

ADDRESS REPLY TO
ALASKA ROAD COMMISSION

UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION

JUNEAU, ALASKA

December 7, 1943

Division of Territories & Island Possessions,
Department of the Interior,
Washington, D. C.

Gentlemen:

Reference your radiogram of December 4:

Herewith for your files is a copy of the 1943 annual report.

Very truly yours,

Hawley Sterling
Hawley Sterling,
Acting Chief Engineer

Enc.

DEC 14 1943

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Reports
Annual

RG 126, Off. of Territories
Entry 1-B, Classified Files, 1907-51
Box 365

ALASKA ROAD COMMISSION

Mr. Taylor

FUNDS

Funds for the prosecution of the work of the Alaska Road Commission were provided from eight sources, as follows:

(1) Appropriation by the Federal Government to the Department of the Interior for expenditure in conformity with act of Congress approved January 27, 1905, and amendments thereto.

(2) From a portion of the Alaska Fund, a fund covered into the Federal Treasury but derived entirely from special taxes imposed by the Federal Government upon various industries in the Territory.

(3) Funds appropriated by the Territorial Legislature and turned over to the Treasurer of the United States for expenditure on construction, repair and maintenance of roads, bridges, ferries, trails and related works in the Territory as provided by act of Congress approved June 30, 1921. These funds are expended upon projects designated by the Territorial Board of Road Commissioners.

(4) Money allotted by the National Park Service and expended under its direction entirely within the boundaries of national parks and monuments.

(5) Contributions by individuals, companies, corporations, et cetera.

(6) From the First Deficiency Appropriation Act, 1942, approved February 21, 1942, \$2,200,000 for the construction of bridges, widening and realignment of the Richardson Highway, a balance of \$1,450,000 being available on July 1, 1942.

(7) From the Second Supplemental National Defense Appropriation Act, approved October 26, 1942, toward construction of the Glenn Highway.

(8) From funds allotted for access road construction pursuant to Section 6, Defense Highway Act of 1941, as amended.

For the fiscal year 1943 the following funds were made available from the above sources:

Item 1	\$999,900
" 2	152,000
" 3	106,301
" 4	6,000
" 5	6,710
" 6	1,450,000
" 7	500,000
" 8	93,500

For the fiscal year 1944, the Interior Department Appropriation Bill includes \$880,000 under Item 1, and \$152,500 under Item 2. Under Item 4 the National Park Service has allotted \$10,000 and it is estimated that \$100,000 will be available under items 3 and 5.

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SUMMARY OF ALL EXPENDITURES TO JUNE 30, 1943

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

<u>Fiscal Year</u>	<u>Congressional appropriations</u>	<u>Alaska fund</u>	<u>Other funds</u>	<u>Total</u>
1905-1930 ...	\$10,433,824.29	\$3,566,870.84(a)	\$1,984,826.03	\$15,985,521.16
1931-1940 ...	5,538,899.87	1,489,222.72	1,904,923.34	8,933,045.93
1934-1939 (NIRA)	1,595,545.09	-----	150,000.00	1,745,545.09
1935-1939 (JERA)	1,119,447.60	-----	-----	1,119,447.60
1941	794,909.55	144,973.15	273,112.90	1,212,995.60
1942	1,892,925.33	153,421.65	148,255.07	2,194,602.05
1943	2,795,743.82	112,938.41	47,381.34	2,956,063.57
Totals .	\$24,171,295.55	\$5,467,426.77	\$4,508,498.68	\$34,147,221.00

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

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

<u>Fiscal Year</u>	<u>Increase of Compensation Acts</u>	<u>Quartermaster General</u>	<u>Funds Contributed</u>	<u>National Park Service</u>
1918-1930 ...	\$95,076.45	\$4,694.80	\$1,453,212.53	\$431,842.25
1931-1940 ...	-----	3,262.30	1,016,827.26	884,833.78
1934-1936 (NIRA)	-----	-----	-----	150,000.00
1941	-----	-----	222,205.86	50,907.04
1942	-----	-----	116,664.22	31,590.85
1943	-----	-----	41,362.13	6,019.21
Totals .	\$95,076.45(a)	\$7,957.10	\$2,850,272.00(b)	\$1,555,193.13(c)

(a) Includes refunds of \$16.95.

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

(c) Includes refunds of \$20.94 but is exclusive of reversions to Treasury (Economy Legislation) of \$3,508.13.

Total Congressional appropriations			\$25,170,108.02
Less - Reversions to Treasury	\$2,651.30		
Reversions to Treasury (Economy Legislation)	47,094.50		
Transfer to U. S. Engineer Department (Lowell Creek Flood Control)	417.21		
Balance unexpended	<u>973,852.62</u>		<u>1,024,015.63</u>
Amount expended		\$24,146,092.39	
Add - Navy Department reimbursement	3,976.19		
Repayments and voucher corrections, 1920-1929	<u>19,269.44</u>		<u>23,245.63</u>
Total expenditures			<u>\$24,169,338.02</u>
Total Alaska Fund to June 30, 1942			\$5,354,488.36
Congressional authorization, fiscal year 1943 (a)	\$152,000.00		
Plus unexpended balance from previous fiscal year	13,411.92		
Plus repayments	<u>174.18</u>	\$165,586.10	
Less - Balance unexpended June 30, 1943	52,473.51		
Repayments	<u>174.18</u>	<u>52,647.69</u>	<u>112,938.41</u>
Total net expenditures			<u>\$5,467,426.77</u>

(a) By provisions of Act of Congress approved May 9, 1935 (Indefinite Appropriation Act) the Alaska Fund will henceforth be expended upon basis of Congressional authorization.

These expenditures are summarized as follows:

Federal Appropriations

Congressional appropriations	\$24,169,338.02
Alaska Fund 1905-1943	5,450,374.54
U. S. Treasury adjustment, 1912	17,052.23
Increase of compensation acts, 1918-1925	95,076.45
Quartermaster General, 1925-1932	7,957.10
National Park Service, 1925-1943	<u>1,557,150.66</u>
Total	<u>\$31,296,949.00</u>

Contributed Funds

Territory of Alaska, 1920-1943	\$2,627,053.47
Miscellaneous	<u>223,218.53</u>
Total	<u>\$2,850,272.00</u>
Grand total	<u><u>\$74,147,221.00</u></u>

In addition to the above funds, disbursed through the United States Treasury, the Commission has supervised the expenditure of the following funds, disbursed by other agencies, for road and trail development:

Territorial funds and forest revenues prior to 1921	\$684,239.64
Territorial divisional commissioners, 1921-1929	194,939.60
Seward Peninsula Tramway, 1923	24,014.00
Tolovana tramway, 1924	6,425.00
Katag Portage survey, 1925	312.72
Miscellaneous, 1926-1930	<u>22,349.50</u>
Total	\$932,280.46

Territorial Funds

The Territorial Legislature biennially appropriates funds for the construction and maintenance of roads and trails. A portion of these funds is allocated to projects by the Territorial Road Board and is expended under the direction of the Alaska Road Commission.

For the working season of 1943 (fiscal year 1944), the Territorial Board has allotted to the Alaska Road Commission the following amounts:

Cooperative road projects ...	\$89,200
Airfields	<u>2,400</u>
Total	\$91,600

MATERIALS, SUPPLIES AND EQUIPMENT

Alaskan products are preferably used in the work when the price and quality compare favorably with the cost of the same items landed at warehouses in Alaska.

All supplies not procured in Alaska are purchased for the Commission by a consolidated purchasing agency in Seattle, acting also for various other bureaus operating in the Territory. The cost of this service is shared by the individual bureaus on a pro rata basis. The share for the Alaska Road Commission averages about 4 per cent of the invoice price of items thus purchased.

Work is performed by mechanical equipment to every extent deemed advantageous. Small jobs in remote sections are necessarily done by hand. The Commission is now fully equipped to handle construction and maintenance work within the present limits of appropriations except for replacement of unserviceable or obsolete equipment. During the fiscal year just closed the following pieces of mechanical equipment were purchased:

10 Dump Trucks, 1½ yards	3 Tractors, 110 h.p. with Trailbuilder
4 Motor Graders	3 Trailbuilders for 110 h.p. Tractors.
3 Tractors, 70 h.p. with Trailbuilder	
1 Ripper, heavy duty	

ORGANIZATION

All labor is ordinarily secured from among local residents. During the past year, for the first time in 22 years it was necessary to ship men from Seattle. In addition approximately 100 were shipped from Juneau to Valdez, Anchorage and Fairbanks. The class of labor as a whole was below average in efficiency, while at the same time wages, due to scale paid on other defense projects, were increased on an average of 37 per cent in order to secure and hold men on the job. The armed services have taken many competent employees.

At the Juneau headquarters, located in the Federal and Territorial Building, is the general office staff consisting of a chief engineer, assistant chief engineer and chief clerk, with necessary assistants.

District offices are located at Valdez, Anchorage, Fairbanks and Nome. The work near or adjacent to Juneau, and known as the "Southeastern District", is supervised from the headquarters office.

The organization, with its widespread activities throughout the Territory, is equipped to handle many phases of construction work and in many instances has lent itself to the supervision of construction work of various kinds for other branches of the Federal Government, and for the Territorial Government. This consolidation of work has doubtless saved considerable public expenditures, particularly on small projects in isolated sections. Especially is this true of small road projects undertaken for the Territorial Government which are not included in the general road program of the Commission.

CONSTRUCTION METHODS

Although standard construction and maintenance methods are employed in Alaska so far as practicable, it is necessary to vary therefrom in some instances because of special physical and climatic conditions.

The frozen condition of the subsoil and the constant thawing during summer require special precautions for drainage. Intercepting ditches on the uphill side of the road are frequently necessary and after the vegetation has been stripped from the roadway the ground must be allowed to thaw, settle, and consolidate for several months before completing the grading and applying the surfacing. Frequently one or more seasons are required for such drainage and consolidation and in order to maintain traffic during this period corduroy must be used. Sloughing banks, due to thawing of the subsurface ice, frequently cause slides which cover and block the roads.

Special methods of revetment and stream control must be used to withstand the destructive effects of sudden and frequent freshets and washouts that result from heavy rains in the mountains or the release of impounded waters by breaks in glaciers. The most suitable type of revetment for this purpose is built of brush weighted down with stone in bundles wrapped in wire mesh to prevent its washing away.

Gravel for road surfacing is generally available within reasonable hauling distance. Surfacing is necessary for practically all roads which are used by automobiles. Concrete or other forms of hard-surfaced roads are nowhere warranted in the present stage of development of the Territory.

Bridges are built of native or imported timber, or steel, depending on their importance and location. Fir has been found to be the most suitable material for timber bridges but local timber is used for part of these structures. Metal culverts are used to replace culverts of native timber ordinarily used on new construction.

OPERATIONS DURING THE FISCAL YEAR

The work in the past fiscal year except for new construction on the Glenn Highway and revisions on the Richardson Highway was mainly limited to maintenance and some improvement of the existing system. Other new mileage constructed consisted chiefly of short extensions or branch roads to existing routes and extension of new construction on projects already under way. The latter work was financed from funds contributed by the Territory and others.

The Richardson Highway was open from Valdez to Gulkana from May 1 to November 19; from Gulkana to Fairbanks from May 11 to December 1. New partially constructed road consisted of seven miles in the vicinity of Selchaket River and Lake Harding to provide a new crossing over that stream and improve alignment and two miles of new road to provide access to the location of the new proposed steel bridge over the Tazlina River.

A new steel bridge consisting of two 300-foot spans was constructed over the Tanana River replacing the ferry at this crossing. One mile of new road was constructed to reach the bridge location. New steel bridges were built at Bear Creek, Sheep Creek, Tsaina River and Stewart Creek. Steel for eleven additional bridge spans is being fabricated for delivery this season.

The Glenn Highway, connecting Palmer with the Richardson Highway, was opened for traffic November 5, and was kept open during the winter. Much work remains to be done on this road for final completion. The last two of the steel bridges were erected.

Due to shortage of funds, no standardization work on the highway through Mt. McKinley National Park was done this year. Only light maintenance was performed.

Construction of the new Skagway-Dyea road was advanced $\frac{1}{2}$ mile to Mile 3.

Work was started toward completion of the $9\frac{1}{2}$ mile access road from Red Mountain to Kasitana Bay to provide access to chrome ore deposits.

The grade on one mile of the Anchorage-Palmer road was raised a maximum of 9 feet, making a dike of it in order to turn the overflow of the Matanuska River back into its channel.

In addition to the above, 6 miles of new road were constructed consisting entirely of short extensions or branches to existing roads. These projects varied from $\frac{1}{4}$ mile to $3\frac{1}{2}$ miles in length.

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

New Construction: $111\frac{1}{2}$ miles of road of which $67\frac{1}{2}$ were surfaced, 1430 linear feet of steel bridges of 100-foot span or over, and 884 linear feet of timber trestle bridges.

Improvement: 47 miles of road regraded and widened, $7\frac{3}{4}$ miles of road surfaced, 753 metal culverts, averaging 20 feet in length, installed principally as replacements for wooden culverts.

Maintenance: 2158 miles of road, $139\frac{1}{4}$ miles of tramway, $30\frac{3}{4}$ miles of sled road, 500 miles of permanent trail and 224 miles of temporary flagged trail.

The total mileage of all routes as of June 30, 1943 is as follows:

	<u>Road(a)</u>	<u>Sled Road</u>	<u>Trail</u>	<u>Flagged Trail</u>	<u>Grand Total</u>
June 30, 1942	2,406-3/4	1,392 1/2	6,353 1/2	224	10,376 1/2
Fiscal Year 1943:					
New Mileage	105	---	---	---	105
Reclassified, Abandoned and Transferred ...	<u>1-3/4</u>	<u>-143 1/2</u>	<u>-2,237 1/2</u>	<u>---</u>	<u>-2,379</u>
Total	2,513 1/2	1,249 1/2	4,115-3/4	224	8,102 1/2
No work of either main- tenance or improve- ment during fiscal year 1943	216 1/2	945 1/2	3,440-3/4	---	4,602 1/2

(a) Includes 139 1/2 miles tram road.

PROPOSED OPERATIONS

In addition to \$880,000 from appropriated funds, it is estimated there will be available from the "Alaska Fund" and Territorial appropriation, \$250,000 for the fiscal year ending June 30, 1944.

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

The balance of the Deficiency Appropriation of \$500,000 for construction of the Glenn Highway will be expended during the fiscal year toward completing this route.

The balance remaining from the \$2,200,000 for construction of bridges and improvement of the Richardson Highway will be expended during the fiscal year in carrying out the proposed work.

RECOMMENDATIONS

For the fiscal year ending June 30, 1945 an appropriation of \$3,401,500 is recommended in addition to funds available from other sources. This will provide for necessary maintenance to the existing system and includes \$2,000,000 for continuation of the improvement program on the Richardson Highway toward a standard approaching that planned for the Alaskan Highway. As this is in reality a part of the latter, the same standards should prevail if at all possible within the limits of controlling terrain.

A well planned program requires definite assurance that funds will be provided at a uniform rate. This allows for a definite plan for procurement and economical use of equipment as well as the building up of a well balanced and competent supervisory force. Such a plan is impossible under wide fluctuation of available funds from year to year.

THIRTY-NINE YEARS' SERVICE

With the period covered by this report the Alaska Road Commission concludes its thirty-ninth year of service. The work accomplished consists of the construction and maintenance of 2,513½ miles of road and tram road, 80 percent of which is suitable for automobiles in all summer weather, 1,249½ miles of winter sled road, 4,115-¾ miles of trail and 224 miles of flagged trail. The total costs to the end of the fiscal year are \$32,448,970.08 of which \$16,358,954.68 was for new work and \$16,090,015.40 was for maintenance and improvement. The total expenditures to date are \$34,147,221.00 of which \$25,829,522.23 was derived from Federal appropriation acts. The balance, \$8,317,698.77, or 24 percent of the total expenditures, was obtained from Alaskan sources.

All existing mileage has been maintained and improved, so far as funds have permitted. The present system of roads serves as the basis for future development of overland routes throughout the Territory. This development calls only for additional funds for construction.

A standard cost system is maintained in all districts, from which over a period of years, valuable information can be secured in the preparation of estimates. In the use of such data, however, consideration must be given to the large differences in freight rates, labor costs and climatic conditions in the various sections.

In the interior of Alaska the average cost for construction of a mile of two-way gravel-surfaced road capable of continuous traffic in any kind of summer weather is \$12,000. This cost has increased by 50% in the past two years due to high wages paid and high cost of materials.

Annual maintenance costs, including improvements and snow removal on a part of the mileage, are estimated as \$400 per mile for roads suitable for continuous normal traffic in any kind of summer weather, \$20 for sled roads, \$5 for trails. Maintenance on 800 miles of roads in the vicinity of Anchorage, Fairbanks and Valdez now carrying unusually heavy military and other traffic connected with the expanded construction program in these areas is estimated at \$1,000 per mile. For the working season of 1942 the average cost of maintenance per mile, including minor improvements, was \$725 for roads of the class mentioned above, \$4 for sled roads and \$4 for trails. Roads were kept open for traffic, except in unusual circumstances, but maintenance was insufficient due to lack of funds. Due to curtailment of gold mining, expenditures on sled roads and trails has been reduced to the minimum.

The Richardson Highway, which with the Edgerton Cutoff from Chitina totals 410 miles, is now in such condition that a 3-ton truck can ordinarily travel from Valdez to Fairbanks, 370 miles, in 18 hours. The first automobile went over this route in 1913, after the route had been used as a pack-trail and wagon road for 8 years, but due to lack of funds improvement to a fair standard proceeded slowly. The average cost per mile to June 30, 1943, including all costs for construction and maintenance over the 37-year period of use for the 410 miles, is \$23,794.

The Steese Highway extending from Fairbanks to Circle, a distance of 162 miles is suitable for traffic not exceeding 3-ton trucks. Including maintenance, the total cost per mile of this road to June 30, 1943, is \$13,781. This includes its life as a sled road from 1906 and partly constructed wagon road beginning in 1908.

The Elliott Highway branches from the Steese Highway at Mile 11 near Fox and extends to Livengood and up Livengood Creek, a total length of 78 miles. Sufficient surfacing has been provided to class it as an all-weather road. The total cost per mile including maintenance to June 30, 1943, is \$9,761.

The Mt. McKinley National Park road system started in 1922 is completed except for some proposed gradual improvement. The total cost per mile to date of 91 miles, including maintenance of completed sections since construction, is \$17,391.

The total cost per mile of the Gulkana-Nabesna road, total length 108 miles, including maintenance since 1934 is \$9,206.

The Glenn Highway extending from Palmer to the Richardson Highway, 142½ miles, when completed will provide a 24-foot crushed gravel surface with no grades over 7-¾ per cent and no curves over 30 degrees. Though the entire road is now passable it is in a state of varying degrees of completion. The total cost per mile to date including maintenance on the section from Moose Creek to the Richardson Highway, 134-¾ miles, is \$13,400.

A consolidated cost statement of all projects follows:

RG 126, OFF. OF TERRITORIES
 ENTRY 1-B, Classified Files, 1907-51
 Box 365

No.	Subproject Name	Cost 1943	Total Cost to 6-30-43	Cost M & I 1943	Total Cost M & I to 6-30-43	Cost Con. 1943	Total Cost Construction to 6-30-43
PART I. - INACTIVE, ABANDONED OR TRANSFERRED PROJECTS:							
	Brought forward from Part I, 1942 Report, Page 11		1,603,198.46		458,065.79		1,145,132.67
40A	Gulkana Airfield.....	---	65.80	---	---	---	65.80
11B	American Summit-Fortymile	---	31,222.56	---	10,971.37	---	20,251.19
111	Franklin-Chicken.....	---	3,272.19	---	3,272.19	---	---
200A	Takotna-Ophir (Winter).	---	5,026.87	---	1,226.87	---	3,800.00
26B	Bear Creek Trail.....	---	1,275.89	---	935.89	---	340.00
26	Shelton-Candle.....	---	12,639.97	---	4,432.95	---	8,207.02
29B	Bettles River Airfield.	---	500.00	---	---	---	500.00
32A	Takotna-Flat (Summer)..	---	9,305.14	---	3,867.85	---	5,437.29
32AA	Takotna-Flat (Winter, via Moore Creek).....	---	1,544.62	---	744.62	---	800.00
32C	Ophir-Iditarod.....	---	8,158.27	---	3,158.27	---	5,000.00
37	Topkok-Candle.....	---	1,026.56	---	210.00	---	816.56
37A	Bluff-White Mountain...	---	3,287.47	---	14.24	---	3,273.23
38BB	Long-Poorman (Winter)..	---	5,882.71	---	614.71	---	5,268.00
38F	Poorman-Ophir.....	---	3,075.84	---	3,075.84	---	---

No.	Subproject Name	Cost 1943	Total Cost to 6-30-43	Cost M & I 1943	Total Cost M & I to 6-30-43	Cost-Con. 1943	Total Cost Construction to 6-30-43
410	Kiwalik-Noorvik.....	---	563.31	---	563.31	---	---
49	Davidson's Landing-Taylor	---	26,079.45	---	18,366.28	---	7,713.17
53	Eagle-Circle.....	---	7,481.89	---	5,797.17	---	1,684.72
53A	Circle-Fort Yukon.....	---	9,201.54	---	5,034.97	---	4,166.57
54	Chisana-Nizina.....	---	10,482.13	---	3,154.83	---	7,327.30
57B	Nizina-Chitina River.....	---	8,630.79	---	1,792.21	---	6,838.58
57C	Copper Creek Trail.....	---	393.59	---	91.61	---	301.98
61A	Kotsina Trail.....	---	16,095.29	---	1,523.74	---	14,571.55
64A	Cripple-Cripple Mountain.	---	1,130.45	---	838.45	---	292.00
650A	Siama-Tanana Crossing....	---	2,000.00	---	---	---	2,000.00
65D	Big Delta-Tanacross-Chicken	---	16,378.61	---	7,005.90	---	9,372.71
67J	Woolley-Gold Run.....	---	45.15	---	45.15	---	---
73B	Paimate-Marshall.....	---	465.28	---	322.18	---	143.10
80AA	McGrath-Takotna (Winter).	---	7,469.34	---	5,287.34	---	2,182.00
80B	Takotna-Nixon Fork.....	---	30,603.03	---	610.56	---	29,992.47
92B	Goodnews Bay-Togalak.....	---	4,034.55	---	1,831.22	---	2,203.33
92H	Togalak-Mushagak.....	---	8,492.98	---	4,300.82	---	4,192.16
92I	Lewis Point-Haknek.....	---	4,171.66	---	1,539.32	---	2,632.34

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No.	Subproject Name	Cost 1943	Total Cost to 6-30-43	Cost M & I 1943	Total Cost M & I to 6-30-43	Cost Con. 1943	Total Cost Construction to 6-30-43	
92J	Naknek-Egegik	-----	2,982.84	-----	877.84	-----	2,105.00	
92K	Egegik-Kanatak	-----	1,227.50	-----	877.50	-----	350.00	
92L	Crooked Creek-Aniak	-----	2,200.08	-----	1,380.08	-----	820.00	
92H	Aniak-Tuluksak	-----	5,913.66	-----	3,398.70	-----	2,514.96	
96	Chickaloon-King River	-----	1,906.68	-----	1,106.68	-----	800.00	
98J	Homer Dock	-----	3,326.36	-----	3,326.36	-----	-----	
	SUB-TOTAL	-----	1,860,758.51	-----	559,662.81	-----	1,301,095.70	
			PART II - ACTIVE PROJECTS					
2H	Juneau Wharf and Float	-----	72,663.72	-----	42,447.41	-----	30,216.31	
2J	Juneau Float	-----	5,471.67	-----	337.25	-----	5,134.42	
2L	Juneau-Douglas Bridge	137.10	280,926.43	137.10	28,018.48	-----	252,907.05	
3AD	Haines-Pleasant Camp	8,209.24	548,435.31	8,209.24	264,611.12	-----	283,824.19	
3C	Porcupine Extension	-----	47,634.63	-----	9,279.73	-----	38,354.90	
3D	Haines-Mud Bay	1,601.06	49,337.70	1,601.06	30,530.24	-----	18,807.46	
3E	Haines-Chilkoot	399.73	28,360.58	399.73	10,124.02	-----	18,236.56	
3F	Haines-Jones Point	-----	2,353.20	-----	799.75	-----	1,553.45	
3H	Chilkoot Barracks Roads	-----	1,252.50	-----	1,252.50	-----	-----	

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No.	Subproject Name	Cost 1943	Total Cost to 6-30-43	Cost M & I 1943	Total Cost M & I to 6-30-43	Cost Con. 1943	Total Cost Construction to 6-30-43
4AC	Big Delta Airfield	14.32	2,289.59	14.32	311.23	---	1,978.36
4AD	Rapids Airfield	---	374.26	---	145.16	---	229.10
4BA	Valdez-Ptarmigan Drop and Branches	138,106.73	1,463,810.02	65,125.30	920,152.89	72,981.43	543,657.17
4BA	Dyke	---	151,047.09	---	94,981.11	---	56,065.98
4BB	Ptarmigan Drop-Ernestine	73,089.42	697,171.84	46,271.00	499,125.86	26,818.42	198,045.98
4BC	Thompson Pass Airfield	---	5,058.56	---	4,388.60	---	669.96
4C	Ernestine-Willow Creek	29,355.82	524,181.15	29,355.82	346,681.30	---	177,499.85
4D	Willow Creek-Gulkana	35,778.43	837,988.31	35,778.43	591,593.73	---	246,394.58
4DB	Taslina-Leila Lake	552,937.91	787,963.11	11,310.00	11,310.00	541,627.91	776,653.11
4E	Gulkana-Sourdough	6,767.46	519,323.57	6,767.46	375,149.87	---	144,173.70
4F	Sourdough-Mile 168	11,301.19	362,597.84	11,301.19	226,339.55	---	136,258.29
4G	Mile 168-Delta River	12,188.58	611,784.22	12,188.58	453,168.33	---	158,615.89
4H1	Delta River-Rapids	43,863.31	1,008,646.42	35,542.31	740,359.82	8,321.00	268,286.60
4H2	Rapids-Grundler	174,420.40	731,652.97	68,200.00	505,046.45	106,220.40	226,606.52
4I	Grundler-Richardson	179,701.43	612,993.12	46,600.00	358,597.69	133,101.43	254,395.43
4J	Richardson-Salchaket and Branches	108,194.36	697,519.92	60,110.00	426,686.21	48,084.36	270,833.71

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No.	Subproject Name	Cost 1943	Total Cost to 6-30-43	Cost M & I 1943	Total Cost M & I to 6-30-43	Cost Con. 1943	Total Cost Construction to 6-30-43
4E	Salechaket-Fairbanks and Branches	147,572.82	1,010,452.80	73,210.00	618,957.67	74,362.82	391,495.13
5A	Kenana-Tanana	431.71	98,421.72	431.71	46,233.02	---	52,188.70
50	Fish Lake-American Creek	---	10,958.18	---	5,191.65	---	5,766.51
5D	American Creek Airfield	---	940.00	---	---	---	940.00
5B	Tanana Airfield	---	6,274.92	---	374.96	---	5,899.96
6A	Willow Creek-Tonsina	1,123.21	289,294.27	1,123.21	179,633.49	---	109,660.78
6B	Chitina-Lower Tonsina	1,844.41	415,895.47	1,844.41	270,532.78	---	145,362.69
6D	Chitina Depot	---	18,775.43	---	6,836.77	---	11,938.66
6E	Chitina-Native School	---	1,883.27	---	1,388.21	---	495.06
6G	Copper Center Airfield	---	276.92	---	76.33	---	200.59
6H	Chitina Airfield	---	6,073.11	---	603.87	---	5,469.24
7A	Fairbanks-Chatanika and Branches	19,109.77	561,740.51	19,109.77	405,554.03	---	156,186.48
7B	Fox-Livengood and Branches ..	11,758.64	766,265.89	11,758.64	207,071.13	---	559,194.76
7C	Summit-Fairbanks Creek and Branches	2,020.72	103,103.35	2,020.72	65,419.92	---	37,683.43
7D	Fairbanks-Neter and Branches	14,239.03	170,133.17	6,119.03	111,044.10	8,120.00	59,089.07
7J	Chena River System	22.68	39,666.95	22.68	30,420.35	---	9,246.60

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No.	Subproject Name	Cost 1943	Total Cost to 6-30-43	Cost M & I 1943	Total Cost M & I to 6-30-43	Cost Con: 1943	Total Cost Construction to 6-30-43
7JB	Palmer Creek Airfield	---	839.11	---	264.11	---	575.00
7H	Farmers-Birch Hill and Branches	1,206.36	65,319.76	1,206.36	40,696.10	---	24,623.66
7X	Chena Hot Springs Airfield .	---	1,739.58	---	50.00	---	1,689.58
7Y	Fairbanks Airfield	---	21,144.45	---	1,673.23	---	19,471.22
8	Nome-Council	10,426.68	560,811.70	10,426.68	378,928.74	---	181,882.96
8D	Council-Ophir Creek	---	14,887.92	---	14,887.92	---	---
8H	Casa de Paga	62.50	34,754.26	62.50	17,314.61	---	17,439.65
8J	Shovel Creek	---	169.00	---	110.50	---	58.50
8K	Council Airfield	---	2,246.98	---	847.74	---	1,399.24
9	Rampart-Bureka	195.79	68,739.57	195.79	39,625.21	---	29,114.36
9A	Rampart Airfield	661.88	4,880.89	661.88	1,171.66	---	3,709.21
9B	Stevens Villages Airfield ...	---	734.94	---	5.46	---	729.48
10D	Seward Airfield	---	13,543.61	---	245.75	---	13,297.86
11A	Eagle-Chicken	369.52	257,464.16	369.52	178,136.34	---	79,327.82
11C	Steel Creek-Mouth of Walkers Fork	---	10,968.14	---	6,335.64	---	4,632.50
11E	Eagle-Seventy Mile	21.10	25,493.40	21.10	20,528.81	---	4,964.59

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110	Steel Creek-Canyon Creek ..	---	1,227.75	---	1,227.75	---	---
110A	Steel Creek Airfield	---	64.00	---	---	---	64.00
111A	Franklin Airfield and Road	---	200.77	---	86.34	---	114.47
11M	Boundary-Jack Wade-Junction	---	18,554.60	---	9,944.60	---	8,610.00
11MA	Walkers Fork Airfield	---	213.00	---	---	---	213.00
11MB	Lower Wade Airfield	---	37.00	---	37.00	---	---
11P	Chicken Airfield	---	2,868.06	---	167.92	---	2,700.14
11Q	Eagle Airfield	---	7,753.03	---	1,940.96	---	5,812.07
13A	Home-Bessie	479.59	101,322.69	479.59	62,780.74	---	38,541.95
13B	Bessie-Snake River	664.82	139,515.84	664.82	85,652.72	---	53,863.12
13BA	Snake River-Monument Creek.	---	1,788.65	---	371.38	---	1,417.27
13C	Bessie-Sunset Creek	130.48	76,651.07	130.48	29,953.79	---	46,697.28
13F	Home-Osborne	105.66	64,777.71	105.66	49,383.92	---	15,393.79
13K	Bessie-Buster	1,813.98	66,328.94	1,813.98	48,824.96	---	17,503.98
13M	Home Depot	36.00	16,248.14	36.00	13,248.14	---	3,000.00
14	Sitka-Indian River	---	10,697.44	---	7,134.44	---	3,563.00
140	Sitka-Pioneer Cemetery Road	---	6,175.11	---	2,874.09	---	3,341.02

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14D	National Cemetery Road	---	3,707.92	---	3,010.45	---	697.47
15	Circle-Miller House	24,944.67	719,901.51	24,944.67	287,213.48	---	432,688.03
15A	Circle Springs System	1,406.72	78,467.13	1,406.72	40,210.22	---	38,256.91
15B	Circle Hot Springs Airfield	36.62	3,739.31	36.62	748.67	---	2,990.64
15E	Miller House-Harrison Creek	461.44	45,203.64	461.44	17,018.32	---	28,185.32
15F	Boulder Creek Trail	---	321.90	---	---	---	321.90
15G	Porcupine Creek	---	18,061.31	---	1,137.01	---	16,924.30
15H	Miller House Airfield	---	500.00	---	---	---	500.00
15J	Central Airfield	46.12	1,194.81	46.12	66.59	---	1,128.22
15K	Circle City Airfield	---	2,232.78	---	---	---	2,232.78
16	Chatanika-Miller House and Branches	20,837.60	1,030,193.28	20,837.60	476,276.81	---	553,916.48
16BA	Eagle Creek Airfield	---	68.43	---	68.43	---	---
16C	Chatanika-Miller House (Winter)	---	23,991.66	---	9,376.92	---	14,614.74
17C	Nulato Airfield and Road ..	195.49	32,962.74	195.49	1,112.26	---	31,850.48
17D	Tanana-Kaltag Telephone Line	---	6,704.29	---	6,704.29	---	---
18	Kaltag-Rome	---	80,780.81	---	52,643.42	---	28,137.39

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18A	Bonanza-Kotzebue	-----	12,143.72	-----	10,913.72	-----	1,230.00
18B	Colevin-Council	-----	779.65	-----	779.65	-----	-----
18D	Unalakleet Airfield	-----	1,641.17	-----	199.50	-----	1,441.67
18F	Colevin Airfield	-----	1,833.72	-----	207.90	-----	1,625.82
18G	Hoson Airfield	-----	254.20	-----	29.20	-----	225.00
18H	Kaltag-Unalakleet Telephone Line	-----	2,533.50	-----	2,533.50	-----	-----
18J	Spruce Creek	-----	2,097.26	-----	1,809.76	-----	287.50
20H	Nancy-Susitna	-----	2,808.09	-----	2,808.09	-----	-----
20J	Susitna-Tyonok	-----	4,122.45	-----	1,478.52	-----	2,643.93
20K	Susitna Airfield	-----	931.10	-----	-----	-----	931.10
21	Unalakleet-St. Michael	-----	9,529.99	-----	6,927.36	-----	2,602.63
23B	Beaver-Care and Branches ..	-----	109,327.92	-----	61,183.98	-----	48,143.94
23G	Beaver Airfield	-----	698.85	-----	-----	-----	698.85
25C	Hone Wireless	240.02	5,035.12	240.02	3,270.21	-----	1,764.91
25D	Mouth of Center Creek	63.96	31,406.35	63.96	23,905.28	-----	7,501.07
25DA	Little Creek Branch	58.93	11,369.78	58.93	7,573.08	-----	3,796.70
25E	Submarine-Paystreak	-----	41,179.27	-----	16,808.94	-----	24,370.33

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25L	Nome Airfield	332.24	38,809.91	332.24	10,369.16	---	28,440.75
25M	Telephone Lines, Seward Peninsula	---	13,302.36	---	11,602.36	---	1,700.00
25N	Nome City Streets	---	8,418.78	---	6,070.11	---	2,348.67
26	Candle-Candle Creek	196.45	120,393.59	196.45	80,378.80	---	40,014.79
26O	Candle-Kivalik	---	1,107.27	---	79.36	---	1,027.91
26P	Kivalik Airfield	---	908.50	---	608.50	---	300.00
26R	Candle Airfield	---	1,700.40	---	345.40	---	1,355.00
27	Deering-Innachuk	2,500.10	133,671.31	2,500.10	102,779.41	---	30,891.90
27A	Deering Airfield	---	1,159.65	---	137.65	---	1,022.00
28A	Nome-Serpentine Hot Springs	---	18,933.11	---	13,694.11	---	5,239.00
28C	Lower Kougarok Airfield ...	---	362.84	---	---	---	362.84
29	Tanana-Coldfoot and Branches	---	48,442.87	---	31,898.65	---	16,544.22
29F	Eight Mile Creek Airfield .	---	2,494.19	---	---	---	2,494.19
30	Hanley Springs System	10,017.14	222,150.20	10,017.14	133,025.23	---	89,124.97
30AB	Miller Creek Airfield	---	1,078.84	---	---	---	1,078.84
30B	Hanley Hot Springs Airfield	---	1,460.63	---	49.98	---	1,410.65
31	Caribou Creek	15.12	20,378.47	15.12	11,797.55	---	8,580.92

No.	Subproject Name	Cost 1943	Total Cost to 6-30-43	Cost M & I 1943	Total Cost M & I to 6-30-43	Cost Con. 1943	Total Cost Construction to 6-30-43
32B	Iditarod-Flat	5,203.48	183,471.61	5,203.48	127,585.34	---	55,886.27
32D	Flat-Crooked Creek (Winter)	---	9,834.77	---	8,354.77	---	1,480.00
32DD	Flat-Georgetown	---	150.00	---	150.00	---	---
32E	Takotna Airfield	---	8,865.40	---	446.68	---	8,418.72
32F	Takotna Depot	387.27	21,095.01	387.27	13,485.74	---	7,609.27
32G	Kuskokwim Landing-Takotna..	11,553.53	212,362.53	8,553.53	19,902.96	3,000.00	192,459.57
330	Flat Roads	1,294.60	105,413.18	1,294.60	73,782.19	---	31,630.99
33E	Flat Airfield	48.00	8,860.53	48.00	2,759.08	---	6,101.45
34A	Flat-Holy Cross-Anvik	---	2,603.26	---	2,603.26	---	---
34B	Iditarod-Shageluk-Anvik ...	---	1,365.66	---	865.66	---	500.00
35A	Mountain Roads	4,989.83	298,447.65	4,989.83	188,726.23	---	109,721.42
35B	Vasilla-Fishhook-Palmer Roads	24,288.10	391,430.67	24,288.10	216,236.00	---	175,194.67
35BB	Lucky Shot-Willow	542.15	201,586.45	542.15	32,349.09	---	169,237.36
35DC	Willow Creek Mines Airfield	---	305.95	---	---	---	305.95
35DE	Willow Station Airfield ...	---	296.16	---	---	---	296.16
35F	Vasilla-Knik Roads	2,774.22	69,958.39	2,774.22	39,512.71	---	30,445.68

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35A	Palmer-Matanuska Roads	1,367.12	130,718.29	1,367.12	59,118.14	---	71,600.15
35B	Wasilla-Finger Lake-Palmer Roads	3,523.85	202,155.61	3,523.85	114,636.96	---	87,518.65
35C	Wasilla-Matanuska Roads	1,264.73	57,984.11	1,264.73	33,838.89	---	24,145.2
35LB	Matanuska Dyke	---	1,313.07	---	6.67	---	1,306.40
35W	Wasilla Airfield	---	1,286.25	---	826.75	---	459.50
35Y	Wasilla Depot	---	4,409.79	---	4,409.79	---	---
36	Mineral Creek	86.50	100,523.71	86.50	43,460.70	---	57,063.01
36CB	Cordova Airfield	---	55,000.00	---	---	---	55,000.00
36H	Valdez Streets	---	762.23	---	762.23	---	---
37B	Bluff Airfield	---	80.00	---	---	---	80.00
38A	Ruby System	10,400.49	578,636.12	10,400.49	327,745.03	---	250,891.09
38B	Peorman-Cripple	---	7,596.80	---	6,093.84	---	1,502.96
38C	Ophir-Cripple	---	4,778.05	---	2,879.05	---	1,899.00
38D	Ophir-Takotna Roads	11,572.96	400,523.73	11,572.96	207,433.95	---	193,089.78
38H	Genes Creek Road	512.23	36,019.13	512.23	32,615.28	---	3,403.85
38K	Ruby Airfield	---	14,925.32	---	2,989.57	---	11,935.75
38M	Ophir Airfield	445.25	10,302.74	445.25	1,142.34	---	9,160.40
41	Kiana-Klery Creek	---	8,598.38	---	1,047.61	---	7,550.77

No.	Subproject Name	Cost 1943	Total Cost to 6-30-43	Cost M & I 1943	Total Cost M & I to 6-30-43	Cost Con. 1943	Total Cost Construction to 6-30-43
41A	Kotzebue-Shungnak	-----	4,653.70	-----	4,653.70	-----	-----
41AA	Kiana-Selawik-Shungnak	-----	2,549.58	-----	958.18	-----	1,591.40
41B	Kotzebue-Point Barrow	-----	6,620.32	-----	2,220.30	-----	4,400.02
41D	Kotzebue Airfield	-----	1,955.45	-----	537.90	-----	1,417.55
41E	Kobuk Airfield	-----	2,309.50	-----	10.50	-----	2,299.00
41F	Kotzebue-Noatak	54.70	391.77	54.70	314.19	-----	77.58
42	St. Michael-Kotlik	-----	3,329.58	-----	3,329.58	-----	-----
42A	Ungalik River Tractor Road	-----	133.16	-----	-----	-----	133.16
44A	Skagway Trails	-----	20,755.08	-----	9,596.37	-----	11,158.71
44B	Skagway Airfield	-----	9,510.57	-----	2,725.04	-----	6,785.53
44D	Skagway-Dyaa Road	10,434.97	49,211.11	1,234.97	1,234.97	9,200.00	47,976.24
46	Henana-Kentishna System ...	321.93	117,308.84	321.93	41,569.54	-----	75,739.30
46D	McKinley Park Road	6,019.21	1,582,548.31	6,019.21	340,728.86	-----	1,241,819.45
46DA	Kentishna-Park Boundary ...	-----	51,392.24	-----	4,843.05	-----	46,549.19
46DB	Savage River Airfield	-----	160.93	-----	-----	-----	160.93
46E	Kobi-Bonnifield	-----	6,617.89	-----	911.28	-----	5,706.61
46H	Henana Airfield	-----	1,159.78	-----	439.78	-----	720.00
47	Wiseman System	6,289.86	132,606.09	6,289.86	93,016.89	-----	39,589.20

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47A	Wiseman Airfield	876.86	19,531.26	876.86	4,562.75	---	14,968.51
48	Iliamna Bay-Iliamna Lake ..	5,887.55	182,539.24	5,887.55	62,389.56	---	120,149.68
51	Talkeetna Roads	11,215.05	540,937.13	11,215.05	289,118.71	---	251,818.42
510	Yentna-Mills Creek	---	5,441.20	---	310.76	---	5,130.44
510	Mile 32-Spruce Creek	---	106.98	---	106.98	---	---
512	Mills Creek-Cache Creek ...	---	3,231.64	---	1,924.19	---	1,307.45
517	Cache Creek Airfield	---	1,669.66	---	345.46	---	1,324.20
510	Talkeetna Airfield	---	1,505.71	---	150.76	---	1,354.95
530	Fort Yukon Airfield	---	3,165.45	---	624.56	---	2,540.89
54A	Chisana Airfield	---	1,744.63	---	250.00	---	1,494.63
54B	Habesna Airfield	---	3,203.39	---	1,390.82	---	1,812.57
54D	Glacier Trail	---	394.67	---	---	---	394.67
55	Kenai-Russian River	---	15,757.14	---	9,197.88	---	6,559.26
55B	Kenai Dock Approach	---	1,768.97	---	---	---	1,768.97
57	McCarthy-Dan Creek	2,907.32	330,212.26	2,907.32	174,360.03	---	155,852.23
57A	Nirina River Bridge	119.41	235,328.21	119.41	109,386.41	---	125,941.80
57C	McCarthy-Kennecott River ..	12.00	965.08	12.00	965.08	---	---
57D	Chititu Branch	220.54	17,560.37	220.54	10,131.89	---	7,428.48

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57F	McCarthy Airfield	-----	5,823.96	-----	804.08	-----	5,019.88
57J	McCarthy-Kennecott	-----	1,772.70	-----	1,772.70	-----	-----
57K	Chitina-McCarthy	9,423.04	36,541.70	9,423.04	36,541.70	-----	-----
59	Fairbanks Bridge	3.75	87,837.38	3.75	26,138.08	-----	61,699.30
59A	Fairbanks Depot	1,269.96	48,778.53	1,269.96	25,768.53	-----	23,010.00
60A	Valdez Airfield	-----	6,746.96	-----	895.31	-----	5,851.65
60B	Upper Tonsina Airfield	-----	1,747.47	-----	47.50	-----	1,699.97
61F	Nisina-Bremner Sled Road	-----	32,227.22	-----	6,448.70	-----	25,778.52
61G	Bremner Airfield	-----	2,500.00	-----	-----	-----	2,500.00
62	Dine Creek	-----	86,138.72	-----	42,435.76	-----	43,702.96
62A	Haycock-Bear Creek	-----	789.24	-----	573.24	-----	216.00
62B	Haycock Airfield	-----	2,942.65	-----	21.25	-----	2,921.40
62C	Keyok Airfield	-----	312.98	-----	285.90	-----	27.08
63B	Livengood Airfield	-----	5,628.64	-----	764.12	-----	4,864.52
64AA	Cripple-Cripple Mountain (Winter)	-----	5,630.98	-----	2,262.06	-----	3,368.92
65A	Gulkana-Chistochina	25,407.47	542,579.54	25,407.47	219,640.04	-----	322,939.50
65AB	Gakona Airfield	-----	234.06	-----	75.29	-----	158.77
65B	Chistochina-Slate Creek ...	-----	13,366.72	-----	1,395.40	-----	11,971.32

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650	Chitochina-Slana	11,647.99	236,606.13	11,647.99	53,906.90	---	182,699.23
650	Slana-Chicana	15,702.08	215,163.44	15,702.08	68,977.69	---	146,185.75
650A	Slana-Ahtell Creek	---	183.09	---	---	---	183.09
65K	Chitochina Airfield	---	2,634.08	---	19.11	---	2,634.97
67	Kona-Teller	207.40	14,946.44	207.40	14,646.44	---	300.00
67A	Teller-Cape Prince of Wales	159.50	4,860.05	159.50	4,860.05	---	---
67B	Teller-Bluestone	2,730.10	78,918.63	2,730.10	31,466.07	---	47,452.56
670	Teller-Pilgrim Hot Springs.	---	3,660.42	---	1,860.42	---	1,800.00
67D	Teller-American River	---	1,072.06	---	222.39	---	849.67
67E	Teller Airfield	---	1,781.45	---	1,028.65	---	752.80
67F	Tin City-Goodwin	---	11,450.51	---	3,128.14	---	8,322.07
670	Lost River Airfield	---	258.94	---	137.54	---	121.40
67E	Wales Airfield	---	121.40	---	---	---	121.40
68	Flagging Trails	1,406.06	117,413.43	1,406.06	117,413.43	---	---
70	Misc. Surveys and Reconnaissances	---	23,322.09	---	2,716.25	---	20,605.84
73	Marshall Road	84.40	47,155.55	84.40	23,336.50	---	23,819.05
73A	Kotlik-Marshall	---	4,954.12	---	4,104.12	---	850.00
73B	Stuyahok	---	4,941.93	---	---	---	4,941.93

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No.	Subproject Name	Cost 1943	Total Cost to 6-30-43	Cost M & I 1943	Total Cost M & I to 6-30-43	Cost Con- 1943	Total Cost Construction to 6-30-43
730	Old Hamilton-Seaman Bay ...	---	3,491.25	---	1,637.80	---	1,853.45
73D	Marshall Airfield	---	2,320.00	---	320.00	---	2,000.00
73F	Mountain Village-Hooper Bay	1,343.75	1,343.75	1,343.75	1,343.75	---	---
75	Anchorage Loop Roads	10,421.27	234,914.62	10,421.27	149,777.62	---	85,137.00
75A	Anchorage-Lake Spenard Roads	10,700.52	76,854.30	10,700.52	53,462.49	---	23,391.81
75D	Anchorage Depot	2,534.25	29,414.85	2,534.25	19,448.50	---	9,966.35
75H	Lake Spenard Airfield	---	1,780.03	---	---	---	1,780.03
75J	Anchorage Airfield	---	5,307.70	---	693.70	---	4,614.00
75L	Anchorage Loop-Palmer and Branches	53,056.04	845,084.53	53,056.04	205,773.29	---	639,311.24
75N	Spenard-Hood Canal	---	23,729.03	---	3,008.67	---	20,720.36
76	Cantwell-Valdez Creek	---	59,566.86	---	9,526.32	---	50,040.54
76A	Valdez Creek Airfield	---	2,634.00	---	316.90	---	2,317.10
78	Valdez Depot	907.87	12,053.51	907.87	12,053.51	---	---
80C	McGrath-Candle Creek	---	305.29	---	305.29	---	---
80F	Medfra-Nixon Mine	1,166.03	37,238.38	1,166.03	13,612.65	---	23,625.73
80H	McGrath Airfield	---	27,495.68	---	789.75	---	26,705.93

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No.	Subproject Name	Cost 1943	Total Cost to 6-30-43	Cost M & I 1943	Total Cost M & I to 6-30-43	Cost Con. 1943	Total Cost Construction to 6-30-43
80J	Medfra Airfield	-----	6,198.13	-----	3,369.13	-----	2,829.00
81	Point Gustavus Roads	-----	45,045.13	-----	18,954.99	-----	26,090.14
81A	Rink River	-----	1,550.00	-----	-----	-----	1,550.00
86	Fourth of July Creek	-----	5,649.60	-----	4,488.37	-----	1,161.23
86A	Nation Airfield	-----	1,055.52	-----	-----	-----	1,055.52
87	Woodchopper-Coal Creek	-----	13,955.46	-----	3,763.35	-----	10,192.11
88	Ferry-Eva-Moose Creek	-----	44,435.81	-----	21,529.94	-----	22,905.87
89A	Seward Peninsula Railroad .	11,302.94	535,682.39	11,302.94	355,120.11	-----	180,562.28
89AB	Dunker Hill-Kougarak	17,147.98	281,428.83	17,147.98	50,892.18	-----	230,536.65
89B	Pilgrim Airfield	-----	1,248.90	-----	532.90	-----	716.00
89C	Iron Creek-American Creek .	642.50	8,057.34	642.50	5,902.42	-----	2,154.92
89D	Iron Creek Road	-----	4,734.90	-----	758.38	-----	3,976.52
90A	Shelter Cabins, 1st Division	-----	340.35	-----	-----	-----	340.35
90B	Shelter Cabins, 2d Division	-----	47,358.65	-----	13,847.35	-----	33,511.30
90C	Shelter Cabins, 3d Division	-----	26,432.82	-----	3,547.83	-----	22,884.99
90D	Shelter Cabins, 4th Division	-----	52,729.44	-----	12,770.27	-----	39,959.17
92A	Bethel-Quinhagak	-----	10,075.33	-----	8,277.63	-----	1,797.50
92AA	Bethel Airfield and Road ..	2,480.93	68,054.68	2,480.93	3,606.50	-----	64,448.18

No.	Subproject Name	Cost 1943	Total Cost to 6-30-43	Cost M & I 1943	Total Cost M & I to 6-30-43	Cost Con. 1943	Total Cost Construction to 6-30-43
92B	Bethel-Tuluksak	---	4,875.93	---	3,397.45	---	1,478.48
92C	Akiachak-Chogamite	---	4,053.42	---	2,469.42	---	1,584.00
92E	Yukon-Kuskokwin Portage ...	---	31,815.25	---	5,299.27	---	26,515.98
92F	Quinhagak-Goodnews Bay	---	9,213.53	---	6,795.76	---	2,417.77
92FA	Goodnews Bay-Platinum Creek	---	4,972.70	---	66.27	---	4,906.43
92IA	Naknek Lake Road	---	1,378.92	---	238.17	---	1,140.75
92IA	Marvel Creek Trail	---	592.53	---	592.53	---	---
92I	Tuluksak-Foothills	---	1,928.44	---	743.32	---	1,185.12
92F	Holy Cross-Kaltchak	---	1,680.97	---	1,180.97	---	500.00
92Q	Upper Landing-Bear Creek ..	---	23,157.57	---	6,057.57	---	17,100.00
92R	Dillingham-Snag Point	4,211.93	77,378.47	4,211.93	19,430.74	---	57,947.73
92S	Bethel-Munichak	---	3,292.64	---	86.28	---	3,206.36
92T	Johnson River-Kinak Trail..	---	1,618.94	---	658.94	---	960.00
92U	Kinak-Kipnek	63.14	3,814.92	63.14	63.14	---	3,751.78
93	Chulitna Trail	---	9,536.50	---	2,580.06	---	6,956.44
93A	Bull River Trail	14,190.97	98,141.93	4,190.97	13,152.07	10,000.00	84,989.86
93AB	Colorado Airfield	---	1,295.63	---	18.00	---	1,277.63
93B	Indian River	---	9,113.39	---	2,547.16	---	6,566.23

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No.	Subproject Name	Cost 1943	Total Cost to 6-30-43	Cost M & I 1943	Total Cost M & I to 6-30-43	Cost Con. 1943	Total Cost Construction to 6-30-43
930	Curry Airfield	-----	4,652.07	-----	1,275.47	-----	3,376.60
930	Chulitna Tram	-----	523.71	-----	3.34	-----	520.37
932	Hidden River Tram	-----	145.20	-----	9.28	-----	135.92
94	Kodiak Roads	12,397.71	206,034.83	12,397.71	87,419.43	-----	118,615.4
95	Kenastek-Becharof Lake	-----	32,027.71	-----	8,145.40	-----	23,882.31
95B	Larsen Bay-Karluk River	-----	962.05	-----	-----	-----	962.05
95C	Karluk Bridge	63.06	5,224.80	63.06	231.27	-----	4,993.53
96A	Chickaloon Cable	-----	436.44	-----	214.15	-----	222.29
96B	Moose Creek-Lella Lake	537,161.95	1,016,849.29	14,120.00	16,258.11	523,041.95	1,000,591.18
97A	Nealy Airfield	-----	658.95	-----	167.16	-----	491.79
98	Homer Roads	8,986.81	137,409.06	8,986.81	62,164.31	-----	75,244.75
98A	Huka Bay	-----	5,757.75	-----	2,106.77	-----	3,650.
98B	Ninilehik Airfield	-----	384.18	-----	-----	-----	384.18
98BA	Ninilehik Road	10.08	5,492.31	10.08	492.31	-----	5,000.00
98C	Kasilof Airfield	8.45	1,996.49	8.45	8.45	-----	1,988.04
98D	Kasilof Road	-----	26,389.69	-----	9,243.34	-----	17,146.35
98E	Homer Airfield	-----	6,558.71	-----	209.08	-----	6,349.63
99	Saldovia-McDonald Spit	-----	30,005.26	-----	5.26	-----	30,000.00

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No.	Subproject Name	Cost 1943	Total Cost to 6-30-43	Cost M & I 1943	Total Cost M & I to 6-30-43	Cost Con. 1943	Total Cost Construction to 6-30-43
99A	Red Mountain Road	7,878.96	8,096.16	---	---	7,878.96	8,096.16
100	Juneseu Office and General Overhead	42,577.50	937,545.58	18,192.50	531,657.05	24,385.00	405,688.53
101	Territorial General Overhead	---	71,521.31	---	31,584.89	---	39,936.42
102	Territorial Highway Patrol	3,826.96	5,669.55	3,826.96	5,669.55	---	---
	TOTAL COSTS	2,587,453.52	33,381,250.54	990,309.84	16,137,141.46	1,597,143.68	17,244,109.08
110	Book value of plant	170,290.30	704,669.64				
111	Supplies and materials on hand	198,319.75	897,910.35				
	Equipment lost in shipwreck	---	35,670.93				
	TOTAL EXPENDITURES	2,956,063.57^(a)	35,079,501.46^(b)				

(a) Includes \$124,314.41 Direct Treasury Settlements. Does not include \$103,071.69 reimbursements and refunds.

(b) Includes \$932,280.46 of Supervised Funds.

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COST IN DETAIL, TERRITORIAL AND CO-OPERATIVE PROJECTS

(Included in preceding table)

FIRST DIVISION

<u>Account Number</u>	<u>Name of Subproject</u>	<u>Federal</u>	<u>Territorial</u>	<u>Total</u>
3AB	Haines-Pleasant Camp ...	\$153.73	\$8,055.51(a)	\$8,209.24
3D	Haines-Mud Bay	-----	1,601.06	1,601.06
3E	Haines-Chilkoot	-----	399.73	399.73
44D	Skagway-Dyes Road	10,434.97	-----	10,434.97
	TOTALS	\$10,588.70	\$10,056.30	\$20,645.00

(a) Includes \$56.30 contributed by P. B. Allen.

SECOND DIVISION

Account Number	Name of Subproject	Federal	Territorial	Total
8	Nome-Council and Branches	\$4,743.94	\$5,682.74	\$10,426.68
13A	Nome-Bessie	148.79	330.80(a)	479.59
13B	Bessie-Snake River	64.82	600.00	664.82
13C	Bessie-Sunset Creek	30.48	100.00	130.48
13F	Nome-Osborne	45.66	60.00	105.66
13K	Bessie-Buster	313.98	1,500.00	1,813.98
25D	Mouth of Center Creek ..	23.96	40.00	63.96
25L	Nome Airfields	-----	332.24(b)	332.24
26	Candle Creek Road	46.45	150.00	196.45
27	Deering-Inmachuk	1,000.10	1,500.00	2,500.10
67B	Teller-Bluestone	1,230.10	1,500.00	2,730.10
73	Marshall Roads	-----	84.40	84.40
89A	Seward Peninsula Railroad:	11,302.94	-----	11,302.94
89AB	Dunker Hill-Kougarok ...	2,067.98	15,000.00	17,067.98
89C	Iron Creek-American Creek:	-----	642.50	642.50
	TOTALS	\$21,019.20	\$27,522.68	\$48,541.88

(a) Includes \$30.80 contributed by the Dream Theatre
 (b) Includes \$16.88 contributed by Pan American Airways.

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THIRD DIVISION

Account Number	Name of Subproject	Federal	Territorial	Total
35A	Willow Mountain Roads	\$2,989.83	\$2,000.00	\$4,989.83
35B	Wasilla-Fishhook-Palmer Roads	20,839.35	3,448.75(a)	24,288.10
35DB	Lucky Shot-Willow Station and Branches	142.15	400.00	542.15
35G	Palmer-Matanuska Roads ...	367.12	1,000.00	1,367.12
35H	Wasilla-Finger Lake-Palmer Roads	523.85	3,000.00	3,523.85
35J	Wasilla-Matanuska Roads ..	264.73	1,000.00	1,264.73
36	Valdez-Mineral Creek	---	86.50	86.50
48	Iliamna Bay-Iliamna Lake .	5,811.55	76.00(b)	5,887.55
51	Talkeetna Roads	11,103.65	111.40(c)	11,215.05
57	McCarthy-Dan Creek	1,907.32	1,000.00	2,907.32
65G	Slana-Nabeena	15,566.96	135.12(a)	15,702.08
75	Anchorage Loop Roads	9,421.27	1,000.00	10,421.27
75A	Anchorage-Lake Spenard Roads	5,218.53	5,481.99(a)	10,700.52
92B	Dillingham-Wood River	2,211.93	2,000.00	4,211.93
93A	Bull River Road	4,190.97	10,000.00	14,190.97
94	Kodiak Roads	8,976.91	3,420.80(f)	12,397.71
95G	Karluk Suspension Bridge .	---	63.06	63.06
98	Homer Roads	4,921.81	4,065.00(g)	8,986.81
98G	Kasilof Airfield	---	8.45	8.45
102	Territorial Highway Patrol	---	2,265.88	2,265.88
	TOTALS	\$94,457.93	\$40,562.95	\$135,020.88

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THIRD DIVISION
(Continued)

- (a) Includes \$420.00 contributed by the Morrison-Knudson Co. and \$28.75 by the Anchorage Coal Co.
- (b) Contributed by Lytle & Green Construction Co.
- (c) Contributed by Norman C. Stines.
- (d) Includes \$130.62 contributed by the Lytle & Green Construction Co. and \$450.00 by the Morrison-Knudson Co.
- (e) Includes \$20.00 contributed by Marvin Ward and \$20.00 by R. L. Sheely.
- (f) Includes \$2,626.05 contributed by the Siems-Drake Puget Sound Co. and \$794.75 by the City of Kodiak.
- (g) Includes \$65.00 contributed by Anderson and Pratt.

FOURTH DIVISION

Account Number	Name of Subproject	Federal	Territorial	Total
4AC	Big Delta Airfield	-----	\$14.32	\$14.32
4K	Fairbanks-Salchaket and Branches	\$146,611.20	961.62(a)	147,572.82
7A	Fairbanks-Chatanika and Branches	17,995.85	1,113.92(b)	19,109.77
7B	Fox-Livengood and Branches ..	11,454.00	124.64(c)	11,578.64
7C	Summit-Fairbanks Creek and Branches	-----	2,020.72	2,020.72
7D	Fairbanks-Ester and Branches.	10,126.95	4,112.08(d)	14,239.03
7J	Fairbanks-Olena Hot Springs..	-----	22.68	22.68
7N	Farmers-Birch Hill and Branches	-----	1,206.36(e)	1,206.36
9A	Rampart Airfield	-----	661.88	661.88
15A	Circle Hot Springs System ...	406.72	1,000.00	1,406.72
15C	Circle Hot Springs Airfield .	-----	36.62	36.62
15E	Miller House-Harrison Creek and Branches	161.44	300.00	461.44
15J	Central House Airfield	-----	46.12	46.12
16	Chatanika-Miller House and Branches	20,337.60	500.00	20,837.60
17C	Nulato Airfield and Road	-----	195.49	195.49
30	Manley Hot Springs System ...	5,017.14	5,000.00	10,017.14
32B	Iditarod-Flat	3,953.48	1,250.00(f)	5,203.48
32C	Kuskokwim Landing-Takotna and Branches	3,622.94	7,930.59	11,553.53
33C	Flat Local Roads	294.60	1,000.00	1,294.60

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FOURTH DIVISION
(Continued)

Account Number	Name of Subproject	Federal	Territorial	Total
33H	Flat Airfield	-----	\$48.00	\$48.00
38D	Ophir-Takotna Roads	\$8,019.46	3,553.50(g)	11,572.96
38H	Ganos Creek Road	212.23	300.00	512.23
38M	Ophir Airfield	-----	445.25	445.25
47A	Wiseman Airfield	-----	876.86	876.86
92AA	Bethel Airfield and Road ...	1,893.27	587.66(h)	2,480.93
102	Territorial Highway Patrol..	-----	1,561.08	1,561.08
	TOTALS	\$230,106.88	\$34,869.39	\$264,976.27

- (a) Includes \$461.62 miscellaneous contributions.
- (b) Includes \$986.37 contributed by the Cleary Hill Mines Company and \$127.55 miscellaneous contributions.
- (c) Includes \$76.12 contributed by J. D. Landers and \$48.52 by Mike Markovich.
- (d) Includes \$100.92 contributed by Vern Johnson and \$11.16 miscellaneous contributions.
- (e) Includes \$105.65 miscellaneous contributions.
- (f) Includes \$250.00 contributed by DeCoursey Mountain Mining Company.
- (g) Includes \$53.50 contributed by the Northern Commercial Company.
- (h) Includes \$87.66 contributed by the Standard Oil Company of California.

SUMMARY BY DIVISIONS, TERRITORIAL AND CO-OPERATIVE PROJECTS

	Federal	Territorial	Total
First Division	\$10,585.70	\$10,056.30	\$20,645.00
Second Division	21,019.20	27,522.68	48,541.88
Third Division	94,457.93	40,562.95	135,020.88
Fourth Division	230,106.88	34,869.39	264,976.27
TOTALS	\$356,172.71	\$113,011.32(a)	\$469,184.03

(a) Includes \$6,710.12 contributed by others.

TOTAL COST, BY DISTRICTS

District	Construction	Maintenance and Improvement	Total
Juneau Office and General Overhead	\$24,385.00	\$18,192.50	\$42,577.50
Southeastern	9,200.00	11,582.10	20,782.10
Valdez	649,748.76	323,041.93	972,790.69
Fairbanks	369,889.01	368,736.37	738,625.38
Southwestern	543,920.91	216,566.20	760,487.11
Nome	—	52,190.74	52,190.74
Total Costs	\$1,597,143.68	\$990,309.84	\$2,587,453.52
Plant, materials, etc., on hand undistributed			<u>368,610.05</u>
Total Expenditures			\$2,956,063.57(a)

(a) Includes \$124,314.41 Direct Treasury Settlements; does not include \$103,071.69 from reimbursements and refunds.

APPROPRIATIONS

Construction and maintenance of military and post roads, bridges and trails, Alaska, 1906 to 1940 inclusive, (See Annual Report for fiscal year ending June 30, 1940 pg. 52)	\$16,568,208.02
Act of April 1, 1941 (Deficiency Act)	1,000,000.00
Act of June 28, 1941	684,500.00
Act of December 17, 1941 (Third Supplemental National Defense Appropriation Act, 1942)	500,000.00
Act of February 21, 1942 (First Deficiency Appropriation Act, 1942)	2,200,000.00
Act of July 2, 1942	999,900.00
Act of October 26, 1942 (Second Supplemental National Defense Appropriation Act, 1943)	<u>500,000.00</u>
Total	<u>\$22,452,608.02</u>
Construction and maintenance of wagon roads, bridges and trails, "Alaska Fund":	
Fiscal years 1905 to 1939 inclusive	\$4,926,900.28(a)
Fiscal years 1940 to 1942 inclusive	441,000.00
Fiscal year 1943	<u>152,000.00</u>
Total	<u>\$5,519,900.28</u>
Increase of compensation, War Department:	
Fiscal years 1918 to 1925 inclusive	<u>\$95,059.50</u>
National Cemeteries:	
Fiscal years 1925 to 1932 inclusive	<u>\$6,704.60</u>
National Industrial Recovery, Interior, Alaska Road Commission, 1933-1937	<u>\$1,596,000.00</u>
Emergency Relief, Interior, Alaska Road Commission, 1935-1937	<u>\$671,500.00</u>
Emergency Relief, Interior, Alaska Road Commission, 1936-1938	<u>\$450,000.00</u>
Roads and Trails, National Parks:	
Fiscal years 1925 to 1930 inclusive	\$1,316,876.37
Fiscal years 1933 to 1937 (National Industrial Recovery) ..	150,000.00
Fiscal year 1941	50,000.00
Fiscal year 1942	37,326.93
Fiscal year 1943	<u>10,000.00</u>
Total	<u>\$1,564,203.30</u>
National Monuments:	
Fiscal years 1933 to 1940 inclusive	<u>\$4,477.02</u>
Construction of Access Road, Kasitana Bay to Red Mountain:	
Fiscal year 1943	<u>\$93,500.00</u>
Barracks and Quarters:	
Fiscal year 1932	<u>\$1,252.50</u>
TOTAL FEDERAL APPROPRIATIONS	<u>\$32,455,205.22</u>

(a) Adjusted

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

By the Territory:	
Public roads, bridges, trails, ferries and related works:	
Fiscal years 1920 to 1942 inclusive	\$2,468,134.71
Fiscal year 1943	62,826.20
Shelter cabins:	
Fiscal years 1932 to 1940 inclusive	118,736.10
Nisina Bridge:	
Fiscal years 1922 to 1923 inclusive	25,000.00
Telephone lines, Seward Peninsula:	
Fiscal years 1926 to 1931 inclusive	13,073.20
Pioneer Cemetery Road:	
Fiscal year 1927	3,341.02
Flood control, Lowell Creek:	
Fiscal year 1929	10,000.00
Yukon-Kuskokwim Portage:	
Fiscal year 1930	7,500.00
Valdez Dyke:	
Fiscal year 1932	10,000.00
Radio telephones:	
Fiscal year 1932	<u>6,477.34</u>
Total Territory	\$2,725,088.57
By others:	
Fiscal years 1922 to 1942 inclusive.....	221,810.50
Fiscal year 1943:	
Norman G. Stines	\$ 111.40
Northern Commercial Company.....	53.50
Morrison-Knudsen Company	424.50
Siems Drake Puget Sound	2,626.05
P. B. Allen	56.30
City of Kodiak	794.75
Lytle & Green Construction Company	206.62
Pan American Airways	16.85
Dream Theatre	30.80
Creamer's Dairy	6.07
Vern Johnson	100.92
R. G. Fitz	98.94
U. S. Smelting, Refining and Mining Company.	10.03

Charles Creamer	\$ 33.38	
J. H. Cox	14.46	
Anderson and Pratt	65.00	
Marvin Ward	20.00	
Cleary Hill Mines Company	986.37	
J. D. Landers	76.12	
Tom Kasantris	40.35	
Anchorage Coal Company	28.75	
Standard Oil Company of California	87.66	
Floyd Haganan	6.48	
Quint Paolini	24.46	
Charles McGrath	62.42	
Midnight Sun Broadcasting Company	28.77	
Harry Badger	13.27	
G. W. Gasser	12.10	
A. E. Creamer	5.09	
Clyde Geraghty	68.78	
Mike Markovich	48.52	
Guy Turnbow	35.33	
E. E. Drouin	20.41	
City of Fairbanks	90.00	
Ted White	5.10	
Harry O. Arend	8.92	
George A. Black	11.26	
R. L. Sheely	20.00	
Murray G. Smith	110.36	
DeCoursey Mountain Mining Company	250.00	6,710.12
		<u>\$228,520.92</u>
Total others		<u>\$2,953,609.49</u>
TOTAL CONTRIBUTED FUNDS		<u>\$2,953,609.49</u>
TOTAL SUPERVISED FUNDS (See Annual Report 1932, pages 64-66)		<u>\$2,840,147.35</u>
GRAND TOTAL, ALL FUNDS		<u>\$38,248,962.06</u>