

BIENNIAL REPORT

of the

TERRITORIAL BOARD OF ROAD COMMISSIONERS

for the

TERRITORY OF ALASKA

April 1, 1925 to March 31, 1927

121
BOUND TOO TIGHTLY
FOR A GOOD COPY

Juneau, Alaska
March 1, 1927.

Hon. Geo. A. Parks

Governor of Alaska

Sir:

Herewith I beg to transmit through
your office, to the Eighth Legislature of Alaska,
Report of E. J. Sommers, Territorial Highway
Engineer, covering the activities of the Terri-
torial Board of Road Commissioners during the
biennium April 1, 1925 to March 31, 1927.

Respectfully yours,

Secretary of the Board

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TERRITORIAL BOARD OF ROAD COMMISSIONERS

Hon. Geo. A. Parks, Chairman

Hon. Karl Theile, Secretary

Walstein G. Smith, Member.

R. J. Sommers, Terri. Highway Engr.

REMARKS

This report covers all road work and expenditures of the Division Boards and cooperative work and expenditures with the Alaska Road Commission and the U. S. Forest Service.

All money allotted to cooperative projects with the U. S. Forest Service was expended by the U. S. Bureau of Public Roads and is contained in this report. All money allotted to cooperative projects with the Alaska Road Commission was expended directly by that board and is contained in this report. All money allotted to the Divisional Boards was expended by the respective chairmen of the Boards, and is contained in this report.

Under the cooperative agreement between the Alaska Road Commission and the Territorial Board, in accordance with Chapter 11, Section 17, Session Laws of Alaska, April 21, 1919, the Alaska Road Commission assumed all overhead expense, including salaries and expenses of chairmen of both the Third and Fourth Divisions and furnished needed equipment as far as available, without charge; thereby making possible the direct application of all Territorial funds for labor and material actually going into the work.

In accordance with Section 7, Chapter 11, 1919 Session Laws of Alaska, the elected members of the Divisional Board each year were requested to submit to the Territorial Board recommendations of road work in their respective districts, which were given careful consideration before making allotments for the various road projects.

The Shelter Cabin Fund was expended thru the Alaska Road Commission, under the cooperative road agreement with it, and it assumed responsibility for all construction without overhead cost to the Terri-

Such recommendations as received by the Territorial Board were largely carried out by Territorial funds directly or by cooperative funds under the U.S. Forest Service and the Alaska Road Commission. However, it is obvious that sufficient funds are not available to care for all requested road construction at this time, and that available funds must be applied to projects considered of greatest public benefit. In making distribution the Board must be guided by such recommendations and petitions as are in its possession and its personal knowledge and judgment of the various projects considered.

Under the present policy of cooperation with the U. S. Forest Service and the Alaska Road Commission, practically all the Territory's money is applied to necessary local road maintenance and major projects are cared for by the Federal Government through the U. S. Forest Service and the Alaska Road Commission.

RECOMMENDATIONS

The Territorial Board of Road Commissioners by resolution on Feb. 8, 1927 recommended that Road and Shelter Cabin appropriations equal those of 1925 and that this amount will be sufficient to meet the needs of the Territory.

It is recommended that the construction of aviation fields and hydroplane moorings non-adjacent to incorporated towns of more than two hundred population, be authorized under road expenditures.

It is recommended that biennial Road and Shelter Cabin appropriations be made to expire as of June 30th, instead of March 31st. This will correlate the Territorial fiscal year with the Federal and thereby reconcile the reports.

AVIATION

The 1925 Legislature authorized limited sums of divisional road funds to be used for the construction of aviation fields. As a result of this legislation twenty-five Territorial aviation fields were constructed in the Second and Fourth Divisions. This work in the very near future undoubtedly will become one of the most outstanding and progressive undertakings of our Legislature in fostering Territorial development.

During the biennium two aviation companies operated out of Fairbanks and report the following business: 269 trips totaling 95,000 miles, 16 tons of express and 415 passengers carried; estimated passenger miles, 60,000. The economic benefit derived from this new method of transportation cannot easily be overestimated and every possible encouragement by the Territory should be provided.

F U N D S

Biennium April 1, 1925 to March 31, 1927

Territorial Appropriation, 1925 Roads	\$260,000.00	
Forest revenues, 1925	23,610.92	
Forest revenues, 1926	<u>21,252.68</u>	304,863.60
Holdover from previous biennium:		
1st Division	4,091.43	
2nd "	2,077.49	
3rd "	3,291.57	
4th "	<u>4,091.57</u>	13,552.06
Total for Roads		<u>318,415.66</u>
Special Appropriations:		
Telephone lines, Second Division	4,000.00	
Shelter Cabins	<u>20,000.00</u>	24,000.00
Grand Total		<u>342,415.66</u>

REVENUES AND EXPENDITURES

Biennial Distribution of Expenditures
April 1, 1925 to March 31, 1927

	<u>Holdover</u> <u>4/1/27</u>	<u>F.S.</u>	<u>A.R.C. Coop.</u>	<u>Div. Chairman</u>	<u>Of. T.H.E.</u>	<u>Total</u>
1st Div.	1,839.64	42,450.00	30,600.00	- -	2,417.69	80,307.33
2nd Div.	1,392.73	- -	74,500.00	- -	2,400.66	78,293.39
3rd Div.	256.98	7,400.00	46,514.99	22,935.01	2,400.49	79,507.47
4th Div.	1,175.28	- -	50,527.25	26,204.42	2,400.52	80,307.47
Totals	<u>7,664.63</u>	<u>49,850.00</u>	<u>202,142.24</u>	<u>49,139.43</u>	<u>9,619.36</u>	<u>318,415.66</u>

From Special Appr. Telephone Lines, Second Division	3,531.60
Balance Special Appr. Telephone Lines, Second Div. 3/31/27 ex. 6/30/27	468.40
Total	<u>4,000.00</u>

From Shelter Cabin Appr. (detailed report page 6):	
1st Division	340.35
2nd "	4,812.72
3rd "	6,595.03
4th "	8,251.90
Total	<u>20,000.00</u>

GRAND TOTAL 342,415.66

APPROVED BY THE BOARD

Annual Distribution of Road Expenditures
April 1, 1925 to March 31, 1926

	<u>F. S.</u>	<u>A.R.C. Coop.</u>	<u>Div. Chairman</u>	<u>Of. T.H.E.</u>	<u>Total</u>
1st Div.	15,025.00	23,600.00	- -	1,241.76	39,866.76
2nd Div.	- -	38,500.00	- -	1,239.69	39,739.69
3rd Div.	3,450.00	26,850.00	9,900.00	1,239.48	41,439.48
4th Div.	- -	27,400.00	12,600.00	1,239.51	41,239.51
Totals	<u>18,475.00</u>	<u>116,350.00</u>	<u>22,500.00</u>	<u>4,960.44</u>	<u>162,285.44</u>

April 1, 1926 to March 31, 1927

	<u>F.S.</u>	<u>A.R.C. Coop.</u>	<u>Div. Chairman</u>	<u>Of. T.H.E.</u>	<u>Total</u>
1st Div.	27,425.00	7,000.00	- -	1,175.93	35,600.93
2nd Div.	- -	36,000.00	- -	1,160.97	37,160.97
3rd Div.	3,950.00	19,664.99	13,035.01	1,161.01	37,811.01
4th Div.	- -	23,127.25	13,604.42	1,161.01	37,892.68
Totals	<u>31,375.00</u>	<u>85,792.24</u>	<u>26,639.43</u>	<u>4,658.92</u>	<u>148,465.59</u>

Summary of all Territorial Appropriations and other accumulative funds to
March 31, 1927

Forest Revenues to June 30, 1926		\$235,702.17
Territorial Appropriations:		
Apr. 30, 1917, Shelter Cabins	\$ 20,000.00	
May 3, 1917, Roads, Bridges, etc.	400,000.00	
May 3, 1917, Nizina Bridge	25,000.00	
May 1, 1919, Shelter Cabins	5,000.00	
May 1, 1919, Roads, etc.	375,000.00	
May 5, 1921, Nizina River Bridge	25,000.00	
May 5, 1921, Seward Peninsula Railway	24,014.00	
May 7, 1921, Shelter Cabins	10,000.00	
May 7, 1921, Roads, etc.	240,000.00	
May 3, 1923, Tolovana Tram	6,425.00	
May 4, 1923, Roads, etc.	240,000.00	
May 4, 1923, Shelter Cabins	15,000.00	
May 5, 1923, Kaltag Portage Survey	312.72	
April 30, 1925, Roads, etc.	260,000.00	
Apr. 30, 1925, Shelter Cabins	20,000.00	
Apr. 30, 1925, Telephone Lines	4,000.00	
Deposits from sales, 1926		1,669,751.72
		<u>415.00</u>
Total to March 31, 1927		1,905,868.89

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~~CONFIDENTIAL~~

Summary of Expenditures to March 31, 1927

Expended by Territory, prior to Apr. 1, 1921.....	684,239.64
Expended by Territory, April 1, 1921 to March 31, 1927	19,139.31
Supervised by A. R. C. 1921-1927	192,191.67
Cooperative with A. R. C. 1920-1927	795,980.97
Cooperative with Forest Service 1920-1927	<u>202,257.89</u>
Total expended to March 31, 1927	1,893,809.48
Balance April 1, 1927 Forest Revenue Fund Non-reverting....	7,664.63
Balance Telephons Lines, Appr. 3/31/27, exp. 6/30/27.....	468.40
Balance obligated but unexpended Aviation Fields, 4th Division - Funds deposited with A. R. C.	<u>3,926.38</u>
Total	1,905,868.89

FIRST DIVISION

Territorial Divisional Board:
 Frank A. Metcalf, Member
 Thomas P. Butler, Member

Summary of Projects

Name of Project	Wagon Road	Sled Road	Trail	Total	Allotments & expenditures April 1, 1925 to March 31, 1927			
					A. R. C. coop. with Territory	Territory coop. with A. R. C.	Territory coop. with F. S.	Total
Kaines-Pleasant Camp	42	-	-	42	30,176.00	25,027.50	- -	55,203.50
Porcupine Creek Trail	-	-	5½	5½	100.00	275.00	- -	375.00
Kaines Mud Bay	10	-	-	10	134.75	200.00	- -	334.75
Kaines-Chilkoot	3	-	-	3	- -	264.50	- -	264.50
Kaines-Jones Point	1½	-	-	1½	- -	25.00	- -	25.00
Sitka National Monument	3/4	-	2	2-3/4	2,156.17a	1,420.00	- -	3,576.17
Sitka Military Cemetery	½	-	-	½	793.44b	770.00	- -	1,563.44
Douglas-Gastineau Channel	2	-	-	2	1,707.35	1,211.00	- -	2,918.35
Snagway-Smugglers Cove	-	-	3	3	564.26	562.00	- -	1,126.26
Lead Creek-Salmon River	1½	-	-	1½	745.57	1,260.00	- -	2,005.57
Cooperative with Forest Service							42,450.00	42,450.00
Totals	61½	-	10½	71 ¾	36,377.54d	31,015.00c	42,450.00	109,842.54

a Includes \$562.01 contributed by the National Park Service, and \$500.65 contributed by the citizens of Sitka.

b Includes \$290.17 contributed by the Quartermaster General.

c Includes \$415.00 from sale of old Territorial property by A.R.C.

d All A.R.C. expenditures are to December 31, 1926, under cooperative agreement of April 1, 1926, there remains an unexpended balance due cooperative projects of the First Division by the Alaska Road Commission of \$14,056.04 to carry work to June 30, 1927.

Total Biennial Expenditures

A. R. C.	\$35,024.71
Contributed by the National Park Service . . .	562.01
" " " citizens of Sitka	500.65
" " " Quartermaster General	290.17
Territory	73,050.00
For sale of Territorial property	415.00
Total	109,842.54

OPERATIONS DURING BIENNIUM

Route 1AB, Haines-Pleasant Camp Road; 42 miles;

This road leaves Haines and follows up the left limit of the Chilkat River to Wells, where it crosses the River and then continues up the left limit of the Klehini River connecting with the location of the old Dalton trail at mile, 39 $\frac{1}{2}$ from Haines, thence along the general location of the Dalton trail to Pleasant Camp on the boundary, at mile 32. At Little Boulder Creek a ford crosses the Klehini River to the Porcupine Placer Camp, distance about 3 miles. During the biennium construction of the last 6 $\frac{1}{2}$ miles to the boundary was completed, also general maintenance and improvements were performed over the entire route. This route is a gravel-surfaced road throughout and is in excellent condition to meet present traffic needs. Only light maintenance should be required during the coming biennium.

Expenditures, 1925:

Alaska Road Commission \$28,631.33
Territory of Alaska .. 20,635.50 \$49,266.83

Expenditures, 1926:

Alaska Road Commission 1,514.67
Territory of Alaska ... 4,392.00 5,936.67
Total 55,203.50

Remarks: Recently the mining properties of Porcupine Creek were acquired and consolidated by the Porcupine Mining Co. and during the summer of 1926 considerable preparatory work was done. This Company plans to carry on extensive hydraulic mining operations during the summer of 1927.

Little information is available on the upper Klehini River region between Porcupine Creek and the boundary, distance about 8 miles, although prospectors in large numbers undoubtedly prospected this area at the time of the Porcupine discovery and stampede, yet no known properties are held with the hope of future development, except those on Porcupine Creek.

Seemingly authentic reports indicate that there are some very promising copper prospects near the head of the Klehini River on the Canadian side about 12 miles from the boundary, although at this time no development work is being done, but even though these properties should prove to be rich in copper ores, the distance of wagon transportation of the ores to tide waters at Haines would likely prove prohibitive, and economic relief seemingly can only come through rail transportation.

The real importance of this route lies in its approach to the low coastal range pass at the head of the Klehini River to the Yukon River watershed. Hence as development in the interior or White River region progresses, the necessity of the extension of this road must become obvious. The easy grades over the coastal range on this route insures its ultimate selection for an interior trunk line.

Route 30, Porcupine Creek Trail, distance about 5 $\frac{1}{2}$ miles:

This is the old Porcupine road on the south side of the Chilkat and Klehini Rivers. Since the bridge across the Chilkat River below the Klehini River at Wells was condemned and the new Haines-Pleasant Camp road constructed on the left limit of the Klehini River, road maintenance of this route has been discontinued. In 1923 a 500 foot cable aerial tram was built across the Chilkat River at Fish Point connecting with the old Porcupine Road. This road is now only used as a trail from the cable crossing to Porcupine Creek. During the biennium only light necessary bridge repairs were done on the section described above.

Expenditures:

1925-Alaska Road Commission	\$10.00	
Territory of Alaska	<u>15.00</u>	\$25.00
1926-Alaska Road Commission	90.00	
Territory of Alaska	<u>260.00</u>	<u>350.00</u>
Total		375.00

Remarks: Very little use is made of this trail and expenditures should be kept at a minimum.

Route 3D, Haines-Mud Bay, 10 miles wagon road:

This road extends south from Haines along the west side of Chilkat Peninsula to the cannery on Letnikoff Cove and thence across the Peninsula to Mud Bay on the east side of the Peninsula. Only necessary maintenance was performed during the biennium.

Expenditures:

1925-Alaska Road Commission	\$111.75	
Territory of Alaska	<u>150.00</u>	261.75
1926-Alaska Road Commission	23.00	
Territory of Alaska	<u>50.00</u>	<u>73.00</u>
Total		334.75

Route 3E, Haines-Chilkoot, 3 miles wagon road:

This road was originally built by the Territory from Haines to the cannery and several homesteads on Chilkoot Inlet. The cannery has discontinued operations. The present route is unsatisfactory due to excessive grades; only necessary maintenance sufficient to make the route usable was performed.

Expenditures:

1925-Territory of Alaska	\$64.50	
1926-Territory of Alaska	<u>200.00</u>	
Total		264.50

Route 3F, Haines-Jones Point, 1½ miles wagon road:

This road branches from the Haines-Pleasant Camp road on the east bank of the Chilkat River about a mile west of Haines. It extends south along the east bank of the Chilkat River to Fish Point back of Fort Seward. This road was originally constructed by the Territory. Work consisted of minor bridge repairs.

Expenditures:

1926 - Territory of Alaska 25.00

Route 14A, Sitka National Monument, 2 miles trail:

For the season 1925, the following improvements were made: a foot-path was cleared along the park boundary; additional gravel was placed on footpaths and all totem poles with one exception were painted and repaired. The gravel fill approaches to the Indian River foot-bridge were completed; the beach was cleared of all debris and the park grounds kept in a neat condition. Work during the season of 1926 consisted of general upkeep of the grounds, totem poles, etc. An old Russian Block house was built within the Park through popular subscription.

Expenditures:

1925 - National Park Service	\$562.01	
Alaska Road Commission	610.64	
Territory of Alaska	400.00	\$1,572.65
1926 - Citizens of Sitka	500.65	
Alaska Road Commission	482.87	
Territory of Alaska	1,020.00	2,003.52
Total		\$3,576.17

Route 14B, Sitka Military Cemetery, 1½ miles wagon road:

This is the road to the old abandoned post cemetery in which are buried officers and enlisted men of the army, navy, marine, and coast guard service, formerly members of the Sitka Garrison, or on duty in the

adjacent waters. The cemetery was rehabilitated due to the efforts of the Governor of Alaska and the citizens of Sitka. During the season of 1925 the boundary was cleared and marked, additional gravel was placed on footpaths. During the season of 1926 an additional road right-of-way within the cemetery was accomplished. Grass seed was sown and grounds maintained in a neat condition. Two artillery field pieces were obtained and mounted on either side of the flagstaff. Cables were obtained and stored upon the ground preparatory to the erection of a fence around the grounds.

Expenditures:

1925 - Quartermaster General	\$290.17	
Alaska Road Commission	241.65	
Territory of Alaska	<u>250.00</u>	\$781.82
1926 - Alaska Road Commission	261.62	
Territory of Alaska	<u>520.00</u>	<u>781.62</u>
Total		1,563.44

Route 40, Douglas-Gastineau Channel, 2 miles wagon road:

This road extends from Douglas westerly along the Gastineau Channel on which is located the Douglas cemetery. During the biennium work consisted of general rehabilitation and gravel surfacing of the entire route.

Expenditures:

1925 - Alaska Road Commission	1,702.16	
Territory of Alaska	<u>1,200.00</u>	\$2,902.16
1926 - Alaska Road Commission	5.19	
Territory of Alaska	<u>11.00</u>	<u>16.19</u>
Total		2,918.35

Route 44A, Skagway-Smugglers Cove, 3 miles trail:

This trail extends from the town of Skagway across Skagway River and up the mountain a distance of 3 miles. The Skagway River is crossed by means of 175 foot suspension bridges. During the early spring of 1925 a log crib was constructed and filled with rock to protect

the tower foundation on the Skagway end of the suspension bridge over the Skagway River. During the summer of 1926 additional rock filling was placed in the south pier of the bridge.

Expenditures:

1925 - Alaska Road Commission	358.80	
Territory of Alaska	<u>200.00</u>	\$558.80
1926 - Alaska Road Commission	205.46	
Territory of Alaska	<u>362.00</u>	<u>567.46</u>
Total		1,126.26

Route 51, Good Creek-Salmon River, 1 1/2 miles wagon road:

This road extends from Parker's Ranch on Good Creek, Strawberry Point to the bridge crossing the salmon river, 1 1/2 miles east. The location follows the section line. The road was constructed to serve the local farmers. During the summer of 1925 grading and staking of the road was completed and a boat landing float 30 x 40 feet was installed in the channel opposite the mouth of Good Creek. This float has proved most useful to the residents of this section, providing landing for the mail boat and thereby making possible regular boat service to this small community. Necessary road maintenance was performed during the summer of 1926. A submarine cable was purchased to establish telephone connection between the landing scow and the mainland.

Expenditures:

1925 - Alaska Road Commission	\$693.32	
Territory of Alaska	<u>1,100.00</u>	\$1,793.32
1926 - Alaska Road Commission	52.25	
Territory of Alaska	<u>160.00</u>	<u>212.25</u>
Total		2,005.57

Texas Creek Pack Bridge:

During the summer of 1926 the Territory and Forest Service jointly constructed a pack bridge over Texas Creek (Hyder District) about 12 miles from Hyder.

Expenditures:

1926 - Forest Service	2,500.00
Territory of Alaska	<u>2,500.00</u>
Total	5,000.00

COMMISSIONER

SECOND DIVISION

Territorial Divisional Board:

Chas. D. Jones, Member

W. J. Row, Member

Summary of Projects

No.	Name of Project	Wagon Road	Sled Road	Trail	Total	Allotments & expenditures Apr. 1, 1925 to Mar. 31, 1927			Total
						A. R. C. Territory coop. with Territory	Territory coop. with A. R. C.	Territory special tele. appn.	
8	Nome-Council	57	-	25	82	15,642.19	18,909.52	-	34,551.67
8H	Casa de Paga Road	20	-	-	20	230.00	908.00	-	738.02
8J	Shovel Creek	5	-	-	5	2.00	3.00	-	5.00
13A	Nome-Bessie	3 1/2	-	-	3 1/2	3,982.88	7,150.00	-	11,132.84
13B	Bessie-Banner	3 1/2	-	-	3 1/2	368.00	660.00	-	1,028.92
13C	Bessie-Little Creek	2	-	-	2	710.00	1,080.00	-	1,790.64
13F	Nome-Osborne	5 1/2	-	-	5 1/2	280.79	790.00	-	1,070.79
13K	Bessie-Buster	5	-	-	5	2,441.66	4,700.00	-	7,141.66
18	Kaltag-Nome	-	-	280	280	1,585.88	3,250.00	-	4,835.88
18A	Bonanza-Kotzebue	-	-	240	240	226.03	550.00	-	776.03
18B	Golovin-Council	-	-	35	35	-	-	-	-
18D	Unalakleet Aviation Field	-	-	-	-	-	246.50	-	246.50
18E	Solomon Aviation Field	-	-	-	-	-	95.00	-	95.00
18F	Golovin Aviation Field	-	-	-	-	-	130.00	-	130.00
18G	Moses Aviation Field	-	-	-	-	-	725.00	-	225.00
1	Unalakleet-St. Michael	-	-	60	60	65.28	107.00	-	172.28
5C	Nome-Wireless	1 1/2	-	-	1 1/2	30.66	100.00	-	130.66
5D	Mouth of Center Creek	2	-	-	2	42.15	80.00	-	122.15
5E	Submarine Paystreak	3	-	-	3	259.23	660.00	-	919.23
5F	Anvil-Glacier	3	-	-	3	1,340.72	1,670.00	-	3,010.72
5G	Snake River Extension	3	-	-	3	471.88	525.00	-	996.88
5L	Nome Aviation Field	-	-	-	-	-	3,522.70	-	3,522.70
5M	Telephone Lines	-	-	-	-	-	-	3,531.60	3,531.60
5	Candle-Candle Creek	6	-	-	6	1,628.80	4,250.00	-	5,878.80
5B	Bear Creek Trail	-	-	45	45	35.00	90.00	-	125.00
5O	Candle-Keewalik	-	-	18	18	201.61	600.00	-	801.61
5D	Keewalik Aviation Field	-	-	-	-	-	300.00	-	300.00
1	Deering-Immachuk	25	-	-	25	4,069.62	8,520.00	-	12,589.62
1	Shelton-Candle Trail	-	-	152	152	7.00	18.00	-	25.00
1A	Nome-Taylor	-	-	135	135	309.87	755.00	-	1,064.87
1A	Bluff-White Mountain	-	-	15	15	50.00	100.00	-	150.00
1	Kiana-Cleary Creek	-	-	12	12	3.00	7.00	-	10.00
1A	Kotzebue-Shungnak	-	-	200	200	30.00	90.00	-	120.00
Forward		144	-	1,217	1,361	34,015.75	59,691.72	3,531.60	97,239.07

No.	Name of Project	Wagon Road	Sled Road	Trail	Total	Allotments & expend. Apr. 1, 1925 to Mar. 31, 1927			Total
						A. R. C. coop. with Territory	Territory coop. with A. R. C.	Territory special tele.appn.	
	Forward	144	-	1,217	1,361	34,015.75	59,691.72	3,531.60	97,239.07
41B	Kotzebue-Point Barrow	-	-	500	500	1,460.51	2,309.28	-	3,769.79
42	St. Michael-Kotlik Trail	-	-	70	70	3.00	7.00	-	10.00
49	Davidson's Landing-Taylor	24	16	-	40	1,266.84	2,350.00	-	3,616.84
62	Dine Creek	9	-	-	9	38.50	161.00	-	199.50
67	Nome-Teller	-	-	80	80	428.10	610.00	-	1,238.10
67A	Teller-Cape Pr. of Wales	-	-	142	142	-	-	-	-
67B	Teller-Bluestone	-	-	18	18	-	-	-	-
67C	Teller-Mary's Igloo	-	-	40	40	-	-	-	-
68	Flagging Trails	-	-	712	712	1,721.73	3,430.00	-	5,151.73
73	Marshall Road	4 1/2	-	-	4 1/2	8.50	26.00	-	34.50
73A	Kotlik-Marshall	-	-	190	190	5.00	15.00	-	20.00
73B	Stuyahok	-	11	-	11	-	-	-	-
73C	Scammon Bay Trail	-	-	89	89	400.00	70.00	-	1,100.00
89A	Seward Peninsula RR.	87	-	-	87	38,268.89	-	-	38,268.89
	Nome Harbor	-	-	-	-	-	5,000.00	-	5,000.00
	Total	268 1/2	27	3,038	3,353 1/2	77,616.82	74,500.00	3,531.60	155,648.42

- All A. R. C. expenditures shown are to December 31, 1921. Under cooperative agreement of April 1, 1926 there remains an unexpended balance, due to cooperative projects of the Second Division by the A. R. C. of \$33,372.71 to carry work to June 30, 1927.

Total Biennial Expenditures

Alaska Road Commission \$77,616.82
Territory 74,500.00
Special Telephone Appropriation 3,531.60

Total 155,648.42

OPERATIONS DURING BIENNIUM

Nome Locals:

Route 13A	Nome to Bessie	3.5	Miles
"	13B Bessie-Banner	3.5	"
"	13C Bessie-Little	1.25	"
"	13F Nome-Osborne	8.0	"
"	13K Bessie-Buster	7.5	"
"	25C Nome-Wireless5	"
"	25D Mouth of Center	2.0	"
"	25E Submarine Paystreak	3.0	"
"	25G Snake River Extension	3.0	"
"	25F Anvil Glacier	3.0	"

During the biennium general maintenance work only was performed on the Nome local system. These routes are in a very good condition to meet the traffic demands.

Expenditures:

1925 - Alaska Road Commission	\$7,450.48	
Territory of Alaska	<u>9,760.00</u>	\$17,210.48
1926 - Alaska Road Commission	2,479.01	
Territory of Alaska	<u>7,655.00</u>	<u>10,134.01</u>
Total		<u>27,344.49</u>

Route 8, Nome-Council, 57 miles wagon road, 25 miles trail:

From Nome this road follows the coast to Bonanza River, Mile 32, thence up Solomon River to East Fork, Mile 49, thence up the bed of East Fork about ten miles to the Skookum Divide which it crosses passing the head of Skookum Creek into the headwaters of Fox River, distance 60 miles. Thence it follows down the bed of Fox River 12 miles to the Council Corduroy thence across the Flats over the 5 miles of corduroy to Council. There are 3 ferries and one trolley which are all maintained and operated as part of this route. During the biennium the following work was performed: 3/4 miles new road constructed on Solomon River; 3 miles of road gravel surfaced; 60 ft. trestle bridge constructed

over Paluck Creek; the Nome River bridge was painted; a new ferry scow provided for safety and general maintenance was performed over the entire route.

Expenditures:

1925 - Alaska Road Commission	\$13,372.71	
Territory of Alaska	<u>11,229.72</u>	\$24,602.43
1926 - Alaska Road Commission	2,269.44	
Territory of Alaska	<u>7,679.80</u>	<u>9,949.24</u>
Total		<u>34,551.67</u>

Route 8H, Casa De Paga, 20 miles wagon road:

This road branches from the Nome-Council Road at East Fork of the Solomon River; following up the river bed of Solomon River about five miles to the mouth of Montana Creek, thence across the Ruby Divide into Ruby Creek distance about $3\frac{1}{2}$ miles. From Ruby Creek the road follows down to the various mining camps in the Casa De Paga District. Minor maintenance was performed during the biennium.

Expenditures:

1925 - None.	
1926 - Alaska Road Commission	\$230.02
Territory of Alaska	<u>508.00</u>
Total	738.02

Route 8J, Shovel Creek, 5 miles wagon road:

This route leaves Route 8 at mile 38 at the mouth of Shovel Creek on Solomon River and follows up the creek bed of Shovel to Kasson Creek.

Expenditures:

1925 - None.	
1926 - Alaska Road Commission	\$2.00
Territory of Alaska	<u>3.00</u>
Total	5.00

Route 18, Kaltag-Nome, 281½ miles winter mail trail:

Commencing at Kaltag, this overland mail trail crosses the divide or portage to the Unalakleet River, which it follows to Unalakleet Village on Norton Sound. From Unalakleet it follows the coast to Bonanza on the East shore of Norton Bay. Crossing to Isaac's Point on the west shore, it follows the coast to Walla Walla, where it crosses the divide into Quinahock. It then follows the Quinahock River to its head, crossing the divide into McKinley Creek, which it follows to Golovin Bay and thence to Golovin. From Golovin it crosses to Portage Creek, which it follows to its head crossing the divide into Cheruk Creek which it follows to the coast and thence up the coast to Solomon and Nome. This is the most important winter trail in the Seward Peninsula, as all the mail for Nome and other points of the Peninsula is carried over it.

During the biennium the following work was performed; on the Kaltag Portage 5 suspension bridges were constructed suitable for dog team traffic; 100 ft. suspension bridge over the Kaltag River at 10 mile crossing; 200 ft. suspension bridge across South rivers; 100 ft. suspension bridge over the Kaltag River at Mile 12; 250 ft. suspension bridge across Old Woman River; 200 ft. suspension bridge across Soroski River; 8 pole bridges between Old Woman and Unalakleet, and general maintenance and permanent staking over entire route.

Expenditures:

1925 - Alaska Road Commission	\$1,169.88	
Territory of Alaska	<u>1,800.00</u>	2,969.88
1926 - Alaska Road Commission	416.00	
Territory of Alaska	<u>1,450.00</u>	<u>1,866.00</u>
Total		4,835.88

Route 18A, Bonanza-Kotzebue, 240 miles winter trail:

This winter mail trail leaves the Kaltag-Nome winter trail at Bonanza, Mile 93½ from Kaltag, and follows up Norton Bay to the mouth of Koyuk River. Crossing over Star Mountain it reaches the Koyuk River again at Dime Landing and follows Route 82 for 9 miles to Daycock. Crossing successively the Peace River Divide, the Peace River Valley and the Sweepstakes Divide, it then follows up Sweepstakes Creek to its head. Crossing into Keewalik Valley it follows the right limit to Snyder's Roadhouse then crosses to the left limit which it follows as far as the mouth of Lava Creek. It then follows the river to Candle. From Candle it follows the Keewalik River for 2 miles, then cuts across the tundra for 16 miles to Willow Bay and then follows the coast to Bering. From Bering it crosses Kotzebue Sound on the ice to Choris Peninsula, and follows the coast to Cape Blossom. After a portage of 5 miles behind Cape Blossom, the coast is followed to Kotzebue. During the biennium work consisted of minor maintenance.

Expenditures:

1925 - Alaska Road Commission	\$84.78	
Territory of Alaska	<u>150.00</u>	234.78
1926 - Alaska Road Commission	141.25	
Territory of Alaska	<u>400.00</u>	<u>541.25</u>
Total		776.03

Route 18B, Golovin-Council, 35 miles trail:

This winter mail trail leaves the Kaltag-Nome trail at Golovin 170½ miles from Kaltag or 78 miles from Nome. It follows up Golovin Bay to White Mountain and thence up the Fish and Niukluk Rivers to Council.

Expenditures:

None.

Route 18D, Unalakleet Aviation Field:

This field is 200 x 1600 feet and is situated one-half mile north of Unalakleet. All driftwood and other obstructions were removed and the field was marked. This is a very good field.

Expenditures:

1926 - Territory of Alaska 246.50

Route 18E, Solomon Aviation Field:

This field is 300 x 1500 feet, is situated south of Solomon Lagoon on a spit $2\frac{3}{4}$ miles east of Solomon. All driftwood and other obstructions were removed, holes filled, and markers erected.

Expenditures:

1926 - Territory of Alaska 95.00

Route 18F, Golovin Aviation Field:

The location of this field is near the village of Golovin. The field is not completed and as yet is not suitable for use.

Expenditures:

1926 - Territory of Alaska 130.00

Route 18G, Moses Point Aviation Field:

This field is 200 x 1600 feet, is situated $\frac{1}{2}$ mile west of the Moses Point shelter cabin. The field was cleared of all obstructions, leveled where necessary and markers erected.

Expenditures:

1926 - Territory of Alaska 225.00

Route 21 - Unalakleet-St. Michael, 80 miles trail:

Minor maintenance work was performed during the biennium. This is the winter mail trail following the coast from Unalakleet to St. Michael Bay where it crosses to St. Michael.

Expenditures:

1925 - Alaska Road Commission	\$82.28	
Territory of Alaska	<u>100.00</u>	182.28
1926 - Alaska Road Commission	5.00	
Territory of Alaska	<u>7.00</u>	<u>10.00</u>
Total		172.28

Route 25L, Nome Aviation Field:

This aviation field is situated 2 miles north of Nome on the Nome-Bessie road. It consists of two perpendicular runways, each 200 ft. wide by 1400 feet long. Work consisted of removing sod, leveling and rolling the field. This is an excellent landing field.

Expenditures:

1925 - Territory of Alaska	2,500.00	
1926 - Territory of Alaska	<u>1,022.70</u>	
Total		\$3,522.70

Route 25M, Seward Peninsula Telephone Lines:

This work was performed under authority of the act of April 30, 1925, of the Territorial Legislature, which act provided special funds for this purpose. The telephone lines from Nome to Candle, Candle to Golovin, Nome to Krugruk and from Candle to Deering and Keewalik were repaired and maintained sufficient to provide service.

Expenditures:

1925 - Territory of Alaska 2,149.10
1926 - Territory of Alaska 1,382.50
Total 3,531.60

Route 26, Candle-Candle Creek, 6 miles wagon road:

This road commences at Candle and follows up Candle Creek to Patterson Creek and serves all of the mining on Candle Creek. General maintenance work was performed during the biennium. About 2 miles of road were gravel-surfaced.

Expenditures:

1925 - Alaska Road Commission 520.69
Territory of Alaska 500.00 1,020.69
1926 - Alaska Road Commission 1108.11
Territory of Alaska 3750.00
Total 5,878.80

Route 26B, Bear Creek Trail, 45 miles:

This trail leaves Candle and follows up the Keewalik River, thence across the divide to Bear Creek. No work was done during the biennium. The charge is for inspection.

Expenditures:

1926 - Alaska Road Commission 35.00
Territory of Alaska 90.00
Total 125.00

Route 26C, Candle-Keewalik, 18 miles trail:

This winter trail extends north from the town of Candle to Keewalik on Kotzebue Sound. Permanent trail stakes were erected where necessary. Three bridges were constructed totaling 106 linear feet.

Expenditures:

1926 - Alaska Road Commission	201.61	
Territory of Alaska	<u>600.00</u>	
Total		801.61

Route 26D, Keewalik Aviation Field:

This field is 200 x 1400 feet and is situated on the Keewalik Spit. Work consisted of clearing and marking the field.

Expenditures:

1926 - Territory of Alaska	300.00
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Route 27, Deering-Inmachuk, 25 miles wagon road:

This road commences at Deering and extends to the workings on the Inmachuk River. Work consisted of general maintenance and improvement of the entire route.

Expenditures:

1925 - Alaska Road Commission	2,495.06	
Territory of Alaska	<u>3,000.00</u>	5,495.06
1926 - Alaska Road Commission	1,574.58	
Territory of Alaska	<u>5,520.00</u>	<u>7,094.58</u>
Total		12,589.62

Route 28, Dahl Creek-Candle, 140 miles summer trail:

This is an overland trail between Dahl Creek and Candle going in a northeasterly direction from Dahl Creek to the Kougarok River, then following the north slope of the divide to the head of Boulder Creek, where it crosses into Aurora Creek. It follows the mouth of Aurora Creek, crosses the Noxapaga River, and goes up Berry Creek, crossing the divide to the mouth of the right fork of Good Hope River, thence up Cottonwood and Divide Creek, crossing the divide and following the ridge to Inmachuk River, thence down the Inmachuk to Arizona

Creek, thence easterly over the divide to Wade Creek, thence crossing Wade Creek and going in an easterly direction across Kugruk Flats to the Kugruk River, thence easterly over the divide to the mouth of Patterson Creek, thence down the Candle-Candle Creek Road to Candle. This trail is in fairly good condition. It is used mostly by foot travelers between Nome and Candle during the summer. No work was done during the biennium. The charge is for inspection.

Expenditures:

1926 - Alaska Road Commission	7.00	
Territory of Alaska	<u>18.00</u>	
Total		25.00

Route 28A, Nome-Taylor, 135 miles winter trail:

This winter mail trail leaves Nome over Routes 18A and 18K to the mouth of Dexter Creek. Crossing Nome River, it follows the left limit to Willow Creek, then recrosses and follows the right limit to the U. S. Roadhouse at Dorothy Creek, then the left limit again and over the divide to Nugget Creek. From the Nugget Roadhouse it crosses Salmon Lake, follows down the Pilgrim River to Iron Creek Crossing, then across the flats to the Hot Springs. It then cuts across the flat country to Mary's Igloo on the Kuzitrin River, then up the Kuzitrin River to Shelton, the northern terminus of the summer tram, formerly the Seward Peninsula Railway. From Shelton the trail proceeds to Dahl Creek, and then up the Kougarok River to Taylor. The trail was relocated and permanent stakes set over the 55 miles between Shelton and Coarse Gold Creek. Permanent stakes were set from Kougarok River foot bridge for three miles up the river. The Coffee Creek bridge was rebuilt.

Expenditures:

1925 - Alaska Road Commission	155.68	
Territory of Alaska	<u>300.00</u>	455.68
1926 - Alaska Road Commission	154.19	
Territory of Alaska	<u>455.00</u>	<u>609.19</u>
Total		1,064.87

Route 37A, Bluff-White Mountain, 15 miles Trail:

Stakes for permanent staking were distributed and temporarily set. Permanent placing will be done in 1927.

Expenditures:

1926 - Alaska Road Commission	50.00	
Territory of Alaska	<u>100.00</u>	
Total		150.00

Route 41, Kiana-Gleary Creek, 12 miles trail:

This trail connects Kiana on the Kobuk River with the mining camp on Gleary Creek. The charge made was for inspection.

Expenditures:

1926 - Alaska Road Commission	3.00	
Territory of Alaska	<u>7.00</u>	
Total		10.00

Route 41A, Kotzebue-Shungnak, 200 miles winter trail:

This winter trail extends from Kotzebue an open summer port on Kotzebue Sound, across to the mainland and up the Kobuk River to Shungnak. Several shelter cabins have been built by the Territory on this route. Permanent staking was completed from Kotzebue toward Nimiuk Point, distance 7 miles; crossings near Noorvik were tripoded and banks graded down.

Expenditures:

1926 - Alaska Road Commission	30.00	
Territory of Alaska	<u>90.00</u>	
Total		120.00

Route 41B, Kotzebue-Pt. Barrow, 500 miles winter trail:

This winter mail trail extends from Kotzebue across to the mainland and along the coast to Pt. Barrow. Permanent trail stakes were set over the Kinsenstern Portage, over the Aukalurik Portage, 40 miles and over Cape Thompson Portage, 18 miles. In 1926 the route was inspected as far as Wainwright.

Expenditures:

1925 - Alaska Road Commission	1,041.58	
Territory of Alaska	<u>859.28</u>	1,900.84
1926 - Alaska Road Commission	418.95	
Territory of Alaska	<u>1,450.00</u>	<u>1,868.95</u>
Total		3,769.79

Route 42, St. Michael-Kotlik Trail; 70 miles winter trail:

This is a winter mail trail to Kotlik and on up the Yukon River to Marshall. From St. Michael it follows the left limit of the St. Michael Canal for 8 miles thence across the canal to the mainland, thence in a southwesterly direction to Pitmatalik Village, a distance of 20 miles, thence back to Pt. Romanoff to the beach, 7 miles, thence to Coffee Point 12 miles, thence to Pastolik and to Kotlik, 13 miles. The charge shown was for inspection.

Expenditures:

1926 - Alaska Road Commission	5.00	
Territory of Alaska	<u>7.00</u>	
Total		10.00

Route 49, Davidson Landing-Taylor, 24 miles wagon road, 16 miles sled road:

This road connects the head of navigation in Auruk basin from Teller with Taylor Creek. From

Davidson Landing it follows the Mary's River to its head, a distance of 24 miles, thence over Coco Hill to the head of Coarse Gold Creek, to Henry Creek, thence down Henry Creek to the Kougarok River, it then follows up the Kougarok River to Taylor. The work during the biennium consisted of general maintenance of the entire route.

Expenditures:

1925 - Alaska Road Commission	1,018.84	
Territory of Alaska	<u>1,600.00</u>	2,616.84
1926 - Alaska Road Commission	250.00	
Territory of Alaska	<u>750.00</u>	<u>1,000.00</u>
Total		3,616.84

Route 62, Dime Creek, 9 miles wagon road:

This road connects Dime Landing, which is situated on the Koyuk River about 35 miles from the confluence of Dime Creek and the Koyuk, with the workings on Dime Creek at the postoffice at Haycock and extends on up Dime Creek to No. 7 above. Work for the biennium consisted of minor repairs to the corduroy.

Expenditures:

1925 - Alaska Road Commission	1.50	
Territory of Alaska	<u>1.00</u>	2.50
1926 - Alaska Road Commission	37.00	
Territory of Alaska	<u>160.00</u>	<u>197.00</u>
Total		199.50

Route 67, Nome-Teller, 80 miles winter trail:

This is the winter mail trail from Nome to Teller and Cape Prince of Wales. It is permanently staked from Nome to Teller. It follows the coast from Nome to Cape Douglas where it cuts across country to Cape Riley and then into Teller. During the summer ferries are maintained at Cripple and Rimrock River. Minor repairs were made to the permanent staking.

Expenditures:

1925 - Alaska Road Commission	297.90	
Territory of Alaska	<u>400.00</u>	697.90
1926 - Alaska Road Commission	130.20	
Territory of Alaska	<u>412.00</u>	<u>540.20</u>
Total		1,258.10

Route 67A, Teller-Cape Prince of Wales, 142 miles winter trail:

This is the extension of the Nome-Teller winter trail to Cape Prince of Wales. It crosses Port Clarence Bay from Teller to the Reindeer Station and thence along the beach to Lost River. From Lost River it follows the beach to the Mission Settlement at Cape Prince of Wales. This trail was permanently staked in the fall of 1922.

Expenditures:

None.

Route 67B, Teller-Bluestone, 18 miles winter and summer trail:

From Teller this trail leads across the tundra to Gold Run and Bluestone country, a distance of 18 miles. This trail has had some road tax expended and the Alaska Road Commission has furnished timber for constructing several small bridges. It is still used for hauling supplies to Gold Run and the Bluestone during both summer and winter. During the season of 1925 this trail was permanently staked.

Expenditures:

None.

Route 67C, Teller-Mary's Igloo, 40 miles winter trail:

Though not a mail trail, this is a well-traveled winter route from Teller to Mary's Igloo via Grantley Harbor, Imruk basin and the Kuzitrin River. During

the season of 1923 this trail was permanently staked from the head of Grantly Harbor to the Isuruk Basin, distance 25 miles.

Expenditures:

None.

Route 68. Flagging Trails:

Under this heading all expenditures for temporary winter trail flagging are included. The expenditures include the purchase of material for making flags and preparing stakes and the cost of the actual staking of the trails. Below are enumerated the trails temporarily staked during the past biennium.

	<u>Miles</u>
Kotzebue to Mouth of Riley Channel, Kobuk River	50
Kotzebue to Seesalik on Point Barrow Trail ..	12
South Angak Pt. to Island on Noatak	8
Keewalik to Choris Peninsula	55
Keewalik to Callahan Shelter Cabin	27
Callahan Cabin to Nazuruk Mouth Kobuk	11½
Candle to Keewalik	5
Teller to Douglas	18
Teller to Mission	6
Teller to Head of Harbor	12
Teller to Igloo Creek	8
Romanoff to Portage Creek	14
St. Michaels Bay	5
Konanza to Mouth Koyuk	55
Konanza to Issacs Point to Caches across Norton Bay	43
Issacs Point to Mouth Koyuk	25
Moses to Walla Walla	20
McKinley Creek to west side Golovin Bay & branches	58
Golovin to White Mountain	12
None locals	10
Around Bluff	6
Around Topkok	8
Around Cape Nome	5
Around Safety	2

At Solomon	3
Salmon Lake Route 28A	<u>8</u>
Total	396 $\frac{1}{2}$

Expenditures:

1925 - Alaska Road Commission	1,443.40	
Territory of Alaska	<u>2,600.00</u>	4,043.40
1926- Alaska Road Commission	278.33	
Territory of Alaska	<u>850.00</u>	<u>1,108.53</u>
Total		5,151.75

Route 75, Marshall Road, 4 $\frac{1}{2}$ miles wagon road:

This road was constructed by the Territory. Two and one-tenth miles are corduroy and 2.1 miles graded road. It connects the landing ten miles above Marshall on the Yukon River with the Placer Workings on Willow Creek. Charge shown was for inspection of the route.

Expenditures:

1926 - Alaska Road Commission	8.50	
Territory of Alaska	<u>26.00</u>	
Total		34.50

Route 75A, Kotlik-Marshall, 190 miles winter trail:

This trail follows the general trend of the lower Yukon River from Kotlik to Marshall. Charge shown was for inspection of the route.

Expenditures:

1926 - Alaska Road Commission	5.00	
Territory of Alaska	<u>15.00</u>	
Total		20.00

Route 75B, Stuyahok, 11 miles sled road:

This is a new project. It consists of 11 miles winter sled road and summer trail from the landing on the Yukon River above Russian Mission across the new diggings on Stuyahok Creek. The route was cleared in the summer of 1921.

Expenditures:

None.

Route 73C, Scammon Bay Extension, 89 miles winter trail:

This winter trail branches from Route 75A, Kotlik-Marshall Trail, at old Hamilton going by way of Akularok Mission and Black River to Scammon Bay. The first 39 miles of the route from old Hamilton to Akularok Mission is fairly well-defined, and traveled to some extent by the natives. The section from Black River to Scammon Bay, a distance of 50 miles is largely through open tundra. During the season of 1924, 15 miles of the Scammon Bay end were permanently staked. During the biennium permanent staking of the entire route was completed.

Expenditures:

1925 - Alaska Road Commission	400.00	
Territory of Alaska	<u>700.00</u>	
Total		1,100.00

Route 89A, Seward Peninsula Railroad, 87 miles rail
tram:

This is the old Seward Peninsula Narrow Gauge Railroad which was purchased by the Territory of Alaska. It extends from Nome to Shelton on the Kusitria River. Actual rehabilitation was begun by the Alaska Road Commission in the spring of 1925. During that season 42 miles of the line were placed in good operating condition for the comparatively light loads passing over it. A Fordson locomotive and gasoline section car were purchased for the work. The work consisted in realignment, resurfacing and renewal of ties where necessary. One 600-ft. trestle over Dry Creek was practically rebuilt, a new 150-ft. Howe Truss span on fir pile foundations was erected over Nome River and a 80-ft. temporary bridge erected over Sherrette Creek.

During the season of 1924 considerable work was necessary to maintain and strengthen the portion rehabilitated the past season. Rehabilitation was continued to Sherrette Creek and the

line from Nome to Sherrette was usable with loads of not over four tons. From Sherrette Creek to Shelton the line was opened for dog cars and gasoline speeders. New bridges were built over Iron and Sherrette Creeks.

During the season of 1925 the track from Nome to the dredging operations at Mile 5 was raised from 6 inches to 2 feet, ballasted and realigned, and the Dry Creek bridge strengthened. This portion of the track was then suitable for 10-ton loads. The track was moved back from the river at Mile 30 and realigned. Temporary realignment and blocking up were carried out from Mile 60 to 83 to provide for light traffic.

During the season of 1926, the rehabilitation from Mile 60 to the end of the line at Mile 87 was completed. The entire line is now suitable for loads of not over four tons, but maintenance charges will continue to be heavy.

Expenditures:

1925 - Alaska Road Commission 25,049.25
 1926 - Alaska Road Commission 13,219.64 \$38,268.89

Total Expenditures to date, including purchase price:

<u>Yr.</u>	<u>A. R. C.</u>	<u>Territory</u>	<u>Total</u>
1922	3,984.66	- -	3,984.66
1923	327.45	24,010.65 ^o	24,338.10
1924	32,653.85	3.35	32,657.20
1925	33,518.12	- -	33,518.12
1926	25,049.25	- -	25,049.25
1927(est)	<u>20,000.00</u>	<u>- -</u>	<u>20,000.00</u>
Totals	115,533.33	24,014.00	139,547.33

^oPurchase price.

Nome Harbor:

In compliance with Chapter 61, 1925 Session Laws of Alaska, \$2,500 annually was diverted from the Territorial Divisional road fund of the Second Division to relieve the City of Nome of its obligation and agreement of Dec. 22, 1917 with the War Department to pay annually the said sum of \$2,500 for the maintenance and improvement of the Nome Harbor.

Expenditures:

1925 - Territory of Alaska	\$2,500.00
1926 - Territory of Alaska	2,500.00
Total	\$5,000.00

THIRD DIVISION

Territorial Divisional Board;
Anton Eide, Chairman & Secretary
Archie Lingo, Member.

Summary of Projects

Allocations & expenditures April 1, 1925 to Mar. 31, 1927

No.	Name of Project	Wagon Road	Sled Road	Trail	Total	A. R. C. coop. with Territory	Territory coop. with A. R. C.	Terr. Divn. Board	Total
103	Seward-Nash	2½	-	-	2½	-	-	1,288.45	1,288.45
104	Palmer-Fishhook	8½	-	-	8½	-	-	-	-
150	Palmer-Matanuska River	1½	-	-	1½	-	-	561.42	561.42
152	Palmer-Springer	3	-	-	3	-	-	300.00	300.00
158	Wasilla-Finger Lake-Palmer	12	-	-	12	694.88	850.00	-	1,544.88
151	Moose-Palmer	8	-	-	8	-	-	2,106.97	2,106.97
157	Wasilla-Matanuska	7-3/4	-	-	7-3/4	3,922.88	5,553.55	-	8,896.43
154	Matanuska Trunk Road	8	-	-	8	72.31	110.00	-	182.31
153	Palmer-Matanuska	6½	-	-	6½	-	-	3,251.45	3,251.45
152	Werner Connection	1-3/4	-	-	1-3/4	1,001.51	1,470.00	-	2,511.51
159	Edlund Road	½	-	-	½	-	-	49.50	49.50
152	Bogard Road	5	-	-	5	-	-	8,858.58	8,858.58
155	Valdez-Mineral Creek	8	-	-	8	5,893.33	11,200.56	-	17,093.89
154	Granby Road	5	-	-	5	-	349.44	-	349.44
157	Kenai-Russian River	-	60	-	60	1,908.87	1,200.00	-	3,108.87
151	Nizina River Bridge	-	-	-	-	10,295.63	-	-	10,295.63
150	Nizina-Chitina River	-	-	14	14	550.00	750.00	-	1,300.00
156	Strelina-Kuskulana	12½	-	-	12½	203.59	1,621.44	-	1,825.03
157	Anchorage-Eagle River	14½	-	-	14½	9,739.58	6,270.00	-	16,009.58
151	Anchorage-Lake Spenard	4	-	-	4	-	-	6,144.16	6,144.16
150	Anchorage-Whitney	5	-	-	5	4,473.20	4,220.00	-	8,693.20
150	Chester Creek Boat Land.	1	-	-	1	-	-	314.48	314.48
151	MacDonald Branch	1½	-	-	1½	541.29	420.00	-	961.29
151	Bull River Trail	-	-	12	12	1,227.51	1,200.00	-	2,427.51
150	Homer Spitt	6-3/4	-	-	6-3/4	6,427.39	8,300.00	-	14,727.39
150	Nuka Bay Trail	-	-	1½	1½	1,302.66	3,000.00	-	4,302.66
	Overhead Div. Board*	-	-	-	-	-	-	60.00	60.00
	Territory coop. with F.S.	-	-	-	-	-	7,400.00	-	7,400.00
	Totals	123	60	274	2102	47,680.63	53,914.99	22,935.01	124,530.63

Territorial Division Board Projects

* Includes \$500 reimbursement from the Alaska Railroad account of Moose Creek roadwork, 1925.

All A.R.C. expenditures shown are to December 31, 1926. Under cooperative agreement of April 1, 1926, there remains an unexpended balance due cooperative project of the Third Division by the A.R.C. of \$22,546.04 to carry work to June 30, 1927.

Total Biennial Expenditures

Alaska Road Commission	\$47,190.63
Alaska Railroad	500.00
Territory of Alaska	76,850.00
Total	124,530.63

OPERATIONS DURING BIENNIUM

Route 10B, Seward-Nash, 2½ miles wagon road:

This road branches from the Seward-Kenai Lake Route at Mile 3 and runs in a southeasterly direction heading towards the bay and Radio Station passing through some of the richest agricultural and timber land of this section, where several homesteads and dairies are located. During the biennium general maintenance consisted of placing 300 cubic yards of gravel and the construction of a 30-ft. bridge.

Expenditures:

1925 - Territory of Alaska	\$800.00	
1926 - Territory of Alaska	488.45	
Total		1,288.45

Route 55B, Mile 26½-Palmer, 6½ miles wagon road:

So-called because it leaves the old Knik Road 26½ miles from Knik or 11½ miles from Wasilla on the Wasilla Fishhook road, running southeast to Palmer Station on the Matanuska branch of the Alaska Railroad. This road passes through a large area of promising agricultural land where numerous homesteads have already been located.

Expenditures:

None.

Route 55C, Palmer-Matanuska River, 1½ miles wagon road:

This road leads from Palmer Station on the Matanuska Branch of the railroad, follows the railroad one quarter

of a mile, turns at right angles crossing the track and continues on to the Matanuska River, where a 3/4-inch cable and cage tramway crosses the Matanuska River. Work for the biennium consisted of maintenance and improvement of the route.

Expenditures:

1925 - Territorial Divisional Board	\$411.42
1926 - do	150.00 561.42

Route 35G, Palmer-Springer Road, 3 miles wagon road:

This route connects several ranches along Matanuska River with Palmer, at Mile 6, Matanuska Branch of the Alaska Railroad. Work consisted of general maintenance.

Expenditures:

1926 - Territorial Divisional Board	300.00 300.00
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Route 35H, Wasilla-Finger Lake, 12 miles wagon road:

This is a 24-foot graded earth road connecting Wasilla, Mile 160 Alaska Railroad with Palmer, at Mile 6 on the Matanuska branch of the railroad, passing through a rich agricultural district, it crosses, at right angles, the Matanuska Trunk Road. Route 35K, at Forest Hall, a congregating center for farmers of the entire community. One mile was gravel-surfaced, 2 metal culverts installed and general maintenance of the entire route.

Expenditures:

1926 - Alaska Road Commission	698.88
Territory of Alaska	850.00
Total	1,548.88

Route 35I, Palmer-Moose, 8 miles wagon road:

This road connects Palmer and Moose stations on the Matanuska branch of the Alaska Railroad. During the biennium general maintenance work was performed.

A 40-ft. span bridge with 50 linear ft. of approaches over Moose Creek was constructed together with general improvement of the route.

Expenditures:

1925 - Territorial Divisional Board	\$200.00	
1926 - do	1,906.97	
Total		2,106.97

Route 35J, Wasilla-Matanuska, 7 $\frac{3}{4}$ miles wagon road:

This road was formerly a railroad construction road and practically parallels the track between Matanuska and Wasilla. It has been maintained at a low standard jointly by the Alaska Road Commission and the Territory for the use of homesteaders. Work for the biennium consisted of regrading to 24 ft. with 4 $\frac{1}{2}$ miles of road; this includes 1 $\frac{1}{2}$ miles of new location. The new location stays on the high bench joining the Matanuska trunk road near the Government Experimental Farm. Some gravel surfacing was also placed.

Expenditures:

1925 - Alaska Road Commission	2,159.06	
Territory of Alaska	3,678.56	5,837.62
1926 - Alaska Road Commission	1,183.82	
Territory of Alaska	1,874.92	3,058.81
Total		8,896.43

Route 35K, Matanuska Trunk Road, 8 miles wagon road:

This is an important farm road in the Wasilla-Matanuska section serving the Government Experimental Station and numerous farmers; cutting the Wasilla Finger Lake-Palmer Road at Forest Hall, terminating at its junction with Mile 26 $\frac{1}{2}$ Palmer Road, midway between Palmer and Wasilla fishhook road. Work for the biennium consisted of general maintenance.

Expenditures:

1926 - Alaska Road Commission	72.31	
Territory of Alaska	<u>110.00</u>	
Total		182.31

Route 35L, Palmer-Matanuska, 6½ miles wagon road:

Built for railroad construction purposes this road has since been maintained by the Territory. It passes through an important farming section in the Matanuska River Valley. During the biennium 1½ miles were graded to standard, this brings the standard grade to the 5 mile post from Matanuska. General maintenance was performed over the entire route.

Expenditures:

1925 - Territorial Divisional Board	526.88	
1926 - do	<u>2,688.59</u>	
Total		3,251.45

Route 35T, Warner Connection, 1¾ miles wagon road:

This road branches from the Fishhook Palmer road near the junction of the latter and the Matanuska Trunk road and extends northeasterly 1¾ miles connecting with the Moose-Palmer road 2½ miles north of Palmer. This new branch road was completed; work consisted of clearing, grubbing and grading 1¾ miles of road, 20 ft. wide.

Expenditures:

1926 - Alaska Road Commission	1,041.51	
Territory of Alaska	<u>1,470.00</u>	
Total		2,511.51

Route 35Q, Edlund Road, ¼ mile wagon road:

This road connects farms on the south side of the railroad at Mile 157 with the Wasilla-Matanuska Road at Mile 3, giving them an outlet to the railroad. Work consisted of minor maintenance.

Expenditures:

1926 - Territorial Divisional Board	49.50	
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Route 35R, Bogard Road, 7½ miles wagon road:

This road leaves the Matanuska Trunk road at Mile 6 extending in an easterly direction and joining the Wasilla-Fishhook road near Wasilla. During the biennium the route was all cleared and grubbed and 4½ miles on the Matanuska Trunk road end was graded to 20 ft. standard together with necessary culverts and bridges. The Divisional program for 1927 provides for the completion of this route.

Expenditures:

1925 - Territorial Divisional Board	\$2,888.58	
1926 - do	5,970.00	
Total	\$8,858.58	

Route 36, Valdez-Mineral Creek, 8 miles wagon road:

This road extends from the beach, about 2 miles west of Valdez, up Mineral Creek for a distance of 8 miles to an area of mining activity. During 1925, 2 miles of road along the steep mountain side was hand-graded 8 ft. wide and several bridges built. During 1926 three sections of the road destroyed by high water in 1925 were rebuilt on a new location well above danger from floods. A section of about 1 mile remains to be rebuilt on the new location. A total of 7,925 linear feet of new road were constructed requiring the removal of 5,558 cubic yards of loose rock and earth, 971 cubic yards of solid rock and 8,382 linear feet of clearing 20 feet wide. The bank above the bridge abutments were ripped.

Expenditures:

1925 - Alaska Road Commission	2,957.45	
Territory of Alaska	7,200.56	10,158.01
1926 - Alaska Road Commission	2,897.88	
Territory of Alaska	4,000.00	6,897.88
Total		17,055.89

Route 36A, Granby Road, 5 miles wagon road:

Work consisted of minor repair.

Expenditures:

1926 - Territory of Alaska \$349.44

Route 55, Kenai-Russian River, 60 miles sled trail:

This is the west end of the winter trail between the town of Kenai on Cook Inlet and Moose Pass Station, Mile 29, Alaska Railroad, the Department of Agriculture having assumed the maintenance of the east end of that portion from Russian River to the Railroad which lies within the U. S. Forest Reserve. The trail is used for winter mail and light freight only. During the biennium a relocation was made taking the trail off seven lakes, together with other improvements.

Expenditures:

1925 - Alaska Road Commission	1,908.87	
Territory of Alaska	1,200.00	
Total		3,108.87

Route 57A, Nizina River Bridge:

Expenditures for 1925 were for creosoting the main bridge and pile bracing of trestle together with necessary maintenance. Expenditures for 1926 were largely for replacement of flood damages.

Expenditures:

1925 - Alaska Road Commission	6,876.35	
1926 - Alaska Road Commission	5,419.28	
Total		10,295.63

Route 57B, Nizina-Chitina River, 14 miles trail:

This trail branches from the McCarthy-Nizina Road at the north end of the Nizina bridge and extends 14 miles to the Chitina River serving prospectors of the upper Chitina River district. This new trail was constructed during the early fall of 1926.

Expenditures:

1926 - Alaska Road Commission	550.00	
Territory of Alaska	750.00	
Total		1,300.00

Route 61, Strelna-Kuskulana, 12½ miles wagon road:

This road leads from Strelna on the Copper River and Northwestern Railroad up the right limit of the Kuskulana River to several groups of mining properties. A substantial bridge across the Kuskulana River near Mile 10, built by the Territory, gives access to mining operations on the left limit of the Kuskulana River. During the biennium only required maintenance work was performed.

Expenditures:

1925 - Territory of Alaska	1,521.44	
1926 - Alaska Road Commission	203.69	
Territory of Alaska	<u>300.00</u>	
Total		1,825.03

Route 76, Anchorage-Eagle River, 14½ miles wagon road:

Leaving Anchorage this road parallels Knik Arm 6 mile back on the benchland for 5½ miles, then turns east for 4½ miles crossing the railroad at its Mile 123 and Mile 10 on the wagon road, it then turns south for 2½ miles and then west for 1 mile connecting with the Whitney Road which leads to Anchorage. This road is locally known as the Anchorage-Eagle Loop and serves a number of farmers, wood-haulers and dairymen. During the biennium about 7 miles of road were regraded and gravel surfaced to standard together with other general improvements. This road is now completed to standard throughout.

Expenditures:

1925 - Alaska Road Commission	7,573.60	
Territory of Alaska	<u>3,200.00</u>	10,773.60

1926 - Alaska Road Commission	2,165.98	
Territory of Alaska	<u>3,070.00</u>	
Total		<u>5,235.98</u>
		16,009.58

Route 75A, Anchorage-Lake Spenard, 4 miles wagon road:

This road connects the town of Anchorage with Lake Spenard, more or less a summer resort, four miles southwest of the town, also serving a number of farmers, but used principally as a pleasure drive both winter and summer. During the biennium this road was gravel-surfaced throughout. The road is in excellent condition. However due to the unusual heavy traffic maintenance will continue to be quite heavy.

Expenditures:

1925 - Territorial Divisional Board	4,970.00	
1926 - do	<u>1,174.18</u>	
Total		6,144.18

Route 75B, Anchorage-Whitney Road, 5 miles wagon road:

From Anchorage this road follows the railroad on the south side for 3 miles; crossing at that point it parallels the north side for 2 miles and again crosses, running due east for 1 mile where it connects with the Eagle River Road. The route was laid out as an artery of supply during railroad construction days. During the biennium 5 miles were graded and gravel-surfaced to standard.

Expenditures:

1925 - Alaska Road Commission	3,027.47	
Territory of Alaska	<u>2,100.00</u>	5,127.47
1926 - Alaska Road Commission	1,445.75	
Territory of Alaska	<u>2,120.00</u>	<u>3,565.75</u>
Total		8,693.20

Route 75C, Chester Creek Boat Landing, 1 mile wagon road:

This new road runs from the southwest corner of the Anchorage townsite to tidewater on Knik Arm near the

mouth of Chester Creek, a small harbor used by small boats. During the biennium $\frac{1}{2}$ mile was gravel surfaced.

Expenditures:

1926 - Territorial Divisional Board 314.48 514.48

Route 75E, Macdonald Branch, $1\frac{1}{4}$ miles wagon road:

This road branches from the Anchorage-Eagle River road at Mile $2\frac{1}{4}$ north of Anchorage, extending $1\frac{1}{4}$ miles northerly toward Knik Arm, serving several farmers. During the biennium four-tenths miles were graded and $\frac{1}{4}$ of a mile surfaced.

Expenditures:

1925 - Alaska Road Commission	455.13	
Territory of Alaska	<u>300.00</u>	755.13
1926 - Alaska Road Commission	86.16	
Territory of Alaska	<u>120.00</u>	<u>206.16</u>
Total		961.29

Route 92H, Togiak-Nushagak, 125 miles winter trail:

This is a winter dog sled trail connecting the settlement of Togiak with the settlement at the mouth of the Nushagak River. It is a part of the through route from Bethel to Kanatak.

Expenditures:

None.

Route 92I, Nushagak-Naknek, 90 miles winter trail:

This is the winter trail from Nushagak by way of Kogiung at the head of Kvichak Bay to the canneries at the mouth of Naknek River. This is a portion of the through route from Bethel to Kanatak.

Expenditures:

None.

Route 92J. Naknek-Egekik, 65 miles winter trail:

This winter trail extends along the shore of Kvichak Bay from the Naknek River to the mouth of the Egekik River. It is a part of a through route from Bethel to Kanatsk.

Expenditures:

None.

Route 93A. Bull River Trail, 12 miles trail:

This is a new trail leading from Colorado Station, Mile 297 on the Alaska Railroad to Bull River. This trail was extended 8 miles to Colorado Creek.

Expenditures:

1925 - Alaska Road Commission	783.51	
Territory of Alaska	<u>600.00</u>	1,383.51
1926 - Alaska Road Commission	444.00	
Territory of Alaska	<u>600.00</u>	<u>1,044.00</u>
Total		2,427.51

Route 98. Homer Spit, 6½ miles wagon road:

This road leads from the Homer Spit boat landing, along the spit to the mainland where it serves a number of settlers, and when completed will be about 16½ miles in length. During the biennium 5½ miles were graded and completed to 20 ft. standard.

Expenditures:

1925 - Alaska Road Commission	3,482.57	
Territory of Alaska	<u>3,900.00</u>	7,382.57
1926 - Alaska Road Commission	2,944.82	
Territory of Alaska	<u>4,400.00</u>	<u>7,344.82</u>
Total		14,727.39

Route 98A, Nuka Bay Trail, 1 1/2 miles trail:

This trail leads from tide water at Nuka Bay, up the left limit of Nuka River to the Alaska Hills Mining Co., serving this and other lode property and prospects of the district. It is suitable for pack horses.

Expenditures:

1925 - Alaska Road Commission	1,502.66	
Territory of Alaska	<u>5,000.00</u>	
Total		4,502.66

Overhead:

Under the cooperative agreement the Alaska Road Commission assumed all overhead expenses, including salary and expenses of the chairman and furnished needed equipment as far as available, without charge; thereby making possible the direct application of all territorial funds for labor and material actually going into the work. The charge is for payment of premium on Chairman and Treasurer's bonds.

Expenditures:

1925 - Territorial Divisional Board	\$50.00	
1926 - do	<u>50.00</u>	
Total		60.00

FOURTH DIVISION

Territorial Divisional Board:
 I. W. Sterling, Chairman & Secretary
 Jake Mutchler, Member
 John Soll, Member

Summary of Projects

Allotments & expenditures Apr. 1, 1925 to Mar. 31, 1927

Name of Project	Wagon Road	Sled Road	Trail	Total	A. R. C.	Territory	Divisional	Total
					coop. with Territory	coop. with A. R. C.	Road Board	
Benana-Campbells		31	-	31	1,680.00 _a	-	-	1,680.00
Fish Lake-American Creek	4-3/4	-	-	4-3/4	2,500.00 _b	2,500.00	-	2,500.00
American Creek Aviation Fd.	-	-	-	-	-	550.00	-	550.00
Cleary Creek Road	3	-	-	3	-	-	1,388.13	1,388.13
Fox-Olney	13	-	-	13	431.50 _c	-	164.50	596.00
Summit-Fairbanks Creek	13	-	-	13	-	-	6,187.83	6,187.83
Water Creek Road	13	-	-	13	4,313.38 _e	1,500.00	-	5,813.38
College Spur	1/4	-	-	1/4	-	-	231.33	231.33
Water-Dome Road	2 1/2	-	-	2 1/2	-	-	4,403.73	4,403.73
St. Patricks-Happy Creek	2 1/2	-	-	2 1/2	500.00 _d	-	2,500.00	3,000.00
Water-Beegler	3/4	-	-	3/4	-	-	500.00	500.00
Lexelle Road	2 1/2	-	-	2 1/2	-	-	1,566.67	1,566.67
Little Eldorado Creek	6	-	-	6	-	-	976.80	976.80
Fairbanks-Chena Hot Springs	-	64	-	64	1,553.06	450.00	-	2,003.06
Mass-Livengood	-	-	54	54	46.05	40.00	513.25	599.30
Farmers-Birch Hill	9	-	-	9	-	-	1,814.59	1,814.59
Isabelle Creek	2	-	-	2	-	-	72.28	72.28
Mallaine-Rickert Ranch	1 1/2	-	-	1 1/2	-	-	1,800.00	1,800.00
Grachi Bridge	-	-	-	-	-	-	-	-
Farmers-Chena Slough	4 1/2	-	-	4 1/2	-	-	1,996.14	1,996.14
Chena Hot Spgs. Aviation Fd.	-	-	-	-	-	1,311.58	-	1,311.58
Empart-Bureka	8	19 1/2	-	27 1/2	125.00	125.00	-	250.00
Chicken Creek Aviation Fd.	-	-	-	-	-	423.13	-	423.13
Central House-Circle H.S.	9	-	-	9	-	-	699.50	699.50
Circle H.S. Aviation Field	-	-	-	-	-	300.00	-	300.00
L. S. Creek Spur	1/4	-	-	1/4	-	-	231.67	231.67
Malato Aviation Field	-	-	-	-	-	1,500.00	-	1,500.00
Hot Spgs.-Sullivan Creek	10	-	-	10	1,219.80	3,321.15	-	4,540.95
Shewshaw-Beaver	-	-	101	101	516.81	400.00	-	916.81
Chandalar Aviation Field	-	-	-	-	-	1,462.83	-	1,462.83
Hot Spgs. Landing-Bureka	24	-	-	24	5,015.62	5,750.00	-	10,765.62
Malay H.S. Aviation Fd.	-	-	-	-	-	200.00	-	200.00
Forward	129 1/2	114 1/2	155	399 3/4	17,901.22	19,833.69	25,046.42	781.33

Alignments & expenditures Apr. 1, 1925 to Mar. 31, 1927

No.	Name of Project	Wagon	Sled	Trail	Total	A. R. G.	Territory	Divisional	Total
		Road	Road			coop. with Territory	coop. with A. R. G.	Road Board	
	Forward	129½	114½	155	398-¾	17,901.22	19,833.69	25,046.42	62,781.33
22	Takotna Aviation Field	-	-	-	-	-	1,943.19	-	1,943.19
23	Flat Aviation Field	-	-	-	-	-	1,200.00	-	1,200.00
24A	Little Creek (Ophir Dist.)	1½	-	-	1½	-	798.16	-	798.16
24	Ganes Creek road	14	-	-	14	-	8,958.03	-	8,958.03
25	Baby Aviation Field	-	-	-	-	-	600.00	-	600.00
26	Baby Aviation Field road	1½	-	-	1½	-	-	500.00	500.00
27	Ophir Aviation Field	-	-	-	-	-	200.00	-	200.00
28	Nezana Cemetery road	2½	-	-	2½	654.37	870.00	-	1,524.37
29	Lake Minchumina Av. Field	-	-	-	-	-	750.00	-	750.00
30	Kantishna Aviation Field	-	-	-	-	-	675.00	-	675.00
31	Tolida Aviation Field	-	-	-	-	-	600.00	-	600.00
32	Wiseman Aviation Field	-	-	-	-	-	2,500.00	-	2,500.00
33	Ft. Yukon Aviation Field	-	-	-	-	-	1,263.89	-	1,263.89
34	Dunbar-Brooks	-	63	-	63	834.42	4,620.81	-	5,455.23
35	Brooks-Amy Creek	4	-	-	4	-	1,194.10	-	1,194.10
36	Brooks Tram	13	-	-	13	5,489.70	-	-	5,489.70
37	Brooks Aviation Fd. road	1½	-	-	1½	-	-	488.00	488.00
38	Brooks Aviation Field	-	-	-	-	-	294.00	-	294.00
39	McGrath Aviation Field	-	-	-	-	-	300.00	-	300.00
	Overhead	-	-	-	-	-	-	170.00	170.00
40	Nulato Aviation Field	-	-	-	-	-	1,500.00	-	1,500.00
41	McGrath Aviation Field	-	-	-	-	-	1,000.00	-	1,000.00
42	Circle Aviation Field	-	-	-	-	-	1,426.38	-	1,426.38
	Totals	167	177½	155	499½	24,879.71½	50,527.25	26,204.42	101,611.38

Territorial Divisional Board Projects.

Includes \$480.00 contributed by Northern Commercial Company.

Contributed by American Creek Dredging Company.

Contributed by Fairbanks Exploration Company.

Contributed by the Elmes Gold Mining Co.

Includes \$802.00 contributed by the Fairbanks Exploration Co.

All A.R.G. expenditures shown are to Dec. 31, 1926. Under cooperative agreement of April 1, 1926 there remains an unexpended balance, due cooperative projects in the Fourth Division, by the A.R.G. of \$19,752.15 to carry work to June 30, 1927.

Territorial Biennial Expenditures

Alaska Road Commission	\$20,166.21
Territory of Alaska	76,731.67
Contributed	4,713.60
Total	101,611.38

OPERATIONS DURING BIENNIUM

Route 5B. Nenana-Campbells. 31 miles trail:

This is a new sled road from Nenana to Campbell's roadhouse on the Tanana River where it joins the Dunbar-Fort Gibbon sled road. It affords an alternate route to the one from Dunbar.

Expenditures:

1926 - Alaska Road Commission	1,200.00	
Contributed N. C. Co.	480.00	
Total		1,680.00

Route 5C. Fish Lake-American Creek, 4³ miles wagon road:

This road extends 4³ miles up American Creek from the landing at Fish Lake (Hot Springs district). This landing is reached by gas boat from the Tanana River through Fish Creek. The road serves placer operations on American Creek. \$2,500 was contributed by the American Creek Dredging Company towards the construction of this project. There remains an unexpended balance of \$900.00 of contributed funds which will be expended on the route during the early spring of 1927, when a dredge is to be freighted in.

Expenditures:

1926 - Territory of Alaska	2,500.00	
Contributed funds	1,600.00	
Unexpended balance	900.00	
Total		5,000.00

American Creek Aeroplane Landing Field:

This landing field is located on American Creek four miles above Fish Lake. Considerable work was contributed by the American Creek Dredging Company.

Expenditures:

1926 - Territory of Alaska	550.00	
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Route 7AA, Cleary Road, 3 miles wagon road:

This is a branch road from the Fairbanks-Chatanika Road branching at Cleary City, Cleary Creek, and following up Cleary Creek to the quartz mine operated by the Cleary Hills Mining Company on Bedrock Creek. The location follows an old abandoned road. By the rehabilitation of this old road it permits the miners operating in this section to haul supplies on a quite easy grade from Cleary City where the road connects with the main Chatanika Road. This road also serves a dredge operating at the mouth of Chatham Creek as well as operators on upper Chatham Creek. During the summer months at least a monthly aggregate of fifty tons passes over this road. During 1925, a relocation of 1200 ft. was constructed largely of brush corduroy covered with gravel. This new location connects with the main road on the left limit of Cleary Creek and goes away with crossing Cleary on this route. General maintenance was performed on the route during the biennium.

Expenditures:

1925 - Division Board	865.46	
1926 - do	<u>522.67</u>	
Total		1,388.15

Route 7B, Fox-Olnes, 13 miles wagon road:

This road connects the towns of Fox and Olnes, situated at Mile 11 and 26 respectively, on the Happy Chatanika Branch of the Alaska Railroad. The road was constructed in pre-railroad days (from Poll Tax funds) and has been little used until recently when renewed activity on Dome Creek has increased travel over this route sufficiently to justify some maintenance. During the biennium minor maintenance work was performed.

Expenditures:

1925 - Territorial Divisional Board 164.50
Contributed, Fairbanks Ex.Co. 431.50
Total 596.00

Route 7C, Summit-Fairbanks Creek, 13 miles wagon road:

This road branches from the Fairbanks-Chatanika Road on the Pedro Summit, 19 miles from Fairbanks, thence down Fairbanks Creek to Fish Creek. Several dredges at present are operating on Fairbanks Creek. There are also two stamp mills operating on upper Fairbanks Creek as well as other mining activities on a smaller scale. Considerable traffic passes over this road both summer and winter. During the biennium general rehabilitation of the route was accomplished and the road improved below Meekans to Fish Creek.

Expenditures:

1925 - Territorial Divisional Board 5,887.83
1926 - do 2,500.00
Total 8,187.83

Route 7D, Fairbanks-Ester Creek, 13 miles wagon road:

This road connects the town of Fairbanks with Ester City on Ester Creek, formerly one of the richest placer camps in the Fairbanks District, and where there is still considerable mining activity; besides it is one of the sections which promises to become one of the leading dredging camps. Along this route is located the Alaska Agricultural College and School of Mines and the Government Agricultural Experiment Farm. As a local road, this road has perhaps more automobile traffic than any road in the Fairbanks District. During the biennium general maintenance was performed and considerable gravel surfacing was placed.

Expenditures:

1925 - Alaska Road Commission 2,097.31
Cont'd. Fairbanks Ex.Co. 802.00
Territory of Alaska 500.00 3,199.01

1926 - Alaska Road Commission	1,414.37	
Territory of Alaska	<u>1,200.00</u>	
Total		<u>2,614.37</u>
		5,813.38

Route 7DA. College Spur, $\frac{1}{2}$ miles wagon road:

This road connects the College Siding, Mile 487, Alaska Railroad with the College buildings, crossing Route 7D, Fairbanks-Ester Creek Road at Mile $4\frac{1}{2}$ from Fairbanks. Work for the biennium consisted of general maintenance and some improvements.

Expenditures:

1925 - Territorial Divisional Board	98.00	
1926 - do	<u>133.33</u>	
Total		231.33

Route 7DB. Ester-Dome road, $2\frac{1}{2}$ miles wagon road:

This route branches from the Ester Creek road, Route 7D, at Mile 11, and extends $2\frac{1}{2}$ miles to Quartz Mines and prospects on Ester Dome. During the summer of 1925, $1\frac{1}{2}$ miles of new road was cleared, grubbed and graded leading to the lode mines on Ester Dome; a maximum grade of 6% was obtained. A branch road $\frac{1}{2}$ of a mile in length was cleared, grubbed and graded to the Quartz Mill at the head of St. Patrick's Creek. Necessary culverts were installed. Work for 1926 consisted of general maintenance and improvements.

Expenditures:

1925 - Territorial Divisional Board	3,603.75	
1926 - do	<u>800.00</u>	
Total		4,403.75

Route 7DC. St. Patricks-Happy Creek, $2\frac{1}{2}$ miles wagon road:

This road branches from the Ester Dome road $1\frac{1}{2}$ miles from the main Fairbanks-Ester road. It extends $\frac{1}{2}$ miles to the head of Happy Creek serving quartz properties. This route includes the $\frac{3}{4}$ mile branch described in Route 7DB. Work consisted of clearing grubbing and grading $1\frac{1}{2}$ miles of new road from the head of St. Patricks Creek branch to the head of Happy Creek.

Expenditures:

1926 - Territorial Divisional Board 2,500.00
Contributed, Elms & Mohawk
Mining Companies 500.00
Total 3,000.00

Route 7DD, Ester-Beagle, $\frac{3}{4}$ miles wagon road:

This road branches from the main Fairbanks Ester road $\frac{1}{2}$ mile above the village of Ester and extends $\frac{1}{2}$ of a mile up Ester Creek to the Beagle stamp mill. Work consisted of rehabilitating the old road; 800 linear feet were graded, soft spots surfaced and culverts replaced.

Expenditures:

1926 - Territorial Division Board 500.00

Route 7GA, Lazelle Road, 2 $\frac{1}{2}$ miles wagon road:

This road branches off the Fairbanks-Chatanika Road 2 $\frac{1}{2}$ miles from Fairbanks, extending to the Lazelle farm and serving three other farmers along the route. Work for the biennium consisted of general rehabilitation of the entire route and including considerable surfacing.

Expenditures:

1925 - Territorial Divisional Board 186.33
1926 - do 1,380.54
Total 1,566.87

Route 7H, Little Eldorado Creek Road, 6 miles wagon road:

This road extends from Little Eldorado Station, Mile 30 on the Happy-Chatanika Branch of the Alaska Railroad, up Little Eldorado Creek to its head, making a junction with the Fairbanks-Chatanika Road, 22 miles from Fairbanks. Placer mines along Little Eldorado Creek are served by this road and it provides an outlet to the main system of roads connecting with Fairbanks. Only most needed maintenance work was done. During the summer of 1926 the Fairbanks Exploration Co. did a large amount of work on this road on the

first mile from its junction with the Summit-Chatanika Road.

Expenditures:

1925 - Territorial Divisional Board	847.67	
1926 - do	<u>129.13</u>	
Total		976.80

Route 7J, Fairbanks-Chena Hot Springs, 64 miles sled road:

This road leaves the Fairbanks-Chatanika Road 2 miles from Fairbanks and extends up the Chena River Valley to the Chena Hot Springs. Work for the biennium consisted of general maintenance, repairs of bridges, removing windfalls, etc.

Expenditures:

1925 - Alaska Road Commission	1,405.06	
Territory of Alaska	<u>300.00</u>	1,705.06
1926 - Alaska Road Commission	150.00	
Territory of Alaska	<u>150.00</u>	<u>300.00</u>
Total		2,005.06

Route 7K, Olnes-Livengood, 54 miles trail:

This route connects Olnes, Mile 26 on the Chatanika Branch of the Alaska Railroad, with the town of Brooks on Livengood Creek in the Tolovana Mining District. It is used for foot travelers during the summer and occasionally by dog teams in winter. Work for 1925 consisted of repairs to five bridges; in 1926 minor repairs were made to the Chatanika River footbridge.

Expenditures:

1925 - Territorial Divisional Board	513.25	
Alaska Road Commission	46.05	
Territory- cooperative	<u>40.00</u>	
Total		599.30

Route 7H, Farmers-Birch Hill Road, 9 miles wagon road:

This road branches from the Fairbanks-Chatanika road at Mile 3 from Fairbanks and follows along the foothills connecting with the Fairbanks-Ester Road at Mile 4 from Fairbanks. The road serves a number of farms along the foothills and passes through what is considered one of the best agricultural areas of the district. Work for the biennium consisted of general maintenance and a number of soft places were graveled.

Expenditures:

1925 - Territorial Divisional Board	\$14.59	
1926 - do	<u>1,000.00</u>	
Total		1,014.59

Route 7HA, Isabelle Creek Road, 2 miles wagon road:

This road branches from the Farmer's Birch Hill Road where the latter road crosses Isabelle Creek and extends up Isabelle Creek, serving several farms. The road is only a narrow graded dirt road. During the biennium only minor repairs were made.

Expenditures:

1925 - Territorial Divisional Board	\$10.00	
1926 - do	<u>62.28</u>	
Total		72.28

Route 7HB, Ballaine-Rickert Ranch, 1 1/4 miles wagon road:

This road branches from the Farmers-Birch Hill road near Ballaine ranch and extends north 1 1/4 miles, serving farming lands. Work consisted of clearing, grubbing and grading 1-3/4 miles of new road to 12 ft. standard.

Expenditures:

1926 - Territorial Divisional Board	1,800.00	
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Route 75, Graehl Bridge:

This bridge is over a slough on the winter cutoff about $1\frac{1}{2}$ miles from Fairbanks connecting with the Fairbanks-Chatanika Road about 1 mile from Fairbanks. All travel from that route in the winter comes into Fairbanks over this bridge after the main Chena Slough has frozen over. This bridge was renewed in the fall of 1922 and is now in good condition.

Expenditures:

None.

Route 7T, Farmer's Chena Slough, $2\frac{1}{2}$ miles wagon road:

This road leaves the Richardson Highway 4 miles south of Fairbanks and extends to and up the Chena Slough, serving several homesteads. During the biennium the first $1\frac{1}{2}$ miles of this road from its junction with the Richardson Highway were graded to a 20 ft. standard, and necessary culverts placed.

Expenditures:

1925 - Territorial Divisional Board	\$496.14
1926 - do	1,500.00
Total	\$1,996.14

Route 7K, Chena Hot Springs Aviation Field:

This Landing Field is located on the left limit of Monument Creek near the Chena Hot Springs buildings, size 150 x 800 feet. This field has a gravel foundation. Work consisted of clearing, plowing and harrowing the above area.

Expenditures:

1926 - Territory of Alaska1,311.58

Route 9, Rampart-Eureka, 5 miles wagon road, 19 $\frac{1}{2}$ miles sled road:

This route connects the mining town of Rampart, on the Yukon River, with the mining camp of Eureka on Eureka Creek, the waters of which flow into the Tanana

River. This Route, together with Route 30, forms a portage route between the Yukon and Tanana Rivers. Work consisted of minor repairs.

Expenditures:

1926 - Alaska Road Commission	\$125.00	
Territory of Alaska	<u>125.00</u>	
Total		\$250.00

Route 11P, Chicken Creek Aviation Field:

This landing field is located at the Junction of Dennison and Mosquito Forks of the Forty Mile river and 2 miles from Chicken postoffice. It is 300 x 800 feet, and on good firm ground. Work consisted of clearing, grubbing and leveling with a grader.

Expenditures:

1926 - Territory of Alaska	\$423.13.
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Route 15A, Central House-Circle Hot Springs, 9 miles wagon road:

This is a branch road from the Circle-Miller House Road Route 15, at the Central House, 36 miles from Circle. It extends to the Circle Hot Springs. Work for the biennium consisted of limited maintenance.

Expenditures:

1925 - Territorial Divisional Board	\$299.50	
1926 - de	<u>400.00</u>	
Total		\$699.50

Route 15C, Circle Hot Springs Aviation Field:

This landing field is situated $\frac{1}{2}$ mile east of the Circle Hot Springs buildings; size 400 x 1700 ft. It is located on a gravel foundation. Work consisted of the construction of a 2700 ft. drainage ditch, draining an old field belonging to the proprietor of the Circle Hot Springs resort. Permission has been granted the Territory to use this field for a public aviation field.

Expenditures:

1926 - Territory of Alaska \$300.00

Route 16A, U. S. Creek Spur $\frac{1}{2}$ mile wagon road:

This short spur branches from the Chatanika-Miller House road at Mile 30 at U. S. Creek. It serves to eliminate an excessive grade on the former route to Home Creek. Work consisted of clearing, grubbing and side hill grading of about 1200 ft. narrow road.

Expenditures:

1926 - Territorial Divisional Board \$231.67

Route 17C, Eulato Aviation Field:

This landing field lies partly within the village of Eulato and partly on the ground belonging to the Mission, size 200 x 800 ft. The field was cleared, grubbed, plowed and harrowed. There are several bad ridges or waves in the field which must be taken out before the field is really usable. An allotment of \$1,500 was made for this purpose and the work will be done in the spring as soon as conditions will permit.

Expenditures:

1926 - Territory of Alaska	\$1,500.00	
Amt. to complete field	<u>1,500.00</u>	
Total		\$3,000.00

Route 22, Hot Springs-Sullivan Creek, 9 miles wagon road:

This road extends from Tanana River at the mouth of the Hot Springs Slough to placer workings on Sullivan Creek and the vicinity of the old camp of Tofty. It is used by mail carriers between Dunbar and Ft. Ribbon after the freeze-up. Work for the biennium consisted of general maintenance. There is considerable rutting on this route and a number of very heavy grades which make maintenance unusually heavy.

Expenditures:

1925 - Alaska Road Commission	484.80	
Territory of Alaska	<u>2,591.15</u>	3,075.95

1926 - Alaska Road Commission	735.00	
Territory of Alaska	<u>730.00</u>	1,465.00
Total		<u>4,540.95</u>

Route 23A, Snowshoe-Beaver, 101 miles trail:

This route, formerly called the Chatanika-Beaver Trail, has been changed with the southern terminus at Olness on the branch line of the Alaska Railroad. The Route follows the Olness-Livengood sled road, Route 7K, for a distance of 14 miles and joins the old Chatanika Beaver Trail at Mile 40 from Olness. The northern terminus is at the town of Beaver on the Yukon River. From this point a road extends into the Chandalar Mining District. A portion of the trail up Victoria Creek was relocated.

Expenditures:

1925 - Alaska Road Commission	516.81	
Territory of Alaska	<u>400.00</u>	
Total		\$916.81

Route 23F, Chandalar Aviation Field:

This field is located on the left limit and near the mouth of Little Squaw Creek which is a tributary to the North Fork of the Chandalar River. It is within 300 ft. of the new government radio station, six 300 x 500 ft. Work consisted of removing moss and leveling the field.

Expenditures:

1926 - Territory of Alaska	\$1,462.83
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Route 30, Hot Springs Landing-Eureka, 24 miles wagon road:

This road extends from Hot Springs Landing on the Tanana River to the mining camp of Eureka and Eureka Creek. It passes through the town of Hot Springs, 2 miles from the Landing and forms part of the route over the portage between Tanana and Rampart on the Yukon River, as well as serving an area of placer

mining. In the spring of 1925 a new 100 Howe truss bridge with 199 linear feet of approach was constructed across the Hot Springs Slough. In the spring of 1926 protection cribs were built and filled with rock around the piers of the new bridge. Minor maintenance work was done on the road.

Expenditures:

1925 - Alaska Road Commission	\$2,973.77	
Territory of Alaska	<u>4,000.00</u>	6,973.77
1926 - Alaska Road Commission	2,041.85	
Territory of Alaska	<u>2,250.00</u>	4,291.85
Total		10,765.62

Route 30B, Manley's Hot Springs Aviation Field:

This landing field is located on the right limit of Hot Springs Slough and on the Hot Springs-Eureka road about 3/4 of a mile from the Hot Springs post-office (E.C. Co. store) size 300 x 700 feet. Work consisted of plowing and harrowing an old grain field.

Expenditures:

1926 - Territory of Alaska	\$200.00
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Route 32E - Takotna Aviation Field:

This landing field is located on the ridge just back of the town of Takotna, size 500 x 1000 ft. Work consisted of removing moss and leveling the field.

Expenditures:

1925 - Territory of Alaska	1,691.19	
1926 - do	<u>252.00</u>	
Total		1,943.19

Route 33H, Flat Aviation Field:

This field is located on a ridge 1 1/2 miles north-west of the town of Flat, size 400 x 1400 feet, the field is of shale formation and is an excellent field. Work consisted of removing moss and leveling the field.

Expenditures:

1925 - Territory of Alaska \$1,200.00

Route 38DA, Little Creek road, 1½ miles wagon road:

This road branches from the Ophir Takotna road at mile 19½ and extends 1½ miles up Little Creek. The road serves several placer operations. Work consisted of clearing, grubbing and grading; the road is narrow graded road.

Expenditures:

1926 - Territory of Alaska \$798.16

Route 38H, Ganes Creek road, 1¼ miles wagon road:

This road extends from Mile 6 of the Takotna-Ophir road, Route 3D, to the head of Yankee Creek, thence across the divide to Ganes Creek. The road was originally built by the Flume Dredging Co. operating on Yankee Creek and the Innoka Dredging Co. operating on Ganes Creek. Responsibility of the road was assumed by the Territory in the spring of 1925. During the biennium the greater portion of the road was regraded, a number of culverts and bridges built and considerable surfacing placed. This road is in very good condition comparable with traffic demands.

Expenditures:

1925 - Territory of Alaska	\$5,158.85
1926 - do	3,799.18
Total	\$8,958.03

Route 38K, Ruby Aviation Field:

This field is situated on the ridge 1½ miles southeast of the town of Ruby, the field is 1500 ft. long 350 wide on the north end and 700 ft. on the south end. Work consisted of clearing, grubbing, plowing and harrowing of the field. The work was done by the Ruby Citizens aviation field committee, a great deal of local labor and some funds were contributed towards this project.

Expenditures:

1925 - Territory of Alaska \$600.00

Route 35L, Ruby Aviation Field Road, 1 1/4 miles wagon road:

This road branches at mile 2 on the Ruby Long road extends easterly along the ridge top 1 1/4 miles to the Ruby Aviation field. Work consisted of grading a narrow road which can be used by auto in dry weather.

Expenditures:

1926 - Territorial Divisional Board \$500.00

Route 38M, Ophir Aviation Field:

This field is located adjacent to the town of Ophir on Ophir Creek. It is an L shaped field one run- way being 200 x 700 ft. and the other 200 x 350 ft. This field is located on old tailing piles, which had become covered with grass and willows. Work consisted of removing grass and willow brush and leveling; a drainage ditch was provided along the upper side. This is an excellent field. The local citizens of Ophir contributed \$190 in labor.

Expenditures:

1926 - Territory of Alaska \$200.00

Route 46F, Nenana Cemetery Road, 2 1/2 miles wagon road:

This road connects the town of Nenana with its cemetery and serves several farms en route. It is suitable for wagon and light auto traffic. Work consisted mostly of gravel surfacing together with other general improvements.

Expenditures:

1925 - Alaska Road Commission	\$219.20	
Territory of Alaska	<u>400.00</u>	619.20
1926 - Alaska Road Commission	435.17	
Territory of Alaska	<u>470.00</u>	905.17
Total		<u>1524.37</u>

Route 46H, Lake Minchumina Aviation Field:

This field is situated $2\frac{1}{2}$ miles south of the roadhouse at the east end of Lake Minchumina, size 300 x 1500 ft. It is an excellent field. It is mostly used as an emergency field on the Fairbanks-Kuskokwim route. Work consisted of clearing, grubbing and leveling. The proprietors of the Lake Minchumina roadhouse contributed towards its construction.

Expenditures:

1925 - Territory of Alaska \$750.00

Route 46J, Kantishna Aviation Field:

This field is located on the left limit of Moose Creek between this Creek and Wonder Lake, size 200 x 600 ft. This field was constructed by contract. The Bennet-Rodebaugh Aeroplane Co. of Fairbanks contributed in transportation and locating services towards this project.

Expenditures:

1926 - Territory of Alaska \$675.00

Route 46K, Telida Aviation Field:

This field is located 1,000 feet east of the roadhouse at New Telida on the east bank of the McKinley Fork of the Kuskokwim River, size 250 x 300 feet. The field was constructed for an emergency field on the Fairbanks-Kuskokwim route. The field is on hard dry ground and is practically level. Work consisted of clearing and grubbing.

Expenditures:

1926 - Territory of Alaska \$600.00

Route 47A, Wiseman Aviation Field:

This landing field is located immediately adjacent to the village of Wiseman, size 350 x 1400 ft. It is an excellent field. This field was constructed by the citizens

aviation field committee of Eiseeman, the local community contributing about \$2,000 in labor towards its construction. Work consisted of removing moss, leveling and placing considerable gravel surfacing on the field.

Expenditures:

1925 - Territory of Alaska	\$2,000.00	
1926 - do	<u>500.00</u>	
Total		\$2,500.00

Route 53B, Fort Yukon Aviation Field:

This field is located 3/4 of a mile from the village of Ft. Yukon, size 300 x 1400 ft. Work consisted of clearing, grubbing and grading. The ground in wet weather is rather soft. To remedy this in 1926 grass seed was sown over the entire area. Some local labor was contributed towards the construction of this field.

Expenditures:

1925 - Territory of Alaska	\$1,190.89	
1926 - do	<u>73.00</u>	
Total		\$1,263.89

Route 63, Dunbar-Brooks, 63 miles sled road:

This sled road extends from Dunbar station, Mile 132, Alaska Railroad to the placer mining camp of Brooks on Livengood Creek, at the head waters of the Selovana River. In 1925 a 60 ft. Pony truss of fir was erected over Gold Stream, 1,000 ft. of new road was built to and from the bridge, windfalls were removed and small bridges repaired. In 1926, two miles of new road were built at the Chatanika River crossing and a mile of new road north of the log jam.

Expenditures:

1925 - Alaska Road Commission	\$233.12	
Territory of Alaska	<u>3972.90</u>	4,206.02

1926 - Alaska Road Commission	601.30	
Territory of Alaska	<u>647.91</u>	<u>1,249.21</u>
Total		<u>4,455.23</u>

Route 63B, Brooks-Amy Creek, 4 miles wagon road:

This road extends from the town of Brooks up Livengood Creek to the mouth of Amy Creek, where it crosses Livengood and follows up Amy Creek for one mile. Little work has been done on this route for sometime. Work for the biennium consisted of general repairs to culverts and bridges and improvements over the entire route.

Expenditures:

1925 - Territory of Alaska	277.10	
1926 - do	<u>917.00</u>	
Total		\$1,194.10

Route 63C, Brooks Tram, 13 miles tram road:

This is an old wooden tram road extending from the town of Brooks, the center of the Tolovana Mining District, to the head of navigation on the Tolovana River. A dodge touring car with wide flanged wheels is used for motive power. By using two trailers also equipped with wide flanged wheels, it is possible to haul 2 1/2 ton loads per trip. In 1923 the Territorial Legislature made special appropriations for the purchase of this tram and in compliance with that law purchase was made and transfer accomplished June 11, 1924. Work of rehabilitation was immediately started by the Alaska Road Commission under its agreement with the Territory. The tram has since been operated by the Alaska Road Commission. Work during the biennium consisted of general maintenance sufficient to meet traffic demands.

Expenditures:

1925 - Alaska Road Commission	4,190.59	
1926 - do	<u>1,299.11</u>	
Total		5,489.70

Route 63D, Brooks Aviation Field road, 1½ miles wagon road:

This road connects the village of Brooks with their aviation field. This was an old road which was rehabilitated. The citizens of Brooks contributed \$225 in labor.

Expenditures:

1925 - Territorial Divisional Board \$488.00

Route 63E, Brooks Aviation Field:

This landing field is located 1½ miles southwest of the town of Brooks, size 500 x 1400 ft. An old grain field was used. Work consisted of pulling willow brush and removing other obstructions.

Expenditures:

1925 - Territory of Alaska \$294.00

Route 60E, McGrath Aviation Field:

This field is located just up stream from the village of McGrath and on the bank of the Kuskokwim River, size 200 x 800 ft. The field was constructed by the residents of McGrath, the Territory contributing \$500. At present this appears to be the most important field in the Kuskokwim district; practically all planes operating into that district land on this field. In most prevailing wind conditions, a cross runway is needed, and an allotment of \$1,000 has been set up to provide for its construction in the early spring.

Expenditures:

1926 - Territory of Alaska \$300.00
Addl. Alt. to complete 1000.00
Total 1,300.00

Overhead:

Under the cooperative agreement the Alaska Road Commission assumed all overhead expenses, including salary and expenses of the chairman and furnished

needed equipment as far as available, without charge; thereby making possible the direct application of all territorial funds for labor and material actually going into the work. Payment of premium on chairman's and treasurer's bonds and salary to elected commissioners for making report of recommendations as provided by law, are included in this item.

Expenditures:

1925 - Territorial Divisional Board	\$85.00
1926 - do	<u>85.00</u>
Total	170.00

Circle Aviation Field:

An allotment of \$1,426.38 has been set up for the construction of an aviation field at Circle, in the early spring of 1927.

Lake Minchumina Portage:

A reconnaissance was made by Major Oliver, Engineer Officer of the Alaska Road Commission accompanied by R. J. Sommers, Territorial Highway Engineer, on June 26, 1925. The length of the project is estimated at 11 miles. Approximately 3 miles of this distance is over wet ground, the remainder being on dry birch covered ridges. It is estimated that a road of very low standard passable for light motor vehicles will cost at least \$25,000.

The route via the Kantishna, Muddy River, Lake Minchumina and the North Fork of the Kuskokwim is perfectly feasible for a summer mail route, Nenana to McGrath, and work on the portage is justified if the mail is routed this way. But unless a mail route is established there would be so little traffic that construction of the portage road would not be justified. The water portion of the route is navigable for light draft stern wheel boats, and it is believed these could be operated with little difficulty throughout the open season.