

REPORT  
of the  
Alaska Territorial Highway  
Engineer  
and  
Superintendent of  
Public Works



1947-1948

TERRITORY OF ALASKA  
OFFICE OF  
HIGHWAY ENGINEER AND SUPERINTENDENT  
OF PUBLIC WORKS

January 20, 1949

Honorable Ernest Gruening  
Governor of Alaska  
Juneau, Alaska

Dear Sir:

I have the honor of transmitting to you, and for the information of the Legislature of the Territory of Alaska in Nineteenth Biennial Session assembled, the Report of the Territorial Highway Engineer and Superintendent of Public Works for the period October 9, 1947 to December 31, 1948.

Respectfully,

FRANK A. METCALF  
Highway Engineer and  
Superintendent of Public Works

Hon. Ernest Gruening, Governor of Alaska . . . . . Chairman  
Frank A. Metcalf, Territorial Highway Engineer . . . . . Secretary  
Oscar G. Olson, Territorial Treasurer . . . . . Member

## FOREWORD

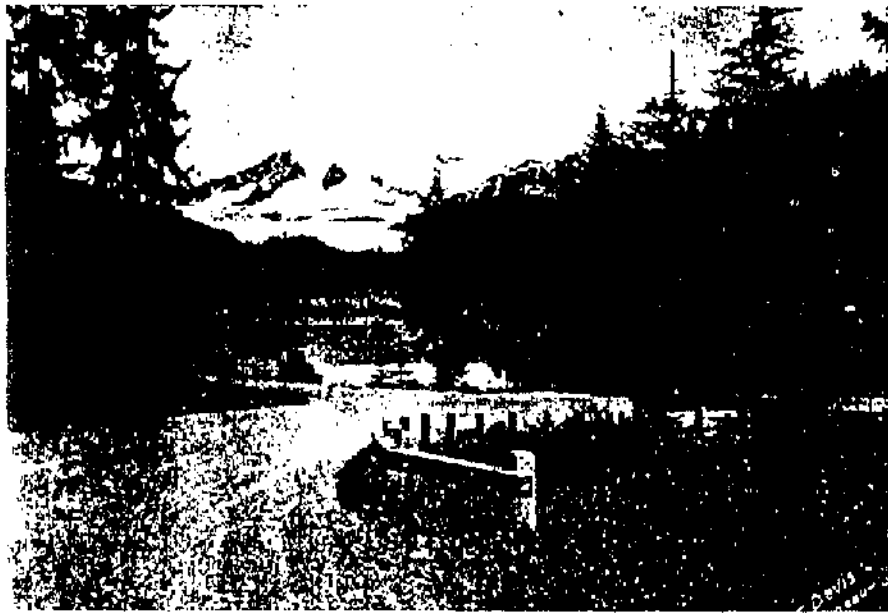
At the death of my predecessor, W. Leonard Smith, I was appointed by the Governor to fill out his unexpired term and took office on the ninth of October, 1947. Owing to Mr. Smith's absence from headquarters for nearly the entire summer and his long illness, the office records were never brought up to date. For that reason this report covers only the period between October 9, 1947 and December 31, 1948.

Prior to March 17, 1947, when the new two-cent tax on Motor Fuel for Roads, Airfields, Water and Harbor Facilities was enacted, funds for this department were appropriated by the Legislature for the ensuing biennium. Under the present tax system it is more of a rotating fund, coming in quarterly and expended as nearly as practicable among the four Judicial Divisions. Owing to the fact, however, that the coastal towns in the Territory have received no aid from either the Federal or Territorial Governments in the matter of Harbor Facilities, and as a number of these docks and floats were in a dangerous and deplorable condition, this report will show that a larger percentage of the tax funds received were allocated to towns in the First and Third Divisions for this relief.

Expenditures by the Territory for roads in the First and Third Divisions have also necessarily been somewhat higher than in the other divisions in view of the fact that large areas in Southeastern Alaska and around Prince William Sound are in National Forests where the large appropriations received by the Alaska Road Commission in recent years cannot be applied. There has been available from Federal sources for roads in the National Forests only \$1,500,000 per year, as compared with about \$34,000,000 currently for roads in the public domain.

Other funds allotted to the Highway Engineer for expenditure are derived from the sale of drivers' licenses and also from twenty-five per cent of the receipts to the Forest Service for sale of timber in the First and Third Divisions, which must be expended in the Division from which derived. Seventy-five per cent of these funds are allotted to roads and twenty-five per cent to schools. However, these latter funds from the Forest Service are being now held in escrow until the validity of the Indian claims against the Government is determined, and are not available for immediate use.

The 1947 Legislature, in failing to pass an enabling act, deprived the Territory of participation in a ten million dollar Civil Aeronautics Administration airfield program, for which the Territory would be responsible for twenty-five per cent of the moneys expended.



AUK LAKE AND MENDENHALL GLACIER

## ROAD BUILDING AGENCIES

The roads in the Territory are built and maintained by three separate road building agencies:

The Public Roads Administration builds roads only within the Forest Service Reserve area, such as the Forest Highway System.

The Forest Service builds and maintains what is known as the Forest Development Roads and Trails in the First and Third Judicial Divisions only.

The Alaska Road Commission, acting under the Department of the Interior, operates outside of the National For-



DYEA ROAD

cost Reserves entirely and is responsible for the large network of highways in the interior.

As the Territorial Board of Road Commissioners have no road building equipment of any kind they must of necessity work through the above agencies on a cooperative basis. The Highway Engineer may enter into an agreement with municipalities, and in isolated sections where other equipment is not available, with mining companies or individual contractors, to construct such roads, airfields and harbor facilities as are needed, and for which an allocation has been made.

### HIGHWAY PATROL

The opening of the Alaska Highway to the States and the removal of restrictions to travel by the Canadian Government, has resulted in an unprecedented influx of both tourists and freight into the territory. The latter was stimulated by the shipping strike of the past summer. To meet the demands which this sudden increase in traffic imposed upon the four Highway Patrolmen, stationed at Fairbanks, Tok, Anchorage and Juneau when I assumed office, it was necessary to enlarge the Patrol to its present force: Three sergeants and twelve patrolmen. These are stationed as follows: Three at Fairbanks, two at Tok, one at Glennallen, three at Anchorage, one at Seward, one at Haines, and two each at Juneau and Ketchikan.

The 1947 Legislature granted to the Alaska Highway Patrol full police powers and the authority of a U. S. Marshal. They also have been appointed Deputy Game Wardens by the Fish and Wildlife Service with the powers of search and seizure. For this reason the Board has maintained a high standard of qualification. The salaries range from \$380 to \$460 per month, depending upon locality and length of service, which is paid out of the Motor Fuel Tax Fund. Each Patrolman is furnished with a servicable uniform and fully equipped for the duties he has to perform. The cars they drive are of standard make and easily discernible by the insignia of the Force.



HIGHWAY PATROL CAR—FAIRBANKS

### GENERAL

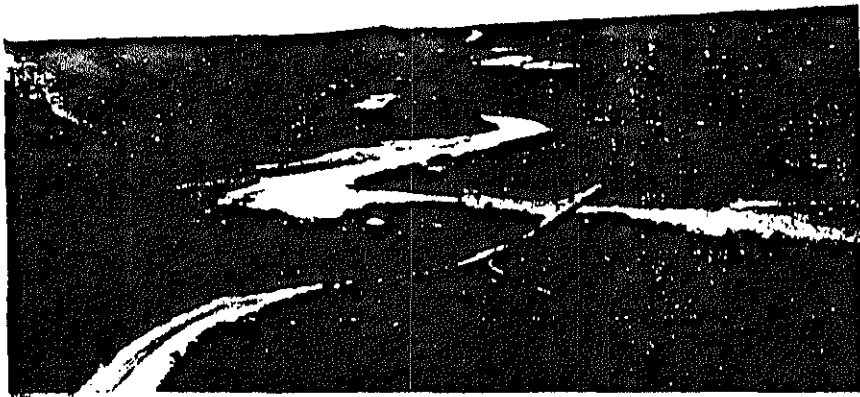
The Haines Cutoff, connecting the Alaska Highway with deep water transportation, 42 miles of which is on the Alaska side of the international boundary, has been closed each winter on account of the heavy snows at the summit but negotiations are now under way and it is safe to assume that the Canadian Government in cooperation with the Alaska Road Commission will do everything possible to maintain this road the year round for its entire length of 159 miles.

The Alaska Highway is open the year round with all restrictions removed but travel during the winter months is preferable to summer, if properly equipped, thus avoiding excessive dust and mosquitos.

The Hope-Kenai road is being rapidly pushed through

to completion, and the Turnagain Arm road, linking Seward with the highway systems of the interior and furnishing the only year round deep water terminus, is now under construction.

Another important open harbor terminus to our road system with practically a water grade to the interior, but too large a project for the Territory to handle, is the rehabilitation of the old Copper River and Northwestern Railroad road bed, running 130 miles from Cordova and tapping the Richardson Highway at Chitina. Last fall a mile to mile reconnaissance survey was made of this project, the report of which can be obtained through the Cordova Chamber of Commerce. A map showing this route is attached to this report.



COPPER RIVER VALLEY—GAKONA RIVER

### TERRITORIAL BUILDINGS

Due to the increased activities of the Highway Patrol and the necessity of being able to contact them upon emergency, it was imperative that we establish headquarters offices both at Anchorage and Fairbanks. We were able to rent a small converted garage for an office in Fairbanks,

near the center of town, for one hundred dollars per month including heat. This was not possible in Anchorage, however. Through the courtesy of the U. S. Army we were given a building 20' x 60' which they moved over from Fort Richardson and placed on ground owned by the Alaska Road Commission. To rehabilitate this building into office space and living quarters and install a heating system cost in the neighborhood of seventeen thousand dollars. The headquarters building at Glennallen is being rented at one hundred dollars a month to be applied on the purchase price of four thousand dollars. The office building and two residences at Tok have been turned over to the Territory, rent free, for use of the patrolmen stationed there.

The custodianship of the Territorial Building in Juneau was recently turned over to this office by the Auditor of Alaska. The operating expenses of the building have been taken care of through the rent received from government agencies in the building. However, a request was made to the Board of Budget for one thousand dollars to take care of needed repairs to the building for the coming biennium.

In conclusion, I show herewith a table giving the amount of gas tax levied by every state in the Union. You will note that with the exception of the state of Missouri, whose tax is the same as the Territory of Alaska, all the States have a higher tax on motor fuel, the average being 4.6 cents.

As the need for more roads and airfields within the territory is rapidly increasing I would recommend an increase in the motor fuel tax more commensurate with the other states and to more nearly meet the rising demands of transportation.

### Re: Gasoline Tax in the United States and Territories

The following information is compiled from Motor Vehicle Acts, 1948, edited by the Automobile Club of Southern California.

Alabama	6 c	Kansas	4 c	North Carolina	6 c
Alaska	2 c	Kentucky	5 c	North Dakota	4 c
Arizona	5 c	Louisiana	7 c	Ohio	4 c
Arkansas	6 1/2 c	Maine	6 c	Oklahoma	5 1/2 c
California	4 1/2 c	Maryland	5 c	Oregon	5 c
Canal Zone	80	Massachusetts	3 c	Pennsylvania	4 c
Colorado	6 c	Michigan	3 c	Rhode Island	4 c
Connecticut	4 c	Minnesota	4 c	South Carolina	6 c
Delaware	4 c	Mississippi	6 c	South Dakota	4 c
Dist. of Col.	4 c	Missouri	2 c	Tennessee	7 c
Florida	7 c	Montana	5 c	Texas	4 c
Georgia	6 c	Nebraska	5 c	Utah	4 c
Hawaii	6 c	Nevada	4 c	Vermont	4 1/2 c
Idaho	6 c	New Hampshire	4 c	Virginia	8 c
Illinois	3 c	New Jersey	3 c	Washington	5 c
Indiana	4 c	New Mexico	5 c	West Virginia	5 c
Iowa	4 1/2 c	New York	4 c	Wisconsin	4 c
		Wyoming	4 c		
Maximum	7 c	Minimum	2 c	Average	4.6 c

#### Gasoline Tax in the Provinces of Canada

Alberta	9 c	New Brunswick	13 c	Prince Edward Is.	10 c
British Col.	10 c	Nova Scotia	13 c	Quebec	11 c
Manitoba	9 c	Ontario	11 c	Saskatchewan	10 c
Maximum	13 c	Average	10 2/3 c	Minimum	9 c

#### FINANCIAL STATEMENT

Received through the Motor Fuel Tax from Oct. 9, 1947 to Dec. 31, 1948, including Drivers' Licenses and recoveries	\$1,047,497.66
Plus balance of Oct. 8, 1947	42,425.88
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	\$1,089,923.54
Expended to December 31, 1948	894,983.37
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Balance Dec. 31, 1948	\$ 194,940.17
Due Alaska Road Commission on cooperative agreement	159,646.00
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	\$ 35,294.17

The above funds are more than covered by allocations but sufficient funds will have been received to meet the payments by the time they become due, as the last quarterly returns for 1948 have not yet been received.

The revenue derived from the Motor Fuel Tax receipts amount to an approximate average of \$70,000 per month.

#### FOREST SERVICE FUNDS BY DIVISIONS

	1st Div.	3rd Div.	Total
Balance on hand Oct. 9, 1948	\$70,930.52	\$2,165.66	
Collected Oct. 9, 1947 to Dec. 31, 1948	25,619.27	2,523.72	
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Disbursed	\$96,549.79	\$4,689.38	
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Balance Dec. 31, 1948	\$73,331.42	\$4,689.38	\$78,020.80

#### MIGRATORY BIRD ACT

Balance as of Oct. 9, 1947	\$ 960.00
Disbursements	None
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Balance Dec. 31, 1948	\$ 960.00

#### CONTINGENT FUND

Appropriated	\$ 5,000.00
Expended	3,316.62
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Balance Dec. 31, 1948	\$ 1,683.38

<b>TELEPHONE LINES AND SHELTER CABINS</b>	
Appropriated	\$ 5,000.00
Expended	2,075.63
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Balance Dec. 31, 1948	\$ 2,924.37

**SUMMARY OF ALLOTMENTS IN THE FIRST DIVISION**  
 In cooperation with the Alaska Road Commission  
 October 9, 1947 to December 31, 1948

	A. R. C.	Territory	Total
Haines Barge Landing .....	\$ .....	\$ 221.00	\$ 221.00
Haines Airfield .....	.....	2,000.00	2,000.00
Skagway Airfield .....	.....	500.00	500.00
Dyea Bridge .....	.....	15,000.00	15,000.00
Hoonah Road .....	.....	65,000.00	65,000.00
Skagway Float .....	.....	3,500.00	3,500.00
Haines Float .....	.....	3,500.00	3,500.00
Haines-Lutak Inlet (Survey) .....	.....	950.00	950.00
Ketchikan Boat Harbor (Thomas Basin) .....	.....	39,285.00	39,285.00
Douglas Road and Approach .....	.....	4,500.00	4,500.00
Douglas Causeway-Breakwater .....	.....	13,000.00	13,000.00
Douglas Airplane Float and Dock .....	.....	7,000.00	7,000.00
Craig, Klawock Road .....	.....	57,400.00	57,400.00
Klawock Bridge .....	.....	8,570.00	8,570.00
Wrangell Dock and Floats .....	.....	31,000.00	31,000.00
Craig Float .....	.....	7,000.00	7,000.00
Petersburg Harbor .....	.....	30,000.00	30,000.00
Sitka Road and Harbor and Bridge Repairs .....	.....	15,750.00	15,750.00
Montana Creek Bridge .....	.....	3,000.00	3,000.00
Thane Road Extension (Engineering) .....	.....	2,000.00	2,000.00
Haines Ferry Ramp .....	.....	13,600.00	13,600.00
Eagle River Landing Spur Road .....	.....	2,270.00	2,270.00
Tee Harbor Ramp .....	.....	14,200.00	14,200.00
Windham Bay Float .....	.....	1,000.00	1,000.00
Craig Floats .....	.....	7,000.00	7,000.00
Aaron Creek Trail (near Wrangell) .....	.....	1,500.00	1,500.00
Mooring Floats (S. E. Alaska) .....	.....	3,370.00	3,370.00
Fish Bay Float .....	.....	3,000.00	3,000.00

**SUMMARY OF ALLOTMENTS IN THE FIRST DIVISION**  
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 October 9, 1947 to December 31, 1948

	A. R. C.	Territory	Total
Kake Float .....	.....	1,800.00	1,800.00
Fanshaw Float Repair .....	.....	300.00	300.00
Pelican Float Repair .....	.....	300.00	300.00
Hyder Float .....	.....	1,500.00	1,500.00
Saxman Float and Road .....	.....	1,500.00	1,500.00
Juneau Airport Building .....	.....	90,000.00	90,000.00
Point Stevens Road (F. S.) .....	.....	1,000.00	1,000.00
Ships Cove Trail (Port Alexander) .....	.....	2,000.00	2,000.00
Wrangell Seawall .....	.....	5,000.00	5,000.00
<b>TOTALS</b> .....	<b>\$ .....</b>	<b>\$458,516.00</b>	<b>\$458,516.00</b>



**SUMMARY OF ALLOTMENTS IN THE SECOND DIVISION**  
**In cooperation with the Alaska Road Commission**  
**October 9, 1947 to December 31, 1948**

	A. R. C.	Territory	Total
Nome-Council .....	\$ 30,000.00	\$ 45,000.00	\$ 75,000.00
Nome Local Roads .....	7,000.00	20,000.00	27,000.00
Flagging Winter Trails .....	1,000.00	1,000.00	2,000.00
Bunker Hill-Kougarok .....	16,000.00	20,000.00	36,000.00
Miscellaneous Mine Roads and Trails .....	8,000.00	10,000.00	18,000.00
Airfield Maintenance and Improvement .....		2,000.00	2,000.00
Kotzebue Airfield .....		1,100.00	1,100.00
Coffee Creek Airfield .....		800.00	800.00
Savoonga Airfield (St. Lawrence Island) .....		1,500.00	1,500.00
Deering Airfield .....		5,000.00	5,000.00
Miscellaneous .....		600.00	600.00
<b>TOTALS .....</b>	<b>\$ 62,000.00</b>	<b>\$107,000.00</b>	<b>\$169,000.00</b>

**SUMMARY OF ALLOTMENTS IN THE THIRD DIVISION**  
**In cooperation with the Alaska Road Commission**  
**October 9, 1947 to December 31, 1948**

	A. R. C.	Territory	Total
Mountain Roads .....	\$ 10,000.00	\$ 16,000.00	\$ 26,000.00
Palmer-Wasilla Roads .....	50,000.00	10,000.00	60,000.00
Anchorage Loop and Branches .....	32,000.00	9,800.00	41,800.00
Spennard Road .....	7,500.00	7,500.00	15,000.00
Dillingham-Wood River .....	15,000.00	10,000.00	25,000.00
Homer Roads .....	20,000.00	10,000.00	30,000.00
Seldovia Bridge .....		15,000.00	15,000.00
Newhalen Road .....		13,000.00	13,000.00
McCarthy Roads .....	7,500.00	4,500.00	12,000.00
Airfield Maintenance .....		4,000.00	4,000.00
Homer Dock .....		30,000.00	30,000.00
Palmer Airport .....		34,500.00	34,500.00
Cordeva Harbor, Floats and Dock .....		43,000.00	43,000.00
Chisana Airfield .....		1,000.00	1,000.00
Eureka Airfield .....		1,200.00	1,200.00
<b>TOTALS .....</b>	<b>\$142,000.00</b>	<b>\$209,500.00</b>	<b>\$351,500.00</b>

**SUMMARY OF ALLOTMENTS IN THE FOURTH DIVISION**  
 In cooperation with the Alaska Road Commission  
 October 9, 1947 to December 31, 1948

	A. R. C.	Territory	Total
Branches to the Richardson Highway .....	\$ 10,000.00	\$ 15,000.00	\$ 25,000.00
Fairbanks-Ester and Branches .....	5,000.00	5,000.00	10,000.00
Branches to Fairbanks-Chatanika Road .....	3,000.00	3,600.00	6,600.00
Farmers-Birch Hill Road .....		3,000.00	3,000.00
Summit-Fairbanks Creek and Branches .....	2,000.00	2,000.00	4,000.00
Circle Hot Springs and Branches .....	3,000.00	2,000.00	5,000.00
Miller House-Harrison Creek and Branches .....		2,000.00	2,000.00
Manley Hot Springs System .....	15,000.00	10,000.00	25,000.00
Branches to Steese Highway .....	3,000.00	3,000.00	6,000.00
Ferry-Eva Creek .....	4,000.00	4,000.00	8,000.00
Flat Roads .....	6,000.00	6,000.00	12,000.00
Tanana Road .....	3,000.00	3,000.00	6,000.00
Takotna Roads .....	25,000.00	20,000.00	45,000.00
Medfra-Nixon Mine .....	3,000.00	5,000.00	8,000.00
Bethel Airfield, Road and Bridge .....	1,000.00	14,000.00	15,000.00
Airfield Maintenance and Improvement .....		11,000.00	11,000.00
(Wiseman, Ruby, Nulato, Circle, Central, Circle Hot Springs, Eagle and Rampart)			
Hughes Airfield .....		800.00	800.00
Chicken Airfield .....		8,000.00	8,000.00
Hutchinson Airfield .....		1,000.00	1,000.00
Tibbs Creek Airfield and Goodpasture Road .....		500.00	500.00
Nulato Airfield, Road and Bridge .....		1,000.00	1,000.00
Nyak Road .....		2,000.00	2,000.00
Alatna Airfield .....		500.00	500.00
Miller Creek Airfield .....		250.00	250.00
Mineral Point Airfield .....		2,500.00	2,500.00

**SUMMARY OF ALLOTMENTS IN THE FOURTH DIVISION**  
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 October 9, 1947 to December 31, 1948

	A. R. C.	Territory	Total
Myrtle Creek Airfield .....		2,500.00	2,500.00
Kako Landing Airfield .....		2,000.00	2,000.00
Red Slough Bridge .....		800.00	800.00
<b>TOTALS</b> .....	<b>\$ 83,000.00</b>	<b>\$130,450.00</b>	<b>\$213,450.00</b>

