

ANNUAL REPORT OF THE CHIEF OF ENGINEERS, 1922

EXTRACT ✓

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

---

BOARD OF ROAD COMMISSIONERS  
FOR ALASKA



WASHINGTON  
GOVERNMENT PRINTING OFFICE  
1922

It is proposed to distribute the funds requested for the fiscal year approximately as follows:

Estimate of funds, 1924.

Name of route.	Mileage.	Items.			Total.
		I. Repair and maintenance.	II. Improvement.	III. New construction.	
<b>Southeastern Alaska:</b>					
Haines-Pleasant Camp.....	43	\$11,500	\$20,000	\$33,000	\$64,500
Porcupine extension.....	20	5,000			5,000
Douglas-Gastineau Channel.....	2	1,000			1,000
Haines-Mud Bay.....	10	2,500			2,500
Strawberry Point.....	1½	500			500
<b>Total.....</b>	<b>76½</b>	<b>20,500</b>	<b>20,000</b>	<b>33,000</b>	<b>73,500</b>
<b>Eagle subdistrict:</b>					
Eagle-Fortymile.....	47	10,000	30,000	10,000	50,000
Eagle-Seventymile.....	20	2,000			2,000
Steel Creek-Chicken.....	18½	3,700			3,700
Canyon Creek-Walkers Fork.....	10	2,500			2,500
Eagle-Circle.....	190	1,900			1,900
Tanana Crossing-Chicken.....	102	1,400			1,400
Fourth of July-Nation.....	10	2,500			2,500
<b>Total.....</b>	<b>397½</b>	<b>24,000</b>	<b>30,000</b>	<b>10,000</b>	<b>64,000</b>
<b>Valdez district:</b>					
Valdez-Willow Creek.....	92	46,000			46,000
Chitina-Willow Creek.....	39	19,500			19,500
Willow Creek Rapids.....	139½	69,750			69,750
Valdez-Mineral Creek.....	10½	2,550			2,550
Chisana-Nizina.....	78	7,800			7,800
McCarthy-Nizina.....	16	8,000	10,000	20,000	38,000
Strelina-Kuskulana.....	16	4,000	3,000		7,000
Gulkana-Tanana Crossing.....	180	1,800	10,000	20,000	31,800
Chistochina-Slate Creek.....	40	4,000			4,000
<b>Total.....</b>	<b>611</b>	<b>163,400</b>	<b>23,000</b>	<b>40,000</b>	<b>226,400</b>
<b>Southwestern Alaska:</b>					
Houston-Rainy Pass (Government railroad).....	152	2,000			2,000
Knik-Willow Creek (Government railroad).....	53	26,500	7,400	10,000	43,900
Alaska Peninsula.....	40	10,000	10,000	10,000	30,000
Talkeetna-Cache Creek (Government railroad).....	40	10,000		80,000	90,000
Talkeetna-Iron Creek (Government railroad).....	47	3,000		20,000	23,000
Anchorage-Eagle River (Government railroad).....	10	5,000		5,000	10,000
Matanuska Valley (Government railroad).....	36	18,000		10,000	28,000
Anchorage Loop (Government railroad).....	15	7,500			7,500
<b>Total.....</b>	<b>393</b>	<b>82,000</b>	<b>17,400</b>	<b>135,000</b>	<b>234,400</b>
<b>Fairbanks district:</b>					
Fairbanks-Rapids (Government railroad).....	130½	62,250			62,250
Fairbanks-Chatanika (Government railroad).....	30	15,000			15,000
Summit-Fairbanks Creek (Government railroad).....	11	5,500			5,500
Fairbanks-Ester Creek (Government railroad).....	13	6,500			6,500
Fairbanks-Chena Hot Springs (Government railroad).....	64	6,400	10,000	10,000	26,400
Chatanika-Circle (Government railroad).....	130	20,000	70,000	20,000	110,000
Chatanika-Beaver (Government railroad).....	120	12,000			12,000
Olmes-Livengood (Government railroad).....	54	5,400			5,400
Beaver-Caro.....	75	7,500			7,500
Winter Trails.....	165	4,650			4,650
<b>Total.....</b>	<b>792½</b>	<b>145,200</b>	<b>80,000</b>	<b>30,000</b>	<b>255,200</b>

Estimate of funds, 1924—C

Name of route.	Mileage.	I. Rep. and main-tenance.
<b>Nenana district:</b>		
Dunbar-Fort Gibbon (Government railroad).....	121	\$12,000
Dunbar-Brooks (Government railroad).....	63	6,000
Rampart-Eureka.....	27½	13,000
Hot Springs Landing-Eureka.....	24	12,000
Hot Springs-Sullivan Creek.....	9	4,000
Roosevelt-Kantishna.....	34	17,000
Government railroad-Kantishna (Government railroad).....	85	8,000
Coldfoot-Wiseman.....	11	1,000
Brooks-Terminal.....	13	4,000
Moose Creek (Government railroad).....	6	3,000
Carlsons-Valdez Creek (Government railroad).....	55	5,000
Winter trails.....	716	7,000
<b>Total.....</b>	<b>1,164½</b>	<b>94,000</b>
<b>Kuskokwim district:</b>		
Ruby-Poorman.....	59	29,000
Ophir-Tacotna.....	23½	11,000
Tacotna Forks.....	11	2,000
Berrys Landing-Nixon Forks.....	12	6,000
Iditarod-Flat.....	8	4,000
Summit-Ofter Creek.....	6	3,000
Poorman-Ophir (summer).....	125	1,000
Tacotna-Flat.....	80	65,000
Flat-Crooked Creek (summer).....	65	7,000
Kalchagamut-Russian Mission.....	119	1,000
Winter Trails.....	1,383	13,000
<b>Total.....</b>	<b>1,891½</b>	<b>74,000</b>
<b>Nome district:</b>		
Nome-Council.....	82	21,000
Nome Locals.....	60½	20,000
Candle-Candle Creek.....	6	3,000
Deering-Innachuk.....	25	7,000
Davidsons Landing-Taylor.....	40	15,000
Marshall Road.....	3	1,000
Nome-Shelton.....	87	29,000
Winter Trails.....	1,959	19,000
<b>Total.....</b>	<b>2,262½</b>	<b>117,000</b>
<b>SUMMARY.</b>		
Southeastern Alaska.....	76½	20,000
Eagle subdistrict.....	397½	24,000
Valdez district.....	611	163,400
Southwestern Alaska.....	393	82,000
Fairbanks district.....	792½	145,200
Nenana district.....	1,164½	94,000
Kuskokwim district.....	1,891½	74,000
Nome district.....	2,262½	117,000
<b>Total.....</b>	<b>7,589</b>	<b>720,000</b>

None. RECOMMENDED MODIFICATION

REFERENCES TO PUBLISHED ARTICLES N

"Road building in Alaska," by Col. before the Eighteenth Annual Convent Builders' Association, Chicago, Ill., Feb the association's "Proceedings," pages 2 by Maj. John C. Gotwals, the Military F

distribute the funds requested for the fiscal year follows:

Estimate of funds, 1924—Continued.

Estimate of funds, 1924.

	Mileage.	Items.			Total.
		I. Repair and maintenance.	II. Improvement.	III. New construction.	
	43	\$11,500	\$20,000	\$33,000	\$64,500
	20	5,000			5,000
	2	1,000			1,000
	10	2,500			2,500
	1½	500			500
	76½	20,500	20,000	33,000	73,500
	47	10,000	30,000	10,000	50,000
	20	2,000			2,000
	18½	3,700			3,700
	10	2,500			2,500
	190	1,900			1,900
	102	1,400			1,400
	10	2,500			2,500
	397½	24,000	30,000	10,000	64,000
	92	46,000			46,000
	39	19,500			19,500
	139½	69,750			69,750
	10½	2,550			2,550
	78	7,800			7,800
	16	8,000	10,000	20,000	38,000
	16	4,000	3,000		7,000
	180	1,800	10,000	20,000	31,500
	40	4,000			4,000
	611	163,400	23,000	40,000	226,400
Government rail-	152	2,000			2,000
Government rail-	53	26,500	7,400	10,000	43,900
Government rail-	40	10,000	10,000	10,000	30,000
Government rail-	40	10,000		80,000	90,000
Government rail-	47	3,000		20,000	23,000
Government rail-	10	5,000		5,000	10,000
Government rail-	36	18,000		10,000	28,000
Government rail-	15	7,500			7,500
Government rail-	393	82,000	17,400	135,000	234,400
Government rail-	130½	62,250			62,250
Government rail-	30	15,000			15,000
Government rail-	11	5,500			5,500
Government rail-	13	6,500			6,500
Government rail-	64	6,400	10,000	10,000	26,400
Government rail-	130	20,000	70,000	20,000	110,000
Government rail-	120	12,000			12,000
Government rail-	54	5,400			5,400
Government rail-	75	7,500			7,500
Government rail-	165	4,650			4,650
	792½	145,200	80,000	30,000	255,200

Name of route.	Mileage.	Items.			Total.
		I. Repair and maintenance.	II. Improvement.	III. New construction.	
<b>Nenana district:</b>					
Dunbar-Fort Gibbon (Government railroad)	121	\$12,100			\$12,100
Dunbar-Brooks (Government railroad)	63	6,300			6,300
Rampart-Eureka	27½	13,750	\$20,000	\$15,000	48,750
Hot Springs-Landing-Eureka	24	12,000			12,000
Hot Springs-Sullivan Creek	9	4,500			4,500
Roosevelt-Kantishna	34	17,000			17,000
Government railroad-Kantishna (Government railroad)	85	8,500	20,000	80,000	108,500
Coldfoot-Wiseman	11	1,100			1,100
Brooks-Terminal	13	4,000	10,000	10,000	24,000
Moose Creek (Government railroad)	6	3,000			3,000
Carlsons-Valdez Creek (Government railroad)	55	5,500	10,000	10,000	25,500
Winter trails	716	7,150			7,150
	1,164½	94,900	60,000	115,000	269,900
<b>Kuskokwim district:</b>					
Ruby-Poorman	59	29,500	10,000	30,000	69,500
Ophir-Tacotna	23½	11,750	10,000	10,000	31,750
Tacotna Forks	11	2,200	10,000	10,000	22,200
Berrys Landing-Nixon Forks	12	6,000	3,000		9,000
Iditarod-Flat	8	4,000			4,000
Summit-Otter Creek	6	3,000			3,000
Poorman-Ophir (summer)	125	1,250			1,250
Tacotna-Flat	80	800			800
Flat-Crooked Creek (summer)	65	650	1,000		1,650
Kalchagamut-Russian Mission	119	1,200			1,200
Winter Trails	1,383	13,850	15,000		28,850
	1,891½	74,200	49,000	50,000	173,200
<b>Nome district:</b>					
Nome-Council	82	21,000			21,000
Nome Locals	60½	20,700			20,700
Candle-Candle Creek	6	3,000			3,000
Deering-Inmachuk	25	7,500			7,500
Davidsons Landing-Taylor	40	15,000	10,000	30,000	55,000
Marshall Road	3	1,500	1,500		3,000
Nome-Shelton	87	29,000	25,000		54,000
Winter Trails	1,959	19,600	19,600		39,200
	2,262½	117,300	56,100	30,000	203,400
<b>SUMMARY.</b>					
Southeastern Alaska	76½	20,500	20,000	33,000	73,500
Nome subdistrict	397½	24,000	30,000	10,000	64,000
Valdez district	611	163,400	23,000	40,000	226,400
Southwestern Alaska	393	82,000	17,400	135,000	234,400
Nirbanks district	792½	145,200	80,000	30,000	255,200
Nenana district	1,164½	94,900	60,000	115,000	269,900
Kuskokwim district	1,891½	74,200	49,000	50,000	173,200
Nome district	2,262½	117,300	56,100	30,000	203,400
	7,589	721,500	335,500	443,000	1,500,000

RECOMMENDED MODIFICATIONS OF PROJECT.

None.

REFERENCES TO PUBLISHED ARTICLES NOT PREVIOUSLY REPORTED.

"Road building in Alaska," by Col. James G. Steese, an address before the Eighteenth Annual Convention of the American Road Builders' Association, Chicago, Ill., February 9, 1921, published in the association's "Proceedings," pages 24-32; "The Alaskan trail," by Maj. John C. Gotwals, the Military Engineer, January-February,

1922, pages 75-77, illustrated; "The trails of Alaska," by Maj. John C. Gotwals, the Penn State Engineer, March, 1922, pages 8-10, illustrated; "Roads and trails in Alaska," by Col. James Gordon Steese, Good Roads Magazine, March 1, 1922, page 121, illustrated; "Alaska in 1922," by Col. James Gordon Steese, F. R. G. S., World Traveler, May, 1922, pages 11 and 64, illustrated.

## COMMERCIAL STATISTICS.

*Total commerce of Alaska for the calendar year of 1921.*

## IMPORTS.

Merchandise from the United States.....	\$19,274,215
Merchandise from foreign ports.....	935,013
Total imports.....	<u>20,209,228</u>

## EXPORTS.

Merchandise to the United States.....	\$36,916,924
Merchandise and gold and silver to foreign ports.....	1,478,272
Domestic gold and silver to United States.....	7,350,142
Total exports.....	<u>45,745,338</u>
Grand total, exports and imports.....	<u>65,954,566</u>

The total imports for 1921 were about \$18,000,000 less and the total exports about \$4,000,000 less than those reported for the calendar year 1920. The decrease in imports was due to the fact that but few salmon canneries were in operation, also to the decline in all forms of lode mining, and also to the nearing completion of the Government railroad and the consequent decrease in shipments of construction materials.

With regard to the decrease in exports, the decrease of both copper production and development, owing to the low price of metals, contributed to the loss over 1920, as did the decline in production and value of canned fish, fish and whale oils, fertilizers, lead ore, marble, palladium, and platinum.

The value of Alaska's mineral output in 1921 was approximately \$16,000,000, as compared with \$23,000,000 in 1920. 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 again exciting interest and with the completion of the Government railroad development can be looked for. The mining of copper has continued, but little further development of such mines can be hoped for with the present condition of the copper market. Coal is being mined and used locally from Eskaloon and Chickaloon in the Matanuska region and at Houston, Sullivan's,

and Healy along the railroad. Oil is being found in new fields and under the new leasing law great interest is being shown in the old oil prospects of Alaska, notably in the Alaska Peninsula. The total mineral production for the year date reaches the vast sum of \$75,000,000.

The fisheries are principally located on the Alaska and Bristol Bay. The production of salmon is the principal product. However, large quantities of seal, walrus, ring, and whaling products are also exported. The making of the sale of the cheaper grades of canned salmon possible has seriously affected the canning industry in 1921.

In forest products the timber resources, production has been slow, are very important. While Alaska has high quality, it is used extensively, and a small amount for it. With the development of the excellent timber, especially southwestern and southeastern Alaska, the wood-pulp industry is to be expected. A mill is now operating in southeastern Alaska in January, 1922. The shipment of the pulp-paper industry in Alaska has brought about substantial prosperity from a year-round operation.

In agriculture a mere beginning has been made in the raising of potatoes, turnips, rutabaga, and other root crops. Hardier cereals are readily produced. A flour mill is now operating at Fairbanks. With increased population and, consequently, an extensive market, the agriculture effort is likely to be successful.

The reindeer industry shows a substantial increase. It is established on the Seward Peninsula and in the Kuskokwim Valleys. Four cold-storage plants have been established on Seward Peninsula. Nearly 800 carcasses were shipped during the year.

The fur production, stimulated by the unusual prices, reach a large total value.

## INVESTIGATION AND REPORT REQUIRED BY THE ACT OF 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 funds available for the purpose be expended for a preliminary investigation and report on the practicability, and cost of the best and most practicable communication system between Nome-Shelton and the coal district of the Nome-Shelton system of communications and the coal district of the Nome-Shelton system of communications and the coal district of the Nome-Shelton system of communications, and the Keewalik mining district, by road, sled road, tramway, trail, or other means.

The board had a preliminary reconnaissance made of the prospective routes of communications on the Seward Peninsula last fall. Field work will be completed during the next year. Report thereon will be duly submitted when received.

## ADDITIONAL DUTIES OF THE BOARD

At the request of the commanding officer of the Alaska Division, H. Seward, Alaska, the president of the board and the board have undertaken the examination of the water main crossing Chilcat Inlet at the post and the town of Haines, Alaska, and submit recommendations for the repair and reconstruction of the same. A report was approved by the War Department at

APPROPRIATIONS.

Maintenance, military and post roads, bridges and trails, Alaska.

and including June 5, 1920-----	\$3,370,000.00
Amount on p. 2105, Annual Report of the fiscal year 1920.)	
-----	425,000.00
-----	465,000.00
-----	4,295,000.00

Treasury, United States, account "Alaska fund."

ROADS, BRIDGES, AND TRAILS, ALASKA FUND.

for fiscal year 1921-----	\$2,422,871.88
Amount on p. 2105, Part II, Annual Report of the Alaska Road Commission, fiscal year 1921.)	
-----	97,461.62
-----	4,213.20
-----	2,524,546.70

of compensation, Military Establishment.

-----	\$145.20
-----	
-----	940.00
-----	4,322.09
-----	5,407.29

CONTRIBUTED FUNDS.

as approved June 30, 1921, Alaska special fund.]

Alaska: as approved April 21, 1919—Public roads, and ferries—	\$115,517.94
1, roads, etc.—	85,746.61
1, Nizina River Bridge—	28,000.00
2, shelter cabins—	43,237.28
2, _____	5,000.00
_____	6,500.00
_____	284,001.83
_____	220.02
_____	500.00
_____	500.00
_____	463.75
_____	1,683.77

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ANNUAL REPORT OF THE ALASKA ROAD COMMISSION  
FISCAL YEAR 1922

REPORT UPON THE CONSTRUCTION AND  
MAINTENANCE OF MILITARY AND POST  
ROADS, BRIDGES AND TRAILS; AND OF  
OTHER ROADS, TRAMWAYS, FERRIES,  
BRIDGES, TRAILS, AND RELATED WORKS  
IN THE TERRITORY OF ALASKA

1922  
PART II

BOARD OF ROAD COMMISSIONERS  
FOR ALASKA

JUNEAU, ALASKA  
1922

the nature of the work in Alaska adds to make comparisons with road work in the In the roads built here the cruising, clear-struction of the road includes all work done in the settled parts of the United States from with this the mileage cost of our roads can a great deal of gratification.

charge at the beginning of the 1920 working board has been engaged in overhauling the situation, rehabilitating or abandoning the illen into disrepair or disuse, and drawing up omprehensive plan of operations covering a brief resume of this situation as it has de- given.

ge of roads and trails constructed by the sixteen years of existence (1905-1920) aggre- sisting of 1031 miles of wagon road, 636 miles 3 miles of trail.

ne 712 miles of temporary trail have been Not all of this mileage has been maintained has been in disuse or practically impassable a small mileage has been superseded by other t transportation as will appear more in detail

utes included in this 5602 miles are enumer- d IV, Annual Report for 1921. The following e status of the work of investigation and re- o years ago. The funds available enabled sub- be made and the investigation should be prac- ring the current season.

MILEAGE					
Wagon Road	Sled Road	Trail	Total	Flagging Only	Grand Total
1,031*	636	3,223	4,890	712	5,602
252½	271	1,105½	1,628¾	536	2,164¾
307	166	2,046½	2,519½		2,519½
1,590¼	1,073	6,375	9,038¼	1,248	10,286¼
114½	9	146½	270		270
25½	73	419	517½		517½
196½	325	750½	1,272	712	1,984
1,253¾	666	5,059	6,978¾	536	7,514¾
159¾	96	1,931	2,186¼		2,186¼
1,094½	570	3,128	4,792½	536	5,328½

\*projects subsequently turned over to other bureaus.

During the past fiscal year the expenditures were distributed over the following mileage:

	Wagon Road	Sled Road	Trail	Flagged Trail	Total
Southeastern Alaska	110½		25½		136
Eagle	19½	50	368½		438
Valdez	282		224		506
Southwestern Alaska	147	40	199		386
Yukon	308	527	1,005		1,840
Kuskokwim	83½		565		648½
Nome	211¾	27	1,189½	536	1,964¼
	1,162¼	644	3,576½	536	5,913¼

The Board has expended the following funds since the begin- ning of road and trail development in the Territory:

FEDERAL APPROPRIATIONS:

Alaska Fund, 1905-1920	\$2,155,030.92*
Army Acts, 1905-1920	3,058,041.44**
Increase of Compensation, 1918-1920	145.20
U. S. Treasury Adjustments, 1905-1920	22,870.76
Alaska Fund, 1921-1922	391,266.29
Army Acts, 1921-22	776,807.34
Increase of Compensation, 1921-22	5,262.09
Total	\$6,409,424.04

CONTRIBUTED FUNDS:

Territory of Alaska, 1920	\$ 101,184.56
Territory of Alaska, 1921-1922	175,017.27
Miscellaneous, 1922	1,683.77
Total	\$ 277,885.60
Grand Total	\$6,687,309.64

\*Includes the following adjustments:

Appropriations	\$2,123,585.65
ADDITIONS:	
Receipts from sales	\$48,694.14
Repayments, voucher corrections	1,326.68
Total	\$2,173,606.47

DEDUCTIONS:

Disbursing officer shortage***	18,575.55
Net total	\$2,155,030.92

\*\*Includes the following adjustments:

Appropriations	\$3,055,000.00
ADDITIONS:	
Navy Dept. reimbursement	\$3,976.19
Repayments, voucher corrections	291.80
Total	\$3,059,267.99

DEDUCTIONS:

Disbursing officer shortage***	1,226.55
Net Total	\$3,058,041.44

\*\*\*Defaulting officer was dismissed the service by G. O. No. 4, War Dept., Washington, D. C., Feb. 17, 1912.

In addition to the above funds, disbursed through the U. S. Treasury, the Board has supervised the expenditure of the follow- ing funds disbursed by other agencies:

sides these high costs, the nature of the work in Alaska adds to the cost in a way to make comparisons with road work in the United States difficult. In the roads built here the cruising, clearing, grubbing and construction of the road includes all work done upon the roads in the settled parts of the United States from pioneer days. Even with this the mileage cost of our roads can be looked upon with a great deal of gratification.

Since assuming charge at the beginning of the 1920 working season, the present board has been engaged in overhauling the entire road and trail situation, rehabilitating or abandoning the projects which had fallen into disrepair or disuse, and drawing up a progressive and comprehensive plan of operations covering a period of years. A brief resume of this situation as it has developed will now be given.

The total mileage of roads and trails constructed by the board during its first sixteen years of existence (1905-1920) aggregates 4890 miles, consisting of 1031 miles of wagon road, 636 miles of sled road, and 3223 miles of trail.

In addition, some 712 miles of temporary trail have been flagged as required. Not all of this mileage has been maintained year by year; some has been in disuse or practically impassable for many years and a small mileage has been superseded by other routes or methods of transportation as will appear more in detail below.

The specific routes included in this 5602 miles are enumerated in Tables I and IV, Annual Report for 1921. The following table summarizes the status of the work of investigation and rehabilitation begun two years ago. The funds available enabled substantial progress to be made and the investigation should be practically completed during the current season.

STATUS	MILEAGE					
	Wagon Road	Sled Road	Trail	Total	Flagging Only	Grand Total
1920 Report	1,031*	636	3,223	4,890	712	5,602
<b>ADDITIONS:</b>						
Reclassification	252½	271	1,105½	1,628¾	536	2,164¾
New Mileage	307	166	2,046½	2,519½		2,519½
Grand Total	1,590¼	1,073	6,375	9,038¾	1,248	10,286¾
<b>DEDUCTIONS:</b>						
Turned over to other bureaus	114½	9	146½	270		270
Abandoned	25½	73	419	517½		517½
Reclassification	196½	325	750½	1,272	712	1,984
Net Total	1,253¾	666	5,059	6,978¾	536	7,514¾
No Work 1922	159¼	96	1,931	2,186¼		2,186¼
1922 Report*	1,094½	570	3,128	4,792½	536	5,328½

\*Exclusive of sub-projects subsequently turned over to other bureaus.

During the past fiscal year the expended over the following mileage:

	Wagon Road	Sled Road
Southeastern Alaska	110½	
Eagle	19½	
Valdez	282	
Southwestern Alaska	147	
Yukon	308	
Kuskokwim	83½	
Nome	211¾	
<b>Total</b>	<b>1,162¼</b>	<b>6</b>

The Board has expended the following amount for the financing of road and trail development in the

**FEDERAL APPROPRIATIONS:**

Alaska Fund, 1905-1920	
Army Acts, 1905-1920	
Increase of Compensation, 1918-1920	
U. S. Treasury Adjustments, 1905-1920	
Alaska Fund, 1921-1922	
Army Acts, 1921-22	
Increase of Compensation, 1921-22	

Total

**CONTRIBUTED FUNDS:**

Territory of Alaska, 1920	
Territory of Alaska, 1921-1922	
Miscellaneous, 1922	

Total

Grand Total

\*Includes the following adjustments:

Appropriations

**ADDITIONS:**

Receipts from sales  
Repayments, voucher corrections

Total

**DEDUCTIONS:**

Disbursing officer shortage\*\*\*

Net total

\*\*Includes the following adjustments:

Appropriations

**ADDITIONS:**

Navy Dept. reimbursement  
Repayments, voucher corrections

Total

**DEDUCTIONS:**

Disbursing officer shortage\*\*\*

Net Total

\*\*\*Defaulting officer was dismissed the service of the Dept., Washington, D. C., Feb. 17, 1912.

In addition to the above funds, the Board has supervised the disbursement of the following funds disbursed by other agencies:

The nature of the work in Alaska adds to make comparisons with road work in the other states. In the roads built here the cruising, clearing and maintenance of the road includes all work done in the unsettled parts of the United States from this the mileage cost of our roads can be a great deal of gratification.

At the beginning of the 1920 working season it has been engaged in overhauling the condition, rehabilitating or abandoning the roads into disrepair or disuse, and drawing up a comprehensive plan of operations covering a full resume of this situation as it has developed.

Of roads and trails constructed by the Territory in the fifteen years of existence (1905-1920) aggregating 1031 miles of wagon road, 636 miles of sled road and 3,223 miles of trail.

712 miles of temporary trail have been constructed and all of this mileage has been maintained. Roads which have been in disuse or practically impassable small mileage has been superseded by other modes of transportation as will appear more in detail in the following table.

included in this 5602 miles are enumerated in the Annual Report for 1921. The following table shows the status of the work of investigation and repairs made during the current season. The funds available enabled repairs to be made and the investigation should be practically completed by the current season.

MILEAGE					
Wagon Road	Sled Road	Trail	Total	Flagging Only	Grand Total
1,031 <sup>1</sup>	636	3,223	4,890	712	5,602
252 <sup>1</sup> / <sub>2</sub>	271	1,105 <sup>1</sup> / <sub>2</sub>	1,628 <sup>3</sup> / <sub>4</sub>	536	2,164 <sup>3</sup> / <sub>4</sub>
307	166	2,046 <sup>1</sup> / <sub>2</sub>	2,519 <sup>1</sup> / <sub>2</sub>	.....	2,519 <sup>1</sup> / <sub>2</sub>
1,590 <sup>1</sup> / <sub>4</sub>	1,073	6,375	9,038 <sup>1</sup> / <sub>4</sub>	1,248	10,286 <sup>1</sup> / <sub>4</sub>
114 <sup>1</sup> / <sub>2</sub>	9	146 <sup>1</sup> / <sub>2</sub>	270	.....	270
25 <sup>1</sup> / <sub>2</sub>	73	419	517 <sup>1</sup> / <sub>2</sub>	.....	517 <sup>1</sup> / <sub>2</sub>
196 <sup>1</sup> / <sub>2</sub>	325	750 <sup>1</sup> / <sub>2</sub>	1,272	712	1,984
1,253 <sup>3</sup> / <sub>4</sub>	666	5,059	6,978 <sup>3</sup> / <sub>4</sub>	536	7,514 <sup>3</sup> / <sub>4</sub>
159 <sup>1</sup> / <sub>4</sub>	96	1,931	2,186 <sup>1</sup> / <sub>4</sub>	.....	2,186 <sup>1</sup> / <sub>4</sub>
1,094 <sup>1</sup> / <sub>2</sub>	570	3,128	4,792 <sup>1</sup> / <sub>2</sub>	536	5,328 <sup>1</sup> / <sub>2</sub>

Objects subsequently turned over to other bureaus.

During the past fiscal year the expenditures were distributed over the following mileage:

	Wagon Road	Sled Road	Trail	Flagged Trail	Total
Southeastern Alaska	110 <sup>1</sup> / <sub>2</sub>	.....	25 <sup>1</sup> / <sub>2</sub>	.....	136
Eagle	19 <sup>1</sup> / <sub>2</sub>	50	368 <sup>1</sup> / <sub>2</sub>	.....	438
Valdez	282	.....	224	.....	506
Southwestern Alaska	147	40	199	.....	386
Yukon	308	527	1,005	.....	1,840
Kuskokwim	83 <sup>1</sup> / <sub>2</sub>	.....	565	.....	648 <sup>1</sup> / <sub>2</sub>
Nome	211 <sup>3</sup> / <sub>4</sub>	27	1,189 <sup>1</sup> / <sub>2</sub>	536	1,964 <sup>1</sup> / <sub>4</sub>
	1,162 <sup>1</sup> / <sub>4</sub>	644	3,576 <sup>1</sup> / <sub>2</sub>	536	5,918 <sup>3</sup> / <sub>4</sub>

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

FEDERAL APPROPRIATIONS:	
Alaska Fund, 1905-1920	\$2,155,030.92*
Army Acts, 1905-1920	3,058,041.41**
Increase of Compensation, 1918-1920	145.20
U. S. Treasury Adjustments, 1905-1920	22,870.76
Alaska Fund, 1921-1922	391,266.29
Army Acts, 1921-22	776,807.34
Increase of Compensation, 1921-22	5,262.09
<b>Total</b>	<b>\$6,409,424.04</b>
CONTRIBUTED FUNDS:	
Territory of Alaska, 1920	\$ 101,184.56
Territory of Alaska, 1921-1922	175,017.27
Miscellaneous, 1922	1,683.77
<b>Total</b>	<b>\$ 277,885.60</b>
<b>Grand Total</b>	<b>\$6,687,309.64</b>

\*Includes the following adjustments:

Appropriations	\$2,123,585.65
ADDITIONS:	
Receipts from sales	\$48,694.14
Repayments, voucher corrections	1,326.68
50,020.82	
<b>Total</b>	<b>\$2,173,606.47</b>
DEDUCTIONS:	
Disbursing officer shortage***	18,575.55
<b>Net total</b>	<b>\$2,155,030.92</b>

\*\*Includes the following adjustments:

Appropriations	\$3,055,000.00
ADDITIONS:	
Navy Dept. reimbursement	\$3,976.19
Repayments, voucher corrections	291.80
4,267.99	
<b>Total</b>	<b>\$3,059,267.99</b>
DEDUCTIONS:	
Disbursing officer shortage***	1,226.55
<b>Net Total</b>	<b>\$3,058,041.44</b>

\*\*\*Defaulting officer was dismissed the service by G. O. No. 4, War Dept., Washington, D. C., Feb. 17, 1912.

In addition to the above funds, disbursed through the U. S. Treasury, the Board has supervised the expenditure of the following funds disbursed by other agencies:



turning to snow with the lowest winter temperature on the other hand, receives light rain; the long winter of the interior, clear days prevail, and with the light snow fall is provided for winter sledding.

Alaska is essentially a country of bold relief. From the coast the exceedingly rugged passes. Then one drops into a semi-interior leading to the main Alaska Range. The main great heights and after passing it one enters a valley of the Yukon. Even within this are encountered everywhere, rising into elevations mountainous. This diverse topography creates a steep slope.

The coastal country contains a very dense growth of timber. In the interior the usual timber is appearing, and in addition cottonwood and many places. The glaciers, resulting from the Coast Range, are a conspicuous feature and are likewise encountered on the south slope and to some extent on the north slope. created by the seasonal melting of these are the most annoying obstacles encountered in

commerce of Alaska, this Territory is, and is a producer of raw materials, metals and in addition on the coast, fish. Furs are portions, but are a very important element of Alaska and are distinguished by their rare furs of the world. Efforts continue to produce the unsettled prices of the last two years development difficult. Oil prospecting has high hopes exist for the bringing in of a high grade refining paraffine base oil found developments, chiefly in the Matanuska fields have made progress. The production of an important item of local production in the Area. It is improbable, in view of the existing for ocean shipping from our west coast through the Panama Canal to the east coast, to be exported for sale to our Pacific States. Only directed to the production of the hardier has continued and is of high value for local extension of the agricultural effort, of course, population engaged in mining or other local

With the above outline, the character of the commerce existing between the United States and Alaska can be readily seen. Alaska is essentially an overseas country based on the ports of our Northwest states. Its population is maintained by the shipment of raw materials to the Northwest states in exchange for which indispensables, chiefly foodstuffs and manufactured articles, are sent to Alaska.

### GENERAL TRANSPORTATION PROBLEM.

The traffic movement based on the commerce of Alaska and complying with the exactions of climate and topography, gives the key to the solution of the transportation problems of Alaska. As a basis for all this traffic, the first element is that of the ocean going ships plying from Seattle, or other Northwest ports, to the ports in Alaska. From these vessels material and personnel are distributed, first by railroads, of which three are in operation, i. e., the White Pass and Yukon from Skagway to Whitehorse, the main artery serving the Yukon Territory; second, the Copper River & Northwestern Railway from Cordova to the Kennecott Copper Mines; and third, the recently constructed Government Railroad from Seward, on the Gulf of Alaska, to Anchorage at the head of Cook Inlet, and thence along the Susitna Valley crossing the Alaska Range through Broad Pass to Nenana on the navigable waters of the Tanana River, and thence to Fairbanks, the center of the Fairbanks mining district and the interior terminus of the Valdez-Fairbanks wagon road. From the ports established in Alaska to the interior, great service is rendered in addition by the splendid interior waterways of the Yukon, Kuskokwim, Tanana and Koyukuk, in the distribution of supplies. While these rivers are open only five months in the year, the service they render is and always will be extremely important.

With the above two means of communication enters into service the wagon roads, sled roads and trails, constructed by this Board. In respect to railroads, however, the service rendered by wagon roads is of immensely more importance than that performed in our prairie states. No such general development will follow the construction of a railroad in Alaska as followed the construction of the railroads through the prairie states of the West, following the great period of American railroad construction. In our Western agricultural states, farms at once became accessible to the great Eastern markets, though located as far as fifty miles from the main railroad line after the construction of the same. On the other hand, it is practically impossible to proceed with wheeled vehicles anywhere in Alaska without some form of prepared wagon road. The need for some form of overland transportation is met at lesser cost in many parts of Alaska by the use of sled roads or trails. These provide a means of penetrating in-

rainfall, occasionally turning to snow with the lowest winter temperatures, and the interior on the other hand, receives light rain and snow fall. During the long winter of the interior, clear days with low temperatures prevail, and with the light snow fall excellent conditions are provided for winter sledding.

In topography, Alaska is essentially a country of bold relief. As one proceeds inland from the coast the exceedingly rugged coast range is first passed. Then one drops into a semi-interior of rolling country, extending to the main Alaska Range. The main Alaska Range rises to great heights and after passing it one enters the great interior river valley of the Yukon. Even within this valley rolling hills are encountered everywhere, rising into elevations which are almost mountainous. This diverse topography continues almost to the Arctic slope.

The forests of the coastal country contain a very dense growth of spruce and hemlock timber. In the interior the usual timber is spruce, hemlock not appearing, and in addition cottonwood and birch are found in many places. The glaciers, resulting from the very heavy snowfall on the Coast Range, are a conspicuous feature of that mountain system and are likewise encountered on the south slope of the Alaska Range and to some extent on the north slope. The glacier streams, created by the seasonal melting of these glaciers, are one of the most annoying obstacles encountered in our road construction.

In respect to the commerce of Alaska, this Territory is, and always will be, chiefly a producer of raw materials, metals or metalliferous minerals, and in addition on the coast, fish. Furs are produced in lesser proportions, but are a very important element in the commerce of Alaska and are distinguished by their rare beauty in the fur markets of the world. Efforts continue to produce wood pulp, but the unsettled prices of the last two years have made such development difficult. Oil prospecting has continued vigorously and high hopes exist for the bringing in of a producing field of the high grade refining paraffine base oil found in Alaska. The coal developments, chiefly in the Matanuska fields and near Healy River, have made progress. The production of both fields has been an important item of local production in the Government Railroad Area. It is improbable, in view of the extremely low rates prevailing for ocean shipping from our west coast to the Orient and through the Panama Canal to the east coast, that Alaskan coal can be exported for sale to our Pacific States. Agricultural effort, mainly directed to the production of the hardier cereals and root crops, has continued and is of high value for local consumption. The extension of the agricultural effort, of course, rests upon increased population engaged in mining or other local industries.

With the above outline, the changing between the United States and Alaska is essentially an overseas one for our Northwest states. Its population of raw materials to the Northwest which indispensables, chiefly foodstuffs, are sent to Alaska.

### GENERAL TRANSPORT

The traffic movement based on complying with the exactions of climate key to the solution of the transportation a basis for all this traffic, the first going ships plying from Seattle, or ports in Alaska. From these vessels distributed, first by railroads, of which the White Pass and Yukon from Skagway artery serving the Yukon Territory; Northwestern Railway from Cordova; Mines; and third, the recently completed from Seward, on the Gulf of Alaska. Cook Inlet; and thence along the Alaska Range through Broad Pass waters of the Tanana River, and thence of the Fairbanks mining district and Valdez-Fairbanks wagon road. From Alaska to the interior, great service is provided by the splendid interior waterways of the Yukon and Koyukuk, in the distribution of which are open only five months in the year and always will be extremely important.

With the above two means of service the wagon roads, sled roads, and trails are the mainstay of this Board. In respect to railroads, the service by wagon roads is of immensely more importance than is formed in our prairie states. No matter how rapid the construction of a railroad following the great period of American expansion in our Western agricultural states, far from the great Eastern markets, though from the main railroad line after a long haul. On the other hand, it is practically impossible to have wheeled vehicles anywhere in Alaska without a wagon road. The need for transportation is met at lesser cost in many instances by sled roads or trails. These pro-

turning to snow with the lowest winter temperature on the other hand, receives light rain during the long winter of the interior, clear days prevail, and with the light snow fall exercise provided for winter sledding.

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The commerce of Alaska, this Territory is, and is chiefly a producer of raw materials, metals or minerals, and in addition on the coast, fish. Furs are also important, but are a very important element in the commerce of Alaska and are distinguished by their rare and valuable furs. Efforts continue to protect the unsettled prices of the last two years development difficult. Oil prospecting has kindled high hopes exist for the bringing in of a new high grade refining paraffine base oil found in the Matanuska fields, have made progress. The production of copper is an important item of local production in the Copper River Area. It is improbable, in view of the expense of hauling for ocean shipping from our west coast through the Panama Canal to the east coast, to be exported for sale to our Pacific States. It is mainly directed to the production of the hardier metals, has continued and is of high value for local use. Extension of the agricultural effort, of course, is a population engaged in mining or other local

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accessible country and of bringing them into a stage of development warranting the heavier cost of construction of a located and graded wagon road. This form of development has been successfully carried out by this Board, the dog trail and sled road permitting entry into an area at low cost and being later improved into a summer road if the development warrants it. It is this carefully guided expenditure upon roads and trails in all the area of Alaska capable of providing traffic for the Government Railroad, that is necessary before that great federal endeavor can receive all of the traffic with which this great Territory can provide it. To enable all of this traffic to reach the railroad, eventually it will be found that an amount very nearly equalling the cost of the Railroad will have been spent upon wagon roads, trams, sled roads and other means of overland transportation within the Territory.

### REGIONS OF ALASKA.

Our problems are outlined by reviewing the physical features of Alaska and the lines of communication already established. The portion of Alaska now under development naturally divides itself in this way into the following districts:

First, Southeastern Alaska, embracing the islands and coastal mainland east of the 141st meridian. This region is served almost entirely by water borne commerce and little new construction is necessary except in providing short tributary roads to the coast towns.

Second, Copper River Valley, embracing Cordova, Valdez and Kennecott, and penetrated by the Copper River Railroad with the Valdez-Fairbanks road serving as a tributary.

Third, the Susitna Valley, including the country traversed by the Government Railroad in the Susitna Valley and on the Kenai Peninsula, including Seward, Anchorage, and the Matanuska coal fields. The Alaska Peninsula and Kodiak Island, served by boats based on Seward, are closely attached in development to this region and are included therein.

Fourth, the Kuskokwim Valley, including the lower Yukon Valley and that of the Kuskokwim. This region is very meagerly provided with transportation means and the most important project of this Board aims at its relief and attachment to the Government Railroad.

Fifth, the Yukon, including Fairbanks and the Yukon, Koyukuk and Tanana Valleys. This rich placer mining district is of high importance for development and if producing quartz mines can be added to the placer mining production, an important tonnage will be produced for the Government Railroad.

Sixth, Nome, including the Seward Peninsula and the Arctic slope of Alaska. This region is served by summer roads of minor importance and throughout by highly important winter dog trails.

### TRAFFIC MOVEMENT

A traffic census was conducted throughout the year. Due to the poor communications, reports are not now complete. Such fragmentary reports received show a very gratifying reaction from the public by this Board, and an astonishing aggregation of traffic lying in remote sections. Of those reported, the Cache Creek Road and sled road show a total of 1,866 persons through the year. The freight tonnage by this tonnage through the year upon the Road to \$50,000, or more than the cost of all new roads within the year by this Board. Upon the Road a traffic of 1,178 tons and 2,188 persons traffic has been a very valuable one for the Territory and without the road construction already provided would be practically non-existing. Upon the Rainy Pass a traffic of 1,000 persons journeyed. The cost of this trip upon this trail with dog teams would amount in the year to the expenditure of increased amounts in the year upon this important trail will be returned by increased traffic and reduced cost per person. Upon the Road a traffic of 800 tons and 577 persons far cry from these roads in the old settled territory, the Kobuk Valley in the far north. Yet upon the Road along the Kobuk River at Kiana, a traffic of 1,000 persons was shown. This latter traffic movement is over-emphasized as bringing out the service of the winter dog trails in the far northern portions of Alaska.

### DETAILED OPERATIONS BY

The nature of the construction work has been pioneer cruising and blazing of pack trails and grading well graded gravel roads. In Southeastern Alaska centers of population of Southwestern and Northern Alaska several hundred miles of road exist, well suited to and meeting adequately the increased motor traffic. A considerable amount of work is constantly being done in improving portions of old roads, involving regrading and gravel surfacing. The condition of roads here is to improve by thawing and drying out for this reason, the carrying along of construction materials during periods has not always been a disadvantage and clearing of the right-of-way and

**EAGLE SUB-DISTRICT.**

Supervised from the Juneau Office.

Fred Price, Foreman in Charge.

This sub-district includes the territory east of the 144th meridian between the Yukon and Tanana Rivers. There are thirteen sub-projects in this district affording communication between Eagle and the Seventymile country to the north and northwest and the Fortymile country to the south and southwest. With the completion of these sub-projects by the United States and the extension of the Dawson-Miller Creek Road by Canada to the International Boundary, there will be provided a through route for wheeled traffic from Eagle to Dawson, the main distributing center for the Klondike and Yukon Territory. Eagle, or Fort Egbert, nearby, is the northern terminus of the Valdez-Fort Egbert trail and telegraph line, the original American route to the Yukon.

**SUMMARY OF ROADS.**

Sub Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
11A	Eagle-O'Brien Creek .....	17			17
11B	O'Brien Creek-Fortymile .....		30		30
11C	Steel Creek-Jack Wade .....	2½		11½	14
11D	Canyon Creek-Walker's Fork .....		10	12	22
11E	Eagle-Seventymile .....			20	20
11F	Steel Creek-Chicken .....			29	29
11G	Steel Creek-Moose Creek .....		10		10
11H	Liberty Cabin-Steel Creek .....			21	21
53	Eagle-Circle .....			190	190
65D	Ketchumstuk-Tanana Crossing..			67	67
65E*	Chicken-Ketchumstuk .....			35	35
86	Fourth of July-Nation .....			10	10
87	Woodchopper Creek .....			8	8
Totals .....		19½	50	403½	473

\*No expenditure during fiscal year.

**ROUTE 11A—EAGLE-O'BRIEN CREEK (17 MILES WAGON ROAD)**

This is the first section of the Eagle-Fortymile route and is improved to wagon road standard.

During the past season, it was generally maintained and repaired, culverts rebuilt, slides removed, and drainage reconstructed. Light grading was performed in American Creek Canyon.

Expenditure \$4,516.62.

**ROUTE 11B—O'BRIEN CREEK-FORTYMILE (30 MILES SLED ROAD).**

This sled road, an important supply artery for the Fortymile, was cleared of windfalls and brush.

Expenditure \$353.50.

**ROUTE 11C—STEEL CREEK-JACK WADE (11½ MILES TRAIL).**

A small amount of work was performed over the divide leading to Jack Wade from Steel Creek. Expenditure \$57.75.

**ROUTE 11D—CANYON CREEK-WALKER'S FORK SLED ROAD AND 12 MILES TRAIL.**

General maintenance work. Expenditure \$500.00.

**ROUTE 11E—EAGLE-SEVENTYMILE TRAIL.**

General maintenance on completed trail and new trail constructed. Expenditure \$500.00.

**ROUTE 11F—JACK WADE-CHICKEN TRAIL.**

Guiding signs were erected and the trail improved. Expenditure \$300.00.

**ROUTE 11G—STEEL CREEK-MOOSE CREEK SLED ROAD.**

This is a 10-mile winter sled road connecting Eagle with Moose Creek, 47 miles from Eagle, with the International Boundary at Moose Creek.

An examination of the route was made and some work was done last year.

Expenditure \$300.00.

**ROUTE 11H—LIBERTY CABIN-STEEL CREEK TRAIL.**

This trail forms the summer route from Liberty Cabin to the mouth of Steel Creek. Liberty Cabin is 2 miles from Liberty Fork with O'Brien Creek, 2 miles from Route 11B.

Expenditure \$150.00.

**ROUTE 53—EAGLE-CIRCLE TRAIL.**

This winter mail trail connects the town of Eagle to the Yukon River. It follows the ice on the Yukon River for a distance of 190 miles.

A small amount of work was done on the trail last winter. The route is to be reconnoitered next winter, eliminating dangerous sections on the ice by portages across several long bends.

Expenditure \$100.00.

**ROUTE 65D—KETCHUMSTUK-TANANA CROSSING (67 MILES TRAIL)**

This route follows the old telegraph line along the original Valdez-Fort Egbert Trail. The Ketchumstuk-Fort Egbert section was abandoned when the establishment of a radio station at Eagle rendered the telegraph line unnecessary. Travel now follows the cut-off via the Fortymile, Routes 65E, 11F, 11C, 11B and 11A.

A reconnaissance of the route was made and repair work planned. No work was done last year due to the lateness of the season.

Expenditure \$72.00.

**ROUTE 65E—CHICKEN-KETCHUMSTUK.....(35 MILES TRAIL)**

This 35-mile trail forms a cut-off from the old Fort Egbert Trail to the Fortymile and thence to Eagle.

The Engineer Officer of the Board made a reconnaissance by pack-train over this route last summer and repair work is scheduled. No work was done last year due to the lateness of the season.

No expenditures.

**ROUTE 86—FOURTH OF JULY-NATION.....(10 MILES TRAIL)**

This trail connects Nation, a small mining district of minor activity, with the Yukon River at the mouth of Fourth of July Creek.

Some work was done in brushing out and completing the trail started by the Territory in 1920.

Expenditure \$560.75.

**ROUTE 87—WOODCHOPPER CREEK.....(8 MILES TRAIL)**

An examination of work desired in the Woodchopper region was made but no work was performed.

Expenditure \$62.00.

**EXAMINATIONS AND SURVEYS.**

In addition to Routes 65D, and 65E, above mentioned, the Engineer Officer of the Board and the Foreman in charge of the Eagle sub-district made an extensive reconnaissance of the entire district. The following additional routes were reported on:

- Eagle-North Fork-Fortymile.
- Chicken-Goodpaster-McCarty.

**DISTRIBUTION OF EXPENDITURES**

Type	Miles*	Expenditures	Unit Cost Dollars per Mile
Wagon Road .....	19½		
Sled Road .....	50		
Trail .....	368½		
<b>Totals .....</b>	<b>438</b>	<b>\$7,472.62</b>	<b>\$17.00</b>

\*Includes routes maintained during fiscal year only.

**VALDEZ DISTRICT**

Dan A. Jones, District Engineer  
T. H. Huddleston, Asst. S  
Frank Shipp, Asst. Sup

Valdez, at the head of Prince William Sound, is the most open all-the-year-round port in Alaska. It is the terminus of the Military Road and the main line of the Interior. Fort Lisicum, garrisoned by part of the 1st Cavalry, is located three miles across the bay and the 1st Cavalry Corps is stationed in Valdez and charged with the repair of the telegraph line. At Valdez is the Federal Court for the Third Judicial Division. Valdez has maintained its principal supply depot at this point.

The principal project of the Board in this district is the Richardson Highway, extending from Valdez to the Tanana River, and thence on to Circle, Alaska. This route was begun as a trail in 1900 from Fairbanks to Valdez. Later the main line was diverted at Gulik to the old Fort Egbert to Fairbanks. By 1911 it was completed and motor vehicles for the entire 371 miles between Fairbanks and Valdez. Prior to that, freight was handled by dog teams in the winter time. In the summer of 1911 the automobile made the trip through from Fairbanks to Valdez. Most of the traffic has been by motor, even in the winter, and carried over 160 miles of the route by automobile.

A sub-office was established at Chitina in 1911. A disastrous flood closed the military road between Valdez and Chitina 16 miles from Valdez. This section of the route was closed to traffic last summer. Meanwhile, the overland route of the Copper River and Northwestern Railway from Chitina, 130 miles, thence by the Chitina and Willow Creek, 130 miles from Chitina to Willow Creek, Mile 200, is the main road. During the current year, a sub-project at Chitina was charged with work on the Chitina and Willow Creek and on the main road between Chitina and Willow Creek, at Mile 200, and on the summit of the Chugach Range, at Mile 200, and on the River beyond the summit of the main Alaska Highway.

Including the different sections of the Richardson Highway, there are 21 sub-projects in this district, of which 114 miles, has been abandoned. The Co

**THE SUB-DISTRICT.**

Headed from the Juneau Office.

Price, Foreman in Charge.

includes the territory east of the 144th meridian and Tanana Rivers. There are thirteen districts affording communication between Eagle country to the north and northwest and the south and southwest. With the completion by the United States and the extension of the Creek Road by Canada to the International Boundary, a through route for wheeled traffic will be provided from Dawson, the main distributing center for the Territory. Eagle, or Fort Egbert, nearby, is the terminus of the Valdez-Fort Egbert trail and the principal American route to the Yukon.

**SUMMARY OF ROADS.**

Route	Wagon Road	Sled Road	Trail	Total Miles
Creek	17	30		47
Fortymile			11½	14
Jack Wade	2½	10	12	22
Walker's Fork			20	20
Seventymile			29	29
Chicken		10		10
Moose Creek			21	21
Steel Creek			190	190
Tanana Crossing			67	67
Motuk			35	35
Y-Nation			10	10
Creek			8	8
	19½	50	403½	473

ending fiscal year.

**O'BRIEN CREEK (17 MILES WAGON ROAD)**

A section of the Eagle-Fortymile route and is of standard road. In the winter season, it was generally maintained and repaired, slides removed, and drainage reconstructed. Work was performed in American Creek Canyon.

1916.62.

**STEEL CREEK-FORTYMILE (30 MILES SLED ROAD)**

An important supply artery for the Fortymile route. It passes through windfalls and brush.

1913.50.

**ROUTE 11C—STEEL CREEK-JACK WADE (2½ MILES ROAD AND 11½ MILES TRAIL).**

A small amount of work was performed in grading the road over the divide leading to Jack Wade from Steel Creek. Expenditure \$57.75.

**ROUTE 11D—CANYON CREEK-WALKER'S FORK (10 MILES SLED ROAD AND 12 MILES TRAIL).**

General maintenance work. Expenditure \$500.00.

**ROUTE 11E—EAGLE-SEVENTYMILE (20 MILES TRAIL)**

General maintenance on completed portion and three miles of new trail constructed. Expenditure \$500.00.

**ROUTE 11F—JACK WADE-CHICKEN (29 MILES TRAIL)**

Guiding signs were erected and the trail brushed out. Expenditure \$300.00.

**ROUTE 11G—STEEL CREEK-MOOSE CREEK (10 MILES SLED ROAD)**

This is a 10-mile winter sled road connecting Steel Creek, at Mile 47 from Eagle, with the International Boundary at the mouth of Moose Creek.

An examination of the route was made and a small amount of work was done last year.

Expenditure \$300.00.

**ROUTE 11H—LIBERTY CABIN-STEEL CREEK (21 MILES TRAIL)**

This trail forms the summer route to the Fortymile at the mouth of Steel Creek. Liberty Cabin is located at the junction of Liberty Fork with O'Brien Creek, 26 miles from Eagle on Route 11B.

Expenditure \$150.00.

**ROUTE 53—EAGLE-CIRCLE TRAIL (190 MILES TRAIL)**

This winter mail trail connects the towns of Eagle and Circle. It follows the ice on the Yukon River for the greater part of the distance.

A small amount of work was done on the Motuk Cut-off. This route is to be reconnoitered next winter with the end in view of eliminating dangerous sections on the ice and shortening the route by portages across several long bends.

Expenditure \$100.00.

PORT ALASKA ROAD COMMISSION.

KETCHUMSTUK-TANANA CROSSING (67 MILES)

vs the old telegraph line along the original trail. The Ketchumstuk-Fort Egbert section the establishment of a radio station at Eagle h line unnecessary. Travel now follows the le, Routes 65E, 11F, 11C, 11B and 11A. e of the route was made and repair work as done last year due to the lateness of the

EN-KETCHUMSTUK.....(35 MILES TRAIL)

l forms a cut-off from the old Fort Egbert and thence to Eagle. ficer of the Board made a reconnaissance by oute last summer and repair work is sched- done last year due to the lateness of the

OF JULY-NATION.....(10 MILES TRAIL)

ts Nation, a small mining district of minor kon River at the mouth of Fourth of July

done in brushing out and completing the eritory in 1920. 75.

OPPER CREEK.....(8 MILES TRAIL)

of work desired in the Woodchopper region was performed. 0.

MINATIONS AND SURVEYS.

utes 65D, and 65E, above mentioned, the En- Board and the Foreman in charge of the e an extensive reconnaissance of the entire additional routes were reported on:

Fortymile. r-McCarty.

DISTRIBUTION OF EXPENDITURES

Miles*	Expenditures	Unit Cost Dollars per Mile
19½		
50		
368½		
438	\$7,472.62	\$17.00

\*Retained during fiscal year only.

VALDEZ DISTRICT.

Dan A. Jones, District Engineer (to Dec. 1, 1921).  
T. H. Huddleston, Asst. Supt., Valdez.  
Frank Shipp, Asst. Supt., Chitina.

Valdez, at the head of Prince William Sound, is the northernmost open all-the-year-round port in Alaska. It is the southern terminus of the Military Road and Telegraph Line to the Interior. Fort Lisicum, garrisoned by part of the 47th U. S. Infantry, is located three miles across the bay and a company of the Signal Corps is stationed in Valdez and charged with the maintenance and repair of the telegraph line. At Valdez is located also the U. S. Court for the Third Judicial Division. This Board has heretofore maintained its principal supply depot at Valdez.

The principal project of the Board is the military road, or Richardson Highway, extending from Valdez to Fairbanks, on the Tanana River, and thence on to Circle, on the Upper Yukon. This route was begun as a trail in 1900 from Valdez to Fort Egbert. Later the main line was diverted at Gulkana, Mile 12S, from Fort Egbert to Fairbanks. By 1911 it was passable for light wheeled vehicles for the entire 371 miles between Valdez and Fairbanks. Prior to that, freight was handled by double bob-sled (horse-drawn) in the winter time. In the summer of 1913 the first light automobile made the trip through from Fairbanks to Valdez. Since then, most of the traffic has been by motor, even the winter mails being carried over 160 miles of the route by automobile.

A sub-office was established at Chitina during the War when a disastrous flood closed the military road through Keystone Canyon, 16 miles from Valdez. This section of the road was reopened to traffic last summer. Meanwhile, the overland route was by way of the Copper River and Northwestern Railroad from Cordova to Chitina, 130 miles, thence by the Chitina cut-off (military road), 39 miles from Chitina to Willow Creek, Mile 92 north of Valdez on the main road. During the current year, an assistant superintendent at Chitina was charged with work on the cut-off between Chitina and Willow Creek and on the main road from Thompson Pass, the summit of the Chugach Range, at Mile 25, to Rapids on the Delta River beyond the summit of the main Alaska Range, Mile 231½.

Including the different sections of the military road, there are 21 sub-projects in this district, of which one, the Tasnuna Trail, 114 miles, has been abandoned. The Cordova-Eyak Lake and Ka-



talla-Chilkat sub-projects have been handled by the Department of Agriculture. The work on the Valdez-Mineral Creek Road and the Granby Road were paid for from Territorial funds by the chairman of the Divisional Road Commission as will appear in his report below. The work, however, was performed by the superintendent of this Board at Valdez. These sub-projects are therefore included in the following table with the 16 sub-projects of this Board:

Sub Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
4B	Valdez Ernestine .....	63			63
4C	Ernestine-Willow Creek .....	29			29
4D	Willow Creek-Gulkana .....	36			36
4E	Gulkana-Sourdough .....	21½			21½
4F	Sourdough-168 Mile Post .....	18			18
4G	168 Mile Post-Delta River .....	38			38
4H1	Delta River-Rapids .....	25½			25½
6A	Willow Creek-Tonsina .....	24			24
6B	Tonsina-Chitina .....	15			15
36*	Valdez-Mineral Creek .....	10½			10½
36A*	Granby Road .....	5			5
54**	Chisana-Nizina .....			78	78
57	McCarthy-Nizina .....	8		8	16
57A***	Nizina River Bridge .....				
61**	Strelina-Kuskulana .....	16			16
65A	Gulkana-Chistochina .....	4		36	40
65B	Cristochina-Slate Creek .....			40	40
65C	Cristochina-Tanana Crossing .....			140	140
	Totals .....	313½		302	615½

\*Expenditures by the Territory.  
 \*\*No expenditures during the fiscal year.  
 \*\*\*Cooperative project with Territory of Alaska.

**ROUTE 4B—VALDEZ-ERNESTINE..... (63 MILES WAGON ROAD)**

This portion of the Richardson Road has always been the most troublesome and the most costly to maintain. During 1919 a severe washout in Keystone Canyon totally destroyed the road there as well as cutting into the road at numerous other places along Lowe River. This year has seen the completion of the difficult and expensive relocation through Keystone Canyon, consisting of a rockcut through a vertical cliff for the entire distance. At Bear Creek and Sheep Creek suspension bridges of one hundred and fifty and one hundred and seventy-five foot spans, respectively, were erected. The Keystone Canyon relocation was connected with the Bear Creek Bridge by the new side hill road. South of Keystone Canyon, near Comfort, the relocation of a road on the side hill to escape the disastrous floods of the Lowe River has been commenced and will be completed during the working season of 1922. With the completion of this work on this portion of the Valdez-Fairbanks Road, maintenance charges which have been very heavy in the past, in the annual charges to keep the Valdez-Fairbanks Road open, will be greatly reduced.

**Expenditure:**

1st Section .....	
2nd Section .....	
3rd Section .....	
4th Section .....	
5th Section .....	
6th Section .....	

Total .....

Of above, \$220.02 was contributed by repairs to the Valdez Dike.

**ROUTE 4C—ERNESTINE-WILLOW CREEK ROAD)**

This portion of the road had been closed due to the blockade at Keystone Canyon. It was opened up for traffic this season. A large tonsina was removed and extensive repairs were placed. Culverts were repaired and gravel most needed.

Expenditure \$8,469.13.

**ROUTE 4D—WILLOW CREEK-GULKANA ROAD)**

Work consisted of general maintenance. The road was dragged several times during the season. The Gulkana Bridge was refloored and a new approach to the bridge built. Numerous culverts were repaired.

Expenditure \$15,130.36.

**ROUTE 4E—GULKANA-SOURDOUGH (21½ MILES)**

Road was dragged, ditches cleaned and a mile of gravel surfacing was placed, using the dump trucks.

Expenditure \$17,786.91.

**ROUTE 4F—SOURDOUGH-168 MILE POST ROAD)**

Extensive gravel surfacing was carried out on the road. A Bucyrus dragline shovel and a Bucyrus shovel were used in this work. Four miles of gravel surfacing were completed. In addition, four miles of grading on the road were completed. This portion of the road is now a thoroughout.

Expenditure \$15,017.62.

ALASKA ROAD COMMISSION.

have been handled by the Department on the Valdez-Mineral Creek Road and aid for from Territorial funds by the Road Commission as will appear in work, however, was performed by the Road at Valdez. These sub-projects are following table with the 16 sub-projects

	Wagon Road	Sled Road	Trail	Total Miles
.....	63			63
.....	29			29
.....	36			36
.....	21½			21½
.....	18			18
.....	38			38
.....	25½			25½
.....	24			24
.....	15			15
.....	10½			10½
.....	5		78	78
.....	8		8	16
.....				16
.....	16		36	40
.....	4		40	40
.....			140	140
.....				—
.....	313½		302	615½

Territory.  
 ending the fiscal year.  
 with Territory of Alaska.

ERNESTINE.....(63 MILES WAGON ROAD)

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Expenditure:

1st Section .....	\$10,642.03
2nd Section .....	12,757.38
3rd Section .....	19,922.10
4th Section .....	21,785.96
5th Section .....	3,145.04
6th Section .....	8,121.24
Total .....	\$76,373.75

Of above, \$220.02 was contributed by the City of Valdez for repairs to the Valdez Dike.

ROUTE 4C—ERNESTINE-WILLOW CREEK (29 MILES WAGON ROAD)

This portion of the road had been closed to through traffic, due to the blockade at Keystone Canyon for two years. It was opened up for traffic this season. A large mud slide near Upper Tonsina was removed and extensive revetment of cribbing was placed. Culverts were repaired and gravel surfacing placed where most needed.

Expenditure \$8,469.13.

ROUTE 4D—WILLOW CREEK-GULKANA (36 MILES WAGON ROAD)

Work consisted of general maintenance. The road was dragged several times during the season. Culverts were rebuilt. The Gulkana Bridge was refloored and a new seventy-five-foot approach to the bridge built. Numerous culverts were rebuilt.

Expenditure \$15,130.36.

ROUTE 4E—GULKANA-SOURDOUGH (21½ MILES WAGON ROAD)

Road was dragged, ditches cleaned and culverts rebuilt. One mile of gravel surfacing was placed, using the Bucyrus dragline and dump trucks.

Expenditure \$17,786.91.

ROUTE 4F—SOURDOUGH-168 MILE POST (18 MILES WAGON ROAD)

Extensive gravel surfacing was carried out on this section of the road. A Bucyrus dragline shovel and a fleet of dump trucks were used in this work. Four miles of gravel surfacing were completed. In addition, four miles of grading and widening of the road were completed. This portion of the road requires graveling throughout.

Expenditure \$15,017.62.

**ROUTE 4G—168 MILE POST-DELTA RIVER (38 MILES WAGON ROAD)**

Work on this section consisted of general maintenance, repairing bridges damaged by glacial streams, and reconstruction of culverts and cleaning ditches. One mile of gravel surfacing was placed. A dike one hundred feet long was built for bridge protection.

Expenditure \$8,897.56.

**ROUTE 4H1—DELTA RIVER-RAPIDS (25½ MILES WAGON ROAD)**

General maintenance work was performed. Two miles were graded, culverts repaired and ditches cleaned.

Expenditure \$6,067.41.

**ROUTE 6A—WILLOW CREEK-TONSINA (24 MILES WAGON ROAD)**

One mile cleared and grubbed thirty feet wide. Eight miles machine grading performed. The road was dragged, drainage ditches cleaned and culverts rebuilt. One mile of new road was constructed.

Expenditure \$23,760.72.

**ROUTE 6B—TONSINA-CHITINA.....(15 MILES WAGON ROAD)**

The work consisted of general maintenance. Approach to the Lower Tonsina Bridge was washed out by a cutting of the banks of the river and it was necessary to erect a one hundred foot Howe truss span as an extension to the existing bridge. This span was erected in December.

Expenditure \$22,326.08.

**ROUTE 36—VALDEZ-MINERAL CREEK (10½ MILES WAGON ROAD)**

This route extends from Valdez along the beach to the westward as far as the mouth of Mineral Creek, then up the creek to McIntosh's Roadhouse, and beyond to a number of workings at the head of Mineral Creek. Its rehabilitation was begun by the Territory two years ago.

Last season, the approaches to the Siwash Bridge were rebuilt and the bridge repaired.

Total expenditures \$91.20 (Territorial Treasurer).

**ROUTE 36A—GRANBY ROAD.....(5 MILES WAGON ROAD)**

This road was originally built by the Granby Company to haul supplies from their wharf on the beach to the mines in

Solomon Gulch. On the beach, it also trail from Fort Liscum to Valdez. All handled up the cliffs by an aerial tram, road is still used as a means of commu ferent properties in the Gulch, principally the power plant which supplies the city power.

Practically all work on this project ion of the Solomon Gulch Bridge, left season, due to lack of funds. About 55 blasted out at the bridge approaches. Bu at each end of the bridge and decking ar on the bridge.

Total expenditures \$495.97 (Territorial

**ROUTE 54—CHISANA-NIZINA TRAIL.....**

No work was done on this trail dur

**ROUTE 57—McCARTHY-NIZINA (8 MILE MILES TRAIL)**

This road grading was extended four clearing. Clearing and grubbing forty feet an additional one and one-half mile. One one-quarter mile corduroy and the construction was performed throughout.

Expenditure \$2,853.95.

**ROUTE 57A—NIZINA RIVER BRIDGE:**

This important project to bridge the and make accessible the mineralized region Valley progressed satisfactorily during the sance was completed and the crossing located by drilling the stream bed at proposed liminary design of the structure was prepared procure the material for and constructed (1922-1923).

Expenditures:

Alaska Road Commission .....

Territory .....

Total .....

**ROUTE 61—STRELNA-KUSKULANA....(16 M**

No expenditure on this route.

LE POST-DELTA RIVER (38 MILES WAGON

s section consisted of general maintenance, re-  
 maged by glacial streams, and reconstruction of  
 ing ditches. One mile of gravel surfacing was  
 ne hundred feet long was built for bridge pro-

\$8,897.56.

TA RIVER-RAPIDS (25½ MILES WAGON ROAD)

aintenance work was performed. Two miles were  
 epaired and ditches cleaned.

\$6,067.41.

LOW CREEK-TONSINA (24 MILES WAGON

pared and grubbed thirty feet wide. Eight miles  
 performed. The road was dragged, drainage  
 and culverts rebuilt. One mile of new road was

\$23,760.72.

NSINA-CHITINA.....(15 MILES WAGON ROAD)

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 Bridge was washed out by a cutting of the banks  
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 n extension to the existing bridge. This span was  
 ember.

e \$22,326.08.

ALDEZ-MINERAL CREEK (10½ MILES WAGON

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GRANBY ROAD.....(5 MILES WAGON ROAD)

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 from their wharf on the beach to the mines in

Solomon Gulch. On the beach, it also connected with the old  
 trail from Fort Liscum to Valdez. All heavy supplies are now  
 handled up the cliffs by an aerial tram, but the upper end of the  
 road is still used as a means of communication between the dif-  
 ferent properties in the Gulch, principally the Granby Mines and  
 the power plant which supplies the city of Valdez with light and  
 power.

Practically all work on this project was limited to comple-  
 tion of the Solomon Gulch Bridge, left incomplete the previous  
 season, due to lack of funds. About 55 yards of solid rock were  
 blasted out at the bridge approaches. Bulkheads were constructed  
 at each end of the bridge and decking and hand rail were placed  
 on the bridge.

Total expenditures \$495.97 (Territorial Treasurer).

ROUTE 54—CHISANA-NIZINA TRAIL.....(78 MILES TRAIL)

No work was done on this trail during the year.

ROUTE 57—McCARTHY-NIZINA (8 MILES WAGON ROAD, 8  
 MILES TRAIL)

This road grading was extended four miles to the end of the  
 clearing. Clearing and grubbing forty feet wide was carried out  
 an additional one and one-half mile. One mile of side hill grading,  
 one-quarter mile corduroy and the construction of necessary cul-  
 verts was performed throughout.

Expenditure \$2,853.95.

ROUTE 57A—NIZINA RIVER BRIDGE:

This important project to bridge the dangerous Nizina River  
 and make accessible the mineralized region of the upper Chitina  
 Valley progressed satisfactorily during the past year. Reconnaiss-  
 sance was completed and the crossing located. Bedrock was located  
 by drilling the stream bed at proposed pier locations. A pre-  
 liminary design of the structure was prepared. It is planned to  
 procure the material for and construct the piers next winter  
 (1922-1923).

Expenditures:

Alaska Road Commission .....\$3,190.33  
 Territory ..... 5,000.00

Total .....\$8,190.33

ROUTE 61—STRELNA-KUSKULANA....(16 MILES WAGON ROAD)

No expenditure on this route.

**ROUTE 65A—GULKANA-CHISTOCHINA (4 MILES WAGON ROAD, 36 MILES TRAIL)**

No work during the year. Belated bills for previous year's work were paid, amounting to \$656.00.

**ROUTE 65B—CHISTOCHINA-SLATE CREEK (40 MILES TRAIL)**

No work during the year. Belated bills for previous year's work were paid, amounting to \$109.50.

**ROUTE 65C—CHISTOCHINA-TANANA CROSSING (140 MILES TRAIL)**

Part of the old Valdez-Fort Egbert Trail. A reconnaissance of this trail was made by the Engineer Officer of the Board.

Expenditure \$92.20.

**EXAMINATIONS AND SURVEYS**

In response to petitions, the superintendent made report on the following proposed routes:

- Strelna-Kotsina.
- Meier's-Valdez Creek.

As above noted, the Engineer Officer of the Board made a reconnaissance by pack train over Routes 65A and 65C. He then continued across from Meier's, Mile 175, Richardson Highway, to the mining operations on Valdez Creek near Broad Pass for the purpose of determining a connection from Valdez Creek direct west to the Government Railroad to replace the winter sled road maintained by the Valdez Creek operators to the southeast to join the Richardson Highway at Gulkana, Mile 128.

**SHELTER CABINS**

The shelter cabin at the foot of the Nizina Glacier on Route 54 was repaired at a cost of \$200.

**DISTRIBUTION OF EXPENDITURES**

Type	Miles*	Expenditures	Unit Cost Dollars per Mile
Wagon Road .....	282		
Trail .....	224		
	<u>506</u>	\$205,731.52	\$406.60

\*Includes routes maintained during fiscal year only. Routes 36 and 36A not included.

**SOUTHWESTERN**

Anton Eide, Superin

There are 42 sub-projects in this been abandoned; 29 of the remaining 3 to the U. S. Government Railway (Alas of roads and trails devised by this I in this district at the following points:

Main Line Mile		
0	Seward	10 10A 10B
7	Woodrow	10
23	Roosevelt	55
29	Moose Pass Station	24 24A 24B 19E
75	Girdwood	75
114	Anchorage	75A 75B 75B 75
119	Whitney	35J
126	Eagle River	35K
151	Matanuska	35L 35A 35B 35D 35E 35F 35H 35J 35M
160	Wasilla	20B 20H 51
181	Nancy	83
227	Talkeetna	93
288	Honolulu Creek Chickaloon Br.	
	Mile	
6	Palmer	35B 35C 35G 35H 35K 35L 35I
13	Moose Creek	

**NA-CHISTOCHINA (4 MILES WAGON  
LES TRAIL)**

he year. Belated bills for previous year's  
ing to \$656.00.

**HINA-SLATE CREEK (40 MILES TRAIL)**

he year. Belated bills for previous year's  
nting to \$109.50.

**CHINA-TANANA CROSSING (140 MILES**

Valdez-Fort Egbert Trail. A reconnaissance  
y the Engineer Officer of the Board.

**INATIONS AND SURVEYS**

itions, the superintendent made report on  
outes:

ia.  
z Creek.

the Engineer Officer of the Board made a  
c train over Routes 65A and 65C. He then  
Meier's, Mile 175, Richardson Highway, to  
on Valdez Creek near Broad Pass for the  
g a connection from Valdez Creek direct  
nt Railroad to replace the winter sled road  
aldez Creek operators to the southeast to  
ighway at Gulkana, Mile 128.

**SHELTER CABINS**

at the foot of the Nizina Glacier on Route  
ost of \$200.

**DISTRIBUTION OF EXPENDITURES**

Miles*	Expenditures	Unit Cost Dollars per Mile
232		
224		
506	\$205,731.52	\$406.60

ained during fiscal year only.  
ot included.

**SOUTHWESTERN DISTRICT.**

Anton Eide, Superintendent.

There are 42 sub-projects in this district, 11 of which have  
been abandoned; 29 of the remaining 31 are road or trail feeders  
to the U. S. Government Railway (Alaska Railroad). The system  
of roads and trails devised by this Board tie into the railroad  
in this district at the following points:

Main Line Mile	Route
0 Seward	10 Seward-Kenai Lake
	10A Seward-Radio
	10B Seward-Nash
7 Woodrow	10 Seward-Kenai Lake
23 Roosevelt	55 Kenai Lake-Kenai
29 Moose Pass Station	24 Mile 29-Sunrise.
	24A Lynx Creek-Sixmile
	24B Sunrise-Hope
75 Girdwood	19E Girdwood-Crow Creek
114 Anchorage	75 Anchorage-Eagle River
	75A Anchorage-Lake Spinard
	75B Whitney Road
	75B Whitney Road
119 Whitney	75 Anchorage-Eagle River
126 Eagle River	35J Matanuska-Wasilla
151 Matanuska	35K Matanuska Trunk Road
	35L Matanuska-Palmer
160 Wasilla	35A Archangel Extension
	35B Mile 26½-Palmer
	35D Willow Creek Extension
	35E Wasilla Fishhook
	35F Wasilla-Knik
	35H Wasilla-Finger Lake
	35J Wasilla-Matanuska
181 Nancy	35M Knik Corduroy
	20B Susitna-Rainy Pass
227 Talkeetna	20H Nancy-Susitna
	51 Talkeetna-Cache Creek
	83 Talkeetna-Iron Creek
288 Honolulu Creek	93 Chulitna Ferry
Chickaloon Br.	
Mile	<b>Route</b>
6 Palmer	35B Palmer-Mile 26½
	35C Palmer-Matanuska River
	35G Palmer-Springer
	35H Finger Lake-Wasilla
	35K Matanuska Trunk Road
	35L Palmer-Matanuska
13 Moose Creek	35I Moose Creek Grade



**A-CHISTOCHINA (4 MILES WAGON TRAIL)**

year. Belated bills for previous year's to \$656.00.

**INA-SLATE CREEK (40 MILES TRAIL)**

year. Belated bills for previous year's to \$109.50.

**HINA-TANANA CROSSING (140 MILES)**

Valdez-Fort Egbert Trail. A reconnaissance by the Engineer Officer of the Board.

**OPERATIONS AND SURVEYS**

Operations, the superintendent made report on routes:

Creek. The Engineer Officer of the Board made a train over Routes 65A and 65C. He then traveled to Mile 175, Richardson Highway, to make a connection from Valdez Creek direct to the Railroad to replace the winter sled road operated by the Valdez Creek operators to the southeast to the highway at Gulkana, Mile 128.

**SHELTER CABINS**

at the foot of the Nizina Glacier on Route 65 at a cost of \$200.

**DISTRIBUTION OF EXPENDITURES**

Miles*	Expenditures	Unit Cost Dollars per Mile
282		
224		
506	\$205,731.52	\$406.60

\* Limited during fiscal year only. Expenditures included.

**SOUTHWESTERN DISTRICT.**

Anton Eide, Superintendent.

There are 42 sub-projects in this district, 11 of which have been abandoned; 29 of the remaining 31 are road or trail feeders to the U. S. Government Railway (Alaska Railroad). The system of roads and trails devised by this Board tie into the railroad in this district at the following points:

Main Line Mile	Route
0 Seward	10 Seward-Kenai Lake
	10A Seward-Radio
	10B Seward-Nash
7 Woodrow	10 Seward-Kenai Lake
23 Roosevelt	55 Kenai Lake-Kenai
29 Moose Pass Station	24 Mile 29-Sunrise.
	24A Lynx Creek-Sixmile
	24B Sunrise-Hope
75 Girdwood	19E Girdwood-Crow Creek
114 Anchorage	75 Anchorage-Eagle River
	75A Anchorage-Lake Spinard
	75B Whitney Road
	75B Whitney Road
119 Whitney	75 Anchorage-Eagle River
126 Eagle River	35J Matanuska-Wasilla
151 Matanuska	35K Matanuska Trunk Road
	35L Matanuska-Palmer
160 Wasilla	35A Archangel Extension
	35B Mile 26½-Palmer
	35D Willow Creek Extension
	35E Wasilla Fishhook
	35F Wasilla-Knik
	35H Wasilla-Finger Lake
	35J Wasilla-Matanuska
181 Nancy	35M Knik Corduroy
	20B Susitna-Rainy Pass
	20H Nancy-Susitna
227 Talkeetna	51 Talkeetna-Cache Creek
	33 Talkeetna-Iron Creek
288 Honolulu Creek	93 Chulitna Ferry
Chickaloon Br.	
Mile	Route
6 Palmer	35B Palmer-Mile 26½
	35C Palmer-Matanuska River
	35G Palmer-Springer
	35H Finger Lake-Wasilla
	35K Matanuska Trunk Road
	35L Palmer-Matanuska
13 Moose Creek	35I Moose Creek Grade



The following former sub-projects of this Board have been abandoned or superseded by preferable routes resulting from the change in the general transportation situation following the construction of the Government Railroad:

Sub Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
12A	Mile 34-Lynx Creek .....	15			15
19	Kern Creek-Knik .....			86	86
19A	Kenai Lake-Kern Creek .....			40	40
19B	Mile 27-Mile 29 .....			2	2
19C	Kenai Lake-Mile 27 ANRR .....			7	7
19D	Kern Creek-Indian Creek .....			22	22
20A	Knik-Susitna .....			30	30
20E	Susitna-McDougal .....			35	35
20F	McDougal-Cache Creek .....			30	30
20G	Lakeview RH-McDougal .....			15	15
66	Matanuska-Chickaloon .....			38	38
Totals .....		15		305	320

The following former sub-projects of this Board were turned over to the Department of Agriculture working in cooperation with the Territory of Alaska, July 1, 1920, since which date no further expenditures have been made by this Board:

Sub Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
10*	Seward-Kenai Lake .....	7			7
10A**	Seward-Radio .....	1			1
55***	Kenai Lake-Kenai .....			12	12
Totals .....		8		12	20

\*Miles 8-14 only.  
 \*\*Turned over to the Navy Department. Emergency repairs to a bridge were performed at a cost of \$35.00.  
 \*\*\*Quartz Creek-Russian River section only.

The following additional sub-projects of this Board were turned over to the Department of Agriculture, May 1, 1922, since which date no further expenditures have been made by this Board, except in settlement of outstanding obligations, as of that date. The work performed during the current fiscal year prior to that date is detailed below:

Sub Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
10*	Seward-Kenai Lake .....	7			7
19E	Girdwood-Crow Creek .....	10			10
24	Mile 29-ANRR-Sunrise .....	39			39
24A	Lynx Creek-Sixmile Creek .....	7			7
24B	Sunrise-Hope .....		9		9
55**	Kenai-Lake Kenai .....			98	98
Totals .....		63	9	98	170

\*All remaining mileage.  
 \*\*All remaining mileage. No expenditures during the fiscal year.

**ROUTE 10—SEWARD-KENAI LAKE.....(7 MILES WAGON ROAD)**

This road runs from the Town of Seward to Kenai Lake and serves to supply the settlers along the railroad and also as a

recreational road for the people of Seward. They were turned over to the Department of Agriculture. Work during the fiscal year consisted of grading a road machine from Seward to Mile 7. Trails were constructed. A two hundred-foot section of Bridge was rebuilt. The bridge at Mile 6 was washed out and it was redecked. Trail work was maintained and is in first class condition.

Expenditure \$4,731.03.

**ROUTE 19E—GIRDWOOD-CROW CREEK ROAD)**

This road runs from Girdwood on Mill Creek road to the Crow Creek Mining District.

Two miles of road were graded to carry washouts on Glacier Creek. General maintenance was performed throughout.

Expenditure \$2,391.65.

**ROUTE 24—MILE 29 ANRR-Sunrise.....(39 MILES)**

Work on this route consisted of general maintenance, removal of mud slides and repairing of corduroy.

Expenditure \$1,281.70.

**ROUTE 24A—LYNX CREEK-SIXMILE CREEK ROAD)**

A small amount of maintenance work was performed.  
 Expenditure \$396.00.

**ROUTE 24B—SUNRISE-HOPE.....(9 MILES)**

Most needed general maintenance work was performed on this route.

Expenditure \$185.00.

**ROUTE 55—KENAI LAKE-KENAI.....(98 MILES)**

No expenditure on this trail.

The following sub-projects, being located within the limits of the National Forests, are being supported during the fiscal year from funds of the Territory of Alaska, disbursed through the Department of Agriculture. Those supported by Territorial funds are: first, those supported by Territorial funds of the Territorial Road Commission for the Third Division; second, those supported by Territorial funds of the Territorial Road Commission for the Third Division. Work was performed by the superintendent of the National Forests and also served as chairman and secretary of the

former sub-projects of this Board have been completed by preferable routes resulting from the transportation situation following the Government Railroad:

Route	Wagon Road	Sled Road	Trail	Total Miles
Creek	15			15
ik			86	86
rn Creek			40	40
9			2	2
le 27 ANRR			7	7
lian Creek			22	22
			30	30
gal			35	35
le Creek			30	30
McDougal			15	15
ckaloon			38	38
	15		305	320

former sub-projects of this Board were turned over to Agriculture working in cooperation with the Department of Agriculture, July 1, 1920, since which date no further work has been made by this Board:

Route	Wagon Road	Sled Road	Trail	Total Miles
Lake	7			7
enal	1		12	12
	8		12	20

the Navy Department. Emergency repairs to a section of the Kenai River section only.

Additional sub-projects of this Board were turned over to Agriculture, May 1, 1922, since which date no further work has been made by this Board, except for outstanding obligations, as of that date. The work was completed during the current fiscal year prior to that date.

Route	Wagon Road	Sled Road	Trail	Total Miles
Lake	7			7
w Creek	10			10
R-Sunrise	39			39
Sixmile Creek	7			7
Kenai		9	98	98
	63	9	98	170

Age. No expenditures during the fiscal year.

**D-KENAI LAKE.....(7 MILES WAGON ROAD)**

from the Town of Seward to Kenai Lake and to the settlers along the railroad and also as a

recreational road for the people of Seward. Miles 8 to 14 of this road were turned over to the Department of Agriculture July 1, 1920.

Work during the fiscal year consisted of regrading with the road machine from Seward to Mile 7. Two 66-foot pile bridges were constructed. A two hundred-foot section of the Resurrection Bridge was rebuilt. The bridge at Mile 6 was rebuilt, fourteen new bents were placed and it was redecked. The road was generally maintained and is in first class condition.

Expenditure \$4,731.03.

**ROUTE 19E—GIRDWOOD-CROW CREEK (10 MILES WAGON ROAD)**

This road runs from Girdwood on Mile 75 Government Railroad to the Crow Creek Mining District.

Two miles of road were graded to carry the road around bad washouts on Glacier Creek. General maintenance work was performed throughout.

Expenditure \$2,391.65.

**ROUTE 24—MILE 29 ANRR-Sunrise.....(39 MILES WAGON ROAD)**

Work on this route consisted of general maintenance, removal of mud slides and repairing of corduroy.

Expenditure \$1,281.70.

**ROUTE 24A—LYNX CREEK-SIXMILE CREEK (7 MILES WAGON ROAD)**

A small amount of maintenance work was done on this route. Expenditure \$396.00.

**ROUTE 24B—SUNRISE-HOPE.....(9 MILES SLED ROAD)**

Most needed general maintenance work was done on this route.

Expenditure \$185.00.

**ROUTE 55—KENAI LAKE-KENAI..... (98 MILES TRAIL)**

No expenditure on this trail.

The following sub-projects, being located entirely outside the limits of the National Forests, are being retained by this Board. They are arranged in two groups; first, those sub-projects supported during the fiscal year from funds of this Board or of the Territory of Alaska, disbursed through the U. S. Treasury; and, second, those supported by Territorial funds disbursed by the Territorial Road Commission for the Third Division. In all cases, the work was performed by the superintendent of this Board, who also served as chairman and secretary of the Territorial Com-

mission, under the direction of the President of this Board, who also served as the Consulting Engineer for the Territory.

**FEDERAL PROJECTS.**

Sub Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
20B*	Susitna-Rainy Pass .....			127	127
20H*	Nancy-Susitna .....			25	25
35A	Archangel Extension .....	2			2
35B	Mile 26½-Palmer .....	8			8
35C	Palmer-Matanuska River .....	1½			1½
35D	Fishhook Extension .....	5			5
35E	Wasilla-Fishhook .....	21			21
35F	Wasilla-Knik .....	15			15
48	Iliamna Bay-Iliamna Lake .....	10		2	12
51*	Talkeetna-Cache Creek .....	9	31		40
51A	Upper Yentna .....				
75	Anchorage-Eagle River .....	5		5	10
83	Talkeetna-Iron Creek .....			40	40
Totals .....		76½	31	199	306½

\*Cooperative projects with the Territory.

**ROUTE 20B—SUSITNA-RAINY PASS.....(127 MILES TRAIL)**

During the winter of 1921-22 the entire route was gone over and all windfalls removed, fallen tripods replaced, and all of the most necessary emergency work done. A telephone line was installed from Pontello's cabin near the timber line on the south slope of Rainy Pass to Anderson's Roadhouse near the summit, a distance of some 12 miles over a barren windswept and dangerous ridge. The Pontello cabin and the Richardson Roadhouse were repaired for use as shelter cabins.

Expenditure:

Alaska Road Commission .....	\$1,497.88
Territory of Alaska .....	2,000.00
<b>Total .....</b>	<b>\$3,497.88</b>

**ROUTE 20H—NANCY-SUSITNA.....(25 MILES TRAIL)**

This is the new mail route connecting the Government Railroad with the Rainy Pass Trail. It was gone over in the fall of 1921, windfalls cut out and the most necessary emergency work done.

Expenditure \$296.33.

**ROUTE 35A—ARCHANGEL EXTENSION (2 MILES WAGON ROAD)**

This road connects with the Wasilla-Fishhook Road, Route 35E, at Mile 16, and follows the bench of the Little Susitna to Archangel Creek, supplying a number of mines and prospects in that section.

One and one-half miles of this road is now in good condition.

Expenditure \$3,490.88.

**ROUTE 35B—MILE 26½-PALMER.....**

This road extends from Mile 11½ Station on the Government Railroad. It tile farming district.

Four miles were cleared, grubbed ; Expenditure \$4,942.54.

**ROUTE 35C—PALMER-MATANUSKA RIV ROAD)**

Expenditure of \$1,021.25 was for re Bridge.

**ROUTE 35D—FISHHOOK EXTENSION.....**

This road leaves Route 35E at Mil westerly over the divide into Willow Cree

Three miles of road were graded at This completes the road over the summi miles remain to complete it to the Ready condition of the road is good.

Expenditure \$19,601.20.

**ROUTE 35E—WASILLA-FISHHOOK.....(21**

The portion of this road from Wasil Willow Creek Mines is the important one ; greatest part of the work is concentrated. provided and used on this work and gree and otherwise improving it was made. T surfaced with gravel. A storehouse and g at Wasilla.

Expenditure \$877.16.

**ROUTE 35F—WASILLA-KNIK .....(15**

Rehabilitation of this road was begun this season.

Expenditure \$781.05.

**ROUTE 48—ILIAMNA BAY-ILIAMNA LAKE ROAD, 2 MILES TRAIL)**

This trail connects Iliamna Bay on C Village at the head of Iliamna Lake, whi Bay: It is a very important portage from

REPORT ALASKA ROAD COMMISSION.

in the direction of the President of this Board,  
as the Consulting Engineer for the Territory.

**FEDERAL PROJECTS.**

of Route	Wagon Road	Sled Road	Trail	Total Miles
Rainy Pass .....			127	127
Susitna .....			25	25
Extension .....	2			2
Palmer .....	8			8
Matanuska River .....	1 1/2			1 1/2
Extension .....	5			5
Fishhook .....	21			21
Knik .....	15		2	15
Bay-Iliamna Lake .....	10	31		12
a-Cache Creek .....	9			40
Susitna .....			5	10
Eagle River .....	5		40	40
a-Iron Creek .....				
	76 1/2	31	199	306 1/2

projects with the Territory.

**SUSITNA-RAINY PASS.....(127 MILES TRAIL)**

In winter of 1921-22 the entire route was gone over  
is removed, fallen tripods replaced, and all of the  
emergency work done. A telephone line was in-  
stalled near the timber line on the south  
Pass to Anderson's Roadhouse near the summit, a  
distance of 12 miles over a barren windswept and dangerous  
route. The Richardson Roadhouse were re-  
placed as shelter cabins.

Road Commission .....	\$1,497.88
of Alaska .....	2,000.00
	\$3,497.88

**NANCY-SUSITNA.....(25 MILES TRAIL)**

The new mail route connecting the Government Rail-  
road Rainy Pass Trail. It was gone over in the fall of  
1921 and the most necessary emergency work  
done.

Cost \$296.33.

**WASILLA-FISHHOOK EXTENSION (2 MILES WAGON ROAD)**

This road connects with the Wasilla-Fishhook Road, Route  
16, and follows the bench of the Little Susitna to  
the west, supplying a number of mines and prospects in  
the district.

One and one-half miles of this road were graded. The entire  
road is now in good condition.

Expenditure \$3,490.88.

**ROUTE 35B—MILE 26 1/2—PALMER.....(8 MILES WAGON ROAD)**

This road extends from Mile 11 1/2 on Route 35E to Palmer  
Station on the Government Railroad. It runs through a very fer-  
tile farming district.

Four miles were cleared, grubbed and graded.

Expenditure \$4,942.54.

**ROUTE 35C—PALMER-MATANUSKA RIVER (1 1/2 MILES WAGON ROAD)**

Expenditure of \$1,021.25 was for repairs to Matanuska River  
Bridge.

**ROUTE 35D—FISHHOOK EXTENSION.....(5 MILES WAGON ROAD)**

This road leaves Route 35E at Mile 19 1/2 and leads north-  
westerly over the divide into Willow Creek.

Three miles of road were graded and metal culverts placed.  
This completes the road over the summit and four and one-half  
miles remain to complete it to the Ready Bullion Mines. Present  
condition of the road is good.

Expenditure \$19,601.20.

**ROUTE 35E—WASILLA-FISHHOOK.....(21 MILES WAGON ROAD)**

The portion of this road from Wasilla on the ANRR to the  
Willow Creek Mines is the important one and that upon which the  
greatest part of the work is concentrated. Two dump trucks were  
provided and used on this work and great progress in surfacing  
and otherwise improving it was made. Three miles of road was  
surfaced with gravel. A storehouse and garage were constructed  
at Wasilla.

Expenditure \$877.16.

**ROUTE 35F—WASILLA-KNIK.....(15 MILES WAGON ROAD)**

Rehabilitation of this road was begun and is to be completed  
this season.

Expenditure \$781.05.

**ROUTE 48—ILIAMNA BAY-ILIAMNA LAKE (10 MILES WAGON ROAD, 2 MILES TRAIL)**

This trail connects Iliamna Bay on Cook Inlet with Iliamna  
Village at the head of Iliamna Lake, which drains into Bristol  
Bay. It is a very important portage from Cook Inlet to Bering

Sea. No expenditure had been made on this road for several years. The entire trail was gone over and rehabilitated. Two miles of road were relocated on the side hill.  
Expenditure \$5,649.56.

**ROUTE 51—TALKEETNA-CACHE CREEK (9 MILES WAGON ROAD, 31 MILES SLED ROAD)**

This road runs from Talkeetna on the Government Railroad to the Cache Creek Mining District and has been actively prosecuted since the summer of 1920.

Work during the past year has consisted of thirty-one acres of grubbing, twenty-two acres of stripping and nine miles of grading. One mile of corduroy was laid. A forty-five foot bridge was constructed over Date Creek. This road was practically completed to Moose Creek, Mile 10. It is one of the most important new roads under construction by this Commission and it is the intention to continue work this season.  
Expenditure:

Alaska Road Commission .....	\$18,821.35
Territory of Alaska .....	13,588.57
<b>Total .....</b>	<b>\$32,409.92</b>

**ROUTE 75—ANCHORAGE-EAGLE RIVER (5 MILES WAGON ROAD, 5 MILES TRAIL)**

This road is an important tributary road to Anchorage. Four and one-half miles of road were stripped and graded. This road is now nearly completed, all of the machine grading being done and only a small amount of the side hill grading is to be finished.  
Expenditure \$8,446.07.

**EXAMINATIONS AND SURVEYS.**

**ROUTE 83—TALKEETNA-IRON CREEK:**

A reconnaissance was made of the Iron Creek mining region and report was made of the feasibility of connecting it with Talkeetna on the Government Railroad.  
Expenditure \$273.50.

**ALASKA PENINSULA:**

The District Superintendent made a trip to the Cold Bay oil fields and investigated the possibility of road construction being required there.  
From Cold Bay he made a trip along the coast of the Alaska Peninsula, visiting and taking soundings in all coves, including

Geographic Harbor, which might be used for the Katmai National Monument (Land of the Katmai).  
Katmai Bay is too shallow, due to the ash being shoveled into it, to serve as a permanent landing place. Geographic Harbor is very narrow, about 1/2 mile wide, and is absolutely landlocked. The shallowest soundings are only 10 feet. It is a very good harbor.

The distance to the Valley is 25 miles through deep ashes and very rough. It has been decided that road building is impracticable.

Kukak Bay is also a very good landing place. The same conditions were found in the hinterland. The distance is 50 miles.

It appears that a road from any Pacific coast point is prohibitive in cost if not impossible. The drift around like snow with every wind. It is like so much ground coffee and is always disturbed. Until vegetation has again penetrated the sod or soil as a binding, it will not pack in any place.

The Bristol Bay side of the Peninsula has been investigated.  
Expenditure \$573.20.

**ROUTE 51A—UPPER YENTNA:**

A reconnaissance party was started on the country to the west of Kahiltna River at Upper Yentna. This party encountered very rough conditions and was unable to complete the reconnaissance. A road was established.  
Expenditure \$901.26.

**SHELTER CABINS.**

One thousand dollars was spent upon shelter cabins on the Rainy Pass Trail. This was as a mail route with very great success. The mail was delivered to McGrath and beyond in an average of 10 days, a better time than the previous winter when it was used.

ALASKA ROAD COMMISSION.

en made on this road for several years. one over and rehabilitated. Two miles he side hill.

CACHE CREEK (9 MILES WAGON SLED ROAD)

Talkeetna on the Government Railroad g District and has been actively prose- 1920.

t year has consisted of thirty-one acres res of stripping and nine miles of grad- was laid. A forty-five foot bridge was creek. This road was practically com- ile 10. It is one of the most important tion by this Commission and it is the k this season.

.....	\$18,821.35
.....	13,588.57
.....	<u>32,409.92</u>

E-EAGLE RIVER (5 MILES WAGON S TRAIL)

portant tributary road to Anchorage. niles of road were stripped and graded. completed, all of the machine grading be- all amount of the side hill grading is to

ATIONS AND SURVEYS.

A-IRON CREEK:

as made of the Iron Creek mining region the feasibility of connecting it with Tal- ent Railroad.

utendent made a trip to the Cold Bay oil. the possibility of road construction being

made a trip along the coast of the Alaska taking soundings in all coves, including

Geographic Harbor, which might be used as a means of entry to the Katmai National Monument (Land of Ten Thousand Smokes).

Katmai Bay is too shallow, due to the large mass of pumice shoved into it, to serve as a permanent landing place. Amalik Bay (Geographic Harbor) is very narrow, about three miles long, and absolutely landlocked. The shallowest sounding was 10 fathoms. It is a very good harbor.

The distance to the Valley is 25 miles. After going inland five miles through deep ashes and very rugged country, it was decided that road building is impracticable.

Kukak Bay is also a very good landlocked harbor but the same conditions were found in the hinterland. The first six miles were more rugged though the ashes were not so deep. The distance is 50 miles.

It appears that a road from any Pacific entrance would be prohibitive in cost if not impossible. The deep ashes mentioned drift around like snow with every wind. It lies on the steep slopes like so much ground coffee and is always ready to slide when disturbed. Until vegetation has again penetrated it and formed a sod or soil as a binding, it will not pack and cannot be held in place.

The Bristol Bay side of the Peninsula will next be in- vestigated.

Expenditure \$573.20.

ROUTE 51A—UPPER YENTNA:

A reconnaissance party was started on a reconnaissance of the country to the west of Kahiltna River and the vicinity of the Upper Yentna. This party encountered very adverse weather conditions and was unable to complete the reconnaissance. A cache was established.

Expenditure \$901.26.

SHELTER CABINS.

One thousand dollars was spent upon repairs to existing shelter cabins on the Rainy Pass Trail. This trail was reopened as a mail route with very great success. All winter mail was delivered to McGrath and beyond in an average of three weeks better time than the previous winter when the Nenana-Ruby route was used.

### TERRITORIAL PROJECTS.

Sub Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
10B	Seward Branch (Nash) .....	2½			2½
35G	Palmer-Springer .....	3			3
35H	Wasilla-Finger Lake .....	7			7
35I	Moose-Palmer .....	2			2
35J*	Wasilla-Matanuska .....	11			11
35K*	Matanuska Trunk Line .....	8			8
35L*	Palmer-Matanuska .....	5			5
35M*	Knik Corduroy .....				
36**	Valdez-Mineral Creek .....	10½			10½
36A**	Grandy Road .....	5			5
75A	Anchorage-Lake Spenard .....	3½			3½
75B*	Whitney Road .....	7			7
93	Chulitna Ferry .....				
	Total .....	64½			64½

\*No expenditures during the fiscal year.

\*\*In Valdez District.

#### ROUTE 10B—SEWARD BRANCH (NASH) (2½ MILES WAGON ROAD)

This road leads from the Seward-Kenai Lake Road, Route 10, Mile 2½ from Seward, to the north shore of Resurrection Bay through a rich agricultural district. Only emergency repairs, such as turning the glacial stream and leveling the ruts, were made last season. To make this piece of road reasonably passable will take about \$5,000 for graveling. The present condition is poor.

Total expenditure \$400.00.

#### ROUTE 35G—PALMER-SPRINGER.....(3 MILES WAGON ROAD)

This road connects a number of ranchers along the Matanuska River with Palmer at Mile 5 of the Chickaloon Branch of the Government Railroad.

About two miles of the road were cleared and grubbed in order to allow the ranchers to get in and out with their implements and machinery.

Total expenditure \$418.00.

#### ROUTE 35H—WASILLA-FINGER LAKE (7 MILES WAGON ROAD)

This road runs from the Town of Wasilla, at Mile 160 Government Railroad, in a northeasterly direction to connect with the Matanuska Trunk Road, Route 35K, at Forest Hall. It runs through the richest part of the Matanuska Valley and serves a great many ranchers.

Six and one-half miles were grubbed and graded last season at a cost of \$725 per mile.

The road is now in good condition.

Total expenditure \$4,714.15.

#### ROUTE 35I—MOOSE-PALMER.....(2

This is an Alaskan Engineering C serves a few ranchers living along the R

The work during the past season landslide near the mouth of Moose Cre the road is fair.

Total expenditure \$236.62.

#### ROUTE 35J—WASILLA-MATANUSKA (11

This road was built by the Alaskan for the transportation of construction sup nuska Junction, Mile 151, Government Mile 160. Present condition, poor. An should be made on this road, principally the southern end to higher ground to keep

No expenditures.

#### ROUTE 35K—MATANUSKA TRUNK RO ROAD)

This road leads from the Wasilla-Mat about a mile out of Matanuska in a no the farming country and serves a great the route. At Forest Hall, about Mile joined by the Wasilla-Finger Lake Road, F with its junction with the Mile 26½-Palme in fair condition.

No expenditures.

#### ROUTE 35L—PALMER-MATANUSKA.....(5

This road is an Alaskan Engineering C alleling the Chickaloon Branch of the C tween Palmer and Matanuska. It runs th farming country in the Matanuska Vall dition.

No expenditures.

#### ROUTE 35M—KNIK CORDUROY:

This is a section of corduroy put in ago. It is in fair condition.

No expenditures.

#### ROUTE 36—VALDEZ-MINERAL CREEK ROAD)

Work accomplished described under

**PROJECIAL PROJECTS.**

ate	Wagon Road	Sled Road	Trail	Total Miles
Nash) .....	2½			2½
.....	3			3
ake .....	7			7
.....	2			2
a .....	11			11
k Line .....	8			8
a .....	5			5
.....				
Creek .....	10½			10½
.....	5			5
Spenard .....	3½			3½
.....	7			7
.....				
.....	64½			64½

ing the fiscal year.

**BRANCH (NASH) (2½ MILES WAGON**

om the Seward-Kenai Lake Road, Route 10, to the north shore of Resurrection Bay rural district. Only emergency repairs, such stream and leveling the ruts, were made this piece of road reasonably passable will raveling. The present condition is poor.

\$400.00.

**SPRINGER.....(3 MILES WAGON ROAD)**

ts a number of ranchers along the Matamer at Mile 5 of the Chickaloon Branch of road. of the road were cleared and grubbed in orners to get in and out with their implements

\$418.00.

**A-FINGER LAKE (7 MILES WAGON ROAD)**

from the Town of Wasilla, at Mile 160 Gov- t northeasterly direction to connect with the road, Route 35K, at Forest Hall. It runs part of the Matanuska Valley and serves a

miles were grubbed and graded last season mile.

in good condition.

re \$4,714.15.

**ROUTE 35I—MOOSE-PALMER.....(2 MILES WAGON ROAD)**

This is an Alaskan Engineering Commission tote road and serves a few ranchers living along the Railroad.

The work during the past season consisted in removing a landslide near the mouth of Moose Creek. Present condition of the road is fair.

Total expenditure \$236.62.

**ROUTE 35J—WASILLA-MATANUSKA (11 MILES WAGON ROAD)**

This road was built by the Alaskan Engineering Commission for the transportation of construction supplies. It connects Matanuska Junction, Mile 151. Government Railroad, with Wasilla, Mile 160. Present condition, poor. An expenditure of \$20,000 should be made on this road, principally in repairing and shifting the southern end to higher ground to keep it out of the water.

No expenditures.

**ROUTE 35K—MATANUSKA TRUNK ROAD (8 MILES WAGON ROAD)**

This road leads from the Wasilla-Matanuska Road, Route 35J, about a mile out of Matanuska in a northeasterly direction into the farming country and serves a great number of farmers along the route. At Forest Hall, about Mile 6 from Matanuska, it is joined by the Wasilla-Finger Lake Road, Route 35H. It terminates with its junction with the Mile 26½-Palmer Road, Route 35B. It is in fair condition.

No expenditures.

**ROUTE 35L—PALMER-MATANUSKA.....(5 MILES WAGON ROAD)**

This road is an Alaskan Engineering Commission tote road paralleling the Chickaloon Branch of the Government Railroad between Palmer and Matanuska. It runs through the heart of the farming country in the Matanuska Valley. It is in fair condition.

No expenditures.

**ROUTE 35M—KNIK CORDUROY:**

This is a section of corduroy put in near Knik several years ago. It is in fair condition.

No expenditures.

**ROUTE 36—VALDEZ-MINERAL CREEK (10½ MILES WAGON ROAD)**

Work accomplished described under Valdez District.



ROUTE 36A—GRANBY ROAD.....(5 MILES WAGON ROAD)

Work accomplished described under Valdez District.

ROUTE 75A—ANCHORAGE-LAKE SPENARD (3½ MILES WAGON ROAD)

This road leads from Anchorage, at Mile 114 Government Railroad, through a farming district to Lake Spenard. Lake Spenard is a summer resort and bathing place and is used by hundreds of autoists in the summer time. It gives the City of Anchorage a much needed outlet and eventually should be extended around in a loop through the promising agricultural country to connect with the Whitney Road, Route 75B. The work performed last season consisted of dragging the entire length of the road and putting in 117 feet of fir plank road across a swamp. The road is too narrow and should be widened about 10 feet and regraded, at a cost of about \$4,000.

Total expenditure \$533.75.

ROUTE 75B—WHITNEY ROAD.....(7 MILES WAGON ROAD)

This road runs from Anchorage, Mile 114 on the Government Railroad, to Whitney's Ranch. It is used very extensively by autoists, ranchers, wood-haulers, etc. It should be regraded and widened as far as Whitney Station at Mile 119 on the Government Railroad, preparatory to connecting it with the other end of the Eagle River Road, Route 75, by way of Otter Lake. The cost would be about \$10,000. The section from Whitney Station to Whitney's Ranch should eventually be extended to connect with the extension of the Anchorage-Lake Spenard Road, Route 75A.

No expenditures.

ROUTE 93—CHULITNA FERRY:

This ferry across the Chulitna River, near the mouth of Honolulu Creek, Mile 288 on the Government Railroad, gives access to the Government Railroad to a number of homesteaders and prospectors in the country across the Chulitna River which, at that point, is unfordable. Present development does not justify a bridge.

Total expenditure \$877.17.

DISTRIBUTION OF EXPENDITURES.

Type	Miles*	Expenditures	Unit Cost Dollars per Mile
Wagon Road .....	147		
Sled Road .....	40		
Trail .....	199		
Totals .....	386	\$91,782.18	\$237.00

\*Includes routes maintained during fiscal year only. Non-cooperative Territorial projects not included.

YUKON DISTR

H. W. Sterling, Superi  
Ike P. Taylor, Asst. Supt.  
Abe McKinnon, Asst. Supt.

There are 51 sub-projects in this been abandoned; 25 of the remaining 45 directly tributary to the Government Rai extensions of these feeders into the mo Territory. The system of roads and tra tie into the Railroad in this district as

Main Line Mile		R.
320	Carlson's Roadhouse	76 U.
344	Mt. McKinley Park Station	46D M
363	Lignite	46B Li
371	Moose Creek	88 Mc
381	Kobi	46 Kc
411	Nenana	46C Ne
429	Dunbar	5A Du
		63 Du
460	Happy	7D Es
467	Fairbanks	4K Fa
		4J Sa
		4I Ri
		4H2 Ra
		7G Fa
		7J Fa
		7N Fa
11	Fox	7B Fo
13	Gilmore	7G Fai
		7I Gil
26	Olnes	7B Oh
		7K Ol
29	Eldorado	7H Lit
32	Chatanika	7A Sur
		7C Sur
		16 Cha
		15 Cir
		23A Cha

RT ALASKA ROAD COMMISSION.

ROAD.....(5 MILES WAGON ROAD)

described under Valdez District.

AGE-LAKE SPENARD (3½ MILES WAGON

from Anchorage, at Mile 114 Government  
 ning district to Lake Spenard. Lake Spen-  
 and bathing place and is used by hundreds  
 mer time. It gives the City of Anchorage  
 and eventually should be extended around  
 promising agricultural country to connect  
 ad, Route 75B. The work performed last  
 agging the entire length of the road and  
 fir plank road across a swamp. The road  
 uld be widened about 10 feet and regraded,  
 000.

\$533.75.

EY ROAD.....(7 MILES WAGON ROAD)

rom Anchorage, Mile 114 on the Government  
 Ranch. It is used very extensively by auto-  
 ulars, etc. It should be regraded and wid-  
 ey Station at Mile 119 on the Government  
 to connecting it with the other end of the  
 oute 75, by way of Otter Lake. The cost  
 000. The section from Whitney Station to  
 uld eventually be extended to connect with  
 Anchorage-Lake Spenard Road, Route 75A.

NA FERRY:

oss the Chulitna River, near the mouth of  
 288 on the Government Railroad, gives access  
 Railroad to a number of homesteaders and  
 country across the Chulitna River which, at  
 dable. Present development does not justify

are \$877.17.

RIBUTION OF EXPENDITURES.

Miles*	Expenditures	Unit Cost Dollars per Mile
.....147		
.....40		
.....199		
.....386	\$91,782.18	\$237.00

aintained during fiscal year only.  
 Territorial projects not included.

YUKON DISTRICT.

H. W. Sterling, Superintendent.

Ike P. Taylor, Asst. Supt., Fairbanks.

Abe McKinnon, Asst. Supt., Chatanika.

There are 51 sub-projects in this district, of which 6 have  
 been abandoned; 25 of the remaining 45 are road or trail feeders  
 directly tributary to the Government Railroad, and the balance are  
 extensions of these feeders into the more remote sections of the  
 Territory. The system of roads and trails devised by this Board  
 tie into the Railroad in this district as follows:

Main Line Mile	Route
320	Carlson's Roadhouse 76 U. S. R. R.-Valdez Creek
344	Mt. McKinley Park Station 46D Mt. McKinley Park Trail
363	Lignite 46B Lignite-Kantishna
371	Moose Creek 88 Moose Creek Road
381	Kobi 46 Kobi-Eureka
411	Nenana 46C Nenana-Knights Roadhouse
429	Dunbar 5A Dunbar-Fort Gibbon
	63 Dunbar-Brooks
460	Happy 7D Ester Creek
467	Fairbanks 4K Fairbanks-Salchaket
	4J Salchaket-Richardson
	4I Richardson-McCarty
	4H2 Rapids-McCarty
	7G Fairbanks-Gilmore
	7J Fairbanks-Chena Hot Springs
	7N Farmers Birch Hill
11	Fox 7B Fox-Olnes
13	Gilmore 7G Fairbanks-Gilmore
	7I Gilmore-Summit
26	Olnes 7B Olnes-Fox
	7K Olnes-Livengood
29	Eldorado 7H Little Eldorado Creek
32	Chatanika 7A Summit-Chatanika
	7C Summit-Fairbanks Creek
	16 Chatanika-Miller House
	15 Circle-Miller House
	23A Chatanika-Beaver

The following former sub-projects of this Board have been abandoned:

No. Sub Project	Name of Route	Road			Miles Total
		Wagon	Sled	Trail	
5*	Ester-Fort Gibbon .....		27		27
7E	Vault Creek .....	2			2
7F	Vault Creek-Treasure Creek ...	1½			1½
7L	Chena-Ester .....	4			4
7M	Fairbanks-Tanana Landing .....	3			3
31	Salchaket-Caribou Creek .....		46		46
Totals .....		10½	73		83½

\*Ester-Dunbar section, 27 miles only, of Fairbanks-Fort Gibbon route. Original route was 148 miles long.

All winter mail to the westward was formerly distributed from Fairbanks and followed the Ester-Fort Gibbon sled road. Since the completion of the Government Railroad, this mail now leaves the railroad at Dunbar and follows the Dunbar-Fort Gibbon section of this same sled road.

The Vault Creek and Vault Creek-Treasure Creek Roads connect the old town of Vault with claims on Treasure Creek and with the Happy-Chatanika Railroad. No work has been done on these routes for a number of years and there is at present no occasion for doing any work. Present condition poor.

The Chena-Ester Road connects the abandoned town of Chena on the Tanana River with Ester City on Ester Creek. The road has not been used for several years. The Fairbanks-Tanana Landing Road connects Fairbanks with the Tanana River, being a part of the old original Fairbanks-Valdez Road. No money has been spent on this road for many years nor are present expenditures warranted. Present condition fair.

The Salchaket-Caribou Creek route is an old winter sled road cut in 1908 at the time of a placer excitement up Salchaket River. It connects Munson's Roadhouse at Mile 330, Richardson Highway, with the former center of activity on Caribou Creek, a tributary of the Salchaket River. Nothing has been done on the route since 1914 and until further developments no work is required.

The following sub-projects, upon which work is being done by the Board, are arranged in two groups: First, those supported during the fiscal year from funds of this Board or of the Territory of Alaska, disbursed through the U. S. Treasury; and, second, those supported by Territorial funds disbursed by the Territorial Road Commission for the Fourth Division. All work on the second group was performed by an assistant superintendent of this Board who also served as chairman and secretary of the Territorial Commission, under the direction of the President of this Board, who also served as the Consulting Engineer for the Territory.

FEDERAL PRO

Sub Project No.	Name of Route
4A**	Donnelly-Washburn .....
4H2	Rapids-McCarty .....
4I	McCarty-Richardson .....
4J	Richardson-Salchaket .....
4K	Salchaket-Fairbanks .....
5A	Dunbar-Fort Gibbon .....
7C	Summit-Fairbanks Creek .....
7D*	Ester Creek .....
7G*	Fairbanks-Gilmore .....
7J*	Fairbanks-Chena Hot Springs...
7R	Goldstream-O'Connor Creek .....
9	Rampart-Eureka .....
15	Circle-Miller House .....
16	Chatanika-Miller House .....
17	Fort Gibbon-Kaltag .....
22	Hot Springs-Sullivan Creek .....
23A	Chatanika-Beaver .....
23B	Beaver-Caro .....
23C	Caro-Big Creek .....
23D	Caro-Flat Creek .....
23E	Caro-Coldfoot .....
29	Fort Gibbon-Koyukuk .....
30*	Hot Springs Landing-Eureka .....
46**	Kobi-Eureka Creek .....
46A*	Roosevelt-Kantishna .....
46B*	Lignite-Kantishna .....
46C	Nenana-Knights Roadhouse .....
46D**	Mt. McKinley Park Trail .....
46E	Kuskokwim Reconnaissance .....
47**	Coldfoot-Wiseman .....
59	Fairbanks Bridge .....
63*	Dunbar-Brooks .....
63A**	Brooks-Terminal .....
76	Government RR-Valdez Creek...
88	Government RR-Moose Creek...

Totals .....

\*Cooperative projects with the Territory

\*\*No expenditures during the fiscal year

ROUTE 4A—DONNELLY-WASHBURN.....

This is a winter cut-off for sled Mile 245, and Washburn, Mile 314, Riching in distance is thus about 14 miles. pletion of the Government Railway, all interior of Alaska passed over this ro in later years from Cordova, via Chitina banks, sled trails radiate to all inhabite

The route was last used during the winter there was no traffic, and the usu ing about \$1.100.00 annually, was not pe No expenditures.

ROUTE 4H2—RAPIDS-McCARTY..... (4

This road is the division of the Ri the upper Delta River and McCarty, w Tanana River by ferry just above the m No work done between May 1st, 19

er sub-projects of this Board have been

Route	Road		Trail	Miles Total
	Wagon	Sled		
on .....		27		27
asure Creek .....	2			2
na Landing .....	1½			1½
ou Creek .....	4			4
	3	46		49
	10½	73		83½

27 miles only, of Fairbanks-Fort Gibbon route.  
miles long.

to the westward was formerly distributed  
ollowed the Ester-Fort Gibbon sled road. Since  
Government Railroad, this mail now leaves  
and follows the Dunbar-Fort Gibbon section

and Vault Creek-Treasure Creek Roads con-  
Vault with claims on Treasure Creek and  
Tanana Railroad. No work has been done on  
number of years and there is at present no  
y work. Present condition poor.

Road connects the abandoned town of Chena  
with Ester City on Ester Creek. The road  
or several years. The Fairbanks-Tanana Land-  
Fairbanks with the Tanana River, being a part  
Fairbanks-Valdez Road. No money has been  
for many years nor are present expenditures  
condition fair.

Caribou Creek route is an old winter sled road  
ime of a placer excitement up Salchaket River.  
s Roadhouse at Mile 330, Richardson Highway.  
ter of activity on Caribou Creek, a tributary of  
r. Nothing has been done on the route since  
er developments no work is required.

sub-projects, upon which work is being done by  
anged in two groups: First, those supported  
ear from funds of this Board or of the Territory  
d through the U. S. Treasury; and, second, those  
itorial funds disbursed by the Territorial Road  
e Fourth Division. All work on the second  
ed by an assistant superintendent of this Board  
s chairman and secretary of the Territorial Com-  
e direction of the President of this Board, who  
Consulting Engineer for the Territory.

FEDERAL PROJECTS.

Sub Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
4A**	Donnelly-Washburn .....		55		55
4H2	Rapids-McCarty .....	48			48
4I	McCarty-Richardson .....	20½			20½
4J	Richardson-Salchaket .....	30			30
4K	Salchaket-Fairbanks .....	40			40
5A	Dunbar-Fort Gibbon .....		121		121
7C	Summit-Fairbanks Creek .....	11			11
7D*	Ester Creek .....	13			13
7G*	Fairbanks-Gilmore .....	13			13
7J*	Fairbanks-Chena Hot Springs.....		64		64
7R	Goldstream-O'Connor Creek .....		6		6
9	Rampart-Eureka .....	6½	21		27½
15	Circle-Miller House .....	49			49
16	Chatanika-Miller House .....	4	77		81
17	Fort Gibbon-Kaltag .....			257	257
22	Hot Springs-Sullivan Creek .....	9			9
23A	Chatanika-Beaver .....			120	120
23B	Beaver-Caro .....		75		75
23C	Caro-Big Creek .....			45	45
23D	Caro-Flat Creek .....		45		45
23E	Caro-Coldfoot .....			75	75
29	Fort Gibbon-Koyukuk .....			240	240
30*	Hot Springs Landing-Eureka .....	24			24
46**	Kobi-Eureka Creek .....			95	95
46A*	Roosevelt-Kantishna .....	34			34
46B*	Lignite-Kantishna .....			85	85
46C	Nenana-Knights Roadhouse .....			42	42
46D**	Mt. McKinley Park Trail .....			36	36
46E	Kuskokwim Reconnaissance .....				
47**	Coldfoot-Wiseman .....	1	11		12
59	Fairbanks Bridge .....				0
63*	Dunbar-Brooks .....		63		63
63A**	Brooks-Terminal .....	13			13
76	Government RR-Valdez Creek.....			55	55
88	Government RR-Moose Creek.....	6			6
	Totals .....	322	538	1100	1960

\*Cooperative projects with the Territory.  
\*\*No expenditures during the fiscal year.

ROUTE 4A—DONNELLY-WASHBURN.....(55 MILES SLED ROAD)

This is a winter cut-off for sled traffic between Donnelly, Mile 245, and Washburn, Mile 314, Richardson Highway. The saving in distance is thus about 14 miles. Prior to the recent completion of the Government Railway, all winter mails to the entire interior of Alaska passed over this route, first from Valdez and in later years from Cordova, via Chitina, to Fairbanks. From Fairbanks, sled trails radiate to all inhabited parts of interior Alaska.

The route was last used during the winter of 1920-1921. Last winter there was no traffic, and the usual maintenance work, costing about \$1,100.00 annually, was not performed.

No expenditures.

ROUTE 4H2—RAPIDS-McCARTY.....(48 MILES WAGON ROAD)

This road is the division of the Richardson Highway between the upper Delta River and McCarty, where the road crosses the Tanana River by ferry just above the mouth of the Delta River.

No work done between May 1st, 1921, and June 30th.

Fifteen days with a crew of twelve men were spent in putting in new culverts and hastily repairing some of the worst ones at close of season. No work was done Nov. 1st, 1921, to April 30th, 1922.

Present condition is good except for culverts.

Expenditures \$16,071.64.

**ROUTE 4I—McCARTY-RICHARDSON (20½ MILES WAGON ROAD)**

This is a part of the Richardson Highway which practically parallels the Tanana River between the ferry crossing and the old mining town of Richardson.

Work between May 1st and July 30th, 1921, consisted of repairing scow ferry at Tanana River, replacing broken span over Tanana slough with pile bents, and regrading.

No work was done between Nov. 1st, 1921, and April 30th, 1922, except to get out approximately five hundred logs for culverts which can be secured at half price during winter.

Present condition good.

Expenditures \$14,233.25.

**ROUTE 4J—RICHARDSON-SALCHAKET (30 MILES WAGON ROAD)**

This is the portion of the Richardson Highway between the old mining camp of Richardson and Salchaket Trading Post on the Salchaket River, a tributary of the Tanana.

Work between May 1st and June 30th, 1921, consisted only of minor repair work by one man on Richardson Hill.

From July 1st to Oct. 31st, 1921, a crew of 15 men worked 50 days on miles 309 to 311, south of Birch Lake, graveling road with decomposed granite, cleaning ditches and replacing culverts. Two and three-quarters miles of bad road were put in excellent condition. Considerable work was done at mile 319, where the Tanana River had undermined the road. In addition, all culverts were repaired sufficiently to make them passable.

Present condition is good except the five miles between mile posts 304 to 309.

Expenditure \$17,041.80.

**ROUTE 4K—SALCHAKET-FAIRBANKS (40 MILES WAGON ROAD)**

This is the most northerly section of the Richardson Highway, to which has been given a great deal of attention for years and owing to the swampy nature of the country passed through will need continued work put upon it.

Operations May 1st to June 30th, 1921: The entire road was gone over hurriedly to fill up the worst mud holes and do temporary repair work on broken down culverts after which a shovel

crew with wagons and trucks was using gravel from pit at mile 368. Paired, repainted, and launched. Strengthened.

Between July 1st and Oct. 31st, 1921, regrading, graveling, and building were regraded, 9 miles were graveling and all culverts were renewed. The bridge over Joys Slough at mile 368 was replaced with a log box culvert and slough filled with gravel. A steam shovel worked 33 days and work at shut-down.

Present condition good.

Total expenditures \$49,553.20.

**ROUTE 5A—DUNBAR-FORT GIBBO**

This is the winter mail trail between Government Railroad and the arm of the Tanana and Yukon at the confluence of the Tanana and Yukon, formerly known as the Ester-Fort section of 27 miles from Ester to Dunbar.

The only work done between July 1st and Oct. 31st, 1921, was the protection during breakup between Hot Springs and Rock Creek.

Between July 1st and Oct. 31st, 1922, grading of the banks of the Tolovan River. No work was done on this route April 30th, 1922. No work is contemplated Oct. 31st, 1922.

Present condition good.

Expenditure \$526.44.

**ROUTE 7C—SUMMIT-FAIRBANKS (ROAD)**

This is a branch from the Fairbanks Road at Summit (Mile 19) to the placer road. This road has considerable traffic during the summer months owing to placer mining operations of the Fairbanks Dredging Company.

The road known as Bear Creek Summit, has all culverts repaired. No work was done between May 1st and Oct. 31st, 1921, except for protection during break-up.

Work between July 1st and Oct. 31st, 1922, general maintenance. No work was done April 30th, 1922.

Present condition good.

Expenditure \$395.00.

crew of twelve men were spent in putting  
 ily repairing some of the worst ones at  
 was done Nov. 1st, 1921, to April 30th,

good except for culverts.  
 34.

#### RICHARDSON (20½ MILES WAGON ROAD)

the Richardson Highway which practically  
 ver between the ferry crossing and the  
 rdson.

1st and July 30th, 1921, consisted of re-  
 anana River, replacing broken span over  
 bents, and regrading.

between Nov. 1st, 1921, and April 30th,  
 approximately five hundred logs for culverts  
 half price during winter.  
 good.

3.25.

#### SON-SALCHAKET (30 MILES WAGON

of the Richardson Highway between the  
 hardson and Salchaket Trading Post on the  
 utary of the Tanana.

1st and June 30th, 1921, consisted only of  
 one man on Richardson Hill.

Oct. 31st, 1921, a crew of 15 men worked 50  
 1, south of Birch Lake, graveling road with  
 aning ditches and replacing culverts. Two  
 es of bad road were put in excellent con-  
 work was done at mile 319, where the Ta-  
 mined the road. In addition, all culverts  
 tly to make them passable.

is good except the five miles between mile

41.80.

#### ET-FAIRBANKS (40 MILES WAGON ROAD)

northerly section of the Richardson High-  
 en given a great deal of attention for years  
 ampy nature of the country passed through  
 work put upon it.

1st to June 30th, 1921: The entire road was  
 to fill up the worst mud holes and do tem-  
 n broken down culverts after which a shovel

crew with wagons and trucks was put to work loading and distribut-  
 ing gravel from pit at mile 368. The ferry at Salchaket was re-  
 paired, repainted, and launched. The Piledriver Bridge was  
 strengthened.

Between July 1st and Oct. 31st, 1921, 60 days were spent in  
 regrading, graveling, and building new culverts. Fifteen miles  
 were regraded, 9 miles were graveled to an average depth of 12  
 inches and all culverts were renewed between miles 362 and 371.  
 The bridge over Joys Slough at mile 369 was replaced by a 6'x6'  
 log box culvert and slough filled in to grade with gravel. The  
 steam shovel worked 33 days and was doing remarkably good  
 work at shut-down.

Present condition good.

Total expenditures \$49,553.20.

#### ROUTE 5A—DUNBAR-FORT GIBBON.....(121 MILES SLED ROAD)

This is the winter mail trail between Dunbar, mile 429 on  
 Government Railroad and the army post of Fort Gibbon at the  
 confluence of the Tanana and Yukon Rivers. This route was  
 formerly known as the Ester-Fort Gibbon Road with distance of  
 148 miles. Since the completion of the Government Railroad the  
 section of 27 miles from Ester to Dunbar is no longer used.

The only work done between May 1st and June 30th, 1921,  
 was the protection during breakup of 3½ miles of hillside road  
 between Hot Springs and Rock Creek.

Between July 1st and Oct. 31st, 1921, the only work was the  
 grading of the banks of the Tolovana River at the crossing.

No work was done on this route between Nov. 1st, 1921, and  
 April 30th, 1922. No work is contemplated between May 1st and  
 Oct. 31st, 1922.

Present condition good.

Expenditure \$526.44.

#### ROUTE 7C—SUMMIT-FAIRBANKS CREEK (11 MILES WAGON ROAD)

This is a branch from the Fairbanks-Gilmore-Summit-Chatanika  
 Road at Summit (Mile 19) to the placer camp on Fairbanks Creek.  
 This road has considerable traffic during both winter and summer  
 months owing to placer mining operations being carried on by  
 the Fairbanks Dredging Company. The summit on this route,  
 known as Bear Creek Summit, has almost prohibitive grades.

No work was done between May 1st and June 30th, 1921,  
 except for protection during break-up.

Work between July 1st and Oct. 31st, 1921, consisted only of  
 general maintenance. No work was done between Nov. 1st, 1921,  
 and April 30th, 1922.

Present condition good.

Expenditure \$395.00.

**ROUTE 7D—ESTER CREEK.....(13 MILES WAGON ROAD)**

This is a cooperative project, partly supported by the Territorial funds, as described below.

Alaska Road Commission expenditures, \$388.33.

**ROUTE 7G—FAIRBANKS-GILMORE.....(13 MILES WAGON ROAD)**

This is a cooperative project, partly supported by Territorial funds, as described below.

Alaska Road Commission expenditures \$5.61.

**ROUTE 7J—FAIRBANKS-CHENA HOT SPRINGS (64 MILES SLED ROAD)**

This is a cooperative project, partly supported by Territorial funds, as described below.

Alaska Road Commission expenditures \$1,215.50.

**ROUTE 7R—GOLDSTREAM-O'CONNOR CREEK TRAIL (6 MILES SLED ROAD)**

This old road connects the railroad with prospective placer ground on O'Connor Creek, a tributary of Goldstream, which the road crosses at a point 800 feet from the railroad.

No funds have been spent on this route for over ten years until season between July 1st and Oct. 31st, 1921, when a substantial bridge over Goldstream was built, the Railroad furnishing the material and the Road Commission doing the erecting at a cost of \$155.00.

Present condition is good and no further work need be done on this trail until placer discoveries on the Creek warrant it.

Expenditures \$154.64.

**ROUTE 9—RAMPART-EUREKA (6½ MILES WAGON ROAD, 21 MILES SLED ROAD)**

This connects the mining town of Rampart on the Yukon River with the mining camp of Eureka on Eureka Creek, waters of which flow into Tanana River. The first 6½ miles out of Rampart form a fair wagon road. The remaining 21 miles are only a mediocre sled road.

No work has been done on this road since summer, 1920, though an inspection trip was made over the route in February, 1921.

No winter work was done.

Present condition fair.

Expenditure \$45.00.

**ROUTE 15—CIRCLE-MILLER HOUSE (4**

This connects Circle City on the Y placer district. This section will be a proposed extension of the Richardson Highway Yukon.

No work was performed until after that time and Oct. 31st, 1921, general re No winter work was done.

Present condition good.

Expenditures \$3,130.36.

**ROUTE 16—CHATANIKA-MILLER HOUSE ROAD, 77 MILES SLED ROAD**

This connects the Town of Chatanika of Government Railroad, with Miller House district, being a part of the through road section of the proposed extension of the R

No work was done before June 30 time and Oct. 31st, 1921, a survey party make a part of the definite location for Chatanika and Miller House, which has been in winter only by sled road. Actual construction July 4th. A good location was secured over were cleared and 4 miles of road built at proximately \$2,000.00 of which was spent at

Present condition good.

Expenditures \$17,872.34.

**ROUTE 17—FORT GIBBON-KALTAG.....**

This is purely a winter mail trail used by the Army Post of Fort Gibbon at the confluence of the Tanana and Yukon Rivers to Kaltag on the lower Yukon. It follows the Yukon on the ice distance.

No work is ever done on this route for months. It has been the custom in the past to pay several hundred dollars to the mail carrier to stop after year, to replace bridges over Mason is believed that the two bridges mentioned permanently and investigation is under way.

Expenditures \$300.00.

**ROUTE 22—HOT SPRINGS-SULLIVAN CREEK ROAD)**

This road connects the Town of Hot Springs on the Tanana River, with the placer product Sullivan Creek.

ALASKA ROAD COMMISSION.

(13 MILES WAGON ROAD)

project, partly supported by the Territorial  
expenditures, \$388.33.

ILMORE (13 MILES WAGON ROAD)

project, partly supported by Territorial  
expenditures \$5.61.

HENA HOT SPRINGS (64 MILES SLED

project, partly supported by Territorial  
expenditures \$1,215.50.

AM-O'CONNOR CREEK TRAIL (6 MILES

connects the railroad with prospective placer  
creek, a tributary of Goldstream, which the  
is 300 feet from the railroad.

has been spent on this route for over ten years  
beginning July 1st and Oct. 31st, 1921, when a sub-  
stream was built, the Railroad furnishing  
the Commission doing the erecting at a cost

of \$4. The condition is good and no further work need be  
done on placer discoveries on the Creek warrant it.

EUREKA (6½ MILES WAGON ROAD, 21  
MILES ROAD)

connects the mining town of Rampart on the Yukon  
with the placer camp of Eureka on Eureka Creek, waters  
of the Tanana River. The first 6½ miles out of  
the wagon road. The remaining 21 miles are  
on sled road.

has been done on this road since summer, 1920,  
when a trip was made over the route in February.

was done.  
fair.

10.

ROUTE 15—CIRCLE-MILLER HOUSE (49 MILES WAGON ROAD)

This connects Circle City on the Yukon River with the Circle  
placer district. This section will be the final link in the pro-  
posed extension of the Richardson Highway from the Coast to the  
Yukon.

No work was performed until after June 30th, 1921. Between  
that time and Oct. 31st, 1921, general repair work was done.

No winter work was done.

Present condition good.

Expenditures \$3,130.36.

ROUTE 16—CHATANIKA-MILLER HOUSE (4 MILES WAGON  
ROAD, 77 MILES SLED ROAD)

This connects the Town of Chatanika, at end of branch line  
of Government Railroad, with Miller House in the Circle placer  
district, being a part of the through route to Circle City and a  
section of the proposed extension of the Richardson Highway.

No work was done before June 30th, 1921. Between that  
time and Oct. 31st, 1921, a survey party was put in the field to  
make a part of the definite location for a wagon road between  
Chatanika and Miller House, which has heretofore been connected  
in winter only by sled road. Actual construction was begun after  
July 4th. A good location was secured over first 15 miles, 7 miles  
were cleared and 4 miles of road built at a cost of \$18,000, ap-  
proximately \$2,000.00 of which was spent for equipment.

Present condition good.

Expenditures \$17,872.34.

ROUTE 17—FORT GIBBON-KALTAG (257 MILES TRAIL)

This is purely a winter mail trail used by dog teams between  
the Army Post of Fort Gibbon at the confluence of the Tanana  
and Yukon Rivers to Kaltag on the lower Yukon. It is a neces-  
sary route for the distribution of mail along the river below Fort  
Gibbon. It follows the Yukon on the ice practically the entire  
distance.

No work is ever done on this route except during winter  
months. It has been the custom in the past to allot five to six  
hundred dollars to the mail carrier to stake the Yukon and, year  
after year, to replace bridges over Mason and Illinois Creeks. It  
is believed that the two bridges mentioned can be put in per-  
manently and investigation is under way.

Expenditures \$300.00.

ROUTE 22—HOT SPRINGS-SULLIVAN CREEK (9 MILES WAGON  
ROAD)

This road connects the Town of Hot Springs, two miles from  
the Tanana River, with the placer producing creek known as  
Sullivan Creek.



No work was done on this route between May 1st and Oct. 31st, 1921.

Present condition fair.

Expenditures \$230.37.

**ROUTE 23A—CHATANIKA-BEAVER.....(120 MILES TRAIL)**

This is an old winter trail between the Town of Chatanika, at the end of the branch line of the Government Railroad, and the Town of Beaver on the Yukon River, the latter place serving as a point of supply for the Chandalar mining district.

No work has been done on this trail since 1910.

Present condition poor.

Expenditures \$29.14.

**ROUTE 23B—BEAVER-CARO.....(75 MILES SLED ROAD)**

This route connects the Town of Beaver on the Yukon River with the Town of Caro in the Chandalar mining district.

Very little work was done between May 1st and June 30th, 1921, aside from sending a foreman from Fairbanks and assembling a crew at Beaver.

Between July 1st and Oct. 31st, 1921, the crew worked over the road to Mile 61, doing general repair work, including the building of one bridge and one culvert, the rebuilding of one old bridge, the repairing of caches at Beaver and at Mile 55 and the repairing of two relief cabins and placing good stoves in five relief cabins. In addition, the foreman made a reconnaissance trip through the mining district.

Present condition good.

Expenditures \$5,053.81.

**ROUTE 23C—CARO-BIG CREEK.....(45 MILES TRAIL)**

This trail connects Caro with the operations on Big and Tobin Creeks. It is passable for Yukon and double-ender sleds. It could be improved to bob-sled standard for about \$5,000.

The route was reconnoitered and a Yukon stove placed in Big Creek Cabin at Mile 26. It is contemplated to put in a passenger trolley carrier across Middle Fork for mushers.

Expenditures \$25.00.

**ROUTE 23D—CARO-FLAT CREEK.....(45 MILES SLED ROAD)**

This sled road was built by the miners and is the route by which freight is handled to Big Squaw, Little Squaw, and the quartz properties adjacent to the quartz mill. The output of Little Squaw Creek last season was about \$24,000. One hundred tons of freight passed over the road.

The route was reconnoitered and a Creek Cabin at Mile 14. The road is in  
Expenditures \$25.00.

**ROUTE 23E—CARO-COLDFOOT.....**

Foreman Frank Irons, upon completion of the Beaver-Caro section, made a reconnaissance trip with intent to locate a feasible winter trail through Caro to the Koyukuk District. The distance from Caro to Coldfoot by this route is estimated at 100 miles. The estimated cost of building a suitable winter trail is \$10,000.00.

Expenditures \$500.00.

**ROUTE 29—FORT GIBBON-KOYUKUK.....**

This route is the old mail trail from Fairbanks to Coldfoot, the mining camp in the Koyukuk District. The route distance of this trail is 100 miles, which included the trail on the Yukon River. The actual distance is 240 miles.

No work was done this year. Expenditures were done early in 1921.

Present condition good.

Expenditures \$840.48.

**ROUTE 30—HOT SPRINGS LANDING-EUREKA CREEK.....(ROAD)**

This is a cooperative project partly supported by Territorial funds as described below.

Alaska Road Commission expenditure.

**ROUTE 46—KOBI-EUREKA CREEK.....**

Connecting Kobi Station, (Mile 387 on the Yukon River) 24 miles south of Nenana, with Kantishna in the Koyukuk District of Eureka Creek. This is a part of the old mail trail from Kobi Station to the Kantishna District, the portage route being abandoned since the construction of the road.

Present condition fair.

No expenditure.

**ROUTE 46A—ROOSEVELT-KANTISHNA CREEK.....(ROAD)**

This is a cooperative project, supported by Territorial funds, partly by Territorial funds disbursed.

done on this route between May 1st and Oct.

on fair.

30.37.

**ANIKI-BEAVER.....(120 MILES TRAIL)**

Winter trail between the Town of Chatanika, at the line of the Government Railroad, and the Yukon River, the latter place serving as the Chandalar mining district. Done on this trail since 1910.

on poor.

9.14.

**BEAVER-CARO.....(75 MILES SLED ROAD)**

Connects the Town of Beaver on the Yukon River to Caro in the Chandalar mining district. Work was done between May 1st and June 30th, employing a foreman from Fairbanks and assembling

between Oct. 31st, 1921, the crew worked over doing general repair work, including the building of one culvert, the rebuilding of one old bridge, repairs at Beaver and at Mile 55 and the repairs and placing good stoves in five relief cabins. A foreman made a reconnaissance trip through the

on good.

1,053.81.

**BIG CREEK.....(45 MILES TRAIL)**

Connects Caro with the operations on Big and Tobin creeks for Yukon and double-ender sleds. It could be made standard for about \$5,000.

Reconnoitered and a Yukon stove placed in place at Mile 26. It is contemplated to put in a pass across Middle Fork for mushers.

5.00.

**FLAT CREEK.....(45 MILES SLED ROAD)**

Was built by the miners and is the route by which sleds are hauled to Big Squaw, Little Squaw, and the adjacent to the quartz mill. The output of the last season was about \$24,000. One hundred sleds are used over the road.

The route was reconnoitered and a Yukon stove placed in Flat Creek Cabin at Mile 14. The road is in fairly good shape.

Expenditures \$25.00.

**ROUTE 23E—CARO-COLDFOOT.....(75 MILES TRAIL)**

Foreman Frank Irons, upon completing his work in the Beaver-Caro section, made a reconnaissance trip from Caro to Wiseman with intent to locate a feasible winter route from the Yukon River through Caro to the Koyukuk District. The estimated distance from Caro to Coldfoot by this route is 75 miles and the estimated cost of building a suitable winter sled road is placed at \$10,000.00.

Expenditures \$500.00.

**ROUTE 29—FORT GIBBON-KOYUKUK.....(240 MILES TRAIL)**

This route is the old mail trail from Fort Gibbon on the Yukon River to Coldfoot, the mining camp in the Koyukuk mining district. The route distance of this trail has formerly been given as 100 miles, which included the trail only as far as Arctic City. The actual distance is 240 miles.

No work was done this year. Expenditures were for work done early in 1921.

Present condition good.

Expenditures \$840.48.

**ROUTE 30—HOT SPRINGS LANDING-EUREKA (24 MILES WAGON ROAD)**

This is a cooperative project partly supported by Territorial funds as described below:

Alaska Road Commission expenditures \$5,001.72.

**ROUTE 46—KOBI-EUREKA CREEK.....(95 MILES TRAIL)**

Connecting Kobi Station, (Mile 387 on Government Railroad) 24 miles south of Nenana, with Kantishna Postoffice at the mouth of Eureka Creek. This is a part of the original trail from Fairbanks to the Kantishna District, the portion from Fairbanks to Kobi Station being abandoned since the completion of the Railroad.

Present condition fair.

No expenditure.

**ROUTE 46A—ROOSEVELT-KANTISHNA (34 MILES WAGON ROAD)**

This is a cooperative project, supported partly by Federal funds, partly by Territorial funds disbursed through the U. S.

Treasury, and partly by Territorial funds disbursed by the divisional Territorial Road Commission.

Expenditures: Territory of Alaska, \$1,283.75; Alaska Road Commission, \$7,680.34; total, \$8,964.09.

**ROUTE 46B—LIGNITE-KANTISHNA.....(85 MILES TRAIL)**

The route of this proposed road leads from Lignite Station, (Mile 363 on the Government Railroad), west across Middle, Chisana and Toklat Rivers, up Crooked Creek and down Bearpaw River to Glacier City and from there up Moose Creek, terminating at the Kantishna Postoffice.

Shortly after May 1st, 1921, a survey party was put in the field and during the next eighty days 54 miles of preliminary location were run. The road necessarily passes over the divides between the different rivers but the nature of the ground found was better than expected.

No winter work was done except for the blazing and tripoding of a winter dog trail through the same country which follows the wagon road location as near as is practicable.

Expenditures: Territory of Alaska, \$483.07; Alaska Road Commission, \$11,483.84; total, \$11,966.91.

**ROUTE 46C—NENANA-KNIGHTS ROADHOUSE (42 MILES TRAIL)**

Connects Town of Nenana on Tanana River (Mile 411 on the Government Railroad) with Knight's Roadhouse on the Toklat River at the mouth of Chisana River. Knight's Roadhouse is also on the Kobi-Diamond-Eureka Trail at Mile 26 and from this point travelers and freighters go on to the Kantishna District either via Diamond and Glacier Cities or on up the Toklat River and over Clearwater Summit. The trail was cut out during fall of 1920, the entire expense being borne by citizens of Nenana.

No work was done on this route by the Alaska Road Commission until the middle of November, 1921, when a small party was put in the field to widen and straighten it and to put shelter for travelers along the trail in two places.

Expenditures \$1,499.80.

**ROUTE 46D—MT. MCKINLEY PARK TRAIL.....(86 MILES TRAIL)**

This is a new project. The proposed trail will extend from Mt. McKinley Park Station, Government Railroad, Mile 344, across Mt. McKinley National Park, via Sable, Polychrome, Highway and Thorofare Passes, to the foot of Muldrow Glacier, then down the McKinley River, passing out of the Park to Wonder Lake and on to Kantishna Postoffice.

During this season, the trail will be brushed out and tripoded at confusing points, eight tents with small stoves will be erected

at about ten mile intervals for shelter and sign boards placed at the principal points.

The project has been prepared in cooperation with the National Park Service, which will submit the project for improvement as a trail as well as for successive sections to automobile standard demand. In conjunction with Route 46B, a route, 171 miles long, from Mile 344, Government Railroad to the Park to Kantishna Postoffice, and from there to Mile 363, through the finest hunting grounds.

No expenditure reported prior to 1921.

**ROUTE 47—COLDFOOT-WISEMAN (1 MILE TRAIL)  
11 MILES SLED ROAD)**

Connects towns of Coldfoot and Wiseman in the mining district.

No work done on this route since 1918, winter freighting, supplies being brought in by sleds as Coldfoot.

Road is in good condition.

No expenditures.

**ROUTE 59—FAIRBANKS BRIDGE:**

This steel structure is in good condition upon it since spring, 1920, except \$6.40 for concrete piers. No work done this winter.

During summer bridge is to be repaired for north approach.

Expenditure \$6.40.

**ROUTE 63—DUNBAR-BROOKS.....**

This is a cooperative project partly financed by Federal funds as described below.

A. R. C. expenditures \$366.50.

**ROUTE 63A—BROOKS-TERMINAL.....(13 MILES TRAIL)**

The Brooks-Terminal route formerly known as the Dunbar-Brooks Sled Road, is 13 miles long and will connect Brooks with the Tolovana River.

No expenditure.

**ROUTE 76—GOVERNMENT R. R.-VALDEZ TRAIL)**

Connects McKinley Placer Company's prospect on Valdez Creek, a branch of the Government Railroad at Carlson's

ALASKA ROAD COMMISSION.

territorial funds disbursed by the division.

of Alaska, \$1,283.75; Alaska Road \$8,964.09.

ISHNA.....(85 MILES TRAIL)

used road leads from Lignite Station, Railroad), west across Middle, Chisana Creek and down Bearpaw River here up Moose Creek. terminating at

1921, a survey party was put in the thirty days 54 miles of preliminary location necessarily passes over the divides because of the nature of the ground found was

one except for the blazing and tripod-trough the same country which follows near as is practicable.

of Alaska, \$483.07; Alaska Road al, \$11,966.91.

KNIGHTS ROADHOUSE (42 MILES TRAIL)

nana on Tanana River (Mile 411 on the th Knight's Roadhouse on the Toklat isana River. Knight's Roadhouse is also ka Trail at Mile 26 and from this point on to the Kantishna District either via es or on up the Toklat River and over trail was cut out during fall of 1920, the e by citizens of Nenana.

on this route by the Alaska Road Com- of November, 1921, when a small party viden and straighten it and to put shelter rail in two places.

MCKINLEY PARK TRAIL.....(86 MILES TRAIL)

ject. The proposed trail will extend from ion, Government Railroad, Mile 344, across Park, via Sable, Polychrome, Highway and e foot of Muldrow Glacier, then down the g out of the Park to Wonder Lake and lice.

, the trail will be brushed out and tripoded ght tents with small stoves will be erected

at about ten mile intervals for shelter, mile posts will be erected and sign boards placed at the principal points.

The project has been prepared in cooperation with the National Park Service, which will submit estimates for its further improvement as a trail as well as for the improvement of successive sections to automobile standard as traffic conditions may demand. In conjunction with Route 46B, it will form a loop route, 171 miles long, from Mile 344, Government Railroad, through the Park to Kantishna Postoffice, and return to the Railroad at Mile 363, through the finest hunting ground in Alaska.

No expenditure reported prior to end of fiscal year.

ROUTE 47—COLDFOOT-WISEMAN (1 MILE WAGON ROAD AND 11 MILES SLED ROAD)

Connects towns of Coldfoot and Wiseman in the Koyukuk mining district.

No work done on this route since 1917. Road used for winter freighting, supplies being brought up river on scows as far as Coldfoot.

Road is in good condition.

No expenditures.

ROUTE 59—FAIRBANKS BRIDGE:

This steel structure is in good condition. No money spent upon it since spring, 1920, except \$6.40 for cement facing on concrete piers. No work done this winter.

During summer bridge is to be repainted and replanked except for north approach.

Expenditure \$6.40.

ROUTE 63—DUNBAR-BROOKS.....(63 MILES SLED ROAD)

This is a cooperative project partly supported by Territorial funds as described below.

A. R. C. expenditures \$366.50.

ROUTE 63A—BROOKS-TERMINAL.....(13 MILES WAGON ROAD)

The Brooks-Terminal route formerly included Route 63, now known as the Dunbar-Brooks Sled Road. The proposed wagon road of 13 miles will connect Brooks with the head of navigation on the Tolovana River.

No expenditure.

ROUTE 76—GOVERNMENT R. R.-VALDEZ CREEK (55 MILES TRAIL)

Connects McKinley Placer Company's plant and other adjacent prospects on Valdez Creek, a branch of the upper Susitna River, with the Government Railroad at Carlson's Roadhouse, Mile 320.

Between May 1st and Oct. 31st, 1921, no work was done on this new sled road, though a reconnaissance trip was made through the country for the purpose of ascertaining the most feasible route.

December 2nd a party left Carlson's Roadhouse to blaze the trail from Wells Creek to the Company's holdings, a distance of 40 miles. The mining company had already cut the road to the 16-mile post and freight was being hauled over it. Three hundred tons were moved before spring.

Expenditures \$1,139.58.

**ROUTE 88—GOVERNMENT R. R.-MOOSE CREEK (6 MILES WAGON ROAD)**

Connects prospective placer mining ground on upper Moose Creek, a tributary of the Nenana River, with the Government Railroad at Mile 371. The ground on Moose Creek produced \$3,700 last summer during a very short working season.

The work was done on this road between July 1st and Oct. 31st by E. M. Keys and Sons, \$500 being allotted for the work under the condition that the above named firm would perform, gratis, an equal amount of work. Work done on this road by the firm of E. M. Keys and Sons was very satisfactory.

Present condition of the road is fair for light loads, not exceeding 1,000 pounds.

Expenditure \$499.69.

**TERRITORIAL PROJECTS.**

Sub Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
7A	Summit-Chatanika .....	11			11
7B	Fox-Olnes .....	13			13
7D*	Ester Creek .....	13			13
7G*	Fairbanks-Gilmore .....	13			13
7H	Little Eldorado Creek .....	1½			1½
7I	Gilmore-Summit .....	6			6
7J*	Fairbanks-Chena Hot Springs....		64		64
7K	Olnes-Livengood .....		54		54
7N	Farmers Birch Hill .....	6½			6½
7S	Graehl Bridge .....				
15A	Central House-Circle Hot Springs	9			9
30*	Hot Springs Landing-Eureka .....	24			24
46A*	Roosevelt-Kantishna .....	34			34
63*	Dunbar-Brooks .....		63		63
	Totals** .....	47	54		101
	Totals .....	131	181		312

\*Cooperative projects with Alaska Road Commission.

\*\*Exclusive of cooperative projects.

**ROUTE 7A—SUMMIT-CHATANIKA.....(11 MILES WAGON ROAD)**

This is an old road and very little used at the present time, though passable for automobiles and is a part of the proposed continuation of the Richardson Highway from Fairbanks to Circle City.

No work was done between May 1st and June 30th, 1921.

Between July 1st and Oct. 31st, work, consisting of filling holes, repairing heavy growth of brush overhanging the Present condition fair.

Total expenditures \$525.00.

**ROUTE 7B—FOX-OLNES .....(11 MILES WAGON ROAD)**

This road connects the towns of Mile 18 and 34, respectively, on the branch Railroad known as the Happy-Chatanika. It was constructed in pre-railroad days and is little used.

No work was done between May 1st and Oct. 31st. Work between July 1st and Oct. 31st consisted of repairing culverts and replanking one section. Present condition fair.

Total expenditures \$230.00.

**ROUTE 7D—ESTER CREEK.....(13 MILES WAGON ROAD)**

This road connects the Town of Fairbanks on Ester Creek, one of the rich placer creeks, with the Government Experimental Farm on the Government Railroad to Nenana at Mile 371. From May 1st to June 30th, 1921, no work was done. Advantage during break-up by A. R. C. No work was done. The road was graveled and general repairs attempted on by the Territorial Road Commission on July 13, 1921. Nothing more was done from dragging the road once.

A portion of this road between Miles 18 and 34 is a soil area subject to very rapid erosion and it is advisable to expend a sum of approximately \$10,000 in handling the water at that time. Aside from the general maintenance between May 1st and Oct. 31st, 1921, no work was done.

Present condition very good.

Total Territorial expenditures \$2,916.33.

A. R. C. expenditures \$388.33.

**ROUTE 7G—FAIRBANKS-GILMORE.....(13 MILES WAGON ROAD)**

This road forms an integral part of the Richardson Highway to Circle City and is used by the Town of Gilmore, near the head of the prominent placer district. It carries a large amount of placer material from the vicinity of Fairbanks, being used primarily by miners.

ALASKA ROAD COMMISSION.

Oct. 31st, 1921, no work was done on a reconnaissance trip was made through purpose of ascertaining the most feasible

left Carlson's Roadhouse to blaze the the Company's holdings, a distance of company had already cut the road to the as being hauled over it. Three hundred spring.

NT R. R.-MOOSE CREEK (6 MILES

placer mining ground on upper Moose Nenana River, with the Government Railroad ground on Moose Creek produced \$3,700 every short working season.

on this road between July 1st and Oct. 1st, \$500 being allotted for the work at the above named firm would perform, of work. Work done on this road by the Sons was very satisfactory. of the road is fair for light loads, not

TERRITORIAL PROJECTS.

Route	Wagon Road	Sled Road	Trail	Total Miles
Alaska	11			11
Circle	13			13
Hot Springs	13			13
Circle Creek	1 1/2			1 1/2
Hot Springs	6			6
Hot Springs		64		64
Hill	6 1/2	54		60 1/2
Circle Hot Springs	9			9
Circle-Eureka	24			24
Circle-Eureka	34			34
Circle-Eureka		63		63
	47	54		101
	131	181		312

with Alaska Road Commission. native projects.

CHATANIKA.....(11 MILES WAGON ROAD)

road and very little used at the present time, automobiles and is a part of the proposed Richardson Highway from Fairbanks to Circle

between May 1st and June 30th, 1921.

Between July 1st and Oct. 31st, 1921, general maintenance work, consisting of filling holes, repairing culverts and cutting the heavy growth of brush overhanging the road, was done.

Present condition fair.  
Total expenditures \$525.00.

ROUTE 7B—FOX-OLNES .....(13 MILES WAGON ROAD)

This road connects the towns of Fox and Olnes, situated at Mile 18 and 34, respectively, on the branch line of the Government Railroad known as the Happy-Chatanika Branch. The road was constructed in pre-railroad days and the greater part of it is little used.

No work was done between May 1st and June 30th, 1921. Work between July 1st and Oct. 31st, 1921, consisted only of repairing culverts and replanking one short bridge. Present condition fair. Total expenditures \$230.00.

ROUTE 7D—ESTER CREEK.....(13 MILES WAGON ROAD)

This road connects the Town of Fairbanks with Ester City on Ester Creek, one of the rich placer creeks in early days, passing the Government Experimental Farm at Mile 6 and crossing the Government Railroad to Nenana at Mile 460.

From May 1st to June 30th, 1921, \$100 was spent to good advantage during break-up by A. R. C. Mile 3, known as the peat bog, was graveled and general repairs and maintenance was carried on by the Territorial Road Commission. This road was finished on July 13, 1921. Nothing more was done to Oct. 31st, aside from dragging the road once.

A portion of this road between Miles 7 and 13 passes through a soil area subject to very rapid erosion during spring season and it is advisable to expend a sum of approximately \$100.00 toward handling the water at that time. Aside from this work, operations between May 1st and Oct. 31st, 1922, will be confined to general maintenance.

Present condition very good.  
Total Territorial expenditures \$2,916.30.  
A. R. C. expenditures \$388.33.

ROUTE 7G—FAIRBANKS-GILMORE.....(13 MILES WAGON ROAD)

This road forms an integral part of the proposed extension of the Richardson Highway to Circle City, connecting Fairbanks with the Town of Gilmore, near the headwaters of Goldstream, a prominent placer district. It carries a large part of the traffic in the vicinity of Fairbanks, being used principally by farmers and miners.



this route between May 1st and June

Oct. 31st, 1921, the entire road was  
ing a light layer of gravel and 7 miles  
o general repair work. The post bent  
one-quarter mile out from Fairbanks,  
were put on the ice breakers of the

l.  
enditures, \$3,890.90; A. R. C. expendi-

**DORADO CREEK (1½ MILES WAGON**

placer mining claims on Little Eldorado  
ldstream, with the Government Railroad  
Mile 37, Happy-Chatanika Branch.  
rmed between May 1st and June 30th,

nd Oct. 31st, 1921, general repair work,  
f 16-foot span, was done.

od.  
336.00.

**JMMIT.....(6 MILES WAGON ROAD)**

a part of the proposed extension of the  
is used by automobiles, trucks and teams  
s to Fairbanks Creek or from Fairbanks  
ects the Town of Gilmore with point on  
it, where road branches, one branch going  
other to Chatanika.

e on this route between May 1st and June

and Oct. 31st, 1921, the entire road was  
ood condition, the grader being used where  
d culverts repaired.

od surface condition but has some excessive  
e heavy traffic over it and the fact that it  
of the Richardson Highway, approximately  
will be relocated to secure better grades.

good.  
s \$2,965.32.

**ROUTE 7J—FAIRBANKS-CHENA HOT SPRINGS (64 MILES SLED ROAD)**

This route connects Fairbanks with the Hot Springs up the  
Chena River and is used by the farmers, miners, wood-haulers, and  
the passenger traffic to the Springs.

No work was done between May 1st and June 30th, 1921.

Between July 1st and Oct. 31st the new bridge over Little  
Chena River at Mile 14 was put in at a cost of \$1,650.00, the cost  
being shared by the Territory to the extent of \$525.00. No other  
work was done on the sled road but approximately \$500 were  
spent on repairing, widening, and hauling gravel on the three  
miles of road along the foot of Birch Hill which will eventually  
be continued to the Hot Springs.

Petitions have several times been circulated to grade the  
bluff near Mile 44, where the trail necessarily takes to the ice  
on Chena River. The river at this point is slow in freezing and  
travelers have had narrow escapes from drowning.

Present condition of winter road is good.

Total Territorial expenditures \$1,052.35.

A. R. C. expenditures \$1,215.50.

**ROUTE 7K—OLNES-LIVENGOOD.....(54 MILES SLED ROAD)**

Connects Town of Olnes on the Chatanika Branch of the Gov-  
ernment Railroad with Livengood Creek in the Tolovana District.  
This road has been practically abandoned the past few years, except  
for summer travel, in favor of the Dunbar-Brooks Road. During  
the Wilbur Creek excitement of the last year, when several new  
and encouraging prospects were found, the travel on this trail  
increased.

Between July 1st and Oct. 31st, 1921, the Washington Creek  
Bridge was rebuilt and the foot bridge over the Chatanika River  
was repaired.

Present condition of road is fair.

Total expenditures \$221.25.

**ROUTE 7N—FARMERS' BIRCH HILL (6½ MILES WAGON ROAD)**

This road has been built by the Territory through the farming  
district along Birch Hill. It branches from the Fairbanks-Gilmore  
Road (Route 7G) at Mile 3, and connects with the Fairbanks-Ester  
Road (Route 7D) at Mile 5.

Some grading was done on this route last season prior to  
June 30th, but the bulk of the work was accomplished between  
July 1st and Oct. 31st, 1921. Due to poor location, one mile of  
the road was abandoned, a large part of it being washed out.  
Over two miles of new road to make the connection between the



Gilmore Road and Ester City Road, were built and an additional two miles were regraded and widened. A number of new culverts were built. Results of the work done on this route were very satisfactory.

Present condition good.

Total expenditures \$4,814.89.

**ROUTE 7S—GRAEHL BRIDGE:**

This bridge is over a slough on the winter cut-off from the Fox Road into Fairbanks. All the travel from that direction crosses this bridge in winter as it saves approximately one mile on the distance into Fairbanks. It is also the only outlet for the people living in Graehl during the summer.

Minor repairs were made. This bridge requires rebuilding at an estimated cost of \$1,200.

Total expenditures \$105.97.

**ROUTE 15A—CENTRAL HOUSE-CIRCLE HOT SPRINGS (9 MILES WAGON ROAD)**

This is a branch road from the Circle-Miller House Road at Central House, Mile 36, to the Hot Springs.

No work was done until after June 30th, 1921. Between that date and Oct. 31st, 1921, general maintenance work, such as ditching, covering corduroy, and repairing culverts, was done.

Present condition fair.

Total expenditures \$620.50.

**ROUTE 30—HOT SPRINGS LANDING-EUREKA (24 MILES WAGON ROAD)**

Connects the landing on the Tanana River, two miles from Hot Springs, with mining camp of Eureka, passing through Hot Springs.

One hundred dollars was spent to protect road during spring floods, between May 1st and June 30th, 1921. During period July 1st to Oct. 31st, 1921, a new bridge was erected over Baker Creek at Mile 14. Bridge consists of one 80-foot Howe truss span of native timber and approaches decked with four-inch planks. Cost of bridge was shared by the Territory to the extent of \$1,000; total cost approximately \$6,200.

This road has held up well for the small amount of work that has been done upon it since first built and though \$20,000 would be required to make it a good road, \$2,500 will repair the Hot Springs Slough Bridge, put in a few needed culverts and cut the brush from the road. The last item is most necessary as

the underbrush has grown to such an extent that it overlaps the road in many places.

Total Territorial expenditures \$1,100.00

A. R. C. expenditures \$5,001.72.

**ROUTE 46A—ROOSEVELT-KANTISHNA RIVER (WAGON ROAD)**

This road leads from Roosevelt, on the Kantishna River, to the Postoffice of Kantishna. Lacking connection with the railroad, mail and supplies are brought up the Kantishna River to Kantishna and overland to Kantishna. The road to Kantishna is a fair wagon road.

No work was accomplished last season. In 1921, when a foreman was sent in to lay out the road, a balance of road is very poor. Five thousand feet of corduroy will have to be laid; also two bridges and several miles brushed out. Estimated cost of a fair wagon road is \$50,000.

Condition of road actually built to date is very poor. Nine thousand feet of corduroy will have to be laid; also two bridges and several miles brushed out. Estimated cost of a fair wagon road is \$50,000.

Total Territorial expenditures \$655.00

A. R. C. expenditures \$8,964.09.

**ROUTE 63—DUNBAR-BROOKS**

Connects mining camp of Brooks in the Dunbar Station at Mile 429 of the Government Road with a good winter trail and the best available wagon road.

No work done between May 1st and June 30th, 1921.

Three bridges were put in over Wagon Road sloughs near the Tolovana River and Kantishna River. Route were made, partly from Territorial funds. Present in good condition.

Total Territorial expenditures \$1,778.00

A. R. C. expenditures \$366.50.

**ROUTE 46E—KUSKOKWIM RECONNAISSANCE ROAD**

During the open season the Engineer investigated possible summer routes from Kantishna to the Kuskokwim. The route followed was from Riley Creek through Mt. McKinley Park to Kantishna River. After reaching Roosevelt the route was over the Kantishna River across Lake Minchumina to the head of the north fork of the Kuskokwim River.

ALASKA ROAD COMMISSION.

Road, were built and an additional  
 idened. A number of new culverts  
 k done on this route were very

ugh on the winter cut-off from the  
 he travel from that direction crosses  
 ves approximately one mile on the  
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 amer.

This bridge requires rebuilding at

E-CIRCLE HOT SPRINGS (9 MILES

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 e Hot Springs.  
 l after June 30th, 1921. Between  
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LANDING-EUREKA (24 MILES

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well for the small amount of work  
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 a good road, \$2,500 will repair the  
 ut in a few needed culverts and cut  
 he last item is most necessary as

the underbrush has grown to such an extent that it completely  
 overlaps the road in many places.

Total Territorial expenditures \$1,147.36.  
 A. R. C. expenditures \$5,001.72.

ROUTE 46A—ROOSEVELT-KANTISHNA (34 MILES WAGON ROAD)

This road leads from Roosevelt, on the upper waters of the  
 Kantishna River, to the Postoffice of Kantishna, the mining center.  
 Lacking connection with the railroad, all supplies for the district  
 are brought up the Kantishna River to Roosevelt and then hauled  
 overland to Kantishna. The road to date is largely a winter  
 road.

No work was accomplished last season until after July 1st,  
 1921, when a foreman was sent in to lay some corduroy which had  
 been cut the winter before. Five thousand feet of corduroy were  
 laid and two and one-half miles of clearing done.

Condition of road actually built to date is excellent, but the  
 balance of road is very poor. Nine thousand feet of additional cor-  
 duroy will have to be laid; also two bridges will have to be built  
 and several miles brushed out. Estimated cost to make this route  
 a fair wagon road is \$50,000.

Total Territorial expenditures \$655.03.  
 A. R. C. expenditures \$8,964.09.

ROUTE 63—DUNBAR-BROOKS.....(63 MILES SLED ROAD)

Connects mining camp of Brooks in the Tolovana District with  
 Dunbar Station at Mile 429 of the Government Railroad. This is  
 a good winter trail and the best available route to Brooks.

No work done between May 1st and Oct. 31st, 1921.

Three bridges were put in over Washington Creek and two  
 sloughs near the Tolovana River and general repairs over the  
 route were made, partly from Territorial funds. The road is at  
 present in good condition.

Total Territorial expenditures \$1,778.38.  
 A. R. C. expenditures \$366.50.

ROUTE 46E—KUSKOKWIM RECONNAISSANCE:

During the open season the Engineer Officer made a thorough  
 investigation of possible summer routes from the Government Rail-  
 road to the Kuskokwim. The route followed by him was from  
 Riley Creek through Mt. McKinley Park and the Kantishna mining  
 district to Roosevelt, at the head of navigation on the Kantishna  
 River. After reaching Roosevelt the route followed was along the  
 Kantishna River across Lake Minchumina and the portage to the  
 head of the north fork of the Kuskokwim. The north fork of the





o the main forks of the Kuskokwim and  
 superintendent Sterling last winter made  
 starting at Lignite on the Government  
 the route Lignite-Glacier-Bartlett's Cabin-  
 saissance was not extended beyond Telida  
 summer conditions along the east fork  
 the main forks to Telida Village are well

two winter and summer reconnaissances,  
 er ones made by the Engineer Officer  
 rd through the last two years, the topo-  
 travel, both winter and summer, through  
 ernment Railroad, including the northern  
 Park, the Kantishna mining district, and  
 ley of the Kuskokwim are well known.  
 31.75.

#### ION OF EXPENDITURES

Miles*	Expenditures	Unit Cost Dollars per Mile
308		
527		
1005		
1840	\$157,913.35	\$86.00

ed during fiscal year only.  
 ial projects not included.

### KUSKOKWIM DISTRICT.

W. W. Lukens, Asst. Supt.

This district was organized last working season and an assist-  
 ant superintendent sent to Tacotna, via the Kuskokwim River, on  
 the first boat leaving Seattle in the spring. Due to the lode mining  
 developments at Nixons Forks, northeast of McGrath, and to the  
 successful dredging operations southwest of McGrath, prospecting  
 in this hitherto inaccessible region has been much stimulated.  
 Members of the Board, last year, made reconnaissance trips through-  
 out the lengths of the Yukon and Kuskokwim Rivers, crossing the  
 portages from the Kantishna to the north fork via Lake Minchu-  
 mina, from Ruby to Ophir via Long-Poorman-Cripple, from Ophir to  
 Tacotna, and from Kalchagamut to Russian Mission.

Many years ago, during the Iditarod stampede, the Board  
 constructed the Rainy Pass Trail from Seward to Kaltag, with  
 branches to Ruby and Iditarod. It has since maintained and ex-  
 tended the system of winter trails in this region as far south as  
 Iditarod. Some short roads were constructed around Iditarod and  
 Flat, an excellent road was built from Ruby to Long Creek, and  
 three years ago, construction of the Ophir-Tacotna Road, connect-  
 ing the upper Innoko with the Tacotna River, was begun.

A start was made this year in extending this system to  
 Bethel, the ocean port at the head of the estuary of the Kuskokwim.  
 Should this country continue to develop, as seems likely, the sys-  
 tem will be extended to Cape Newenham and across to the oil  
 developments on the Alaska Peninsula.

There are 20 sub-projects in this district, upon 9 of which  
 no expenditures were made during the fiscal year. When it as-  
 sumed charge of the work, the present Board was able to find  
 very little of record concerning conditions in this district. It has  
 now made extensive reconnaissances throughout most of the dis-  
 trict. It has been able to initiate a systematic rehabilitation of  
 all old routes and has already adopted several much needed ex-  
 tensions.

## SUMMARY OF ROADS

Sub Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
17A*	Lewis Landing-Dishkaket .....			108	108
17B*	Nulato-Dishkaket .....			90	90
20C	Rainy Pass-Tacotna .....			130	130
20D*	Tacotna-Kaltag .....			145	145
32A	Tacotna-Flat Creek .....			87	87
32B*	Iditarod-Flat Creek .....	8			8
32C*	Iditarod-Ophir .....			90	90
32D*	Flat-Crooked Creek .....			62	62
33A*	Otter Creek-Towpath .....			22	22
33E*	Summit-Otter Creek .....	6			6
34*	Iditarod-Dishkaket .....		30	68	98
38A	Ruby-Long Creek .....	30		60	90
38B	Long Creek-Cripple City .....			60	60
38C	Ophir-Cripple .....			50	50
38D	Tacotna-Ophir .....	24 <sup>1</sup> / <sub>2</sub>			24 <sup>1</sup> / <sub>2</sub>
38E	Long-Poorman .....	29			29
38F*	Poorman-Ophir .....			125	125
64	Cripple-Lewis Landing .....			60	60
92A	Bethel-Quinhagak .....			90	90
92B	Bethel-Akiak .....			26	26
	Totals .....	97 <sup>1</sup> / <sub>2</sub>	30	1213	1340 <sup>1</sup> / <sub>2</sub>

\*No expenditures during the fiscal year. No work was done on these routes during the period of curtailed appropriations resulting from the World War. They are being investigated.

## ROUTE 20C—RAINY PASS-TACOTNA.....(130 MILES TRAIL)

Minor repairs only. Complete rehabilitation to be undertaken next winter.

No expenditures.

## ROUTE 32A—TACOTNA-FLAT CREEK.....(87 MILES TRAIL)

This is the summer route from the Iditarod to Ophir and McGrath.

An examination was made and contract let for sheiter cabins and horse barns.

Expenditure \$42.50.

## ROUTE 32D—FLAT-CROOKED CREEK.....(62 MILES TRAIL)

A reconnaissance was made to determine the best summer and winter routes for trails to connect the Iditarod District with the Kuskokwim River.

Expenditure \$130.00.

## ROUTE 38A—RUBY-LONG CREEK.....(30 MILES WAGON ROAD)

This is an excellent road connecting Ruby with the workings on Long Creek. Its extension to Poorman is contemplated.

General maintenance work was performed and damage resulting from the spring break-up was repaired.

Expenditure \$4,659.48.

## ROUTE 38B—LONG CREEK-CRIPPLE CITY.

This is the winter mail trail from Ruby. General repair of bridges; reconnaissance. Expenditure \$706.94.

## ROUTE 38C—OPHIR-CRIPPLE.....

This is the continuation of the winter mail trail from Ruby to Ophir.

Winter and summer reconnaissance.

Expenditure \$335.25.

ROUTE 38D—TACOTNA-OPHIR.....(24<sup>1</sup>/<sub>2</sub> MILES)

Every effort was made for the vigorous maintenance of this road through the last season to re-open it. Superintendent Lukens went into the project and had transported with him a liberal supply of equipment necessary for the work. Previous to the opening of the snow from Fairbanks for preliminary work and arranging for the season's work, excellent progress was made upon the road. Summarizes the work accomplished:

Road graded .....	
Right-of-way cleared and grubbed .....	
Corduroy placed .....	
Culverts built .....	
Bridges, 20-foot span .....	
Bridge, 34-foot span .....	
Trestle bridge, 54 feet long .....	

There remains, for the completion of this road, a bridge across Gaines Creek and five miles of work with the relocation and rehabilitation of five miles of trail to Ophir. Every effort is being made, since the opening of this important trail, to expedite the completion of this important project in a producing mining district.

Expenditures: Territory of Alaska, \$3,000.00; Commission, \$38,222.80; total, \$41,222.80.

## ROUTE 38E—LONG-POORMAN.....(29 MILES)

This is a very poor summer road, following the winter mail trail, Route 38B. It will require relocation of a part of its length. Reconnaissance has been made and was let for timbers for a bridge across the trail. A bridge will be erected next fiscal year.

Expenditures \$3,557.27.

SUMMARY OF ROADS

Route	Wagon Road	Sled Road	Trail	Total Miles
Dishkaket .....			108	108
ket .....			90	90
acotna .....			130	130
.....			145	145
.....			87	87
Creek .....	8		90	90
Creek .....			62	62
Creek .....			22	22
owpath .....				6
Creek .....	6	30	68	98
aket .....				30
reek .....	30		60	60
ripple City .....			50	50
.....				24 1/2
.....	24 1/2			29
.....	29		125	125
.....			60	60
Landing .....			90	90
gak .....			26	26
.....				1340 1/2
.....	97 1/2	30	1213	1340 1/2

During the fiscal year. No work was done on these roads because of curtailed appropriations resulting from the investigation being investigated.

PASS-TACOTNA.....(130 MILES TRAIL)

Complete rehabilitation to be undertaken

FLAT CREEK.....(87 MILES TRAIL)

Summer route from the Iditarod to Ophir and was made and contract let for shelter cabins

CROOKED CREEK.....(62 MILES TRAIL)

Work was made to determine the best summer and trails to connect the Iditarod District with the

LONG CREEK.....(30 MILES WAGON ROAD)

Excellent road connecting Ruby with the workings extension to Poorman is contemplated. Maintenance work was performed and damage from spring break-up was repaired.

\$1,659.48.

ROUTE 38B—LONG CREEK-CRIPPLE CITY.....(60 MILES TRAIL)

This is the winter mail trail from Ruby to the South. General repair of bridges; reconnaissance of relocation. Expenditure \$706.94.

ROUTE 38C—OPHIR-CRIPPLE.....(50 MILES TRAIL)

This is the continuation of the winter mail trail up the Innoko River to Ophir. Winter and summer reconnaissance. Expenditure \$335.25.

ROUTE 38D—TACOTNA-OPHIR.....(24 1/2 MILES WAGON ROAD)

Every effort was made for the vigorous prosecution of work upon this road through the last season to respond to the greatly increased dredging operations on the upper Innoko River. Assistant Superintendent Lukens went into the project by way of Bethel and had transported with him a liberal supply of supplies and equipment necessary for the work. Previous to this, a foreman had gone in over the snow from Fairbanks for the purpose of doing preliminary work and arranging for the season. As a result, very excellent progress was made upon the road. The following summarizes the work accomplished:

Road graded .....	4.75 miles
Right-of-way cleared and grubbed .....	10.00 miles
Corduroy placed .....	0.70 miles
Culverts built .....	21
Bridges, 20-foot span .....	2
Bridge, 34-foot span .....	1
Trestle bridge, 54 feet long .....	1

There remains, for the completion of this road, one important bridge across Gaines Creek and five miles of location and grading with the relocation and rehabilitation of five additional miles adjacent to Ophir. Every effort is being made, similarly to last season, to expedite the completion of this important portage road through a producing mining district.

Expenditures: Territory of Alaska, \$3,069.62; Alaska Road Commission, \$38,222.80; total, \$41,292.42.

ROUTE 38E—LONG-POORMAN.....(29 MILES WAGON ROAD)

This is a very poor summer road, following in part the winter mail trail, Route 38B. It will require relocating over the greater part of its length. Reconnaissance has been made and contract was let for timbers for a bridge across the Solatna River. This bridge will be erected next fiscal year.

Expenditures \$3,557.27.

**ROUTE 38F—POORMAN-OPHIR.....(125 MILES TRAIL)**

A reconnaissance was made of a summer trail from Poorman to Ophir. During the present working season, it is planned to blaze out the route, erect signs at confusing points, build a few bridges, and erect shelter cabins.

No expenditures.

**ROUTE 64—CRIPPLE-LEWIS LANDING.....(60 MILES TRAIL)**

This winter trail was flagged across several open stretches. Expenditures \$100.00.

**ROUTE 92A—BETHEL-QUINHAGAK.....(90 MILES TRAIL)**

This is a new project. The mail trail was permanently tripodded, beacons were set upon opposite shores of all lakes, and temporary stakes were set on the ice. The work was done by contract and consisted of the erection of 89 beacons, 296 tripods, and 10 stakes, the cutting out of one-fourth mile of brush, and the cutting down of two approaches through high banks. The job has been inspected, and contractor paid, but voucher has not yet reached the account.

Expenditure of \$11.50 was for inspection.

**ROUTE 92B—AKIAK-BETHEL.....(26 MILES TRAIL)**

This is a new project. The mail trail was permanently marked. The work was done by contract and consisted of the erection of 22 beacons, 18 tripods, the cutting down of 13 approaches to portages across bends in the Kuskokwim River, and the clearing of 6 miles of brush 12 feet wide. The old trail was straightened and shortened. The job has been inspected and paid for.

Expenditures: Territory of Alaska, \$500.00; Alaska Road Commission, \$283.48; total, \$783.48.

**SHELTER CABINS.**

Contract was let for three shelter cabins and two horse barns on the Tacotna-Flat summer trail. The cabins were erected at Brush Creek, Fourth of July Creek and Lincoln Creek; the barns at Brush Creek and Fourth of July Creek.

The work has been inspected but the contractor has not been paid. Price bid was \$1,500 for the job.

**DISTRIBUTION OF EXPENDITURES.**

Type	Miles*	Expenditures	Unit Cost Dollars per Mile
Wagon Road .....	83½		
Trail .....	565		
Totals .....	648½	\$51,618.84	\$79.60

\*Includes routes maintained during fiscal year only.

**EXAMINATIONS AND SURVEYS**

The Engineer Officer made a winter team down the Yukon River to Ruby, then McGrath, Nixons Forks, and back to the Go Rainy Pass. He made a summer reconnaissance foot from Lake Minchumina down the Kuskokwim and then to Ophir, Cripple, Poorman, and Red down the Yukon River to St. Michael.

The President of the Board made a survey by pack train, poling boat, launch and on Ophir, Tacotna, McGrath, down the Kuskokwim the Yukon-Kuskokwim Portage to Russian Mouth the Yukon to St. Michael.

A great deal of information has thus been concerning this hitherto little-known section of comprehensive program of road and trail development.



NOME DISTRICT.

Chas. D. Jones, Superintendent.

The peculiarly unfavorable soil conditions prevailing and the absence of timber suitable for corduroy add both to the cost of original construction and to the cost of maintenance of roads and trails in this district.

The first boat from Seattle reaches Nome late in June, and the last boat leaves early in November. All supplies for the entire year must be delivered upon the Seward Peninsula between these dates. During the winter, mail is received by dog team from Dunbar, on the Government Railroad, 659 miles from Nome.

Nome is of especial importance as its location on the exposed shore of Bering Sea makes it the first port of call open to navigation in the spring and the last to close in the fall of all ports on the Seward Peninsula. While the bulk of the freight to Seward Peninsular points is delivered in mid-summer through the nearest port, for the great majority of personnel wintering outside, Nome will always remain the point of debarkation in the spring and embarkation in the fall, at the beginning and close of the season, respectively. From Nome or intermediate points on the through mail trail from Fort Gibbon and Dunbar, mail trails radiate to all inhabited points in Western Alaska, as far north as Point Barrow and south to Cape Newenham.

The creeks in the immediate vicinity of Nome are now well supplied by a system of about 60 miles of wagon and auto-truck roads. There are also local systems in the vicinity of Davidson's Landing, Deering, Candle, Council, and Dime Landing. The principal through summer road extends from Nome to Council, a distance of 82 miles. The Seward Peninsular Railway, which extends from Nome to Shelton, a distance of 87 miles, and which ceased operations as a common carrier some ten years ago, is still maintained as a tram line using dogs as motive power.

Two types of winter mail trails are maintained in this district: first, the permanent trails which follow a definite location and are permanently tripoded or otherwise marked across the open tundra; and, second, the temporary flagged trails, which cut across lakes and arms of the sea, or represent short-cuts and alternative routes dependent upon winter snow drifts, storms, or other seasonal climatic conditions, and which are restaked in whole or in part each winter, after conditions become somewhat stabilized. Upon the open tundra where there are no distinguishing landmarks, and during snow-storms, the traveler is absolutely depend

ent upon working his way from stake to stake, and has occasionally been found frozen to death without shelter.

There are 61 sub-projects in this district. No expenditures were made during the year. The work that was done but the vouchers have not yet been handled upon a cooperative basis, all funds being added to funds of the Board to the entire system of roads and trails. No heretofore been made of the distribution of district nor have definite sub-projects been obtained. The small available funds, year by year, to meet emergencies. Much work is in isolated bills have been as much as two years in shoving determination in advance of the work to be done. Inspection after completion have been entire at a reasonable cost. The superintendent of the I therefore, in many cases to depend upon material or Territorial officials, and local merchant contracts and the supervision of the work. In investigations, the Board has picked up some additional which some expenditures have been made in the Territory or itself, and has definitely adopted projects.

SUMMARY OF ROADS.

Sub Project No.	Name of Route	Wagon Road
8	Nome-Council .....	
8A	Bonanza Ferry .....	57
8B	Safety Ferry .....	
8C	Council Ferry .....	
8D	Council-Ophir Creek Road .....	12
8E*	Melsing Creek Road .....	4
8F*	Warm Creek-Elkhorn Trail .....	
8G*	Bear Creek Trolley .....	
8H	Casa De Paga Road .....	20
8I*	Hurrah Creek .....	5
8J*	Shovel Creek .....	5
13A	Nome-Bessie .....	3 1/2
13B	Bessie-Banner .....	3 1/2
13C	Bessie-Little Creek .....	1 1/4
13D*	Bessie-Dry Creek .....	1 1/4
13E*	Dry Creek-Newton .....	1 1/2
13F	Nome-Osborne .....	8
13G*	Grass Gulch .....	2
13H*	Center Creek .....	1 1/2
13I	Nome River Extension .....	5
13J*	Wonder-Flat Creek .....	2
13K	Bessie-Buster .....	7 1/2
18	Kaltag-Solomon .....	
18A	Bonanza-Kotzebue .....	
18B	Golovin-Council .....	
21	Unalakleet-St. Michael .....	
25A	Cripple River .....	12
25B	Penny River .....	1 1/2
25C*	Nome Wireless .....	1 1/2
25D	Mouth of Center .....	2
25E	Submarine Paystreak .....	3

**NOME DISTRICT.**

**D. Jones, Superintendent.**

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shelter.

There are 61 sub-projects in this district, upon 20 of which  
no expenditures were made during the year. In several cases work  
was done but the vouchers have not yet been received. All work  
was handled upon a cooperative basis, all available Territorial  
funds being added to funds of the Board to maintain and improve  
the entire system of roads and trails. No accurate reports have  
heretofore been made of the distribution of expenditures in this  
district nor have definite sub-projects been consistently main-  
tained. The small available funds, year by year, have been used  
to meet emergencies. Much work is in isolated sections from which  
bills have been as much as two years in showing up. The definite  
determination in advance of the work to be done and a prompt  
inspection after completion have been entirely impossible at any  
reasonable cost. The superintendent of the Board has been forced  
therefore, in many cases to depend upon mail carriers, other Fed-  
eral or Territorial officials, and local merchants, for the letting of  
contracts and the supervision of the work. As a result of its in-  
vestigations, the Board has picked up some additional mileage upon  
which some expenditures have been made in the past, either by  
the Territory or itself, and has definitely adopted several new sub-  
projects.

**SUMMARY OF ROADS.**

Sub Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
8	Nome-Council .....	57		25	82
8A	Bonanza Ferry .....				
8B	Safety Ferry .....				
8C	Council Ferry .....				
8D	Council-Ophir Creek Road .....	12			12
8E*	Melsing Creek Road .....	4			4
8F*	Warm Creek-Elkhorn Trail .....			11	11
8G*	Bear Creek Trolley .....				
8H	Casa De Paga Road .....	20			20
8I*	Hurrah Creek .....	5			5
8J*	Shovel Creek .....	5			5
13A	Nome-Bessie .....	3 1/2			3 1/2
13B	Bessie-Banner .....	3 1/2			3 1/2
13C	Bessie-Little Creek .....	1 1/4			1 1/4
13D*	Bessie-Dry Creek .....	1 1/4			1 1/4
13E*	Dry Creek-Newton .....	1 1/2			1 1/2
13F	Nome-Osborne .....	8			8
13G*	Grass Gulch .....	2			2
13H*	Center Creek .....	1 1/2			1 1/2
13I	Nome River Extension .....	5			5
13J*	Wonder-Flat Creek .....	2			2
13K	Bessie-Buster .....	7 1/2			7 1/2
18	Kaltag-Solomon .....			248 1/2	248 1/2
18A	Bonanza-Kotzebue .....			240	240
18B	Golovin-Council .....			35	35
21	Unalakleet-St. Michael .....			60	60
25A	Cripple River .....	12			12
25B	Penny River .....	1 1/2			1 1/2
25C*	Nome Wireless .....	1 1/2			1 1/2
25D	Mouth of Center .....	2			2
25E	Submarine Paystreak .....	3			3

Sub Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
25F	Anvil Glacier .....	3			3
25G	Snake River Extension .....	3			3
25H*	Otter Creek .....	1½			1½
25I	Sinrock Ferry .....				
26	Candle-Candle Creek .....	6			6
26A	Kugruk River Approach .....	¾			¾
27	Deering-Inmachuk .....	25			25
28*	Dahl Creek-Candle Trail .....			140	140
28A	Nome-Taylor .....			135	135
37	Topkok-Candle Winter Trail .....			154	154
41	Kiana-Klery Creek .....	1		11	12
41A*	Kotzebue-Shungnak .....			200	200
41B*	Kotzebue-Point Barrow .....			500	500
42	St. Michaels-Kotlik Trail .....			70	70
49	Davidson's Landing-Taylor .....	24	16		40
62	Dime Creek Corduroy .....	9			9
67*	Nome-Teller .....			80	80
67A	Teller-Lost River .....			21	21
67B*	Teller-Bluestone .....			18	18
67C*	Teller-Mary's Igloo .....			40	40
68	Flagging Trails .....			536	536
73	Marshall Road .....	4¾			4¾
73A	Kotlik-Marshall .....			190	190
73B	Stuyahok .....		11		11
77	Shelton Ferries .....				
77C*	Trolleys .....				
77B	Bridges .....				
77A	Ferries .....				
89	Nome - Shelton-Keewalik (reconnaissance) .....				
89A*	Seward Peninsular Railway .....	87			87
	Totals .....	322	27	2714½	3063½

\*No expenditure during the fiscal year.

#### ROUTE 8—NOME-COUNCIL (57 MILES ROAD, 25 MILES TRAIL)

From Nome this road follows the coast to Bonanza, Mile 32, then along the Solomon River to East Fork, Mile 49. It then follows the bed of the East Fork for a distance of about ten miles to the divide and crosses over the Skookum Divide, passing the head of Skookum Creek into the head waters of Fox River, a distance of six miles. Thence down Fox River a distance of twelve miles, following the creek bed, to the end of the Council corduroy which it follows to Council, a distance of five miles.

There are three ferries crossed en route and one trolley, all maintained by the Alaska Road Commission.

Total expenditures, prior to June 30, 1921, was for snow shoveling at bridges, clearing culverts, repairs due to break-up; also overhead expense for the purchase of supplies and equipment for season's work. The work after July 1, 1921, on this route was confined mostly between Nome and Bonanza. Between Nome and Fort Davis, Mile 3, one culvert was replaced and two small bridges repaired. Between Fort Davis and Hastings Creek, Mile 6¾, three road tenders were employed at different times during the season. All the culverts were cleaned, ruts in the road leveled and filled and holes in the road patched and all seasonal damage, including a large washout at Cunningham Creek, repaired. From Hastings to Cape Nome, Mile

14, the heaviest work was done. For a this section there is a bad piece of gravel surfacing keeps settling. About of willow brush was laid, covered with ter mile was surfaced heavily with gravel was heavily graveled at the twelve mile divided on each side of it. At Hastings hundred feet long was made, six hundred gravel being hauled at a cost of one dollar yard. The average haul was about one thousand twenty-two by sixteen were constructed four by sixteen, the labor cost for the bridging and grading and bridge work was done to name Hastings at all times as during any southern it up so that it is impossible to cross.

At Miles 12½-14, around Camp Nome cleaned off and two overhanging pieces were cleaned. The ditch was cleaned for the thousand feet of road between Miles 13 and broken rock and material from alongside 14 to Bonanza the road is over a sandstone grass and heavy sod. In other spots a hole thrown up in the storm of 1913 made travel this section the caterpillar and a crew employed. Two miles of grading, one-half mile and one and one-half miles of corduroying constructed and general repair work done were graded and rolled.

From Solomon to East Fork one mile repairing for twelve days. Two bridges number of bad holes patched and filled a ditch cleaned.

No work was done between East Fork

Expenditures: Territory of Alaska, Commission, \$7,230.92; total, \$22,556.79.

#### ROUTE 8A—BONANZA FERRY:

This is a ferry across the mouth of 32, a distance of about one hundred and a Total expenditure of \$136.00 was for material for repairs and upkeep. Territory of Alaska Road Commission, \$76.00.

#### ROUTE 8B—SAFETY FERRY:

This ferry crosses the opening of the Mile 22, a distance of twelve hundred feet



Total expenditure of \$386.00 was for salary of ferryman, a new cable, and material for upkeep and repairs. Territory of Alaska, \$211.00; Alaska Road Commission, \$175.00.

**ROUTE 8C—COUNCIL FERRY:**

This is a ferry across the Niukluk River at Council and connects Council with Route 8.

Expenditure of \$150.00 was for salary of ferryman. No repairs were made this year.

**ROUTE 8D—COUNCIL-OPHIR CREEK ROAD (12 MILES WAGON ROAD)**

This road follows up Ophir Creek to Crooked Creek, Mile 12, and then to the workings on Crooked Creek, Mile 14. The heaviest travel from Council is over this road, which is in very good condition. This road was originally maintained by the poll tax monies but has since been maintained by small appropriations from the Alaska Road Commission.

The work consisted of surfacing three thousand feet of road between Council and Ophir Creek, repairing six culverts, putting in two new ones and cleaning fifteen hundred feet of ditch.

Expenditure \$1,002.50

**ROUTE 8E—MELSING CREEK ROAD... (4 MILES WAGON ROAD)**

This road follows up Melsing Creek to the end of the workings, four miles from Council. This road has been maintained by poll tax monies with some slight expenditures by the Alaska Road Commission.

No expenditures.

**ROUTE 8F—WARM CREEK-ELKHORN TRAIL..(11 MILES TRAIL)**

This is a trail leading to Warm and Elkhorn Creeks. It leaves the Ophir Road at a point about two miles from Council and crosses the Ophir Divide to Warm Creek, a distance of six miles, and from Warm Creek it crosses a low divide to Elkhorn, a distance of five miles. The only monies expended on this road were from the poll tax collections.

No expenditures.

**ROUTE 8G—BEAR CREEK TROLLEY:**

This trolley, on a cable suspended over Bear Creek for the benefit of foot travelers, is about two miles south of Council, near the Council corduroy crossing Bear Creek.

No expenditures.

**ROUTE 8H—CASA DE PAGA ROAD.....**

From East Fork this road follows about one mile to the mouth of Montana Ruby Divide into Ruby Creek, a distance of about ten miles. From Ruby the road follows down the divide to work on the Casa. Some poll tax monies were expended on the road in addition to the work done by the Territory. A total of about twenty miles of wagon road has been served in the Casa De Paga.

One thousand feet of corduroy were laid on the road. The railroad ties used for this purpose were furnished before by the Territory. Expenditure was made for the hire of one horse for the work.

Expenditures \$758.00.

**ROUTE 8I—HURRAH CREEK.....**

Commencing at the forty-four mile mark on Hurrah Creek, a road crosses the Solon River to the bed of the creek about five miles and supplies the workings along Hurrah Creek.

No expenditures.

**ROUTE 8J—SHOVEL CREEK.....**

Commencing at the thirty-eight mile mark on Shovel Creek, a road follows up Shovel Creek to Kasson and supplies the works along Shovel Creek.

No expenditure.

**ROUTE 13A—NOME-BESSIE..... (3 1/2 MILES)**

This is the main road leading from Nome to the Bessie Claim on the Third Division. Expenditure prior to July 1st was made for the filling of feet of ditch, filling ruts and some hole in the road during break-up, shoveling snow and rebuilding the bridge over Bourbon Creek Bridge.

This road is in good condition but needs repair and maintenance work.

Expenditures: Territory of Alaska Commission, \$981.94; total, \$2,407.74.

**ROUTE 13B—BESSIE-BANNER..... (3 1/2 MILES)**

This road commences at the Bessie Claim and goes to Anvil Creek at the mouth of Speke Bay.

Expenditure prior to July 1st was for the repair and up and repair of seasonal damage; after

6.00 was for salary of ferryman, a  
 upkeep and repairs. Territory of Al-  
 mission, \$175.00.

7:  
 e Niukluk River at Council and con-  
 was for salary of ferryman. No re-

#### CREEK ROAD (12 MILES WAGON

phir Creek to Crooked Creek, Mile  
 s on Crooked Creek, Mile 14. The  
 is over this road, which is in very  
 as originally maintained by the poll  
 n maintained by small appropriations  
 mission.

surfacing three thousand feet of road  
 Creek, repairing six culverts, putting  
 fifteen hundred feet of ditch.

#### CK ROAD....(4 MILES WAGON ROAD)

elsing Creek to the end of the work-  
 l. This road has been maintained by  
 ight expenditures by the Alaska Road

#### ELKHORN TRAIL..(11 MILES TRAIL)

o Warm and Elkhorn Creeks. It leaves  
 t about two miles from Council and  
 Warm Creek, a distance of six miles,  
 crosses a low divide to Elkhorn, a dis-  
 ly monies expended on this road were

#### TROLLEY:

e suspended over Bear Creek for the  
 about two miles south of Council, near  
 ng Bear Creek.

#### ROUTE 8H—CASA DE PAGA ROAD.....(20 MILES WAGON ROAD)

From East Fork this road follows the Solomon River bed for  
 about one mile to the mouth of Montana Creek, then crosses the  
 Ruby Divide into Ruby Creek, a distance of three and four-tenths  
 miles. From Ruby the road follows down to the various camps at  
 work on the Casa. Some poll tax money has been spent on this  
 road in addition to the work done by the Territory. There is  
 a total of about twenty miles of wagon trail to the various creeks  
 served in the Casa De Paga.

One thousand feet of corduroy were laid on the Ruby Divide.  
 The railroad ties used for this purpose were purchased the year  
 before by the Territory. Expenditure was for labor of three men  
 and hire of one horse for the work.

Expenditures \$758.00.

#### ROUTE 8I—HURRAH CREEK.....(5 MILES WAGON ROAD)

Commencing at the forty-four mile post at the mouth of  
 Hurrah Creek, a road crosses the Solomon River and follows up  
 the bed of the creek about five miles to the Lane Quartz Mine  
 and supplies the workings along Hurrah Creek.

No expenditures.

#### ROUTE 8J—SHOVEL CREEK.....(5 MILES WAGON ROAD)

Commencing at the thirty-eight mile post on Route 8 at  
 Shovel Creek, a road follows up Shovel Creek to the works on  
 Kasson and supplies the works along Shovel and its tributaries.

No expenditure.

#### ROUTE 13A—NOME-BESSIE.....(3½ MILES WAGON ROAD)

This is the main road leading from Nome in a northerly di-  
 rection to the Bessie Claim on the Third Beach line.

Expenditure prior to July 1st was for cleaning a thousand  
 feet of ditch, filling ruts and some holes; after July 1st for pro-  
 tection during break-up, shoveling snow from culverts and bridges,  
 rebuilding the bridge over Bourbon Creek and repairs to Dry Creek  
 Bridge.

This road is in good condition but will need some slight  
 repair and maintenance work.

Expenditures: Territory of Alaska, \$1,425.80; Alaska Road  
 Commission, \$981.94; total, \$2,407.74.

#### ROUTE 13B—BESSIE-BANNER.....(3½ MILES WAGON ROAD)

This road commences at the Bessie at the end of 13A and  
 goes to Anvil Creek at the mouth of Specimen Gulch.

Expenditure prior to July 1st was for protection during break-  
 up and repair of seasonal damage; after July 1st for general re-

pair and patching of a bad washout near the four and one-half mile post.

This road is in good condition but needs some surfacing between the four and five and one-half mile posts.

Expenditures: Territory of Alaska, \$414.80; Alaska Road Commission, \$820.22; total, \$1,235.02.

**ROUTE 13C—BESSIE-LITTLE.....(1¼ MILES WAGON ROAD)**

Commencing at the end of 13A this road runs west to Little Creek and supplies the workings of the Pioneer Mining Company on Little Creek.

Expenditure prior to July 1st was for protection during break-up and repair of seasonal damage; after July 1st was for three days work with tractor and grader leveling the road and bridging same to passable shape, repairs to culverts and cleaning of three hundred feet of ditch.

This road is in fair shape but needs constant attention as all the hauling to the Pioneer Mining Company goes over it.

Expenditures: Territory of Alaska, \$265.10; Alaska Road Commission, \$701.84; total, \$966.94.

**ROUTE 13D—BESSIE-DRY CREEK.....(1½ MILES WAGON ROAD)**

Commencing at Bessie, at the end of 13A, this road runs east along the Third Beach to Dry Creek.

Fair condition; very little traffic over this road and no work required.

No expenditures.

**ROUTE 13E—DRY CREEK-NEWTON.....(½ MILE WAGON ROAD)**

This road is an extension of 13D east to Newton Gulch, where it connects with 13F at the four mile post.

There is very little traffic over this road and no work is required.

No expenditures.

**ROUTE 13F—NOME-OSBORNE.....(8 MILES WAGON ROAD)**

This road starts from 13A at about the mile and three-quarter post and goes in an easterly direction to Osborne Creek.

Expenditure prior to July 1st was for seasonal damage and protection during break-up. One thousand feet of road was surfaced with tailings from Bourbon Creek near the two mile post at an average yardage cost of \$2.50. The average haul was one and one-half miles. Two Pierce-Arrow trucks were used.

The work on this route after July 1st, between the two and three mile posts, consisted of surfacing one-half mile for a depth of ten inches with tailings from Dry Creek. Between the four

and five mile posts two thousand feet of rip-rap was done. There are three bad spots in this section. From the five to six mile post and one or two bad spots filled. From the six to seven mile posts the entire road was dressed with five hundred feet of rip-rap was built to prevent washing. Total length of ditch cleaned, repaired, and teen hundred feet. Three new culverts were installed and six old ones repaired. Two thousand yards of rip-rap were hauled. From the seven and one-half mile posts the ruts were filled and road made passable. About five hundred feet will need to be surfaced here next season.

This road was placed in excellent condition far as the work was carried on. Of the three sections there is no really bad road. With the completion of these three sections, totaling about one hundred miles, the road is in excellent condition.

Expenditures: Territory of Alaska, \$6,509.82; total, \$11,376.31.

**ROUTE 13G—GRASS GULCH.....(2 MILES WAGON ROAD)**

This road leaves 13K at about the five mile post and follows a northerly course to Grass Gulch. Little traffic and no work required.

**ROUTE 13H—CENTER CREEK.....(1½ MILES WAGON ROAD)**

This road commences at about the one mile post on 13A and goes in a westerly direction to upper Center Creek.

Very little traffic and no work required.

**ROUTE 13I—NOME RIVER EXTENSION.....(5 MILES WAGON ROAD)**

This road commences at the eight and one-half mile post on 13K and follows the west bank of Nome River for five miles. Expenditure prior to July 1st was for seasonal damage and maintenance during break-up.

This road is not in very good shape but it does not justify any expenditure except for maintenance.

Expenditures: Territory of Alaska, \$363.97; total, \$925.72.

**ROUTE 13J—WONDER-FLAT.....(2 MILES WAGON ROAD)**

This road commences at about the one mile post on 13C, following in a southwesterly direction through tailing piles on Wonder Creek to Flat Creek. It is used by Alaska mines for their mining on these creek

bad washout near the four and one-half mile post. Road in good condition but needs some surfacing between the four and one-half mile posts.

Territory of Alaska, \$414.80; Alaska Road Commission, \$1,235.02.

**LITTLE.....(1/4 MILES WAGON ROAD)**

At the end of 13A this road runs west to Little Bessie workings of the Pioneer Mining Company.

Work on this road from July 1st was for protection during break-up of seasonal damage; after July 1st was for three days of grading and grader leveling the road and bridging over the washout, repairs to culverts and cleaning of three

mile posts. Road in fair shape but needs constant attention as Pioneer Mining Company goes over it.

Territory of Alaska, \$265.10; Alaska Road Commission, \$966.94.

**DRY CREEK.....(1/2 MILES WAGON ROAD)**

Bessie, at the end of 13A, this road runs east to Dry Creek.

Very little traffic over this road and no work required.

**REEK-NEWTON.....(1/2 MILE WAGON ROAD)**

Extension of 13D east to Newton Gulch, where it crosses the four mile post.

Very little traffic over this road and no work is required.

**OSBORNE.....(8 MILES WAGON ROAD)**

Starts from 13A at about the four and three-quarter mile post in an easterly direction to Osborne Creek.

Work on this road prior to July 1st was for seasonal damage and break-up. One thousand feet of road was surfaced from Bourbon Creek near the two mile post at a cost of \$2.50. The average haul was one and one-half miles. Pierce-Arrow trucks were used.

Work on this route after July 1st, between the two and three-quarter mile posts consisted of surfacing one-half mile for a depth of three inches from Dry Creek. Between the four

and five mile posts two thousand feet of patching with willow corduroy was done. There are three bad spots yet to be finished on this section. From the five to six mile posts the ditch was cleaned and one or two bad spots filled. From the six to seven and one-half mile posts the entire road was dressed, ditches cleaned, and five hundred feet of rip-rap was built to protect the road from washing. Total length of ditch cleaned, rocked and sodded, seven hundred feet. Three new culverts were put in place and six old ones repaired. Two thousand yards of rock and gravel were hauled. From the seven and one-half to the eight mile post the ruts were filled and road made passable. About one thousand feet will need to be surfaced here next season.

This road was placed in excellent condition this season as far as the work was carried on. Of the sections remaining there is no really bad road. With the completion of the re-surfacing over these three sections, totaling about one mile, this road will be in excellent condition.

Expenditures: Territory of Alaska, \$4,866.40; Alaska Road Commission, \$6,509.82; total, \$11,376.31.

**ROUTE 13G—GRASS GULCH.....(2 MILES WAGON ROAD)**

This road leaves 13K at about the five and three-quarter mile post and follows a northerly course to Grass and Nickola Gulches. Little traffic and no work required.

**ROUTE 13H—CENTER CREEK.....(1/2 MILES WAGON ROAD)**

This road commences at about the one and one-quarter mile post on 13A and goes in a westerly direction to the workings on upper Center Creek.

Very little traffic and no work required.

**ROUTE 13I—NOME RIVER EXTENSION (5 MILES WAGON ROAD)**

This road commences at the eight and one-half mile post on 13K and follows the west bank of Nome River for a distance of five miles. Expenditure prior to July 1st was for repair of seasonal damage and maintenance during break-up.

This road is not in very good shape but the amount of traffic over it does not justify any expenditure except for seasonal damage.

Expenditures: Territory of Alaska, \$561.75; Alaska Road Commission, \$363.97; total, \$925.72.

**ROUTE 13J—WONDER-FLAT.....(2 MILES WAGON ROAD)**

This road commences at about the three and three-quarter mile post on 13C, following in a southwesterly direction over the tailing piles on Wonder Creek to Flat Creek and serves the Alaska mines for their mining on these creeks.



There is practically no traffic beyond the Flat Creek Bridge and but slight expenditure will be required.

**ROUTE 13K—BESSIE-BUSTER.....(7½ MILES WAGON ROAD)**

This road commences at the end of 13A and follows over the divide at the head of Dry Creek down the right limit of Dexter Creek to Nome River, where it crosses the mouth of Buster Creek and follows up Buster Creek on the left limit to the eleven mile post near Union Gulch.

Expenditure prior to July 1st was for maintenance during break-up and repair of seasonal damage. A road tender was kept on this road through the season, filling ruts, cleaning ditches, repairing culverts, and patching bad spots in the road. The work was done between the four and the seven and one-half mile posts. Road is now in good shape.

Expenditures: Territory of Alaska, \$7.00; Alaska Road Commission, \$989.99; total, \$996.99.

**ROUTE 1E—KALTAG-SOLOMON.....(248½ MILES TRAIL)**

Commencing at Kaltag, this overland mail trail crosses the divide or portage to the Unalakleet River, which it follows to Unalakleet. From Unalakleet it follows the coast to Bonanza on the east shore of Norton Bay, crossing to Isaacs Point on the west shore it follows the coast to Walla Walla, where it crosses the divide into the Quinahock. It then follows the Quinahock to its head, crossing the divide into McKinley Creek, which it follows to Golovin Bay and thence to Golovin. From Golovin it crosses to Portage Creek, which it follows to its head, crossing the divide into Cheruk Creek, which it follows to the coast. It follows the coast to Solomon and thence over Route 8 to Nome.

Work was done between Kaltag and Unalakleet and consisted of building three bridges over streams near the Twenty-two Mile Cabin, Old Woman, and Ten Mile Creek, the resetting of some of the trail stakes and the grading of two approaches out of the Unalakleet River.

The trail is in good condition but needs constant attention. Between Solomon and Spruce Creek the location of this trail should be removed from the lagoon as the overflows are continually interrupting travel.

Expenditures: Alaska Road Commission \$860.99.

**ROUTE 18A—BONANZA-KOTZEBUE.....(240 MILES TRAIL)**

This winter mail trail leaves the Kaltag-Solomon mail trail, Route 18, at Bonanza, Mile 93½, or 155 miles east of Nome on the east shore of Norton Bay and follows up Norton Bay to the mouth of the Koyuk River. Crossing over Star Mountain, it reaches

the Koyuk River again at Dime Landing, Haycock. Crossing successively the Pea River Valley and the Sweepstakes Div stakes Creek to its head. Crossing into the right limit to Snyder's Road the left limit as far as the mouth of Lav the river to Candle. From Candle, it fo for two miles, then cuts across the tu Willow Bay, and then follows the coast t it crosses Kotzebue Sound on the ice follows the coast to Cape Blossom. Afte behind Cape Blossom, the coast is followed

Expenditure included in Route 68, St

**ROUTE 18B—GOLOVIN-COUNCIL.....**

This winter mail trail leaves the Ka 18, at Golovin, Mile 170½, or 78 miles ea shore of Golovin Bay. It follows up Mountain, and thence up the Fish and N

Several portages need to be brushed c  
Expenditures included in Route 68.

**ROUTE 21—UNALAKLEET-ST. MICHAEL**

This is the mail trail following the c St. Michaels Bay, where it crosses to St. Expenditure \$50.00.

**ROUTE 25A—CRIPPLE RIVER.....(12**

This road commences at the beach a River and follows the river for twelve mil Willow Creek and on to Arctic and Sidne on the left bank of the river.

Total expenditure of \$64.95 was fo washout near the four mile post.

**ROUTE 25B—PENNY RIVER.....(1½**

This road commences at the beach a River and extends one and one-half miles travel to get around some deep sloughs.

Total expenditure of \$88.00 covered g into Penny River and filling some holes ne

All the freight into Hungry, Oregon, hauled over this route. From the end of the of work it follows the creek onto the Div these creeks.

no traffic beyond the Flat Creek Bridge will be required.

**STER.....(7½ MILES WAGON ROAD)**

s at the end of 13A and follows over of Dry Creek down the right limit of er, where it crosses the mouth of Buster er Creek on the left limit to the eleven

July 1st was for maintenance during seasonal damage. A road tender was kept e season, filling ruts, cleaning ditches, eching bad spots in the road. The work r and the seven and one-half mile posts.

ory of Alaska, \$7.00; Alaska Road Com- 6.99.

**OMON.....(248½ MILES TRAIL)**

ag, this overland mail trail crosses the Unalakelet River, which it follows to Un- et it follows the coast to Bonanza on ay, crossing to Isaacs Point on the west t to Walla Walla, where it crosses the . It then follows the Quinahock to its into McKinley Creek, which it follows e to Golovin. From Golovin it crosses t follows to its head, crossing the divide it follows to the coast. It follows the ce over Route 8 to Nome.

een Kaltag and Unalakelet and consisted over streams near the Twenty-two Mile en Mile Creek, the resetting of some of ading of two approaches out of the Un-

condition but needs constant attention. pruce Creek the location of this trail the lagoon as the overflows are contri-

a Road Commission \$860.99.

**OTZEBUE.....(240 MILES TRAIL)**

il leaves the Kaltag-Solomon mail trail, le 93½, or 155 miles east of Nome on Bay and follows up Norton Bay to the Crossing over Star Mountain, it reaches

the Koyuk River again at Dime Landing and follows Route 62 to Haycock. Crossing successively the Peace River divide, the Peace River Valley and the Sweepstakes Divide, it follows up Sweepstakes Creek to its head. Crossing into the Keewalik Valley, it follows the right limit to Snyder's Roadhouse, then crosses to the left limit as far as the mouth of Lava Creek. It then follows the river to Candle. From Candle, it follows the Keewalik River for two miles, then cuts across the tundra for sixteen miles to Willow Bay, and then follows the coast to Deering. From Deering it crosses Kotzebue Sound on the ice to Choris Peninsula, and follows the coast to Cape Blossom. After a portage of five miles behind Cape Blossom, the coast is followed to Kotzebue.

Expenditure included in Route 68, Staking Winter Trails.

**ROUTE 18B—GOLOVIN-COUNCIL.....(35 MILES TRAIL)**

This winter mail trail leaves the Kaltag-Solomon Trail, Route 18, at Golovin, Mile 170½, or 78 miles east of Nome on the east shore of Golovin Bay. It follows up Golovin Bay to White Mountain, and thence up the Fish and Niukluk Rivers to Council. Several portages need to be brushed out and marked.

Expenditures included in Route 68.

**ROUTE 21—UNALAKLEET-ST. MICHAEL.....(60 MILES TRAIL)**

This is the mail trail following the coast from Unalakelet to St. Michaels Bay, where it crosses to St. Michaels.

Expenditure \$50.00.

**ROUTE 25A—CRIPPLE RIVER.....(12 MILES WAGON ROAD)**

This road commences at the beach at the mouth of Cripple River and follows the river for twelve miles to the workings near Willow Creek and on to Arctic and Sidney Creeks. It is mainly on the left bank of the river.

Total expenditure of \$64.95 was for temporary repairs to washout near the four mile post.

**ROUTE 25B—PENNY RIVER.....(1½ MILES WAGON ROAD)**

This road commences at the beach at the mouth of Penny River and extends one and one-half miles up the river to allow travel to get around some deep sloughs.

Total expenditure of \$88.00 covered grading a new approach into Penny River and filling some holes near the one mile post.

All the freight into Hungry, Oregon, and Nugget Creeks is hauled over this route. From the end of the one and one-half miles of work it follows the creek onto the Divide and then around to these creeks.

**ROUTE 25C—NOME WIRELESS.....(1/2 MILE WAGON ROAD)**

This road serves the wireless plant in Nome. It commences at Steadman Avenue near the beginning of Route 13A and extends east to the wireless station.

**ROUTE 25D—MOUTH OF CENTER.....(2 MILES WAGON ROAD)**

This road commences at the west city limits and follows the left bank of the Snake River to a short distance beyond the mouth of Center Creek.

Total expenditure was for maintenance and repair during break-up.

Expenditures: Territory of Alaska, \$231.00; Alaska Road Commission, \$154; total, \$385.00.

**ROUTE 25E—SUBMARINE PAYSTREAK (3 MILES WAGON ROAD)**

This road commences near the one-half mile post on Route 25D, crosses the Snake River Bridge and follows the right bank of Snake River to the workings on the Submarine.

Expenditure was for general repair over the entire length of the road, filling holes from adjacent tailing piles, leveling all the ruts and cleaning the ditches for the entire length.

Expenditures \$550.75.

**ROUTE 25F—ANVIL GLACIER.....(3 MILES WAGON ROAD)**

This road commences at Anvil Creek at the end of Route 13B and crosses the Divide to Glacier Creek.

Expenditures: Territory of Alaska, \$14.80; Alaska Road Commission, \$50.50; total, \$64.80.

**ROUTE 25G—SNAKE RIVER EXTENSION (3 MILES WAGON ROAD)**

This road commences at Glacier Creek at the end of Route 25F, extends to and across Snake River and thence across the flat to Boulder Creek.

Total expenditure was for general repair and upkeep. A crew of men was sent out for six days to repair two bridges over Sledge Creek and to place willow corduroy.

Expenditure \$682.78.

**ROUTE 25H—OTTER CREEK.....(1 1/2 MILES WAGON ROAD)**

This road extends from Mile 2 3/4, Route 8, in a northerly direction to and across Otter Creek.

No expenditures during the fiscal year.

**ROUTE 25I—SINROCK FERRY:**

A ferry across the Sinrock River, and fifty feet, on the Nome-Teller Trail.

Total expenditure was for the sale

Expenditures: Territory of Alaska, \$279.00; total, \$382.50.

**ROUTE 26—CANDLE-CANDLE CREEK.**

This road commences in Candle at Paterson Creek and serves all of the

Total expenditure was for general road. Sixty-nine hundred and twenty surfaced to a depth of ten inches with piles. The average haul was one mile dollars per yard. The ditches were paired, and road left in excellent condition.

Expenditures: Territory of Alaska, \$4,453.49; total, \$4,982.61.

**ROUTE 26A—KUGRUK RIVER APPROX**

At the coal mine on the Kugruk river was made. It is twelve hundred ten feet wide, with an average cut of ten feet wide, with an average cut of ten feet wide.

Expenditures \$488.00.

**ROUTE 27—DEERING-INMACHUK.....(2**

This road commences at Deering on the Inmachuk. It is improved miles on the left bank. From the latter bed.

Total expenditure was for extending chuk River to the twelve mile post. fifty feet of road were built of willow gravel, ditched for the entire length and road. The road is ten feet wide and a depth of ten inches.

Expenditures: Territory of Alaska, \$371.04; total, \$6,371.04.

**ROUTE 28—DAHL CREEK-CANDLE TR**

This is an overland trail between going in a northeasterly direction from D River, then following the east slope of Boulder, where it crosses into Aurora mouth of Aurora Creek, crosses the Nox

## ESS.....(1/2 MILE WAGON ROAD)

Wireless plant in Nome. It commences at the beginning of Route 13A and extends to a short distance beyond the mouth of the river.

## CENTER.....(2 MILES WAGON ROAD)

at the west city limits and follows the river to a short distance beyond the mouth of the river.

for maintenance and repair during the fiscal year.

territory of Alaska, \$231.00; Alaska Road Commission, \$85.00.

## E PAYSTREAK (3 MILES WAGON ROAD)

near the one-half mile post on Route 13A, near the river bridge and follows the right bank of the river to the Submarine.

general repair over the entire length of the road from adjacent tailing piles, leveling all ditches for the entire length.

## GLACIER CREEK.....(3 MILES WAGON ROAD)

at Anvil Creek at the end of Route 13B to Glacier Creek.

territory of Alaska, \$14.30; Alaska Road Commission, \$64.30.

## SLEDGE RIVER EXTENSION (3 MILES WAGON ROAD)

at Glacier Creek at the end of Route 13A across Snake River and thence across the mouth of the river.

for general repair and upkeep. A crew of six men worked six days to repair two bridges over Sledge River with corduroy.

## SLEDGE RIVER.....(1/2 MILES WAGON ROAD)

from Mile 2 3/4, Route 8, in a northerly direction to the mouth of the river.

during the fiscal year.

## ROUTE 251—SINROCK FERRY:

A ferry across the Sinrock River, distance about one hundred and fifty feet, on the Nome-Teller Trail, Route 67.

Total expenditure was for the salary of the ferryman.

Expenditures: Territory of Alaska, \$103.50; Alaska Road Commission, \$279.00; total, \$382.50.

## ROUTE 26—CANDLE-CANDLE CREEK.....(6 MILES WAGON ROAD)

This road commences in Candle and follows up Candle Creek to Paterson Creek and serves all of the mining on Candle Creek.

Total expenditure was for general repair and surfacing the road. Sixty-nine hundred and twenty-three feet of road were surfaced to a depth of ten inches with gravel from old tailing piles. The average haul was one mile and the yardage cost four dollars per yard. The ditches were cleaned, three culverts repaired, and road left in excellent condition.

Expenditures: Territory of Alaska, \$529.12; Alaska Road Commission, \$4,453.49; total, \$4,982.61.

## ROUTE 26A—KUGRUK RIVER APPROACH:

At the coal mine on the Kugruk River an approach to the river was made. It is twelve hundred and twenty-five feet long, ten feet wide, with an average cut of three feet.

Expenditures \$488.00.

## ROUTE 27—DEERING-INMACHUK.....(25 MILES WAGON ROAD)

This road commences at Deering and extends to the workings on the Inmachuk. It is improved for a distance of twelve miles on the left bank. From the latter point it follows the river bed.

Total expenditure was for extending the road on up to Inmachuk River to the twelve mile post. Seventy-nine hundred and fifty feet of road were built of willow corduroy covered with river gravel, ditched for the entire length and six culverts placed in the road. The road is ten feet wide and was covered with gravel to a depth of ten inches.

Expenditures: Territory of Alaska, \$6,000.00; Alaska Road Commission, \$371.04; total, \$6,371.04.

## ROUTE 28—DAHL CREEK-CANDLE TRAIL.....(140 MILES TRAIL)

This is an overland trail between Dahl Creek and Candle, going in a northeasterly direction from Dahl Creek to the Kougarok River, then following the east slope of the divide to the head of Boulder, where it crosses into Aurora Creek. It follows to the mouth of Aurora Creek, crosses the Noxapaga, and goes up Berry

Creek, crossing the divide to the mouth of the right fork of Good Hope, thence up Cottonwood to Divide Creek, thence up Divide Creek, crossing the Divide and following the ridge to the Inmachuk River. Thence down the Inmachuk to Arizona Creek, thence easterly over the Divide to Wade Creek, thence crossing Wade Creek in an easterly direction across the Kugruk Flats to the Kugruk River, thence easterly over the divide to the mouth of Paterson, thence down the Candle-Candle Creek Road to Candie.

**ROUTE 28A—NOME-TAYLOR..... (135 MILES TRAIL)**

This winter mail trail leaves Nome over Routes 13A and 13K to the mouth of Dexter Creek. Crossing Nome River, it follows the left limit to the mouth of Willow Creek, then recrosses and follows the right limit to the U. S. Roadhouse at Dorothy Creek, then the left limit again and over the divide to Nugget Creek. From the Nugget Roadhouse, it crosses Salmon Lake, follows down Pilgrim River to Iron Creek, then across the flats to the Hot Springs. It then cuts across to Marys Igloo and up the Kusatrin River to Shelton, the northern terminus of the summer tram line (Seward Peninsular Railway). From Shelton, the trail proceeds to Dahl, and then up the Kougarok River to Taylor.

Expenditures \$1,140.00.

**ROUTE 37—TOPKOK-CANDLE WINTER TRAIL (154 MILES TRAIL)**

This is the Candle mail trail. It leaves the overland mail trail route 18 at Topkok, fifty-three miles east of Nome, and follows the Topkok River to its head, thence over the Divide into Skookum, crossing the same and the Fish River and Niukluk Flats to Council. This portion is the regular Council winter trail. From Council the trail follows up Melsing Creek to the head, crosses the divide into the Fish River Flats, then crossing same in a general northeasterly direction to Telephone Creek. Following Telephone Creek to its head it then crosses the Divide and goes down the Koyuk Valley. It then crosses over into First Chance Creek and up to its head, then over the Divide into Gold Run Creek. Following down Gold Run to within two miles of the mouth, the trail then swings northerly and parallels the Keewalik River to Glacier Creek, then on the left bank of the Keewalik River to near the mouth of Lava Creek and then on the Keewalik to Candie. The portion between Council and the mouth of Hunter Creek is but slightly used as the mail now goes in via Haycock, and the two trails join at the mouth of Hunter Creek or near Snyder's Roadhouse. There is considerable travel on this trail between Council and the coast at Topkok.

Expenditures \$210.00.

**ROUTE 41—KIANA-KLERY CREEK TRAIL)**

A permanent staked winter trail connects Kiana and Klery. One mile duroyed by the Alaska Road Commission collected for road tax.

Expenditures \$237.15

**ROUTE 41A—KOTZEBUE-SHUNGNAK**

This winter trail extends from port on Kotzebue Sound, across to the River to Shungnak. Several shelter camps Territory and several more are needed to the trail. All portages will have and marked, some new portages made, as the banks of the river are high and

No expenditures during the fiscal year

**ROUTE 41B—KOTZEBUE-POINT BARF**

This winter mail trail extends from mainland and then along the coast to investigation.

A shelter cabin near the village thORIZED.

No expenditures during the fiscal year

**ROUTE 42—ST. MICHAELS-KOTLIK TRAIL)**

This is a winter mail trail to Kotlik to Marshall. From St. Michaels it follows the St. Michaels Canal for eight miles, then the mainland. Thence in a southwesterly direction to the Village, a distance of twenty-seven miles. Romanof to the beach seven miles, then to Kotlik, two miles. Thence by Pastolik to Kotlik, two miles.

With the completion of the work past fall, this route should be in excellent condition.

Expenditure \$270.00.

**ROUTE 49—DAVIDSONS LANDING-TAYLOR ROAD, 16 MILES SLED ROAD**

This road connects the head of name Teller with Taylor Creek. From Davidson's Landing the Marys River to its head, a distance of 16 miles over Coco Hill to the head of Coarse Creek, thence down Henry Creek to the Kougarok

vide to the mouth of the right fork of Good  
onwood to Divide Creek, thence up Divide  
divide and following the ridge to the Inma-  
own the Innachuk to Arizona Creek, thence  
ide to Wade Creek, thence crossing Wade  
direction across the Kugruk Flats to the  
easterly over the divide to the mouth of  
the Candle-Candle Creek Road to Candie.

**AYLOR.....(135 MILES TRAIL)**

trail leaves Nome over Routes 13A and 13K  
er Creek. Crossing Nome River, it follows  
mouth of Willow Creek, then recrosses and  
to the U. S. Roadhouse at Dorothy Creek,  
gain and over the divide to Nugget Creek.  
oadhouse, it crosses Salmon Lake, follows  
o Iron Creek, then across the flats to the  
cuts across to Marys Igloo and up the Kusa-  
the northern terminus of the summer tram  
lar Railway). From Shelton, the trail pro-  
up the Kougarok River to Taylor.  
40.00.

**CANDLE WINTER TRAIL (154 MILES**

e mail trail. It leaves the overland mail trail  
fifty-three miles east of Nome, and follows  
to its head, thence over the Di-  
crossing the same and the Fish River  
Council. This portion is the regular Council  
ouncil the trail follows up Melsing Creek to  
divide into the Fish River Flats, then cross-  
l northeasterly direction to Telephone Creek.  
Creek to its head it then crosses the Divide  
oyuk Valley. It then crosses over into First  
to its head, then over the Divide into Gold  
y down Gold Run to within two miles of the  
swings northerly and parallels the Keewalik  
ek, then on the left bank of the Keewalik  
th of Lava Creek and then on the Keewalik  
n between Council and the mouth of Hunter  
used as the mail now goes in via Haycock,  
in at the mouth of Hunter Creek or near  
There is considerable travel on this trail  
he coast at Topkok.  
0.00.

**ROUTE 41—KIANA-KLERY CREEK (1 MILE ROAD, 11 MILES TRAIL)**

A permanent staked winter trail, twelve miles in length,  
connects Kiana and Klery. One mile of the trail has been cor-  
duroyed by the Alaska Road Commission with the help of funds  
collected for road tax.

Expenditures \$237.15

**ROUTE 41A—KOTZEBUE-SHUNGNAK.....(200 MILES TRAIL)**

This winter trail extends from Kotzebue, an open summer  
port on Kotzebue Sound, across to the mainland and up the Kobuk  
River to Shungnak. Several shelter cabins have been built by the  
Territory and several more are needed, as well as general repairs  
to the trail. All portages will have to be brushed out, staked,  
and marked, some new portages made, and all approaches graded  
as the banks of the river are high and steep.

No expenditures during the fiscal year.

**ROUTE 41B—KOTZEBUE-POINT BARROW.....(500 MILES TRAIL)**

This winter mail trail extends from Kotzebue across to the  
mainland and then along the coast to Point Barrow. It is under  
investigation.

A shelter cabin near the village of Kivalina has been au-  
thorized.

No expenditures during the fiscal year.

**ROUTE 42—ST. MICHAELS-KOTLIK TRAIL.....(70 MILES TRAIL)**

This is a winter mail trail to Kotlik and on up the Yukon  
to Marshall. From St. Michaels it follows the left bank of the  
St. Michaels Canal for eight miles, thence crosses the Canal to  
the mainland. Thence in a southwesterly direction to Pitmatalik  
Village, a distance of twenty-seven miles. Thence back to Point  
Romanof to the beach seven miles, thence to Coffee Point twelve  
miles. Thence by Pastolik to Kotlik, twelve miles.

With the completion of the work of permanent staking this  
past fall, this route should be in excellent shape.

Expenditure \$270.00.

**ROUTE 49—DAVIDSONS LANDING-TAYLOR (24 MILES WAGON ROAD, 16 MILES SLED ROAD)**

This road connects the head of navigation on Imuruk from  
Teller with Taylor Creek. From Davidsons Landing it follows  
the Marys River to its head, a distance of twenty-four miles, thence  
over Coco Hill to the head of Coarse Gold Creek to Henry Creek,  
thence down Henry Creek to the Kougarok; it follows the Kougarok

to Taylor Creek. This road was originally built by the Kougarok Mining and Ditch Company and has had work done upon it by them and also by the Taylor Creek Ditch Company, Kelliher Dredging Company, the Behring Dredging Company and Dave Johnson Freighting Company. In 1916 this route was taken over by the Alaska Road Commission and maintained by them since.

Total expenditure prior to July 1st was for material for use during season. Six culverts were placed in the road, twenty holes were patched and two of the approaches out of Marys River regraded where washed out by high water. One thousand feet of ditch was dug around the head of Coarse Gold and two hundred feet of road graded about four miles from Taylor on Lincoln Creek.

Expenditures: Territory of Alaska, \$1,000.00; Alaska Road Commission, \$32.00; total, \$1,032.00.

**ROUTE 62—DIME CREEK CORDUROY....(9 MILES WAGON ROAD)**

This road connects Dime Landing, which is situated on the Koyuk River about thirty-five miles from the mouth and two miles from the confluence of Dime Creek and the Koyuk, with the workings on Dime Creek at the Postoffice of Haycock and extends on up Dime Creek to No. 7 above.

Twelve thousand nine hundred and fifty feet of corduroy were laid and covered. There yet remains two thousand eight hundred and fifty feet of this road to be completed which will make a continuous road to the head of Dime Creek.

Expenditures: Territory of Alaska, \$6,361.29; Alaska Road Commission, \$7,680.51; total, \$14,041.80.

**ROUTE 67—NOME-TELLER.....(80 MILES TRAIL)**

This is the winter mail trail to Teller and Cape Prince of Wales. It is permanently staked from Nome to Teller. It follows the coast from Nome to Cape Douglas, where it cuts across to Cape Riley and then into Teller.

No expenditures during the fiscal year.

**ROUTE 67A—TELLER-LOST RIVER.....(21 MILES TRAIL)**

This is the extension of Route 67 towards Cape Prince of Wales. It was permanently staked as far as Lost River, crossing the Bay from Teller to the Reindeer Station and thence on the Beach to Lost River.

Expenditure \$420.00.

**ROUTE 67B—TELLER-BLUESTONE.....(18 MILES TRAIL)**

From Teller there is a wagon road leading across the tundra to Gold Run and the Bluestone country, a distance of eighteen

miles. This road had some road tax expended. The Alaska Road Commission has furnished some material and is making several small bridges on it. It is located on Gold Run and the Bluestone.

No expenditure during the fiscal year.

**ROUTE 67C—TELLER-MARYS IGLOO.....**

Though not a mail trail, this is a wagon road from Teller to Marys Igloo via Grantly Bay and the Kuzitrin River.

No expenditure during the fiscal year.

**ROUTE 68—FLAGGING TRAILS.....**

Under this heading all expenditures are included. The expenditure includes the purchase of flagging material, the cost of straightening and placing the missing ones on the permanent trails around Nome, throughout the Seward Peninsula with the Yukon Valley. Many of the trails are staked by the miners themselves and their workings occur. In these cases the material for staking and the miners do the work.

Expenditures: Territory of Alaska, \$4,657.20; Alaska Road Commission, \$5,363.20, including 18A and 18B, a total of 275 miles, in addition to

**NAME OF ROUTE**

- Kotzebue to Riley Channel on Kobuk
- Kotzebue to Seesalik on Pt. Barrow
- Lockhart Point to Mouth Noatak
- Deering to Choris Peninsula
- Deering to Willow Bay
- Keewalik to Choris Peninsula
- Keewalik to Callahan's Cabin
- Callahan's to Nazuruk Mouth Kobuk
- Candle to Keewalik
- Teller to Gold Run
- Teller to Douglas
- Teller to Mission
- Teller to Head of Harbor
- Teller to Igloo Creek
- Romanof to Coffee Point
- Cheelana to Kotlik
- St. Michael's Bay
- Bonanza to Mouth Koyuk
- Isaacs to Mouth Koyuk
- Bonanza to Isaacs Point to Caches
- Moses to Walla Walla
- McKinley Creek to west side Golovin
- Golovin to White Mountain
- Nome Locals
- Around Bluff
- Around Topkok Head
- Around Cape Nome
- Around Salmon Lake

Total .....

RT ALASKA ROAD COMMISSION.

road was originally built by the Kougarok  
pany and has had work done upon it by  
aylor Creek Ditch Company, Kelliher Dredg-  
ing Dredging Company and Dave Johnson  
1916 this route was taken over by the  
and maintained by them since.

prior to July 1st was for material for use  
erts were placed in the road, twenty holes  
of the approaches out of Marys River re-  
ut by high water. One thousand feet of  
he head of Coarse Gold and two hundred  
out four miles from Taylor on Lincoln

territory of Alaska, \$1,000.00; Alaska Road  
I, \$1,032.00.

CK CORDUROY.... (9 MILES WAGON ROAD)

Dime Landing, which is situated on the  
irty-five miles from the mouth and two  
ce of Dime Creek and the Koyuk, with the  
eek at the Postoffice of Haycock and  
ek to No. 7 above.

nine hundred and fifty feet of corduroy  
There yet remains two thousand eight  
of this road to be completed which will  
to the head of Dime Creek.

territory of Alaska, \$6,361.29; Alaska Road  
total, \$14,041.80.

LER..... (80 MILES TRAIL)

r mail trail to Teller and Cape Prince of  
ntly staked from Nome to Teller. It fol-  
me to Cape Douglas, where it cuts across  
into Teller.  
uring the fiscal year.

LOST RIVER..... (21 MILES TRAIL)

sion of Route 67 towards Cape Prince of  
ntly staked as far as Lost River, crossing  
o the Reindeer Station and thence on the

BLUESTONE..... (18 MILES TRAIL)

is a wagon road leading across the tundra  
Bluestone country, a distance of eighteen

miles. This road had some road tax expended on it and the Al-  
aska Road Commission has furnished some timber for construct-  
ing several small bridges on it. It is still used for hauling to  
Gold Run and the Bluestone.

No expenditure during the fiscal year.

ROUTE 67C—TELLER-MARYS IGLOO..... (40 MILES TRAIL)

Though not a mail trail, this is a well traveled winter route  
from Teller to Marys Igloo via Grantly Harbor, Imuruk Bay and  
the Kuzitrin River.

No expenditure during the fiscal year.

ROUTE 68—FLAGGING TRAILS..... (536 MILES TRAILS)

Under this heading all expenditures for winter work are in-  
cluded. The expenditure includes the purchase of material for  
making flags, and the cost of straightening up all stakes and re-  
placing the missing ones on the permanently staked winter trails  
around Nome, throughout the Seward Peninsula and connecting  
with the Yukon Valley. Many of the trails are only seasonal ones  
and are staked by the miners themselves to the creeks on which  
their workings occur. In these cases this board furnishes the  
material for staking and the miners do the work.

Expenditures: Territory of Alaska, \$706.00; Alaska Road  
Commission, \$4,657.20; total, \$5,363.20, includes work on Routes  
18A and 18B, a total of 275 miles, in addition to the following:

NAME OF ROUTE	Seasonal Miles
Kotzebue to Riley Channel on Kobuk .....	32
Kotzebue to Seesalik on Pt. Barrow Trail .....	12
Lockhart Point to Mouth Noatak .....	6
Deering to Choris Peninsula .....	40
Deering to Willow Bay .....	14
Keewalik to Choris Peninsula .....	35
Keewalik to Callahan's Cabin .....	30
Callahan's to Nazuruk Mouth Kobuk .....	14
Candle to Keewalik .....	8
Teller to Gold Run .....	18
Teller to Douglas .....	16
Teller to Mission .....	6
Teller to Head of Harbor .....	12
Teller to Igloo Creek .....	6
Romanof to Coffee Point .....	12
Cheelana to Kotlik .....	12
St. Michael's Bay .....	5
Bonanza to Mouth Koyuk .....	30
Isaacs to Mouth Koyuk .....	20
Bonanza to Isaacs Point to Caches .....	43
Moses to Walla Walla .....	20
McKinley Creek to west side Golovin Bay .....	14
Golovin to White Mountain .....	12
Nome Locals .....	100
Around Bluff .....	4
Around Topkok Head .....	4
Around Cape Nome .....	2
Around Salmon Lake .....	9
Total .....	536



**ROUTE 73—MARSHALL ROAD.....(4¼ MILES WAGON ROAD)**

This road was constructed by the Territory. Two and twelve-hundredths miles are corduroy and two and thirteen-hundredths miles graded road. It connects the landing ten miles above Marshall with the workings on Willow Creek.

Total expenditure was for repairs and protection during the break-up. Present condition poor.

Expenditures: Territory of Alaska, \$356.50.

**ROUTE 73A—KOTLIK-MARSHALL.....(190 MILES TRAIL)**

Two sections of work were performed on the winter mail trail between Kotlik and Marshall; first, between Old Hamilton and New Hamilton; second, between Andrafsky and Pilot Station.

Expenditure \$850.00.

**ROUTE 73B—STUYAHOK.....(11 MILES SLED ROAD)**

This is a new project. It consists of an eleven mile winter sled road and summer trail from the landing on the Yukon River below Russian Mission across to the new diggings on Stuyahok Creek. The Creek is reported to have produced about \$7,000 the first season.

The proposed route was cleared at a cost of \$660.00.

**ROUTE 77—SHELTON FERRIES:**

These are two ferries over the two branches of the Kuzitrin River at Shelton, each about one hundred feet across. They are free ferries, a ferryman being paid to place them in commission in the spring and take them out in the fall and to provide for ferrying passengers during the break-up and freeze-up.

Expenditure \$300.00.

**ROUTE 77A—FERRIES:**

In addition to Bonanza Ferry, Route 8A, Safety Ferry, Route 8B, Council Ferry, Route 8C, and the Shelton Ferries, Route 77, there are four other ferries in the Nome District which have heretofore not been assigned route numbers.

**Cripple River Ferry:** This is a free ferry over the mouth of Cripple River which is at this point about one hundred feet wide. It consists of a whale boat on an endless cable.

The cabin in which the cable and blocks were stored was destroyed by a storm last fall and the dead-men washed out. Natives saved the blocks and boat but were unable to save the cable. A new cable was purchased and installed. Additional expenditure was for taking the boat out of the river and placing it in winter quarters.

**Nome River Ferry:** This is a small ferry across Nome River, where a bridge has been built by the Seward Peninsular Railway. It is used by the cars drawn by dogs on the railway.

Ninety-eight dollars were expended for caulking it in the water, and making ready for the season.

**Kougarok Ferry:** This is a free ferry over the Nome River on the Dahl Creek-Candle Trail, Route 8. It consists of a small boat on an endless cable.

No expenditure during the fiscal year.

**Kiana Ferry:** This is a free ferry over the Kiana-Klery Creek Trail, Route 41. It consists of a small boat on an endless cable.

An additional ferry over Squirrel River was stalled. The boat was purchased at Kiana, and ropes had to be shipped from Nome.

Total expenditure \$466.79.

**ROUTE 77B—BRIDGES:**

The following bridges have not heretofore been assigned route numbers:

**Nome River Bridge:** This is the main bridge across Nome River on Route 8, near the mouth of the river. Unusual ice conditions caused by heavy storage of dynamite was used in blowing out the ice. Expenditures \$497.18. (Included in Route 8.)

**Snake River Footbridge:** This is a suspension footbridge over the Snake River near the mouth of Boulder Creek. No expenditures during the fiscal year.

**Shelton Footbridge:** This is a suspension footbridge over a slough near Shelton. No expenditures during the fiscal year.

**Kougarok Footbridge:** This is a suspension footbridge over the Kougarok River near the mouth of Coarse Creek. No expenditures during the fiscal year.

**Taylor Footbridge:** This is a suspension footbridge over Bull Creek at Taylor. No expenditures during the fiscal year.

**Burnt River Footbridge:** This is a suspension footbridge over the Burnt River on the Dahl Creek-Candle Trail, Route 8. No expenditures during the fiscal year.

**Bull Creek Bridge:** This is a highway bridge, 100 feet long, across Bull Creek, giving access to the Nome River.

## ROAD.....(4 1/4 MILES WAGON ROAD)

ected by the Territory. Two and twelve-duroy and two and thirteen-hundredths ects the landing ten miles above Marshall ow Creek.

s for repairs and protection during the n poor.

ory of Alaska, \$356.50.

## MARSHALL.....(190 MILES TRAIL)

ork were performed on the winter mail Marshall; first, between Old Hamilton id, between Andreafsky and Pilot Station.

## .....(11 MILES SLED ROAD)

ect. It consists of an eleven mile winter rail from the landing on the Yukon River across to the new diggings on Stuyahok ported to have produced about \$7,000 the

was cleared at a cost of \$660.00.

## FERRIES:

ies over the two branches of the Kuzitrin about one hundred feet across. They are n being paid to place them in commission e them out in the fall and to provide for ring the break-up and freeze-up.

0.

S:

nanza Ferry, Route 8A, Safety Ferry, Route ute 8C, and the Shelton Ferries, Route 77, ferries in the Nome District which have signed route numbers.

erry: This is a free ferry over the mouth ch is at this point about one hundred feet whale boat on an endless cable.

hich the cable and blocks were stored was last fall and the dead-men washed out. Na-s and boat but were unable to save the cable. urchased and installed. Additional expendi-the boat out of the river and placing it in

**Nome River Ferry:** This is a small scow running on a cable across Nome River, where a bridge has been washed out on the Seward Peninsular Railway. It is used by foot passengers and the cars drawn by dogs on the railway.

Ninety-eight dollars were expended for caulking the scow, plac-ing it in the water, and making ready for the season's operations.

**Kougarok Ferry:** This is a free ferry over the Kougarok River on the Dahl Creek-Candle Trail, Route 28. It consists of a small boat on an endless cable.

No expenditure during the fiscal year.

**Kiana Ferry:** This is a free ferry over the slough on the Kiana-Klery Creek Trail, Route 41. It consists of a small boat on an endless cable.

An additional ferry over Squirrel River, near Kiana, was in-stalled. The boat was purchased at Kiana, but the cable, blocks and ropes had to be shipped from Nome.

Total expenditure \$466.79.

## ROUTE 77B—BRIDGES:

The following bridges have not heretofore been assigned route numbers:

**Nome River Bridge:** This is the main highway suspension bridge across Nome River on Route 8, near Fort Davis. Due to unusual ice conditions caused by heavy storms during the winter, dynamite was used in blowing out the ice to protect this bridge.

Expenditures \$497.18. (Included in Route 8.)

**Snake River Footbridge:** This is a suspension footbridge over Snake River near the mouth of Boulder Creek.

No expenditures during the fiscal year.

**Shelton Footbridge:** This is a suspension footbridge over a slough near Shelton.

No expenditures during the fiscal year.

**Kougarok Footbridge:** This is a suspension footbridge over the Kougarok River near the mouth of Coarse Gold Creek.

No expenditures during the fiscal year.

**Taylor Footbridge:** This is a suspension footbridge over Tay-lor Creek at Taylor.

No expenditures during the fiscal year.

**Burnt River Footbridge:** This is a suspension footbridge over Burnt River on the Dahl Creek-Candle Trail, Route 28.

No expenditures during the fiscal year.

**Bull Creek Bridge:** This is a highway bridge about eighteen feet long, across Bull Creek, giving access to the Sunset Creek

workings west of Nome. The Creek has very steep banks and a gumbo bottom.

The bridge was washed off its abutments during the break-up and had to be replaced in position.

Expenditures \$45.00.

#### ROUTE 77C—TROLLEYS:

There are two passenger trolleys in this district which have not heretofore been assigned route numbers:

**Snake River Trolley:** This trolley consists of a passenger cage suspended from a cable across Snake River near Monument Creek.

No expenditures during the fiscal year.

**Nome River Trolley:** This trolley consists of a passenger cage suspended from a cable across Nome River near the mouth of Osborne Creek.

No expenditures during the fiscal year.

#### EXAMINATIONS AND SURVEYS.

##### ROUTE 89—NOME-SHELTON-KEEWALIK RECONNAISSANCE:

The Act of Congress making appropriations for the Support of the Army for the fiscal year ending June 30, 1922, under the item, "Construction and maintenance of military and post roads, bridges and trails, Alaska," provided:

"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."

In accordance with the requirements of this section, Mr. A. G. Blake, a competent civil engineer with long experience on the Seward Peninsula, was engaged to take charge of the reconnaissance. Mr. Blake spent thirty-four days in cruising over the country north of Shelton and between the Kougarok and Candle. A total of five hundred miles of various routes were followed by him:

- A. Shelton to Taylor Creek via Kougarok River and Dahl Creek;
- B. Taylor Creek to Shelton via ridge on west watershed of Kougarok River;
- C. Davidsons Landing to Shelton partially;
- D. Shelton to Imuruk Lake-Kugruk River-Silver Mine and Candle;

- E. Candle to Wallin Coal Mine and I
- F. Innachuk River to Shelton via G  
Creek, Boulder Creek, Dahl Cree  
traveled route and staked trail.

The field work was completed in S report with a recommended system of being prepared.

Expenditure: Alaska Road Commissio

##### ROUTE 89A—SEWARD PENINSULA RA TRAM)

Chapter 39, Session Laws of Alaska, Federal Board of Road Commissioners for A and approval of the Territorial Board of were authorized to purchase the Seward tending from Nome to Shelton, for use as a way. This narrow gauge railroad for ma abandonment as a steam railroad, has be overland artery of communication with the trict and the other placer mining camps o of the Seward Peninsula. The repair of tl out portions of track are of great public inplished provided the structure was publi

An examination and inventory of this Mr. A. G. Blake, a competent civil engineer pose. Negotiations were entered into wit of the railroad and they agreed to accept the entire road. The purchase at this pri agreements appended thereto requiring the p tain the road bed in case the same should mining operations in certain localities, wa Territorial Board of Road Commissioners is of the title for the property made by the T eral and following this, it is believed the ac summated.

This railroad will be of great service transportation problem of the Seward affecting traffic movement to the Kougaro the north portion of the Seward Peninsula. are the construction of three bridges, and maintenance for the type of traffic carried light. The price agreed upon, \$25,000, fo eight-seven miles of summer and winter r in view of the service rendered even unditions.

## ALASKA ROAD COMMISSION.

he Creek has very steep banks and a  
d off its abutments during the break-  
in position.

ger trolleys in this district which have  
d route numbers:

This trolley consists of a passenger  
ble across Snake River near Monument

g the fiscal year.

This trolley consists of a passenger  
able across Nome River near the mouth

ing the fiscal year.

## ATIONS AND SURVEYS.

### TON-KEEWALIK RECONNAISSANCE:

making appropriations for the Support of  
ear ending June 30, 1922, under the item,  
enance of military and post roads, bridges  
ded:

\$10,000 of the foregoing amount shall be  
ary investigation and report on the feasi-  
cost of the best and most practicable com-  
me-Shelton system of communications and  
e Kugruk River, Chicago Creek, and the  
t, whether by wagon road, sled road, tram-  
ans."

the requirements of this section, Mr. A. G.  
vil engineer with long experience on the  
s engaged to take charge of the recon-  
spent thirty-four days in cruising over the  
on and between the Kougarok and Candle.  
d miles of various routes were followed by

aylor Creek via Kougarok River and Dahl

to Shelton via ridge on west watershed of  
er;

nding to Shelton partially;  
muruk Lake-Kugruk River-Silver Mine and

- E. Candle to Wallin Coal Mine and Inmachuk River; and
- F. Inmachuk River to Shelton via Good Hope River, Aurora  
Creek, Boulder Creek, Dahl Creek, etc., over the usually  
traveled route and staked trail.

The field work was completed in September and the final  
report with a recommended system of communications is now  
being prepared.

Expenditure: Alaska Road Commission \$3,984.66.

### ROUTE 89A—SEWARD PENINSULA RAILROAD (87 MILES TRAM)

Chapter 39, Session Laws of Alaska, 1921, provided that the  
Federal Board of Road Commissioners for Alaska with the consent  
and approval of the Territorial Board of Road Commissioners,  
were authorized to purchase the Seward Peninsula Railroad ex-  
tending from Nome to Shelton, for use as a public tram and high-  
way. This narrow gauge railroad for many years, following its  
abandonment as a steam railroad, has been used as the main  
overland artery of communication with the Kougarok mining dis-  
trict and the other placer mining camps on the northern portion  
of the Seward Peninsula. The repair of the bridges and washed  
out portions of track are of great public interest and could be ac-  
complished provided the structure was publicly acquired.

An examination and inventory of this railroad was made by  
Mr. A. G. Blake, a competent civil engineer, engaged for the pur-  
pose. Negotiations were entered into with the present owners  
of the railroad and they agreed to accept a price of \$25,000 for  
the entire road. The purchase at this price, with certain other  
agreements appended thereto requiring the present owners to main-  
tain the road bed in case the same should be disturbed by placer  
mining operations in certain localities, was recommended. The  
Territorial Board of Road Commissioners is now having a search  
of the title for the property made by the Territorial Attorney Gen-  
eral and following this, it is believed the acquirement will be con-  
summated.

This railroad will be of great service in relieving the entire  
transportation problem of the Seward Peninsula particularly  
affecting traffic movement to the Kougarok mining district and  
the north portion of the Seward Peninsula. The necessary repairs  
are the construction of three bridges, and thereafter the cost of  
maintenance for the type of traffic carried upon the road will be  
light. The price agreed upon, \$25,000, for the acquirement of  
eight-seven miles of summer and winter road, is a nominal one  
in view of the service rendered even under present traffic con-  
ditions.

ANNUAL EXAMINATIONS.

The Board made a thorough examination of the Nome-Council Road and the Nome-Council Road in November. Last fiscal year a thorough examination was made of the District Superintendent of all winter routes, including the same as far north as Kotzebue Sound and the Seward Peninsula. During the present year a reconnaissance of all summer routes and a reconnaissance of the Seward Peninsula is being made. It is expected that all routes, winter and summer, will be examined by some qualified employee or member of the Commission.

HELTER CABINS.

As expended during the year for shelter the following work was done:

purchase of materials, freight and labor.....	\$ 768.41
oil at Topkok and repairs .....	260.00
repairs on River Cabins, repairs .....	75.00
repairs on River Cabins, repairs .....	135.00
repairs on River Cabins, repairs .....	72.00
repairs on River Cabins, repairs .....	189.59
.....	\$1,500.00

COMPARISON OF EXPENDITURES.

Miles*	Expenditures	Unit Cost Dollars per Mile
..... 211 1/4		
..... 27		
..... 1189 1/2		
..... 536		
..... 1,964 1/4	\$88,016.12	\$44.85

\* Limited during fiscal year only.

CONTRACTS IN FORCE.

COMMERCIAL STATISTICS.

A census was begun by the Commission in 1911. Expenditures for freight on each route at the cost of transporting the same amount of freight by rail before the road was constructed, and the economic saving to the Commission by the construction of the particular route in 1911, 1912, and 1913, has been determined for all the routes built by the Commission.

The following table for 1911, 1912, and 1913, has been prepared:

Year.	Expenditures for the year.	Total expenditures for roads to end of year.	Economic saving to shippers.
1911 .....	\$266,777.95	\$1,903,103.27	\$1,981,677.00
1912 .....	317,303.72	2,220,406.99	2,141,688.00
1913 .....	353,118.29	2,573,525.28	2,144,667.00
1911-1913 .....	937,199.96	2,573,525.28	6,268,032.00

From this table it will be seen that the saving in these three years alone was almost three times the total expenditure for roads to the end of 1913. Records for succeeding years were burned up in the fire of 1915. No census was taken during the war.

A new census was inaugurated Jan. 1, 1921.

In the interior, the great cost of moving freight by teaming or packing, together with the difficulty and uncertainty of moving it at all, constitutes the main obstacle to the growth and development of the district.

During the opening of new diggings in the Chisana region a few years ago, beans, coffee, sugar, hay, candles, bacon, grain, etc., were sold at \$1.50 per pound. The freight charges were almost a dollar a pound, so that the original cost of the article was of relatively little importance. And even at that, the supply could not keep pace with the demand. Last summer the freight charges for transporting supplies from Dawson, in the Klondike, to some mines about one hundred miles away in the American 40-Mile District were greater than the original cost of the supplies plus the freight from the United States to the Klondike. (Dawson is 1,700 miles from Seattle.)

The cost of transportation by the usual modes of transport in Alaska are shown in the following table:

Winter:	Per Ton-mile.
Bob-sled (sled road) .....	\$ 0.37
Double-ender (trail) .....	1.30
Dog-team (trail) .....	6.30
Summer:	
Truck (wagon road) .....	0.40
Wagon (wagon road) .....	1.23
Pack train (trail) .....	4.80
Man (no trail) .....	26.67 *

\*Average from very widely varying figures. At Lisianski Inlet, in Southeastern Alaska, last summer I observed lumber, pipe, tar paper, groceries, etc., being carried on the backs of Indians from the beach up a slippery mountain trail about 7,500 feet long to a new gold strike in a little basin at about 800 feet elevation at 4 cents per pound, or \$80.00 per ton—over 1 cent per ton-foot.

Railroad transportation cannot yet be regarded as a usual form for Alaska, and steamship rates are entirely arbitrary, depending upon competition. They, like the existing railroad rates, have been fixed by two factors only; 1st, the cost of hauling on some competing wagon road, sled road, or trail, where such competition

exists (or, in the case of steamships, sometimes by competing steamer line); and 2nd, by the highest rate the freight can stand and be shipped at all.

The table shows the actual costs at the rates for teams, labor, food, forage, etc., prevailing in the great interior regions of Alaska. They are based also on the costs of hauling large quantities. On the south coast the comparative values are the same, but the actual values are about one-third less because of lower costs of above controlling elements.

**ADDITIONAL OPERATIONS OF THE BOARD OR OF ITS MEMBERS.**

The following additional duties have been imposed upon the members of the board by appropriate authority:

- (a) Effective April 1st, 1921, the Juneau, Alaska, engineer district was created by G. O. No. 1, War Department, Office of the Chief of Engineers, Washington, February 21, 1921. The President of the Board, in addition to his other duties, was appointed District Engineer; the other two members of the Board were placed under the immediate orders of the District Engineer and the Secretary and Disbursing Officer of the Board was, in addition, designated as Disbursing Officer for the district. The Alaska district does not form a part of the Northern Pacific Division; the District Engineer reports direct to the Chief of Engineers. Detailed report of the operations of the Alaska District will be found in the Annual Report, C. of E. Expenditures for the fiscal year, and to include vouchers received and placed in the account, including June 30, 1922, were \$47,503.46.
- (b) By par. 3, S. O. No. 50-0, War Department, Washington, D. C., March 9, 1921, and under the provisions of Acts of Congress approved June 17, 1910, and June 15, 1917, the President of the Board, in addition to his other duties, was detailed for consultation or to superintend the construction or repair of any aid to navigation authorized by Congress in the Sixteenth Lighthouse District (includes the Territory of Alaska) and was directed to report by letter to the Secretary of Commerce.
- (c) The President of the Board, at the request of the Commanding Officer, Fort Wm. H. Seward, Alaska, made a special examination of the water main which supplies the post and town of Haines, Alaska. This main crosses Chilkat Inlet at the mouth of the river of the same name. The crossing is about two miles wide and the pipe-line is

subjected to the scour and undercutting of the tide as well as glacial floods in the spring. It has been broken by ice runs and breaks which have cut off the water for several weeks at a time.

His report and recommendation for the reconstruction of the line having been approved by the War Department, the Board was placed under the supervision of the work. Three hundred and fifty dollars of Quartermaster's money was turned over to the post finance officer in 1921. The breaks and leaks were repaired, the water was turned on, and the reconstruction started last

September. At the close of the fiscal year the reconstruction was practically completed. Soldi was turned over to the Army under the immediate supervision of the Quartermaster. Expenditures aggregated \$2,505.02.

- (d) By letter of the Secretary of War, the President of the Board was designated as the Department representative upon the Alaska Council. Under the authority of the President of the Board designated the President of the Board designated the President of the Board to act in his absence.

**STATEMENT OF RECEIPTS AND DISBURSEMENTS.**

This report covers vouchers received and paid including June 30, 1922.

**RECEIPTS.**

Balance on hand July 1, 1921 .....	
Received since from:	
War warrants .....	
Transfers from officers .....	
Sales of property, etc., Alaska Fund .....	
Refunds, Army Acts .....	
Total .....	

**DEDUCTIONS:**

Deposited to credit Treasurer of United States .....	
Balance on hand close of F. Y. 1921 .....	
Reduction of working fund .....	
Deposited by Capt. C. S. Ward, previous Disbursing Officer .....	
Sales, etc. ....	
Net Total .....	

**DISBURSEMENTS**

Disbursed as per tabulated statement below .....	
Balance on hand in Army Account of Adv. 1922 .....	
Net Total .....	

EXPENDITURES IN DETAIL.

FEDERAL APPROPRIATIONS AND "ALASKA FUND" AND FUNDS CONTRIBUTED BY THE TERRITORY OF ALASKA AND OTHERS.

Acct.	Name of Route	Construction	Maintenance	Total
T	Prince of Wales Island	\$	\$ 204.50	\$ 204.50
2B	Mendenhall Glacier Extension	2,572.24	3,400.00	5,972.24
2C	Mendenhall Glacier Bridge	482.39		482.39
2D	Juneau-Duck Creek	1,450.00	1,573.69	3,023.69
3A	Haines-Wells		6,955.93	6,955.93
3B	Pleasant Camp Extension	12,000.00		12,000.00
3C	Porcupine Extension	100.00		100.00
3D	Haines-Mud Bay	5,039.30		5,039.30
4B1	Valdez-Comfort		10,642.03	10,642.03
4B2	Comfort-Canyon	10,000.00	2,757.38	12,757.38
4B3	Keystone Canyon	19,922.10		19,922.10
4B4	Canyon-Wortmans, first section	9,000.00		9,000.00
4B4	Canyon-Wortmans, 2nd sec.	9,785.96	3,000.00	12,785.96
4B5	Wortmans-Beaver Dam		3,145.04	3,145.04
4B6	Beaver Dam-Ernestine		8,121.24	8,121.24
4C	Ernestine-Willow Creek		8,469.13	8,469.13
4D	Willow Creek-Gulkana		15,130.36	15,130.36
4E	Gulkana-Sourdough		17,786.91	17,786.91
4F	Sourdough-Mile 168		15,017.62	15,017.62
4G	Mile 168-Delta River (M 204)		8,897.56	8,897.56
4H1	Delta River-Rapids		6,067.41	6,067.41
4H2	Rapids-McCarthy		16,071.64	16,071.64
4I	McCarthy-Richardson		14,233.25	14,233.25
4J	Richardson-Salchaket		17,041.80	17,041.80
4K	Salchaket-Fairbanks, 1st sec.		15,500.00	15,500.00
4K	Salchaket-Fairbanks, 2nd sec.		16,553.20	16,553.20
4K	Salchaket-Fairbanks, 3rd sec.		17,500.00	17,500.00
5A	Dunbar-Fort Gibbon		526.44	526.44
6A	Willow Creek-Tonsina, 1st sec.		13,350.00	13,350.00
6A	Willow Creek-Tonsina, 2nd sec.		10,410.72	10,410.72
6B	Tonsina-Chitina, 1st section		12,210.08	12,210.08
6B	Tonsina-Chitina, 2nd section		10,116.00	10,116.00
7C	Summit-Fairbanks Creek		395.00	395.00
7D	Ester Creek		388.33	388.33
7G	Fairbanks-Gilmore		5.61	5.61
7J	Fairbanks-Chena Hot Springs		1,215.50	1,215.50
7R	Goldstream-O'Connor Creek	154.64		154.64
8	Nome-Council		22,556.79	22,556.79
8A	Bonanza Ferry		136.00	136.00
8B	Safety Ferry		386.00	386.00
8C	Council Ferry		150.00	150.00
8D	Council-Ophir Creek Road		1,002.50	1,002.50
8H	Casa De Paga		758.00	758.00
9	Rampart-Eureka		45.00	45.00
10	Seward-Kenai Lake		4,731.03	4,731.03
10A	Seward-Radio		35.00	35.00
11A	Eagle-O'Brien		4,516.62	4,516.62
11B	O'Brien-Fortymile		353.50	353.50
11C	Steel Creek-Jack Wade		57.75	57.75
11D	Canyon Creek-Walkers Fork		500.00	500.00
11E	Eagle-Seventymile		500.00	500.00
11F	Jack Wade-Chicken		300.00	300.00
11G	Steel Creek-Moose Creek		300.00	300.00
11H	Liberty Cabin-Steel Creek		150.00	150.00
13A	Nome-Bessie		2,407.74	2,407.74
13B	Bessie-Banner		1,235.02	1,235.02
13C	Bessie-Little		966.94	966.94
13F	Nome-Osborne		11,376.31	11,376.31
13I	Nome River		925.72	925.72
13K	Bessie-Buster		996.99	996.99
14	Sitka-Indian River		1,250.12	1,250.12
15	Circle-Miller House		3,130.36	3,130.36
16	Chatanika-Miller House		17,872.34	17,872.34
17	Fort Gibbon-Kaltag		300.00	300.00
18	Kaltag-Solomon		860.99	860.99
19E	Girdwood-Crow Creek	391.65	2,000.00	2,391.65
20F	Susitna-Rainy Pass	3,497.88		3,497.88
20H	Nancy-Susitna		296.33	296.33

EXPENDITURES IN DETAIL.

Acct.	Name of Route	Construction
21	Unalaklik-St. Michael	
22	Hot Springs-Sullivan Creek	
23A	Chatanika-Beaver	
23B	Beaver-Chandler	
23C	Chandler-Koyukuk	
23D	Caro-Flat Creek	
23E	Caro-Coldfoot	
24	Mile 29 ANRR-Sunrise	
24A	Lynx Creek-Sixmile Creek	396.00
24B	Sunrise-Hope	185.00
25A	Cripple River	
25B	Penny River	
25D	Mouth of Center Creek	
25E	Submarine Paystreak	
25F	Anvil-Glacier	
25G	Snake River Extension	
25I	Sinrock Ferry	
26	Candle-Candle Creek	
26A	Kugruk River Approach	
27	Deering-Inmachuk	
28A	Nome-Taylor	1,140.00
29	Fort Gibbon-Koyukuk	
30	Hot Springs Landing-Eureka	
32A	Tacotna-Flat Creek	
32D	Flat-Crooked Creek	
35A	Archangel Extension	3,490.80
35B	Mile 26 1/2-Palmer	3,942.50
35C	Palmer-Matanuska River	
35D	Willow Creek Extension	9,601.20
35E	Wasilla-Fish Hook	877.10
35F	Wasilla-Knik	
37	Topkok-Candle	
38A	Ruby-Long Creek	
38B	Long Creek-Cripple City	
38C	Ophir-Cripple	
38D	Ophir-Tacotna, 1st section	15,000.00
38D	Ophir-Tacotna, 2nd section	11,000.00
38D	Ophir-Tacotna, 3rd section	9,000.00
38E	Solatna Bridge	3,557.27
39	Juneau-Sheep Creek	
41	Kiana-Klery Creek	
42	St. Michael-Kotlik	
44A	Skagway-Smugglers Cove	11,158.71
45	Silver Bow Basin	
46A	Roosevelt-Kantishna	8,964.09
46B	Lignite-Kantishna	11,966.91
46C	Nenana-Knights Roadhouse	1,499.80
46E	Kuskokwim Reconnaissance	831.75
48	Iliamna Bay-Iliamna Lake	4,745.93
49	Davidsons Landing-Taylor	
51	Talkeetna-Cache Creek, 1st section	10,200.00
51	Talkeetna-Cache Creek, 2nd section	12,209.92
51A	Upper Yentna	901.26
53	Eagle-Circle	
57	McCarthy-Nizina	
57A	Nizina Bridge	8,190.33
59	Fairbanks Bridge	
62	Dime Creek Corduroy	
63	Dunbar-Brooks	
64	Cripple-Lewis Landing	
65A	Gulkana-Chistochina	
65B	Chistochina-Slate Creek	
65C	Chistochina-Tanana Crossing	
65D	Ketchumstuk-Tanana Crossing	
67A	Teller-Lost River	
68	Flagging Trails	
72	Wrangell-Oil Dock	4,964.97
73	Marshall Road	
73A	Kotlik-Marshall	850.00
73B	Stuyahok Trail	660.00
75	Anchorage-Eagle River	8,446.07

EXPENDITURES IN DETAIL.—(Continued.)

EXPENDITURES IN DETAIL.

EXPENDITURES AND "ALASKA FUND" AND FUNDS OF THE TERRITORY OF ALASKA AND OTHERS.

	Construction	Maintenance	Total
Island	\$ 204.50	\$ 204.50	\$ 5,972.24
Extension	2,572.24	3,400.00	482.39
Bridge	482.39	1,573.69	3,023.69
Bank	1,450.00	6,955.93	8,399.30
Extension	12,000.00		10,000.00
ion	100.00		5,039.30
	10,000.00	10,642.03	10,642.03
	19,922.10	2,757.38	12,757.38
	9,000.00		19,922.10
1st section	9,000.00	3,000.00	9,000.00
2nd sec.	9,785.96	3,145.04	12,785.96
Dam		8,121.24	3,145.04
stine		8,469.13	8,121.24
Creek		15,130.36	8,469.13
lkana		17,786.91	15,130.36
sh		15,017.62	17,786.91
68		8,897.56	15,017.62
ver (M 204)		6,067.41	8,897.56
ds		16,071.64	6,067.41
son		14,233.25	16,071.64
aket		17,041.80	14,233.25
nks, 1st sec.		15,500.00	17,041.80
nks, 2nd sec.		16,553.20	15,500.00
nks, 3rd sec.		17,500.00	16,553.20
obon		526.44	17,500.00
nsina, 1st sec.		13,350.00	526.44
nsina, 2nd sec.		10,410.72	13,350.00
1st section		12,210.08	10,410.72
2nd section		10,116.00	12,210.08
as Creek		395.00	10,116.00
		388.33	395.00
		5.61	388.33
		1,215.50	5.61
Hot Springs		154.64	1,215.50
nnor Creek	154.64	22,556.79	154.64
		136.00	22,556.79
		386.00	136.00
		150.00	386.00
		1,002.50	150.00
reek Road		758.00	1,002.50
		45.00	758.00
		4,731.03	45.00
Lake		35.00	4,731.03
		4,516.62	35.00
		353.50	4,516.62
		57.75	353.50
le		500.00	57.75
k Wade		500.00	500.00
Walders Fork		300.00	500.00
ile		300.00	300.00
icken		150.00	300.00
ose Creek		2,407.74	150.00
Steel Creek		1,235.02	2,407.74
		966.94	1,235.02
		11,376.31	966.94
		925.72	11,376.31
		996.99	925.72
		1,250.12	996.99
iver		3,130.36	1,250.12
use		17,872.34	3,130.36
r House		300.00	17,872.34
altag		860.99	300.00
		2,000.00	860.99
Creek	391.65	2,391.65	2,000.00
Pass	3,497.88	3,497.88	3,497.88
		296.33	296.33

Acct.	Name of Route	Construction	Maintenance	Total
21	Unalaklik-St. Michael		50.00	50.00
22	Hot Springs-Sullivan Creek		230.37	230.37
23A	Chatanika-Beaver		29.14	29.14
23B	Beaver-Chandler		5,053.81	5,053.81
23C	Chandler-Koyukuk		25.00	25.00
23D	Caro-Flat Creek		25.00	25.00
23E	Caro-Coldfoot		500.00	500.00
24	Mile 29 ANRR-Sunrise		1,281.70	1,281.70
24A	Lynx Creek-Sixmile Creek	396.00		396.00
24B	Sunrise-Hope	185.00		185.00
25A	Cripple River		64.95	64.95
25B	Penny River		88.00	88.00
25D	Mouth of Center Creek		385.00	385.00
25E	Submarine Paystreak		550.75	550.75
25F	Anvil-Glacier		64.80	64.80
25G	Snake River Extension		682.78	682.78
25I	Sinrock Ferry		382.50	382.50
26	Candle-Candle Creek		4,982.61	4,982.61
26A	Kugruk River Approach		488.00	488.00
27	Deering-Inmachuk		6,371.04	6,371.04
28A	Nome-Taylor	1,140.00		1,140.00
29	Fort Gibbon-Koyukuk		840.48	840.48
30	Hot Springs Landing-Eureka		5,001.72	5,001.72
32A	Tacotna-Flat Creek		42.50	42.50
32D	Flat-Crooked Creek		130.00	130.00
35A	Archangel Extension	3,490.88		3,490.88
35B	Mile 26 1/2-Palmer	3,942.54	1,000.00	4,942.54
35C	Palmer-Matanuska River		1,021.25	1,021.25
35D	Willow Creek Extension	9,601.20	10,000.00	19,601.20
35E	Wasilla-Fish Hook	877.16		877.16
35F	Wasilla-Knik		781.05	781.05
37	Topkok-Candle		210.00	210.00
38A	Ruby-Long Creek		4,659.48	4,659.48
38B	Long Creek-Cripple City		706.94	706.94
38C	Ophir-Cripple		335.25	335.25
38D	Ophir-Tacotna, 1st section	15,000.00	292.42	15,292.42
38D	Ophir-Tacotna, 2nd section	11,000.00	3,650.00	14,650.00
38D	Ophir-Tacotna, 3rd section	9,000.00	2,350.00	11,350.00
38E	Solatna Bridge	3,557.27		3,557.27
39	Juneau-Sheep Creek		1,103.74	1,103.74
41	Kiana-Klery Creek		237.15	237.15
42	St. Michael-Kotlik		270.00	270.00
44A	Skagway-Smugglers Cove	11,158.71		11,158.71
45	Silver Bow Basin		299.69	299.69
46A	Roosevelt-Kantishna	8,964.09		8,964.09
46B	Lignite-Kantishna	11,966.91		11,966.91
46C	Nenana-Knights Roadhouse	1,499.80		1,499.80
46E	Kuskokwim Reconnaissance	831.75		831.75
48	Iliamna Bay-Iliamna Lake	4,745.93	903.63	5,649.56
49	Davidsons Landing-Taylor		1,032.00	1,032.00
51	Talkeetna-Cache Creek, 1st section	10,200.00	7,300.00	17,500.00
51	Talkeetna-Cache Creek, 2nd section	12,209.92	2,700.00	14,909.92
51A	Upper Yentna	901.26		901.26
53	Eagle-Circle		100.00	100.00
57	McCarthy-Nizina		2,853.95	2,853.95
67A	Nizina Bridge	8,190.33		8,190.33
69	Fairbanks Bridge		6.40	6.40
62	Dime Creek Corduroy		14,041.80	14,041.80
63	Dunbar-Brooks		366.50	366.50
64	Cripple-Lewis Landing		100.00	100.00
65A	Gulkana-Chistochina		656.00	656.00
65B	Chistochina-Slate Creek		109.50	109.50
65C	Chistochina-Tanana Crossing		92.20	92.20
65D	Ketchumstuk-Tanana Crossing		72.00	72.00
67A	Teller-Lost River		420.00	420.00
68	Flagging Trails		5,363.20	5,363.20
72	Wrangell-Oil Dock	4,964.97		4,964.97
73	Marshall Road		356.50	356.50
73A	Kotlik-Marshall	850.00		850.00
73B	Stuyahok Trail	660.00		660.00
75	Anchorage-Eagle River	8,446.07		8,446.07



EXPENDITURES IN DETAIL.—(Continued.)

Acct.	Name of Route	Construction	Maintenance	Total
76	Govt. Railroad-Valdez Creek	1,139.58	-----	1,139.58
77	Shelton Ferries	-----	300.00	300.00
77A	Ferries	-----	466.79	466.79
77B	Bull Creek Bridge	-----	45.00	45.00
78	Valdez Depot	-----	1,036.20	1,036.20
79	Seward Depot	-----	3,148.89	3,148.89
81	Good Creek-Salmon River	362.39	-----	362.39
82	Taku Reconnaissance	899.21	-----	899.21
83	Talkeetna-Iron Creek	273.50	-----	273.50
86	Nation	560.75	-----	560.75
87	Woodchopper Creek	62.00	-----	62.00
88	Govt. Railroad-Moose Creek	499.69	-----	499.69
89	Kougarok Reconnaissance	3,984.66	-----	3,984.66
90B	Shelter Cabins, 2nd Division	1,500.00	-----	1,500.00
90C	Shelter Cabins, 3rd Division	1,200.00	-----	1,200.00
91	Yakutat	50.55	-----	50.55
92A	Bethel-Quinhagak	11.50	-----	11.50
92B	Bethel-Akiak	783.48	-----	783.48
95	Alaska Peninsula Reconnaiss.	573.20	-----	573.20
100	Office	6,910.04	13,820.08	20,730.12
Totals		\$236,216.91	\$447,030.77	\$683,247.68

EXPENDITURES IN DETAIL—COOPERATIVE FUND.

(Included in preceding Table.)

FIRST DIVISION.

Acct.	Name of Route	Federal	Territorial	Total
1	Pr. of Wales Is. Portage	\$ 204.50	\$ 0.00	\$ 204.50
2	Juneau System	10,881.75	0.00	10,881.75
3	Haines-Pleasant Camp	17,086.94	1,968.99	19,055.93
3D	Haines-Mud Bay	39.30	5,000.00	5,039.30
14	Sitka-Indian River	0.00	500.00a	500.00
44A	Skagway-Smugglers' Cove	9,194.96	1,963.75b	11,158.71
72	Wrangell-Oil Dock	2,964.97	2,000.00c	4,964.97
81	Strawberry Point	62.39	300.00	362.39
91	Yakutat	43.73	6.82	50.55
Totals		\$ 40,478.54	\$ 11,739.56	\$ 52,218.10

SECOND DIVISION.

Acct.	Name of Route	Federal	Territorial	Total
8	Nome-Council	\$ 8,991.42d	\$ 15,325.87	\$ 24,317.29
8&25	Ferries	1,491.79	374.50	1,866.29
13&25	Nome Locals	10,847.06	7,289.44	18,136.50
131	Nome River Extension	363.97	561.75	925.72
18	Kaltag-Solomon	860.99	0.00	860.99
21	Unalakleet-St. Michael	50.00	0.00	50.00
25G	Snake River Extension	682.78	0.00	682.78
26	Candle-Candle Creek	4,941.49e	529.12	5,470.61
27	Deering-Inmachuk	371.04	6,000.00	6,371.04
28	Dahl Creek-Candle	1,140.00	0.00	1,140.00
37	Topkok-Candle	210.00	0.00	210.00
41	Kiana-Klery Creek	237.15	0.00	237.15
42	St. Michael-Kotlik	270.00	0.00	270.00
49	Davidson's Landing-Taylor	32.00	1,000.00	1,032.00
62	Dime Creek Corduroy	7,680.51	6,361.29	14,041.80
67	Nome-Prince of Wales	420.00	0.00	420.00
67	Flagging Winter Trails	4,657.20	706.00	5,363.20
73	Marshall-Kotlik	1,510.00f	356.50	1,866.50
89	Nome-Keewalik Recon.	3,984.66	0.00	3,984.66
90B	Shelter Cabins	0.00	1,500.00	1,500.00
Totals		\$ 48,742.06	\$ 40,004.47	\$ 88,746.53

THIRD DIVISION

Acct.	Name of Route	Federal
10	Seward-Kenai Lake	\$ 4,731.00
20	Rainy Pass Trail	1,794.20
51	Talkeetna-Cache Creek	18,821.20
57	McCarthy-Nizina	6,044.20
60	Valdez Dike	0.00
90C	Shelter Cabins	0.00
Totals		\$ 31,390.87

FOURTH DIVISION.

Acct.	Name of Route	Federal
7	Fairbanks Local Roads	\$ 2,159.08
9	Rampart-Eureka	45.00
11	Eagle-Fortymile	6,677.87
15	Circle-Miller House	3,130.36
16	Chatanika-Miller House	17,872.34
22	Hot Springs-Sullivan	230.37
30	Hot Springs Landing-Eureka	5,001.72
38A	Ruby-Long	4,659.48
38D	Ophir-Tacotna	38,222.80
46	Roosevelt-Kantishna-R.R.	20,663.98
63	Brooks-Dunbar	366.50
92	Bethel Trails	294.98
Totals		\$ 99,324.481

SUMMARY.

	Federal
First Division	\$ 40,478.54
Second Division	48,742.06
Third Division	31,390.87
Fourth Division	99,324.48
Grand Totals	\$219,935.95

- a—Contributed by City of Sitka.
- b—Includes \$463.75 from Alpine Club of Skagway.
- c—Includes \$500.00 from City of Wrangell.
- d—Includes Council Local Roads.
- e—Includes Kugruk River Approach.
- f—Includes Stuyahok Trail.
- g—Contributed by City of Valdez.
- h—Exclusive of \$7,812.19 expended by Division on Anchorage and Matanuska Local Roads.
- i—Includes belated bills from previous year.
- j—Exclusive of \$21,324.25 expended by Division on Fairbanks Local Roads.

ES IN DETAIL.—(Continued.)

	Construction	Maintenance	Total
ez Creek....	1,139.58		1,139.58
.....		300.00	300.00
.....		466.79	466.79
.....		45.00	45.00
.....		1,036.20	1,036.20
.....		3,148.89	3,148.89
River .....	362.39		362.39
.....	899.21		899.21
.....	273.50		273.50
.....	560.75		560.75
.....	62.00		62.00
.....	499.69		499.69
.....	3,984.66		3,984.66
.....	1,500.00		1,500.00
.....	1,200.00		1,200.00
.....	50.55		50.55
.....	11.50		11.50
.....	783.48		783.48
.....	573.20		573.20
.....	6,910.04	13,820.08	20,730.12
.....	\$236,216.91	\$447,030.77	\$683,247.68

IN DETAIL—COOPERATIVE FUND.

cluded in preceding Table.)

FIRST DIVISION.

Route	Federal	Territorial	Total
s. Portage.....	\$ 204.50	\$ 0.00	\$ 204.50
.....	10,881.75	0.00	10,881.75
t Camp .....	17,086.94	1,968.99	19,055.93
ay .....	39.30	5,000.00	5,039.30
iver .....	0.00	500.00a	500.00
giers' Cove..	9,194.96	1,963.75b	11,158.71
lock .....	2,964.97	2,000.00c	4,964.97
int .....	62.39	300.00	362.39
.....	43.73	6.82	50.55
.....	\$ 40,478.54	\$ 11,739.56	\$ 52,218.10

SECOND DIVISION.

Route	Federal	Territorial	Total
.....	\$ 8,991.42d	\$ 15,325.87	\$ 24,317.29
.....	1,491.79	374.50	1,866.29
.....	10,847.06	7,289.44	18,136.50
xtension .....	363.97	561.75	925.72
.....	860.99	0.00	860.99
Michael .....	50.00	0.00	50.00
xtension .....	682.78	0.00	682.78
Creek .....	4,941.49e	529.12	5,470.61
uk .....	371.04	6,000.00	6,371.04
ndle .....	1,140.00	0.00	1,140.00
.....	210.00	0.00	210.00
reek .....	237.15	0.00	237.15
stlik .....	270.00	0.00	270.00
nding-Taylor	32.00	1,000.00	1,032.00
rduroy .....	7,680.51	6,361.29	14,041.80
f Wales .....	420.00	0.00	420.00
er Trails .....	4,657.20	706.00	5,363.20
k Recon. ....	1,510.00f	356.50	1,866.50
.....	3,984.66	0.00	3,984.66
.....	0.00	1,500.00	1,500.00
.....	\$ 48,742.06	\$ 40,004.47	\$ 88,746.53

THIRD DIVISION.

Acct.	Name of Route	Federal	Territorial	Total
10	Seward-Kenai Lake .....	\$ 4,731.03	\$ 0.00	\$ 4,731.03
20	Rainy Pass Trail .....	1,794.21	2,000.00	3,794.21
51	Talkeetna-Cache Creek .....	13,821.35	13,588.57	32,409.92
57	McCarthy-Nizina .....	6,044.28	5,000.00	11,044.28
60	Valdez Dike .....	0.00	220.02g	220.02
90C	Shelter Cabins .....	0.00	1,200.00	1,200.00
Totals .....		\$ 31,390.87	\$ 22,008.59h	\$ 53,399.46

FOURTH DIVISION.

Acct.	Name of Route	Federal	Territorial	Total
7	Fairbanks Local Roads .....	\$ 2,159.08	\$ 0.00	\$ 2,159.08
9	Rampart-Eureka .....	45.00	0.00	45.00
11	Eagle-Fortymile .....	6,677.87	0.00	6,677.87
15	Circle-Miller House .....	3,130.36	0.00	3,130.36
16	Chatanika-Miller House .....	17,872.34	0.00	17,872.34
22	Hot Springs-Sullivan .....	230.37	0.00	230.37
30	Hot Springs Landing-Eureka .....	5,001.72	0.00	5,001.72
38A	Ruby-Long .....	4,659.48	0.00	4,659.48
38D	Ophir-Tacotna .....	38,222.80	3,069.62	41,292.42
46	Roosevelt-Kantishna-R.R. ..	20,663.98	1,766.82	22,430.80
63	Brooks-Dunbar .....	366.50	0.00	366.50
92	Bethel Trails .....	294.98	500.00	794.98
Totals .....		\$ 99,324.48i	\$ 5,336.44j	\$104,660.92

SUMMARY.

	Federal	Territorial	Total
First Division .....	\$ 40,478.54	\$ 11,739.56	\$ 52,218.10
Second Division .....	48,742.06	40,004.47	88,746.53
Third Division .....	31,390.87	22,008.59	53,399.46
Fourth Division .....	99,324.48	5,336.44	104,660.92
Grand Totals .....	\$219,935.95	\$ 79,089.06	\$299,025.01

- a—Contributed by City of Sitka.
- b—Includes \$463.75 from Alpine Club of Skagway.
- c—Includes \$500.00 from City of Wrangell.
- d—Includes Council Local Roads.
- e—Includes Kugruk River Approach.
- f—Includes Stuyahok Trail.
- g—Contributed by City of Valdez.
- h—Exclusive of \$7,812.19 expended by Divisional Commission, mainly on Anchorage and Matanuska Local Roads.
- i—Includes belated bills from previous year's agreements.
- j—Exclusive of \$21,324.25 expended by Divisional Commission, mainly on Fairbanks Local Roads.

**III. EXPENDITURE OF OTHER FUNDS SUPERVISED BY THE BOARD.**

1. For the Territory of Alaska:

CHAIRMAN, 3RD DIVISION .....\$ 7,812.19

**CONTRIBUTED FUNDS.**

ESS APPROVED JUNE 30, 1921, ALASKA SPECIAL FUND

Approved April 21, 1919.

Trails and Ferries.

.....\$115,517.94  
 ..... 85,746.61

Roads, etc.....

..... 28,000.00  
 ..... 43,237.28

Nizina River Bridge

..... 5,000.00

Shelter Cabins

..... 6,500.00

.....\$284,001.83

.....\$ 220.02

ell ..... 500.00

..... 500.00

Skagway ..... 463.75

.....\$ 1,683.77

Contributed Funds .....\$285,685.60

Account No.	Name	Miles	Expenditure
	Overhead		\$ 45.33
10B	Seward-Nash	2½	400.00
35G	Palmer-Springer	3	418.00
35H	Wasilla-Finger Lake	7	4,714.15
35I	Moose-Palmer	2	236.62
36	Valdez-Mineral Creek	10½	91.20
36A	Granby Road	5	495.97
75A	Lake Spenard	3½	533.75
93	Chulitna Ferry		877.17
	Total		\$ 7,812.19
	Balance		1,087.81
	Total Allotted		\$ 8,900.00

CHAIRMAN, 4TH DIVISION .....\$21,324.25

Account No.	Name	Miles	Expenditure
	Overhead		\$ 65.00
7A	Summit-Chatanika	11	525.00
7B	Fox-Olnes	13	230.00
7D	Fairbanks-Ester Creek	13	2,916.30
7G	Fairbanks-Gilmore	13	3,890.90
7H	Little Eidorado Creek	1½	336.00
7I	Gilmore-Summit	6	2,965.32
7J	Fairbanks-Chena H. S.	64	1,052.35
7K	Olnes-Livengood	54	221.25
7N	Farmers Birch Hill	6½	4,814.89
7S	Graehl Bridge		105.97
15A	Central H.-Circle H. S.	9	620.50
30	H. S. Landing-Eureka	24	1,147.36
46A	Roosevelt-Kantishna	34	655.03
63	Dunbar-Brooks	63	1,778.38
	Total		\$21,324.25
	Balance		675.75
	Total Allotted		\$22,000.00

2. For the Quartermaster General, U. S. Army:

Fort William H. Seward water supply .....\$ 2,502.02

Distributed as follows:

Lumber	\$ 16.10
Piling	429.00
Pile Points	150.00
Gas Boat	240.00
Fuel and Repairs	52.65
Pipe, Fittings, and Misc. Hdwe.	1,614.27
Total	\$2,502.02

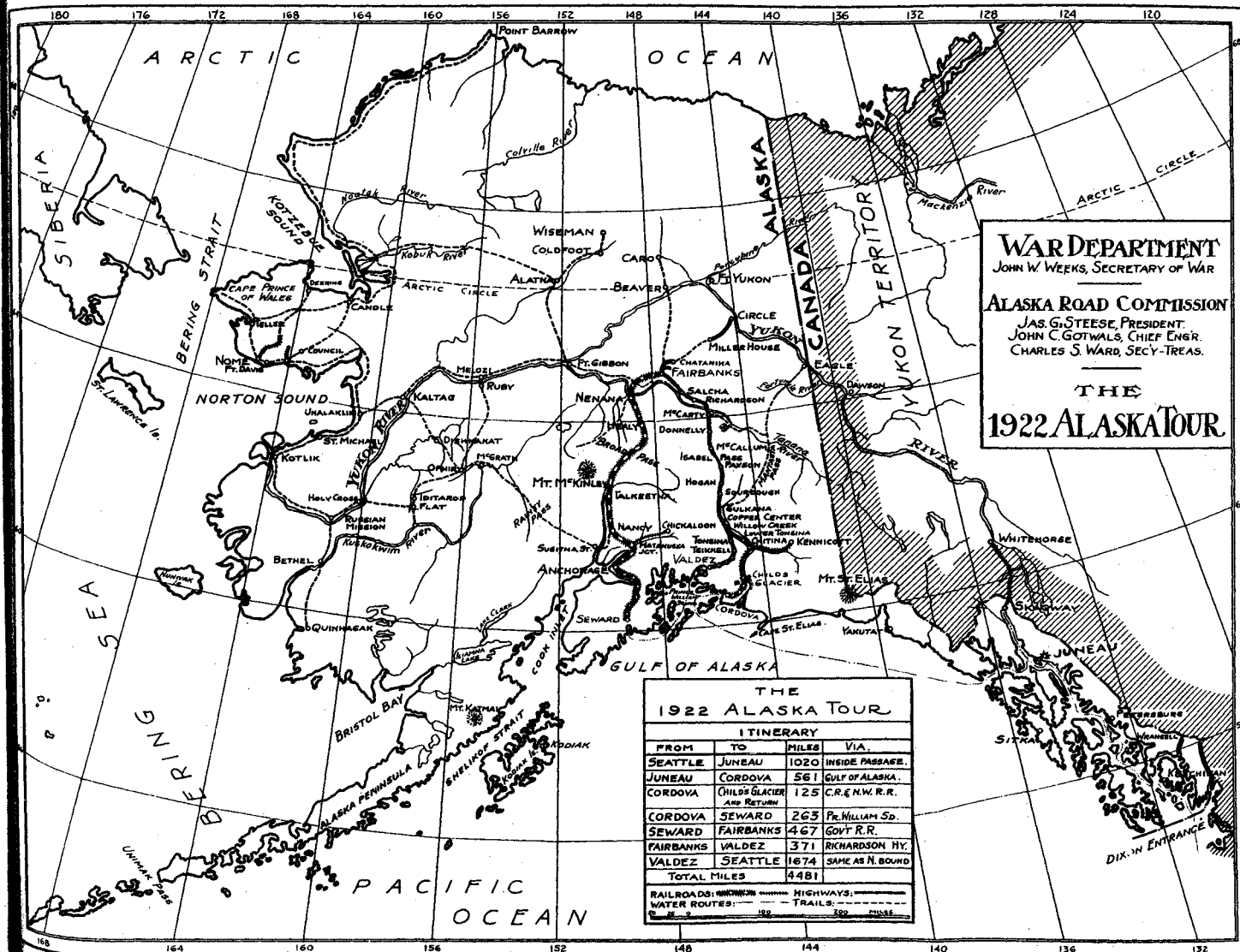
3. For the Chief of Engineers, U. S. Army:

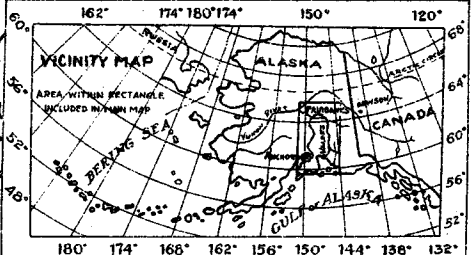
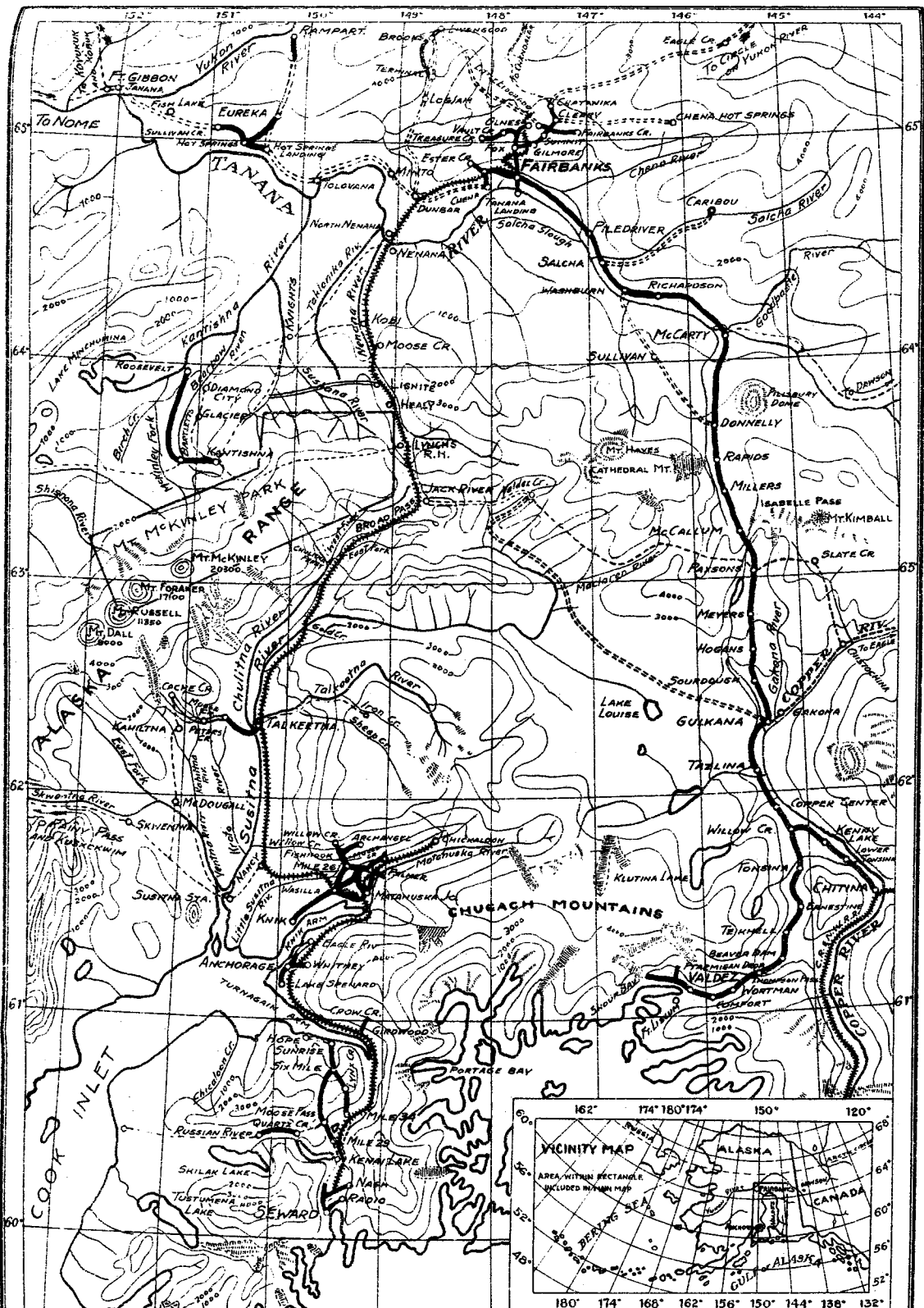
Rivers and Harbors, Fish Traps, etc. ....\$47,503.46

Distributed as follows:

Improvement of Nome Harbor	\$38,010.96
Survey of Wrangell Harbor	85.00
Survey of Wrangell Narrows	2,931.27
Investigation of Port Facilities	690.37
Fish Traps, Public Hearings, etc.	5,345.86
Increased Compensation, 1921-22	440.00
Total	\$47,503.46

Total supervised funds (1922) .....\$79,141.92





**GOVERNMENT RAILROAD AND HIGHWAY FEEDERS.**

WAGON ROADS (MOTOR TRUCK) ——— RAILROADS ———

SLED ROADS (BOB SLED) ===== TRAMWAYS ———

PACK TRAILS (DOUBLE ENDER OR DOG TEAM) - - - - -

SCALE: 0 10 20 40 60 MILES  
ALASKA ROAD COMMISSION - 1921