

ANNUAL REPORT OF THE CHIEF OF ENGINEERS, 1924

EXTRACT

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

or

BOARD OF ROAD COMMISSIONERS
FOR ALASKA

PART I - 1924



WASHINGTON
GOVERNMENT PRINTING OFFICE
1925

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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 3, 1924.

* * * * *

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, to March 26, 1924, and Maj. James G. Steese, from March 27, 1924, to date.

Secretary and disbursing officer: First Lieut. Pierre A. Agnew, Corps of Engineers, United States Army.

Military assistants, under the immediate orders of the president of the board: Maj. John C. Gotwals, Corps of Engineers, United States Army, March 27, 1924, to April 26, 1924, and Maj. Lunsford E. Oliver, Corps of Engineers, United States Army, May 21, 1924, 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), as 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), 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.

The act of Congress approved June 15, 1917 (40 Stat. 231) contains the following language:

Provided, That when retired officers of the Army, any portion of whose active service was in the Corps of Engineers, are called back into active service they shall be eligible to fill any position required by law to be filled by an officer of the Corps of Engineers.

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 1,497 $\frac{3}{4}$ miles of wagon road, 1,088 $\frac{1}{2}$ miles of sled road, 6,326 $\frac{1}{2}$ miles of permanent trail, and 712 miles of temporary flagged trail, a total of 9,624 $\frac{3}{4}$ 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.—See description in Annual Report of the Chief of Engineers for 1923, beginning on page 2086.

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:

1920 PROGRAM

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	\$655,000	\$425,000
Second (1923)	1922	1,200,000	465,000
Third (1924)	1923	1,500,000	650,000
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	600,000	.....
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:

In June, 1920, 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 construction 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."

On July 27, 1923, the late President Harding, in his Seattle speech after his return from the interior of Alaska, said in part:

In another direction there is justification for a most liberal disposition—that of road and trail building. * * * Roads constitute a prime need in every new country, and our long national experience in pushing our highways ahead of the onrolling wave of settlement ought to convince us that the broadest liberality towards roads in Alaska will be certain to bring manifold returns. * * * The present road system is but a beginning, and I am willing to be charged with a purpose of something like prodigality in my wish to serve Alaska generously, and more, in this matter of road building.

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 special 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. This policy seriously interfered with expeditious and economical prosecution of the work as the conditions necessitate making preparations and beginning operations some time previous to the beginning of the fiscal year. The construction season opens before that date, is very short, 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. 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, provided 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 was 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.

A similar provision for the season of 1924 was included in the appropriation act approved March 2, 1923, but was dropped out on conference from the act approved June 7, 1924, as the regular appropriation for the 1925 working season should become a law before March 5, 1925.

Though an item in aid of this work has been included each year in the appropriation act 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 is therefore no longer 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 (42 Stat. 90).
- Act approved March 2, 1923 (42 Stat. 1420).
- Act approved June 7, 1924.

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 wall map of Alaska published by the board of road commissioners, 1923.

Recommended modifications of project.—None

References to published articles not previously reported.—"Highway Development by the Alaska Road Commission," Engineering News-Record, September 27, 1923, pages 506-8, illustrated; "The Alaska Railroad," The Michigan Technic, November, 1923, pages 4-8, and 26, illustrated; and "Public Works in Alaska," the Military Engineer, January-February, 1924, pages 13-17, illustrated, all by Col. James G. Steese.

Local coöperation.—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 35 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, repairs, 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 detail 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 commission; 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 agree-

ment 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 1920-1923 a total of \$361,035.16, out of an available Territorial appropriation for the two bienniums of \$615,000. 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 subprojects 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.

Under the provisions of this act the board expended during the fiscal year 1922-23 a total of \$3,063.31 contributed by various municipalities and \$10,000 appropriated by the Territorial legislature for shelter cabins.

During the current fiscal year it has similarly expended funds amounting to \$9,324.32 for shelter cabins and \$81,961.13 for roads contributed by the Territory and \$1,040 contributed by others.

Under the provisions of section 17 of the Territorial road law of April 21, 1919, Mr. Anton Eide, district superintendent of the board 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, acted as chairman and secretary of the divisional road commission for the fourth division to August 4, 1923. Mr. M. C. Edmunds, superintendent of the Alaska road commission of the Yukon district, has acted as chairman and secretary of the fourth divisional road commission from August 5, 1923, to date. During the fiscal years 1922-23 the board supervised the expenditure of \$18,667.91 by the chairman of the Territorial road commission for the third division and \$37,082.11 by the chairman of the Territorial road commission for the fourth division.

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. In May, 1923, he was appointed Director of Public Works for the Territory.

During the current fiscal year the board supervised the expenditure of \$14,993.86 by the chairman of the Territorial road commission for the third division, and \$20,000.50 by the chairman of the Territorial road commission for the fourth division.

For the working season of 1924 the Territorial board has allotted to the Department of Agriculture \$16,875 and to the Federal board the following amounts:

Cooperative projects	\$80,478.45
Shelter cabins	5,676.68
Total	86,154.13
Chairman third division	15,006.14
Chairman fourth division	9,000.00
Grand total	110,160.27

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 board has also cooperated with the Territory under the provisions of the following Territorial law, in the construction of a bridge over the Nizina river.

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 appropriation the board expended \$5,000 during the fiscal year 1922 and \$20,000 during 1923.

There has been cooperation with the Territory also in connection with the purchase, rehabilitation and operation of two tramroads, one extending from Nome to Shelton on the Seward Peninsula, a distance of about 87 miles, and the other situated in the Tolovana District about 50 miles northwesterly from Fairbanks and extending from the town of Brooks about 13 miles southerly to the head of navigation on the Tolovana River. Details are as follows:

[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 in the spring of 1923 and continued during the current fiscal year.

The Territorial act of May 3, 1923, provided for the purchase of the Tolovana Tram Road for not to exceed \$8,000 under the same conditions as the Seward Peninsula Railroad. Upon the recommendation of the board the purchase was finally negotiated for \$6,400, title passing to the Territory as of June 11, 1924. The board

assumed control of the property on June 1, 1924, and its rehabilitation for public use with gas cars was begun shortly before the close of the fiscal year.

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 begun in 1920 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 inhabited parts of the Territory.

The work accomplished during the fiscal year may be summarized as follows: New construction, 34½ miles wagon road, 96½ miles sled road, 280 miles trail, and 1,234 linear feet of bridges of over 60 foot span. Improvement, 20½ miles wagon road reconstructed, 53¼ miles wagon road graveled, 42 miles Nome-Shelton Tramway opened for traffic, and innumerable small bridges and culverts rebuilt. Maintenance, 1,151 miles wagon road, 661 miles sled road, 3,598 miles permanent trail, and 477½ miles temporary flagged trail. Total for all classes of work, 6,414¼ miles, consisting of 1,259¼ miles of wagon road, 42 miles of tramway, 757½ miles of sled road, 3,878 miles of permanent trail, and 477½ miles of temporary flagged trail.

The more important roads upon which new construction was performed were the Haines-Pleasant Camp, McCarthy-Nizina, Chatanika-Circle, Mt. McKinley National Park, Roosevelt-Kantishna, Talkeetna-Cache Creek, Long-Poorman, and Ophir-Tokotna. The extensive bridge program inaugurated the previous year was continued. The more important structures upon which new construction or extensive repairs were performed included bridges across Little Boulder above Haines, Nizina River, Tazlina, Gulkana, and Gakona Rivers, Gun Creek in Isabelle Pass, Millers at Mile 223, McCarthy Slough, Piledriver Slough, Chena Slough (Fairbanks), Bull River (Colorado), Otter Creek near Flat, Snake River (Nome), and Nome River on the Nome-Shelton Tramway.

The important Richardson Highway, which was reopened in 1921, was maintained open during the entire season. The late President Harding motored over about 20 miles of this highway on the Fairbanks end and later an equal amount on the Valdez end.

There was an increased tourist travel during the 1923 season. Traffic reports show the following movement over the Richardson Highway during the calendar year 1923: 1,517 persons, 817 motor-driven vehicles, 30 wagons, 24 double bobsleds, 26 pack horses, and 384½ tons of freight. During the 1924 season, tourist travel had already begun in June, nearly a month earlier than would be possible in an ordinary year.

Construction work progressed unusually well during the 1923 season on account of very dry weather. An unusually early and dry spring in 1924 enabled work to be aggressively undertaken for the current season nearly six weeks earlier than has been customary in previous years.

The total expenditures during the fiscal year amounted to \$936,107.65, of which \$490,360.53 was for construction, and \$445,747.12 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 9,624¾ miles, consisting of 1,497¾ miles of wagon road, 1,088½ miles of sled road, 6,326½ miles of permanent trail, and 712 miles of temporary flagged trail. Work was performed upon 6,414¼ miles of the system during the fiscal year.

The 410-mile Valdez-Chitina-Fairbanks road received special attention in view of the visit of the late President Harding. Two more seasons should see this important overland route completed to a uniform standard and given a gravel surface throughout. Over 100 miles of the 160-mile extension from Fairbanks to Circle on the Upper Yukon are now passable for wagons, and the entire route is utilized for winter travel by double bobsled.

The total expenditures to the end of the fiscal year June 30, 1924, amounted to \$7,872,075.86 not including outstanding liabilities or contributed funds, of which \$4,468,057.52 was expended for new construction and \$3,404,018.34 for maintenance.

Proposed operations.—The 10-year program described under "Existing project," proposed the appropriation of \$1,600,000 for the prosecution of the work for the fiscal year ending June 30, 1925. Only \$725,000 was provided by the act of June 7, 1924. These funds will be expended on rehabilitation of the existing system. Unless much greater annual appropriations are made 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.

The annual maintenance of the system after completion, as nearly as can be estimated at this time, will cost about \$550,000.

Amount which can be profitably expended during the fiscal year ending June 30, 1926.—An appropriation of \$1,400,000 to be distributed approximately as follows, can be profitably expended on this work during the fiscal year ending June 30, 1926:

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Estimate of funds, 1926

Name of route	Mileage	Items			Total	Average per mile
		Repair and maintenance	Improvement	New construction		
Southeastern Alaska:						
Haines-Pleasant Camp.....	43	\$10,500	\$7,000	\$40,000	\$57,500	\$1,337
Porcupine Extension.....	20	6,000			6,000	300
Douglas-Gastineau Channel.....	2	600	400		1,000	500
Haines-Chilkoot.....	3	600	1,500		2,400	800
Haines-Mud Bay.....	10	3,000		2,000	5,000	500
Strawberry Point.....	1½	450	750		1,200	800
Total.....	79½	21,450	9,650	42,000	75,100	920
Eagle subdistrict:						
Eagle-Fortymile.....	50	4,550	10,000	10,000	24,550	491
Eagle-Seventymile.....	60	1,725	5,000		6,725	112
Steel Creek-Jack Wade.....	15	1,200	1,800	1,000	4,000	267
Canyon Creek-Walkers Fork.....	21	500			500	24
Eagle-Circle.....	190	1,900	1,000	1,100	4,000	21
Woodchopper Creek.....	8	2,400	1,800	1,000	5,000	625
Fourth of July-Nation.....	10	3,000	2,000	5,000	10,000	1,000
Miscellaneous trails.....	261	2,610			2,610	10
Total.....	615	17,885	21,400	18,100	57,385	93
Bethel subdistrict: Miscellaneous trails.....						
	831	8,310			8,310	10
Total.....	831	8,310			8,310	10
Valdez district:						
Valdez-Ptarmigan Drop.....	32	16,000	16,000		32,000	1,000
Valdez-Mineral Creek.....	10½	3,500	1,500	3,000	8,000	762
Chisana-Nizina.....	78	780			780	10
McCarthy-Nizina.....	16	4,800	1,200		6,000	375
Strelina-Kuskulana.....	16	4,900	1,200	4,000	10,000	625
Total.....	152½	29,880	19,900	7,000	56,780	372
Chitina district:						
Ptarmigan Drop-Willow Creek.....	60	30,000	30,000		60,000	1,000
Chitina-Willow Creek.....	39	19,500	19,500		39,000	1,000
Willow Creek Rapids.....	139	69,500	69,500		139,000	1,000
Gulkana-Tanana Crossing.....	180	3,000	2,000	10,000	15,000	83
Chistochina-Slate Creek.....	40	400			400	10
Total.....	458	122,400	121,000	10,000	253,400	553
Southwestern Alaska:						
Knik-Willow Creek (Government railroad).....	53½	16,050	10,470	2,500	29,020	542
Alaska Peninsula.....	30	9,000	10,000		19,000	633
Talkeetna-Oahe Creek (Government railroad).....	42	12,600	10,000	20,000	42,600	1,014
Talkeetna-Iron Creek (Government railroad).....	45	1,150		40,000	41,150	914
Anchorage-Eagle River (Government railroad).....	19½	5,850	5,000		10,850	506
Matanuska Valley (Government railroad).....	31½	9,450	10,000		19,450	617
Kenai-Russian River.....	60	1,500	2,500		4,000	67
Kodiak.....	5	1,500			1,500	300
Trails.....	287½	2,875			2,875	10
Total.....	574	59,975	47,970	62,500	170,445	297
Fairbanks district:						
Fairbanks-Rapids (Government railroad).....	138½	69,250	69,250		138,500	1,000
Fairbanks-Chatanika (Government railroad).....	30	9,000	6,000		15,000	500
Summit-Fairbanks Creek (Government railroad).....	13	3,900			3,900	300
Fairbanks-Ester Creek (Government railroad).....	13	3,900			3,900	300
Fairbanks-Chena Hot Springs (Government railroad).....	64	1,600	1,400	7,000	10,000	156
Chatanika-Circle (Government railroad).....	130	22,000	8,000	50,000	80,000	615

Estimate of funds, 1926—Continued

Name of route	Mileage	Items				Average per mile
		Repair and maintenance	Improvement	New construction	Total	
Fairbanks district—Continued.						
Olney-Beaver (Government railroad)	115	\$1,150	\$350	-----	\$1,500	\$13
Olney-Livergood (Government railroad)	54	1,350	-----	-----	1,350	25
Beaver-Caro	75	22,500	-----	-----	22,500	300
Winter trails	261	2,610	-----	-----	2,610	10
Total	893½	137,260	85,000	\$87,000	279,260	313
Nenana district:						
Dunbar-Fort Gibbon (Government railroad)	121	3,000	2,000	5,000	10,000	83
Fort Gibbon-Kaltag	287	3,000	2,000	5,000	10,000	39
Dunbar-Brooks (Government railroad)	63	1,600	-----	-----	1,600	25
Ruby-Poorman	59	9,000	6,000	15,000	30,000	506
Rampart-Eureka	27½	2,000	3,000	5,000	5,000	182
Hot Springs Landing-Eureka	24	7,200	2,800	-----	10,000	417
Hot Springs-Sullivan Creek	9	2,700	1,300	-----	4,000	444
Roosevelt-Kantishna	34	10,000	-----	-----	10,000	294
Coldfoot-Wiseman	12	1,000	-----	-----	1,000	83
Moose Creek-Eva Creek (Government railroad)	14	1,800	3,200	-----	5,000	357
Carlsons-Valdez Creek (Government railroad)	55	1,500	-----	-----	1,500	27
Winter trails	467½	4,575	-----	-----	4,575	10
Total	1,133	47,375	17,100	28,200	92,675	82
Kuskokwim district:						
Ophir-Tokotna Landing	25	7,500	2,500	25,000	35,000	1,400
Medra-Nixon Forks	12	3,600	-----	-----	3,600	300
Iditarod-Flat	8	2,400	1,600	-----	4,000	500
Poorman-Ophir (summer)	125	1,250	-----	-----	1,250	10
Tokotna-Flat	95	950	-----	-----	950	10
Flat-Georgetown (summer)	65	650	-----	-----	650	10
Winter trails	956	9,560	-----	-----	9,560	10
Total	1,286	25,910	4,100	25,000	55,010	43
Nome district:						
Nome-Council	82	24,000	-----	-----	24,000	300
Candle-Candle Creek	6	1,800	1,200	5,000	8,000	1,333
Deering-Inmachuk	25	7,500	7,500	10,000	25,000	1,000
Nome-Dahl	99	8,700	-----	150,000	158,700	1,608
Dahl-Inmachuk	65	6,500	-----	100,000	106,500	1,485
Winter trails	3,063½	30,835	-----	-----	30,835	10
Total	3,360½	79,935	8,700	265,000	353,635	105
SUMMARY						
Southeastern Alaska	79½	21,450	9,650	42,000	73,100	920
Eagle subdistrict	615	17,885	21,400	18,100	57,385	93
Bethel subdistrict	831	8,310	-----	-----	8,310	10
Valdez district	152½	29,880	19,900	7,000	56,780	372
Chitina district	458	122,400	121,000	10,000	253,400	553
Southwestern Alaska	574	59,975	47,970	62,500	170,445	297
Fairbanks district	893½	137,260	85,000	87,000	279,260	313
Nenana district	1,333	47,375	17,100	28,200	92,675	82
Kuskokwim district	1,286	25,910	4,100	25,000	55,010	43
Nome district	3,360½	79,935	8,700	265,000	353,635	105
Total	9,383	550,380	334,820	514,800	1,400,000	149

Commercial statistics.—Total commerce of Alaska for the calendar year 1923:

IMPORTS

Merchandise from the United States..... \$30,781,206
 Merchandise from foreign ports..... 514,466
 Gold and silver from foreign ports..... 4,769

Total imports..... 31,300,441

EXPORTS

Merchandise to the United States.....	\$54, 878, 426
Merchandise, gold and silver to foreign ports.....	1, 325, 773
Domestic gold and silver to the United States.....	6, 569, 139
Foreign gold and silver to the United States.....	1, 969
Total exports.....	62, 775, 307
Grand total, exports and imports.....	94, 075, 748

The value of Alaska's mineral output in 1923 was approximately \$20,300,000, as compared with \$19,506,365 in 1922 and \$17,004,124 in 1921. Minerals are being produced in the following order of value: Copper, gold, silver, coal, lead, gypsum, marble, petroleum, palladium, and platinum.

The production of gold declined during the year while the output of copper and coal increased about 20 per cent. Placer mining was greatly handicapped during the summer of 1923 by the lack of water, due to the unusually dry season. In spite of this, the mineral production of the area tributary to the Alaska Railroad in 1923 was \$2,100,000, which is an increase over 1922. This was due to the increased production of coal and lode gold stimulated by the cheaper transportation made available by the completion of the Alaska Railroad.

Quoting from Dr. A. H. Brooks, Chief Alaskan Geologist of the Geological Survey:

The Alaska gold miner shares with his colleagues in the rest of the world the disability produced by the disrupted economic conditions, which cause very high operation costs, while the value of his produce remains fixed. Were it not for the improvement in transportation furnished by the railroads and wagon roads, that in certain districts have reduced costs, Alaska gold output would have been far less than it has been.

In spite of the continued low price of copper, this industry showed an increase in production in 1923 over 1922 of 9,000,000 pounds. Total production for 1923 was 86,000,000 pounds. The mining and production of coal in 1923 was about 100,000 tons from 12 small mines, an increase over 1922 of 21,000 tons. The largest producers are the Evan Jones, in the Matanuska field, and the Healy River mine in the Nenana field. The significant feature of the coal-mining industry for the year is that the Territory is supplying more and more of its own fuel. The production of oil in the Katalla fields continues, one new well having been drilled during the year. The Standard Oil and Associated oil companies continued drilling in the Cold Bay region. The Associated suspended drilling after having reached a depth of 950 feet. The Standard was reported to have reached a depth of about 1,800 feet by May, 1924, and was planning the installation of another new drill.

The fisheries are located principally on the shores of the North Pacific and Bristol Bay, canned salmon being the main product. However, large quantities of halibut, cod, herring, and whaling products are exported. The relative value of the chief fish products exported in 1923 is as follows: Canned salmon, fresh frozen halibut, cured or preserved herring, cured or preserved salmon, clams, fish oil and cod, fresh and frozen salmon, shrimps, meal, and crabs.

Additional duties of the board.—The president of the board is also district engineer for the Juneau, Alaska, river and harbor dis-

tract. 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, \$37,802.90.

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 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. In May, 1923, he was appointed director of public works for the Territory.

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. The president was appointed chairman and chief engineer and the engineer officer vice chairman, respectively, of the Alaskan Engineering Commission. They took over the management of the Alaska Railroad and allied activities of the Alaskan Engineering Commission as of March 24, 1923. The Alaskan Engineering Commission was abolished on August 15, 1923, upon the recommendation of the chairman thereof, and the designation "The Alaska Railroad" substituted therefor.

On October 1, 1923, the joint management of the roads and railroad was terminated. No reason was assigned for this sudden and unexpected change of policy. The president of the Alaska Road Commission remained chairman of the Alaska Railroad until March 17, 1924, to handle estimates, Congressional hearings, and other matters in Washington, D. C. He had no railway-operating functions or responsibilities in Alaska after October 1, 1923.

The title of the engineer officer of the Alaska Road Commission, so far as concerned his connection with railway work, was changed from vice chairman to chief engineer of the Alaska Railroad on September 29, 1923. After December 24, 1923, he had no railway-operating functions or responsibilities in Alaska, but was retained on special duty in Washington, D. C., under the Secretary of the Interior. He was relieved from further duty with the Alaska Railroad on March 26, 1924.

Since October 1, 1923, the Alaska Railroad has been operated independently. Expenditures for the fiscal year to include September 30, 1923, were \$1,511,878.05.

The practical result of the foregoing orders was 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 were used interchangeably. A careful account was kept so that each appropriation was eventually expended for the purpose intended by Congress and no appropriation was 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 was 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 numerous references between different bureaus which formerly sometimes required papers to travel to Washington and back several times, matters were handled promptly upon the ground, or where the approval of Washington was required such approval was usually obtained by a single telegram covering the various angles or the views of the bureaus concerned.

Financial summary

Amount expended on all projects to June 30, 1924, including receipts from sales, etc.:	
During fiscal years 1905-1923-----	\$7,028,293.66
Fiscal year 1924-----	843,782.20
	\$7,872,075.86
Alaska special fund, fiscal years 1920-1923----	399,098.47
Alaska special fund, fiscal year 1924-----	92,325.45
	491,423.92
	8,363,499.78
Total for new work-----	4,768,057.52
Total for maintenance-----	3,595,442.26
	8,363,499.78
Total expended-----	8,363,499.78
Balance available-----	749,252.05
	9,112,751.83
Grand total to be accounted for-----	
Appropriations to June 30, 1924:	
Construction and maintenance of military and post roads, bridges, and trails, Alaska-----	5,670,600.00
Wagon roads, bridges, and trails, Alaska fund-----	2,775,208.93
Increase of compensation, War Department-----	93,223.96
Receipts from sales, etc-----	48,694.14
Refunds to Alaska fund-----	3,187.18
Refunds to War Department appropriations-----	4,639.67
Refunds to contributed funds-----	656.23
Reimbursement from Navy Department-----	3,976.19
Sales, refunds, etc., to accrue to Alaska fund-----	2,617.88
Refunds to increase of compensation-----	4.28
Funds contributed by Territory of Alaska and towns for public roads, bridges, trails, and ferries, Alaska special fund--	509,943.37
	9,112,751.83
Total-----	9,112,751.83

BOARD OF ROAD COMMISSIONERS FOR ALASKA

2083

Fiscal year ending June 30	1920	1921	1922	1923	1924
Expended for improvement and new work.....	\$185,196.66	\$432,348.00	\$295,251.91	\$314,195.39	\$490,360.53
Expended for maintenance.....	173,410.59	234,544.18	445,995.77	425,857.10	445,747.12
Total expended.....	358,601.25	666,892.18	741,247.68	740,052.49	936,107.65
Appropriated by War Department acts.....	100,000.00	350,000.00	425,000.00	1,115,000.00	725,000.00
Allotted from Alaska fund.....	124,992.96	218,237.10	173,029.19	34,398.23	67,663.67
Contributed by Territory of Alaska and others.....	115,517.94	113,748.61	56,431.05	113,412.87	111,501.13
Increase of compensation, War Department.....	0.00	940.00	4,822.09	28,857.72	58,963.23
Total.....	340,510.00	682,925.71	658,272.23	1,291,668.82	963,748.03

July 1, 1923, balance available.....	\$669,118.41
Amount appropriated by War Department act, approved March 2, 1923.....	600.00
Amount appropriated by War Department act, approved June 7, 1924.....	725,000.00
Amount accrued to Alaska fund during fiscal year 1924.....	115,803.20
Amount contributed by Territory of Alaska and others.....	111,501.13
Refund, War Department appropriations.....	2,519.18
Receipts from sales, etc., during fiscal year 1924.....	1,854.55
Increase of compensation, War Department, 1923.....	3,888.95
Increase of compensation, War Department, 1924.....	54,974.28
Total resources.....	1,685,359.70
June 30, 1924, amount expended during fiscal year, including receipts from sales, etc.:	
New work.....	\$490,360.53
Maintenance.....	445,747.12
	936,107.65
July 1, 1924, balance unexpended.....	749,252.05
July 1, 1924, outstanding liabilities.....	329,208.49
July 1, 1924, balance unobligated.....	420,043.56
Amount available from War Department act, approved June 7, 1924.....	557,103.69
Amount available from Alaska fund on June 30, 1924.....	157,066.93
Receipts from sales, etc., during fiscal year (not credited).....	2,617.88
Amount available from contributed funds on June 30, 1924.....	19,175.68
Amount available from increase of compensation, War Department, 1924, on June 30, 1924.....	13,287.87
Amount available for fiscal year ending June 30, 1925.....	749,252.05
Amount (estimated) required to be appropriated for completion of existing projects.....	7,735,000.00
Amount that can be profitably expended in fiscal year ending June 30, 1926:	
For new work.....	514,000.00
For maintenance.....	886,000.00
Total.....	1,400,000.00

¹ Exclusive of available funds.

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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-----	650,600.00
June 7, 1924-----	725,000.00
Total-----	5,670,600.00
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
1924-----	115,803.20
Proceeds from sales-----	6,513.17
Total-----	2,775,208.93
Increase of compensation, Military Establishment:	
Fiscal year 1918-----	145.20
Fiscal year 1919-----	
Fiscal year 1920-----	
Fiscal year 1921-----	940.00
Fiscal year 1922-----	4,322.09
Fiscal year 1923-----	32,848.67
Fiscal year 1924-----	54,970.00
Total-----	93,223.96
Grand total, Federal funds-----	8,539,032.89

CONTRIBUTED FUNDS

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

1. By the Territory of Alaska:	
Act of legislature approved April 21, 1919—	
Public roads, bridges, trails and ferries—	
Fiscal year 1920-----	\$115,517.84
Fiscal year 1921-----	85,748.61
	\$201,264.55
Approved May 7, 1921, roads, etc.—	
Fiscal year 1921-----	28,000.00
Fiscal year 1922-----	43,237.28
Fiscal year 1923 (includes \$20.45 re- fund)-----	88,533.33
	159,770.61
Approved May 5, 1921, Nizina River Bridge—	
Fiscal year 1922-----	5,000.00
Fiscal year 1923-----	20,000.00
	25,000.00
Approved May 7, 1921, Shelter Cabins—	
Fiscal year 1922-----	6,500.00
Fiscal year 1923-----	3,500.00
	10,000.00
Approved May 4, 1923—	
Fiscal year 1924:	
Shelter cabins-----	15,000.00
Roads, etc., (Refunds \$635.78)-----	91,961.13
	106,961.13
Total, territory-----	502,996.29

BOARD OF ROAD COMMISSIONERS FOR ALASKA

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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.....	601.88	
City of Juneau.....	777.71	
		1,379.54
Fiscal year 1924:		
City of Nome.....	3,500.00	
Stewart and Denhart.....	540.00	
National Park Service.....	500.00	
		4,540.00
Grand total, contributed funds.....		510,599.60

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