

ANNUAL REPORT OF THE CHIEF OF ENGINEERS, 1923

EXTRACT

REPORT UPON THE CONSTRUCTION AND
MAINTENANCE OF MILITARY AND POST
ROADS, BRIDGES, AND TRAILS, ALASKA

BOARD OF ROAD COMMISSIONERS
FOR ALASKA



WASHINGTON
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[EXTRACT FROM THE ANNUAL REPORT OF THE CHIEF OF ENGINEERS
TO THE SECRETARY OF WAR.]

WAR DEPARTMENT,
OFFICE OF THE CHIEF OF ENGINEERS,
Washington, October 5, 1922.

* * * * *

BOARD OF ROAD COMMISSIONERS FOR ALASKA.

OFFICERS OF THE BOARD.

President: Maj. James G. Steese, Corps of Engineers, United States Army, retired.

Engineer officer: Maj. John C. Gotwals, Corps of Engineers, United States Army.

Secretary and disbursing officer: Capt. C. S. Ward, Corps of Engineers, United States Army, to May 2, 1922; and Capt. Aubrey H.

2233

Bond, Corps of Engineers, United States Army, May 3, 1922, to date.

Military assistant, under the immediate orders of the president of the board: Capt. C. S. Ward, Corps of Engineers, United States Army, May 3, 1922, to date.

Organization and duties.—The act of Congress approved January 27, 1905, "To provide for the construction and maintenance of roads * * * in the District of Alaska, and for other purposes" (33 Stats. 616), and amended by act of May 14, 1906 (34 Stats. 192), prescribes in section 2 as follows:

That there shall be a board of road commissioners in said district to be composed of an Engineer officer of the United States Army to be detailed and appointed by the Secretary of War, and two other officers of that part of the Army stationed in said district and to be designated by the Secretary of War. The said Engineer officer shall, during the term of his said detail and appointment, abide in said district. The said board shall have the power, and it shall be their duty, upon their own motion or upon petition, to locate, lay out, construct, and maintain wagon roads and pack trails from any point on the navigable waters of said district to any town, mining, or other industrial camp or settlement, or between any such town, camps, or settlements therein, if in their judgment such roads or trails are needed and will be of permanent value for the development of the district, but no such road or trail shall be constructed to any town, camp, or settlement which is wholly transitory or of no substantial value or importance for mining, trade, agricultural, or manufacturing purposes.

* * * * *

The Engineer officer of the board shall in all cases supervise the work of construction and see that the same is properly performed.

* * * * *

It shall be the duty of said board, as far as practicable, to keep in proper repair all roads and trails constructed under their supervision, and the same rules as to the manner in which the work of repair shall be done, whether by contract or otherwise, shall govern as in the case of the original construction of the road or trail.

The board was organized May 15, 1905. War Department orders of February 15, 1913, relative to the work of the board, prescribe that the senior officer on duty, designated as president, shall have general charge of the operations, that the Engineer officer shall supervise the work of construction in the field as provided by law, and that the third officer shall act as disbursing officer of the board.

From its organization until December 29, 1917, the board reported direct to the War Department through The Adjutant General. On that date orders were issued by the Secretary of War placing the work under the general supervision of the Chief of Engineers.

The act of Congress approved March 3, 1911 (36 Stat. 1052), also contains the following language:

Provided, That hereafter the Secretary of War may, in his discretion, assign suitable retired officers of the Army to active duty as members of the board of road commissioners for Alaska, and in the case of any officer so assigned the provisions of so much of the act of Congress approved April 23, 1904, entitled "An act making appropriations for the support of the Army for the fiscal year ending June 30, 1905, and for other purposes," as relates to the assignment of retired officers to active duty, shall apply.

Offices of the board.—The principal office of the board is at Juneau, Alaska. Suboffices are maintained, when required by active operations, at Valdez, Chitina, Fairbanks, Eagle, Nenana, Anchorage, Seward, Takotna, and Nome, Alaska; Seattle, Wash.; and Washington, D. C.

LOCATION AND DESCRIPTION.

The work thus far accomplished includes the construction of 1,114 miles of wagon road, 623 miles of sled road, 4,404 miles of permanent trail, and 712 miles of temporary flagged trail, a total of 6,854 miles.

The Territory has an area of 590,880 square miles, which is more than twelve times the size of the State of New York, or practically one-fifth the size of the United States proper. At its southern point it is 700 miles from the northwest point of the State of Washington by the usually traveled route. Thence the southeastern Alaska Archipelago and a strip of mainland lying west of the Canadian boundary extend northwesterly for about 520 miles to the major portion of the Territory, which lies west of the one hundred and forty-first meridian, and has a dimension of approximately 900 miles north and south and 700 miles east and west, with the Alaska Peninsula and Aleutian Islands reaching out from the southwestern portion nearly 2,500 miles toward Siberia.

The topography of Alaska varies from rolling to extremely rugged, with very little level area. The seaward slope, as far west as Cook Inlet, is especially rugged and subjected to a very heavy rain and snow fall.

The timber along the coast attains a very dense growth but in the interior is only to be found along the stream valleys. Spruce and hemlock form the greatest part of the timber on the coast. Hemlock is not found in the interior.

On the north slope of the Alaska range and on interior river valleys considerable areas are found frozen permanently to bedrock. The climate and topography throughout are such that in the summer time passage overland is difficult. On the seaward slope the heavy rainfall upon the blanket of decayed vegetation creates a footing almost impassable. In the interior the surface thawing of the bed of frozen gravel makes a widespread and difficult morass.

ORIGINAL CONDITION.

Prior to the organization of the Board of Road Commissioners for Alaska there were, in the whole of the Territory, less than a dozen miles of what might be called wagon road, with a few hundred miles of pioneer trail, mostly constructed by expeditions under the War Department. Travel was largely confined to the open waterways in summer and to their frozen courses or overland in winter. When mining machinery and other supplies were to be transported from the coast or river landing they were, in most cases, hauled over the snow during the winter, with some preliminary clearing of the route when necessary. Travel across country in summer, generally speaking, was possible only on foot or with pack horses. It was difficult always, and frequently dangerous, on account of the numerous swift and deep streams, fed by the ice-cold and silt-laden waters of mountain glaciers.

PREVIOUS PROJECTS.

In the summers of 1885, 1898, and 1899 War Department expeditions under Captains Abercrombie and Glenn and Lieutenants Allen and Herron made explorations which collected much valuable data re-

garding the country and the best natural routes of travel. For the fiscal year 1901 Congress appropriated \$100,000 for roads and bridges in Alaska, to be spent on the route leading from Valdez to Eagle, but this was sufficient only for the construction of a crude pack trail through sections otherwise impassable and the building of some of the most necessary bridges along the route. (Act of May 26, 1900, 31 Stat. 214, and act of June 30, 1902, 32 Stat. 507.)

The act of April 23, 1904 (33 Stat. 271), appropriated \$25,000 for a survey and estimate for a wagon road along this route. A supplemental appropriation of \$5,700.63 was made in the act of March 3, 1905 (33 Stat. 1225), for the completion of the work. The survey was made under the direction of the Chief of Engineers prior to the organization of the board. In the same acts an appropriation of \$2,500 was made for a survey and estimate for a military trail between the Yukon River and Coldfoot, on the upper Koyukuk River, followed by a supplemental appropriation of \$1,431.15 for the completion of this work. This survey was also made under the direction of the Chief of Engineers.

The act of April 27, 1904 (33 Stat. 391),¹ provided for local territorial road work and authorized each United States commissioner to appoint a road overseer for his precinct. Road districts were created corresponding to the precincts, such districts not to include incorporated cities and towns. The road commissioner served for one year and received \$4 per day for his services, not to exceed 10 days within any one year. Revenues were provided by requiring all male persons between the ages of 18 and 50 years, of 30 days or more residence within the Territory, to perform in each year 2 days' work of 8 hours each and furnish implements or to hire substitutes to perform the work or to contribute in cash at the rate of \$4 per day.

The act approved January 27, 1905, authorizing the organization of the board of road commissioners, committed to the board general power to locate, lay out, construct, and maintain wagon roads and pack trails of permanent value for the development of the Territory. The funds for the work were to be provided by the allotment of a fixed percentage of a revenue known as the Alaska fund, derived from vocational and trade licenses outside of incorporated towns. This fund proved to be so inadequate and uncertain in amount that the matter was taken up by the Secretary of War with Congress. Appropriations in aid of the work were made for the fiscal year 1907, and have since been continued from year to year.

The early operations of the board were largely devoted to the construction of the military and post road from Valdez, on the southern coast, to Fairbanks, an interior point about 370 miles to the northward, and to the construction of roads and trails connecting some of the more important localities in the Territory.

With the commercial development of the Territory the roads originally constructed chiefly for military purposes became more and

¹ This law remained in effect until Apr. 5, 1913, upon which date it was repealed by an act of the Territorial legislature (chap. 3, Session Laws 1913). While it was in force a great deal of work on local projects was accomplished, but no general scheme of construction was devised, nor was there any coordination among the activities of the various road commissioners. In some districts superintendents of the Board of Road Commissioners for Alaska supervised the work, but the board was never charged with authority or responsibility for handling it generally.

more important for commercial purposes, particularly as they, themselves, have made possible the development of commercial activities and industrial enterprises in the regions they traverse.

By 1913 sufficient work had been done to warrant consideration of a general program of road and trail development. After a general study of the situation the board submitted a recommendation that \$7,250,000 be appropriated during the next 10 years so as to provide Alaska with a complete road system, such as immediate needs justified and sufficient to meet all reasonable demands until the Territory should be sufficiently developed to take over internal public works as a part of its own government. This recommendation was to provide for:

- (a) The maintenance of the existing routes.
- (b) Completion of the projects already undertaken.
- (c) Completion of projects already approved but not yet undertaken.
- (d) Completion of projects likely to arise with the development during the succeeding 10 years.

PROJECT OF 1913.

Amounts required each year of 10-year period of road and trail development.

Fiscal year.	Maintenance existing roads.	Completion projects already undertaken.	Projects already approved, but not yet undertaken.	Projects that would arise with development of the Territory.	Total.	Amount actually appropriated.
1914.....	\$125,000	\$500,000	\$250,000	.....	\$875,000	\$155,000
1915.....	125,000	250,000	750,000	\$400,000	1,525,000	125,000
1916.....	125,000	250,000	750,000	350,000	1,475,000	165,000
1917.....	125,000	100,000	250,000	300,000	775,000	500,000
1918.....	125,000	100,000	200,000	250,000	675,000	500,000
1919.....	125,000	100,000	200,000	200,000	625,000	100,000
1920.....	125,000	30,000	200,000	150,000	505,000	100,000
1921.....	125,000	30,000	60,000	100,000	315,000	350,000
1922.....	125,000	30,000	60,000	60,000	265,000	425,000
1923.....	125,000	30,000	60,000	60,000	215,000	.....
Total.....	1,250,000	1,420,000	2,780,000	1,800,000	7,250,000	2,420,000

At the close of the fiscal year ended June 30, 1920, seven years of the ten-year period had elapsed and the average appropriations had actually been less than one-half of the \$725,000 per year recommended and less than 30 per cent of the total recommended for the first seven years. For the two years immediately preceding the war \$500,000 was appropriated each year (Army acts of 1916 and 1917), the program was well launched, and the act of July 9, 1918, definitely authorized the Secretary of War to submit estimates hereafter for the proper prosecution of this work. For the two war years, however, the appropriations, including the allotments from the Alaska fund, were only about one-fourth of the average amount recommended. The high prices and wages during the war years greatly curtailed the work and affected construction and maintenance of Alaskan roads almost as seriously as the meager funds available. In addition, Alaska received a very severe economic setback during the war and was prevented by Government interdiction from developing its internal resources to the extent contemplated in 1913.

As a result, large sections of the old system were not even kept in repair and some sections became impassable. During the fiscal year

1920 expenditures were made for repair and maintenance upon less than one-half of the total mileage.

For more extended information concerning the operations under previous projects see the annual reports of the Board of Road Commissioners for Alaska for 1909, 1913, and 1917, and the Annual Reports of the Chief of Engineers, United States Army, for 1918, 1920, and 1921.

EXISTING PROJECT.

A new program of operations, prepared by the board of road commissioners in cooperation with the Governor of Alaska, the Territorial Road Commission and other interested Federal and Territorial officials, was submitted in the annual report of the board for 1920. It proposes three classes of work: First, the construction of about 700 miles of arterial or feeder highways, mainly following old routes (estimated cost, \$7,000,000); second, the construction of development roads to be constructed from time to time on locations left for future determination (estimated cost, \$1,000,000); third, the maintenance of existing road and trail system (estimated cost for the 10-year period, \$2,000,000). Total estimated cost, \$10,000,000. The proposed annual appropriations and the amounts annually appropriated to date are shown in the following table:

Amounts required each year of the 10-year period of road and trail development.

Fiscal year.	Working season.	Amount estimated.	Amount actually appropriated.
First (1922).....	1921	\$955,000	\$425,000
Second (1923).....	1922	1,200,000	425,000
Third (1924).....	1923	1,500,000	485,000
Fourth (1925).....	1924	1,600,000	.....
Fifth (1926).....	1925	1,400,000	.....
Total for first 5 years.....		6,655,000	.....
Sixth (1927).....	1926	1,045,000	.....
Seventh (1928).....	1927	750,000	.....
Eighth (1929).....	1928	600,000	.....
Ninth (1930).....	1929	500,000	.....
Tenth (1931).....	1930	450,000	.....
Total for second 5 years.....		3,345,000	.....
Total for 10 years.....		10,000,000	.....

General indorsement of this program has been given by Federal interests as follows:

The Alaska advisory committee, consisting of representatives of the Department of the Interior, the Department of Agriculture, the Post Office Department, and the United States Shipping Board reported that "the construction of wagon roads and trails is one of the most important and urgent needs of Alaska" and recommended "an appropriation of at least \$1,000,000 annually until the completion of an adequate road system in Alaska."

In May, 1921, the Inter-Departmental Alaska Board, consisting of representatives of each of the Federal executive departments, recommended: "That approval be given the general program of road con-

struction submitted by the Alaska Road Commission in its Annual Report for 1920, and that definite adoption of the proposed program be urged before Congress, with a view of providing feeders to the Government railway as well as for the general development of the Territory."

The original plan of providing the money necessary for carrying on the work of the board is found in the act of January 27, 1905, which authorized the expenditure for the construction and maintenance of wagon roads, bridges, and trails in said district of 70 per cent, reduced by act of March 3, 1913, to 65 per cent, of what is known as the Alaska fund, derived from vocational and trade licenses outside of incorporated towns. This fund proved to be so inadequate and uncertain in amount that the matter was taken up by the Secretary of War with Congress. Appropriations in aid of the work were made for the fiscal year 1907, and appropriations have since been made from year to year.

Prior to 1919 the appropriations were available only for the fiscal year specified in the appropriation act. The construction season is very short; however, distances are great and communication is difficult. Supplies must therefore be purchased in advance and in many cases freighted in over the snow during the winter. Work can not be economically started after July 1 nor stopped and then started up again. These conditions necessitate making preparations for the operations of the season some time previous to the beginning of the fiscal year. The appropriation act of July 11, 1919, and the appropriations made since that date, have therefore included a provision that the funds shall be immediately available. Delay of the work on account of the lack of funds has also been occasioned, however, by the fact that appropriation bills were not passed until near or after the beginning of the fiscal year. To guard against such possibility for the season of 1922 House Joint Resolution 282, approved April 6, 1922, provides as follows:

The Secretary of War is authorized to direct the Board of Road Commissioners for Alaska to incur obligations prior to July 1, 1922, for the construction and maintenance of roads, bridges, trails in Alaska of not to exceed 50 per cent of the appropriation for this purpose for the fiscal year ending June 30, 1922, payment of these obligations to be made from the appropriations for the fiscal year ending June 30, 1923.

A similar provision for the season of 1923 is made by a paragraph, as follows, in the appropriation act approved June 30, 1922:

Provided, That if an appropriation for this purpose for the fiscal year ending June 30, 1924, shall not have been made prior to March 1, 1923, the Secretary of War may authorize the board of road commissioners to incur obligations for this purpose of not to exceed 75 per centum of the appropriation for this purpose for the fiscal year ending June 30, 1923, payment of these obligations to be made from the appropriation for the fiscal year ending June 30, 1924.

Though an item in aid of this work has been included each year in the appropriation bill for the support of the Army, the item was subject to a point of order prior to July 9, 1918, and was several times seriously endangered. In 1918 the Secretary of War finally announced he would submit no further estimates for the continuation

of this work unless specifically authorized to do so. As a result the act of July 9, 1918 (40 Stat. 863) contains the following language:

Provided, That hereafter, so long as the construction and maintenance of "military and post roads" in Alaska, and of other roads, bridges, and trails in that Territory, shall remain under the direction of the Secretary of War, he be authorized to submit such estimates for the consideration of Congress as are, in his judgment, necessary for the proper prosecution of the work.

Since that date, therefore, the Secretary of War has been definitely charged with responsibility for the submission of estimates for the construction and maintenance not only of "military and post" roads in Alaska, but of "other roads, bridges, and trails" as well. The act approved June 30, 1922, making appropriations for the activities of the War Department transferred the item to Title II, Nonmilitary Activities. The work will therefore no longer be a charge against the support of the Army.

The special acts of Congress authorizing and defining the scope of the work and the duties of the board and authorizing the submittal of estimates to Congress are as follows:

Act approved January 27, 1905 (33 Stat. 616).
 Act approved May 14, 1906 (34 Stat. 192).
 Act approved March 3, 1911 (36 Stat. 1052).
 Act approved March 3, 1913 (37 Stat. 728).
 Act approved July 9, 1918 (40 Stat. 843).
 Act approved June 30, 1921.
 H. J. Res. approved April 6, 1922.
 Act approved June 30, 1922.

For latest published maps see map following page 54, Part II, of the annual report of the Alaska Road Commission fiscal year 1921, and also a map of Alaska published by the board of road commissioners, 1922.

OPERATIONS AND RESULTS DURING FISCAL YEAR.

The work of the last fiscal year was largely rehabilitation and maintenance, with several important pieces of new construction. Due to decreased appropriations during the war period, and several disastrous floods, the existing road system absorbed most of the funds. The heaviest expenditure during the year was on the important Valdez-Chitina-Fairbanks Road. This consisted of general maintenance, several important relocations, and considerable bridge work. The bridges on this road were all inspected and a comprehensive program was drawn up for their repair and replacement. Three miles of important relocation was finished on the Haines-Pleasant Camp Road. Work was pushed on the Tacotna-Ophir Road and it is nearing completion. A start has been made on the extension of the Valdez-Fairbanks Highway through to Circle on the Yukon. Work has been in progress during the entire year on the Talkeetna-Cache Creek and Kantishna Roads, which are two essential feeders to the Government railroad. The above constitutes the most important new construction prosecuted during the year.

The total expenditures during the fiscal year amounted to \$683,247.68, of which \$236,251.91 was for construction and \$446,995.77 for maintenance.

CONDITION AT END OF FISCAL YEAR.

The work of maintenance and rehabilitation has been pushed and the roads and trails under the jurisdiction of the board are in better shape than ever before. The total mileage of roads and trails constructed by the board aggregates 6,854 miles, consisting of 1,114 miles of wagon road, 623 miles of sled road, 4,404 miles of permanent trail, and 712 miles of temporary flagged trail. Work was performed on 5,990 miles of the system during the fiscal year.

The Valdez-Chitina-Fairbanks Road has been reopened for traffic over its entire length. The surfacing of this road with gravel is progressing rapidly with two power shovels, tractors, and trailers.

The total expenditures to the end of the fiscal year, June 30, 1922, amounted to \$6,409,424.04, not including outstanding liabilities or contributed funds, of which \$3,863,501.60 was expended for new work and \$2,545,922.44 for maintenance.

LOCAL COOPERATION.

The Federal funds disbursed are obtained from an annual appropriation, "Construction and maintenance of military and post roads, bridges, and trails, Alaska," and from receipts from the Alaska fund by act of Congress approved January 27, 1905, and amended by act approved May 14, 1906. About 40 per cent of the total cost of the road and trail system has been paid from the Alaska fund which is derived from Federal trade and occupational taxes collected outside of incorporated towns in Alaska.

As an indication of the close harmony and cooperation existing between this board and the Territory of Alaska, the following résumé of the Session Laws of Alaska is given:

[Act of Apr. 21, 1919: To provide for the construction, maintenance, and protection of public roads, bridges, trails, and ferries and property pertaining to public roads in the Territory of Alaska, etc.]

* * * * *

SEC. 2. The Territorial board of road commissioners shall have authority to enter into cooperative agreements with the Federal Board of Road Commissioners for Alaska, * * * for the construction, repair, and maintenance of any public road, bridge, or ferry, within the Territory of Alaska. In the case of cooperative work, the Territorial treasurer is authorized to deposit in the United States Treasury the funds agreed upon to cover the share of the Territorial road commission in such cooperative projects as are entered into, in accordance with the provisions of this act. Such funds shall be expended by the disbursing officer of the Federal authority designated in the cooperative agreement, and a detailed statement of expenditures from such funds so deposited shall, upon the completion of the project for which they were deposited, be furnished to the Territorial treasurer.

* * * * *

SEC. 7. It shall be the duty of the divisional road commission to meet at a specified time and recommend the apportionment of road funds to the credit of the aforesaid division, so that such funds will not conflict with the apportionment allotted by the Federal Board of Road Commissioners for Alaska.

* * * * *

SEC. 17. On and after March 1, 1921, in each Territorial road division there shall be a divisional road commission consisting of three members, two of whom shall be elected as provided by law, and one shall be appointed by the Territorial board of road commissioners for a term of two years, or until his successor be appointed and qualified, who shall serve without pay or emolument. The appointed member shall be chairman and secretary of the com-

mission; receive and account for all funds and property turned over to him as provided by law. He shall be a competent civil engineer, qualified by training and practical experience in highway engineering. * * *

The above act immediately released cooperative funds of the Department of Agriculture which had been accumulating for several years. Until July 1, 1920, Maj. Wm. H. Waugh, Engineers, United States Army, a former engineer of the Bureau of Public Roads and up to that date a member of the Board of Road Commissioners for Alaska, served also as the representative of the Department of Agriculture on all work in Alaska coming under the provision of the Federal aid road acts.

Since July 1, 1920, the Department of Agriculture has maintained a separate organization to handle its work. All of the projects upon which it is working in cooperation with the Territory are former projects of this board. The funds available in the Territory for expenditure by the Department of Agriculture are only available for use within the Tongass and Chugach Forest Reserves. The funds of this board formerly absorbed in these projects are thereby available for use in other parts of the Territory.

While the Territorial funds are not usually applicable to military road systems, and the Department of Agriculture funds are limited to projects within, or partly within, the national forests, all road work in the Territory of Alaska is coordinated by informal agreement among the three agencies having funds available. The methods of this board, worked out through long years of successful experience and applied to as great an extent as was possible under the agreements drawn up, have greatly aided the Department of Agriculture and the Territorial road commission in the prosecution of this work.

Under the Territorial cooperative road law, above quoted, the board expended during the fiscal years 1920 and 1921 a total of \$198,796.54, out of an available Territorial appropriation for the biennium of \$400,000. The balance was allotted in part to the Department of Agriculture to release cooperative funds available for expenditure within the national forests and in part to local sub-projects handled by Territorial agencies. The funds allotted to this board were deposited by the Territorial treasurer in the Treasury of the United States to the credit of the board and then expended as required by the disbursing officer of the board under the same safeguards as purely Federal funds.

The Treasury Department having taken the view that such expenditures can not be properly made by the board without specific authority of Congress, the following proviso was included in the act of Congress approved June 30, 1921:

Provided, That the Secretary of War is hereby authorized to receive from the Territory of Alaska, or other source, such funds as may be contributed by them to be expended in connection with funds appropriated by the United States for any authorized work of construction, repair, and maintenance of roads, bridges, trails, and related works in the Territory of Alaska, and to cause such funds to be deposited to the credit of the Treasurer of the United States, and to expend the same in accordance with the purpose for which they were contributed.

for southwestern Alaska, has acted as chairman and secretary of the Territorial divisional road commission for the third division since May 14, 1921. Similarly, Mr. Abe McKinnon, assistant superintendent of the board of the Yukon district, has acted as chairman and secretary of the divisional road commission for the fourth division since the same date.

[Act of May 7, 1921: To make appropriations for the expenses of the Territory of Alaska (from Apr. 1, 1921, to Mar. 31, 1923).]

SECTION 1. * * *

For roads:

For the construction, etc.----- \$240,000

For shelter cabins:

For erection, etc.----- 10,000

Act of May 5, 1921: Providing for the construction of a bridge across the Nizina River, in the Nizina mining district, McCarthy recording precinct, at or near Young Creek (or at any point connecting with the road now being constructed by the Board of Road Commissioners for Alaska from the town of McCarthy to Nizina River), in the third judicial division of the Territory of Alaska; providing for cooperation between the Territorial board of road commissioners and the Board of Road Commissioners for Alaska in the construction of said bridge, and making an appropriation therefor.

Be it enacted by the Legislature of the Territory of Alaska:

SECTION 1. There is hereby appropriated from any moneys in the Territorial treasury, not otherwise appropriated, the sum of \$25,000 for the construction of a bridge across the Nizina River, in the Nizina mining district, McCarthy recording precinct, at or near Young Creek (or at any point connecting with the road now being constructed by the Board of Road Commissioners for Alaska from the town of McCarthy to Nizina River), in the third judicial division of the Territory of Alaska.

SEC. 2. The Territorial board of road commissioners shall have authority, and it shall be its duty to enter into a cooperative agreement with the Board of Road Commissioners for Alaska, for the construction of said bridge; and in case cooperative work is performed the Territorial treasurer is authorized to deposit in the United States Treasury the amount of \$25,000 hereby appropriated to cover the share of the Territory of Alaska in the cooperative project of constructing said bridge: *Provided*, That an equal amount is expended in the construction of said bridge by the Federal Government acting through the Board of Road Commissioners for Alaska. The amount hereby appropriated shall be expended by the disbursing officer of the Board of Road Commissioners for Alaska.

Of the foregoing appropriations the board expended during the last fiscal year \$69,705.29 upon cooperative road and trail projects, \$2,700 for shelter cabins, and \$5,000 for preliminary work on the Nizina Bridge project. It also supervised the expenditure of \$7,812.19 by the chairman of the Territorial road commission for the third division and \$21,365 by the chairman of the Territorial road commission for the fourth division. The balance of the \$120,000 available for the first year of the biennium was applied to cooperative agreements with the Secretary of Agriculture as heretofore. No Territorial road organization was maintained after March 31, 1921. On November 14, 1921, the governor of the Territory, with the approval of the Territorial board of road commissioners, of which he is chairman, appointed the president of the Federal Board of Road Commissioners for Alaska as the consulting engineer for the Territory and placed him in charge of all public works supported by appropriations made by the Territorial legislature.

During the current fiscal year the board expended \$92,533.33 upon cooperative road and trail projects, \$7,300 for shelter cabins, and \$20,000 on the Nizina Bridge project. It also supervised the expenditure of \$10,855.72 by the chairman of the Territorial road commission for the third division, and \$15,717.11 by the chairman of

the territorial road commission for the fourth division. The balance of the \$120,000 of road funds and \$8,579.40 of forest revenues available for the second year of the biennium was applied to cooperative agreements with the Secretary of Agriculture as heretofore.

For the working season of 1923 the territorial board has allotted to the Department of Agriculture \$18,000 and to the Federal board the following amounts:

Cooperative projects	\$75,000
Shelter cabins	7,500
Total	82,500
Chairman third division	15,000
Chairman fourth division	20,000
Grand total	117,500

These funds are held subject to the call of the Federal board. The divisional funds are disbursed through local banks, but all vouchers are audited by the Federal board under the same restrictions that apply to Federal vouchers before being certified to the Territorial treasurer for payment.

The city of Juneau contributed \$777.71 in reimbursement of services in connection with improvement of the city streets.

The city of Valdez contributed \$601.83, the cost of seasonal repairs to the Valdez Dike built by this board in 1913.

[Act of May 5, 1921: Providing for the purchase of the Seward Peninsula Railroad for operation as a public tram and highway.]

Be it enacted by the legislature of the Territory of Alaska:

SECTION 1. That the Federal Board of Road Commissioners for Alaska, with the consent and approval of the Territorial board of road commissioners, are hereby authorized and empowered to purchase in the name of and for and in behalf of the Territory of Alaska, the Seward Peninsula Railroad extending from the city of Nome, Alaska, to Shelton, Alaska, a distance of approximately 86 miles, together with the roadbed, rails, switches, spurs, lateral and other side lines, stations, roundhouses, and rights of way, and all realty owned or used by and in connection with the operation of said road; and all or any part of the equipment of said road which in their judgment is deemed advisable to purchase, including locomotives, freight and passenger cars, and other cars of all and every kind, and tools of every nature and kind pertaining or appurtenant to said railroad, at the lowest possible price for which said railroad and equipment may be obtained: *Provided, however,* That such purchase shall not be made for a greater sum than \$30,000, nor unless agreement shall have been entered into by the said Federal Board of Road Commissioners and the said Territorial board of road commissioners to the effect that said Federal Board of Road Commissioners shall, from funds appropriated or assigned to it, place the said railroad, roadbed, and track in good condition for transportation of passengers and freight and operation as a public tram and highway: *And provided further,* That a full statement and inventory of the property, if purchased, so acquired shall be filed with the secretary of the Territory.

SEC. 2. That, when purchased, the railroad shall be, until otherwise provided for by law, under the management, control, operation, and regulation of the Federal Board of Road Commissioners, who shall, from funds appropriated or assigned to it for that purpose, repair, keep in condition, extend, and maintain said road, under such rules and regulations as they may promulgate, as a public highway.

SEC. 3. For the purpose of carrying out the provisions of this act there is hereby appropriated from the general funds of the Territory, not otherwise appropriated, the sum of \$30,000 or so much thereof as may be necessary to purchase said railroad.

In accordance with the provisions of the act above quoted the board had a physical valuation of the property made in connection with its examination of the entire transportation situation in the Seward Peninsula, required by act of Congress approved June 30, 1921.

Upon the recommendation of the board, the purchase was finally negotiated October 3, 1922, for \$24,000, title passing to the Territory as of December 29, 1921. The board assumed control of the property on October 4, 1922, and its rehabilitation for public use with cars using gas or dogs as motive power was begun.

EFFECT OF IMPROVEMENT.

The roads and trails constructed by the board have not only opened up to development nearly all sections of the Territory but have effected large savings in freight charges. Data collected by the board since 1911 indicate that the annual saving in cost of transportation of freight due to the construction of roads by the board is in excess of \$2,000,000. It is doubtful, however, if anything like that amount of freight would have been transported without the roads, and the indirect loss which would have been occasioned by the restriction on output and development if the roads did not exist can not be estimated.

The use of automobiles is increasing rapidly. Approximately 90 per cent of the traffic on the main wagon roads is handled by motor, which has greatly increased the cost of road maintenance. The use of tractors for drawing freight, particularly on the sled roads of the interior, is a valuable new development.

OPERATIONS AND RESULTS DURING FISCAL YEAR.

The work in the last fiscal year was largely directed to extending the general rehabilitation carried out recently to trails and roads in remote portions of the Territory. This gradual rehabilitation starting upon the more important projects has now reached trails extending to all parts of the Territory.

The important Richardson Road which was reopened in 1921 was maintained open during the entire season. Projects upon which new construction was carried out were prosecuted through the season. Construction work progressed well during 1922 in spite of a phenomenally wet summer.

The more important roads upon which new construction was performed were the Haines-Pleasant Camp, Ophir-Takotna, Cache Creek, Roosevelt-Kantishna, Circle-Chatanika and Long-Poorman. During the winter season of 1922-23 an extensive amount of bridge construction was performed. Bridges constructed during this period included the Ganes Creek Bridge in the Innoko, Solatna Bridge near Poorman, Chatanika River Bridge, Chulitna Bridge and the initiation of the very important Nizina River Bridge.

A very important addition to the duties and responsibilities of this board was made by the purchase of the Nome-Shelton tramway. This tramway was purchased by the Territory of Alaska and the duty of maintaining it has developed upon this board.

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The total expenditures during the fiscal year amounted to \$740,082.49, of which \$314,195.39 was for construction and \$425,887.10 was for maintenance.

CONDITION AT END OF FISCAL YEAR.

The work of maintenance and rehabilitation has been pushed and the roads and trails under the jurisdiction of the board are in better shape than ever before. The total mileage of roads and trails constructed or maintained by the board aggregate 9,301½ miles, consisting of 1,323¼ miles of wagon road, 1,115 miles of sled road, 6,150½ miles of permanent trail, and 712 miles of temporary flagged trail. Work was performed on 5,987½ miles of the system during the fiscal year.

The Valdez-Chitina-Fairbanks Road has been reopened for traffic over its entire length. The surfacing of this road with gravel is progressing rapidly with two power shovels, tractors and trailers.

The total expenditures to the end of the fiscal year June 30, 1923, amounted to \$7,028,293.66 not including outstanding liabilities or contributed funds, of which \$4,113,508.01 was expended for new work and \$2,914,785.65 for maintenance.

PROPOSED OPERATIONS.

In accordance with the 10-year program described under "Existing project," an amount of \$1,500,000 was required for the fiscal year ending June 30, 1924, to prosecute the work. Only \$650,000 was provided by the act of March 2, 1923. These funds will be expended on rehabilitation of the existing system. Little can be done to meet the pressing need for improvement and extensions of the system, especially in providing urgently needed feeders to the Government Railroad, now completed, without much greater annual appropriations.

The annual maintenance of the system after completion, as nearly as can be estimated at this time, will cost about \$450,000.

AMOUNT WHICH CAN BE PROFITABLY EXPENDED DURING THE FISCAL YEAR ENDING JUNE 30, 1925.

An appropriation of \$1,600,000 to be distributed approximately as follows, can be profitably expended on this work during the fiscal year ending June 30, 1925:

Name of route.	Mileage.	1. Repair and maintenance.	2. Improvement.	3. New construction.	Total.	Average per mile.
Southeastern Alaska:						
Haines-Pleasant Camp.....	43	\$11,500	\$20,000	\$33,000	\$64,500	\$1,500
Porcupine extension.....	20	5,000	.....	.....	5,000	250
Douglas-Gastineau Channel.....	2	1,000	.....	.....	1,000	500
Haines-Mud Bay.....	10	2,500	.....	.....	2,500	250
Strawberry Point.....	1½	500	1,000	4,500	6,000	4,000
Total.....	70½	20,500	21,000	37,500	79,000	1,033

Name of route.	Mileage.	1. Repair and maintenance.	2. Improvement.	3. New construction.	Total.	Average per m/c.
Eagle subdistrict:						
Eagle Fortymile.....	47	\$10,000	\$30,000	10,000	\$50,000	\$1,064
Eagle-Seventymile.....	20	2,000		5,000	7,000	350
Steel Creek-Chicken.....	18½	3,700			3,700	200
Canyon Creek-Walkers Fork.....	10	2,500			2,500	250
Eagle-Circle.....	190	1,900			1,900	10
Tanana Crossing-Chicken.....	102	1,400			1,400	14
Fourth of July-Nation.....	10	2,500			2,500	250
Total.....	397½	24,000	30,000	15,000	69,000	174
Valdez district:						
Valdez-Willow Creek.....	92	46,000			46,000	500
Chitina-Willow Creek.....	39	19,500			19,500	500
Willow Creek Rapids.....	139½	69,750			69,750	50
Valdez-Mineral Creek.....	10½	2,550		5,000	7,550	719
Chisana-Nizina.....	78	7,800			7,800	100
McCarthy-Nizina.....	16	8,000	10,000	20,000	38,000	2,375
Strelina-Kuskulana.....	16	4,000	3,000		7,000	438
Gulkana-Tanana Crossing.....	180	1,800	10,000	20,000	31,800	177
Chistochina-Slate Creek.....	40	4,000			4,000	100
Total.....	611	163,400	23,000	45,000	231,400	380
Southwestern Alaska:						
Nancy-Rainy Pass (Government railroad).....	152	2,000			2,000	13
Knik-Willow Creek (Government railroad).....	53	26,500	7,400	10,000	43,900	828
Alaska Peninsula.....	40	10,000	10,000		20,000	750
Talkeetna-Cache Creek (Government railroad).....	40	10,000		80,000	90,000	2,210
Talkeetna-Iron Creek (Government railroad).....	47	3,000			3,000	65
Anchorage-Eagle River (Government railroad).....	10	5,000		5,000	10,000	1,000
Matanuska Valley (Government railroad).....	36	18,000			18,000	500
Anchorage Loop (Government railroad).....	15	7,500			7,500	500
Total.....	393	82,000	17,400	105,000	204,400	520
Fairbanks district:						
Fairbanks-Rapids (Government railroad).....	130½	62,250			62,250	479
Fairbanks-Chatanika (Government railroad).....	30	15,000			15,000	500
Summit-Fairbanks Creek (Government railroad).....	11	5,500			5,500	500
Fairbanks-Ester Creek (Government railroad).....	13	6,500			6,500	500
Fairbanks-Chena Hot Springs (Government railroad).....	64	6,400	10,000		16,400	256
Chatanika-Circle (Government railroad).....	130	20,000	65,800	20,000	105,800	814
Chatanika-Beaver (Gov't R. R.).....	120	12,000			12,000	100
Olness-Livengood (Gov't R. R.).....	54	5,400			5,400	100
Beaver-Circle.....	75	7,500			7,500	100
Winter trails.....	165	4,650			4,650	28
Total.....	792½	145,200	75,800	20,000	241,000	300
Nenana district:						
Dunbar-Fort Gibbon (Government railroad).....	121	12,100			12,100	100
Dunbar-Brooks (Government railroad).....	63	6,300			6,300	100
Rampart-Eureka.....	27½	13,750	20,000		33,750	123
Hot Springs Landing-Eureka.....	24	12,000			12,000	500
Hot Springs-Sullivan Creek.....	9	4,500			4,500	500
Roosevelt-Kantishna.....	34	17,000			17,000	500
Government railroad-Kantishna (Government railroad).....	85	8,500	20,000	80,000	108,500	1,276
Coldfoot-Wiseman.....	11	1,100			1,100	100
Brooks Terminal.....	13	4,000	10,000	10,000	24,000	1,846
Moose Creek (Government railroad).....	6	3,000			3,000	500
Carlsons-Valdez Creek (Government railroad).....	55	5,500	10,000	10,000	25,500	464
Winter trails.....	716	7,150			7,150	10
Total.....	1,164½	94,900	60,000	100,000	254,900	219

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Name of route.	Mileage.	1. Repair and maintenance.	2. Improvement.	3. New construction.	Total.	Average per mile.
Kuskokwim district:						
Ruby-Poorman.....	59	\$29,500	\$10,000	\$30,000	\$69,500	\$1,178
Ophir-Takotna.....	23½	11,750	10,000	10,000	31,750	1,351
Takotna Forks.....	11	2,200	10,000	9,000	21,200	1,927
Berrys Landing-Nixon Forks.....	12	6,000	3,000		9,000	750
Iditarod-Flat.....	8	4,000			4,000	500
Summit-Otter Creek.....	6	3,000			3,000	500
Poorman-Ophir (summer).....	125	1,250			1,250	10
Takotna-Flat.....	80	800			800	25
Flat-Crooked Creek (summer).....	65	650	1,000		1,650	10
Kalchagmut-Russian Mission.....	119	1,200			1,200	11
Winter trails.....	1,383	13,850	15,000		28,850	21
Total.....	1,991½	74,200	49,000	49,000	172,200	91
Nome district:						
Nome Council.....	82	21,000			21,000	256
Candle-Candle Creek.....	6	3,000			3,000	500
Deering-Immachuck.....	25	7,500			7,500	300
Davidsons Landing-Taylor.....	40	15,000			15,000	375
Marshall Road.....	3	1,500	1,500		3,000	1,000
Nome-Dahl.....	99	29,000		150,000	179,000	1,808
Dahl-Immachuck.....	65			100,000	100,000	1,538
Winter Trails.....	1,959	19,600			19,600	10
Total.....	2,279	96,600	1,500	250,000	348,100	153
SUMMARY.						
Southeastern Alaska.....	76½	20,500	21,000	37,500	79,000	1,033
Eagle subdistrict.....	397½	24,000	30,000	15,000	69,000	174
Valdez district.....	611	163,400	23,000	45,000	231,400	380
Southwestern Alaska.....	393	82,000	17,400	105,000	204,400	520
Fairbanks district.....	792½	145,200	75,800	20,000	241,000	300
Nenana district.....	1,164½	94,900	60,000	100,000	254,900	219
Kuskokwim district.....	1,891½	74,200	49,000	49,000	172,200	91
Nome district.....	2,279	96,600	1,500	250,000	348,100	153
Total.....	7,605½	700,800	277,700	621,500	1,600,000	210

COMMERCIAL STATISTICS.

Total commerce of Alaska for the calendar year of 1922.

IMPORTS.

Merchandise from the United States.....	\$26,777,806
Merchandise from foreign ports.....	870,927
Total imports.....	27,648,733

EXPORTS.

Merchandise to the United States.....	51,082,995
Merchandise and gold and silver to foreign ports.....	1,371,490
Domestic gold and silver to the United States.....	7,431,875
Foreign gold, etc.....	1,190
Total exports.....	59,887,550

Grand total, exports and imports..... 87,536,283

The value of Alaska's mineral output in 1922 was approximately \$19,506,365, as compared with \$17,004,124 in 1921. Minerals are being produced in the following order of value: Copper, gold, silver, coal, gypsum, marble, lead, petroleum, palladium, and platinum.

The high prices, now happily over their peak, were an obstacle in the continued working and the further development of the great placer deposits in Alaska. Lode mining of gold has continued in southeastern Alaska, but under the same handicap. With decreased prices and the return of miners to Alaska, lode mining is to be

expected in the interior. One lode mine in the Kuskokwim at Nixon Forks has made substantial progress during the past year. The deposits of the Kantishna are exciting interest and with the completion of the Government Railroad development can be looked for.

The copper mining industry has revived during the last year due to increased price for copper. The mining and development of coal has gone on with more or less vigor through the last year. One large property has been opened near Healy and is accessible to the Government Railroad by means of a four mile standard gauge spur. The properties formerly operated at Esku and Jonesville have continued in operation through the season. In addition, two properties on Moose Creek in the Matanuska District came into production this season and following the very excellent progress made there a spur is being constructed from the Government Railroad to these properties during the present season. The production of oil continues in the Katalla fields. The very important drilling now going on at Cold Bay is expected to lead to very important results in oil production in the Territory. With increased transportation and lower and stabilized prices production in all classes of mining shows a substantial increase.

The fisheries are principally located on the shores of the North Pacific and Bristol Bay. The production of canned salmon is the principal product. However, large quantities of halibut, cod, herring, and whaling products are also exported. With more stabilized economic conditions at home and abroad all classes of canned salmon are finding a substantial market.

INVESTIGATION AND REPORT REQUIRED BY THE ACT OF CONGRESS APPROVED
JUNE 30, 1921.

In compliance with the following proviso contained in the act of Congress approved June 30, 1921:

Provided further, That not to exceed \$10,000 of the foregoing amount shall be expended for a preliminary investigation and report on the feasibility, desirability, and cost of the best and most practicable connection between the Nome-Shelton system of communications and the coal deposits of the Kugruk River, Chicago Creek, and the Keewalik mining district, whether by wagon road, sled road, tramway, trail, or other means,

the board had a preliminary reconnaissance made of existing and prospective routes of communications on the Seward Peninsula in the fall of 1921. The investigation was completed during the summer of 1922. Report dated December 1, 1922, was transmitted to Congress and printed in House Document No. 514, Sixty-Seventh Congress, fourth session. A plan of improvement is presented to the extent of:

From Shelton to Dahl, extension of the Nome-Shelton tramway, 12 miles, at \$12,500 per mile.....	\$150,000
From Dahl to Immachuk, improvement of winter trail to summer trail standard, including bridges, 65 miles, at \$3,000 per mile.....	195,000
From Immachuk to Candle Creek, construction of a tramway, 30 miles, at \$13,500 per mile.....	505,000
Total.....	750,000

Maintenance is to be provided for by the board with its own funds, supplemented by contributions from the Territory.

ADDITIONAL DUTIES OF THE BOARD.

At the request of the commanding officer of the post of Fort Wm. H. Seward, Alaska, the president of the board made a special examination of the water main across Chilcat Inlet, which supplies the post and the town of Haines, Alaska, and submitted a report with recommendations for the repair and reconstruction of the line. This report was approved by the War Department and the board was charged with supervision of the work. Two thousand seven hundred and fifty dollars of quartermaster funds were allotted to the post finance officer in payment thereof. At the close of last fiscal year, the breaks and leaks were repaired, the water service restored and the reconstruction nearly completed. Total expenditures, \$2,502.02.

The president of the board is also district engineer for the Juneau, Alaska, river and harbor district. The other two members of the board are placed under the immediate orders of the district engineer and the secretary and disbursing officer of the board is disbursing officer for the district. Total expenditures, \$21,145.12.

The president of the board, in addition to his other duties, was, under the provisions of acts of Congress approved June 17, 1910, and June 15, 1917, detailed for consultation or to superintend the construction or repair of any aid to navigation authorized by Congress in the Sixteenth (includes Territory of Alaska) Lighthouse District and was directed to report by letter to the Secretary of Commerce.

By informal agreement with the Territorial board of road commissioners this board has agreed, under the terms of the Territorial act of April 21, 1919, to permit its superintendent for the southwestern district and its assistant superintendent for the Yukon district to be appointed chairmen and secretaries of the Third and Fourth Territorial road districts, respectively, to supervise their operations and to certify vouchers to the Territorial treasurer for payment, following the same general procedure as for Federal vouchers.

Effective November 14, 1921, the president of the board was appointed consulting engineer for the Territory and assumed direct charge of all Territorial public works.

By letter of the Secretary of War, dated December 6, 1921, the president of the board was designated as the War Department representative upon the Inter-Departmental Alaska Council. Under the authority of the same letter the president of the board designated the engineer officer of the board to act in his absence.

By informal arrangement the president of the board agreed to act for the National Park Service, Department of the Interior, on certain matters relating to the improvement of the Sitka National monument and the development of Mount McKinley National Park.

Effective February 13, 1923, the president and the engineer officer of the board were, in addition to their other duties, detailed for duty with the Government railroad in Alaska under the provisions of an act of Congress approved March 12, 1914, and were appointed chairman and chief engineer and vice chairman, respectively, of the Alaskan Engineering Commission. They took over the management of the Alaska Railroad and allied activities of the Alaskan Engi-

neering Commission as of March 24, 1923. Expenditures for the fiscal year since that date, \$1,590,570.09.

The practical result of the foregoing orders has been the development, without legislation but through executive order or interdepartmental or interbureau agreement of a practical working arrangement through which the facilities of all the services involved are used interchangeably. A careful account is kept so that each appropriation is eventually expended for the purpose intended by Congress and no appropriation is either increased or diminished by such interchange of working funds or facilities. Separate accounts and reports are rendered to the departments under the direction of which the work is performed.

The result has been an immediate speeding up of development work upon a unified plan based upon a careful survey of the situation, a thorough knowledge of the entire Territory and its problems, and a coordination of all the various conflicting interests after full hearings before all parties at issue. Instead of interminable references between different bureaus which formerly sometimes required papers to travel to Washington and back several times, matters are handled promptly upon the ground, or where the approval of Washington is required, such approval has usually been obtained by a single telegram covering the various angles or the views of the bureaus concerned.

The following are the activities involved in this arrangement: The construction, repair, and maintenance of federal roads, tramways, ferries, bridges, trails, and related works, now aggregating over 9,000 miles, and extending from open-all-the-year-round south coast ports to all inhabited parts of the Territory; Territorial roads, bridges, ferries, and trails throughout the Territory, covered by cooperative agreements; shelter cabins; Nizina River Bridge; Nome-Shelton Tramway (87 miles operated by cars drawn by dogs); Tolovana Tramway; Kaltag Portage Survey; Improvement of Nome Harbor; Improvement of Wrangell Harbor; the preliminary examination or survey of Wrangell Narrows, Tolovana River, Yukon-Kuskokwim Portage, English Bay, and Gastineau Channel and adjacent waters; the investigation of port facilities; the survey and design for a Government dock at Juneau; the issuance of permits for fish traps and other structures in the navigable waters along the Territory's 26,000 mile coast line; miscellaneous inspections, public hearings, and contingencies of rivers and harbors; improvement of Sitka National Monument; Development of Mount McKinley National Park; construction, maintenance, and operation of the Alaska Railroad from Seward to Fairbanks, 470½ miles; railway spurs to the Eska, Jonesville, Chickaloon, and Healy River coal mines, 46 miles; from Fairbanks to the gold creeks as far as Chatanika, 39 miles narrow gauge; Moose Creek coal spur, 4½ miles narrow gauge; also river boat service on the Tanana and Yukon Rivers between Nenana and Holy Cross, 750 miles, with through billing arrangements covering freight service from Seattle or Tacoma to points on the Yukon River and its principal tributaries between the International Boundary at Eagle and Bering Sea at St. Michael; also an agreement covering automobile service on the Richardson Highway from Fairbanks to Chitina and Valdez, 410 miles; also operates coal mines, hospitals, hotels, and commissaries.

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The organization chart looks like an hourglass with the central office at the waist. All authorities and appropriations are gathered in from the four departments and six bureaus and then spread out again over the various jobs. Similarly the reports and vouchers are gathered up from the various outlying districts, viséed, and then passed up to the various departments and bureaus under whose direction the particular work has been handled.

Financial summary.

Amount expended on all projects to June 30, 1923, including receipts from sales, etc.:		
During fiscal years 1905-1922.....	\$6,409,424.04	
Fiscal year 1923.....	618,869.62	\$7,028,293.66
Alaska special fund fiscal years 1920-1922..	277,885.60	
Alaska special fund fiscal year 1923.....	121,212.87	399,098.47
		<u>7,427,392.13</u>
Total for new work.....	4,277,696.99	
Total for maintenance.....	3,149,695.14	
		<u>7,427,392.13</u>
Total expended.....		7,427,392.13
Balance available.....		669,118.41
		<u>8,096,510.54</u>
Grand total to be accounted for.....		
		8,096,510.54
Appropriations to June 30, 1923:		
Construction and maintenance of military post roads, bridges and trails, Alaska.....		4,945,000.00
Wagon roads, bridges and trails, Alaska fund.....		2,652,892.56
Increase of compensation, War Department.....		34,265.01
Receipts from sales, etc.....		48,694.14
Refunds to Alaska fund.....		3,187.18
Refunds to War Department appropriations.....		2,120.49
Refunds to contributed funds.....		20.45
Reimbursement from Navy Department.....		3,976.19
Sales, etc., to accrue to Alaska fund.....		7,276.50
Funds contributed by Territory of Alaska and towns, for public roads, bridges, trails and ferries, Alaska special fund.....		399,078.02
		<u>8,096,510.54</u>
Total.....		8,096,510.54

Fiscal year ending June 30.	1919	1920	1921	1922	1923
Expended for improvement and new work.....	\$114,829.11	\$185,190.66	\$432,243.90	\$236,251.91	\$314,195.39
Expended for maintenance.....	184,195.15	173,410.59	234,545.18	446,965.77	425,887.10
Total expended.....	299,024.26	358,601.25	666,789.08	683,217.68	740,082.49
Appropriated by War Department acts.....	100,000.00	100,000.00	350,000.00	425,000.00	1,115,000.00
Allotted from Alaska fund.....	52,372.31	124,992.96	218,237.10	173,029.19	34,398.23
Contributed by Territory of Alaska and others.....		115,517.94	113,746.61	56,421.05	113,412.87
Increase of compensation, War Department.....			940.00	4,322.09	28,857.72
Total.....	152,372.31	340,510.90	682,923.71	668,772.33	1,291,668.82

July 1, 1922, balance available.....	\$490,239.86
Amount appropriated by War Department act, approved Mar. 2, 1923.....	650,000.00
Amount accrued to Alaska fund during fiscal year 1923.....	119,227.10
Amount contributed by Territory of Alaska and others.....	113,412.87
Refund, War Department appropriation.....	21.35
Receipts from sales, etc., during fiscal year 1923.....	7,442.00
Increase of compensation, War Department, 1923.....	28,857.72
Total resources.....	1,409,200.90
June 30, 1923, amount expended during fiscal year, including receipts from sales, etc.:	
New work.....	\$314,195.39
Maintenance.....	425,887.10
	<u>740,082.49</u>
July 1, 1923, balance unexpended.....	669,118.41
July 1, 1923, outstanding liabilities.....	312,909.21
	<u>356,209.20</u>
Amount available from War Department act, approved Mar. 2, 1923.....	559,407.68
Amount available from Alaska fund on June 30, 1923.....	102,434.23
Receipts from sales, etc., during fiscal year 1923.....	7,276.50
	<u>669,118.41</u>
Amount available for fiscal year ending June 30, 1924.....	669,118.41
Amount (estimated) required to be appropriated for completion of existing projects.....	8,460,000.00
Amount that can be profitably expended in fiscal year ending June 30, 1925:	
For new work.....	621,500.00
For maintenance.....	978,500.00
	<u>1,600,000.00</u>

APPROPRIATIONS.

Construction and maintenance, military and post roads, bridges and trails, Alaska.	
Total amount appropriated to and including June 5, 1922.....	\$4,295,000.00
(See detailed statement on p. 2252, Annual Report of the Chief of Engineers, 1922.)	
March 2, 1923.....	650,000.00
	<u>4,945,000.00</u>
Receipts from Treasury, United States, account "Alaska fund," wagon roads, bridges and trails, Alaska fund:	
Grand total to end of fiscal year 1921.....	2,422,871.88
(See statement on p. 51, Part II, Annual Report of the Alaska Road Commission, fiscal year 1921.)	
1922.....	97,461.62
Proceeds from sales.....	4,213.20
1923.....	119,227.10
Proceeds from sales.....	9,118.76
	<u>2,652,892.56</u>
Increase of compensation, Military Establishment:	
Fiscal year 1918.....	145.20
1919.....	
1920.....	

¹ Exclusive of available funds

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Increase of compensation, Military Establishment—Continued.

1921 -----	\$940.00
1922 -----	4,322.09
1923 -----	28,857.72
Total -----	34,265.01
Grand total, Federal funds -----	7,632,157.57

CONTRIBUTED FUNDS.

[Act of Congress approved June 30, 1921, Alaska special fund.]

1. By the Territory of Alaska:

Act of legislature approved Apr. 21, 1919—

Public roads, bridges, trails, and ferries—

Fiscal year 1920 -----	\$115,517.94
1921 -----	85,746.61

\$201,264.55

Approved May 7, 1921, roads, etc.—

Fiscal year 1921 -----	28,000.00
1922 -----	48,287.28
1923 (includes \$20.45 refund) -----	88,533.33

159,770.61

Approved May 5, 1921, Nizna River Bridge—

Fiscal year 1922 -----	5,000.00
1923 -----	20,000.00

25,000.00

Approved May 7, 1921, Shelter Cabins—

Fiscal year 1922 -----	8,500.00
1923 -----	8,500.00

10,000.00

Total, territory ----- **396,085.16**

2. By others:

Fiscal year 1922—

City of Valdez -----	220.02
City of Wrangell -----	500.00
City of Sitka -----	500.00
Alpine Club of Skagway -----	463.75

1,683.77

Fiscal year 1923:

City of Valdez -----	601.83
City of Juneau -----	777.71

1,379.54

Grand total, contributed funds ----- **399,098.47**

