,957.10
National Park Service, 1925-1948.....	<u>1,755,245.33</u>
Total.....	\$ 46,649,251.82

CONTRIBUTED FUNDS

Territory of Alaska, 1920-1948.....	\$3,238,552.88
collaneous.....	<u>254,636.72</u>
TOTAL.....	<u>\$3,493,189.60</u>
GRAND TOTAL.....	\$50,112,441.42

In addition to the above funds, disbursed through the United States Treasury, the Commission has supervised the expenditure of the following funds, received 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
Yard Peninsula Tramway, 1923.....	24,014.00
Seward Peninsula tramway, 1924.....	6,425.00
Nag Portage survey, 1925.....	312.72
collaneous.....	<u>22,349.50</u>
TOTAL.....	<u>\$932,280.46</u>

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 1948 (fiscal year 1949), the Territorial Board has allotted to the Alaska Road Commission the following amounts:

Cooperative road projects.....	\$317,000
Airfields.....	<u>33,000</u>
Total	\$350,000

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 the Seattle Regional Office of the Bureau of Federal Supply. The cost of this service is shared by the individual bureaus on a pro rata basis. The share for the Alaska Road Commission averages about 5 per cent of the invoice price of items thus purchased.

Work is performed by mechanical equipment to every extent deemed advantageous. The Commission is now equipped to handle construction and maintenance work within the present limits of appropriations except for replacement of unserviceable or obsolete equipment. Due to difficulty in obtaining delivery of new road construction equipment, many machines have been continued in service beyond the period

of economical life and will be retired as rapidly as replacements are available. During the fiscal year just closed the following pieces of mechanical equipment were obtained, part of which was used equipment secured from the Surplus Property Office by transfer of funds:

- 3 Cranes, track mounted w/shovel attachment
- 1 Heater, tank car
- 3 Light Plants, 5 to 10 KW
- 4 Motor Graders, large
- 1 Plow, snow, rotary, truck-mounted
- 1 Scraper, 6 cubic yards
- 13 Scrapers, 14 cubic yards
- 2 Shovels, diesel, 3/4 cubic yards
- 2 Tractors, Crawler, 35 h.p. with dozer
- 4 " " 55 " " " "
- 2 " " 70 " " " "
- 3 " " 110 " " " "
- 3 Tractors, wheeled, with loader attachment
- 3 " " , 80 h.p.
- 3 Trailers, dump, for above, 10 cubic yards
- 1 Trailer, Semi, 25-ton capacity
- 3 Trucks, Cargo, rated 16,000 pounds
- 41 Trucks, Dump, 3 cubic yards
- 1 Truck, Tractor
- 8 trucks, coupe pickup

#### ORGANIZATION

All labor is ordinarily secured from among local residents. A number of workers were shipped from Juneau to Valdez, Anchorage, and Fairbanks. The class of labor as a whole has improved but is still below average in efficiency. The present trend indicates that workers will not be so hard to secure during the present road construction season, as many people are coming to Alaska seeking work, including a number of veterans.

At the Juneau headquarters, located in the Federal and Territorial Building, is the general office staff consisting of a Chief Engineer, Assistant Chief Engineer, and Chief Clerk, with necessary assistants.

District offices are located at Valdez, Anchorage, Fairbanks, and Nome. 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 expenditures particularly on small projects in isolated sections. Especially is this true of small road projects undertaken for 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 all roads which are used by automobiles. Military operations in the Territory require some form of stabilization of the gravel surface on the main highways and a program to provide this will begin in fiscal year 1949.

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 stress members in timber bridges but local timber is used for a 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, in addition to maintenance, included the continuation of the construction on three new road projects of major importance. Reconstruction on the Richardson Highway was continued and the construction of the Fairbanks-Livengood road was started. Some new mileage constructed consisted of short extensions or branch roads to existing routes and extension of new construction on projects already underway. The latter work was partly financed from funds contributed by the Territory and others.

The Richardson Highway was open from Valdez to Gulkana from April 29 to November 3; from Gulkana to Fairbanks from May 18 to October 20; the section from Fairbanks to the junction with the Alaska Military Highway, mile 100 from Fairbanks, was maintained in service throughout the year as was the Alaska Military. The Glenn Highway was kept open the entire year, and the

Tok Cutoff from Gulkana on the Richardson Highway to Tok Junction on the Alaska Highway was maintained for winter travel. This permitted traffic during the winter between Fairbanks and Anchorage and permitted truckers in over the Alaska Highway to proceed to Anchorage.

Work of reconstruction on the Richardson Highway includes the following:

Completed construction miles 4 through 5 and mile 6.5 to 7.5. Completed reconstruction started last year of miles 25 through 29 and miles 182 through 193. Reconstructed miles 17 to 19; widened miles 85 to 91, and partially completed reconstruction miles 195.5 to 198.4, relocation mile 199.8 to mile 200.7, widening mile 206.5 to 207.5 and 209 to 213. Miles 75 through 97 were resurfaced with crushed gravel. Several additional permanent buildings for maintenance camps were erected from transferred buildings secured from the Army.

New construction was continued on the road to connect the existing Forest Highway from Seward to the Forest boundary with settlements at Kenai and Homer. Grading was advanced 47.0 miles during this year and 13.7 miles were surfaced. Total to date; 60.2 miles graded, 24.8 miles surfaced. A 300-foot steel span bridge with 48 feet of trestle approach was erected over the Kenai River. The road was passable throughout the year for traffic between the Forest Boundary and Kenai. Fabricated steel for a 250-foot span over the Kasilo? River was delivered at the site. Work on this new road is in progress.

New construction continued on the road from the Alaska Highway into the Forty Mile mining district. Grading was advanced 24 miles and 21 miles were surfaced. Total to date; 35 miles graded, 32 miles surfaced. Work on this project is in progress.

New construction was started on a road south from Anchorage to Potter, 10.9 miles. This road will serve as a part of the proposed road connection between Seward and Anchorage. Grading was completed over 5.7 miles and 2.6 miles were surfaced.

Reconstruction of the road from Fairbanks to Livengood was started. The work involves regrading of the existing average 18-foot width road to uniform 24-foot width, including minor improvements in alignment and resurfacing. The distance is 71 miles. During the year 32 miles were regraded and widened and 16 miles surfaced.

Two relocations, totaling 2.1 miles, for improvement in alignment on the Anchorage-Palmer road were graded. Steel was purchased for one 180-foot and one 125-foot span, which will be erected as soon as received.

Construction was started on a 60' x 136' steel and concrete shop building at Anchorage. Work under the contract for the building was 60% complete at the end of the fiscal year.



Surveys were started for road locations between the Richardson Highway at Paxons and Mount McKinley National Park, and between Livengood and Wiseman. Line was located over 45.4 miles of the former and 24 miles of the latter route.

Construction of the Skagway-Dyca road was advanced 0.3 miles through rock to mile 5.9. A 200-foot steel span bridge was erected over the Dyca River.

In addition to the above, 14.9 miles of new road to serve new homesteads were constructed consisting entirely of short extensions or branches to existing roads. These projects varied from 1/2 mile to 3 miles in length.

New Construction: 92.1 miles of road of which 43.1 miles were surfaced, 5 miles trail, 364 linear feet of standard wooden trestle bridges 20 feet wide, 172 linear feet of timber trestle bridges less than 20 feet, one 300-foot steel span 20 feet wide, one 200-foot steel span 14 feet wide, and 3720 linear feet of metal culverts.

Improvements: 55.8 miles of road regraded and widened, 52.2 miles of road resurfaced, 6756 linear feet of metal culverts installed, and 54 linear feet steel beam span, 14 feet wide, erected as replacement of timber bridges.

Maintenance: 2,521.5 miles of road, 80 miles of tramway, 116.5 miles of sled road, 123 miles of permanent trail and 106 miles of temporary flagged trail.

The total mileage of all routes as of June 30, 1948 is as follows:

	<u>Road</u>	<u>Sled Road</u>	<u>Trail</u>	<u>Flagged Trail</u>	<u>Grand Total</u>
June 30, 1947 .....	2,784.8	1,227.4	4,110.8	102.0	8,225.0
Fiscal year 1948					
New mileage.....	92.1	---	5.0	4.0	101.1
Reclassified, abandoned and transferred.....	<u>-5.6</u>	<u>-87.5</u>	<u>---</u>	<u>---</u>	<u>-93.1</u>
Total.....(a)	2,871.3	1,139.9	4,115.8	106.0	8,233.0
No work of either maintenance or improvement during fiscal year 1948:	121.9	1,023.4	3,992.8	---	5,138.1

(a) Includes 80 miles tram road.

The above mileage of roads consists of the following systems:

Principal Connected Road System

	<u>Miles</u>	
Richardson Highway	365	
Glenn Highway	189	
Steese Highway	162	
Tok Cutoff	136	
Alaska Highway and Branches	<u>210</u>	1,062

Local System

Nabesna Branch	44	
Feeder Roads, Richardson Highway	72	
McCarthy Road System	31	
Feeder Roads to Steese Highway	134	
Livengood Road and Branches	87	
Anchorage Local Roads	62	
Fairbanks Local Roads	52	
Palmer System	198	
Nome System	168	
Seward Peninsula Mine Roads	94	
Seward Peninsula Tram Road	80	
Takotna System	71	
Flat System	36	
Manley Hot Springs System	48	
Ruby System	66	
Haines System	65	
Kenai Peninsula System	98	
Feeders to the Alaska Railroad	94	
Eagle System	32	
Iliamna System	27	
Forty Mile Road System	53	
Isolated Roads connecting with river or ocean transportation	106	
Mount McKinley Park Roads	<u>91</u>	1,809
Total.. . . . .		2,871

PROPOSED OPERATIONS

In addition to \$1,841,300 from appropriated funds for maintenance, it is estimated there will be available for maintenance from the "Alaska Fund" and Territorial appropriation \$200,000 for the fiscal year ending June 30, 1949. With these funds normal maintenance of the existing system will be performed.

For the fiscal year 1949 the following funds are available for new work:

Fairbanks-Livengood	Continuation of reconstruction started in 1948.....	\$ 252,000
Kenai Lake-Homer	Continuation of new construction...	1,000,000
Eagle-Forty Mile-Alaska Highway	Continuation of new construction.....	800,000
Anchorage-Potter	Continuation of new construction...	140,000
Farm Roads, Palmer, Fairbanks, and Homer	New construction	200,000
Richardson Highway	Asphalt surfacing.....	2,250,000
Glenn Highway	Asphalt surfacing.....	750,000
Tok Cutoff	Reconstruction.....	1,500,000
Livengood-Wiseman	New Construction.....	300,000
Turnagain Arm Road	New Construction.....	<u>11,370,000</u>
	Total reconstruction and new construction of roads.....	<sup>14</sup> \$18,562,000
Construction repair shop and warehouse, Anchorage.....		200,000
Construction repair shop, Fairbanks.....		200,000

SURVEYS

Livengood-Wiseman. . . . .	5,100
Fairbanks-Chena Hot Springs. . . . .	105,000
Richardson Highway for asphalt surfacing . . . . .	347,000
Glenn Highway for asphalt surfacing. . . . .	183,000
Alaska Highway for asphalt surfacing . . . . .	203,000
Haines to Boundary for asphalt surfacing . . . . .	41,000
Tok Cutoff for asphalt surfacing . . . . .	<u>125,000</u>
Total for Surveys.....	\$1,009,100

In addition to the above appropriations, contract authorization was received for the following:

Richardson Highway, asphalt surfacing.....	\$3,854,000
Glenn Highway, asphalt surfacing.....	4,190,000
Alaska Highway, asphalt surfacing.....	2,500,000
Tok Cutoff, reconstruction.....	1,900,000
Livengood-Wiseman, new construction.....	1,460,000
Turnagain Arm road, new construction.....	<u>4,000,000</u>

Total contract authorization....\$17,904,000

With the above funds, work will be continued on the Kenai Lake-Homer road. Completed grading will be extended 40 miles and 50 miles surfaced. On the Eagle-Forty Mile-Alaska Highway road, grading and surfacing will be completed for an additional 35 miles. The Anchorage-Potter road will be completed. Reconstruction of the Fairbanks-Livengood road will be completed except for final surfacing of 30 miles. Work will be placed under contract for the construction of 50 miles of road to connect the Seward and Anchorage road systems by way of Turnagain Arm. It is estimated that 20 miles will be completed. A number of short, new farm roads totaling 20 miles will be constructed.

As rapidly as necessary data can be obtained, contracts will be awarded for surfacing on the Glenn, Richardson and Alaska Highways. It is planned to let contracts for 183 miles on the Glenn Highway, 191 miles on the Richardson Highway and 93 miles on the Alaska Highway.

Reconstruction of the Tok Cutoff to a uniform standard 26-foot width will be extended over 60 miles during the year. Construction will be started on the section of the Livengood-Wiseman road between Livengood and the Yukon River.

A repair shop and warehouse will be completed at Anchorage and work will be started on a repair shop at Fairbanks.

Location surveys will be extended to the Yukon from Livengood and for 40 miles from Fairbanks toward Chena Hot Springs. Surveys to obtain the necessary information to prepare specifications and invitations for bids for asphalt surfacing of the Glenn, Richardson and Alaska Highways will be carried out as rapidly as qualified personnel can be obtained.

#### RECOMMENDATIONS

For the fiscal year ending June 30, 1950, an appropriation of \$25,449,200 is recommended in addition to funds available from other sources. The funds recommended are for the following work:

MAINTENANCE:

718 Miles principal roads, year-round maintenance, \$1,200 per mile.....	\$261,600
350 Miles local and feeder roads, year-round maintenance, \$600 per mile.....	220,000
344 Miles principal roads, summer maintenance only, \$700 per mile.....	240,800
1,368 Miles local systems, summer maintenance only \$500 per mile.....	684,000
	<u>\$2,066,400</u>
It is estimated \$100,000 from the Alaska Fund and \$100,000 from territorial contributions will be available for maintenance	-200,000
to be appropriated.....	<u>\$1,866,400</u>

CONSTRUCTION:

Project	Length	Estimated Total Cost	Appr. to Include 1949	Contract Authorization 1949	Proposed Estimate for 1950 Appr.	Proposed Contract Authorization 1950
Wade-Livengood (construction)	71	1,022,400	852,000	-----	170,400	-----
Wade-Homer	125	3,906,250	2,425,000	-----	1,200,000	-----
Forty Mile- Wade Highway (new)	115	2,875,000	1,960,000	-----	915,000	-----
Wade: Palmer, Wade, Homer (new)	300	3,000,000	250,000	-----	300,000	-----
Wade, (construction)	136	3,400,000	1,500,000	1,900,000	1,900,000	-----
Wade-Wiseman, (new)	165	6,600,000	300,000	1,460,000	1,460,000	-----
Wade Arm Road, (new)		14,572,000	7,370,000	4,000,000	7,202,000	-----
Wade Highway, (asphalt surfacing)	365	11,680,000	2,250,000	3,854,000	5,854,000	3,576,000
Wade Highway, (asphalt surfacing)	183	4,941,000	750,000	4,190,000	4,191,000	-----
Wade Highway, (asphalt surfacing)	202	5,481,000	-----	2,500,000	4,500,000	981,000

	Length	Estimated Total Cost	Appr. to Include 1949	Contract Authorization 1949	Proposed Estimate for 1950 Oper.	Proposed Contract Authorization 1950
Secondary Asphalt surfacing)	41	1,107,000	---	---	1,107,000	---
Asphalt surfacing)	136	2,312,000	---	---	---	2,312,000
Chena Spendar, Asphalt surfacing)	5	160,000	---	---	160,000	---
College, Asphalt surfacing)	5.5	176,000	---	---	176,000	---
Chena Hot Springs (new)	80	2,400,000	---	---	1,400,000	---
		63,632,650		17,904,000	30,535,400	6,869,000
Highway, Asphalt surfacing)	365	365,000	347,000	---	18,000	---
Highway to Park	155	232,500	58,100	---	174,400	---
Chena	38	57,000	---	---	57,000	---
					249,400	

The funds requested for maintenance will provide for adequate normal maintenance of the existing system. Costs in Alaska have more than doubled since 1941 and the amount requested will be required as the mileage to be maintained has increased and traffic on the main roads continues to be heavy.

Continuation of work on new roads and asphalt surfacing of the trunk system is proposed as indicated. Appropriations for 1949 will be obligated during the fiscal year and the amounts recommended are required to continue work already started and to begin work on other essential projects.

Recommendation is made for funds for definite location surveys of proposed new roads. Such surveys are necessary in order to prepare estimates of costs on new projects.

#### FORTY-FOUR YEARS' SERVICE

With the period covered by this report the Alaska Road Commission concludes its forty-fourth year of service. The work accomplished consists of the construction and maintenance of ~~2452.7~~ miles of road and tram road, a great part of which is suitable for automobiles in all summer weather,

2871.3

1,149.2 miles of winter sled road, 4,115.8 miles of trail and 106 miles of flagged trail. The total costs to the end of the fiscal year are \$47,614,151.37 of which \$24,266,233.40 was for new work and \$23,347,917.77 was for maintenance and improvement. The total expenditures to date are \$50,142,441.42 of which \$40,554,813.87 was derived from Federal appropriation acts. The balance, \$9,587,622.55 or 19 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.

Annual maintenance is estimated as shown above for the various classes and standards of road. For fiscal year 1948 the average cost of maintenance per mile, including minor improvements, was \$645 for all roads on which maintenance was performed. Exceptionally severe flood conditions in the Fairbanks area in the spring of 1948 caused damage to some sections of all roads leading out of Fairbanks, requiring extraordinary repairs.

Due to curtailment of gold mining, expenditures on roads leading to mines, sled roads and trail had been reduced to the minimum. With the end of the war, mining activities have increased and additional maintenance on these roads is now required.

The Richardson Highway, which with the Edgerton Cutoff from Chitina totals 404 miles, is an all-weather road. The first automobile went over this route in 1913, after the route had been used as a pack trail 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, 1948, including all costs for construction and maintenance over the 42 year period of use for the 404 miles, is \$37,281.

The Steese Highway extending from Fairbanks to Circle, a distance of 142 miles, is an all-weather road. Including maintenance, the total cost per mile of this road to June 30, 1948 is \$16,979. This included its life as a sled road from 1906 and partly constructed wagon road beginning in 1908.

The Elliot Highway branches from the Steese Highway at Mile 11 near Fox and extends to Livengood and up Livengood Creek, a total length of 78 miles. Sufficient surfacing has been provided to class it as an all-weather road. Reconstruction to higher standard is now in progress. The total cost per mile including maintenance to June 30, 1948 is \$16,147.

The Mt. McKinley National Park road system started in 1922 is completed except for some proposed gradual improvement. The total cost per mile to date of 91 miles, including maintenance of completed sections since construction, is \$19,590.

The Glenn Highway extending from Palmer to the Richardson Highway is now completed. It has a 24 foot crushed gravel surface with no grades over 8 per cent and no curves over 30 degrees. The total cost per mile to date, including maintenance, on the section from Moose Creek to the Richardson Highway 134.75 miles, is \$25,483.

A consolidated cost statement of all projects follows:



No.	Subproject Name	Cost 1948	Total Cost to 6-30-48	Cost M & I 1948	M & I to 6-30-48	Cost Con. 1948	Cost to 6-30-48
Brought Forward from Part I, 1947 Report, Page 13.....		---	2,039,038.50	---	643,905.35	---	1,415,133.15
<u>PART II - ACTIVE PROJECTS</u>							
2H	Juneau Wharf and Float.....	---	72,663.72	---	42,447.41	---	30,216.31
2J	Juneau Float.....	---	5,471.67	---	337.25	---	5,134.42
2L	Juneau-Douglas Bridge.....	20,000.00	300,943.28	20,000.00	48,035.53	---	252,907.95
3AB	Haines-Pleasant Camp.....	21,414.43	624,626.99	21,414.43	310,892.80	---	283,821.19
3C	Porcupine Extension.....	---	47,634.63	---	9,279.73	---	38,354.90
3D	Haines-Ind Bay.....	8,497.28	69,684.13	8,497.28	50,876.67	---	18,807.46
3DA	Haines Airfield.....	8,368.86	16,212.49	---	1,084.77	8,368.86	15,127.72
3E	Haines-Chilkoot.....	2,703.65	50,310.57	2,703.65	28,150.06	---	22,160.51
3F	Haines-Jones Point.....	---	2,353.20	---	799.75	---	1,553.45
3H	Chilkoot Barracks Roads.....	---	1,252.50	---	1,252.50	---	---
3J	Post Float.....	2,599.23	2,599.23	---	---	2,599.23	2,599.23
4AC	Big Delta Airfield.....	---	2,289.59	---	311.23	---	1,978.36
4AD	Rapids Airfield.....	---	374.26	---	145.16	---	229.10
4BA	Valdez-Ptaraigas Drop & Branches	114,222.55	2,992,800.77	52,216.49	1,216,067.64	62,006.08	1,716,753.13

No.	Name	1948		1948		1948	
		Cost	to 6-30-48	Cost	to 6-30-48	Cost	to 6-30-48
4B1	Byko.....	---	151,947.09	---	94,921.11	---	56,065.98
4BB	Ptaraigan Drop-Ernestine.....	28,447.66	874,933.90	28,447.66	650,743.43	---	221,190.47 <sup>24 KB</sup>
4BC	Thompson Pass Aviation Field...	---	5,058.56	---	4,328.60	---	669.96
4C	Ernestine-Willow Creek.....	88,340.76	858,131.00	32,608.80	508,974.36	55,731.96	349,156.64
4D	Willow Creek-Gulkana.....	41,163.75	1,364,474.52	24,689.30	805,848.60	16,471.45	558,625.92 <sup>5.42</sup>
4DB	Tazlina-Lefla Lake.....	25,998.25	1,372,941.35	25,998.25	256,441.06	---	1,116,500.32
4E	Gulkana-Sourdough.....	4,262.57	590,010.58	4,262.57	421,676.37	---	168,334.21 <sup>4.42</sup>
4F	Sourdough-Mile 168.....	5,342.19	538,942.82	5,342.19	304,051.47	---	234,891.35 <sup>1.42</sup>
4G	Mile 168-Delta River.....	70,501.33	938,333.38	13,576.68	582,467.65	46,924.65	358,865.73
4HA	Fairbairn Airfield.....	---	390.06	---	390.06	---	---
4HI	Delta River-Rapids.....	42,294.33	1,290,975.43	23,173.00	892,381.81	39,121.33	398,593.62 <sup>1.49</sup>
4H2	Rapids-Grundler.....	54,342.80	1,612,294.88	54,342.80	840,927.80	---	771,307.08
4I	Grundler-Richardson.....	30,651.96	898,337.45	30,651.96	523,093.16	---	373,244.29 <sup>10</sup>
4J	Richardson-Salchaket and Branches.....	36,952.44	1,278,908.54	36,952.44	676,828.94	---	602,079.60
4K	Salchaket-Fairbanks and Branches.....	65,721.77	1,557,351.40	65,721.77	1,051,447.64	---	505,903.76
5A	Kenana-Tanana.....	86.70	99,273.01	86.70	47,084.31	---	52,188.70

No.	Project Name	Cost 1948	Total Cost to 6-30-48	Cost M & I 1948	M & I to 6-30-48	Cost Con. 1948	Construction to 6-30-48
50	Pick Lake-American Creek...	---	10,958.18	---	5,191.65	---	5,766.53
50	American Creek Airfield....	---	940.00	---	---	---	940.00
6A	Elbow-Creek-Tonsina.....	4,335.91	303,169.06	4,334.91	193,508.38	---	109,660.78
6B	Chitina-Lower Tonsina.....	8,135.28	464,657.14	8,135.28	319,294.45	---	345,362.69 <i>to 6A</i>
6X	Chitina-Native School.....	---	2,164.13	---	1,669.12	---	495.06
6G	Copper Center Airfield.....	165.23	442.50	165.53	241.91	---	200.59
6H	Chitina Airfield.....	259.77	6,332.88	259.77	863.61	---	5,469.24
7A	Fairbanks, Chatsika and Branches.....	44,867.50	815,897.89	34,271.43	650,107.54	10,595.87	166,782.35
7B	Fox-Livengood and Branches.....	336,660.61	1,237,562.24	25,291.00	386,997.80	311,369.61	870,551.37
7B1	Livengood-Nisaran Survey...	29,504.51	29,504.51	---	---	29,504.51	29,504.51
7C	Suzait-Fairbanks Creek and Branches.....	3,928.10	110,906.41	3,928.10	73,222.91	---	37,683.43
7D	Fairbanks-Ester, and Branches.....	15,010.48	239,491.57	11,767.38	178,142.75	1,243.39	61,258.84
7J	Chena River System.....	1,575.03	44,974.93	---	34,153.35	1,575.03	10,821.63
7J2	Palster Creek Airfield.....	---	839.11	---	284.31	---	575.00
7K	Farears-Birch Hill and Branches.....	10,599.50	143,280.27	8,139.50	116,196.23	2,460.40	27,084.06

No.	Name	1948	Total to 6-30-48	1948	Total to 6-30-48	1948	Total to 6-30-48
7X	Obens Hot Springs Airfield.....	---	1,739.58	---	50.00	---	1,689.58
7Y	Fairbanks Airfield.....	---	21,144.45	---	1,673.23	---	19,471.22
8	Nome Council.....	34,703.75	695,450.92	34,703.75	513,567.96	---	181,882.96
8D	Council Sphir Creek.....	1,556.18	25,231.00	1,556.18	25,231.80	---	---
8H	Casa de Paga.....	---	24,754.26	---	17,314.61	---	17,439.65
8J	Shovel Creek.....	---	169.00	---	110.50	---	58.50
8K	Council Airfield.....	---	2,216.98	---	847.74	---	1,369.24
9	Rampart-Baruka.....	8.82	81,728.53	8.82	52,614.17	---	29,114.36
9A	Rampart Airfield.....	278.68	9,012.47	278.68	5,303.24	---	3,709.23
9B	Stevens Village Airfield.....	---	734.94	---	5.46	---	729.48
10B	Seward Airfield.....	---	13,543.61	---	245.75	---	13,297.86
11A	Eagle-Chicken.....	12,983.88	290,422.05	12,583.88	211,096.24	---	79,327.82
11B	Eagle-Seventymile.....	877.73	28,928.07	877.73	23,563.48	---	4,964.59
11G	Steel Creek-Canyon Creek.....	---	1,227.75	---	1,227.75	---	---
11GA	Steel Creek Airfield.....	---	64.00	---	---	---	64.00
11LA	Franklin Field & Road.....	---	200.77	---	86.34	---	114.43
11L	Boundary-Jack Wade-Junction.....	---	18,707.70	---	18,097.70	---	8,610.00

No.	Name	Cost 1948	Total Cost to 6-30-48	Cost M & I 1948	M & I to 6-30-48	Cost Con. 1948	Construction to 6-30-48
11KA	Walker's Fork Airfield.....	---	213.00	---	---	---	213.00
11MB	Lower Sade Airfield.....	---	37.00	---	37.00	---	---
11P	Chicken Airfield.....	---	2,868.06	---	167.92	---	2,700.14
11Q	Eagle Airfield.....	---	7,775.53	---	1,863.45	---	5,912.07
13A	Koma-Bessie.....	694.82	103,879.86	694.82	65,337.92	---	38,541.95
13B	Bessie-Snake River.....	1,949.98	153,701.53	1,949.98	99,838.41	---	53,863.12
13BA	Snake River-Monument Creek.....	1,---	1,788.65	---	371.38	---	1,417.27
13C	Bessie-Sunset Creek.....	1,098.67	82,351.09	1,098.67	35,633.82	---	46,717.28
13F	Koma-Ostorne.....	1,075.39	67,974.77	1,075.39	52,580.93	---	15,393.79
13K	Bessie-Buster.....	6,297.17	99,064.54	6,297.17	81,560.58	---	17,503.98
13M	Koma Depot.....	4,019.63	25,120.70	4,019.63	22,120.70	---	3,000.00
15	Circle-Miller House.....	31,834.51	842,709.26	31,834.51	410,021.23	---	432,688.03
15A	Circle Springs System.....	5,941.84	112,911.46	5,941.84	74,054.55	---	38,256.91
15C	Circle Hot Springs Airfield.....	---	4,190.61	---	1,159.57	---	2,930.64
15E	Miller House-Harrison Creek.....	1,635.91	48,570.93	1,635.91	20,385.62	---	28,185.32
15F	Boulder Creek Trail.....	---	321.90	---	---	---	321.90
15G	Porcupine Creek.....	---	18,061.31	---	1,137.81	---	16,924.30

*Handwritten:* 15G

No.	Subproject Name	Cost 1948	Total Cost to 6-30-48	Cost M & I 1948	Total Cost M & I to 6-30-48	Cost Con. 1948	Total Cost Construction to 6-30-48
15H	Miller House Airfield.....	---	500.00	---	---	---	500.00
15J	Central Airfield.....	---	1,663.00	---	534.78	---	1,128.22
15K	Circle City Airfield.....	27.33	3,187.17	27.33	954.39	---	2,232.78
16	Chatawika-Miller House and Branches.....	36,624.62	1,225,791.21	36,624.62	671,874.74	---	553,916.47
16BA	Eagle Creek Airfield.....	---	68.43	---	68.43	---	---
173	Kulato Airfield & Road.....	---	32,962.74	---	1,112.25	---	31,850.48
175	Tanana-Kaltag Telephone Line..	---	6,704.29	---	6,704.29	---	---
18	Kaltag-Novo.....	---	81,338.01	---	53,206.62	---	28,131.39
18A	Bonanza-Kotzebue.....	---	12,143.72	---	10,913.72	---	1,230.00
18B	Golovin-Council.....	---	779.65	---	779.65	---	---
18D	Unalakleet Airfield.....	---	1,641.17	---	159.50	---	1,481.67
18F	Golovin Airfield.....	---	1,833.72	---	287.90	---	1,625.82
18H	Kaltag-Unalakleet Telephone Line.....	---	2,533.50	---	2,533.50	---	---
18J	Spruce Creek.....	---	2,097.26	---	1,809.76	---	287.50
20H	Nancy-Susitna.....	---	2,808.09	---	2,808.09	---	---
20J	Susitna-Tyonek.....	---	4,122.15	---	1,478.52	---	2,643.63

No.	Project Name	Cost 1948	Total to 6-30-48	Cost M & I 1948	M & I to 6-30-48	Cost Con. 1948	Co. Action to 6-30-48
28A	Kone-Serpentine Hot Springs..	---	18,933.11	---	13,594.11	---	5,239.00
28C	Lower Keagarok Airfield.....	---	362.84	---	---	---	362.84
29	Tanana-Coldfoot and Branches.....	---	48,442.87	---	31,893.65	---	16,544.22
29F	Eight Mile Creek Airfield...	693.91	3,193.10	---	---	693.91	3,193.10
30	Wanley Springs System.....	19,319.29	278,546.96	19,319.29	189,421.99	---	89,134.97
304B	Miller Creek Airfield.....	---	1,078.84	---	---	---	1,078.84
30B	Wanley Hot Springs Airfield..	---	1,460.63	---	49.98	---	1,410.65
30C	Kareka Airfield.....	---	126.00	---	126.00	---	---
31	Caribou Creek.....	---	23,040.14	---	14,459.22	---	8,580.92
32B	Iditarod-Flat.....	6,201.69	199,551.49	6,201.69	143,656.22	---	55,886.27
32C	Flat-Creaked Creek.....	---	9,634.77	---	8,354.77	---	1,280.00
32DU	Flat-Georgetown.....	---	150.00	---	150.00	---	---
32E	Takotna Airfield.....	---	8,865.40	---	446.62	---	8,418.72
32F	Takotna Depot.....	165.45	22,506.33	165.45	15,197.06	---	7,609.27
32G	Zunkovsin Landing-Takotna...	6,460.54	232,344.72	6,460.54	39,885.15	---	192,459.57
33C	Flat Roads.....	6,399.91	119,764.14	6,399.91	83,133.15	---	31,630.99

No.	Subject	Name	Cost 1948	Total Cost to 6-30-48	Cost in S. 1 1948	S. 2 & 3 to 6-30-48	Cost Cont. 1948	Cost to 6-30-48
33H	Flat Airfield.....		4,225.24	18,291.37	4,225.24	12,199.92	---	6,101.45
34A	Flat-Holy Cross-Anvik.....		---	2,603.26	---	2,603.26	---	---
34B	Iditarod-Shagilok-Anvik.....		---	1,365.66	---	665.66	---	500.00
35A	Mountain Roads.....		5,528.74	326,160.69	5,528.74	216,439.47	---	189,721.42
35B	Wasilla-Nickhook-Palmer Roads.....		22,294.01	593,174.51	22,294.01	336,391.96	---	256,756.55
35B	Lucky Shot-Willow.....		138.70	204,114.92	138.70	34,621.56	---	169,237.36
35B	Willow Creek Mines Airfield.....		---	305.95	---	---	---	305.95
35B	Willow Station Airfield.....		---	294.16	---	---	---	294.16
35C	Wasilla-Knik.....		3,263.63	76,781.41	3,263.63	46,335.73	---	30,445.63
35C	Palmer-Katanuska Roads.....		5,422.47	159,124.32	5,422.47	87,524.17	---	71,600.15
35E	Wasilla-Finger Lake- Palmer Roads.....		9,384.09	247,706.51	9,384.09	160,167.86	---	87,518.65
35J	Wasilla-Katanuska Roads.....		20,574.17	111,936.05	8,435.10	62,997.18	12,139.07	48,938.87
35N	Wasilla-Airfield.....		---	1,286.25	---	826.75	---	459.50
35Y	Wasilla Depot.....		---	4,828.41	---	4,828.41	---	---
36	Mineral Creek.....		177.70	104,358.27	177.70	47,295.26	---	57,063.01
36CB	Cordova Airfield.....		---	55,000.00	---	---	---	55,000.00



No.	Name	1948	to 6-30-48	1948	to 6-30-48	1948	to 6-30-48
36H	Valdez Streets.....	---	4,518.29	---	4,518.29	---	---
37B	Bluff Airfield.....	---	80.00	---	---	---	80.00
38A	Ruby System.....	39,329.21	677,577.65	39,329.21	426,686.56	---	250,891.09-
38B	Peorman-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 Roads.....	18,277.15	443,875.99	18,277.15	250,786.21	---	193,089.78-
38H	Ganes Creek Road.....	827.48	37,325.71	827.48	33,921.86	---	3,403.85-
38K	Ruby Airfield.....	745.75	16,973.52	745.75	5,037.77	---	11,935.75
38V	Ophir Airfield.....	75.50	11,152.39	75.50	1,991.99	---	9,160.40
41	Kiana-Klery Creek.....	---	8,598.33	---	1,047.61	---	7,550.77
41A	Kotzebue-Chungnak.....	---	4,665.61	---	4,665.61	---	---
41AA	Kiana-Selawik-Chungnak.....	---	2,549.58	---	958.13	---	1,591.40
41B	Kotzebue-Point Barrow.....	---	6,620.32	---	2,220.30	---	4,400.02
41D	Kotzebue Airfield.....	---	1,955.45	---	537.90	---	1,417.55
41E	Kobuk Airfield.....	---	2,309.50	---	-10.50	---	2,299.00
41F	Kotzebue-Hontak.....	---	391.77	---	314.19	---	77.58
42	St. Michael-Kotlik.....	---	3,329.58	---	3,329.58	---	---

No.	Project Name	Cost 1948	Total Cost to 6-30-48	Cost M & I 1948	M & I to 6-30-48	Cost Con. 1948	Construction to 6-30-48
51D	Hilo 32 - Spruce Creek.....	---	106.98	---	106.93	---	---
51E	Hills Creek-Cache Creek.....	---	3,231.64	---	1,926.19	---	1,307.45
51F	Cache Creek Airfield.....	262.04	3,772.67	262.04	2,443.47	---	1,324.30
51G	Talkeetna Airfield.....	---	1,505.71	---	150.76	---	1,354.95
51H	Peters Creek Airfield.....	42.79	311.12	42.79	311.12	---	---
53B	Fort Yukon Airfield.....	---	6,264.74	---	2,031.71	---	4,233.03
54A	Chisana Airfield.....	33.12	1,777.75	33.12	283.12	---	1,494.63
54B	Habesna Airfield.....	61.71	3,265.10	61.71	1,452.53	---	1,812.57
54D	Glacier Trail.....	---	394.67	---	---	---	394.67
55	Kenai-Russian River.....	---	16,007.22	---	9,447.96	---	6,559.26 -
55C	Homer-Russian River Road.....	560,016.83	1,360,518.27	5,327.00	5,327.00	554,691.83	1,356,191.27 -
57	McCarthy-Dan Creek.....	12,403.46	354,090.72	12,403.46	192,238.49	---	155,852.23 -
57A	Kisina River Bridge.....	---	235,659.33	---	109,717.58	---	125,941.80
57C	McCarthy-Kennecott River.....	---	965.03	---	965.03	---	---
57D	Chititu Branch.....	607.88	19,277.45	607.88	11,868.97	---	7,428.48 -
57F	McCarthy Airfield.....	---	5,873.62	---	853.74	---	5,019.88
57I	Ray Creek Airfield.....	34.66	7,897.16	34.66	34.66	---	7,862.50

ALASKA RESOURCE LIBRARY  
 1191 D...  
 1987

No.	Subproject Name	Cost 1948	Total Cost to 6-30-48	Cost M & I 1948	Total Cost M & I to 6-30-48	Cost Con. 1948	Total Cost Construction to 6-30-48
57J	McCarthy-Kennecott.....	---	1,772.70	---	1,772.70	---	---
57K	Chitina-McCarthy.....	541.04	54,308.67	541.04	54,308.67	---	---
59	Fairbanks Bridge.....	6,897.27	99,719.80	6,897.27	38,020.50	---	61,699.30
59A	Fairbanks Depot.....	23,437.09	82,376.18	8,206.09	44,135.18	15,231.00	38,241.00
60A	Valdez Airfield.....	56.82	12,137.58	56.82	5,317.93	---	6,809.65
60B	Upper Tonsina Airfield.....	---	1,747.47	---	47.50	---	1,699.97
61F	Nizina-Brenner Sled Road.....	---	32,227.22	---	6,448.70	---	25,778.52
61G	Brenner Airfield.....	---	2,500.00	---	---	---	2,500.00
62	Dike Creek.....	---	86,136.72	---	42,435.76	---	43,702.96
62A	Haycock-Bear Creek.....	---	789.24	---	573.24	---	216.00
62B	Haycock Airfield.....	---	3,602.75	---	681.35	---	2,921.40
62C	Koyuk Airfield.....	---	312.98	---	285.90	---	27.08
63E	Livengood Aviation Field.....	---	5,628.64	---	764.12	---	4,864.52
64A	Cripple-Cripple Mountain.....	---	5,630.98	---	2,262.06	---	3,368.92
65A	Gulkana-Chistochina.....	47,669.33	729,181.80	35,329.33	393,902.30	12,340.00	335,279.50
65AB	Gakona Airfield.....	---	234.06	---	75.29	---	158.77
65B	Chistochina-Slate Creek.....	---	13,366.72	---	1,395.40	---	11,971.32

No.	Subproject Name	Cost 1948	Total Cost to 6-30-48	Cost M & I 1948	Total Cost M & I to 6-30-48	Cost Con. 1948	Total Cost Construction to 6-30-48
653	Christoshina-Slana.....	27,691.40	310,948.52	27,891.40	128,249.29	---	182,699.23 <sup>to</sup> <sub>LSA</sub>
653B	Slana-Tok Junction.....	93,928.71	197,559.49	93,928.71	197,559.49	---	---
653	Slana-Chizana.....	107.45	250,524.29	107.45	104,333.54	---	145,185.75 -
653A	Slana-Intell Creek.....	---	183.09	---	---	---	183.09
653	Christoshina-Airfield.....	---	3,066.77	---	431.80	---	2,634.97
65L	Alaska Military Highway and Branches.....	191,472.93	303,022.39	191,472.93	303,022.39	---	---
65M	Tanana River-Chicken.....	413,841.97	662,427.62	8,240.00	8,240.00	405,601.97	654,197.62 -
67	Nome-Teller.....	383.40	16,148.23	383.40	15,848.23	---	300.00
67A	Teller-Cape Prince of Wales..	---	5,199.27	---	5,199.27	---	---
67B	Teller-Bluestone.....	4,557.69	92,757.11	4,557.69	45,304.55	---	47,452.56 -
67C	Teller-Pilgrim Hot Springs...	---	3,660.42	---	1,840.42	---	1,800.00
67D	Teller-American River.....	---	1,072.06	---	222.39	---	849.67
67E	Teller Airfield.....	40.22	1,821.67	40.22	1,068.87	---	752.80
67F	Pin City-Coodwin.....	---	11,450.51	---	3,128.44	---	8,322.07 -
67G	Lost River Airfield.....	---	253.94	---	137.54	---	121.40
67H	Wales Airfield.....	---	121.40	---	---	---	121.40
68	Flagging Trails.....	880.90	122,377.97	880.90	122,377.97	---	---

No.	Subproject Name	Cost 1948	Total Cost to 6-30-48	Cost M & I 1948	Total Cost M & I to 6-30-48	Cost Con. 1948	Total Cost Construction to 6-30-48
70	Misc. Surveys and Reconnaissances.....	---	23,322.09	---	2,716.25	---	20,605.84
73A	Kotlik-Marshall.....	---	5,001.12	---	4,151.12	---	850.00
73B	Stuyahok.....	---	4,941.93	---	---	---	4,941.93
73C	Old Hamilton-Jansson Bay.....	---	3,492.25	---	1,657.80	---	1,834.45
73D	Marshall Airfield.....	---	2,350.00	---	320.00	---	2,030.00
73E	Mountain Village-Sloop Bay....	---	1,349.75	---	1,349.75	---	---
75	Anchorage Loop Roads.....	19,209.90	206,481.04	15,649.90	207,731.04	3,569.00	88,697.00
75A	Anchorage-Lake Spenard Roads..	16,353.03	175,545.97	16,353.03	119,544.09	---	56,001.88
75D	Anchorage Depot.....	52,239.78	70,324.75	---	28,178.63	52,239.78	62,206.13
75E	Lake Spenard Airfield.....	---	1,730.03	---	---	---	1,730.03
75I	Anchorage Airfield.....	---	5,307.70	---	693.70	---	4,614.00
75L	Anchorage Loop-Palcoor and Branches.....	175,250.77	1,472,821.23	54,918.37	503,697.85	120,342.40	909,161.33
75H	Spenard-Hood Canal.....	---	23,728.03	---	3,023.67	---	20,704.36
75P	Anchorage-Potter.....	69,373.90	87,528.90	---	---	69,373.90	87,928.85
76	Cartwall-Valdez Creek.....	20,885.74	80,598.77	---	9,670.49	20,885.74	70,928.28
76A	Valdez Creek Airfield.....	---	2,654.00	---	316.00	---	2,337.99

No.	Subproject Name	Cost 1948	Total Cost to 6-30-48	Cost M & I 1948	Total Cost M & I to 6-30-48	Cost Con. 1948	Total Cost Construction to 6-30-48
76B	Cantwell Airfield.....	---	659.53	---	659.53	---	---
76C	Richardson Highway-Valdez Creek.....	23,011.63	24,878.43	---	---	23,011.63	24,878.43
78	Valdez Depot.....	4,320.61	64,814.61	4,320.61	27,860.98	---	36,953.63
78A	Glennallen Depot.....	8,690.04	203,010.35	6,549.89	19,359.39	2,340.15	183,650.96
80C	McBrath-Candle Creek.....	---	305.29	---	305.29	---	---
80F	McIra-Nixon Mine.....	10,072.48	50,242.26	10,072.48	26,626.53	---	23,625.73
80J	McIra Airfield.....	106.54	7,408.69	106.54	4,579.69	---	2,829.00
86	Fourth of July Creek.....	---	5,649.60	---	4,438.37	---	1,161.23
88A	Nation Airfield.....	---	1,055.52	---	---	---	1,055.52
88	Ferry-Sva-Moosa Creek.....	59.42	55,206.25	59.42	32,300.38	---	22,905.87
89A	Seward Peninsula Railroad.....	41,490.11	645,303.82	41,490.11	464,741.54	---	180,562.23
89AB	Bucker Hill-Kongarok.....	24,885.56	334,079.24	24,885.56	103,542.59	---	230,536.65
89B	Pilgrim Airfield.....	---	1,248.90	---	532.90	---	716.00
89C	Iron Creek-American Creek.....	---	8,160.47	---	6,005.55	---	2,154.92
89D	Iron Creek Road.....	---	4,734.90	---	758.38	---	3,976.52
90A	Shelter Cabins, First Division.....	---	340.35	---	---	---	340.35

No.	Subject Name	Cost 1948	Total Cos. to 6-30-48	Cost M & I 1948	Total Cost M & I to 6-30-48	Cost Con. 1948	Const tion to 6-30-48
90B	Shelter Cabins, Second Division.....	---	50,139.06	---	16,677.76	---	33,511.30
90C	Shelter Cabins, Third Division.....	---	26,193.41	---	3,605.42	---	22,587.99
90D	Shelter Cabins, Fourth Division.....	---	52,729.44	---	12,773.27	---	39,959.17
92A	Bethel-Quinhagak.....	---	10,075.33	---	2,277.83	---	1,797.50
92AA	Bethel Airfield and Road.....	3,057.51	74,371.92	3,057.51	9,923.74	---	64,448.18
92B	Bethel-Tulukak.....	---	4,375.83	---	3,397.45	---	1,478.48
92C	Akiachak-Abogasite.....	---	4,053.42	---	2,169.42	---	1,584.00
92E	Yukon-Kuskokwim Portage.....	---	31,815.25	---	5,293.27	---	26,515.98
92F	Quinhagak-Goodnow Bay.....	---	9,213.53	---	6,795.76	---	2,417.77
92FA	Goodnow Bay-Platinum Creek.....	---	3,598.89	---	3,682.46	---	4,906.43
92IA	Naknek Lake Road.....	---	1,373.92	---	13,238.17	---	1,140.75
92BA	Narval Creek Trail.....	---	592.53	---	592.53	---	---
92D	Tulukak-Foothills.....	---	1,926.44	---	743.32	---	1,185.12
92P	Boly Cross-Beltchek.....	---	1,680.97	---	1,150.97	---	500.00

No.	Subproject Name	Cost 1948	Total Cost to 6-30-48	Cost M & I 1948	Total Cost M & I to 6-30-48	Cost Con- 1948	Total Cost Construction to 6-30-48
92Q	Upper Landing-Bear Creek.....	---	23,157.57	---	6,057.57	---	17,100.00
92R	Billingham-Snag Point.....	25,789.04	145,092.41	25,789.04	87,144.68	---	57,947.73
92RA	Billingham Airfield.....	---	359.36	---	359.36	---	---
92S	Bathel-Nuvichak.....	---	3,292.64	---	86.23	---	3,206.36
92T	Johnson River-Kinok Trail...	---	1,618.94	---	655.94	---	560.00
92U	Kinok-Kipusk.....	---	3,814.92	---	63.14	---	3,751.78
93	Chulitna Trail.....	---	9,536.53	---	2,580.86	---	6,955.67
93A	bull River Trail.....	2,554.20	135,272.42	2,554.20	46,039.62	---	29,232.85
93AB	Colorado Airfield.....	---	1,295.63	---	18.00	---	1,277.63
93B	Indian River.....	---	9,113.39	---	2,547.16	---	6,566.23
93C	Curry Airfield.....	---	5,017.43	---	1,640.83	---	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.....	16,635.09	229,771.63	16,635.09	111,155.63	---	118,615.40
95	Kanatak-Bocharof Lake.....	---	32,027.71	---	8,145.40	---	23,882.31
95B	Larsen Bay-Karluk River.....	---	962.05	---	---	---	962.05
95C	Karluk Bridge.....	---	5,224.60	---	291.27	---	4,933.33



No.	Subproject Name	Cost 1948	Total Cost to 6-30-48	Cost M & I 1948	Total Cost M & I to 6-30-48	Cost Con- 1948	Total Cost Construction to 6-30-48
96A	Chickaloon Cable.....	---	727.14	---	454.85	---	272.29
96B	Hoona Creek-Lalla Lake.....	54,581.69	2,027,301.85	54,581.69	456,406.77-	---	1,532,895.08-
96	Forest Roads.....	31,942.27	281,616.36	12,918.30	140,711.86-	19,042.97	140,934.45-
96A	Haka Bay.....	---	5,757.75	---	2,106.77	---	3,650.98
96B	Mintlelik Airfield.....	---	1,036.45	---	652.27	---	384.18
96BA	Mintlelik Road.....	---	7,709.92	---	2,707.92-	---	5,002.00-
96C	Kastlof Airfield.....	465.58	3,448.22	465.58	1,460.18	---	2,988.04
96D	Kastlof Road.....	857.80	29,160.00	857.80	12,013.65-	---	17,146.35-
99	Selsovia-McDonald Spit.....	253.38	30,724.85	253.38	724.85-	---	30,000.00-
99A	Red Mountain Road.....	980.40	70,167.24	980.40	1,861.60-	---	68,306.64-
100	Juneau Office & General Overhead.....	62,165.44	1,197,629.24	27,525.20	654,283.22	34,610.24	543,346.02
101	Territorial General Overhead.....	---	71,521.31	---	31,524.89	---	39,996.42
102	Territorial Highway Patrol...	3,749.20	19,602.69	3,749.20	19,602.69	---	---
	TOTAL COSTS.....	3,610,602.23	42,546,431.83	1,673,245.56	23,398,244.03	2,967,245.56	35,151,337.80
110	Book Value of plant.....	76,815.32	850,546.49				
111	Supplies & Materials on hand.....	319,290.42	1,600,330.61				
	Equipment and supplies lost in shipwreck and fire.....	40,733.26	77,412.95				
	TOTAL EXPENDITURES.....	1,077,441.23	51,074,721.88				
		(a)	(b)				

(a) Does not include \$45,373.92 from reimbursements and refunds.

(b) Includes \$932,280.45 supervised funds.

COST IN DETAIL, TERRITORIAL AND CO-OPERATIVE PROJECTS  
(Included in preceding table)

FIRST DIVISION

Ent y	Name of Subproject	Federal	Territorial	Total
	Haines-Pleasant Camp.....	\$17,414.43	\$ 4,000.00	\$ 21,414.43
	Haines-Mud Bay.....	6,997.28	1,500.00	8,497.28
	Haines Airfield.....	---	8,368.86	8,368.86
	Haines-Chilkoot.....	1,703.65	1,000.00	2,703.65
	Haines Post Floats.....	---	2,579.23	2,579.23
	Skagway Airfield.....	---	1,819.00	1,819.00
	Skagway-Dyca Road.....	19,743.22	30,678.89 (a)	50,422.11
	Skagway Float.....	---	1,566.02	1,566.02
	<b>TOTALS.....</b>	<b>45,858.58</b>	<b>51,532.00</b>	<b>97,390.58</b>

Includes \$32.00 contributed by Perry Colton.

SECOND DIVISION

<u>Name of Subproject</u>	<u>Federal</u>	<u>Territorial</u>	<u>Total</u>
None-Council and Branches	\$ 26,901.32	\$ 7,802.43	\$ 34,703.75
Council-Ophir Creek	1,056.18	500.00	1,556.18
None-Bessie	384.82	300.00	684.82
Bessie-Snako River	949.95	1,000.00	1,949.95
Bessie-Sunset Creek	593.67	500.00	1,093.67
None-Osborne	575.39	500.00	1,075.39
Bessie-Buster	3,297.17	3,000.00	6,297.17
None Airfields	---	122.35	122.35
None City Streets	---	739.80 (a)	739.80
Candle Creek Road	---	35.00	35.00
Deering-Innashuk	4,144.39	3,000.00	7,144.39
Toller-Bluestone	1,557.69	3,000.00	4,557.69
Toller Airfield	---	40.22	40.22
Flagging Trails	380.90	500.00	880.90
Seward Peninsula Railroad	41,490.11	---	41,490.11
Banker Hill-Kougarek	16,885.56	8,000.00	24,885.56
<b>TOTALS</b>	<b>98,222.15</b>	<b>29,039.80</b>	<b>127,261.95</b>

Contributed by City of Nome.

THIRD DIVISION

<u>Name of Subproject</u>	<u>Federal</u>	<u>Territorial</u>	<u>Total</u>
Ernestino-Willow Creek	\$ 83,226.81	\$ 113.95 (n)	\$ 83,340.76
Wile 168 - Delta River	69,182.39	1,324.94	70,507.33
Nazlina-Isila Lake	25,828.25	170.00 (b)	25,998.25
Copper Center Airfield	---	177.70	177.70
Chitina Airfield	---	259.77	259.77
Hilow Mountain Roads	4,964.09	564.65 (c)	5,528.74
Nasilla-Fishhook-Palmer Roads	15,342.65	6,951.36	22,294.01
Palmer-Matanuska Roads	4,197.47	1,225.00 (d)	5,422.47
Nasilla-Matanuska Roads	13,574.17	7,000.00	20,574.17
Valdez-Mineral Creek	141.05	36.65 (e)	177.70
Kantishna-Park Boundary	220.35	27.00 (f)	247.35
Kantishna Airfield	---	166.07	166.07
Cache Creek Airfield	---	262.04	262.04
Peters Creek Airfield	---	42.79	42.79
Chisana Airfield	---	33.12	33.12
Nabesna Airfield	---	61.71	61.71
Homer-Russian River	559,618.98	399.85 (g)	560,018.83
McCarthy-Dan Creek	9,438.12	2,965.34	12,403.46
May Creek Airfield	---	34.66	34.66
Valdez Airfield	---	56.82	56.82
Anchorage Loop Roads	16,225.70	2,984.20 (h)	19,209.90
Anchorage-Lake Spenard Roads	11,577.13	4,775.60 (i)	16,353.03
Dillingham-Rood River	20,789.04	5,000.00	25,789.04

THIRD DIVISION (cont.)

Name of Subproject	Federal	Territorial	Total
Bull River Road	\$ 1,554.20	\$ 1,000.00	\$ 2,554.20
Homer Roads	25,943.27	6,025.00 (1)	31,968.27
Kasilof Airfield	---	465.58	465.58
Kasilof Road	---	857.80	857.80
Red Mountain Road	210.40	750.00 (2)	960.40
Terr. Highway Patrol	---	1,293.30	1,293.30
<b>TOTALS</b>	<b>\$867,034.37</b>	<b>\$45,024.90</b>	<b>\$912,059.27</b>

Contributed by Wm. B. Ogden.

Includes \$20.00 contributed by E. W. Miller and \$150.00 by Oscar Sylvester. Includes \$190.85 contributed by Cold Cord Mine; \$167.65 by Snowbird Mining Company; \$58.20 by Palmer-Labelle Gold Mines, Inc.; \$74.55 by Fern Mining Company and \$73.40 by Kelly Willow Mining Company.

Includes \$225.00 contributed by Alaska Rural Rehabilitation Corporation. Includes \$21.00 contributed by Town of Valdez and \$15.65 contributed by Donald J. Williams.

Contributed by Caribou Mines.

Includes \$150.00 contributed by Kogard and Jordet; \$192.35 by Heinie Berger, \$7.50 by Stanley L. Dickon and \$50.00 by Emil Dolchok.

Includes \$349.20 contributed by City of Anchorage; \$250.00 by Warren O'Walley, and \$385.00 miscellaneous contributions.

Includes \$315.60 contributed by the Anchorage Sand and Gravel Co. and \$460.00 miscellaneous contributions.

Includes \$25.00 contributed by Meredith J. Steele

Includes \$750.00 contributed by Vanadium Corporation.

PROJECTS DIVISION

<u>Name of Subproject</u>	<u>Federal</u>	<u>Territorial</u>	<u>Total</u>
Fairbanks-Salchaket and Branches.....	\$ 62,672.40	\$ 3,049.37 (a)	\$ 65,721.77
Fairbanks-Chatanika and Branches.....	43,312.19	1,555.11 (b)	44,867.30
Fox-Livengood and Branches.	362,660.61	4,000.00	366,660.61
Summit-Fairbanks Creek and Branches.....	3,428.10	500.00	3,928.10
Fairbanks-Enter and Branches	9,522.95	3,487.53 (c)	13,010.48
Farmers-Birch Hill and Branches.....	3,675.17	6,924.73 (d)	10,599.90
Rampart Airfield.....	---	278.68	278.68
Circle Hot Springs System..	3,941.84	2,000.00	5,941.84
Miller House-Harrison Creek and Branches.....	935.91	700.00	1,635.91
Circle Airfield.....	---	27.33	27.33
Chatanika-Miller House and Branches.....	36,124.62	500.00	36,624.62
Eight Mile Creek Airfield...	---	698.91	698.91
Wanley Hot Springs System...	15,319.29	4,000.00	19,319.29
Iditarod-Flat.....	4,201.69	2,000.00	6,201.69
Kuskokwim Landing-Takotna and Branches.....	3,460.54	3,000.00	6,460.54
Flat Local Roads.....	4,399.91	2,000.00	6,399.91
Flat Airfield.....	---	4,225.24	4,225.24
Ophir-Takotna Roads.....	12,207.15	6,090.00 (e)	18,297.15

SOUTH DIVISION (cont.)

Account Number	Name of Subproject	Federal	Territorial	Total
	Ruby Airfield	\$---	\$745.75	\$745.75
	Ophir Airfield	---	75.50	75.50
	Wiseman Airfield	---	2,259.89	2,259.89
	Fairbanks Bridge	6,537.99	309.28 (f)	6,897.27
	Big Delta Boundary	191,366.85	106.08 (g)	191,472.93
	Kedfra Airfield	---	106.54	106.54
	Ferry-Eva Creek	---	59.42	59.42
1	Bethel Airfield and Road	---	3,057.51	3,057.51
	Terr. Highway Patrol	---	2,455.90	2,455.90
	<b>TOTALS</b>	<b>763,817.21</b>	<b>54,212.77</b>	<b>818,029.98</b>

Includes \$49.37 miscellaneous contributions.

Includes \$55.11 miscellaneous contributions.

Includes \$300.00 contributed by W. S. Werts and \$87.53 miscellaneous contributions.

Includes \$40.40 miscellaneous contributions.

36B Includes \$90.00 contributed by Tony Galarte and Cole MacFarland.

Includes \$309.28 contributed by Town of Fairbanks.

Includes \$106.08 miscellaneous contributions.

SUMMARY BY DIVISIONS, TERRITORIAL AND CO-OPERATIVE PROJECTS

	Federal	Territorial	Total
1st Division.....	\$ 45,658.58	\$ 51,532.00	\$97,390.58
2nd Division.....	98,222.15	29,039.80	127,261.95
3rd Division.....	867,034.37	45,024.90	912,059.27
4th Division.....	763,817.21	54,212.77	818,029.98
 TOTALS.....	 1,774,932.31	 179,809.47 (a)	 1,954,741.78

Includes \$5,281.47 contributed by others.



ALASKA ROAD COMMISSION  
TOTAL COST, BY DISTRICTS  
Fiscal Year 1948

District	Construction	Maintenance and Improvement	Total
Office and General Road.....	\$ 34,640.24	\$ 27,525.20	\$ 62,165.44
Western.....	61,943.12	56,252.46	118,195.58
.....	237,950.23	397,484.36	635,434.59
Yukon.....	780,510.39	661,477.42	1,442,017.81
Western.....	852,222.69	398,837.19	1,251,119.88
.....	---	131,668.93	131,668.93
<b>TOTAL COSTS.....</b>	<b>1,967,356.67</b>	<b>1,673,245.56</b>	<b>3,640,602.23</b>
OSB.....			40,733.26
materials, etc., on and undistributed.....			396,105.74
<b>TOTAL EXPENDITURES.....</b>			<b>4,077,441.23 (a)</b>

Does not include \$45,378.92 from reimbursements and refunds.

APPROPRIATIONS

Construction and maintenance of military and post roads, bridges and trails, Alaska, 1904 to 1940 inclusive, (See Annual Report for fiscal year ending June 30, 1940 pg. 52).....	\$16,563,208.02
Act of April 1, 1941 (Deficiency Act).....	1,000,000.00
Act of June 28, 1941.....	684,500.00
Act of December 17, 1941 (Third Supplemental National Defense Appropriation Act, 1942).....	500,000.00
Act of February 21, 1942 (First Deficiency Appropriation Act, 1942).....	2,200,000.00
Act of July 2, 1942.....	979,560.00
Act of October 26, 1942 (Second Supplemental National Defense Appropriation Act of 1943).....	500,000.00
Act of July 12, 1943.....	800,000.00
Act of December 23, 1943 (First Supplemental National Defense Appropriation Act, 1944).....	800,000.00
Act of June 28, 1944.....	2,250,000.00
Act of July 3, 1945.....	2,232,900.00
Act of July 1, 1946.....	3,350,000.00
Act of July 25, 1947.....	4,000,000.00
Act of May 10, 1948 (First Deficiency Appropriation Act, 1948).....	7,370,000.00
Act of June 29, 1948.....	10,442,400.00
Total . . . . .	<u>\$53,833,908.02</u>

Construction and maintenance of wagon roads, bridges and trails, "Alaska Fund:"

Fiscal years 1905 to 1939 inclusive.....	\$4,926,000.28 (a)
Fiscal years 1940 to 1945 inclusive.....	898,000.00
Fiscal year 1946.....	152,500.00
Fiscal year 1947.....	140,000.00
Fiscal year 1948.....	<u>130,000.00</u>
Total . . . . .	<u>\$6,247,400.28</u>

Increase of Compensation, War Department:

Fiscal years 1918 to 1925 inclusive.....	<u>\$ 95,050.50</u>
--	---------------------

National Cemeteries:

Fiscal years 1925 to 1932 inclusive.....	<u>6,704.60</u>
--	-----------------

National Industrial Recovery, Interior, Alaska Road Commission, 1933-1937.....

\$ <u>1,526,000.00</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>
----------------------

APPROPRIATIONS (cont.)

and Trails, National Parks:	
Fiscal years 1925 to 1929 inclusive.....	\$1,314,776.37
Fiscal years 1933 to 1937 (National Industrial Recovery).....	150,000.00 ✓
Fiscal years 1941 to 1945 inclusive.....	137,323.93 ✓
Fiscal year 1946.....	10,000.00
Fiscal year 1947.....	119,219.00
Fiscal year 1948.....	<u>25,282.00</u>
Total. . . . .	<u>\$1,759,392.30</u>

National Monuments:	
Fiscal years 1933 to 1940 inclusive.....	\$ <u>4,177.00 ✓</u>

Construction of Access Road, Kasitona Bay to Red Mountain:	
Fiscal year 1943.....	\$ <u>93,500.00 ✓</u>

Locks and Quarters:	
Fiscal year 1932.....	\$ <u>2,362.50 ✓</u>

TOTAL FEDERAL APPROPRIATION. . . . . \$64,759,104.22

Adjusted.

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

the Territory:	
Public roads, bridges, trails, ferries and related works:	
Fiscal years 1920 to 1947 inclusive.....	3,004,775.96
Fiscal year 1948.....	173,928.00
Alter cabins:	
Fiscal years 1932 to 1940 inclusive.....	118,736.10 ✓
Fiscal year 1944.....	2,225.09
Alena Bridge:	
Fiscal years 1922 to 1923 inclusive.....	25,000.00 ✓
Telephone lines, Seward Peninsula:	
Fiscal years 1926 to 1932 inclusive.....	23,073.20 ✓
Green Cemetery Road:	
Fiscal year 1927.....	3,311.02 ✓
Flood control, Lowell Creek:	
Fiscal year 1929.....	10,000.00 ✓
Non-Duskokwin Postage:	
Fiscal year 1930.....	7,500.00 ✓
Eden Byke:	
Fiscal year 1932.....	10,000.00 ✓
Public telephones:	
Fiscal year 1932.....	<u>4,177.00 ✓</u>
Total Territory. . . . .	<u>\$3,325,211.71</u>

By Others:

Financial years 1922 to 1947 inclusive . . . . . \$ 248,755.25

Fiscal Year 1948

E. T. Billing . . . . .	\$ 11.16
Anchorage Sand and Gravel Company . . . . .	315.00
Donald J. Williams . . . . .	2.50
Perry Colton . . . . .	32.00
City of Anchorage . . . . .	349.20
Town of Valdez . . . . .	21.00
Hosgard & Jordet . . . . .	150.00
Northern Commercial Company . . . . .	5.00
A. T. Greumar . . . . .	7.34
John E. Savola . . . . .	6.25
E. Bennett . . . . .	4.00
Fairbanks Carnival Association . . . . .	20.43
Fairbanks Golf and Country Club . . . . .	7.00
James H. Cox, Jr. . . . .	1.55
Glenn E. Green . . . . .	7.00
Charles Bennett . . . . .	2.10
DeWay Smith . . . . .	3.50
A. F. Strandberg . . . . .	20.72
Clarence Johnson . . . . .	20.72
Carl Herring . . . . .	9.07
Mark Neilson . . . . .	2.78
John Gustafson . . . . .	23.72
Town of Fairbanks . . . . .	307.28
John John . . . . .	4.40
Robert E. Doherty . . . . .	50.00
W. von O'Halley . . . . .	250.00
Lawrence Clark . . . . .	50.00
Lois Johnston . . . . .	1.00
Midnight Sun Broadcasting Company . . . . .	7.91
Malcolm Johnson . . . . .	20.00
Thomas Gibson . . . . .	32.07
Wm. B. Ogden . . . . .	113.95
J. C. Keeper . . . . .	50.00
Warren B. Knight . . . . .	30.00
Jack Castillo . . . . .	50.00
Earl V. Holmberg . . . . .	30.00
Donald J. Williams . . . . .	6.00
Glenn Rogers . . . . .	6.10
Lois I. Veides . . . . .	4.00
Clerry Hill Mines Co. . . . .	17.54
Anderson-Brandt & Anderson . . . . .	17.00
Bertha H. Baker . . . . .	3.00
Gold Cord Mine . . . . .	100.00
Snowbird Mining Co., Inc. . . . .	157.65
H. G. Sutherland . . . . .	30.00
Grace Sajdak . . . . .	75.00

E. W. Miller . . . . .	¢ 20.00	
H. D. Hett . . . . .	5.00	
Palmer-Wabell Gold Mines, Inc. . . . .	58.20	
Hal P. Noggle . . . . .	25.00	
U. S. Vanadium Corporation . . . . .	750.00	
Fern Mining Company. . . . .	74.55	
Caribou Mines. . . . .	27.00	
Heinie Berger. . . . .	48.75	
City of Nome . . . . .	739.80	
Stanley L. Dixon. . . . .	7.50	
Fred Manchester. . . . .	16.00	
Kelly Willow Mining Company. . . . .	73.40	
John Brack. . . . .	25.00	
Leo Hancock. . . . .	5.00	
Frank Brink. . . . .	150.00	
Wiloy D. Robinson. . . . .	25.00	
Donald J. Williams . . . . .	7.15	
H. M. Hett . . . . .	30.00	
Tok Lodge. . . . .	41.16	
Walter Sowell. . . . .	25.00	
Peter Van Kommer . . . . .	25.00	
Oscar Sylvecker. . . . .	150.00	
Orvel B. Jacks . . . . .	25.00	
G. E. Knight. . . . .	25.00	
Mrs. Mary Chiveral . . . . .	30.00	
Berger Distributing Co . . . . .	143.60	
R. C. Roove. . . . .	25.00	
Meredith J. Steele . . . . .	25.00	
Alaska Rural Rehabilitation Corporation. . . . .	225.00	
Tony Galarte and Cole MacFarland . . . . .	90.00	
Emil Dolchok. . . . .	50.00	
Joseph H. Tuttle. . . . .	43.16	
W. S. Wurtz. . . . .	<u>300.00</u>	\$5,881.47

Total others..... \$254,636.72

TOTAL CONTRIBUTED FUNDS.....\$3,629,693.43

TOTAL SUPERVISED FUNDS (See Annual Report  
1932, pages 64-66)..... 2,840,347.35 n

GRAND TOTAL, ALL FUNDS.....\$71,228,945.00