



Karen Fitzgerald Tilton

This is not Portage Glacier Road, but I copied the file as it contains many good examples of cooperative agreement documents for a typical road project.

RG 30 ALASKA ROAD COMMISSION  
BUREAU OF PUBLIC ROADS  
PROGRAM PLANNING & RESEARCH CORRES  
JUNEAU, AK 1894? -- 1958

**30**

Box: \_\_\_\_\_ / \_\_\_\_\_ / \_\_\_\_\_

400.6

0  
Roads  
Alaska.

REPORT ON ROAD APPLICATION

Name of Project Portage Road.

Termini East and west side of Prince of Wales Island, Chomley Sound to Hetta Inlet near Sulzer.

County Division 1, Territory of Alaska.

Forest Tongass.

Application by Territorial Senator Charles Sulzer.

Date of Application

Length of Project 3 miles.

Estimated Cost \$21,000.

Survey and Plans None.

Relation to Highway System This road would be an eastern extension of the Portage Road already constructed from tide-water to tide water. This extension would carry the road down Chomley Sound below the heavy ice, which is a great handicap at present to passengers and mail transportation, which crosses the portage twice each week.

Relation to Forest Development None.

Probable Cooperation None unless from Territorial Legislature, which meets in March, 1917.

Recommendation This project is worthy of immediate attention and early construction.

B.P.R. PORTAGE ROAD, #441 Con.

He (Lieutenant Pillsbury) then visited Ketchikan and made a reconnaissance of route, and ordered survey for a road in that vicinity across a short portage of about four miles on Prince of Wales Island from the Cholmondely Sound to Hetta Inlet; .....  
(p. 7. Report of the Board of Road Commissioners For Alaska, 1905)

Other trails in contemplation in Southeastern Alaska or, for the present, the Prince of Wales Island Portage Road near Ketchikan, previously mentioned, and a trail from the head of Gastineau Channel, vicinity of Juneau through the mining region lying back and up toward the lower arm of Berner's Bay. Definite location of this trail has not yet been made. The Ketchikan road will save the journey to Hetta Inlet and the adjacent West Coast of Prince of Wales Island by way of the open ocean out through Dixon's Entrance, a journey dangerous most of the year for the boats that ply in that vicinity. Valuable copper and gold deposits are found in this island.

(p. 21. Report of the Board of Road Commissioners for Alaska, 1905)

PORTAGE ROAD, PRINCE OF WALES ISLAND, S.E. ALASKA  
(No. 1.)

A preliminary examination of the route was made June 17th. A complete survey was made in July by Mr. D. S. Whitfield. The length of the road is 3.7 miles. The cost of the survey was \$675. Plans and specifications for the construction of this work have been prepared, and contracts can be let as soon as funds become available.

(p. 35. Report of the Board of Road Commissioners for Alaska, 1905)

Before leaving for Washington in November last the following work was laid out by the Board for the winter:

.....; and the preparation of plans and specifications for construction of a portage road across Prince of Wales Island, near Ketchikan, ..... Bids were invited upon these two last named pieces of work but none was received for the portage road, .....  
(p. 3. Report of the Board of Road Commissioners for Alaska, 1906)

The Board is at present constructing a wagon road across a narrow portage on Prince of Wales Island from the head of Cholmondely Sound to Hetta Inlet, a distance of about four miles, principally for passengers and light traffic, and for the transmission of the mails, avoiding the exposed and frequently dangerous trip for small boats around the end of the island. This work has been carried on under great difficulties, by reason of a nearly incessant rainfall, working through heavy timber and dense undergrowth, and over, in places, an almost bottomless accumulation of decayed vegetation and muck.  
(p. 14. Report of the Board of Road Commissioners for Alaska, 1906)

Portage Road - Prince of Wales Island.  
(No. 1)

The purpose of the Board is to afford communication between the west coast of Prince of Wales Island and the town of Ketchikan, without rounding Cape Chacon. The trip around this cape, in smaller craft, is ordinarily very rough, and the boats are often delayed through waiting for suitable weather for the trip. The road connects sheltered waters of Cholmondley Sound and Hetta Inlet. The total length is 3-9/10 miles. A weekly mail crosses the portage.



The road was located and surveyed during the summer of 1905. An extension of 2/10 miles was made this summer to extend the road to deep water at both ends.

Bids for the construction of the road were advertised for in May, but none received, except an informal bid for the construction of a railroad, which it was not thought proper to consider.

Construction was commenced June 20th, under local charge of Mr. F. H. Sylvester, and is still in progress. When last inspected, October 24th, the work was somewhat more than one-half done. Out of the 126 days since the beginning of the work there had been but twenty during which there was not a decided rain, and but sixteen days of sunshine.

The cost of the road to date, has been as follows:

Printing and advertising	\$ 120.35
Horses, harness and forage	1,476.12
Tools, tentage, and equipment	785.86
Transportation of supplies	353.01
Clearing - 3.7 miles	
Labor, including subsistence	\$1,961.52
Powder	664.19
	2,625.71
Grading 2.0 miles	
Labor, including subsistence	
Corduroy and culverts - 2610 linear feet	
Labor, including subsistence	3,021.24
Bridge - 70 foot span	133.00
Blacksmithing	82.05
Superintendence	1,211.16
	<u>12,395.05</u>
Total	

Clearing was 24 feet wide, corduroy 13 feet wide, and grading chiefly in gravelly clay, although some rock was met with. It is not expected that this road can be completed until next spring.

(p. 31-32. Report of the Board of Road Commissioners for Alaska, 1906)

PORTAGE ROAD, PRINCE OF WALES ISLAND (No. 1).-- This road connects the head of Chomly Sound, on the east side of Prince of Wales Island, with the head of Hetta Inlet, on the west side of the island. The length is 3.96 miles. It is designed to afford communication between the town of Ketchikan ~~and~~ and the west coast of Prince of Wales Island without rounding the island by way of Cape Chacon. Vessels rounding the cape are likely to encounter very heavy seas and the smaller craft are frequently delayed awaiting favorable weather. The west coast of the island is sheltered by numerous small islands and can be navigated with safety by small craft. There is a regular weekly mail service from Ketchikan across the portage.

Construction was begun during the season of 1906, but progress was slow. Rain fell almost continually and the ground was covered with decaying vegetable matter to the depth of as much as 4 feet. It was very difficult to keep men on the work.

At date of last report (November 1, 1906) the crew was still in the field. The cost to that date, including outstanding liabilities, was \$12,395.05. The crew continued at work until November 14, 1906, when the work was closed down for the winter. The expenditures during this period were \$3,158.49, making the total expenditure for 1906 \$15,553.54; 1.09 miles of earth road and 0.9 mile of corduroy had been constructed, and 1.66 miles in addition had been cleared and logged off during 1906.

Construction was resumed April 26, 1907, under Mr. George Pulham, superintendent, and J. S. Hayes, foreman. On arriving at the work considerable snow was found on the ground, but to utilize the equipment properly during the season the work could not be delayed and the snow was shoveled off. The cost of laying corduroy during the preceding season had been so high that it was decided to use plank on those places where an

earth road would not serve. It was found that portions of the earth road constructed during the previous year would not sustain the heavy wagon loads of plank, and these portions, aggregating 0.31 mile, were corduroyed or planked.

The entire road was completed June 12.

The new construction comprised 0.24 mile of earth road and 1.73 miles of plank road. In addition a foot trail was constructed along the north side of Chomly Sound to a point open throughout the year, as during severe weather ice forms at the head of this inlet.

The cost of construction was as follows:

Repairs and improvements to road previously constructed:	
1,565 linear feet plank road, at \$1.26 per foot, including lumber .....	\$ 1,978.39
90 linear feet corduroy, at \$2.18 .....	190.81
General repair.....	578.11
	<u>2,747.31</u>
New work of the present season:	
Grubbing and grading 1.97 miles, at \$1.895 per mile .....	3,734.48
9,148 linear feet plank road, at \$0.92 per foot, including lumber .....	8,231.41
Foot trail .....	500.17
	<u>12,466.06</u>
Total .....	<u>\$ 15,213.37</u>

The above figures include superintendence, incidental labor, transportation, and all plant and equipment except that transferred to other roads. Lumber cost \$14 per 1,000 delivered at the head of Chomly Sound and \$14.50 per 1,000 delivered at Hetta Inlet.

The road has been in use since its completion, but the travel has been light and, as far as known, confined to foot travelers.

(p. 15-16. Report of the Board of Road Commissioners for Alaska, 1907)

Portage Road, Prince of Wales Island (No. 1).-- This road extends from the head of Chomly Sound, on the east side of Prince of Wales Island, to the head of Hetta Inlet, on the west side of the island, a distance of 3.96 miles. It affords a safe and easy line of communication between the town of Ketchikan and the west coast of Prince of Wales Island, thus avoiding the dangerous sea trip around Cape Chacon at the southern end of the island. There is a weekly mail service over this road.

Construction was begun during the season of 1906 and completed June 12, 1907. On account of the very wet soil, a large part of the road was planked, plank being found cheaper than corduroy. The work this year has been under the charge of Mr. Anton Lervold, foreman. It consisted in certain improvements to the completed road, and in the construction of a pack trail from the west end to the town of Sulzer, and from the east end along Chomly Sound to reach a point free from the ice which forms at the head of the sound during severe weather. The western extension to Sulzer, a distance of 3.63 miles and 2.37 miles of the eastern extension were completed this year. The cost of construction this year, including contingencies, was \$6,864.01. This includes maintenance. On account of almost continuous rain, construction has been very slow and costly.

The road has been in use since its completion, but travel has been confined principally to foot travelers and the mail.

(p. 13, Report of the Board of Road Commissioners for Alaska, 1908)



Portage Road -- Prince of Wales Island (No.1)

This road with trail extensions is described in the report for 1908. Work during the present year consisted in a few repairs to the road and trail already completed and in the extension of the trail at the east end of the road to a point on Chomly Sound free from ice in winter. About 1 mile of trail was constructed this year. The cost, including maintenance, was \$1,343.21.

(p. 11. Report of Alaska Road Commission, 1909)

Prince of Wales Island portage road (no. 1).--- This road, with trail extensions, was completed last year. The work this year consisted entirely in maintenance -- \$300 was expended by the Board in addition to the work done by the local road tax.

(p. 7. Report of the Board of Road Commissioners for Alaska, 1910).

Route 1 - Prince of Wales Island Portage Road (10.0 miles).---

This route consists of 3.9 miles of wagon road and 7 miles of pack trail. Construction was completed in 1909. No expenditures were made this year.

(p. 8. Report of Board of Road Commissioners for Alaska, 1911).

Route 1--Prince of Wales Island portage road (3.9 miles road and 7 miles trail).--- No work was considered necessary this year.

(p. 8. Report of the Board of Road Commissioners for Alaska, 1912).

Route 1--Prince of Wales Island Road (3.9 miles road and 7 miles trail).--- No work was undertaken on this route during the past year.

Repair and maintenance work of the usual kind are now in progress.

(p. 15. Report of the Board of Road Commissioners for Alaska, 1913).

Route 1--Prince of Wales Island Road (3.9 miles road and 7 miles trail).-- Necessary repairs to this route were made in October 1913. On the road section these repairs comprised the replacement of broken planks and the removal of windfalls. On the trail section the work of maintenance included the removal of slides and windfalls. The cost of the work averaged \$50.60 per mile.

(p. 7. Report of the Board of Road Commissioners for Alaska, 1914).

Route 1--Prince of Wales Island Road (3.9 miles road, 7 miles trail).-- No work was done on this route during the year. Extensive repairs to the road section and the improvement of the trail sections to accommodate wagon traffic, are now under way.

(p. 7. Report of the Board of Road Commissioners for Alaska, 1915).

Route 1--Prince of Wales Island Road (4.1 miles road, 6.8 miles trail).-- In addition to extensive repairs to the wagon road section of this route, a portion of the trail section on each side of the island was improved to wagon road standards, to enable boats to transfer mail and freight directly to the wagon road. Approximately 1,000 feet of plank road was built in making these extensions. The total cost of repairs and new construction was \$5,170.53.

(p. 7-8. Report of the Board of Road Commissioners for Alaska, 1916).

Route 1--Prince of Wales Island Road (4.1 mile road, 6.8 miles trail).-- The work of the year was confined to the wagon-road section, the greater part of which is planked. Worn planks were replaced and the remainder leveled where necessary. An extension of 200 feet at the

western end of the road was constructed at a cost of \$2 per linear foot. The total expenditure was \$676.09.

(p. 17. Report of the Board of Road Commissioners for Alaska, 1917).

Route 1. Prince of Wales Island Road (4.1 miles road, 6.8 miles trail).--- The only work done on this route consisted of replacing planking, at a cost of \$88.50.

(p. 3843. Report of the Board of Road Commissioners for Alaska, 1918)

Route 1. Prince of Wales Island Road (4.1 miles of road, 6.8 miles of trail).--- Connects Chomley Sound with west coast of Prince of Wales Island. Road was originally of plank construction, built in 1905. Planking has rotted away until road is unsafe for traffic. During fall of 1918 the first 2 miles were reconstructed and put in very good condition. The remaining section was patched up so road could be used during winter, with expectation of resuming work as soon as weather permitted in the spring. Unfortunately, through failure of appropriation, work can not be resumed until July 1, when the project will be taken up on a cooperative basis, Alaska Road Commission allotting \$5,000, Department of Agriculture \$10,000, with \$5,000 from the Territory. It is intended to reconstruct the remaining section of the wagon road on a brush corduroy foundation, which will be of a more durable type of construction and is necessary on account of the high cost and temporary nature of planking. The trail section will be improved by wider clearing, reduction of short but heavy grades, and betterment of alignment. As the work could not be undertaken in the spring, the road has been impassable for wheel traffic since March. Total expenditure for maintenance amounted to \$5,265.67.

(p. 3873. Report of the Board of Road Commissioners for Alaska, 1919).

Route 1. Prince of Wales Island Road (4-1/2 miles of road, 6-1/2 miles of trail).-- This road connects Chomley Sound with the west coast of Prince of Wales Island and was originally constructed of plank in 1905. The planking rotted away until road was unsafe for traffic, necessitating reconstruction. At present 3-1/4 miles have been reconstructed and are in very good condition. The remaining three-fourths mile of wagon road is being reconstructed. Two and one-fourth miles of the trail have been widened to 10 feet, and it is planned to continue the work until the entire length has been improved. Work was suspended in November 1919, and resumed in April 1920. This project was done on a cooperative basis, the Alaska Road Commission allotment being \$10,000, Department of Agriculture \$20,000, with \$12,500 from the Territory of Alaska. Total expenditures from all sources during the fiscal year, \$37,784.26.

(p.2093. Report of the Board of Road Commissioners for Alaska, 1920).

Route 1. Turned over to the Department of Agriculture in cooperation with the Territory of Alaska, July 1, 1920. The funds of the Department of Agriculture are limited to projects in the Tongass and Chugach National Forests. This releases Alaska Road Commission funds for use in other parts of the Territory.

(p. 14. Annual Report of the Alaska Road Commission, 1921).

Form M115

UNITED STATES DEPARTMENT OF AGRICULTURE  
BUREAU OF PUBLIC ROADS

File No. 400.6-a

CROSS REFERENCE

February 4, 1925,

From C. H. Purcell  
To \_\_\_\_\_

Subject Encl. brief resume of existing Cooperative Agreement and authorization together with final financial statements covering proj. Project has been completed and accounts closed off books. Check should be made with your records in order that we may arrive at correct agreement with respect to authorizations and expenditures.

See File No. 400

400.6

UNITED STATES DEPARTMENT OF AGRICULTURE  
 BUREAU OF PUBLIC ROADS  
 DISTRICT NO. 1.

PORTAGE

441-Con.

FEDERAL FOREST ROAD CONSTRUCTION	\$ 1,998.03	} \$17,896.24
COOPERATIVE CONSTRUCTION, ETC. OF ROADS AND TRAILS, NATIONAL FORESTS	15,898.21 <del>17,932.25</del>	
COOPERATIVE WORK, FOREST SERVICE	11,184.43 <del>9,150.39</del>	

The original Cooperative Agreement between the Territorial Board of Road Commissioners and the Secretary of Agriculture, signed by the Local Authority on June 13, 1919 and the Secretary on July 7, 1919 provided for \$10,000 Territorial Funds, \$5,000 Alaska Road Commission Funds, and \$15,000 Federal Funds. This agreement was modified by Supplementary Agreement No. 1, signed by the Local Authority on April 7, 1920 and by the Secretary on May 1, 1920, which provided \$12,500 Territorial Funds, \$5,000 Alaska Road Commission Funds and \$20,000 Federal Funds. On July 1, 1920, the Portage Project was taken over by the Forest Service as a minor project. The original agreement together with the supplementary agreement was cancelled thru agreement signed by the Local Authority on October 8, 1920 and by the Secretary on January 22, 1921. This cancellation agreement effective January 22, 1921, provided that the obligations to date of either party signatory to the previous agreements should in nowise be effected.

The cost of the project to the Federal and Territorial government was \$29,050.67, the Secretary paying \$19,930.28 and the Territory \$9,150.39. On the basis of Cooperation (Secretary 61.54% and Territory 38.46%) provided in the supplementary agreement, the Secretary's share of the cost would be \$17,896.24 and the Territory's \$11,184.43, the Secretary having therefore paid \$2,034.04 more than his proportion of the cost. Adjustment was made by transferring



PORTAGE

441-Con.

(Continued - #2)

\$2,034.04 from the Portage C.W.F.S. allotment to C.W.F.S. Contingent Fund to be available for future disbursement as part of the Secretary's share on any project which the Forest Service might desire to undertake or which might be under construction. This \$2,034.04 was subsequently used as part of the Secretary's share of \$30,000 for maintenance for the calendar year 1923 (See Maintenance 1923 Statement). The \$2,034.04 was made up of \$849.61 unexpended balance from the \$10,000 set-up by the Territory to the Portage project and \$1184.43 unexpended balance from the last \$2,500 set up by the Territory to the Petersburg-Scow Bay project. This last \$2,500 provided by the Territory was supposed to be set up to the Portage project to complete their agreement of \$12,500. However, on account of a shortage of funds on the Petersburg-Scow Bay project this \$2,500 was not actually set up to the Portage project but by verbal agreement with the Territory was transferred and set up to the Petersburg-Scow Bay project. The \$1,184.43 unexpended balance was subsequently transferred to the Portage project.

PORTAGE

441-Con.

(Continued - # 2)

ALLOTMENTS

	<u>Auth.No.</u>	<u>Date</u>	<u>F.F.R.C.</u>	<u>Sec. 8</u>	<u>C.W.F.S.</u>	<u>Total</u>
	P-3	7-28-19	\$2,000.00 ✓			
	P-11	7-28-19		\$13,000.00 ✓		
	Portland F.A.				\$10,000.00 ✓	
(a)	Total Original Agreement		\$2,000.00 ✓	\$13,000.00 ✓	\$10,000.00 ✓	\$25,000.00 ✓
(b)	P-51	5-18-20		5,000.00 ✓		
(a)	CD-55	6- 1-21			(2,500.00) ✓	
(a)	Total Supplementary Agreement No. 1		\$2,000.00 ✓	\$18,000.90 ✓	\$12,500.00 ✓	\$32,500.00 ✓
(b)	CD-55	6- 1-21			(-2,500.00) ✓	
(c)	J-27	11-25-21	\$2,000.00 ✓	\$18,000.00 ✓	\$10,000.00 ✓	\$30,000.00 ✓
(d)	J-28	11-25-21	\$2,000.00 ✓	\$18,000.00 ✓	1,184.43 ✓	\$31,184.43 ✓
	J-29	11-25-21		-67.75 ✓	-2,034.04 ✓	
	J-30	11-25-21	-1.97 ✓			
	Total set-up		\$1,998.03 ✓	\$17,932.25 ✓	\$ 9,150.39 ✓	\$29,080.67 ✓

EXPENDITURES

	<u>F.F.R.C.</u>	<u>Sec. 8</u>	<u>C.W.F.S.</u>	<u>Total</u>
Payments by F. A.	\$1,998.03 ✓	\$17,932.25 ✓	\$ 9,150.39 ✓	\$29,080.67 ✓
Equipment Rentals				
2 1/2% Retirement				
Treasury Settlements				
TOTAL	\$1,998.03 ✓	\$17,932.25 ✓	\$ 9,150.39 ✓	\$29,080.67 ✓

- (a) The original and supplementary agreements provided \$5,000 A.R.C. Funds. On June 30, 1920 the A.R.C. withdrew \$1,471.23 of the original agreement amount leaving a balance of \$3,528.77 which was expended by the Alaska Road Commission for construction prior to July 1, 1920.
- (b) This \$2,500 was never actually set up to the Portage project. The Territory made this amount available in order to meet their agreement for the Portage project but the funds were transferred to the Petersburg-Scoow Bay project by verbal agreement.
- (c) This \$1,184.43 was transferred from the Petersburg-Scoow Bay project to the Portage project.
- (d) This \$2,034.04 consisted of \$1,184.43 transferred from the Petersburg-Scoow Bay project to the Portage project for transfer to the C.W.F.S. Contingent Fund to be made available for future disbursement as part of the Secretary's share on any project which the Forest Service might desire to undertake or which might be under construction.

UNITED STATES DEPARTMENT OF AGRICULTURE  
 BUREAU OF PUBLIC ROADS  
 DISTRICT NO. 1.

PORTAGE

441-Con.

S U M M A R Y

FINANCIAL STATEMENT  
 October 31, 1924.

<u>Appropriation</u>	<u>Total Set Up</u>	<u>Total Expended</u>	<u>A.R.C. Construction</u>	<u>B.P.R. Construction</u>
F.F.R.C.	\$ 1,998.03 ✓	\$ 1,998.03 ✓	\$ 1,998.03 ✓	0.00 ✓
Section 8	17,932.25 ✓	17,932.25 ✓	16,808.78 ✓	\$ 1,123.47 ✓
C.W.F.S.	9,150.39 ✓	9,150.39 ✓	7,995.98 ✓	1,154.41 ✓
Total B.P.R. & Coop. Funds	\$29,080.67 ✓	\$29,080.67 ✓	\$26,802.79 ✓	\$ 2,277.88 ✓
Total A.R.C. Funds	3,528.77 ✓	3,528.77 ✓	3,528.77 ✓	0.00 ✓
Total cost Construction	\$32,609.44 ✓	\$32,609.44 ✓	\$30,331.56 ✓	\$ 2,277.88 ✓

*Checks with  
 Book of  
 all*

400.6-2

FINAL FINANCIAL STATEMENT

ON

POSTAGE ROAD

ALLOCATIONS

C.T.F.C. \$ 9,350.39

Alaska Road Com. 5,508.77

Section Eight 17,932.35

T.T.R.C. 1,025.09

Total Allocations \$ 33,816.60

EXPENDITURES

Financial Agent's Payments \$ 33,816.60

OTHER DATA

Dry Labor Cost. \$ 33,816.60

Location Survey and

Construction Engineering costs on work progressed and included in work done.

*See letter June 3, 1924  
File 390*

*Handwritten notes:*  
Ketchikan, Alaska  
June 22, 1921  
D  
over

Portage Road Project.

Ketchikan, Alaska  
June 22, 1921.

Mr. B. J. Campers, Secretary,  
Territorial Board of Road Commissioners,  
Juneau, Alaska.

Dear Sir:

The Portage Road project was abandoned July 1, 1920, and the agreement cancelled. The cost of the work to the Federal and Territorial Governments is \$29,000.07, the Secretary paying \$19,950.26 and the Territory \$9,150.29. On the basis of cooperation (Secretary 61.64% and Territory 38.46%) provided in the agreement, the Secretary's share of the cost would be \$17,896.24 and the Territory's \$11,104.45, therefore, the Secretary has paid \$2,004.04 more than his proportion of the cost.

Of the \$10,000.00 set up by the Territory for this project there is a balance of \$629.61 which will apply on the deficit. This leaves a balance of \$1,104.45 to be set up by the Territory in order to fulfill their obligations.

Of the last \$2500.00 which you set up to the Petersburg project, and which, it was understood, was a transfer from the Portage project, there has been held unexpended \$1104.45.

The proper way to handle this will be for you to request Louis King, Fiscal Agent, Ketchikan, Alaska, to transfer this amount from the Petersburg-Cow Bay project to the Portage Road project. After this is done, the Forest Service should decrease the Bureau of Public Roads

A.J. Downers (2).

allotment to the Portage project by \$2,034.04- cooperative funds which will close out this project in accordance with the terms of the cooperative agreement.

These funds will then become a Forest Service contingent available for future disbursement as part of the Secretary's share on any project which the Forest Service desires to undertake, or which is now under construction.

Very truly yours,

ENCLOSURE

S. H. CRASHMAN

Senior Highway Engineer.



*a*

UNITED STATES DEPARTMENT OF AGRICULTURE  
BUREAU OF PUBLIC ROADS,  
DISTRICT No. 1.

BUREAU OF PUBLIC ROADS	
KETCHIKAN, ALASKA	
Read by	<i>ewl.</i>
Postal Highway Eng'r.	
POST OFFICE BUILDING, PORTLAND, OREG.	
April 19, 1921.	
	<input checked="" type="checkbox"/>

IN YOUR REPLY PLEASE  
REFER TO FILE NO.-----

Mr. C. W. Cheatham,  
Bureau of Public Roads,  
Ketchikan, Alaska.

APR 26 1921

Dear Sir:

Your letter of March 30, addressed to us, and also letter of same date addressed to Mr. R. J. Summers, Secretary of Territorial Board of Road Commissioners, have been referred to Mr. Cousins and the Forest Service and Mr. Cousins states that he did not fully understand the situation formerly. He now suggests that it be handled in the same manner that we handled the Quinault Lake, South, project in the State of Washington and submits the procedure outlined in the enclosed copy of memorandum. We are therefore returning your letter addressed to Mr. Sommers so that you can re-write it according to Mr. Cousins' suggestions.

Very truly yours,

  
Acting District Engineer.

Enclosures.

COPY

April 8, 1921.

*c.w.l.*

MEMORANDUM FOR BUREAU OF PUBLIC ROADS:

It is suggested that the following two paragraphs be substituted in place of the 2nd paragraph of Mr. Cheatham's letter of March 30:

The proper way to handle this will be for the Territory to make the transfer as requested in my letter of March 30. After this is done the Forest Service should decrease the Bureau of Public Roads' allotment to the Portage project by \$2,034.04 - Cooperative Funds - which will close out this project in accordance with the terms of the cooperative agreement.

These funds will then become a Forest Service contingent available for future disbursement as part of the Secretary's share on any project which the Forest Service desires to undertake, or which is now under construction.

PHILIP H. DATER

District Engineer.

UNITED STATES DEPARTMENT OF AGRICULTURE  
 BUREAU OF PUBLIC ROADS  
 DISTRICT No. 1

IN YOUR REPLY PLEASE

POST-OFFICE BUILDING  
 PORTLAND, OREGON

REFER TO FILE No. \_\_\_\_\_

Ketchikan, Alaska,  
 March 30th., 1921.

Mr. R. J. Sommers, Secretary,  
 Territorial Board of Road Commissioners,  
 Juneau, Alaska.

Dear Sir:-

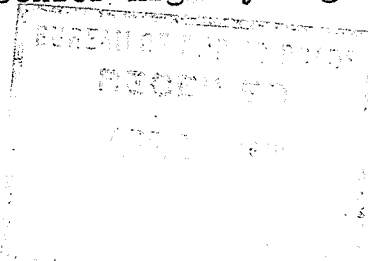
The Portage Road project was abandoned July 1st., 1920 and the agreement cancelled. The cost of the work to the Federal and Territorial Governments is \$29,080.67, the Secretary paying \$19,930.28 and the Territory \$9,150.39. On the basis of cooperation (Secretary 61.54% and Territory 38.46%) provided in the agreement, the Secretary's share of the cost would be \$17,896.24 and the Territory's \$11,184.43, therefore the Secretary has paid \$2,034.04 more than his proportion of the cost.

Of the \$10,000.00 set up by the Territory for this project there is a balance of \$849.61 which will apply on the deficit. This leaves a balance of \$1,184.43 to be set up by the Territory in order to fulfill their obligations.

Of the last \$2,500.00 which you set up to the Petersburg project and which it was understood was a transfer from the Portage project, there has been held unexpended \$1,184.43. I now ask that you request Louis King, Fiscal Agent, Ketchikan, to transfer this amount from the Petersburg-Scow Bay project to the Portage Road project. This does not mean additional set up by the Territory but only a transfer of funds from one project to another in order to close up the project accounts according to the agreements.

*and*  
 Yours very truly,

*P. W. Cheatham*  
 Senior Highway Engineer.



Form 125-600M- Feb., 1919.

SIGNAL CORPS, UNITED STATES ARMY

**WASHINGTON - ALASKA MILITARY CABLE AND TELEGRAPH SYSTEM  
TELEGRAM**

*P*

*13*

**RECEIVED at**

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U Portland Ore April 5th-6th-1920

Major Waugh

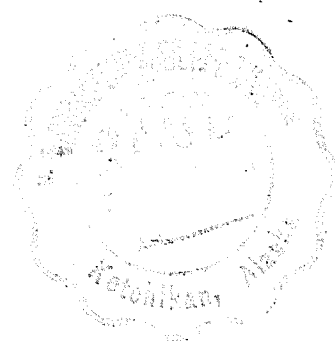
Juneau Als

Please have territorial commission file section eight application form  
seventy portage and Petersburg projects.

Cecil

840am

*Ped.*



CANCELLATION

of

COOPERATIVE AGREEMENT

and

SUPPLEMENTARY COOPERATIVE AGREEMENT

(Approved by the Secretary of Agriculture  
July 17, 1919, and April 7, 1920)

for

THE SURVEY, CONSTRUCTION AND MAINTENANCE

of

PORTAGE ROAD

ALASKA

Loc. Auth. 10/2/20

Sec. January 22-1921

Copy for Mr. Heatham

CANCELLATION  
of  
COOPERATIVE AGREEMENT  
and  
SUPPLEMENTARY COOPERATIVE AGREEMENT

(Approved by the Secretary of Agriculture July 17, 1919, and April 7,  
1920)

for  
THE SURVEY, CONSTRUCTION AND MAINTENANCE  
of  
PORTASH ROAD  
ALASKA



CANCELLATION OF  
COOPERATIVE AGREEMENT AND SUPPLEMENTARY COOPERATIVE AGREEMENT

THIS AGREEMENT made this 8th day of October, 1920, by and between the Territorial Board of Road Commissioners, Territory of Alaska, hereinafter called the Local Authority, and the Secretary of Agriculture, hereinafter called the Secretary;

WITNESSETH, that:

WHEREAS, on the 17th day of July, 1919, the Secretary approved a cooperative agreement for the survey, construction and maintenance of the project known as the Portage Road, and on the 7th day of April, 1920, amended said cooperative agreement by a supplementary cooperative agreement, said cooperative agreement and supplementary cooperative agreement having been previously signed by the Local Authority, and

WHEREAS, the closing down of the mines at or near the terminus of the project has lessened the immediate demand for the construction of the road and it is considered more advisable to complete <sup>early</sup> the construction of other projects;

NOW, THEREFORE, in consideration of the premises the Local Authority and the Secretary do mutually agree as follows:

ARTICLE I.

That the Cooperative Agreement of July 17, 1919, and the Supplementary Cooperative Agreement of April 7, 1920,

are hereby canceled, effective on the date on which the Secretary approved this Agreement. The cancellation of said Cooperative Agreement and the Supplementary Cooperative Agreement shall in no wise affect the obligations of either party signatory thereto prior to their cancellation.

IN WITNESS WHEREOF the parties hereto have hereunto affixed their signatures and official seals, the Local Authority on the day and year first above written, and the Secretary on the 22nd day of January, 1920.

· TERRITORIAL BOARD OF ROAD COMMISSIONERS

By Thomas Riggs, Jr.  
W. J. Smith  
R. J. Summers

(SEAL)

E. D. Ball  
Acting Secretary of Agriculture



UNITED STATES DEPARTMENT OF AGRICULTURE

SUPPLEMENTARY COOPERATIVE AGREEMENT #1

for

THE SURVEY, CONSTRUCTION AND MAINTENANCE

of

NATIONAL FOREST AND COOPERATIVE ROADS

under

Sec. 8, Federal Aid Road Act,  
Approved July 11, 1916  
(39 Stat., 355)

and

Sec. 8, Post Office Appropriation Act  
Approved February 28, 1919  
(Public 299)

and

The Rules and Regulations of the Secretary of Agriculture  
Approved September 1, 1916 and Amended April 28,  
1917, January 16, 1919, and March 12, 1919.

Forest Service District: 6      Name of Project: Portage

Territory: Alaska      Date of Application:

Judicial District: No. 1      Date of Execution by  
Local Authority April 7, 1920

National Forest: Tongass      Date of Execution by Secretary 5/1/20

SUPPLEMENTARY COOPERATIVE AGREEMENT

THIS AGREEMENT made this 7<sup>th</sup> day of April, 1920, by and between the Territorial Board of Road Commissioners, Territory of Alaska, hereinafter called the Local Authority, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of Section 5 of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes" and Section 8 of the Post Office Appropriation Act approved February 28, 1919 (Public 299)

WITNESSETH: that

WHEREAS, on the 17th day of July, 1919, the said Local Authority and the Secretary entered into an agreement for the survey, construction and maintenance of the Project locally known as the Portage Road, and

WHEREAS the costs of construction have exceeded the estimates and the amounts provided in said agreement, and it is now desired to complete the construction of the Project by increasing these amounts from funds which are now available for this work;

NOW, THEREFORE, the Local Authority and the Secretary, in consideration of the mutual advantages to be gained thereby, do mutually agree as follows:

1,500  
\$37,500

Annual Maintenance  
Location surveys and construction

Following amounts:

and standard of construction above specified will cost the  
next year, it is estimated that the project of the length  
Based upon the costs of construction during the

12 miles	Total length of project
12 miles	Within National Forest
12 miles	Within Judicial District No. 1

Project is divided approximately as follows:

shown upon Exhibit A hereto attached. The mileage of the  
75 feet, with timber structures and with cross sections as  
and a general minimum radius of curvature of not less than  
4 percent, the project shall have a maximum grade of 6 percent  
miles in length. Unless notified in accordance with Article  
Bulger Post Office, terminal points, being approximately 12  
Lanes of Hole Island, Chertley Sound to Hotta Inlet near  
Fortage Road, located between the east and west sides of  
construction and maintenance of the project known as the  
This Agreement covers the survey, plans, estimates,  
hereby amended to read as follows:

That Article 2 of said Cooperative Agreement is

ARTICLE 1.



ARTICLE 2.

That Article 9 of said Cooperative Agreement is hereby amended to read as follows:

It is agreed, subject to the terms of this Agreement, that the Local Authority shall pay Twelve Thousand Five Hundred Dollars (\$12,500.00) as its share of the final costs of the survey, plans, estimates, and construction of the Project; that the Board of Road Commissioners for Alaska will contribute Five Thousand Dollars (\$5,000.00) of said costs, and that the Secretary shall pay the balance thereof; provided that the total liability of the Secretary on account thereof shall not exceed Twenty Thousand Dollars (\$20,000.00).

It is hereby mutually understood and agreed that if road building equipment owned by the Federal Government is furnished for the construction, extraordinary repairs, reconstruction or maintenance of this project, the rental value of the equipment so furnished shall be determined on the basis of rental schedules established by the Bureau of Public Roads and in force at the time work is started, and shall be credited on the share of the final costs to be paid by the Secretary for the survey, plans, estimates, construction, extraordinary repairs, reconstruction, or maintenance, as the case may be.

It is further agreed that the Secretary shall pay 50 percent of the costs of maintenance of the entire Project

and that the Local Authority shall pay 50 percent of said costs.

ARTICLE 3.

That Article 10 of said Cooperative Agreement is hereby amended to read as follows:

The Local Authority agrees that funds sufficient to meet all its obligations, with respect to the survey, plans, estimates and construction of the Project, incurred under this Agreement, have been made in the following manner:

By resolutions of the Territorial Board of Road Commissioners under dates of June 13, 1919, and April 7, 1920, appropriating Ten Thousand Dollars (\$10,000.00) and Two Thousand Five Hundred Dollars (\$2,500.00) respectively, as evidenced by certified copies of the above mentioned resolutions filed or to be filed with the District Forester at Portland, Oregon on or before May 15, 1920, and which are hereby made a part of this Agreement.

ARTICLE 4.

That this Agreement shall be considered as supplemental to the said Cooperative Agreement executed by the Local Authority on June 13, 1919, and by the Secretary on July 17, 1919.

IN WITNESS WHEREOF the parties have hereunto affixed their signatures and official seals, the Local Authority on the day and year first above written, and the Secretary on the 1<sup>st</sup> day of May, 1920.

TERRITORIAL BOARD OF ROAD COMMISSIONERS

(SEAL)

R. J. Summers

W. G. Smith

(SEAL)

C. F. Marvin

acting Secretary of Agriculture.

R E S O L U T I O N

RESOLVED that the sum of Two Thousand Five Hundred (\$2,500) Dollars is hereby appropriated from the allotment of the First Judicial Division for roads, from appropriation period ending February 28, 1921, to be expended in the cooperative construction of the PORTAGE DEFICIENCY in accordance with the terms set forth in the agreement submitted by the Secretary of Agriculture.

---

I, R. J. SOMMERS, Secretary of the Territorial Board of Road Commissioners, do hereby certify that the above and foregoing is a full, true and correct copy of a Resolution passed by the Territorial Board of Road Commissioners at their meeting held April 7, 1920.

R. J. Sommers,  
Secretary, Territorial Board  
of Road Commissioners.

I certify that the foregoing is a true and correct  
copy of the original.

D. D. Strauss

NOTARY PUBLIC FOR OREGON  
MY COMMISSION EXPIRES SEPTEMBER 20th, 1922

UNITED STATES DEPARTMENT OF AGRICULTURE

COOPERATIVE AGREEMENT

for

THE SURVEY, CONSTRUCTION AND MAINTENANCE

of

NATIONAL FOREST AND COOPERATIVE ROADS

under

Sec. 8, Federal Aid Road Act  
Approved July 11, 1916  
(39 Stat., 355)

and

Sec. 8, Post Office Appropriation Act  
Approved February 28, 1919  
(Public 299)

and

The Rules and Regulations of the Secretary of Agriculture

(Approved September 1, 1916 and Amended April 28,  
1917 and January 16, 1919)

27  
27

Forest Service District: 6	Name of Project: <u>Portage</u>
Territory: Alaska	Date of Application:
Judicial District: No. 1	Date of Execution by Local Authority <u>June 13-1919</u>
National Forest: Tongass	Date of Execution by Secretary _____

*July 17, 1919*

UNITED STATES DEPARTMENT OF AGRICULTURE

COOPERATIVE ADMINISTRATION

and

THE HIGHWAY, CONSTRUCTION AND MAINTENANCE

of

NATIONAL FOREST AND COOPERATIVE ROADS

under

Sec. 6, Federal Aid Road Act

Approved July 11, 1916  
(39 Stat., 336)

and

Sec. 6, Post Office Appropriation Act

Approved February 26, 1919  
(Public Law 155)

and

The Rules and Regulations of the Secretary of Agriculture

(Approved September 1, 1916 and amended April 26,  
1917 and January 16, 1919)

Recent Service District: 6

Name of Project: Bridge

Territory: Alaska

Date of Application:

National Route/Designation:

Date of Examination by Secretary:

Local Authority June 12 - 1919

AGREEMENT

This agreement made this 13<sup>th</sup> day of June

1919, by and between the Territorial Board of Land Commissioners, Secretary of Alaska, hereinafter called the Local Authority, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of Section 5 of the act of Congress approved July 11, 1916 (39 Stat., 356), entitled, "An act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes" and Section 5 of the Post Office Appropriation Act approved February 20, 1919 (Public 299)

WITNESSETH that

WHEREAS the said Local Authority has applied through the Alaska Land Commission and the Forest Supervisor of the Tongass National Forest for the cooperation of the Secretary in the survey, construction and maintenance of a certain project to be located approximately as described in said application; and

WHEREAS the said project is within Judicial District No. 1, within the Tongass National Forest, and the survey, construction and maintenance thereof is necessary for the use and development of resources upon which communities within and adjacent to said National Forest are dependent;



Now, WHEREAS, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the local authority and the Secretary do hereby mutually agree as follows:

DEFINITION OF TERMS

ARTICLE I.

For the purposes of this agreement the following terms shall be construed respectively to mean:

- (1) Secretary. The Secretary of Agriculture of the United States, or his duly authorized representative.
- (2) Local Authority. The Territory of Alaska acting through the Territorial Board of Road Commissioners.
- (3) Project. The road, trail or bridge covered by this agreement.
- (4) Plans. Maps, plans or other drawings, and specifications.
- (5) Construction. Reconstruction and improvement as well as original construction.
- (6) Maintenance or Properly Maintain. The making of needed repairs and the preservation of a reasonably smooth surface or a reasonably satisfactory structure, as the case may be, but not extraordinary repairs or reconstruction.

DEFINITION OF PROJECT

ARTICLE II.

This agreement covers the survey, plans, estimates, construction and maintenance of the Project known as the Barstow Road, located between the east and west sides of Prince of Wales Island, Chomley Sound to Netta

trail near Sulzer Post Office, terminal points, being approximately 18 miles in length. Unless notified in accordance with Art. 4 heretofore, the project shall have a maximum grade of 6 per cent and a general minimum radius of curvature of not less than 75 feet, with timber structures and with cross sections as shown upon Exhibit A hereto attached. The mileage of the project is divided approximately as follows:

Within Judicial District No. 1	12 miles
Within National Forest	12 miles
Total length of project	18 miles

It is estimated that the project of the length and standard of construction above specified, will cost the following amounts:

Location surveys and construction	\$50,000
Annual maintenance	1,500

ARTICLE 4. STATE AND FEDERAL

ARTICLE 5.

Unless prevented by strikes, unusual weather conditions, the act of God, the public enemy, or other unforeseen cause, the Secretary will cause the location survey of the Project to be started within 60 days from his original allotment to the Project as provided in Art. 13, and upon the completion of such survey, adequate plans and estimates of cost to be prepared. Upon the approval by the local authority, the Forest Service and the

Bureau of Public Roads of such plans and estimates, the Project shall be constructed in strict conformity therewith unless modified in accordance with Art. 4 hereof. The costs of such survey, plans and estimates shall finally be shared by the parties hereto as hereinafter provided.

#### ARTICLE 4.

If, including the estimated cost of surveys and engineering, the estimated final cost, based on location survey or on the lowest satisfactory bid for constructing the Project, is in excess of the amount which the parties have agreed to provide, notice thereof shall be given by the Forest Service to the local authority. If both parties have and are willing to provide additional funds to meet such excess, such funds shall be provided by the parties hereto in such amounts, respectively, as may be mutually agreed upon; otherwise such changes approved by the local authority, the Forest Service, and the Bureau of Public Roads may be made in the plans and specifications as are found advantageous and will reduce such total cost to the amount hereinafter provided. In case of such excess cost, construction shall not be started or obligations with reference thereto incurred until appropriate provision has been made for modification of plans and specifications or for making additional funds available. If the funds which have been provided or can be made available are still

Article 10

It is hereby mutually understood and agreed that the Government of the United States and the Government of the Republic of the Philippines shall jointly contribute to the cost of the project, and the cost shall be shared equally between the two Governments. The Government of the United States shall contribute to the cost of the project in the amount of \$1,000,000 and the Government of the Republic of the Philippines shall contribute to the cost of the project in the amount of \$1,000,000.

Article 11

Article 12

It is hereby mutually understood and agreed that the Government of the United States and the Government of the Republic of the Philippines shall jointly contribute to the cost of the project, and the cost shall be shared equally between the two Governments. The Government of the United States shall contribute to the cost of the project in the amount of \$1,000,000 and the Government of the Republic of the Philippines shall contribute to the cost of the project in the amount of \$1,000,000. The Government of the United States shall contribute to the cost of the project in the amount of \$1,000,000 and the Government of the Republic of the Philippines shall contribute to the cost of the project in the amount of \$1,000,000. The Government of the United States shall contribute to the cost of the project in the amount of \$1,000,000 and the Government of the Republic of the Philippines shall contribute to the cost of the project in the amount of \$1,000,000.

ARTICLE 6.

ARTICLE 6.

The Project from termini to termini, as described in art. 5 hereof, shall be constructed by and under the direct supervision of the Secretary, either by force account, or by contract or by both, as may be determined by the Secretary; and the costs thereof shall be shared by the parties hereto in the proportions hereinafter provided. Unless prevented by strikes, unusual weather conditions, the Act of God, the public enemy, the failure of either party to the Agreement to provide adequate funds to meet its share of the cost of work during the calendar year 1919, or other unforeseen causes, and provided the necessary right of way has been acquired for the Project, construction of the Project shall be started or advertisement for bids made within 60 days of the approval of the plans and estimates as herein provided, and thereafter the Project shall be prosecuted diligently to completion and as continuously as conditions will permit.

ARTICLE 7.

ARTICLE 7.

The Project, or any completed portion thereof, shall, after completion, be properly maintained throughout by the Secretary, and the costs thereof shall be paid as hereinafter provided.

AGREEMENT BETWEEN THE UNITED STATES AND THE LOCAL AUTHORITY

ARTICLE 8.

If, during the program of construction or within two years after its completion, on account of the action of the elements, or otherwise, extraordinary repairs or reconstruction become necessary, in the judgment of the Secretary, on any portion or portions of the project in order to restore such portion or portions to a satisfactory condition, the Secretary shall so notify the Local Authority, accompanying such notification with a statement of the work to be performed and an estimate of the costs thereof. The work shall be begun at such time as may be fixed by the Secretary, and, unless otherwise mutually agreed to, shall be performed by or under the supervision of the Secretary. Unless otherwise mutually agreed to, the cost of such work shall be shared equally by the parties hereto.

ARTICLE 9. CONTRIBUTION OF LOCAL AUTHORITY TO THE COSTS OF SURVEY, PLANS, ESTIMATES AND CONSTRUCTION OF THE PROJECT.

ARTICLE 9.

It is agreed, subject to the terms of this Agreement, that the Local Authority shall pay Ten Thousand Dollars (\$10,000) as its share of the final costs of the survey, plans, estimates and construction of the project; that the Board of Local Commissioners for Alaska will contribute Five Thousand Dollars (\$5,000) of said costs, and that the Secretary shall pay the balance thereof; provided that the total liability of the Secretary on account thereof shall not exceed Fifteen Thousand Dollars (\$15,000).

It is further agreed that the Secretary shall pay 50 per cent of the costs of maintenance of the entire project and that the local authority shall pay 50 per cent of said costs.

MONIES AVAILABLE

ARTICLE 10.

The local authority agrees that funds sufficient to meet all its obligations, with respect to the survey, plans, estimates and construction of the project, incurred under this agreement, have been made in the following manner:

By resolution of the Territorial Board of Land Commissioners under date of June 13-1919 appropriating Ten thousand dollars (\$10,000), as evidenced by certified copies of above-mentioned resolution filed, or to be filed with the District Forester at Portland, Oregon, on or before July 15, 1919, and which is hereby made a part of this agreement.

ARTICLE 11.

The local authority agrees that in addition to the amounts named in Art. 10 hereof such further amounts will be provided and made available by resolution or otherwise as may be necessary to meet all its obligations under this agreement in amount of construction or of extraordinary repairs or reconstruction as provided herein, and the local authority will promptly notify the Secretary of such action

and will submit satisfactory evidence thereof, all of which shall, when so submitted, become a part of this agreement.

ARTICLE 12.

Unless and until this agreement is modified or terminated by mutual consent, or as provided in Art. 17 hereof, the Local Authority agrees that funds sufficient to meet all its obligations, with respect to the proper maintenance of the Project, incurred under this agreement, will be made annually available by allotment from funds appropriated for Territorial road and bridge maintenance and construction.

ARTICLE 13.

The Secretary agrees that, within sixty (60) days from the execution of this agreement, or within sixty (60) days from the date when appropriations become available therefor, sufficient funds will be allotted out of the money made available by Congress for the purpose to meet the obligations with respect to the survey, plans, estimates, and construction of the Project, incurred by the United States under this agreement.

ARTICLE 14.

It is mutually understood and agreed that this agreement is made upon the condition that the Board of Road Commissioners for Alaska will make available the amounts named in Art. 9 hereof, and that if said Board should fail



to make said amounts available, and the funds which the parties hereto have agreed to provide or can make available are insufficient to construct the Project in accordance with the approved plans and specifications, or approved changes therein, either party may, before construction is begun or obligations with respect thereto incurred, withdraw from the agreement upon thirty (30) days notice to the other and upon payment of its pro rata share of expenses theretofore incurred in connection with the Project.

ARTICLE 15.

ARTICLE 15.

Whenever funds become available for the purpose, the Local Authority shall deposit its share of the estimated costs of survey, plans, estimates and construction of the Project as determined under the provisions of this agreement, also an amount estimated to be sufficient to pay the Local Authority's share of the costs of maintenance during the then calendar year, and such further amount, if necessary, as is estimated to be sufficient to pay the Local Authority's share of the costs of extraordinary repairs or reconstruction, in the United States Treasury to the credit of the War Department for disbursement on account of this project by the Board of Road Commissioners for Alaska on vouchers approved by the Alaska representative of the Bureau of Public Roads of the Department of Agriculture, ~~in accordance with the provisions of the Act of Congress approved June 30,~~

FISCAL ACCOUNTING AND REPORTS

ARTICLE 16.

The Secretary shall, as soon as practicable after the completion of construction, or of any extraordinary repairs or reconstruction, submit to the Local Authority such information as shall be available concerning the amounts so disbursed on account of survey, plans, estimates, construction, extraordinary repairs or reconstruction, from the funds deposited by the Local Authority in the United States Treasury, and, at the close of each year, such information as may be available concerning the amount so disbursed, if any, during that year on account of maintenance.

~~whereas the Government of Alaska, having that part of the amount of~~  
~~the same~~

ARTICLE 17. FAILURE TO MAINTAIN OR COMPLY WITH AGREEMENT

ARTICLE 17.

If the local authority shall fail to make available sufficient funds to meet all its obligations hereunder, or shall fail properly to maintain the Project to the extent required under Art. 7 hereof, or if there is any other failure on the part of the local authority to comply with the terms of this Agreement, the Secretary will give notice thereof, and if, within four (4) months from the receipt of such notice, the condition complained of is not satisfactorily corrected, the Secretary shall be freed from any and all further liability hereunder, may abrogate this and any other existing Agreement with the local authority and may thereafter decline to enter into any other Cooperative Agreement with the local authority either jointly or severally, until compliance has been made with the terms of this Agreement.

ARTICLE 18.

This Agreement is made subject to all the rules and regulations of the Secretary of Agriculture, as approved September 1, 1916, or subsequent amendment thereof, the same as if such rules and regulations were specifically set out and repeated herein.

ARTICLE 18.

It is mutually agreed and understood that nothing in this agreement shall be construed as obligating the Secretary to expend, or as involving the United States in any contract or other obligation for the future payment of, money in excess of appropriations authorized by law.

ARTICLE 19.

It is mutually agreed that if after bills have been received and contract signed, or the construction of the project sufficiently progressed to ascertain approximately the final costs, it appears that a considerable portion of the amounts set aside for the project by the parties hereto will not be needed, such a proportion of this amount as not to be needed as may be mutually agreed upon may be withdrawn and transferred to other similar projects.

ARTICLE 20.

No person undergoing sentence of imprisonment at hard labor which has been imposed by courts of the several States, Territories or Municipalities having criminal jurisdiction, shall be employed in the performance of the work on the project covered by this agreement.

ARTICLE 21.

All rights of way not an land of the United States necessary for the project shall be provided, and all the expenses thereof and any incidental damages to adjoining

property paid by or on behalf of the local authority, and no part of such expense or damage shall be paid directly or indirectly by the United States or be considered as a part of the local authority's share of the final costs of the Project as hereinafore provided.

IN WITNESS WHEREOF the parties have hereunto affixed their signatures and official seals, the local authority on the day and year first above written, and the Secretary on the 17th day of July, 1910.

FEDERAL BOARD OF ROAD COMMISSIONERS

Thomas Ryan, Jr. Chairman  
Charles E. Davidson, Secy  
W. G. Smith

(2412)

at: Barrett Ousley  
Secretary of Agriculture  
Wm W  
ASAC

R E S O L U T I O N .

RESOLVED that the following sums appropriated from the allotment to the First Judicial Division for roads be expended in the cooperative construction of the following projects, -

Portage Road	\$10,000.00
Petersburg-Scow Bay,	5,000.00
Juneau-Eagle River,	5,000.00
Ketchikan Lighthouse Station-Wards Cove,	11,500.00

the same to be handled by the Bureau of Public Roads and the Alaska Road Commission as per agreement signed by the Territorial Board of Road Commissioners of even date, under authority of Section Two (2), Chapter Eleven (11), Session Laws of Alaska, 1919.

---

I, CHARLES E. DAVIDSON, Secretary of the Territorial Board of Road Commissioners do hereby certify that the above and foregoing is a full, true and exact copy of Resolution passed by the Territorial Board of Road Commissioners at a meeting held at Juneau, Alaska, on June 13, 1919.

Dated June 13, 1919.

CHARLES E. DAVIDSON  
Secretary, Territorial Board of  
Road Commissioners.

BOARD OF ROAD COMMISSIONERS FOR ALASKA

Juneau, Alaska

June 10, 1919.

From: President of the Board.  
 To: The Honorable the Secretary of Agriculture, Washington.  
 The Honorable Territorial Board of Road Commissioners,  
 Juneau, Alaska.  
 Subject: Cooperation.

1. Referring to the cooperative agreement for the survey, construction and maintenance of National Forest and Cooperative roads under Section 8, Federal Aid Road Act, approved July 11, 1916, (39 Stat. 355) and Section 8, Post Office Appropriation Act, approved February 28, 1919, (Public 299), and the Rules and Regulations of the Secretary of Agriculture (Approved September 1, 1916, and amended April 28, 1917, and January 16, 1919), and to comply with the conditions set forth in Article 9 of the Cooperative Agreements, the Board of Road Commissioners for Alaska has allotted from its funds the following amounts for the projects named:

Portage Road.....	\$5,000.00
Ketchikan-Lighthouse Station, Wards Cove & Ketchikan Creek.....	5,000.00
Juneau-Eagle River.....	5,000.00
Petersburg Scow Bay.....	<u>5,000.00</u>
Total.....	20,000.00

WHW/GHS

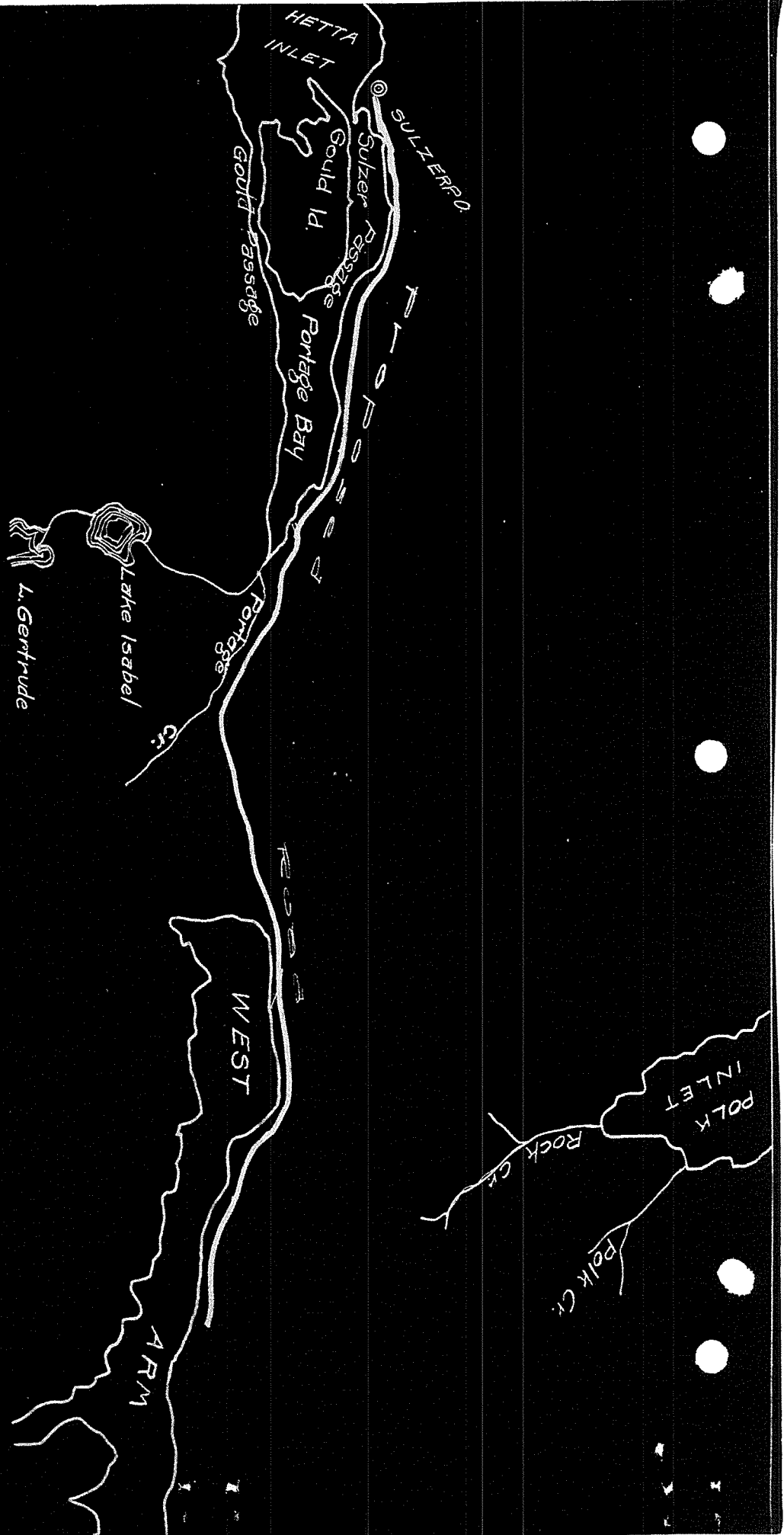
W. H. WAUGH  
 Major of Engineers.

I certify that the foregoing are true and correct  
copies of the original.

F. D. Strause

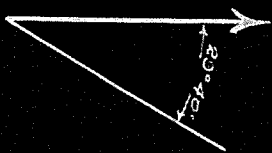
NOTARY PUBLIC FOR OREGON  
MY COMMISSION EXPIRES SEPTEMBER 20th, 1922

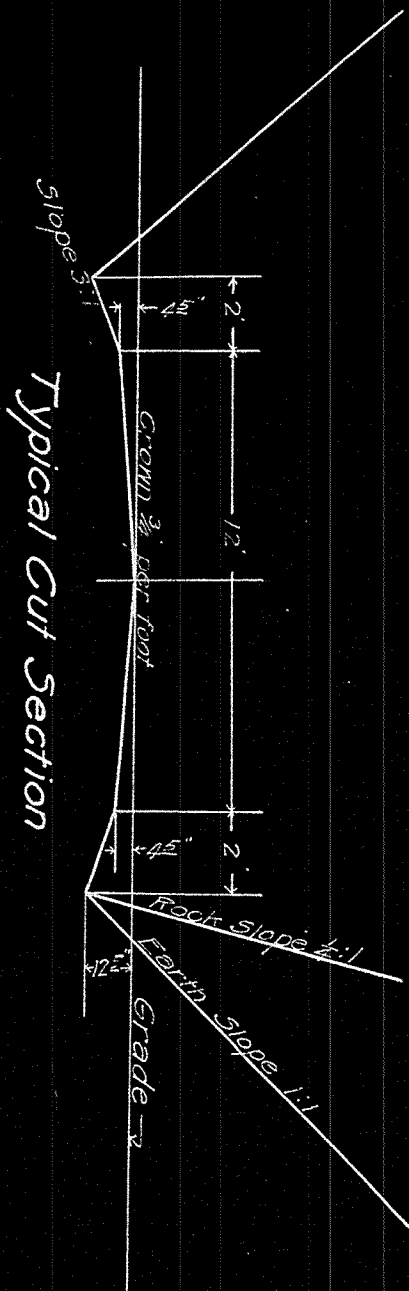




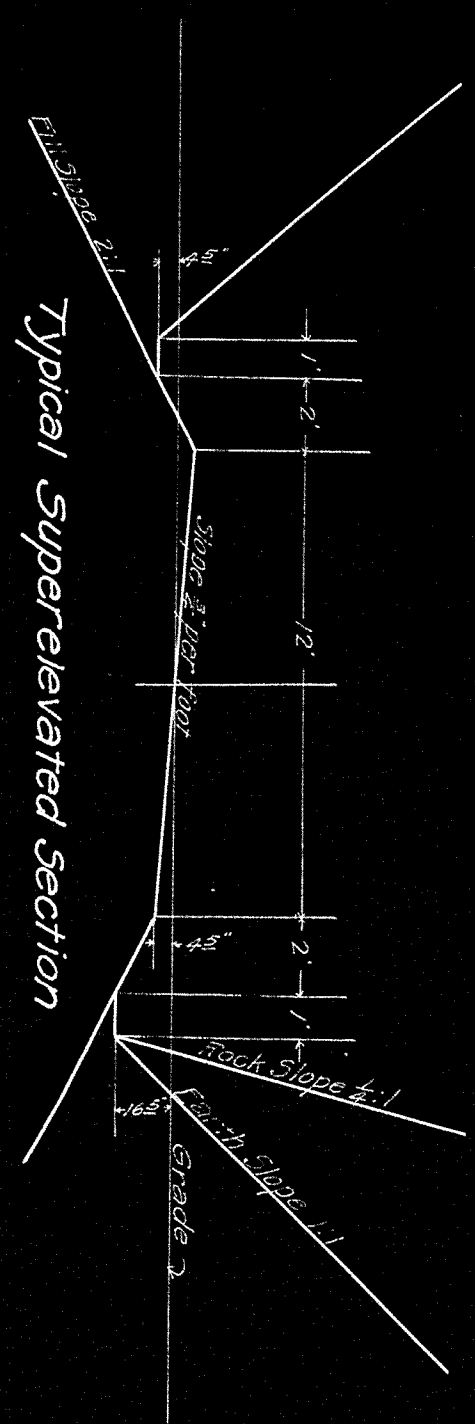
PORTAGE ROAD  
Scale 1" : 1 Mile

Approximate  
Variation 1919





Typical Cut Section



Typical Super-elevated Section

Approved April 21, 1919. *Res. St. Miller*

FOREST SERVICE  
DISTRICT 6

150.6  
D

Juneau, Alaska,  
October 18, 1932.

Mr. C. H. Purcell,  
District Engineer,  
Bureau of Public Roads,  
Portland, Oregon.

Dear Sir:

In compliance with your request of August 1, 1932, I am enclosing herewith final reports and Form 58 with brief resume of the work on the following projects:

Salmon River Road  
Juneau-Eagle River Road  
Seward-Kenai Lake, Section 1  
Quartz Creek-Russian River, Section B  
Kotalla Road  
~~Portage Road.~~

All of the above sections have been completed and their books closed. No additional charges will be made against any of the above projects and balances of funds remaining as shown, will be withdrawn as soon as you advise us if this is the proper procedure.

All of the above projects were started while Major Waugh was still in charge of this work. They were all handled by day labor and very little cost data was kept. I have shown on Form 58 all the information available.

Very truly yours,

C. W. CREATHAM

Asst. District Engineer.

UWC:mas

Enclosures.

COPY

D

ER  
Alaska  
Portage Road

March 28, 1923.

PROGRESS REPORT ON PORTAGE ROAD.

This report is based upon the examination of the Portage Road June 5, 1922 by the undersigned in company with Supervisor Gardner.

We examined the road from the west end which is uncompleted, walking over all of the uncompleted portion and over about one-half mile of the completed eastern end of the road. Supervisor Gardner stated that the road was in approximately the same condition as that which we saw for the balance of the way to the eastern terminus - hence it was not inspected.

The Portage project extends from Cholmondeley Sound - ~~from this sound~~ on the east side to Hetta Inlet ~~and~~ on the west side of Prince of Wales Island a distance of approximately three miles. The pass between these two inlets is low so that there are practically no grades.

The east end of the road was constructed several years ago as a single track road about eight or nine feet wide. The part we saw was surfaced with gravel and was in good condition, although it showed very little travel. The west end of the road which has not been completed is an old plank road, the planks laid on logs, blocked up with chunks of logs and poles. This plank road, however, is in bad condition. Many of the planks are broken and all are brittle and would not stand travel. Many of the logs supporting the planks are rotten so that the entire portion would need to be reconstructed before it could be used as road.

I paced the uncompleted distance and estimated it to be 7060 feet or approximately one and one-third miles. So far as I could see the cost of this portion should be about the same as the cost of the completed portion, assuming the same labor and material costs.

At the time the road was started there was a good sized settlement at Sulzer, which was the camp for the Jumbo Copper Mine. At the time of the examination Sulzer was entirely abandoned with the exception of one old man, a homesteader whom I understand has since died. There was a watchman at the Jumbo mine. Formerly there had been several

JUN 28 1923

BUREAU OF PUBLIC ROADS	
ALASKA	
Read by	R. C. Johnson
	Keatham
	✓
	✓

(ER Alaska-Portage Road) - 2

other settlements on Hetta Inlet, a smelter having been constructed at one of them. On account of unfavorable mining conditions however, the entire inlet was abandoned as far as real industry was concerned and as nearly as I could see, there does not appear to be sufficient reason which would justify the construction of this road. Should it ever happen that business on the west coast of the Prince of Wales Island, particularly this inlet, became active again, it would no doubt be advisable to complete this project. At present it is recommended that nothing be done with it.

There is a mail boat which makes weekly trips from Ketchikan to Craig on the west side of the Prince of Wales Island, going around the south end. Another mail boat makes weekly trips to Craig from Wrangell. By means of these two boats the west coast is now supplied with mail communications which I think is very satisfactory. I have no doubt but that this project will some day be revived and a demand for its completion made.

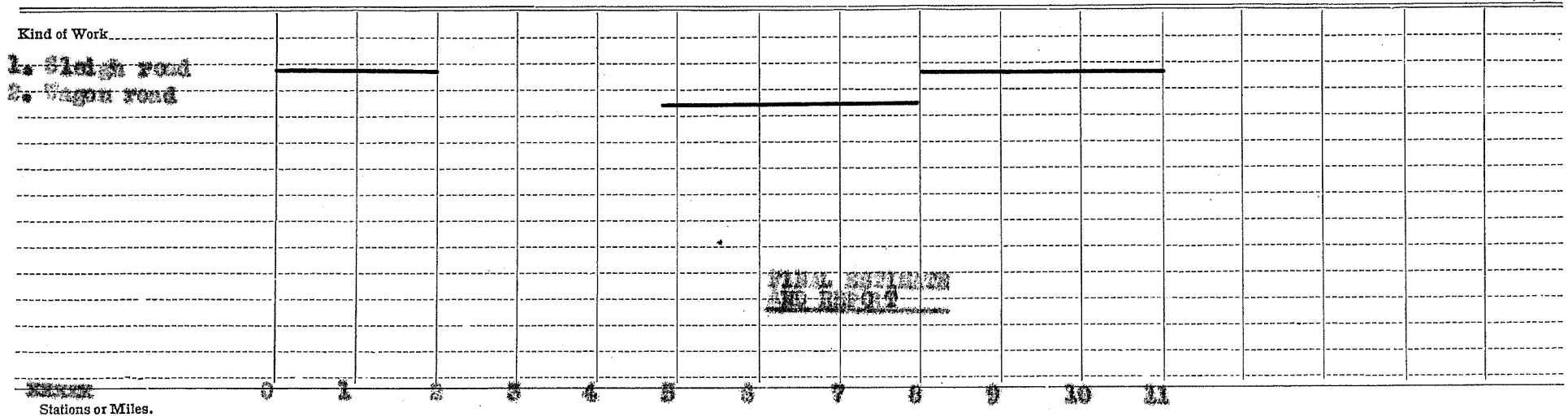


Assistant District Forester,  
Forest Service,  
U.S. Department of Agriculture.



PROGRESS CHART OF September, 1920

WORK DONE DURING MONTH OF Sept., 1920 (Red) AND PREVIOUSLY (Black)



COMPARISON OF WORK COMPLETED AND COST

											TOTAL
Units of work completed to date	5.75 M. 3.15 M.										
Unit price to date											32509.44
Cost to date											
Total probable cost											
Engineer's estimated cost											
Probable increase											
Probable decrease											
Total probable quantities											
Engineer's estimated quantities											
Difference, + increase - decrease *											100%
Per cent complete											75.00

ESSENTIAL POINTS.—Make out this form promptly and in triplicate. Keep costs of work on face and cost to Government on reverse. Per cent complete of construction item is ratio of work done and latest revised estimate of total to be done. For per cent complete of job see instructions. Do not enter prorated charges but send classified list monthly from field cost book. Prorating will be done in the district office and is based on labor costs for the period. Estimate closely all quantities for 10th and 20th report and measure for closing report of month. Total cost to date on face of T.M. disregards omitted prorated charges on 10th and 20th. From this total however, rough unit cost checks may be computed on field, copy if desirable on 10th and 20th. Check your field cost book on day labor jobs before making out this form. Prevent any unexpected overrun in cost by prompt and accurate entries on this page.

Construction Engineering		
Survey and Plans	Included above in "Cost to date"	
Other Liabilities	Part 2025	32509.44
Total Probable Liabilities		32509.44
Agreement Amount	See other side.	
Apparent Balance or Deficit		

UNITED STATES DEPARTMENT OF AGRICULTURE  
 FOREST SERVICE  
 TONGASS-CHUGACH NATIONAL FOREST

ADDRESS REPLY TO  
 FOREST SUPERVISOR  
 AND REFER TO

KETCHIKAN, ALASKA

December 2, 1919.

DER - Tongass  
 Portage Road.

Alaska Road Commission,  
 Juneau, Alaska.

Gentlemen:

In accordance with circular letter dated September 13th there is being enclosed a report, on the form provided for that purpose, on the amount of work accomplished on the Portage Road and connecting trails for this season. Supplementary to this form report, the following information is given which may be of some advantage for the continuation of the work next season.

Not as much was accomplished on the Portage as had been hoped for, owing to the fact that it was nearly the middle of the summer before work began on the road proper - operations in getting out timbers and the laying of corduroy being delayed by necessary repair work; and the building of a couple of bridges. We were also handicapped by not being able to use one team for a part of the time.

A great deal remains yet to be done on this road. However, it could all be completed, including the trails, in one more season if two full crews were put to work at the earliest possible time in the Spring and by running extremely late in the Fall. Below is an estimate of the work yet to be completed, sectionized in accordance with the instructions outlined in your letter of July 1.

SECTION A  
 Two Miles to Complete.

Swamping brush and light timber from Myer's Cabin to Lower Chomly Cabin, distance 1 mile, width 24' @ \$300 per Mile....	\$ 300.00
Grading loose earth and some rock, $\frac{1}{2}$ mile, 10' wide on steep side hill @ \$2000 per Mile.....	1000.00
Blasting stumps and falling timber, 2 miles @ \$500 per M...	1000.00
Loose rock work, $1\frac{1}{4}$ mile for grade 10' wide @ \$2000 per M...	2500.00
One-half mile fairly solid rock on steep hill side @ \$6000 per M.....	1 3000.00
Total estimated cost to complete Chomly Sled Roac.....	\$7800.00



DER- Tongass  
Portage Road.

SECTION C  
One and one-half Mile to Complete.

1½ Miles Corduroy, including setting up camps, cutting and pulling stringers, splitting and laying of corduroy, and logging material out of the woods @ \$12000 per mile; also includes 2 layers of gravel, 1½ Miles @ \$12000 per M.....\$ 18000.00  
On Section C it is extremely difficult to obtain proper top surfacing and this will be a large item of expense. A suitable gas donkey should be employed next season, as the timber henceforth is too far back to be logged out with teams.

SECTION D  
(Two miles Completed)  
One mile to Complete.

Swamping brush and timber 20' wide @ \$200 per Mile.....	\$ 200.00
Grading and repairing old trail 6' wide @ \$200 per M.....	200.00
Repairing 3 old bridges.....	50.00
Total Section D .....	\$ 450.00

SUMMARY

Summary of Estimated expense for Season 1920, and for entire completion of Portage Road and trails as follows:

Section A.....	\$ 7,800.00	2300.
Section C.....	18,000.00	5000
Section D.....	450.00	450
	\$ 26,250.00	<u>57750.00</u>

Very truly yours,

*Samuel S. Swearing*  
Foreman.