

ANNUAL REPORT OF THE CHIEF OF ENGINEERS, 1923

EXTRACT ✓

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

BOARD OF ROAD COMMISSIONERS
FOR ALASKA



WASHINGTON
GOVERNMENT PRINTING OFFICE
1923

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

CONDITION AT END OF FISCAL YEAR.

The work of maintenance and rehabilitation has been pushed and the roads and trails under the jurisdiction of the board are in better shape than ever before. The total mileage of roads and trails constructed or maintained by the board aggregate 9,301½ miles, consisting of 1,323¾ miles of wagon road, 1,115 miles of sled road, 6,150½ miles of permanent trail, and 712 miles of temporary flagged trail. Work was performed on 5,987½ miles of the system during the fiscal year.

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

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

PROPOSED OPERATIONS.

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

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

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

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

Name of route.	Mileage.	1. Repair and maintenance.	2. Improvement.	3. New construction.	Total.	Average per mile.
Southeastern Alaska:						
Haines-Pleasant Camp.....	43	\$11,500	\$20,000	\$33,000	\$64,500	\$1,500
Poreupine extension.....	20	5,000			5,000	250
Douglas-Gastineau Channel.....	2	1,000			1,000	500
Haines-Mud Bay.....	10	2,500			2,500	250
Strawberry Point.....	1½	500	1,000	4,500	6,000	4,000
Total.....	76½	20,500	21,000	37,500	79,000	1,033

Name of route.	Mileage.	1. Repair and maintenance.
Eagle subdistrict:		
Eagle Forty-mile.....	47	\$10,000
Eagle-Seventy-mile.....	20	2,000
Steel Creek-Chicken.....	18½	3,700
Canyon Creek-Walkers Fork.....	10	2,500
Eagle-Circle.....	190	1,900
Tanana Crossing-Chicken.....	102	1,400
Fourth of July-Nation.....	10	2,500
Total.....	397½	24,000
Valdez district:		
Valdez-Willow Creek.....	92	46,000
Chitina-Willow Creek.....	39	19,500
Willow Creek Rapids.....	138½	69,750
Valdez-Mineral Creek.....	10½	2,550
Chisana-Nizina.....	78	7,800
McCarthy-Nizina.....	16	8,000
Strela-Kuskulana.....	16	4,000
Gulkana-Tanana Crossing.....	180	1,800
Chistochina-Slate Creek.....	40	4,000
Total.....	611	163,400
Southwestern Alaska:		
Nancy-Rainy Pass (Government railroad).....	152	2,000
Knik-Willow Creek (Government railroad).....	53	26,500
Alaska Peninsula.....	40	10,000
Talkeetna-Cache Creek (Government railroad).....	40	10,000
Talkeetna-Iron Creek (Government railroad).....	47	3,000
Anchorage-Eagle River (Government railroad).....	10	5,000
Matanuska Valley (Government railroad).....	36	18,000
Anchorage Loop (Government railroad).....	15	7,500
Total.....	393	82,000
Fairbanks district:		
Fairbanks-Rapids (Government railroad).....	130½	62,250
Fairbanks-Chatanika (Government railroad).....	30	15,000
Summit-Fairbanks Creek (Government railroad).....	11	5,500
Fairbanks-Ester Creek (Government railroad).....	13	6,500
Fairbanks-Chena Hot Springs (Government railroad).....	64	6,400
Chatanika-Circle (Government railroad).....	130	20,000
Chatanika-Beaver (Gov't R. R.).....	120	12,000
Oines-Livengood (Gov't R. R.).....	54	5,400
Beaver-Caro.....	75	7,500
Winter trails.....	165	4,650
Total.....	792½	145,200
Nenana district:		
Dunbar-Fort Gibbon (Government railroad).....	121	12,100
Dunbar-Brooks (Government railroad).....	63	6,300
Rampart-Eureka.....	27½	13,750
Hot Springs Landing-Eureka.....	24	12,000
Hot Springs-Sullivan Creek.....	9	4,500
Roosevelt-Kantishna.....	34	17,000
Government railroad-Kantishna (Government railroad).....	85	8,500
Coldfoot-Wiseman.....	11	1,100
Brooks-Terminal.....	13	4,000
Moose Creek (Government railroad).....	6	3,000
Carlsons-Valdez Creek (Government railroad).....	55	5,500
Winter trails.....	716	7,150
Total.....	1,164½	94,900

during the fiscal year amounted to \$740,539 was for construction and \$425,887.10

ON AT END OF FISCAL YEAR.

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PROPOSED OPERATIONS.

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PROFITABLY EXPENDED DURING THE FISCAL YEAR ENDING JUNE 30, 1925.

f \$1,600,000 to be distributed approximately as ably expended on this work during the fiscal 1925:

Mileage.	1. Repair and maintenance.	2. Improve-ment.	3. New construc-tion.	Total.	Average per mile.
43	\$11,500	\$20,000	\$33,000	\$64,500	\$1,500
20	5,000			5,000	250
2	1,000			1,000	500
10	2,500			2,500	250
1½	500	1,000	4,500	6,000	4,000
76½	20,500	21,000	37,500	79,000	1,033

Name of route.	Mileage.	1. Repair and maintenance.	2. Improve-ment.	3. New construc-tion.	Total.	Average per mile.
Eagle subdistrict:						
Eagle Forty mile	47	\$10,000	\$30,000	10,000	\$50,000	\$1,064
Eagle Seventy mile	20	2,000		5,000	7,000	350
Steel Creek-Chicken	18½	3,700			3,700	200
Canyon Creek-Walkers Fork	10	2,500			2,500	250
Eagle Circle	190	1,900			1,900	10
Tanana Crossing-Chicken	102	1,400			1,400	14
Fourth of July-Nation	10	2,500			2,500	250
Total	397½	24,000	30,000	15,000	69,000	174
Valdez district:						
Valdez-Willow Creek	92	46,000			46,000	500
Chitina-Willow Creek	39	19,500			19,500	500
Willow Creek Rapids	139½	69,750			69,750	50
Valdez-Mineral Creek	10½	2,550		5,000	7,550	719
Chisana-Nizina	78	7,800			7,800	100
McCarthy-Nizina	16	8,000	10,000	20,000	38,000	2,375
Strelina-Kuskulana	16	4,000	3,000		7,000	438
Gulkana-Tanana Crossing	180	1,800	10,000	20,000	31,800	177
Chitochina-Slate Creek	40	4,000			4,000	100
Total	611	163,400	23,000	45,000	231,400	380
Southwestern Alaska:						
Nancy-Rainy Pass (Government rail-road)	152	2,000			2,000	13
Knik-Willow Creek (Government rail-road)	53	26,500	7,400	10,000	43,900	825
Alaska Peninsula	40	10,000	10,000	10,000	30,000	750
Talkeetna-Cache Creek (Government railroad)	40	10,000		80,000	90,000	2,250
Talkeetna-Iron Creek (Government railroad)	47	3,000			3,000	65
Anchorage-Eagle River (Government railroad)	10	5,000		5,000	10,000	1,000
Matanuska Valley (Government rail-road)	36	18,000			18,000	500
Anchorage Loop (Government rail-road)	15	7,500			7,500	500
Total	393	82,000	17,400	105,000	204,400	520
Fairbanks district:						
Fairbanks-Rapids (Government rail-road)	130½	62,250			62,250	479
Fairbanks-Chatanika (Government railroad)	30	15,000			15,000	500
Summit-Fairbanks Creek (Govern-ment railroad)	11	5,500			5,500	500
Fairbanks-Ester Creek (Government railroad)	13	6,500			6,500	500
Fairbanks-Chena Hot Springs (Gov-ernment railroad)	64	6,400	10,000		16,400	256
Chatanika-Circle (Government rail-road)	130	20,000	65,800	20,000	105,800	814
Chatanika-Beaver (Gov't R. R.)	120	12,000			12,000	100
Olmes-Livengood (Gov't R. R.)	54	5,400			5,400	100
Beaver-Camp	75	7,500			7,500	100
Winter trails	165	4,650			4,650	28
Total	792½	145,200	75,800	20,000	241,000	300
Nenana district:						
Dunbar-Fort Gibbon (Government railroad)	121	12,100			12,100	100
Dunbar-Brooks (Government railroad)	63	6,300			6,300	100
Rampart-Eureka	27½	13,750	20,000		33,750	123
Hot Springs Landing-Eureka	24	12,000			12,000	500
Hot Springs-Sullivan Creek	9	4,500			4,500	500
Roosevelt-Kantishna	34	17,000			17,000	500
Government railroad-Kantishna (Gov-ernment railroad)	85	8,500	20,000	80,000	108,500	1,276
Coldfoot-Wiseman	11	1,100			1,100	100
Brooks-Terminal	13	4,000	10,000	10,000	24,000	1,846
Moose Creek (Government railroad)	6	3,000			3,000	500
Carlsons-Valdez Creek (Government railroad)	55	5,500	10,000	10,000	25,500	464
Winter trails	716	7,150			7,150	10
Total	1,164½	94,900	60,000	100,000	254,900	219

Name of route.	Mileage.	1. Repair and maintenance.	2. Improvement.	3. New construction.	Total.	Average per mile.
Kuskokwim district:						
Ruby-Poorman.....	59	\$29,500	\$10,000	\$30,000	\$69,500	\$1,178
Ophir-Takotna.....	23½	11,750	10,000	10,000	31,750	1,351
Takotna Forks.....	11	2,200	10,000	9,000	21,200	1,927
Berrys Landing-Nixon Forks.....	12	6,000	3,000		9,000	750
Iditarod-Flat.....	8	4,000			4,000	500
Summit-Otter Creek.....	6	3,000			3,000	500
Poorman-Ophir (summer).....	125	1,250			1,250	10
Takotna-Flat.....	50	800			800	25
Flat-Crooked Creek (summer).....	65	650	1,000		1,650	10
Kalchagmut-Russian Mission.....	119	1,200			1,200	11
Winter trails.....	1,383	13,850	15,000		28,850	21
Total.....	1,891½	74,200	49,000	49,000	172,200	91
Nome district:						
Nome-Council.....	82	21,000			21,000	256
Candle-Candle Creek.....	6	3,000			3,000	500
Deering-Immachuck.....	25	7,500			7,500	300
Davidsons Landing-Taylor.....	40	15,000			15,000	375
Marshall Road.....	3	1,500	1,500		3,000	1,000
Nome-Dahl.....	99	29,000		150,000	179,000	1,808
Dahl-Immachuck.....	65			100,000	100,000	1,538
Winter Trails.....	1,959	19,600			19,600	10
Total.....	2,279	96,600	1,500	250,000	348,100	153
SUMMARY.						
Southeastern Alaska.....	763	20,500	21,000	37,500	79,000	1,033
Eagle subdistrict.....	397½	24,000	30,000	15,000	69,000	174
Valdez district.....	611	103,400	23,000	45,000	231,400	380
Southwestern Alaska.....	393	82,000	17,400	105,000	204,400	520
Fairbanks district.....	792½	145,200	75,800	20,000	241,000	300
Nenana district.....	1,164½	94,900	60,000	100,000	254,900	219
Kuskokwim district.....	1,891½	74,200	49,000	49,000	172,200	91
Nome district.....	2,279	96,600	1,500	250,000	348,100	153
Total.....	7,605½	700,800	277,700	621,500	1,600,000	210

COMMERCIAL STATISTICS.

Total commerce of Alaska for the calendar year of 1922.

IMPORTS.

Merchandise from the United States.....	\$26,777,800
Merchandise from foreign ports.....	870,927

Total imports..... 27,648,727

EXPORTS.

Merchandise to the United States.....	51,082,945
Merchandise and gold and silver to foreign ports.....	1,371,490
Domestic gold and silver to the United States.....	7,431,875
Foreign gold, etc.....	1,190

Total exports..... 59,887,550

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

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

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

expected in the interior. One lode mine at Ruby Forks has made substantial progress. Deposits of the Kantishna are exciting interest. The Government Railroad department is expected to complete the depletion of the Government Railroad department.

The copper mining industry has revived. The price for copper has increased. The mining industry has gone on with more or less vigor throughout the season. A new property has been opened near Healy. The Government Railroad by means of a four mile extension in operation through the season. In the Matanuska District, Moose Creek in the Matanuska District is being constructed from the Government properties during the present season. The properties in the Katalla fields. The very important Cold Bay is expected to lead to very important production in the Territory. With increased and stabilized prices production in all fields is expected to show a substantial increase.

The fisheries are principally located in the Pacific and Bristol Bay. The principal product. However, large quantities of herring, and whaling products are available. Stabilized economic conditions at home and abroad. Canned salmon are finding a substantial market.

INVESTIGATION AND REPORT REQUIRED BY THE BOARD OF ROAD COMMISSION, JUNE 30, 1921.

In compliance with the following provisions of the Act of Congress approved June 30, 1921:

Provided further, That not to exceed \$10,000 be expended for a preliminary investigation and report on the practicability, and cost of the best and most practical system of communications and the improvement of the Nome-Shelton system of communications and the improvement of the River, Chicago Creek, and the Keewalik mine road, sled road, tramway, trail, or other means, and the board had a preliminary reconnaissance of prospective routes of communications on the fall of 1921. The investigation was completed in the fall of 1921. Report dated December 1, 1922. Printed in House Document No. 100, 4th session. A plan of improvement of the extent of:

From Shelton to Dahl, extension of the Nome-Shelton system, at \$12,500 per mile.....	1,250,000
From Dahl to Immachuk, improvement of winter trail standard, including bridges, 65 miles, at \$10,000 per mile.....	650,000
From Immachuk to Candle Creek, construction of sled road, at \$13,500 per mile.....	877,500

Total..... 2,777,500
Maintenance is to be provided for by the Territory, supplemented by contributions from the Territory.
61637zz-32-2

Military Establishment—Continued.

-----		\$940.00
-----		4,322.09
-----		28,857.72
-----		34,265.01
-----		7,632,157.57

CONTRIBUTED FUNDS.

Approved June 30, 1921, Alaska special fund.]

Alaska:			
Approved Apr. 21, 1919—			
Buildings, trails, and ferries—			
1920	\$115,517.94		
-----	85,746.61		
-----		\$201,264.55	
1. Roads, etc.—			
-----	28,000.00		
-----	43,237.28		
-----	88,533.33		
-----		159,770.61	
Nizina River Bridge—			
-----	5,000.00		
-----	20,000.00		
-----		25,000.00	
1, Shelter Cabins—			
-----	6,500.00		
-----	3,500.00		
-----		10,000.00	
-----		396,035.16	
-----	220.02		
-----	500.00		
-----	500.00		
-----	463.75		
-----		1,683.77	
-----	601.83		
-----	777.71		
-----		1,379.54	
Contributed funds	-----	399,098.47	

ANNUAL REPORT OF THE ALASKA ROAD COMMISSION
FISCAL YEAR 1923

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

NINETEENTH ANNUAL
REPORT

1923
PART II

BOARD OF ROAD COMMISSIONERS
FOR ALASKA

JUNEAU, ALASKA
1923

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 twenty-one 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	12	15		27
11AA	Gravel Gulch-Liberty			15	15
11B	O'Brien Creek-Fortymile		23		23
11C	Steel Creek-Jack Wade	2½	12½		15
11CC	Steel Creek-Jack Wade			15	15
11D	Canyon Creek-Walker's Fork		21		21
11E	Eagle-Seventymile	1½	18½	40	60
11F	Jack Wade-Chicken			20	20
11G	Steel Creek-Moose Creek		15		15
11H	Liberty Cabin-Dome			10	10
11I	Dome-Steel Creek			12	12
11J	Fortymile-Franklin		30		30
11K	Fortymile-Steel Creek		8		8
11L	Franklin-Chicken		10		10
11LL	Franklin-Chicken		20		20
11M	Jack Wade-Walker Fork			18	18
53	Eagle-Circle			190	190
65D	Kechumstuk-Tanana Crossing			60	60
65E	Chicken-Kechumstuk			28	28
86	Fourth of July Creek		10		10
87	Woodchopper Creek			8	8
Totals		16	183	416	615

EXPENDITURES.

Sub-Project No.	Federal	Territorial	Construction	Maintenance	TOTAL
11A	\$2,538.39			\$2,538.39	\$2,538.39
11AA	150.00			150.00	150.00
11B	294.00			294.00	294.00
11C	98.00			98.00	98.00
11CC	150.00			150.00	150.00
11D					
11E	651.50			651.50	651.50

Sub-Project No.	Federal	Territorial	Construction
11F			
11G	147.00		
11H	112.00		
11I			
11J			
11K	80.00		
11L			
11LL			
11M			
53	63.00		
65D	250.00		
65E	500.50		
86	100.00		
87			
Totals	\$ 5,134.39		

ROUTE 11A—EAGLE O'BRIEN CREEK....(12 15 MILES SLED ROAD)

This is the main route from Eagle to Dawson. The first 12 miles have been improved to standard. This section starts from Eagle at the limit of American Creek to Discovery Fork, and continues to Gravel Gulch at Mile 12. From Gravel Gulch the road follows to the summit and down the west side of the mountain to the mouth of Liberty Fork, at the mouth of American Creek.

During the past season this section was improved. Several bridges were repaired and rebuilt, slides removed and a new bridge was erected across American Creek. A new bridge was erected across American Creek. Work was performed for three miles south of Gravel Gulch.

Expenditure: \$2,538.39.

ROUTE 11AA—GRAVEL GULCH-LIBERTY.

Between Gravel Gulch and the mouth of American Creek a summer pack trail leaves Gravel Gulch. Following the heads of Boundary and the north fork of American Creek it continues along the high, dry ground to the mouth of Liberty Creek. The distance is the same as the sled road included in Route 11A.

Minor repairs were made to assist in the improvement of the road resulting from the increased activity at Dome.

Expenditure: \$150.00.

ROUTE 11B—O'BRIEN CREEK-FORTY MILE ROAD)

This is a continuation of Route 11A from the mouth of O'Brien Creek on Fortymile Road to the mouth of American Creek, a distance of 15 miles, or 50 miles from Eagle.

During the present season windfalls were cleared and cribbing replaced along the rock bluffs, destroyed by slides.

E SUB-DISTRICT.

Office from the Juneau Office.
 Foreman in Charge.

covers the territory east of the 144th meridian and Tanana Rivers. There are twenty-one miles of road affording communication between Eagle and the north and northwest and the south and southwest. With the completion of the United States and the extension of the International Road by Canada to the International Road provided a through route for wheeled traffic and a main distributing center for the Klondike region, or Fort Egbert, nearby, is the northern terminus of the trail and telegraph line, the Yukon.

MARY OF ROADS.

Route	Wagon Road	Sled Road	Trail	Total Miles
King	12	15		27
Forty			15	15
Fortymile		23		23
Wade	2½	12½		15
Wade			15	15
Walker's Fork		21		21
	1½	18½	40	60
King			20	20
Creek		15		15
King			10	10
King			12	12
King		30		30
Creek		8		8
King		10		10
King		20		20
Walker's Fork			18	18
King			190	190
King			60	60
King			28	28
King		10		10
King			8	8
	16	183	416	615

EXPENDITURES.

Territorial	Construction	Maintenance	TOTAL
		\$2,538.39	\$2,538.39
		150.00	150.00
		294.00	294.00
		98.00	98.00
		150.00	150.00
		651.50	651.50

Sub-Project No.	Federal	Territorial	Construction	Maintenance	TOTAL
11F					
11G	147.00				147.00
11H	112.00				112.00
11I					
11J					
11K	80.00				80.00
11L					
11LL					
11M					
53	63.00				63.00
65D	250.00				250.00
65E	500.50				500.50
86	100.00				100.00
87					
Totals	\$ 5,134.39			\$ 5,134.39	\$ 5,134.39

ROUTE 11A—EAGLE O'BRIEN CREEK....(12 MILES WAGON ROAD, 15 MILES SLED ROAD)

This is the main route from Eagle to the Fortymile District. The first 12 miles have been improved to summer wagon road standard. This section starts from Eagle and follows up the right limit of American Creek to Discovery Fork, thence along the right limit to Gravel Gulch at Mile 12. From Gravel Gulch a winter sled road follows to the summit and down the right limit of King Solomon to the mouth of Liberty Fork, at Mile 27.

During the past season this section was well maintained, culverts repaired and rebuilt, slides removed and drainage reconstructed. A new bridge was erected across American Creek and light grading was performed for three miles south of Gravel Gulch.

Expenditure: \$2,538.39.

ROUTE 11AA—GRAVEL GULCH-LIBERTY.....(15 MILES TRAIL)

Between Gravel Gulch and the mouth of Liberty Fork a summer pack trail leaves Gravel Gulch. Following the ridge along the heads of Boundary and the north fork of King Solomon Creeks it continues along the high, dry ground to Liberty cabin at the mouth of Liberty Creek. The distance is the same as by the winter sled road included in Route 11A.

Minor repairs were made to assist in summer freighting resulting from the increased activity at Dome Creek.

Expenditure: \$150.00.

ROUTE 11B—O'BRIEN CREEK-FORTY MILE....(23 MILES SLED ROAD)

This is a continuation of Route 11A from Liberty Cabin to the mouth of O'Brien Creek on Fortymile River, a distance of 23 miles, or 50 miles from Eagle.

During the present season windfalls were cleared out and cribbing replaced along the rock bluffs, destroyed by fire the previous

year. Bridges were repaired and a small amount of grading done at "The Hump."

Expenditure: \$294.00.

ROUTE 11C—STEEL CREEK-JACK WADE....(2½ MILES WAGON ROAD, 12½ MILES SLED ROAD)

This winter sled road starts at the mouth of Steel Creek, at the end of Route 11K, follows up the left limit to the summit of the ridge, crosses over and down the left limit of Jack Wade to the post office, a distance of 15 miles, or 73 miles from Eagle.

The section of the road leading to the summit of Steel Creek was widened out. Additional work is planned during the coming season on the approach to Jack Wade.

Expenditure: \$98.00.

ROUTE 11CC—STEEL CREEK-JACK WADE....(15 MILES TRAIL)

This is the alternate summer pack trail crossing the ridge to the northeastward of the winter sled road.

Minor brushing out only was performed.

Expenditure: \$150.00.

ROUTE 11D—CANYON CREEK-WALKER'S FORK....(21 MILES SLED ROAD)

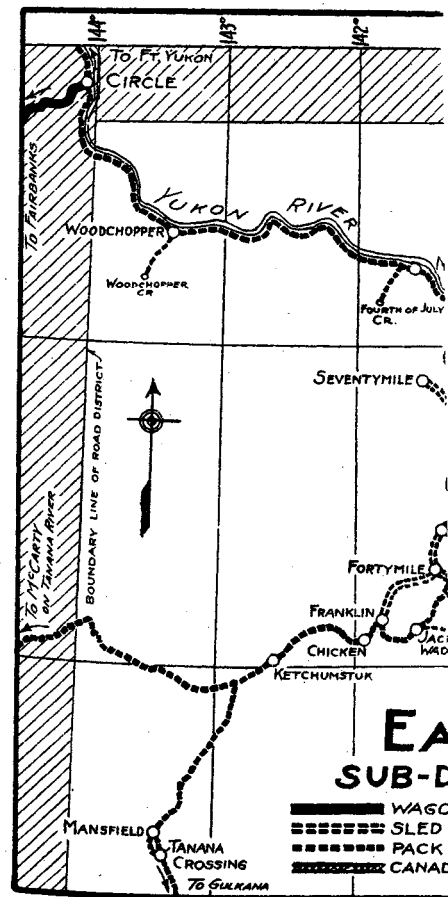
This sled road branches off Route 11G near the mouth of Canyon Creek six miles east of Steel Creek, and follows up Canyon Creek to its head and then crosses and follows the right limit of Walker's Fork to within five miles of the boundary line. The total distance from the mouth of Steel Creek is 27 miles, and from Eagle is 85 miles.

An examination of this route was made but no work was accomplished during the season.

Expenditure: None.

ROUTE 11E—EAGLE-SEVENTYMILE....(1½ MILES WAGON ROAD, 18½ MILES SLED ROAD, 40 MILES TRAIL)

The route to Seventymile leaves Eagle through the old army post of Fort Egbert, following the wagon road across American Creek a mile and a half. It then continues as a winter sled road for 18½ miles up Excelsior Creek, across a low summit and down the right limit of Rock Creek to its mouth at Seventymile. The pack trail leaves the sled road at Rock Creek Bridge several miles above the mouth of Rock Creek, crosses over a low divide into Bryant Creek and follows up the right limit to a mile below the falls where it crosses and continues up the left limit to Barney Creek. Here another crossing is made to the right limit and again back to the



left limit and across Placer Creek near its mouth. The trail then climbs the ridge which it follows for a distance of 10 miles, dropping down again and crossing the Seventymile just below Nugget Creek. It then continues up the right limit of Seventymile to Alder and Flume Creeks, a total distance of 60 miles from Eagle.

Ten miles of new trail were constructed between Barney Creek and Nugget Creek following the ridge. A small amount of work was done on the Rock Creek section of winter sled road and light brushing throughout.

Expenditure: \$651.50.

ROUTE 11F—JACK WADE-CHICKEN.....(20 MILES TRAIL)

This trail climbs the ridge west of Jack Wade post office, following around the head of Uhler, Polly and Napoleon Creeks and drops down to the crossing of the Fortymile River at Franklin post office, again climbs the ridge, following around the heads of Kettle George and a fork of Chicken, where the winter sled road is followed upon the right limit of Chicken Creek to Chicken Post Office. The distance from Jack Wade to Franklin by this route is 12 miles, and from Franklin to Chicken 8 miles.

An examination of this route was made and some minor repairs planned for the current season.

Expenditure: None.

ROUTE 11G—STEEL CREEK-MOOSE CREEK....(15 MILES SLED ROAD)

This winter road extends from the mouth of Chicken Creek along the left limit of Fortymile River, a distance of 15 miles, to the International boundary near Moose Creek.

Six additional miles of sled road were brushed out for the benefit of operators on Moose Creek, Fortymile and Walker's Fork.

Expenditure: \$147.00.

ROUTE 11H—LIBERTY CABIN-DOME.....(10 MILES TRAIL)

From Liberty Cabin a summer pack trail follows the ridge around the head of McKinley Creek and down the right limit of Dome Creek to the hydraulic workings near the mouth of Dome Creek.

The approach leading from Liberty Cabin to the ridge was widened and graded to allow heavy freight to get to Dome Creek. This trail is still in bad condition. Additional work is planned for the current season.

Expenditure: \$112.00.

ROUTE 11I—DOME-STEEL CREEK.....(12 MILES TRAIL)

This is a continuation of Route 11H from Dome Creek up the right limit of Dick Dale Creek, around the heads of Flat and Twin Creeks and down a steep bench to Steel Creek.

No work was done on this trail during the year.

Expenditure: None.

ROUTE 11J—FORTY MILE-FRANKLIN.....(30 MILES SLED ROAD)

This sled road is a continuation of Route 11B, extending from the mouth of O'Brien Creek up the Fortymile River to Franklin post office at the mouth of Franklin Gulch, a distance of 30 miles, or 80 miles from Eagle.

This route was examined with a view to its improvement but no work was done during the year.

Expenditure: None.

ROUTE 11K—FORTY MILE-STEEL CREEK....(8 MILES SLED ROAD)

This winter sled road branches off Route 11-B at the mouth of O'Brien Creek and follows down the Fortymile River a distance of 8 miles to the mouth of Steel Creek, 58 miles from Eagle.

Minor repairs and routine maintenance were performed.

Expenditure: \$80.00.

ROUTE 11L—FRANKLIN-CHICKEN.....(10 MILES SLED ROAD)

This winter sled road is a continuation of Route 11J and follows up Franklin Gulch to the mouth of Kettle Creek, then over a low divide, along the right limit into a fork of Chicken Creek. It follows down the right limit to the post office, a distance of 10 miles, or 90 miles from Eagle.

This route was examined but no work was performed.

Expenditure: None.

ROUTE 11LL—FRANKLIN-CHICKEN.....(20 MILES SLED ROAD)

This is an alternative winter sled route which follows the main Fortymile River to the mouth of Dennison Fork and then across to Chicken post office.

This route is little used and no work is contemplated.

Expenditure: None.

ROUTE 11M—JACK WADE-WALKER'S FORK....(18 MILES TRAIL)

This pack trail leaves Jack Wade Creek at Robinson Creek, climbs to the top of the ridge and follows around the head of Squaw, Baby, Camp and Twelvemile Creeks to the head of Canyon Creek.

It there picks up the winter sled road, Route to Walker's Fork.

A thorough examination of this route was planned for the current season.

Expenditure: None.

ROUTE 53—EAGLE-CIRCLE.....(

This winter trail follows the Yukon River. This route has been reconnoitered with the eliminating dangerous sections on the ice and short portages across several long bends.

This has been accomplished so far in two miles below Eagle at the mouth of Boulder Creek, now makes a big cut-off from the Yukon River, mouth of the Seventymile. This cut-off is 10 miles then crosses the Yukon River and follows reaching the Yukon River again near the mouth. The total distance over the improved section is several long bends in the main river.

Expenditure: \$63.00.

ROUTE 65D—KECHUMSTUK-TANANA CROSSING TRAIL)

This is a continuation of Route 65E, Kechumstuk along the left limit and across Little Creeks to Mitchell's Ranch, a distance of 15 miles. At Mitchell's Ranch it crosses the flats, then across Lake N. Lake and on to Tanana Crossing, a total distance of 60 miles.

Work was performed in renewing grades and repairing culverts. Additional work is planned for next season.

Expenditure: \$250.00.

ROUTE 65E—CHICKEN-KECHUMSTUK.....

From Chicken this pack trail crosses the Mosquito Fork and around Taylor Mountain, and reaches Kechumstuk again at Kechumstuk.

General repair work was performed in the winter throughout.

Expenditure: \$500.50.

ROUTE 86—FOURTH OF JULY CREEK....(10 M

This winter sled road leads from the land up the right limit of Fourth of July Creek.

DOME CREEK.....(12 MILES TRAIL)

Route 11H from Dome Creek up the
side, around the heads of Flat and Twin
Creeks to Steel Creek.
This trail during the year.

FRANKLIN.....(30 MILES SLED ROAD)

Continuation of Route 11B, extending from
up the Fortymile River to Franklin post
Franklin Gulch, a distance of 30 miles, or
planned with a view to its improvement
during the year.

STEEL CREEK.....(8 MILES SLED ROAD)

Branches off Route 11-B at the mouth of
down the Fortymile River a distance of
Steel Creek, 58 miles from Eagle.
Routine maintenance were performed.

CHICKEN.....(10 MILES SLED ROAD)

This is a continuation of Route 11J and
to the mouth of Kettle Creek, then over
right limit into a fork of Chicken Creek.
right limit to the post office, a distance of 10
miles.
Planned but no work was performed.

MOSQUITO FORK.....(20 MILES SLED ROAD)

This winter sled route which follows the
to the mouth of Dennison Fork and then
to the post office.
Planned and no work is contemplated.

JACK WADE CREEK.....(18 MILES TRAIL)

Leads Jack Wade Creek at Robinson Creek,
up the right side and follows around the head of Squaw,
and then down to the head of Canyon Creek.

It then picks up the winter sled road, Route 11D, and follows it
to Walker's Fork.

A thorough examination of this route was made. Repairs are
planned for the current season.

Expenditure: None.

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

This winter trail follows the Yukon River from Eagle to Circle.
This route has been reconnoitered with the end in view of elimi-
nating dangerous sections on the ice and shortening the route by
portages across several long bends.

This has been accomplished so far in two places, viz: four
miles below Eagle at the mouth of Boulder Creek the winter mail
now makes a big cut-off from the Yukon River, coming out near the
mouth of the Seventymile. This cut-off is 10 miles long. The trail
then crosses the Yukon River and follows the Montuk Cut-off
reaching the Yukon River again near the mouth of Sheep Creek.
The total distance over the improved section is 17 miles and avoids
several long bends in the main river.

Expenditure: \$63.00.

ROUTE 65D—KECHUMSTUK-TANANA CROSSING.....(60 MILES TRAIL)

This is a continuation of Route 65E, and extends from
Kechumstuk along the left limit and across Little Indian and Indian
Creeks to Mitchell's Ranch, a distance of 15 miles. From Mitchell's
Ranch it crosses the flats, then across Lake Mansfield and Marsh
Lake and on to Tanana Crossing, a total distance from Kechum-
stuk of 60 miles.

Work was performed in renewing grades, brushing out and
repairing culverts. Additional work is planned during the current
season.

Expenditure: \$250.00.

ROUTE 65E—CHICKEN-KECHUMSTUK.....(28 MILES TRAIL)

From Chicken this pack trail crosses the flats, then across
Mosquito Fork and around Taylor Mountain, and down across Mos-
quito Fork again at Kechumstuk.

General repair work was performed in renewing the rail
throughout.

Expenditure: \$500.50.

ROUTE 86—FOURTH OF JULY CREEK.....(10 MILES SLED ROAD)

This winter sled road leads from the landing on the Yukon
River up the right limit of Fourth of July Creek to the hydraulic

ALASKA ROAD COMMISSION.

ed and a small amount of grading done

**WALKER-JACK WADE....(2½ MILES WAGON
ROADS SLED ROAD)**

It starts at the mouth of Steel Creek, at
follows up the left limit to the summit of the
ridge down the left limit of Jack Wade to the
summit 5 miles, or 73 miles from Eagle.
The road leading to the summit of Steel Creek
additional work is planned during the coming
year to Jack Wade.

STEEL-CREEK-JACK WADE....(15 MILES TRAIL)

The summer pack trail crossing the ridge to
become a winter sled road.
Additional work only was performed.

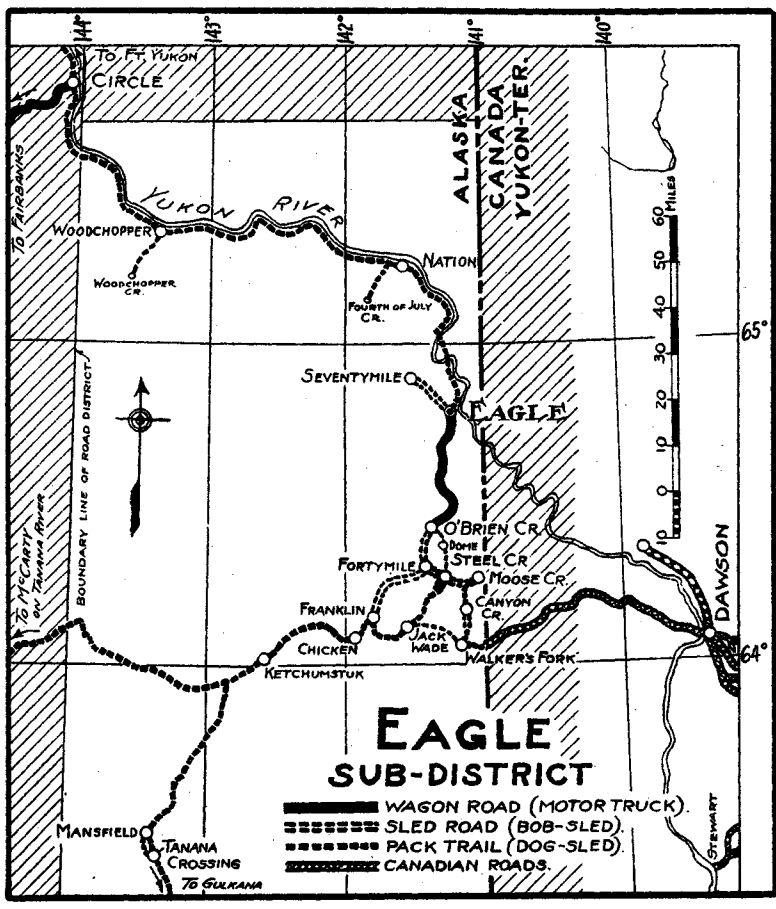
**SEVENTYMILE-CREEK-WALKER'S FORK....(21 MILES
WAGON ROAD)**

It branches off Route 11G near the mouth of
Steel Creek, and follows up Canyon
then crosses and follows the right limit of
ridge a five miles of the boundary line. The total
length of Steel Creek is 27 miles, and from Eagle

of this route was made but no work was
done in the season.

**SEVENTYMILE....(1½ MILES WAGON ROAD,
SLED ROAD, 40 MILES TRAIL)**

Seventymile leaves Eagle through the old army
following the wagon road across American Creek
then continues as a winter sled road for 18½
miles, across a low summit and down the right
bank to its mouth at Seventymile. The pack trail
branches off at Rock Creek Bridge several miles above the
summit, crosses over a low divide into Bryant Creek
then follows up the left limit to Barney Creek. Here
it branches to the right limit and again back to the



workings of the July Creek Placer Company, then crosses the creek and follows up the left limit to the camp.

A small amount of work was done in brushing out the trail. In view of the increased activity in this district, extensive additional repairs are planned during the current season.

Expenditure: \$100.00.

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

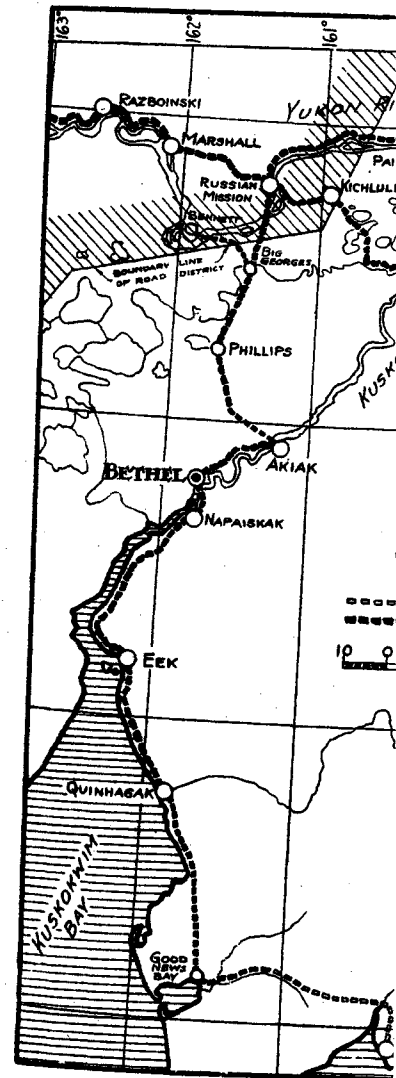
This eight miles of trail up Woodchopper Creek has been examined and a small amount of work, principally in the construction of bridges, is proposed.

Expenditure: None.

DISTRIBUTION OF EXPENDITURES.

Type	Miles*	Expenditures	Unit Cost Dollars per Mile
Wagon Road	16		
Sled Road	102		
Trail	358		
Totals	476	\$ 5,134.39	\$ 10.80

(*)—Includes only routes maintained during fiscal year.



ALASKA ROAD COMMISSION.

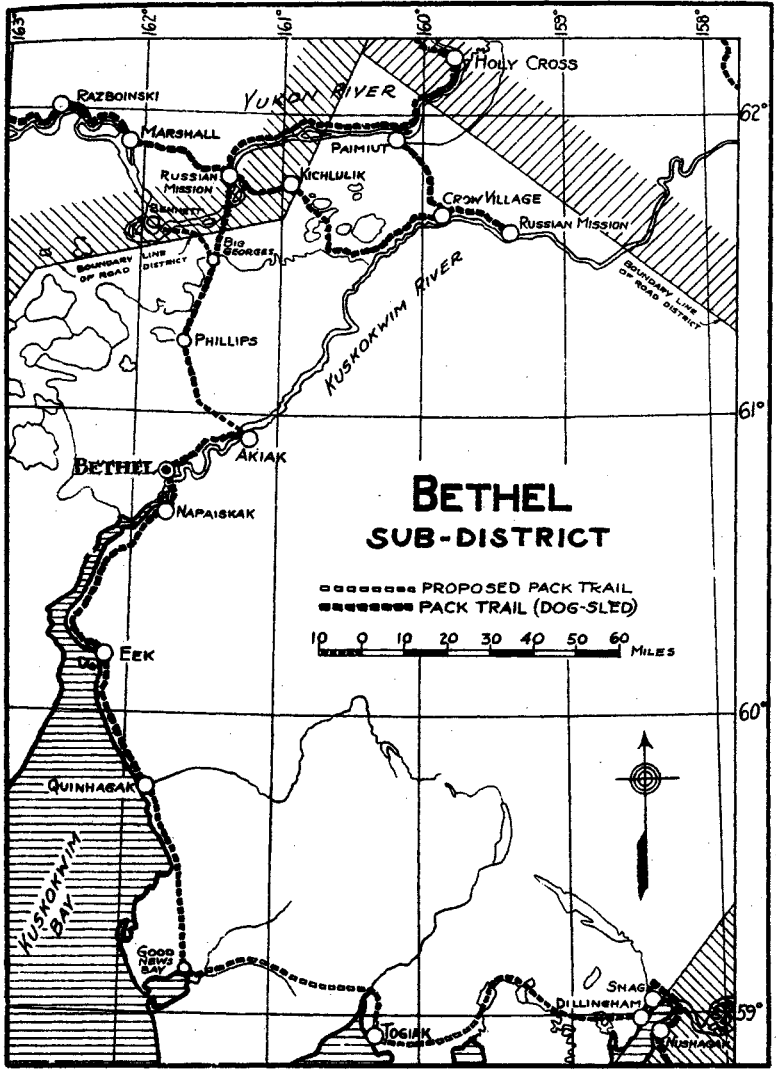
Placer Company, then crosses the limit to the camp. Work was done in brushing out the trail. Activity in this district, extensive additional work in current season.

WOODCHOPPER CREEK.....(8 MILES TRAIL)
 Trail up Woodchopper Creek has been under way, principally in the construction of work, principally in the construction

STATEMENT OF EXPENDITURES.

Miles*	Expenditures	Unit Cost Dollars per Mile
..... 16		
..... 102		
..... 358		
..... 476	\$ 5,134.39	\$ 10.80

* Maintained during fiscal year.



BETHEL SUB-DISTRICT.

Supervised from the Juneau Office.

Earle M. Forrest, District Superintendent, Bureau of Education,
Inspector.

This sub-district includes the lower Kuskokwim Valley, and the Yukon-Kuskokwim Portage routes. There are six sub-projects in this sub-district making the hinterland accessible from Bethel, a deep sea port at the mouth of the Kuskokwim River, having direct communication by sea with Seattle and San Francisco during the open summer season.

Prior to the fall of 1921, neither this Board nor the Territory had expended any funds for road or trail construction in this region. In September, 1921, the President of the Board accompanied by the Surveyor-General of the Territory made a reconnaissance trip down the Kuskokwim River to Bethel and then crossed the portage to the Yukon River at Russian Mission. As a result two contracts were let while they were at Bethel, and systematic work has been undertaken which will result in a few years in giving this remote section a complete system of overland communications for winter use.

The work is supervised from Juneau by means of the new radio station established during the current fiscal year at Bethel. Inspections are made through the courtesy of Mr. Earle M. Forrest, District Superintendent for the Bureau of Education, located at Akiak, 26 miles up the Kuskokwim River from Bethel. All sub-projects are paid from cooperative funds contributed by this Board and the Territory of Alaska.

SUMMARY OF ROADS.

Sub-Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
90D	Shelter Cabins				
92A	Bethel-Quinhagak			90	90
92B	Bethel-Akiak			26	26
92C	Akiak-Russian Mission			75	75
92D	Bennett's Cut-off			18	18
92E	Yukon-Kuskokwim Portage			120	120
92F	Quinhagak-Goodnews Bay			60	60
	Totals			389	389

EXPENDITURES.

Sub-Project No.	Federal	Territorial	Construction	Maintenance	TOTAL
96D					
92A	\$ 786.00	\$ 1,000.00	\$ 1,786.00		\$ 1,786.00
92B					
92C					
92D					
92E	400.00	100.00		\$ 500.00	500.00
92F					
Totals	\$ 1,186.00	\$ 1,100.00	\$ 1,786.00	\$ 500.00	\$ 2,286.00

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

This is the winter mail trail between Bethel and the village of Quinhagak to the south and on the east side of the estuary of the Kuskokwim River.

A contract was let in September, 1921, to Alex Hatley for the permanent staking of this trail for \$1,786.00. The work was accomplished that fall and consisted of the following items:

- Erection of 296 tripods and 10 stakes 10 feet high.
- Erection of 89 beacons with directing arms, 12 feet high at edges of lakes.
- Cutting down of 2 approaches.
- Clearing quarter mile of brush, 12 feet wide.
- Setting of temporary stakes upon the ice on the wide lakes.

Expenditure of \$11.50 last year was for inspection. No maintenance was required during the current year. The contract was paid during the current year.

Expenditure:

Alaska Road Commission.....	\$ 786.00
Territory of Alaska.....	1,000.00
Total.....	\$ 1,786.00

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

This is a winter mail trail. Akiak is upstream from Bethel. A contract was let in September, 1921, to John Lundstrom for the improvement of this trail for \$610.00. The work was finished and inspected and the contractor paid the following winter. The work consisted of the following items:

- Erection of 18 tripods, 10 feet high.
- Erection of 22 beacons, with directing arms, 12 feet high, at edges of lakes or sloughs.
- Cutting down of 13 approaches to portages across bends in the Kuskokwim River.
- Clearing of 6 miles of brush, 12 feet wide.
- Straightening and shortening old trail.

A contract was let in October for the construction of a 60-foot bridge for \$395.00. Work has been completed and the contractor's account has been paid, but the voucher has not yet reached the account.

Expenditure: None.

ROUTE 92C—AKIAK-RUSSIAN MISSION

This winter mail trail extends from Akiak to Russian Mission on the Yukon River.

A contract was let in October, 1921, for the permanent staking of this trail and for the improvement of the trail. The work has been completed and inspected but the voucher has not yet reached the account. The work accomplished has not yet been received.

Expenditure: None.

ROUTE 92D—BENNETT'S CUT-OFF.....

This winter mail trail extends from Bennett's Trading Post on the Yukon River to Russian Mission. The permanent staking of this trail was included in the contract for Route 92C. The work has been completed, inspected and paid for, but the voucher has not yet reached the account.

Expenditure: None.

ROUTE 92E—YUKON-KUSKOKWIM PORTAGE

This summer portage is passable with portaging boats from Russian Mission via Slough and the Tulakwicksak River to the series of grassy lakes and sloughs, from the mouth of the Yukon River to Mud Creek and over Portage No. 4, to Mud Creek and over Portage No. 4, to Mud Kuskokwim River.

A contract was let in July, 1922, for the permanent staking of the portage for \$500.00. About 90 stakes were set up in the grassy lakes, sloughs and creeks to indicate the route. The work was completed in the fall, and the contractor has been paid.

A preliminary examination and survey for improvement as a waterway, was authorized by the Harbor Act of Congress and report is in the hands of the Engineer.

Expenditure:

Alaska Road Commission.....	
Territory of Alaska.....	

Total.....

FEATURES.

	Construction	Maintenance	TOTAL
00	\$ 1,786.00	.....	\$ 1,786.00
00	.....	.....	.....
00	.....	\$ 500.00	500.00
00	\$ 1,786.00	\$ 500.00	\$ 2,286.00

GALE (90 MILES TRAIL)

Trail between Bethel and the village of the east side of the estuary of the

In September, 1921, to Alex Hatley for the trail for \$1,786.00. The work was accomplished of the following items:

Set 10 stakes 10 feet high. With directing arms, 12 feet high at

sloughs. brush, 12 feet wide. across upon the ice on the wide lakes. Last year was for inspection. No maintenance the current year. The contract was

Russian Mission.....	\$ 786.00
Alaska.....	1,000.00
	<u>\$ 1,786.00</u>

KALININ (26 MILES TRAIL)

Trail. Akiak is upstream from Bethel. In September, 1921, to John Lundstrom for the trail for \$610.00. The work was finished. The contractor paid the following winter. The following items:

Set 10 feet high. With directing arms, 12 feet high, at sloughs. Approaches to portages across bends in river. brush, 12 feet wide. Restoring old trail.

A contract was let in October, 1922, to Wilfred Reno, for the construction of a 60-foot bridge across a creek on this trail for \$395.00. Work has been completed and inspected, and the contractor has been paid, but the voucher has not yet reached the account.

Expenditure: None.

ROUTE 92C—AKIAK-RUSSIAN MISSION.....(75 MILES TRAIL)

This winter mail trail extends from Akiak on the Kuskokwim River to Russian Mission on the Yukon River, via Phillips and Big Georges.

A contract was let in October, 1922, to Joseph Cheney for the permanent staking of this trail and Route 92D for \$1,900.00. The work has been completed and inspected and the contractor paid, but the voucher has not yet reached the account. Report of work accomplished has not yet been received.

Expenditure: None.

ROUTE 92D—BENNETT'S CUT-OFF.....(18 MILES TRAIL)

This winter mail trail extends from Big Georges on Route 92C to Bennett's Trading Post on the Yukon River, about 24 miles below Russian Mission. The permanent staking of this cut-off was included in the contract for Route 92C. The work has been completed, inspected and paid for, but voucher is still in transit.

Expenditure: None.

ROUTE 92E—YUKON-KUSKOKWIM PORTAGE..(120 MILES TRAIL)

This summer portage is passable with difficulty for canoes and poling boats from Russian Mission via the Yukon River, Portage Slough and the Tulakwicksak River to the High Portage, then by a series of grassy lakes and sloughs, from Crooked Creek, up Johnson Creek and over Portage No. 4, to Mud Creek, and down to the Kuskokwim River.

A contract was let in July, 1922, to Oscar Samuelson for staking the portage for \$500.00. About 90 stakes with directing arms were set up in the grassy lakes, sloughs and crooked streams to indicate the route. The work was completed and inspected last fall, and the contractor has been paid.

A preliminary examination and survey, with a view to its improvement as a waterway, was authorized in the last River and Harbor Act of Congress and report is in course of preparation.

Expenditure:

Alaska Road Commission.....	\$ 400.00
Territory of Alaska.....	100.00
	<u>500.00</u>
Total.....	\$ 500.00

ROUTE 92F--QUINHAGAK-GOODNEWS BAY... (60 MILES TRAIL)

This winter mail trail is an extension of Route 82A down the east shore of the estuary of the Kuskokwim River to Goodnews Bay.

A contract was let in March, 1923, to H. M. Hanson, for the permanent staking of this trail for \$2,300.00. The necessary timber will be assembled this summer and the work finished next fall. The specifications were the same as for Route 92A.

Expenditure: None.

ACCOUNT NO. 90D--SHELTER CABINS.

A contract was let in October, 1922, to J. F. Demandel for two shelter cabins on Route 92C, one to be located at Phillips, the other at Big Georges. The price bid for the job was \$1,000.00. Inspector's report had not been received at the close of the fiscal year.

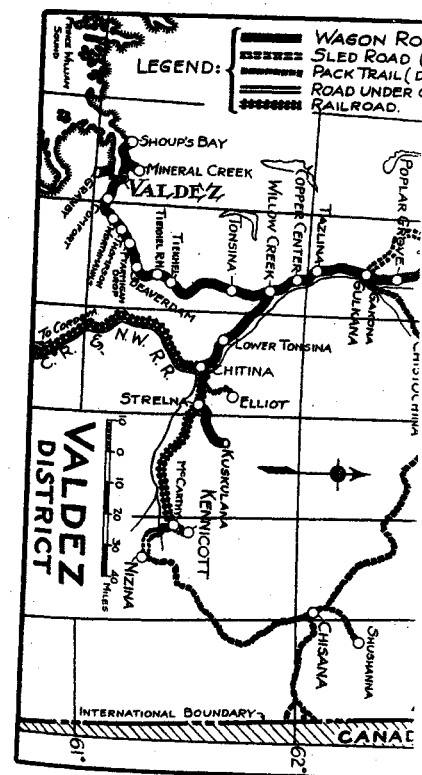
In May, 1923, a contract was let to H. M. Hanson for two shelter cabins on Route 92F. The price bid for the job was \$1,200.00. As both cabins are located on the treeless tundra, the necessary timber must be secured and floated down river several hundred miles during the open season. The erection will be completed next fall after the freeze-up.

Expenditure: None.

DISTRIBUTION OF EXPENDITURES.

Type	Miles*	Expenditures	Unit Cost Dollars per Mile
Wagon Road			
Sled Road			
Trail	210	\$ 2,286.00	\$ 10.90
Totals	210	\$ 2,286.00	\$ 10.90

(*)--Includes only routes maintained during fiscal year.



ALASKA ROAD COMMISSION.

GOODNEWS BAY... (60 MILES TRAIL)

an extension of Route 82A down the Kuskokwim River to Goodnews Bay. In March, 1923, to H. M. Hanson, for the trail for \$2,300.00. The necessary timber was cut and the work finished next fall. The cost was for Route 92A.

TRAIL CABINS.

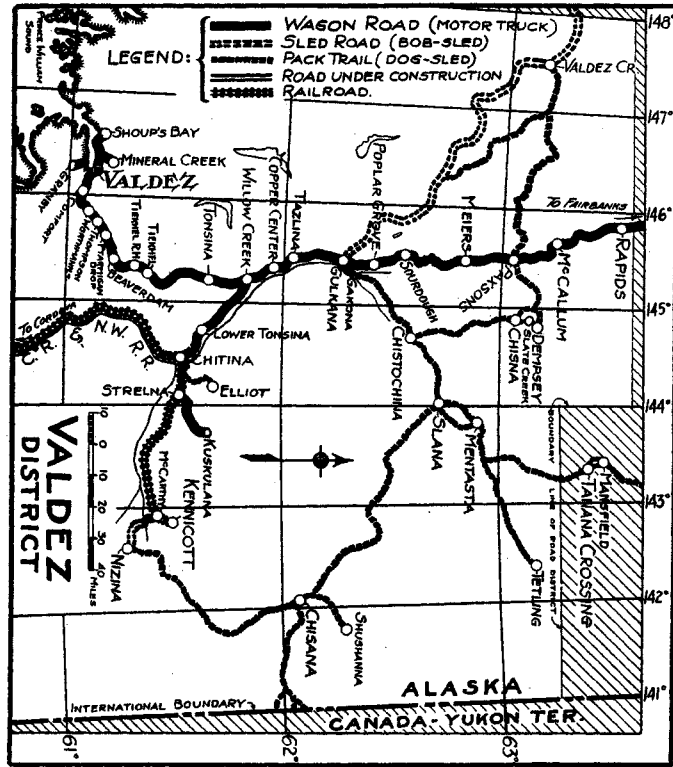
In October, 1922, to J. F. Demandel for Route 92C, one to be located at Phillips, the price bid for the job was \$1,000.00. The work was received at the close of the fiscal year.

Contract was let to H. M. Hanson for two miles. The price bid for the job was \$1,200.00. In the treeless tundra, the necessary timber was skidded down river several hundred miles. The erection will be completed next fall.

STATEMENT OF EXPENDITURES.

Miles*	Expenditures	Unit Cost Dollars per Mile
210	\$ 2,236.00	\$ 10.90
210	\$ 2,236.00	\$ 10.90

* maintained during fiscal year.



VALDEZ DISTRICT.

T. H. Huddleston, Superintendent, Valdez.

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 Liscum, nearby, was abandoned as a military post on July 20, 1922. 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 128, 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.

There are 11 sub-projects in this district, of which one, the Tasnuna Trail, 114 miles, has been abandoned. The Cordova-Eyak Lake and Katalla-Chilkat sub-projects were turned over to the Department of Agriculture. The maintenance of the Valdez Dike, originally constructed by this Board, is paid for by the City of Valdez. The work on the Valdez-Mineral Creek Road and the Granby Road has been paid for from Territorial funds by the Chairman of the Divisional Road Commission. The work, however, has been performed by the superintendent of this Board at Valdez. These sub-projects, therefore, are included in the following table with the six sub-projects of this Board.

SUMMARY OF ROADS.

Sub-Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
4BA	Valdez-Ptarmigan Drop	32			32
36*	Valdez-Mineral Creek	10½			10½
36A	Granby Road	5			5
54	Chisana-Nizina			78	78
56A	Katalla-Yakataga			60	60
57	McCarthy-Nizina	8		8	16
57A	Nizina River Bridge				
60	Valdez Dike				
61	Strelna-Kuskulana	16			16
90C	Shelter Cabins				
	Totals	71½	—	146	217½

EXPENDITURES

Sub-Project No.	Federal	Territorial	Construction	Maintenance	TOTAL
4BA	\$32,450.62	.....	\$15,524.91	\$16,925.71	\$32,450.62
36*	.....	.....	.....	.....	.....
36A	.....	.....	.....	.....	.....
54	.....	.....	.....	.....	.....
56A	.....	.....	.....	.....	.....
57	4,639.55	.....	.....	4,639.55	4,639.55
57A	36,076.94	\$20,000.00	51,076.94	5,000.00	56,076.94
60	.....	601.83 (a)	.....	601.83	601.83
61	.....	.....	.....	.....	.....
90C	.....	1,800.00	1,800.00	.....	1,800.00
Totals	\$75,167.11	\$22,401.83	\$68,401.85	\$27,167.09	\$95,568.94

(*)—Expenditures by the Territory.
 (a)—Contributed by City of Valdez.

ROUTE 4BA—VALDEZ-PTARMIGAN DROP... (32 MILES WAGON ROAD)

This portion of the Richardson Road extends from Valdez across the Coast Range to the interior between the Coast and Alaska Range. The severe and varied climate and topography encountered makes this section the most difficult to maintain of any of the entire road. During 1918 a severe freshet caused by swollen glacier streams destroyed and cut into the roadway for nearly six miles. In addition to this the roadway had been neglected for some years previous. Starting in the summer of 1920 the present Commission carried out energetic measures to reopen this important section. This was partially accomplished in the summer of 1921 and with the work of the season just passed its reopening was assured. The largest single item of work this year was the completion of the cut-off Miles 9 to 11 to avoid the overflowed ground near Camp Comfort. In these miles, the chief quantities of work were:

Clearing and grading.....	2 miles
Bridges.....	3 (one 30-foot span)
Culverts	29
Graveling.....	1 3/4 miles

Besides the above heavy construction work was performed throughout as follows:

LOCATION (Mileage from Valdez)	WORK PERFORMED
0- 6	Light dragging, repair of bridges.
6- 9	Protective measures from encroachments of Lowe River, construction of short side lines by-passing washouts.
11-14	Light dragging.
14-19	Removal of slides, repair of recently built roadway.
19-27	Light repairs of grade and culverts. Bridge constructed across stream from Worthington Glacier.
27-32	General maintenance and repairing of culverts.

Expenditure:

1st Section.....	.....
2d Section .....	.....

Total.....

ROUTE 36—VALDEZ-MINERAL CREEK ROAD)

This route extends from Valdez a ward as far as the mouth of Mineral (McIntosh's Roadhouse and to the minor sections of the Divisional Road Commission. Territorial funds, the following work was:

Brushing out.....	.....
Grading.....	.....
Bridge rebuilt.....	.....
Culverts built .....	.....
Total expenditures: \$918.55 (Territorial funds)	

ROUTE 36A—GRANBY ROAD.....

This road was originally built by the city of Valdez to supply the city with supplies from their wharf on the beach in the Gulch. On the beach, it also connects with the road from Lisicum to Valdez. All heavy supplies are carried up the beach by an aerial tram, but the upper part of the road is used as a means of communication between the city and the Gulch, principally the Granby section, which supplies the city of Valdez with a large amount of explosive was provided for re-opening of the road.
 Expenditure: None.

ROUTE 54—CHISANA-NIZINA TRAIL.....

This trail leads from the Copper River road over the Alaska Range to the Chisana White River country. No work was done on this trail during the year. Shelter cabins as noted below.
 Expenditure: None.

ROUTE 56A—KATALLA-YAKATAGA.....

No work was done except for shelter cabins.
 Expenditure: None.

ROUTE 57—McCARTHY-NIZINA (8 MILES)

General repairs to the completed road were performed. Additional work on the river was performed. Freight in to the bridge site.
 Expenditure: \$4,639.55.

EXPENDITURES

Material	Construction	Maintenance	TOTAL
	\$15,524.91	\$16,925.71	\$32,450.62
0.00	51,076.94	4,639.55	4,639.55
1.83(a)		5,000.00	56,076.94
		601.83	601.83
0.00	1,800.00		1,800.00
1.83	\$68,401.85	\$27,167.09	\$95,568.94

territory.
Valdez.

WAGON DROP... (32 MILES WAGON

Hudson Road extends from Valdez to the interior between the Coast and the varied climate and topography and the most difficult to maintain of any 1918 a severe freshet caused by a groyed and cut into the roadway for to this the roadway had been neglected. Starting in the summer of 1920 energetic measures to reopen was partially accomplished in the work of the season just passed its largest single item of work this year was Miles 9 to 11 to avoid the overflowed. In these miles, the chief quantities

-2 miles
-3 (one 30-foot span)
-29
-1 1/4 miles

by construction work was performed

WORK PERFORMED

ing, repair of bridges.
measures from encroachments of Lowe
construction of short side lines by-pass-
shouts.
ing.
of slides, repair of recently built roadway.
airs of grade and culverts. Bridge con-
d across stream from Worthington
r.
maintenance and repairing of culverts.

Expenditure:

1st Section.....	\$15,925.71
2d Section	16,524.91
Total.....	\$32,450.62

ROUTE 36—VALDEZ-MINERAL CREEK... (10 1/2 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 to the mining workings. Under the directions of the Divisional Road Commissioner, Third Division, using Territorial funds, the following work was done on this road:

Brushing out.....	1 mile
Grading.....	1500 feet
Bridge rebuilt.....	1
Culverts built	5
Total expenditures: \$918.55 (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 connected with the old trail from For Liscum to Valdez. All heavy supplies are now hauled up the cliffs by an aerial tram, but the upper end of the road is still used as a means of communication between the different properties in the Gulch, principally the Granby Mines and the power plant which supplies the city of Valdez with light and power. A small amount of explosive was provided for removing rock.

Expenditure: None.

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

This trail leads from the Copper River and Northwestern Railroad over the Alaska Range to the Chisana mining district in the White River country.

No work was done on this trail during the year except for shelter cabins as noted below.

Expenditure: None.

ROUTE 56A—KATALLA-YAKATAGA..... (60 MILES TRAIL)

No work was done except for shelter cabins as noted below.
Expenditure: None.

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

General repairs to the completed section of the road were performed. Additional work on the river end enabled supplies to be freighted in to the bridge site.

Expenditure: \$4,639.55.

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. Reconnaissance was completed and the crossing located.

The design of the bridge to consist of five spans one hundred and eighty feet each with six hundred feet of pile approach was completed. The five river piers each consisting of two cylinders, eight feet four inches in diameter, were placed during the winter. The material was taken to the bridge site by winter freighting. All equipment and supplies were transported in the same manner. The steel cylinders are capped with concrete. The bridge is to be a light steel structure.

Expenditures:

Alaska Road Commission.....	\$36,076.94
Territory of Alaska.....	20,000.00

Total.....	\$56,076.94
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ACCOUNT NO. 60—VALDEZ DIKE.

The Valdez Dike was constructed by the Board in 1913 to protect the government property within the limits of Valdez from overflow by the streams issuing from the Valdez Glacier. A special appropriation for the purpose was made by Congress. Subsequent maintenance charges have been met by contribution by the City, the Board performing the work.

Expenditures: \$601.83.

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

This road leads from Strelna on the Copper River and Northwestern Railroad up the right limit of the Kuskulana River to several groups of mining properties. A substantial bridge across the Kuskulana River near Mile 10, built by the Territory, gives access to operations on the left limit.

Extensive repairs to the road are planned for the current season. The bridge was placed in good condition last year.

Expenditure: None.

ACCOUNT NO. 90C—SHELTER CABINS.

Contract for shelter cabins on the Katalla-Yakataga Trail, Route 56A, was let to M. J. Sullivan for \$1,000.00. Three cabins were erected, located at Cape Suckling, Round Timber and Siyou River, respectively. Work has been inspected and contractor paid.

Contract was also let for the Rohn Glacier cabin and the completion of the Nizina Glacier cabin on the Chisana-Nizina Trail, Route 54.

Total expenditures: \$1,800.00.

DISTRIBUTION OF EXPENDITURES

Type	Miles*	Expenses
Wagon Road	40	
Trail	8	
Totals	48	\$37,000.00

(*)—Includes only routes maintained during the year. Route 36 not included.

WAGON BRIDGE.

to bridge the dangerous Nizina River in the uncolonized region of the Upper Chitina Territory during the past year. Reconnaissance crossing located. The bridge is to consist of five spans one hundred and six hundred feet of pile approach was placed during the winter. The bridge site by winter freighting. The bridge is to be a

Commission.....\$36,076.94
 Alaska..... 20,000.00

 \$56,076.94

WAGON DIKE.

constructed by the Board in 1913 to property within the limits of Valdez from the Valdez Glacier. A special session was made by Congress. Subsequent work has been met by contribution by the City, Alaska.

KUSKULANA....(16 MILES WAGON ROAD)

Strelna on the Copper River and North-west limit of the Kuskulana River to the properties. A substantial bridge across the Mile 10, built by the Territory, gives access to the left limit. The road are planned for the current year and placed in good condition last year.

WAGON CABINS.

cabins on the Katalla-Yakataga Trail, J. Sullivan for \$1,000.00. Three cabins have been inspected and contractor paid. The Rohn Glacier cabin and the Chisana-Nizina Trail, \$1,800.00.

DISTRIBUTION OF EXPENDITURES.

Type	Miles*	Expenditures	Unit Cost Dollars per Mile
Wagon Road	40		
Trail	8		
Totals	48	\$37,090.17	\$773.00

(*)—Includes only routes maintained during fiscal year. Route 36 not included.

CHITINA DISTRICT.

Frank Shipp, Assistant Superintendent.

A sub-office was established at Chitina in 1918, when a disastrous flood closed the military road through Keystone Canyon, 16 miles from Valdez. This section of the road was reopened to traffic in 1921. 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 the Chitina District was made independent of Valdez. Its main function is the maintenance and repair of the Richardson Highway from Ptarmigan Drop, Mile 32, to Rapids, Mile 233, and the Chitina-Willow Creek Cut-off.

SUMMARY OF ROADS.

Sub-Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
4BB	Ptarmigan Drop-Ernestine	31			31
4C	Ernestine-Willow Creek	29			29
4D	Willow Creek-Gulkana	36			36
4E	Gulkana-Sourdough	21½			21½
4F	Sourdough-Mile 168	18			18
4G	168 Mile Post-Delta River	38			38
4HI	Delta River-Rapids	25½			25½
6A	Willow Creek-Tonsina	24			24
6B	Tonsina-Chitina	15			15
65A	Gulkana-Chistochina	4		36	40
65B	Chistochina-Slate Creek			40	40
65C	Chistochina-Tanana Crossing			140	140
	Totals	242		216	458

EXPENDITURES

Sub-Project No.	Federal	Territorial	Construction	Maintenance	TOTAL
4BB	\$10,452.83			\$10,452.83	\$10,452.83
4C	13,765.65			13,765.65	13,765.65
4D	25,665.14			25,665.14	25,665.14
4E	13,343.11			13,343.11	13,343.11
4F	15,850.16		\$ 8,000.00	7,850.16	15,850.16
4G	16,010.35			16,010.35	16,010.35
4HI	30,698.10			30,698.10	30,698.10
6A	16,590.53			16,590.53	16,590.53
6B	14,847.56			14,847.56	14,847.56
65A					
65B					
65C					
Totals	\$157,223.43		\$ 8,000.00	\$149,223.43	\$157,223.43

ROUTE 4BB—PTARMIGAN DROP-ERNESTINE... (31 MILES WAGON ROAD)

This portion of the Richardson Highway drops down the Tsaina and Tiekhell River gorges and then climbs again over the Ernestine Dome.

Between Ptarmigan Drop and Beaver maintenance work was required, this section good gravel subgrade. Culverts were repaired miles to Ernestine were brushed out and where necessary. Culverts were repaired pony truss erected.

Expenditure: \$10,452.83.

ROUTE 4C—ERNESTINE-WILLOW CREEK ROAD)

This portion of the road is located in country between Ernestine and Willow Creek connection is made with the road to Chitina and Northwestern Railroad.

The work of the season consisted of repairing bridges, dragging road, draining, cribbing and removing slides.

Expenditure: \$13,765.65.

ROUTE 4D—WILLOW CREEK-GULKANA ROAD)

The general work performed was in repairing bridges and culverts. The chief items were:

- Bridge rebuilt.....
- Culverts rebuilt.....
- Regrading.....
- Gravel surfacing.....

Expenditure: \$25,665.14.

ROUTE 4E—GULKANA-SOURDOUGH (21½ MILES)

Road was dragged, ditches cleaned and culverts were removed and drainage reconstructed.

Expenditure: \$13,343.11.

ROUTE 4F—SOURDOUGH-MILE 168..... (18 MILES)

This portion of the Richardson Road is located on a plateau in the midst of lakes and swamps. A great deal of graveling is necessary to bring this section of the remainder of the road. General maintenance was made during last season. The chief items were:

- Regrading.....
- Brushing out.....
- Graveling.....

Expenditure: \$15,850.16.

A DISTRICT.

Assistant Superintendent.

opened at Chitina in 1918, when a military road through Keystone Canyon, section of the road was reopened to the overland route was by way of Northwestern Railroad from Cordova to the Chitina Cut-off (military road) 39 Creek, Mile 92 north of Valdez on

the Chitina District was made independent. The function is the maintenance and repair from Ptarmigan Drop, Mile 32, to Chitina-Willow Creek Cut-off.

TYPE OF ROADS.

	Wagon Road	Sled Road	Trail	Total Miles
Ernestine	31			31
Keystone	29			29
Chitina	36			36
Chitina Cut-off	21½			21½
Chitina Creek	18			18
Chitina River	38			38
Chitina	25½			25½
Chitina	24			24
Chitina	15			15
Chitina	4			4
Chitina			36	36
Chitina			40	40
Chitina			140	140
Chitina Crossing				140
	242		216	458

EXPENDITURES

Territorial	Construction	Maintenance	TOTAL
		\$10,452.83	\$10,452.83
		13,765.65	13,765.65
		25,665.14	25,665.14
		13,343.11	13,343.11
	\$ 8,000.00	7,850.16	15,850.16
		16,010.35	16,010.35
		30,698.10	30,698.10
		16,590.53	16,590.53
		14,847.56	14,847.56
	\$ 8,000.00	\$149,223.43	\$157,223.43

PTARMIGAN DROP-ERNESTINE (31 MILES WAGON ROAD)

Richardson Highway drops down the gorges and then climbs again over the

Between Ptarmigan Drop and Beaver Dam, Mile 42, only light maintenance work was required, this section of the road having a good gravel subgrade. Culverts were repaired. The remaining 21 miles to Ernestine were brushed out and regraded and graveled where necessary. Culverts were repaired and one 60-foot span pony truss erected.

Expenditure: \$10,452.83.

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

This portion of the road is located in the elevated rolling country between Ernestine and Willow Creek. At the latter point connection is made with the road to Chitina, on the Copper River and Northwestern Railroad.

The work of the season consisted of reconstructing and repairing bridges, dragging road, draining, brushing out, building cribbing and removing slides.

Expenditure: \$13,765.65.

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

The general work performed was in regrading, regraveling and repairing bridges and culverts. The chief items of work accomplished were:

- Bridge rebuilt.....1 (60 foot span)
- Culverts rebuilt.....10
- Regrading.....2 miles
- Gravel surfacing.....1 mile

Expenditure: \$25,665.14.

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

Road was dragged, ditches cleaned and culverts rebuilt. Slides were removed and drainage reconstructed.

Expenditure: \$13,343.11.

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

This portion of the Richardson Road is located in an elevated plateau in the midst of lakes and swamps. A considerable amount of graveling is necessary to bring this section up to the standard of the remainder of the road. General maintenance and repairs were made during last season. The chief items of work were:

- Regrading.....5 miles
- Brushing out.....1 mile
- Graveling.....¾ mile

Expenditure: \$15,850.16.

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

This road is located in a swampy plateau and requires considerable graveling to bring up to standard. The work of the season in addition to seasonal repairs, was that of reconstructing bridges and culverts and of graveling. One mile of road was graveled.

Expenditure: \$16,010.35.

ROUTE 4HI—DELTA RIVER-RAPIDS.....(25½ MILES WAGON ROAD)

The chief work on this road was the rebuilding of the broken bridge at Millers and of the Gun Creek Bridge. Both were sixty foot pony trusses with Douglas fir used throughout. In addition eight miles of road were dragged, three-quarters of a mile of road graveled and slides removed through a length of one mile.

Expenditure: \$30,698.10.

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

This portion of the road leading from Willow Creek to Chitina makes connection between Chitina on the Copper River and Northwestern Railroad and the through road from Valdez to Fairbanks. The chief items of work performed during the season were:

Regrading.....14½ miles
 Dragging.....8½ miles

Expenditure: \$16,590.53.

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

This portion of road leading into Chitina is in good repair and needs only a light gravel surface to make it excellent. The chief items of work during the season were brushing out and reconstructing culverts. Graveling was also performed to make connection with the garage and warehouse at Chitina.

Expenditure: \$14,847.56.

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

No work during the year.

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

No work during the year.

ROUTE 65C—CHISTOCHINA-TANANA OF TRAIL)

Part of the old Valdez-Fort Egbert Trail, this trail was made by the Engineer Officer. No work during the year.

DISTRIBUTION OF EXPENDITURE

Type	Miles*	Expenditure
Wagon Road	238	
Trail	0	
Totals	238	\$157,22

(*)—Includes only routes maintained during the year.

LASKA ROAD COMMISSION.

DELTA RIVER....(38 MILES WAGON

a swampy plateau and requires con-
up to standard. The work of the
l repairs, was that of reconstructing
graveling. One mile of road was

R-RAPIDS.....(25½ MILES WAGON

oad was the rebuilding of the broken
Gun Creek Bridge. Both were sixty
las fir used throughout. In addition
ged, three-quarters of a mile of road
through a length of one mile.

EK-TONSINA.....(24 MILES WAGON

leading from Willow Creek to Chitina
itina on the Copper River and North-
ough road from Valdez to Fairbanks.
ormed during the season were:

.....14½ miles
.....8½ miles

NA.....(15 MILES WAGON ROAD)

ading into Chitina is in good repair
el surface to make it excellent. The
e season were brushing out and recon-
g was also performed to make con-
warehouse at Chitina.

STOCHINA....(4 MILES WAGON ROAD,

SLATE CREEK....(40 MILES TRAIL)

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 in 1921.
No work during the year.

DISTRIBUTION OF EXPENDITURES.

Type	Miles*	Expenditures	Unit Cost Dollars per Mile
Wagon Road	238		
Trail	0		
Totals	238	\$157,223.43	\$660.60

(*)—Includes only routes maintained during fiscal year.

SOUTHWESTERN DISTRICT.

Anton Eide, Superintendent.

There are 48 sub-projects in this district, 11 of which have been abandoned; 34 of the remaining 37 are road or trail feeders to the U. S. Government Railway (The Alaska Railroad.) The system of roads and trails devised by this Board ties into the railroad in this district at the following points:

Main Line		Route	
Mile			
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 Spenard
		75B	Whitney Road
119	Whitney	75B	Whitney Road
126	Eagle River	75	Anchorage-Eagle River
151	Matanuska	35J	Matanuska-Wasilla
		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
		35M	Knik Corduroy
181	Nancy	20B	Susitna-Rainy Pass
		20H	Nancy-Susitna
227	Talkeetna	51	Talkeetna-Cache Creek
		83	Talkeetna-Iron Creek
288	Honolulu Creek	93	Chulitna Bridge
Chickaloon Branch:		Route	
Mile			
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 the district have been abandoned or superseded by preferable routes or change in the general transportation situation. The construction of the Government railroad:

Sub-Project No.	Name of Route	Wagon Road
12A	Mile 34-Lynx Creek	15
19	Kern Creek-Knik	
19A	Kenai Lake-Kern Creek	
19B	Mile 27-Mile 29	
19C	Kenai Lake-Mile 27 ANRR	
19D	Kern Creek-Indian Creek	
20A	Knik-Susitna	
20E	Susitna-McDougal	
20F	McDougal-Cache Creek	
20G	Lakeview R.H.-McDougal	
66	Matanuska-Chickaloon	
Totals		15

The following former sub-projects of the district have been turned over to the Department of Agriculture for operation with the Territory of Alaska:

Sub-Project No.	Name of Route	Wagon Road
10	Seward-Kenai Lake	14
10A*	Seward-Radio	1
19E	Girdwood-Crow Creek	10
24	Mile 29 ANRR-Sunrise	39
24A	Lynx Creek-Sixmile Creek	7
24B	Sunrise-Hope	
55**	Kenai Lake-Kenai	
Totals		71

(*)—Turned over to the Navy Department.
 (**)—Quartz Creek-Russian River section only.

The following sub-projects, being located within the limits of the National Forests, are being retained during the fiscal year from funds of this Board. They are arranged in two groups; first, those supported by Territorial funds disbursed by the U. S. Treasury; second, those supported by Territorial funds disbursed by the U. S. Commission for the Third Division. In all cases the sub-projects are performed by the superintendent of this Board as chairman and secretary of the Territorial Board, under the direction of the President of this Board, and the Consulting Engineer for the Territory.

FEDERAL PROJECTS

Sub-Project No.	Name of Route	Wagon Road	S
19E*	Girdwood-Crow Creek		
20B	Susitna-Rainy Pass		
20H	Nancy-Susitna		
24*	Mile 29 ANRR-Sunrise		
35A	Archangel Extension	5	
35B	Mile 26½-Palmer	8	

INTERN DISTRICT.

e, Superintendent.

s in this district, 11 of which have
aining 37 are road or trail feeders to
y (The Alaska Railroad.) The system
y this Board ties into the railroad in
oints:

	Route
10	Seward-Kenai Lake
10A	Seward-Radio
10B	Seward-Nash
10	Seward-Kenai Lake
55	Kenai Lake-Kenai
24	Mile 29-Sunrise
24A	Lynx Creek-Sixmile
24B	Sunrise-Hope
19E	Girdwood-Crow Creek
75	Anchorage-Eagle River
75A	Anchorage-Lake Spenard
75B	Whitney Road
75B	Whitney Road
75	Anchorage-Eagle River
35J	Matanuska-Wasilla
35K	Matanuska Trunk Road
35L	Matanuska-Palmer
35A	Archangel Extension
35B	Mile 26½-Palmer
35D	Willow Creek Extension
35E	Wasilla-Fishhook
35F	Wasilla-Knik
35H	Wasilla-Finger Lake
35J	Wasilla-Matanuska
35M	Knik Corduroy
20B	Susitna-Rainy Pass
20H	Nancy-Susitna
51	Talkeetna-Cache Creek
83	Talkeetna-Iron Creek
93	Chulitna Bridge

	Route
35B	Palmer-Mile 26½
35C	Palmer-Matanuska River
35G	Palmer-Springer
35H	Finger Lake-Wasilla
35K	Matanuska Trunk Road
35L	Palmer-Matanuska
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 R.H.-McDougal			15	15
66	Matanuska-Chickaloon			38	38
	Totals	15		305	320

The following former sub-projects of this Board have been turned over to the Department of Agriculture working in co-operation with the Territory of Alaska:

Sub-Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
10	Seward-Kenai Lake	14			14
10A*	Seward-Radio	1			1
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			12	12
	Totals	71	9	12	92

(*)—Turned over to the Navy Department.

(**)—Quartz Creek-Russian River section only.

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 Commission, 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
19E*	Girdwood-Crow Creek				
20E	Susitna-Rainy Pass			127	127
20H	Nancy-Susitna			25	25
24*	Mile 29 ANRR-Sunrise				
35A	Archangel Extension	5			5
35B	Mile 26½-Palmer	8			8

Sub-Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
35C	Palmer-Matanuska River	11½			11½
35D	Willow Creek Extension	7			7
35E	Wasilla-Fishhook	20			20
35F	Wasilla-Knik	15			15
48	Iliamna Bay-Iliamna Lake	10		2	12
51	Talkeetna-Cache Creek	16	24		40
51A	Upper Yentna				
55*	Kenai Lake-Kenai			1	10
75	Anchorage-Eagle River	9			9
75D	Anchorage Warehouse				
79	Seward Warehouse				
83	Talkeetna-Iron Creek			40	40
93	Chulitna Bridge				
94	Kodiak-Ebberts Road			5	5
95	Kanatak				
Totals		91½	24	200	315½

EXPENDITURES.

Sub-Project No.	Federal	Territorial	Construction	Maintenance	TOTAL
19E*	\$ 106.00			\$ 106.00	\$ 106.00
20B					
20H					
24*	120.00			120.00	120.00
35A	3,000.00			3,000.00	3,000.00
35B	300.00			300.00	300.00
35C	5,933.26			5,933.26	5,933.26
35D	20,563.68		\$14,000.00	6,563.68	20,563.68
35E	8,000.00			8,000.00	8,000.00
35F	5,947.96		3,000.00	2,947.96	5,947.96
48					
51	26,990.77	15,242.14	31,232.91	11,000.00	42,232.91
51A					
55*	400.00			400.00	400.00
75	15,394.77	1,694.85	12,000.00	5,089.62	17,089.62
75D	3,966.35		3,966.35		3,966.35
79	119.84			119.84	119.84
83	50.00			50.00	50.00
93	1,121.87	3,000.00	4,121.87		4,121.87
94	3,119.75		3,119.75		3,119.75
95	2,018.56		2,018.56		2,018.56
Totals	\$97,152.81	\$19,936.99	\$73,459.44	\$43,630.36	\$117,089.50

(*)—Turned over to Department of Agriculture; expenditure was for old bills.

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

A contract was let to Jack Lean for \$800.00 to cut down the steep grade on both sides of Happy River Road House. This was done during the summer and greatly relieved traffic through the winter. Voucher had not reached the account at the end of the fiscal year.

Expenditure: None.

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

This is a new mail route connecting the Government Railroad with the Rainy Pass Trail. It was put in excellent shape the year before, so no work was necessary.

Expenditure: None.

ROUTE 35A—ARCHANGEL EXTENSION.

This road connects with the Wasilla Road at Mile 16, and follows the bench of Archangel Creek, supplying a number of farms in that section. This road was completed to the following items of work were:

- Grading: one-half mile.
- Corduroy: 400 feet.
- Culverts: 6.
- Expenditure: \$3,000.00.

ROUTE 35B—MILE 26½-PALMER.....(127 MILES TRAIL)

This road extends from Mile 11½ to the Government Station on the Government Railroad. It runs through a farming district.

Expenditure: \$300.00.

ROUTE 35C—PALMER-MATANUSKA RIVER ROAD)

The chief work on this route has been the measures to save the river pier of the Matanuska River channel has shifted striking directly at the pier. This has caused a total settlement of eighteen feet. This settlement was so great that the trusses of the pier finally necessitated the dismantling of the pier last winter. As the span lengths used were not a location decision has been made to replace the 300-foot span suspension bridge and to construct a bridge structure at the Chatanika River on the Circle Road.

Expenditure: \$5,933.26.

ROUTE 35D—WILLOW CREEK EXTENSION ROAD)

This road leaves Route 35E at Mile 20 and goes over the divide into Willow Creek.

Two and three-quarter miles of road have been metal culverts placed. This completes the road. Two miles remain to complete it to the Rainy Pass.

Expenditure: \$20,563.68.

ROUTE 35E—WASILLA-FISHHOOK.....(20 MILES TRAIL)

This road from Wasilla on The Alaska Railroad to the Mines is a very important one upon which

ALASKA ROAD COMMISSION.

	Wagon Road	Sled Road	Trail	Total Miles
.....	1½			1½
.....	7			7
.....	20			20
.....	15			15
.....	10		2	12
.....	16	24		40
.....			1	10
.....	9			40
.....			40	40
.....			5	5
.....	91½	24	200	315½

EXPENDITURES.

Material	Construction	Maintenance	TOTAL
.....		\$ 106.00	\$ 106.00
.....		120.00	120.00
.....		3,000.00	3,000.00
.....		300.00	300.00
.....		5,933.26	5,933.26
.....	\$14,000.00	6,563.68	20,563.68
.....		8,000.00	8,000.00
.....	3,000.00	2,947.96	5,947.96
42.14	31,232.91	11,000.00	42,232.91
.....		400.00	400.00
94.85	12,000.00	5,089.62	17,089.62
.....	3,966.35		3,966.35
.....		119.84	119.84
.....		50.00	50.00
00.00	4,121.87		4,121.87
.....	3,119.75		3,119.75
.....	2,018.56		2,018.56
36.99	\$73,459.44	\$43,630.36	\$117,089.80

ment of Agriculture; expenditure was for

Y PASS.....(127 MILES TRAIL)

ack Lean for \$800.00 to cut down the Happy River Road House. This was greatly relieved traffic through the hched the account at the end of the

VA.....(25 MILES TRAIL)

connecting the Government Railroad was put in excellent shape the year ssary.

ROUTE 35A—ARCHANGEL EXTENSION..(5 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. This road was completed to Mile Post 5. The chief items of work were:

Grading: one-half mile.
 Corduroy: 400 feet.
 Culverts: 6.
 Expenditure: \$3,000.00.

ROUTE 35B—MILE 26½-PALMER.....(8 MILES WAGON ROAD)

This road extends from Mile 11½ on Route 35E to Palmer Station on the Government Railroad. It runs through a very fertile farming district.

Expenditure: \$300.00.

ROUTE 35C—PALMER-MATANUSKA RIVER....(1½ MILES WAGON ROAD)

The chief work on this route has been the protective measures to save the river pier of the Mataruska Bridge. The entire river channel has shifted striking directly on this river pier and has caused a total settlement of eighteen feet since attacked. The settlement was so great that the trusses became badly warped and finally necessitated the dismantling of the bridge. This was done last winter. As the span lengths used require a river pier at this location decision has been made to replace this structure with a 300-foot span suspension bridge and to ship and re-erect the old bridge structure at the Chatanika River crossing on the Chatanika-Circle Road.

Expenditure: \$5,933.26.

ROUTE 35D—WILLOW CREEK EXTENSION....(7 MILES WAGON ROAD)

This road leaves Route 35E at Mile 20 and leads northwesterly over the divide into Willow Creek.

Two and three-quarter miles of road were graded and thirteen metal culverts placed. This completes the road over the summit and two miles remain to complete it to the Ready Bullion Mines.

Expenditure: \$20,563.68.

ROUTE 35E—WASILLA-FISHHOOK.....(20 MILES WAGON ROAD)

This road from Wasila on The Alaska R. R. to the Willow Creek Mines is a very important one upon which considerable effort was

concentrated. Two dump trucks were provided and used on this work and great progress in surfacing with gravel and otherwise improving it was made. The gravel surface was renewed throughout and the road dragged. A garage was constructed at Wasilla.

Expenditure: \$8,000.00.

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

This road served as the original artery from the head of ocean navigation at Knik to the Willow Creek Mines. With the completion and operation of the Government Railroad cutting across this road at Wasilla, the importance of the portion, Knik to Wasilla, was greatly reduced. However, the ranchers settled along the road now make considerable use of it in reaching Wasilla. For this reason effort was made last summer to start its rehabilitation. Starting at Wasilla eight miles were cleared and four miles regraded.

Expenditure: \$5,947.96.

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.

Expenditure: None.

ROUTE 51—TALKEETNA-CACHE CREEK....(16 MILES WAGON ROAD, 24 MILES SLED ROAD)

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

Work during the past year has consisted of fourteen acres of grubbing and four miles of grading. One mile of corduroy was laid. It is one of the most important new roads under construction by this commission and it is the intention to continue work this season.

In order to assist both winter and summer traffic into this active mining district a pack trail was blazed through the entire distance.

Expenditure:

Alaska Road Commission.....	\$26,990.77
Territory of Alaska.....	15,242.14

Total.....\$42,232.91

ROUTE 51A—UPPER YENTNA:

Further reconnaissance for a route the Upper Yentna was abandoned in favor of the Upper Yentna.

Expenditure: None.

ROUTE 75—ANCHORAGE-EAGLE RIVER ROAD, 1 MILE TRAIL)

This road is an important tributary to the main road. Several miles of road were stripped and graded. The road was completed from Anchorage to the crossing of the Government Railroad.

The plan for future work on this road is to complete it from the railroad crossing to make complete the road, seven miles from Anchorage. This will be a very serviceable belt line road about Anchorage.

Expenditure:

Alaska Road Commission.....	
Territory of Alaska.....	

Total.....

ROUTE 79D—ANCHORAGE WAREHOUSE

The requirements of both the Anchorage and Seward need for warehousing supplies and equipment were met but later to be shipped over the railroad. It was necessary the construction of repair buildings at Anchorage. The necessary buildings were included in the railroad reservation.

Expenditure: \$3,966.35.

ROUTE 79—SEWARD WAREHOUSE.

The necessity for warehouse space at Seward and with railroad connections has been provided. The need of shipments over the Alaska Railroad for repairs were made to warehouse turned over to the road.

Expenditure: \$119.84.

ROUTE 94—KODIAK-EBBERTS ROAD.....

This is an entirely new project. After work was started in the fall of 1922 and available rock cuts were made in the rock at all stages of the tide. This road is now usable at all stages of the tide. This road is of Kodiak with the ranches nearby.

Expenditure: \$3,119.75.

ks were provided and used on this surfacing with gravel and otherwise gravel surface was renewed throughout age was constructed at Wasilla.

.....(15 MILES WAGON ROAD)

original artery from the head of ocean low Creek Mines. With the completion of the Government Railroad cutting across this portion of the portion, Knik to Wasilla, the ranchers settled along the road in reaching Wasilla. For this reason to start its rehabilitation. Starting cleared and four miles regraded.

LIAMNA LAKE....(10 MILES WAGON ROAD)

ina Bay on Cook Inlet with Iliamna Lake, which drains into Bristol Bay. e from Cook Inlet to Bering Sea.

CHE CREEK....(16 MILES WAGON ROAD)

Falkeetna on the Government Railroad District and work on it has been summer of 1920.

ear has consisted of fourteen acres of grading. One mile of corduroy was important new roads under construction; the intention to continue work this

winter and summer traffic into this trail was blazed through the entire

mission.....	\$26,990.77
.....	15,242.14
.....	<hr/>
.....	\$42,232.91

ROUTE 51A—UPPER YENTNA:

Further reconnaissance for a route to the Kuskokwim via the Upper Yentna was abandoned in favor of the new Kobi-McGrath Route.

Expenditure: None.

ROUTE 75—ANCHORAGE-EAGLE RIVER.....(9 MILES WAGON ROAD, 1 MILE TRAIL)

This road is an important tributary road to Anchorage. Four miles of road were stripped and graded. This road is now nearly completed from Anchorage to the crossing of the Alaska Railroad.

The plan for future work on this road contemplates extending it from the railroad crossing to make connection with the Whitney Road, seven miles from Anchorage. This will make this road into a very serviceable belt line road about Anchorage.

Expenditure:

Alaska Road Commission.....	\$15,394.77
Territory of Alaska.....	1,694.85

Total.....\$17,089.62

ROUTE 79D—ANCHORAGE WAREHOUSE:

The requirements of both the Anchorage local roads and the need for warehousing supplies and equipment received at Anchorage but later to be shipped over the railroad to the interior made necessary the construction of repair and storage facilities at Anchorage. The necessary buildings were erected on land included in the railroad reservation.

Expenditure: \$3,966.35.

ROUTE 79—SEWARD WAREHOUSE.

The necessity for warehouse space near the Seward docks and with railroad connections has been pressing with the increase of shipments over the Alaska Railroad for our interior work. Minor repairs were made to warehouse turned over by the Alaska Railroad.

Expenditure: \$119.84.

ROUTE 94—KODIAK-EBBERTS ROAD.....(5 MILES TRAIL)

This is an entirely new project. After thorough investigation work was started in the fall of 1922 and with a small allotment available rock cuts were made in the rock bluffs to make this trail usable at all stages of the tide. This trail connects the town of Kodiak with the ranches nearby.

Expenditure: \$3,119.75.

EXAMINATIONS AND SURVEYS.

ROUTE 83—TALKEETNA-IRON CREEK (40 MILES TRAIL)

A thorough reconnaissance was made into Iron Creek in the Upper Talkeetna. Two routes were followed. Stream crossings were studied and all information obtained bearing upon the cost of opening up a route into this region.

Expenditure: \$50.00.

ROUTE 93—CHULITNA BRIDGE.

Reconnaissance was made and plans drawn for a 360-foot suspension bridge across the Upper Chulitna River to make this mineralized ground to the west of that stream accessible from the Alaska Railroad. Material was obtained for this structure and it was erected late in the spring.

Expenditures: \$4,121.87.

ROUTE 95—KANATAK.

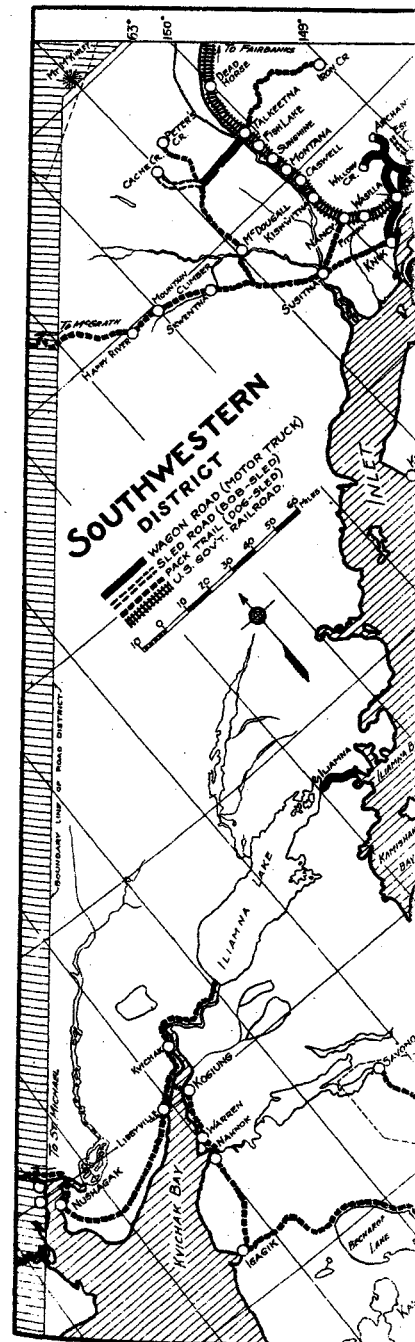
The Engineer Officer made a reconnaissance of the route to the Pearl Creek Oil Dome now being prospected by the Associated and Standard Oil Companies. The route used by these companies in freighting the equipment they require for drilling leads from Kanatak, at the head of Portage Bay, to the dome lying fourteen miles in the interior on the Bristol Bay drainage basin. Work in ameliorating the overland conditions met with was deemed advisable in view of the operations now under way in this field, and road work was begun near the end of the fiscal year.

Expenditure: \$2,018.56.

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	12			12
35I*	Moose-Palmer	2			2
35J*	Wasilla-Matanuska	11			11
35K	Matanuska Trunk Road	8			8
35L*	Palmer-Matanuska	5			5
35M*	Knik-Corduroy				
35N	Houston-Willow Creek		28		28
35P	Moose Creek-Baxter Mine	5			5
36**	Valdez-Mineral Creek	10½			10½
36A**	Granby Road	5			5
75A	Anchorage-Lake Spenard	3½			3½
75B	Whitney Road	7			7
Totals		74½	28		102½

(*)—No expenditure during fiscal year.
 (**)—In Valdez District.



ALASKA ROAD COMMISSION.

ROADS AND SURVEYS.

IRON CREEK (40 MILES TRAIL)

Reconnaissance was made into Iron Creek in the summer of 1915. Stream crossings were followed. Stream crossings were obtained bearing upon the cost of the region.

BRIDGE.

Plans and maps drawn for a 360-foot bridge over the Upper Chulitna River to make this part of that stream accessible from the coast. This was obtained for this structure and it is being built.

7.

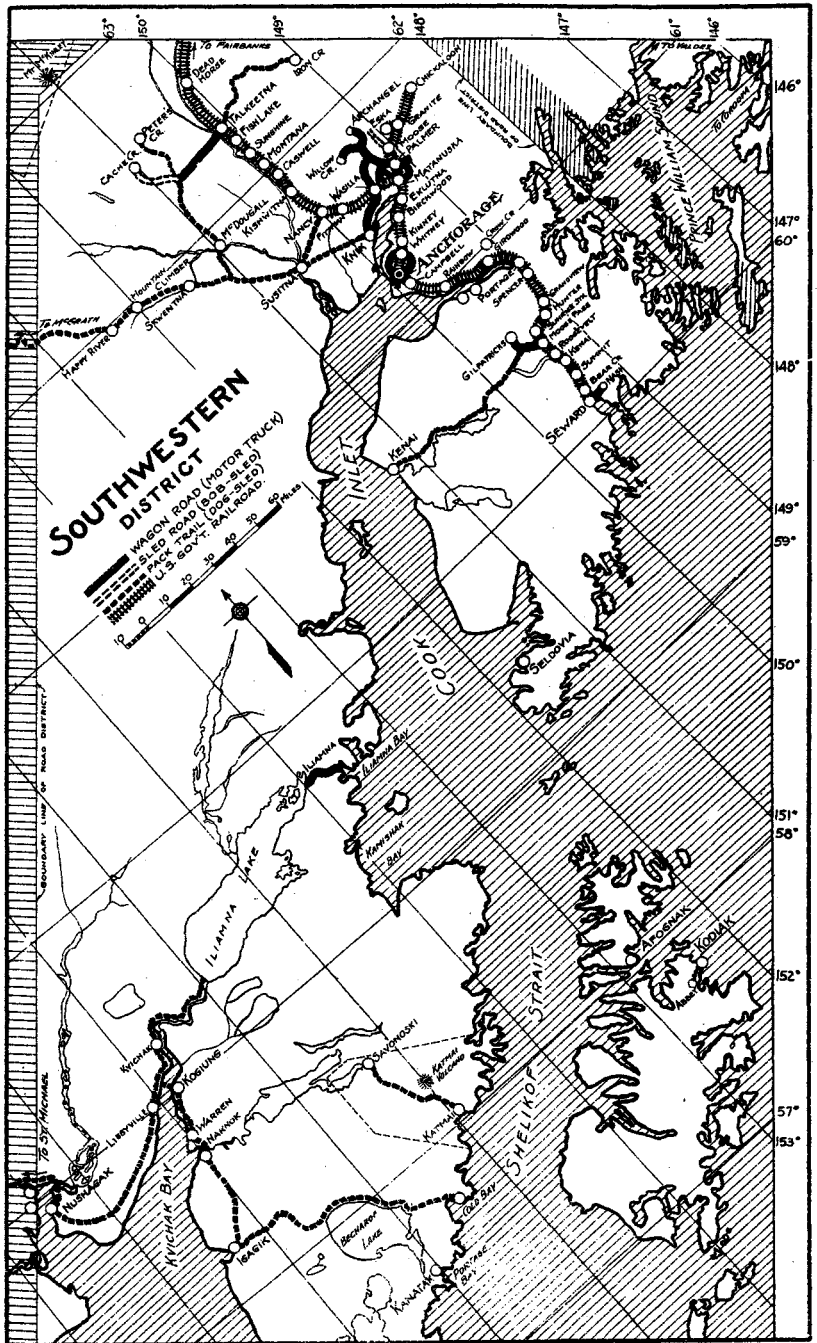
Reconnaissance of the route to the dome now being prospected by the Associated Companies. The route used by these companies is from Portage Bay, to the dome lying fourteen miles from the Bristol Bay drainage basin. Work and conditions met with were deemed satisfactory and operations now under way in this field, near the end of the fiscal year.

3.

TRAIL PROJECTS.

Route	Wagon Road	Sled Road	Trail	Total Miles
Portage Bay to Iron Creek	2 1/2		3	2 1/2
.....	3			12
.....	12			2
.....	2			11
.....	11			8
.....	8			5
.....	5			28
.....		28		28
.....	5			5
.....	10 1/2			10 1/2
.....	5			5
.....	3 1/2			3 1/2
.....	7			7
.....	74 1/2	28		102 1/2

ending fiscal year.



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.

To make this piece of road reasonably passable will take about \$5,000.00 for graveling. The present condition is poor.

Expenditure: None.

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

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

Expenditure: None.

ROUTE 35H—WASILLA-FINGER LAKE..(12 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, and then continues on to Palmer. It runs through the richest part of the Matanuska Valley and serves a great many ranchers.

Five and one-half miles were grubbed and graded last season at a cost of \$592.00 per mile.

The road is now in good condition.

Total expenditure: \$5,806.84.

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.

Expenditure: None.

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.

Expenditure: None.

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 at its junction with the Mile 26½-Palmer Road, Route 35B. Minor repairs, regrading and dragging were performed.

Expenditure: \$323.69.

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.

Expenditure: None.

ROUTE 35M—KNIK-CORDUROY.

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

Expenditure: None.

ROUTE 35N—HOUSTON-WILLOW CREEK... (28 MILES SLED ROAD)

This route forms the winter road to the mining properties on the Willow Creek side of the divide in the Willow Creek District. Road brushed out and widened for twenty miles.

Expenditure: \$940.32.

ROUTE 35P—MOOSE CREEK-BAXTER MINE... (5 MILES WAGON ROAD)

Work was initiated on this road from Moose Creek Station on the Chickaloon Branch of the Alaska Railroad to the coal mines and quartz properties along Moose Creek. Substantial work was performed throughout in clearing, corduroying, ditching and draining.

Expenditure: \$2,218.62.

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 autoists in the summer time. It gives the City a much needed outlet and eventually should be a loop through the promising agricultural country to the Whitney Road, Route 75B. The work performed consisted of dragging the entire length of the road, too narrow and should be widened about 10 feet at a cost of about \$4,000.00.

Total Expenditure: \$159.50.

ROUTE 75B—WHITNEY ROAD... (7 MILES)

This road runs from Anchorage, Mile 114 Government Railroad, to Whitney's Ranch. It is used by autoists, ranchers, wood-haulers, etc. It should be widened as far as Whitney Station at Mile 119 Government Railroad, preparatory to connecting it with the Eagle River Road, Route 75, by way of Otter Lake. The cost should be about \$10,000.00. The section from Whitney Station to the Ranch should eventually be extended to connect with the Anchorage-Lake Spenard Road, Route 75A. General maintenance was performed.

Expenditure: \$388.20.

DISTRIBUTION OF EXPENDITURE

Type	Miles*	Expenditures
Wagon Road	81½	
Sled Road	24	
Trail	46	
Totals	151½	\$116,463.80

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

erves a great number of farmers along
l, about Mile 6 from Matanuska, it is
r Lake Road, Route 35H. It terminates
ile 26½—Palmer Road, Route 35B. Minor
ging were performed.

MATANUSKA....(5 MILES WAGON ROAD)
skan Engineering Commission tote road
Branch of the Government Railroad be-
aska. It runs through the heart of the
tanuska Valley. It is in fair condition.

UROY.
corduroy put in near Knik several years
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WILLOW CREEK....(28 MILES SLED
e winter road to the mining properties
of the divide in the Willow Creek Dis-
and widened for twenty miles.

MOOSE CREEK-BAXTER MINE....(5 MILES WAGON
on this road from Moose Creek Station
of the Alaska Railroad to the coal mines
ng Moose Creek. Substantial work was
learing, corduroying, ditching and draining.
62.

VALDEZ CREEK....(10½ MILES WAGON
described under Valdez District.

VALDEZ ROAD.....(5 MILES WAGON ROAD)
described under Valdez District.

LAKE SPENARD....(3½ MILES WAGON
Anchorage, at Mile 114 Government Rail-
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. The road is
too narrow and should be widened about 10 feet and regraded, at
a cost of about \$4,000.00.

Total Expenditure: \$159.50.

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 \$10,000.00. 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.

General maintenance was performed.
Expenditure: \$388.20.

DISTRIBUTION OF EXPENDITURES.

Type	Miles*	Expenditures	Unit Cost Dollars per Mile
Wagon Road	81½		
Sled Road	24		
Trail	46		
Totals	151½	\$116,463.80	\$768.75

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

YUKON DISTRICT.

H. W. Sterling, Superintendent (July 1, 1922, to November 30, 1922).

Ike P. Taylor, Superintendent, (December 1, 1922, to June 30, 1923).

Abe McKinnon; Assistant Superintendent, Chatanika.

There are 53 sub-projects in this district, of which 5 have been abandoned; 32 of the remaining 48 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 ties into the Railroad in this district as follows:

Main Line Mile	Route
320 Carlson's Roadhouse	76 U. S. R. R.-Valdez Creek
348—McKinley Park	46D McKinley Park Trail
363 Lignite	46B Lignite-Kantishna
371 Moose Creek	88 Moose Creek Road
387 Kobi	46 Kobi-Diamond-McGrath
411 Nenana	46C Nenana-Knight's Roadhouse
432 Dunbar	5A Dunbar-Fort Gibbon
	63 Dunbar-Brooks
463 Happy	7D Ester Creek
	7R Goldstream-O'Connor Creek
470 Fairbanks	4K Fairbanks-Salchaket
	4J Salchaket-Richardson
	4I Richardson-Grundler
	4H2 Grundler-Rapids
	7G Fairbanks-Gilmore
	7J Fairbanks-Chena Hot Springs
	7N Farmers Birch Hill
	7T Farmers Chena Slough
	31 Caribou Creek
Chatanika Branch: Mile	Route
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 abandoned:

Sub-Project No.	Name of Route	Wagon Road
5*	Ester-Fort Gibbon	
7E	Vault Creek	2
7F	Vault Creek-Treasure Creek	1½
7L	Chena-Ester	4
7M	Fairbanks-Tanana Landing	3
Totals		10½

(*)—Ester-Dunbar section, 27 miles only, of Route. Original route was 148 miles long.

All winter mail to the westward was from Fairbanks and followed the Ester-Fort G the completion of the Government Railroad, the railroad at Dunbar and follows the Dunbar this same sled road.

The Vault Creek and Vault Creek-Treasure connect the old town of Vault with claims or with the Happy-Chatanika Railroad. No work on these routes for a number of years and the occasion for doing any work. Present condition fair.

The Chena-Ester Road connects the abandoned on the Tanana River with Ester City on Ester not been used for several years. The Fair Road connects Fairbanks with the Tanana River old original Fairbanks-Valdez Road. No more on this road for many years nor are present condition fair.

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

FEDERAL PROJECTS

Sub-Project No.	Name of Route	Wagon Road
4A	Doolittle-Washburn	
4H2	Rapids-Grundler	48
4I	Grundler-Richardson	20½
4J	Richardson-Salchaket	30
4K	Salchaket-Fairbanks	40
5A	Dunbar-Fort Gibbon	
7B	Fox-Olnes	13
7C	Summit-Fairbanks Creek	13

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

Sub-Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
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
	Totals	10½	27		37½

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

IN DISTRICT.

nt (July 1, 1922, to November 30, 1922).

nt, (December 1, 1922, to June 30, 1923).

stant Superintendent, Chatanika.

ts in this district, of which 5 have been
ing 48 are road or trail feeders directly
nt Railroad, and the balance are ex-
into the more remote sections of the
roads and trails devised by this Board
his district as follows:

- Route
- 76 U. S. R. R.-Valdez Creek
- 46D McKinley Park Trail
- 46B Lignite-Kantishna
- 88 Moose Creek Road
- 46 Kobi-Diamond-McGrath
- 46C Nenana-Knight's Roadhouse
- 5A Dunbar-Fort Gibbon
- 63 Dunbar-Brooks
- 7D Ester Creek
- 7R Goldstream-O'Connor Creek
- 4K Fairbanks-Salchaket
- 4J Salchaket-Richardson
- 4I Richardson-Grundler
- 4H2 Grundler-Rapids
- 7G Fairbanks-Gilmore
- 7J Fairbanks-Chena Hot Springs
- 7N Farmers Birch Hill
- 7T Farmers Chena Slough
- 31 Caribou Creek

- Route
- 7B Fox-Olnes
- 7G Fairbanks-Gilmore
- 7I Gilmore-Summit
- 7B Olnes-Fox
- 7K Olnes-Livengood
- 7H Little Eldorado Creek
- 7A Summit-Chatanika
- 7C Summit-Fairbanks Creek
- 16 Chatanika-Miller House
- 15 Circle-Miller House
- 23A Chatanika-Beaver

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 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 PROJECTS.

Sub-Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
4A	Donnelly-Washburn		55		55
4H2	Rapids-Grundler	48			48
4I	Grundler-Richardson	20½			20½
4J	Richardson-Salchaket	30			30
4K	Salchaket-Fairbanks	40			40
5A	Dunbar-Fort Gibbon		121		121
7B	Fox-Olnes	13			13
7C	Summit-Fairbanks Creek	13			13

Sub-Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
7D	Ester Creek	13			13
7G	Fairbanks-Gilmore	13			13
7H	Little Eldorado	1½			1½
7I	Gilmore-Summit	6			6
7J	Fairbanks-Chena Hot Springs	2½	61½		64
7K	Olmes-Livengood		54		54
7R	Goldstream-O'Connor Creek		6		6
9	Rampart-Eureka	6½	21		27½
15	Circle-Miller House	49			49
16	Chatanika-Miller House	9	72		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			85	85
29	Fort Gibbon-Koyukuk			198	198
29A	Betties-Coldfoot		52½		52½
30	Hot Springs Landing-Eureka	24			24
31	Caribou Creek		46		46
46	Kobi-Eureka		60	35	95
46A	Roosevelt-Kantishna	34			34
46B	Lignite-Kantishna			85	85
46C	Nenana-Knight's Roadhouse			42	42
46D	McKinley Park Trail			86	86
46E	Diamond-McGrath			190	190
47	Coldfoot-Wiseman	1	11		12
59	Fairbanks Bridge				
63	Dunbar-Brooks		63		63
63A	Brooks-Terminal	13			13
76	Gov't. R.R.-Valdez Creek		55		55
88	Gov't R.R.-Moose Creek	6			6
90D	Shelter Cabins				
Totals		352	798	1142	2293

EXPENDITURES.

Sub-Project No.	Federal	Territorial	Construction	Maintenance	TOTAL
4A					
4H2	\$ 4,018.40			\$ 4,018.40	\$ 4,018.40
4I	5,903.39			5,903.39	5,903.39
4J	27,223.63		\$14,000.00	13,223.63	27,223.63
4K	49,033.47		33,000.00	16,033.47	49,033.47
5A	3,357.85			3,357.85	3,357.85
7B	394.65			394.65	394.65
7C	500.00			500.00	500.00
7D	200.00			200.00	200.00
7G	181.10			181.10	181.10
7H					
7I	1,776.75			1,776.75	1,776.75
7J	179.49			179.49	179.49
7K	315.82			315.82	315.82
7R					
9	1,759.63			1,759.63	1,759.63
15	5,514.69			5,514.69	5,514.69
16	29,714.39		18,000.00	11,714.39	29,714.39
17	300.00			300.00	300.00
22	3,353.30			3,353.30	3,353.30
23A					
23B	1,689.96			1,689.96	1,689.96
23C	324.00			324.00	324.00
23D					
23E	252.42			252.42	252.42
29	260.75			260.75	260.75
29A	2,594.58			2,594.58	2,594.58
30	6,514.47			6,514.47	6,514.47
31	1,855.83			1,855.83	1,855.83
46	9,011.84		8,000.00	1,011.84	9,011.84
46A	13,424.75	\$ 6,220.99	12,000.00	7,645.69	19,645.69
46B	769.02			769.02	769.02

Sub-Project No.	Federal	Territorial	Const.
46C	612.80		
46D	1,998.90		1.99
46E	5,979.81		5.97
47	40.00		
59	425.69		
63	1,557.33	2,000.00	1.00
63A			
76	4,657.39		4.00
88			
90D		1,400.00	1.40
Totals	\$185,696.05	\$ 9,620.99	\$99.37

ROUTE 4A—DONNELLY-WASHBURN.....

This is a winter cut-off for sled traffic 245, and Washburn, Mile 314, Richardson distance is thus about fourteen miles. Prior to the Government Railway, all winter mails Alaska passed over this route, first from Fairbanks to Cordova, via Chitina, to Fairbanks. Trails radiate to all inhabited parts of interior Alaska. This route was last used during the winter of 1920-1921.

Expenditure: None.

ROUTE 4H2—RAPIDS-GRUNDLER..... (48 Miles)

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

Four miles of road near Pillsbury Dike dike built at Jarvis Creek to protect the culverts were rebuilt. A bridge was built over the dike.

Expenditures: \$4,018.40.

ROUTE 4I—GRUNDLER-RICHARDSON..... (ROAD)

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

Early work consisted of repairing sections of the road at Grundler.

General repairs were given with work on the first seven miles south of Richardson. Here the surface renewed, and ten metal culverts placed.

Expenditure: \$5,903.39.

ROUTE 4J—RICHARDSON-SALCHAKET..... (ROAD)

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

The repairs started in the season of 1921 on the very soft roadway along and to the south of Birch Lake were completed. Using decomposed granite for surfacing, five and one-half miles were thoroughly metaled and this stretch of roadway, formerly a quagmire in any but the very driest weather, is now of the highest quality. Five thousand cubic yards of graveling were placed and fifty-one culverts built.

Expenditure: \$27,223.63.

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.

Effort has continued to gravel all of this road as the making of an excellent roadway chiefly rests on placing a substantial surface throughout. Loading gravel with a Marion Steam Shovel and transporting the same with tractors and dump trucks, ten thousand cubic yards of gravel were placed, completing the graveling to the eighteen mile roadhouse.

This portion of the Richardson Road was also brushed out throughout the entire length and a few culverts renewed.

The Pile Driver Bridge, an important structure built of local spruce timber, was replaced during the last season. Two 90-foot spans were erected, Douglas Fir timber being used throughout. New abutments and river piers were driven, using native spruce piling.

The cost of erecting this bridge, including building abutments and pier is as follows:

a	Freighting 70 tons Fairbanks to Piledriver.....	\$	840.00
b	Local purchases		415.63
c	Rental of plant.....		106.50
d	Wages and salaries.....		4,887.78

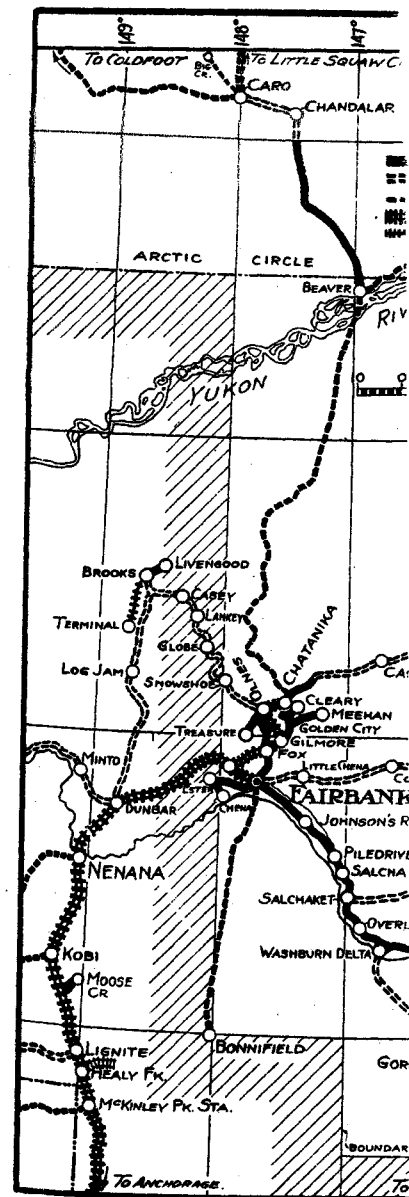
Totals.....\$ 6,249.91

Expenditure: \$49,033.47.

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

This is the winter mail trail between Dunbar, Mile 432, 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 road was brushed out between Fort Gibbon and American Creek and a number of small bridges repaired. New bridges,



ALASKA ROAD COMMISSION.

The season of 1921 on the very soft south of Birch Lake were completed, surfacing, five and one-half miles were a stretch of roadway, formerly a driest weather, is now of the highest yards of graveling were placed and

FAIRBANKS.. (40 MILES WAGON ROAD)

A section of the Richardson Highway, that had a great deal of attention for years, and, of the country passed through will be completed.

Available all of this road as the making rests on placing a substantial surface with a Marion Steam Shovel and transporters and dump trucks, ten thousand yards of graveling, completing the graveling to the

Richardson Road was also brushed out and a few culverts renewed.

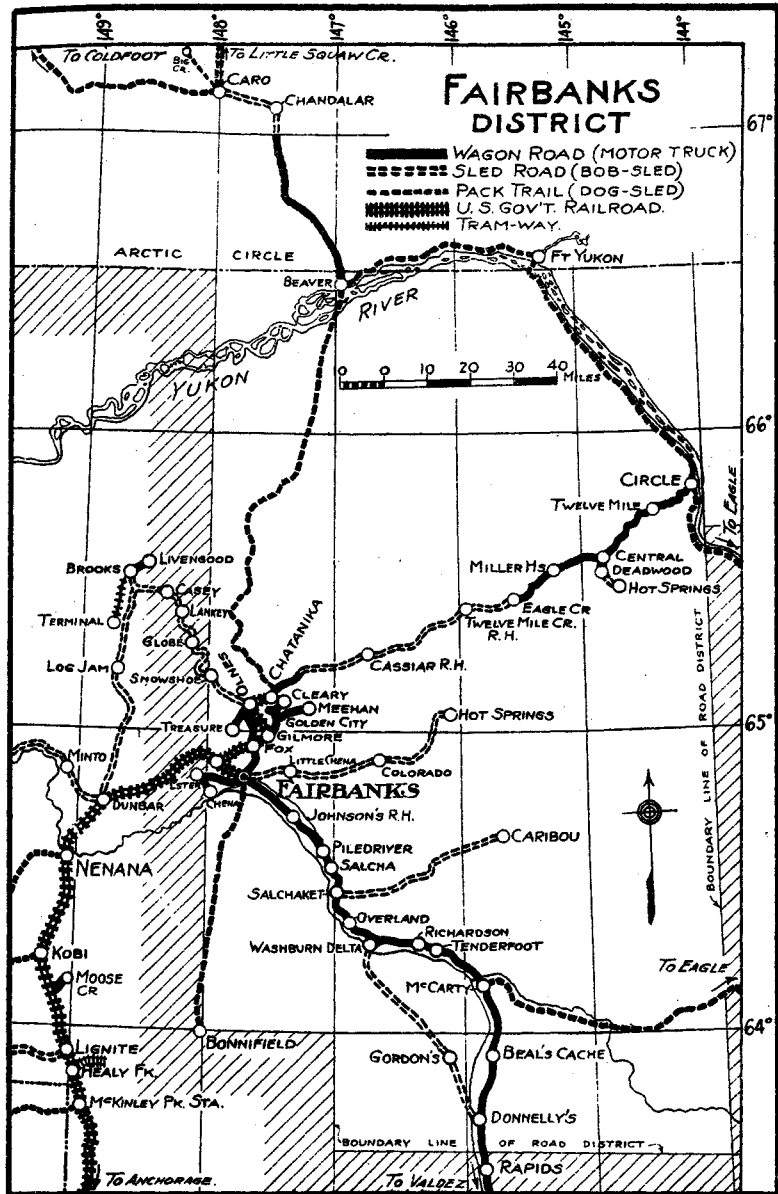
An important structure built of local timber during the last season. Two 90-foot timber being used throughout. New bridges driven, using native spruce piling. A bridge, including building abutments

.....\$	840.00
.....	415.63
.....	106.50
.....	4,887.78
.....	<u>6,249.91</u>

FAIRBANKS TO NENANA..... (121 MILES SLED ROAD)

A trail between Dunbar, Mile 432, on the south bank of the Yukon River, to an army post of Fort Gibbon at the mouth of the Yukon River. This route was formerly the Gibbon Road with distance of 148 miles. The Government Railroad the section between Dunbar and Fort Gibbon is no longer used.

Between Fort Gibbon and American River bridges repaired. New bridges,



thirty foot span each, were built over Woodchopper and Rock Creeks.

One thousand feet of side hill grading was done at Baker Creek Bluff.

Expenditure: \$3,357.85.

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

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

Federal expenditure: \$394.65.

ROUTE 7C—SUMMIT-FAIRBANKS CREEK....(13 MILES WAGON ROAD)

This road 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.

Renewed activity, both in dredging and in prospecting, has added importance to this road. With the use of Territorial divisional funds, sixty-six hundred feet of new road, keeping to a maximum of five per cent, was constructed at Bear Creek Summit. In addition, with Federal funds, four bridges were rebuilt and minor repairs made on lower Fairbanks Creek.

Federal expenditure: \$500.00.

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

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

Federal expenditure: \$200.00.

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

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

Federal expenditure: \$181.10.

ROUTE 7H—LITTLE ELDORADO.....(1½ MILES WAGON ROAD)

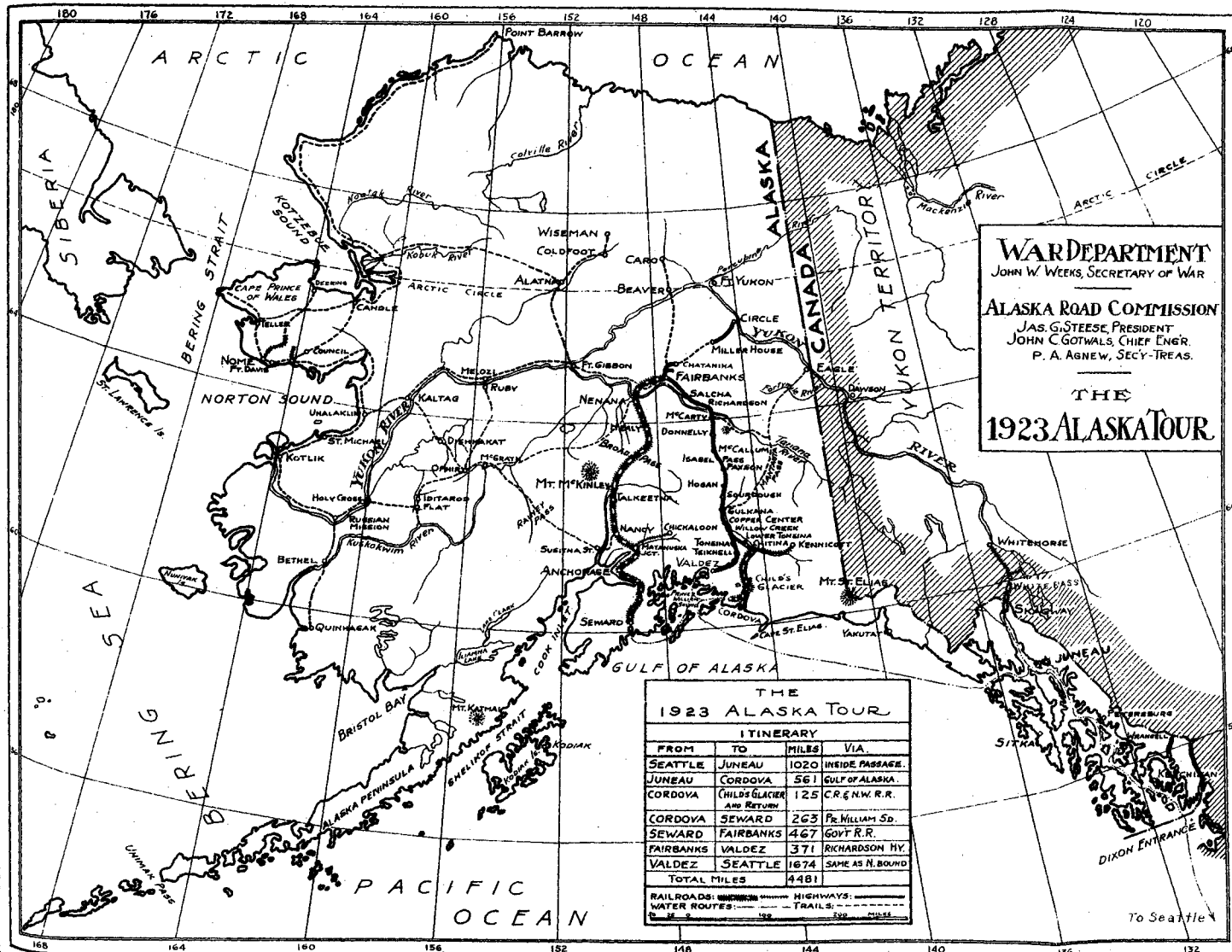
This is a cooperative project, partly supported by Territorial divisional funds, as described below:

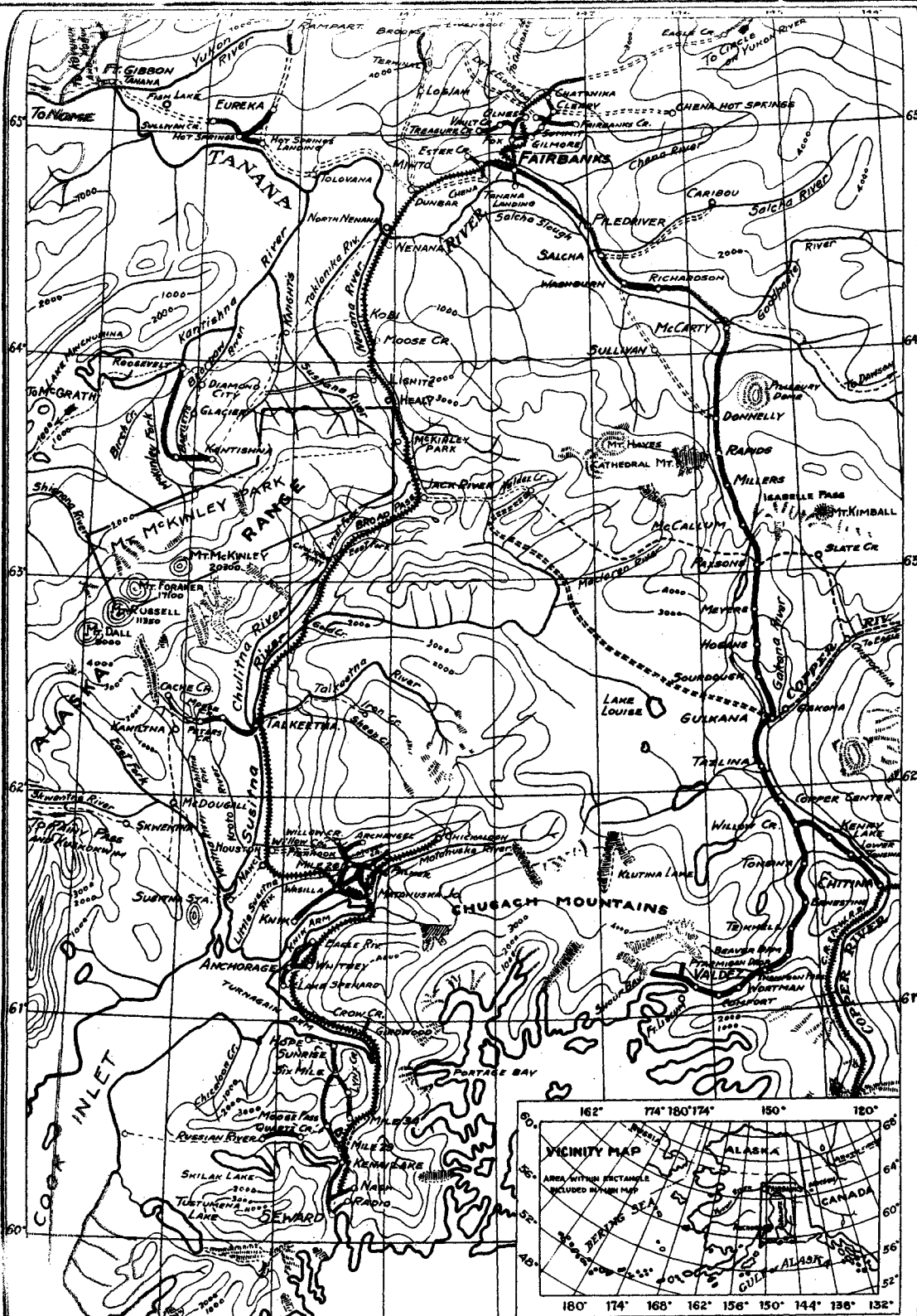
Federal expenditure: None.

ROUTE 7I—GILMORE-SUMMIT.....(6 MILES WAGON ROAD)

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

Federal expenditure: \$1,776.75.





GOVERNMENT RAILROAD
AND HIGHWAY FEEDERS.

WAGON ROADS (MOTOR TRUCK)

RAILROADS

SLED ROADS (BOB SLED)

TRAMWAYS

PACK TRAILS (DOUBLE ENDER OR DOG TEAM)

ALASKA ROAD COMMISSION - 1921

ROUTE 7J—FAIRBANKS-CHENA HOT SPRINGS... (2½ MILES WAGON ROAD, 61½ MILES SLED ROAD)

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

Federal expenditure: \$179.49.

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

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

Federal Expenditure: \$315.82.

ROUTE 7R—GOLDSTREAM-O'CONNOR CREEK... (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 had been spent on this route for over ten years until the season between July 1 and October 31, 1921.

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

Expenditure: None.

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.

Work was initiated this season to bring this road to standard. Fifteen culverts were rebuilt, one mile of corduroy repaired, and road brushed out for three miles.

Expenditure: \$1,759.63.

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

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

Minor repairs to bridges and to Birch Creek Ferry were made.
Expenditure: \$5,514.69.

ROUTE 16—CHATANIKA-MILLER HOUSE..... (9 MILES WAGON ROAD, 72 MILES SLED ROAD)

This connects the town of Chatanika, at the end of branch line of Government Railroad, with Miller House in the Circle placer

district, being a part of the through section of the proposed extension of th

Construction on this road was cont road were completed during the season through the flats along the Chatanika swampy character of the material was v are the main items of work:

Grubbing—32 feet wide.....
Ditching, both sides.....
Corduroy, 12 feet wide.....
Grading
Graveling
Bridges, over 12 ft. span.....

The clearing has been carried two In addition, the Eagle and Twelve Mile s and some regrading was done on the sled

Winter work on this road continued a structure four hundred feet long, was are being used—one hundred and fifty a respectively.

Expenditure: \$29,714.39.

ROUTE 17—FORT GIBBON-KALTAG.....

This is purely a winter mail trail u the army post of Fort Gibbon at the con Yukon Rivers to Kaltag on the Lower route for the distribution of mail along t It follows the Yukon on the ice practica

No work is ever done on this ro months. It has been the custom in the hundred dollars to the mail carrier to s after year, to replace bridges over Mason

Expenditure: \$300.00.

ROUTE 22—HOT SPRINGS-SULLIVAN GON ROAD)

This road connects the town of Hot the Tanana River, with the placer produc van Creek. Minor repairs were made chi
Expenditure: \$3,353.30.

ROUTE 23A—CHATANIKA-BEAVER.....

This is an old winter trail between the end of the branch line of the Government

LASKA ROAD COMMISSION.

**TANANA HOT SPRINGS.....(2½ MILES
½ MILES SLED ROAD)**

Project, partly supported by Territorial
below:
\$179.49.

WALDOOD.....(54 MILES SLED ROAD)

Project, partly supported by Territorial
below:
\$315.32.

O'CONNOR CREEK.....(6 MILES SLED ROAD)

The railroad with prospective placer
a tributary of Goldstream, which the
is 100 feet from the railroad.

It has been on this route for over ten years until
and October 31, 1921.

The road is in good and no further work need be done
coveries on the Creek warrant it.

**EUREKA.....(6½ MILES WAGON ROAD, 21
MILES SLED ROAD)**

The town of Rampart on the Yukon
of Eureka on Eureka Creek, waters of
the Yukon. The first 6½ miles out of Rampart
The remaining 21 miles are only a

season to bring this road to standard.
It, one mile of corduroy repaired, and
miles.

WALDOOD.....(49 MILES WAGON ROAD)

Circle City on the Yukon River with the
section will be the final link in the pro-
Richardson Highway from the Coast to the

and to Birch Creek Ferry were made.

**MILLER HOUSE.....(9 MILES WAGON
SLED ROAD)**

town of Chatanika, at the end of branch
d, 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.

Construction on this road was continued and five miles of new
road were completed during the season. The work was performed
through the flats along the Chatanika River and due to the soft,
swampy character of the material was very difficult. The following
are the main items of work:

Grubbing—32 feet wide.....	1.9 miles
Ditching, both sides.....	1.7 "
Corduroy, 12 feet wide.....	1.5 "
Grading	3.7 "
Graveling	2.2 "
Bridges, over 12 ft. span.....	4 "

The clearing has been carried two miles beyond the grading.
In addition, the Eagle and Twelve Mile Summits were well tripoded
and some regrading was done on the sled road to Circle.

Winter work on this road continued and the Chatanika Bridge,
a structure four hundred feet long, was erected. Two river spans
are being used—one hundred and fifty and one hundred feet spans,
respectively.

Expenditure: \$29,714.39.

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 necessary
route for the distribution of mail along the river below Fort Gibon.
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 three to six
hundred dollars to the mail carrier to stake the Yukon and, year
after year, to replace bridges over Mason and Illinois Creeks.

Expenditure: \$300.00.

**ROUTE 22—HOT SPRINGS-SULLIVAN CREEK.....(9 MILES WA-
GON ROAD)**

This road connects the town of Hot Springs, two miles from
the Tanana River, with the placer producing creek known as Sulli-
van Creek. Minor repairs were made chiefly during the break-up.

Expenditure: \$3,353.30.

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 serving as a point of supply for the Chandalar mining district.

No work has been done on this trail since 1910.

A reconnaissance was made in view of increased activity in the Chandalar mining district as a result of which this route will be rehabilitated during the current season.

Expenditure: None.

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.

A very thorough investigation of this route was made by the Territorial Surveyor General during the summer of 1922. All the workings were visited. It was found that with improvement on the six miles just preceding Beaver this entire road could be classed as a fair wagon road.

In addition, material for three cableways to be erected on the larger streams for use in summer time was shipped to Beaver. These will be freighted in this winter and erected in the summer.

Interest is increasing in this old district; the production of the Chandalar district, a tributary to this road, is also increasing.

Expenditure: \$1,689.96.

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 \$5,000.00.

It is contemplated putting in a passenger trolley carrier across Middle Fork for mushers.

Expenditure: \$324.00.

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 \$24,000.00.

Expenditure: None.

ROUTE 23E—CARO-COLDFOOT.....(85 MILES TRAIL)

Foreman Ross Kinney 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 85 miles and the estimated cost of building a suitable winter sled road is placed at \$10,000.00. Locations were selected for cableways.

Expenditure: \$252.42.

ROUTE 29—FORT GIBBON-KOYUKUK.....

This route is the old mail trail from Fort Gibbon on the Yukon River to Bettles, the head of navigation on the Yukon. A large amount of work was done in renewing blazes.

Expenditure: \$260.75.

ROUTE 29A—BETTLES-COLDFOOT.....(52½ MILES)

This road connects the town of Bettles with the town of Coldfoot in the Upper Koyukuk.

Foreman Ross Kinney made a winter reconnaissance of this district and brushed out the sled road Bettles-Coldfoot for fifteen miles of the trail. This work gave ground for the construction of cableways planned for next winter. Improvement will have been made in this remote district.

Expenditure: \$2,594.58.

ROUTE 30—HOT SPRINGS LANDING-EURIE LANDING (GON ROAD)

This road serves as a means of transportation from Hot Springs Landing on the Tanana River to Eurie Landing. Hot Springs and the placer mining camps in the district.

Very substantial improvement and rehabilitation was made on this road during the past season. The road was widened for a distance of twenty-two miles, four bridges were rebuilt, culverts were rebuilt, and drainage restored.

Expenditure: \$6,514.47.

ROUTE 31—CARIBOU CREEK.....(45 MILES TRAIL)

The Salchaket-Caribou Creek route is a winter trail cut in 1908, at the time of a placer excitement. It connects Munson's Roadhouse, Mile 330, Richardson Highway, the former center of activity on Caribou Creek, to Salchaket. Nothing had been done on this route during the last winter.

Due to the bonding of a large group of placer miners, the route was rehabilitated last winter. The route built, the entire route was brushed out, and 200 tons of freight were landed at the head of Caribou Creek after leaving Seattle.

Before completion of The Alaska Railroad, it was necessary for these supplies to have been shipped to St. Michael by ocean carrier, and then up the Yukon River to Fairbanks by barge during the short season. This would then have lain in Fairbanks until spring weather favorable.

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this trail since 1910.
le in view of increased activity in
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ent season.

.....(75 MILES SLED ROAD)

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handalar mining district.
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three cableways to be erected on the
ummer time was shipped to Beaver.
winter and erected in the summer.
his old district; the production of the
to this road, is also increasing.

.....(45 MILES TRAIL)

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Yukon and double-ender sleds. It
standard for about \$5,000.00.
in a passenger trolley carrier across

.....(45 MILES SLED ROAD)

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.....(85 MILES TRAIL)

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ate a feasible winter route from the
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e by this route is 85 miles and the
uitable winter sled road is placed at
ected for cableways.

ROUTE 29—FORT GIBBON-KOYUKUK.....(198 MILES TRAIL)

This route is the old mail trail from Fort Gibbon on the Yukon River to Bettles, the head of navigation on the Koyukuk. A small amount of work was done in renewing blazes by the mail contractor.
Expenditure: \$260.75.

ROUTE 29A—BETTLES-COLDFOOT.....(52½ MILES SLED ROAD)

This road connects the town of Bettles with the mining activities in the Upper Koyukuk.
Foreman Ross Kinney made a winter reconnaissance into this district and brushed out the sled road Bettles to Coldfoot, relocating fifteen miles of the trail. This work gave great relief and with the construction of cableways planned for next season vast improvement will have been made in this remote district.
Expenditure: \$2,594.58.

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

This road serves as a means of transporting supplies from the base at Hot Springs Landing on the Tanana River to the town of Hot Springs and the placer mining camps in the vicinity of Eureka.
Very substantial improvement and rehabilitation was made on this road during the past season. The road was brushed out for a distance of twenty-two miles, four bridges and twenty-seven culverts were rebuilt, and drainage restored.
Expenditure: \$6,514.47.

ROUTE 31—CARIBOU CREEK.....(46 MILES SLED ROAD)

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, Mile 330, Richardson Highway, with the former center of activity on Caribou Creek, a tributary of the Salchaket. Nothing had been done on this route since 1914 until last winter.
Due to the bonding of a large group of claims by a strong company, the route was rehabilitated last winter, bridges were built, the entire route was brushed out, and 200 tons of miscellaneous freight were landed at the head of Caribou Creek within sixty days after leaving Seattle.
Before completion of The Alaska Railroad, it would have been necessary for these supplies to have been shipped from Seattle to St. Michael by ocean carrier, and then up the Yukon and Tanana Rivers to Fairbanks by barge during the short open season. They would then have lain in Fairbanks until snow conditions became favorable.

Last winter the freight was through billed to Fairbanks via Seward and The Alaska Railroad and then freighted over the snow the 86 miles out the Richardson Highway and up the Salchaket with caterpillar tractors and trailers.

Expenditure: \$1,855.83.

ROUTE 46—KOBIEUREKA.....(60 MILES SLED ROAD, 35 MILES TRAIL)

This route connects Kobi Station (Mile 387 on the Government Railroad), 24 miles south of Nenana, with Kantishna post office 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.

In connection with the through mail trail to McGrath and to permit the utilization of this trail as a sled road, very heavy improvements were made on the portion from Kobi to Diamond, the junction point with the McGrath Trail.

This portion was improved to sled-road standard by cutting around sloughs and straightening.

Two shelter cabins were built and bridges constructed across six creeks. Increased traffic used this trail, not only through traffic to McGrath and the Kuskokwim but also increased freighting to Eureka Creek and vicinity in the Kantishna mining district.

Expenditure: \$9,011.84.

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

This road connects Kantishna post office with the head of navigation at Roosevelt, on the Kantishna River. In winter time this route is used as a sled road in freighting supplies delivered at Roosevelt during the open season. In addition, a small but increasing amount of summer traffic is using this road.

Effort was continued upon improving the roadway and was chiefly concentrated upon the portion passing through the swamps and quagmires near Roosevelt. As a result, two miles of corduroy were laid and an additional three and one-half miles of road cleared and straightened with the necessary bridges constructed. This work carries the road over the greatest obstacle encountered along the entire road. In addition, three side hill cuts were graded in the vicinity of Kantishna post office. Additional work is planned on this road after increased development in Mt. McKinley Park, adjacent to Kantishna post office, has increased in importance.

Expenditure:

Alaska Road Commission.....	\$13,424.70
Territory of Alaska.....	6,220.99

Total.....\$19,645.69

ROUTE 46B—LIGNITE-KANTISHNA.....

The route of this proposed road leads (Mile 363 on the Government Railroad) west and Toklat Rivers, up Crooked Creek and Glacier City and from there up Moose Cr Kantishna post office.

This winter and summer trail has received and improvement on the same above the construction of shelter tents, now complete, is a number of belated bills were paid.

Expenditure: \$769.02.

ROUTE 46C—NENANA-KNIGHT'S ROADH TRAIL)

This route connects the town of Nenana (Mile 411 on the Government Railroad) with the Toklat River at the mouth of Chisana River is also on the Kobi-Diamond-Eureka Trail at a point travelers and freighters go on to the town via Diamond and Glacier Cities or on up the Clearwater Summit. The trail was cut out most of the expense being borne by the citizens.

No improvements were made on this shelter is provided and the marking is distinct travel now using it.

A number of belated bills were paid.

Expenditure: \$612.80.

ROUTE 46D—MCKINLEY PARK TRAIL.....

This is a new project. The proposed McKinley Park Station, Government Railroad McKinley National Park, via Sable, Pol Thorofare Passes, to the foot of Muldrow McKinley River, passing out of the Park to Kantishna post office.

During last season the trail was brushed confusing points, eight tents with small about ten mile intervals for shelter, mile sign boards placed at the principal points.

The project was prepared in cooperation with Park Service, which will submit estimates of cost as a trail as well as for the improvement to automobile standard as traffic conditions improve. At its junction with Route 46B, it will form a loop from Mile 348, Government Railroad, through

was through billed to Fairbanks via railroad and then freighted over the Richardson Highway and up the Salchaket trailers.

.....(60 MILES SLED ROAD, 35 MILES

bi Station (Mile 387 on the Government Nenana, with Kantishna post office at This is a part of the original trail from District, the portion from Fairbanks to d since the completion of the Railroad. through mail trail to McGrath and to s trail as a sled road, very heavy im- the portion from Kobi to Diamond, McGrath Trail.

oved to sled-road standard by cutting ening.

re built and bridges constructed across fic used this trail, not only through Cuskokwim but also increased freighting y in the Kantishna mining district.

-KANTISHNA.....(34 MILES WAGON

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mission.....	\$13,424.70
a.....	6,220.99
.....	<u>\$19,645.69</u>

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 post office.

This winter and summer trail has received very little travel and improvement on the same above the present staking and construction of shelter tents, now complete, is not contemplated.

A number of belated bills were paid.
Expenditure: \$769.02.

ROUTE 46C—NENANA-KNIGHT'S ROADHOUSE.... (42 MILES TRAIL)

This route connects the town of Nenana on Tanana River (Mile #11 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 the fall of 1920, most of the expense being borne by the citizens of Nenana.

No improvements were made on this trail as the necessary shelter is provided and the marking is distinct enough for the light travel now using it.

A number of belated bills were paid.
Expenditure: \$612.80.

ROUTE 46D—McKINLEY PARK TRAIL.....(86 MILES TRAIL)

This is a new project. The proposed trail extends from McKinley Park Station, Government Railroad, Mile 348, 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 post office.

During last season the trail was brushed out and tripoded at confusing points, eight tents with small stoves were erected at about ten mile intervals for shelter, mile posts were erected and sign boards placed at the principal points.

The project was 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 348, Government Railroad, through the Park to Kantishna

post office, and return to the railroad at Mile 363, through the finest hunting ground in Alaska.

Expenditure: \$1,998.96.

ROUTE 46E—DIAMOND-McGRATH.....(190 MILES TRAIL)

Although the reconnaissance on this route had been completed the previous season, trail construction could not be begun till last fall. The Post Office Department was advised therefore against routing the mail to McGrath over this proposed trail last season. It was strongly recommended that last winter be given to the cutting of the through trail with a thorough investigation through the entire season. This would have permitted a very thorough knowledge of the route before being selected as that usable for mail going into the Kuskokwim. It would also have allowed time for the road house keepers to move to the new route and provide the necessary shelter for the traveling public.

In spite of this a contract was let over this route, at that time not open, which resulted in a very chaotic mail service to McGrath. After the reconnaissance of the last two seasons and with very careful preparations this trail was cut, starting at Diamond, passing through Roosevelt, thence to Lake Minchumina and south along Birch Creek to Telida Village and thence down the east fork of the Kuskokwim to Berry's Landing and McGrath. This work resulted in a new trail from the Government Railroad to the Upper Kuskokwim. It is expected, due to the very much better snow conditions encountered than those met with on the Rainy Pass Trail, that a great improvement will eventually follow in using this trail.

Expenditure: \$5,979.81.

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

This road connects the towns of Coldfoot and Wiseman in the Koyukuk mining district. It is used for winter freighting, supplies being brought up the river on scows as far as Coldfoot.

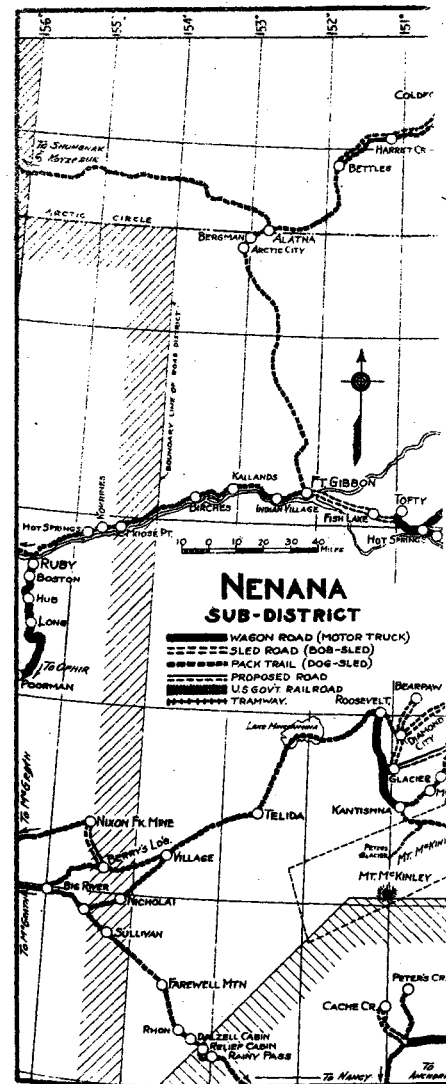
No work or improvement was made upon this trail. It was, however, inspected during the winter by Foreman Ross Kinney but, due to the conditions during the winter of 1922, it was considered best to concentrate work upon the improvement of the Bettles-Coldfoot sled road.

Expenditure: \$40.00.

ROUTE 59—FAIRBANKS BRIDGE.

This steel structure is in good condition. Bolts were tightened and plank laid for flooring.

Expenditure: \$425.69.



LASKA ROAD COMMISSION.

railroad at Mile 363, through the finest

RATH.....(190 MILES TRAIL)

nce on this route had been completed instruction could not be begun till last tment was advised therefore against over this proposed trail last season. d that last winter be given to the with a thorough investigation through uld have permitted a very thorough re being selected as that usable for im. It would also have allowed time o move to the new route and provide e traveling public.

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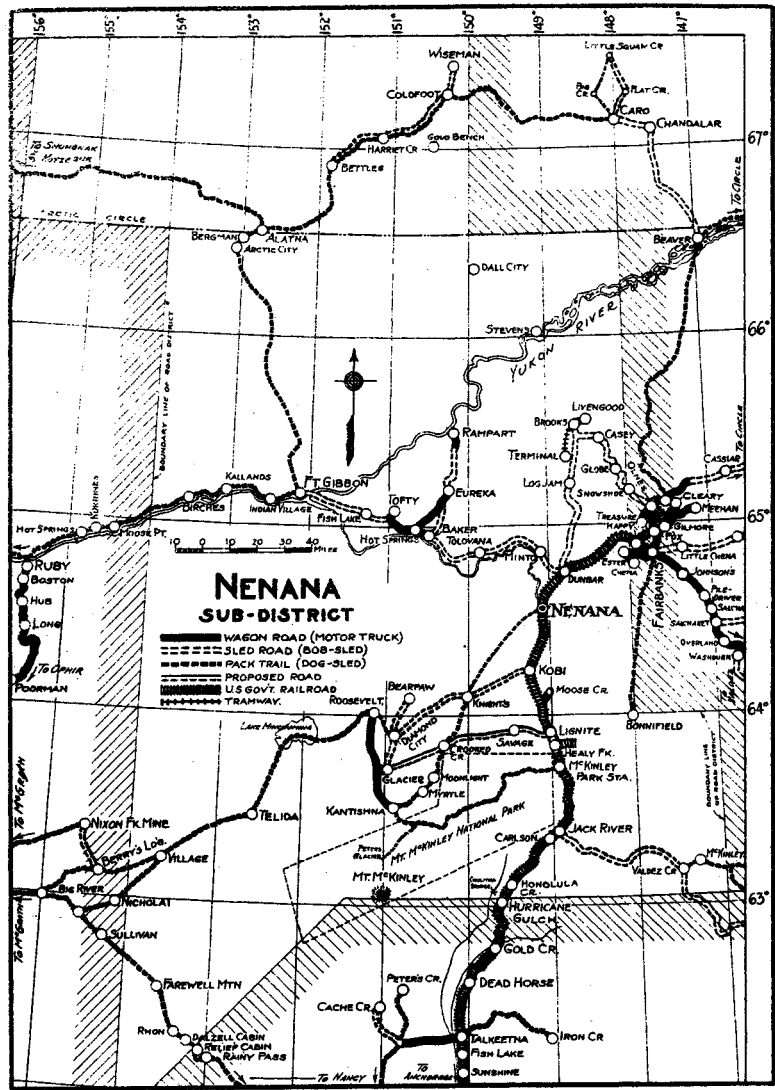
SEMAM....(1 MILE WAGON ROAD, 11 (D)

towns of Coldfoot and Wiseman in the is used for winter freighting, supplies on scows as far as Coldfoot.

nt was made upon this trail. It was, the winter by Foreman Ross Kinney ing the winter of 1922, it was considered upon the improvement of the Bettles-

IDGE.

a good condition. Bolts were tightened



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

This is a cooperative and also a divisional project. It connects the mining camp of Brooks, in the Tolovana district, with the Dunbar station at Mile 432, of the Alaska Railroad. It is a good winter sled road and the best available route to Brooks.

During the working season of 1921 three bridges were put in over Washington, Globe and Tatalina Creeks and general repairs over the route were made.

During the past season existing bridges were maintained and the construction of additional ones undertaken. In addition, general repairs and maintenance were made over the route.

Expenditure:

Alaska Road Commission.....	\$ 1,557.33
Territory of Alaska.....	2,000.00
Total.....	\$ 3,557.33

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 improvements were made in this route. Examination, under the Alaska River and Harbor District, is being made in reference to the improvement of the Tolovana River. With this and the considerable amount of winter freighting now taking place from Dunbar to Brooks, the improvement of this road has been postponed.

Expenditure: None.

ROUTE 76—GOVERNMENT RAILROAD-VALDEZ CREEK.....(55 MILES SLED ROAD)

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

A crew of ten men was worked through the early winter under very favorable conditions in straightening, widening and occasionally grading the road, making it an excellent sled road through the entire distance.

Expenditure: \$4,657.39.

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

This 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 \$3,700.00 last summer during a very short working season.

Expenditure: None.

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
7C	Summit-Fairbanks	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	2½	61½		64
7K	Olnes-Livengood		54		54
7N	Farmers Birch Hill	8			8
7S	Graehl Bridge				
7T	Farmers Chena Slough		4½		4½
7U	Noyes Slough Bridge				
15A	Central House-Circle Hot Springs..	9			9
63	Dunbar-Brooks		63		63
Totals		90	183		273

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.

During last season dragging and seasonal maintenance only was given to this road. Serious improvement to bring it up to the standard of the Richardson Highway and the Fairbanks-Summit portion of this through road is planned.

Expenditure: Territory of Alaska, \$656.00.

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

This road connects the towns of Fox and Olnes, situated at Mile 11 and 26, 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.

Increased activity on Dome Creek called for improvement and rehabilitation of this route. The chief work was done between Olnes and Dome Creek. The road was brushed out, repaired, culverts renewed and soft spots graveled.

Expenditure:

Alaska Road Commission.....	\$ 394.65
Territory of Alaska.....	45.50
Total.....	\$ 440.15

ROUTE 7C—SUMMIT-FAIRBANKS CREEK.....(13 MILES WAGON ROAD).

Already described above under Federal Expenditure:

Alaska Road Commission.....	
Territory of Alaska.....	

Total.....

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

This road connects the town of Fairbanks with Ester Creek, one of the rich placer creeks in the Government Experimental Farm at Mile 6 and the Government Railroad to Nenana at Mile 466.

The past season's work included graveling a side hill cut near College Hill, and widening the Government Railroad. Equipment was furnished for this by the Alaska Road Commission.

Expenditure:

Alaska Road Commission	
Territory of Alaska	

Total.....

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

This road forms an integral part of the Richardson Highway to Circle City, connecting the town of Gilmore, near the headwaters of the Richardson Highway, with the placer district. It carries a large part of the placer material from the vicinity of Fairbanks, being used principally by placer miners.

Dragging and seasonal maintenance were given to this road. The center pier of the Noyes Slough Bridge was crumbling and was replaced.

Expenditure:

Alaska Road Commission	
Territory of Alaska	

Total.....

ROUTE 7H—LITTLE ELDORADO CREEK.....(13 MILES WAGON ROAD).

This road connects placer mining claim Little Eldorado Creek, a tributary of Goldstream, with the Government Railroad at Little Eldorado Station, Mile 37, Happy-Chatanika Branch.

General maintenance was carried on during the season. Expenditure: Territory of Alaska, \$250.00.

ound on Moose Creek produced \$3,700.00 short working season.

RIAL PROJECTS.

ite	Wagon Road	Sled Road	Trail	Total Miles
.....	11			11
.....	13			13
.....	13			13
.....	13			13
.....	13			13
.....	1 1/2			1 1/2
.....	6			6
Springs	2 1/2	61 1/2		64
.....		54		54
.....	8			8
.....		4 1/2		4 1/2
Hot Springs..	9			9
.....		63		63
.....	90	183		273

ANAIKA.....(11 MILES WAGON ROAD)

nd very little used at the present time, biles and is a part of the proposed con- Highway from Fairbanks to Circle City.

ragging and seasonal maintenance only Serious improvement to bring it up to lson Highway and the Fairbanks-Summit ad is planned.

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.....(13 MILES WAGON ROAD)

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Dome Creek called for improvement and The chief work was done between Olnes d was brushed out, repaired, culverts re- eled.

mission.....	\$ 394.65
ka.....	45.50
.....	<u>\$ 440.15</u>

ROUTE 7C—SUMMIT-FAIRBANKS CREEK.....(13 MILES WAGON ROAD).

Already described above under Federal Projects.

Expenditure:

Alaska Road Commission.....	\$ 500.00
Territory of Alaska.....	3,000.00
Total.....	<u>\$ 3,500.00</u>

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 Govern- ment Railroad to Nenana at Mile 466.

The past season's work included graveling, cutting brush, mak- ing a side hill cut near College Hill, and widening near College Hill. Equipment was furnished for this by the Alaska Road Commission.

Expenditure:

Alaska Road Commission	\$ 200.00
Territory of Alaska	1,511.80
Total.....	<u>\$ 1,711.80</u>

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 prom- inent placer district. It carries a large part of the traffic in the vi- cinity of Fairbanks, being used principally by farmers and miners.

Dragging and seasonal maintenance were performed. The cen- ter pier of the Noyes Slough Bridge was cribbed and gravel surfac- ing replaced.

Expenditure:

Alaska Road Commission	\$ 181.10
Territory of Alaska	1,006.05
Total.....	<u>\$ 1,187.15</u>

ROUTE 7H—LITTLE ELDORADO CREEK....(1 1/2 MILES WAGON ROAD).

This road connects placer mining claims on Little Eldorado Creek, a tributary of Goldstream, with the Government Railroad at Little Eldorado Station, Mile 37, Happy-Chatanika Branch.

General maintenance was carried on during the past year.

Expenditure: Territory of Alaska, \$239.05.

ROUTE 71—GILMORE-SUMMIT.....(6 MILES WAGON ROAD)

This route forms a part of the proposed extension of the Richardson Highway, and is used by automobiles, trucks and teams in going from Fairbanks to Fairbanks Creek or from Fairbanks to Chatanika. It connects the town of Gilmore with the point on the divide known as Summit, where the road branches, one branch going to Fairbanks Creek, Route 7C and the other to Chatanika, Route 7A.

The Divisional Road Commission initiated work in cutting down prohibitive grades from 12 per cent to 5 per cent in the vicinity of Skoogy Gulch. To enable this very valuable work to be completed during the season, it was necessary to add to the Territorial funds about \$2,000.00 of Federal funds. This was done and great improvement thereby made.

In addition, traffic regulations will have to be applied to this road as prohibitive loads are used, cutting the road very severely.

Expenditure:

Alaska Road Commission.....	\$ 1,776.75
Territory of Alaska.....	2,369.61
Total.....	\$ 4,146.36

ROUTE 7J—FAIRBANKS-CHENA HOT SPRINGS.....(2½ MILES WAGON ROAD, 6½ MILES SLED ROAD)

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

The work performed this year was done under the Divisional Road Commission and consisted of grading 1820 feet around a bluff near Mile 44. In addition, a number of culverts were repaired and one bridge erected.

Expenditure:

Alaska Road Commission.....	\$ 179.49
Territory of Alaska.....	1,645.75
Total.....	\$ 1,825.24

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

Connects town of Olnes on the Chatanika Branch of the Government 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.

Repairs were made on the Chatanika Footbridge as well as on four other bridges near Olnes.

Expenditure:

Alaska Road Commission.....	
Territory of Alaska.....	
Total.....	

ROUTE 7N—FARMER'S BIRCH HILL.....(8 MILES)

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

Last season's work has completed the grading throughout this route. Two miles of road were graded. In addition, one and one-half miles of plank road were laid on Birch Hill Creek. One-quarter of a mile of road in the vicinity of the School of Mines was graded and graveled.

Expenditure: Territory of Alaska, \$1,276.80

ROUTE 7S—GRAEHL BRIDGE.

This bridge is over a slough on the way from the Fox Road into Fairbanks. All the travel from the Birch Hill Road to this bridge in winter, as it saves approximately the same distance into Fairbanks. It is also the only place where people living in Graehl during the summer.

This bridge was replaced. The work was done by the Native spruce timber was used. The structure is supported on pile bents and is decked with two inch plank in a substantial manner.

Expenditure: Territory of Alaska, \$1,117.60

ROUTE 7T—FARMER'S CHENA SLOUGH.....(ROAD)

This route starts from a point near the 50th Mile on the Richardson Highway, thence to the Chena Slough and up the Slough, serving several homesteads.

Four and one-half miles were cleared 30 feet wide. Four 46 feet long and one 40 feet long were built.

Expenditure: Territory of Alaska, \$1,170.00

ROUTE 7U—NOYES SLOUGH BRIDGE.

The work consisted of cribbing the center of the Noyes Slough Bridge on Route 7G. Cribbing was done in the winter freeze-up.

Expenditure: Territory of Alaska, \$459.60

MMIT.....(6 MILES WAGON ROAD)

part of the proposed extension of the is used by automobiles, trucks and teams to Fairbanks Creek or from Fairbanks to the town of Gilmore with the point on the where the road branches, one branch to Route 7C and the other to Chatanika,

Commission initiated work in cutting from 12 per cent to 5 per cent in the vicinity to enable this very valuable work to be done. It was necessary to add to the Territory of Federal funds. This was done and work made.

regulations will have to be applied to this work are used, cutting the road very severely.

Commission.....	\$ 1,776.75
Alaska.....	2,369.61
	<hr/>
	\$ 4,146.36

CHENA HOT SPRINGS.....(2½ MILES 61½ MILES SLED ROAD)

Fairbanks with the Hot Springs up the by farmers, miners, wood-haulers and passengers.

this year was done under the Divisional consisted of grading 1820 feet around a addition, a number of culverts were repaired

Commission.....	\$ 179.49
Alaska.....	1,645.75
	<hr/>
	\$ 1,825.24

NGOOD.....(54 MILES SLED ROAD)

es on the Chatanika Branch of the Government Good Creek in the Tolovana District. ly abandoned the past few years, except of the Dunbar-Brooks Road.

the Chatanika Footbridge as well as on lines.

Expenditure:

Alaska Road Commission.....	\$ 315.82
Territory of Alaska.....	50.00
	<hr/>
Total.....	365.82

ROUTE 7N—FARMER'S BIRCH HILL.....(8 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.

Last season's work has completed the grading and graveling throughout this route. Two miles of road were regraded and, in addition, one and one-half miles of plank road extending up Isabelle Creek. One-quarter of a mile of road in the vicinity of the Alaska School of Mines was graded and graveled.

Expenditure: Territory of Alaska, \$1,276.84.

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.

This bridge was replaced. The work was done under contract. Native spruce timber was used. The structure consists of nine four pile bents and is decked with two inch planking. It was completed in a substantial manner.

Expenditure: Territory of Alaska, \$1,117.60.

ROUTE 7T—FARMER'S CHENA SLOUGH.....(4½ MILES SLED ROAD)

This route starts from a point near the 5-mile post from Fairbanks on the Richardson Highway, thence to the Chena Slough and up the Slough, serving several homesteads.

Four and one-half miles were cleared 30 feet wide, one bridge 46 feet long and one 40 feet long were built, roadway being 12 feet wide.

Expenditure: Territory of Alaska, \$1,170.47.

ROUTE 7U—NOYES SLOUGH BRIDGE.

The work consisted of cribbing the center pier on the Noyes Slough Bridge on Route 7G. Cribbing was placed after the freeze-up.

Expenditure: Territory of Alaska, \$459.69.

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 Road, Mile 36, to the Hot Springs.

The work of improvement of this route initiated last summer was completed this year. An automobile passed over the route for the first time.

Expenditure: Territory of Alaska, \$597.75.

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

The Divisional Commission allotted funds to this cooperative project to complete necessary bridge work.

Expenditure:

Alaska Road Commission.....	\$ 1,557.33
Territory of Alaska (Coop).....	2,000.00
Territory of Alaska (Div).....	480.00
Total.....	\$ 4,037.33

ACCOUNT NO. 90D—SHELTER CABINS.

The following work was done:

Trail	Work Done	Cost
23B Beaver-Caro	5 cabins repaired	\$ 250.00
23C Caro-Big Creek	1 cabin repaired	14.00
23D Caro-Flat Creek	1 cabin repaired	19.00
46 Kobi-Eureka	2 cabins built	600.00
46D Mt. McKinley Park	8 tents and stoves	530.00
Total		\$1,400.00

DISTRIBUTION OF EXPENDITURES.

Type	Miles*	Expenditures	Unit Cost Dollars per Mile
Wagon Road	331 ¹ / ₂		
Sled Road	692		
Trail	1023		
Totals	2046¹/₂	\$193,917.04	\$ 94.75

(*)—Includes only routes maintained during fiscal year; non-cooperative Territorial projects not included.

KUSKOKWIM DISTRICT

W. W. Lukens, Assistant Superintendent

This district was organized during 1921 when a superintendent placed in charge. Due to the operations at Nixons Forks, northeast of McGrath, dredging operations southwest of McGrath, hitherto inaccessible region has been much improved. The Board, last year, made reconnaissance lengths of the Yukon and Kuskokwim Rivers from the Kantishna to the north fork via L Ruby to Ophir via Long-Poorman-Cripple, and from Kalchagamut to Russian Mission.

Many years ago, during the Iditarod stage, was constructed the Rainy Pass Trail from Seward to Ruby and Iditarod. It has since maintained a system of winter trails in this region as far as possible. Short roads were constructed around Iditarod and a road was built from Ruby to Long Creek, and the construction of the Ophir-Tacotna Road, connecting with the Tacotna River, was begun.

A start was made in 1921 in extending the ocean port at the head of the estuary. Should this country continue to develop, the system will be extended to Cape Newenham. Developments on the Alaska Peninsula. Work is supervised from the Juneau office.

There are 43 sub-projects in this district. No expenditures were made during the fiscal year. In the absence of a full record of the work, the present Board has little of record concerning conditions in this district. It has made extensive reconnaissances throughout the district. It has been able to initiate a systematic program of routes and has already adopted several major routes.

SUMMARY OF ROUTES

Sub-Project No.	Name of Route	Wagon Road
17A	Lewis Landing-Dishkaket	
17B	Nulato-Dishkaket	
20C	Rainy Pass-Takotna	
20D	Dishkaket-Kaltag	
20DA	Takotna-Ophir (winter)	
20DB	Ophir-Dishkaket	
32A	Takotna-Flat (summer)	

HOUSE-CIRCLE HOT SPRINGS....(9 MILES)

led from the Circle-Miller House Road at mile 36, to the Hot Springs. Improvement of this route initiated last summer. An automobile passed over the route for the first time.

Cost of Alaska, \$597.75.

COOPERATIVE BRIDGE WORK (63 MILES SLED ROAD)

Commission allotted funds to this cooperative work for the purpose of building a permanent bridge work.

Commission.....	\$ 1,557.33
Coop. (Coop).....	2,000.00
Coop. (Div).....	480.00
Total	\$ 4,037.33

REPAIRS TO CABINS.

Work done:

Work Done	Cost
5 cabins repaired	\$ 250.00
1 cabin repaired	10.00
1 cabin repaired	10.00
2 cabins built	600.00
8 tents and stoves	530.00
Total	\$1,400.00

STATEMENT OF EXPENDITURES.

Miles*	Expenditures	Unit Cost Dollars per Mile
..... 331½		
..... 692		
..... 1023		
..... 2046½	\$193,917.04	\$ 94.75

*Miles maintained during fiscal year; non-cooperatives included.

KUSKOKWIM DISTRICT.

W. W. Lukens, Assistant Superintendent.

This district was organized during 1921 and an assistant superintendent placed in charge. 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 throughout the lengths of the Yukon and Kuskokwim Rivers, crossing the portages from the Kantishna to the north fork via Lake Minchumina, 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 extended 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, connecting the upper Innoko with the Tacotna River, was begun.

A start was made in 1921 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 system will be extended to Cape Newenham and across to the oil developments on the Alaska Peninsula. Work in Bethel sub-district is supervised from the Juneau office.

There are 43 sub-projects in this district, upon 15 of which no expenditures were made during the fiscal year. When it assumed 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 district. It has been able to initiate a systematic rehabilitation of all old routes and has already adopted several much needed extensions.

SUMMARY OF ROADS.

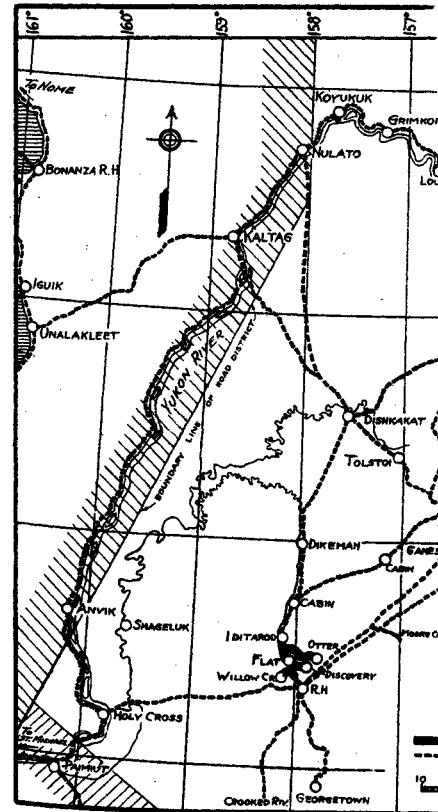
Sub-Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
17A	Lewis Landing-Dishkaket			108	108
17B	Nulato-Dishkaket			90	90
20C	Rainy Pass-Tacotna			130	130
20D	Dishkaket-Kaltag			66	66
20DA	Tacotna-Ophir (winter)		24	55	24
20DB	Ophir-Dishkaket			55	55
32A	Tacotna-Flat (summer)			95	95

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Sub-Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
32AA	Takotna-Flat (winter via Moore Creek)			93	93
32AB	Flat-Moore Creek (summer)			7	7
32AC	Candle Creek-Takotna			12	12
32B	Iditarod-Flat	8			8
32C	Ophir-Iditarod (winter)			90	90
32D	Flat-Crooked Creek (winter)			62	62
32DD	Flat-Georgetown (summer)			65	65
32A	Otter Creek Towpath			22	22
32B	Summit-Otter Creek	6			6
32C	Flat City-Flat Creek	5			5
32D	Head Flat Creek-Willow Creek	4 1/2			4 1/2
32E	Willow Creek-Chicken Creek	3			3
32F	Flat City-Otter Discovery	3			3
32G	Candle Landing-Candle Creek	9			9
34	Iditarod-Dishkaket		30	68	98
34A	Iditarod-Holy Cross			44	44
38A	Ruby-Long Creek	30			30
38AA	Ruby Bridge				0
38B	Poorman-Cripple			47	47
38C	Ophir-Cripple (winter)			47	47
38D	Ophir-Takotna (summer)	23 1/2			23 1/2
38E	Long-Poorman (summer)	29			29
38EE	Long-Poorman (winter)		29		29
38F	Poorman-Ophir (summer)			125	125
38G	Takotna Landing	1 1/2			1 1/2
38H	Flume Dredge Road	8 1/2			8 1/2
38I	Ganes Creek-Yankee Creek	5			5
64	Cripple-Lewis Landing			60	60
64A	Cripple-Cripple Mt.			12	12
80A	McGrath-Takotna (summer)			18	18
80AA	McGrath-Takotna (winter)			18	18
80B	McGrath-Berry's Landing			21	21
80C	McGrath-Candle Creek			11	11
80D	Nixon Fork-Nixon Mine			37	37
80E	Takotna-Twin Peaks			12	12
80F	Berry's Landing-Nixon Mine	12			12
90D	Shelter Cabins				
Totals		148	83	1415	1646

EXPENDITURES.

Sub-Project No.	Federal	Territorial	Construction	Maintenance	TOTAL
17A					
17B					
20C					
20D					
20DA	\$ 300.00			\$ 300.00	\$ 300.00
20DB	500.00			500.00	500.00
32A					
32AA	40.00			40.00	40.00
32AB	10.00			10.00	10.00
32AC	12.00			12.00	12.00
32B	3,136.82			3,136.82	3,136.82
32C	150.00			150.00	150.00
32D	350.00			350.00	350.00
32DD	150.00			150.00	150.00
32A					
32B	600.00			600.00	600.00
32C	500.00			500.00	500.00
32D	450.00			450.00	450.00
32E	10.00			10.00	10.00
32F	300.00			300.00	300.00
32G					
34					
34A	175.00			175.00	175.00
38A	2,113.85	\$ 1,000.00		3,113.85	3,113.85
38AA					
38B	150.00			150.00	150.00
38C	400.00			400.00	400.00
38D	19,231.17	6,900.00	\$12,684.96	13,446.21	26,131.17

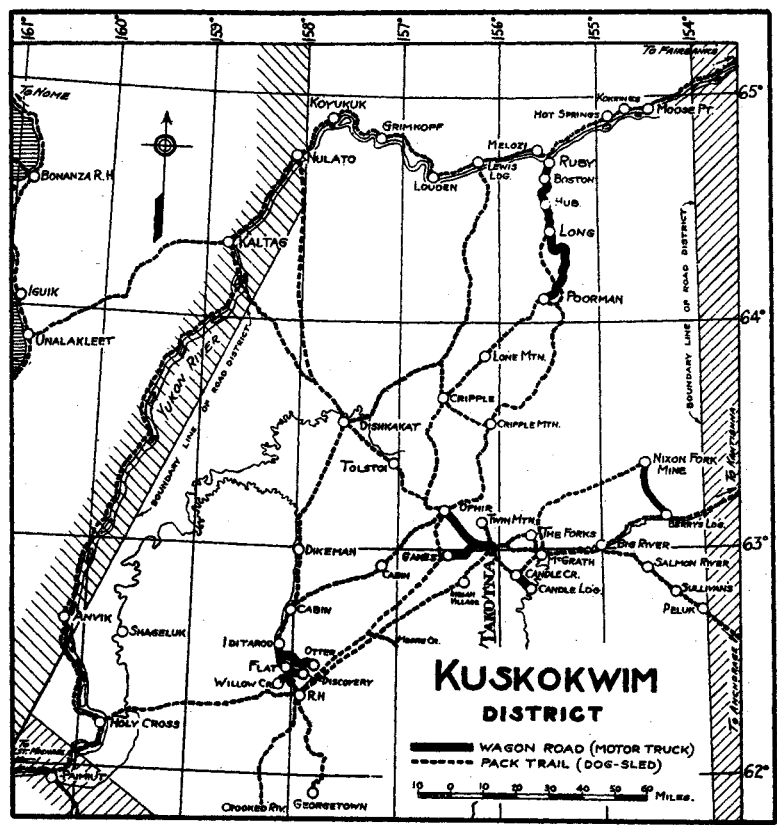


ALASKA ROAD COMMISSION.

Route	Wagon Road	Sled Road	Trail	Total Miles
via Moore			93	93
(summer)			7	7
			12	12
	8		8	8
			90	90
(winter)			62	62
(summer)			65	65
			22	22
	6		6	6
	5		5	5
	4 1/2		4 1/2	4 1/2
low Creek			3	3
1 Creek			3	3
very			3	3
le Creek		30	68	98
			44	44
	30		30	30
			0	0
			47	47
			47	47
(summer)	23 1/2		29	23 1/2
(summer)	29		29	29
(summer)		29	29	29
(summer)			125	125
	1 1/2		1 1/2	1 1/2
	8 1/2		8 1/2	8 1/2
Creek	5		5	5
ig			60	60
			12	12
(summer)			18	18
(winter)			18	18
nding			21	21
sk			11	11
fine			37	37
s			12	12
on Mine	12		12	12
	148	83	1415	1646

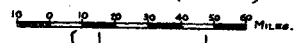
EXPENDITURES.

Territorial	Construction	Maintenance	TOTAL
		\$ 300.00	\$ 300.00
		-500.00	500.00
		40.00	40.00
		10.00	10.00
		12.00	12.00
		3,136.82	3,136.82
		150.00	150.00
		350.00	350.00
		150.00	150.00
		600.00	600.00
		500.00	500.00
		450.00	450.00
		10.00	10.00
		300.00	300.00
		175.00	175.00
		3,113.85	3,113.85
\$ 1,000.00		150.00	150.00
		400.00	400.00
6,900.00	\$12,684.96	13,446.21	26,131.17



KUSKOKWIM DISTRICT

WAGON ROAD (MOTOR TRUCK)
 PACK TRAIL (DOG-SLED)



Sub-Project No.	Federal	Territorial	Construction	Maintenance	TOTAL
38E	7,239.03	.....	6,000.00	1,239.03	7,239.03
38EE	50.00	.....	.....	50.00	50.00
38F	258.52	.....	.....	258.52	258.52
38G	100.00	.....	.....	100.00	100.00
38H	.....	.....	.....	.....	.....
38I	.....	.....	.....	.....	.....
64	.....	.....	.....	.....	.....
64A	30.00	.....	.....	30.00	30.00
80A	.....	.....	.....	.....	.....
80AA	506.00	.....	.....	506.00	506.00
80B	40.00	.....	.....	40.00	40.00
80C	15.00	.....	.....	15.00	15.00
80D	.....	.....	.....	.....	.....
80E	.....	.....	.....	.....	.....
80F	150.00	.....	.....	150.00	150.00
90D	.....	2,600.00	2,600.00	.....	2,600.00
Totals	\$36,967.39	\$10,500.00	\$21,284.96	\$26,182.43	\$47,467.39

ROUTE 17A—LEWIS LANDING-DISHKAKET....(108 MILES TRAIL)

An old little-used winter trail. Last expenditure was for the fiscal year 1912. Under investigation.

Expenditure: None.

ROUTE 17B—NULATO-DISHKAKET.....(90 MILES TRAIL)

An old little-used winter trail. Last expenditure was for the fiscal year 1914. Under investigation.

Expenditure: None.

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

Minor repairs only were made on this route. A contract was let for grading through Dalzelle Canyon to avoid traveling in the creek bottom. This was successfully accomplished during the season and greatly aided winter travel over this trail.

Vouchers had not been received at the close of the fiscal year.

Expenditure: None.

ROUTE 20D—DISHKAKET-KALTAG.....(66 MILES TRAIL)

An old little-used winter trail, formerly including Routes 20DA and 20DB. Under investigation.

Expenditure: None.

ROUTE 20DA—TAKOTNA-OPHIR.....(24 MILES SLED ROAD)

The winter sled road from Takotna to Ophir is in good repair. From Takotna it follows the wagon road to the summit of the divide, a distance of approximately 5 miles. Here the new winter sled road turns off and follows down the bed of Butte Creek, then down Independence Creek to the Yankee Creek Roadhouse on the Innoko River, a distance of about 9 miles.

Between the Yankee Creek Roadhouse and Ophir the Innoko River had washed away the trail. A new one was cut some distance

y from the river. Also many short turns
exchanging trees cut out from the trail.

HKAKET.....(55 MILES TRAIL)

trail serving the Tolstoi mining district.
ing of clearing out the right-of-way, cut-
p banks and filling some of the narrow
corduroy was performed.

FLAT.....(95 MILES TRAIL)

route from the Iditarod to Ophir and
cabins and barns were erected during the
as follows:

rn at Brush Creek.
n at Fourth of July Creek.
Creek.

is constructed with windows and doors

e travel on this trail in summer time
safe tripods should be erected throughout.
ed country subject to fogs and storms and
leeping on the trail.

except for shelter cabins and barns.

**FLAT (WINTER, VIA MOORE CREEK)
(11)**

h was cut out to provide for the winter
s of the Iditarod-Flat mining camp. After-
s were struck in the Innoko district and,
ons, travel and mail were diverted by way
ydraulic outfit on the upper part of Moore

report were made.

**MOORE CREEK (SUMMER).....(7 MILES
TRAIL)**

or Moore Creek the summer travel passes
distance of approximately thirty-five miles.
abin the Moore Creek trail turns out to the
into the head of Moore Creek continues
iles to the present workings. The total dis-

tance from Flat City to Moore Creek is approximately forty-two
miles.

An examination and report were made.

Expenditure: \$10.00.

ROUTE 32AC—CANDLE CREEK-TAKOTNA.....(12 MILES TRAIL)

A summer trail for pack horses and foot passengers from Candle
Creek to the Ophir-Takotna Roadway is badly needed, as many men
travel to and from these districts as the season's work changes.
The distance is twelve miles.

Examination was made and estimate of \$600.00 for construction
submitted.

Expenditure: \$12.00.

ROUTE 32B—IDITAROD-FLAT.....(8 MILES WAGON ROAD)

This road connects the Iditarod wireless station with Flat
City. Iditarod is also the head of navigation on the Iditarod
River. The summer wagon road is used for the winter sled and
mail trail. Some trouble is encountered by drifts at the summit
of a low divide over which the trail and summer road passes.

Prior to last summer no work had been done on this road
for several years. The Roadway was repaired throughout, ditches
cleared and the Otter Creek Bridge repaired.

In the spring of 1923 material for a new bridge for Otter Creek
was purchased. It is planned to erect it this fall. Estimated cost
delivered at Iditarod is \$6,200.00.

Expenditure: \$3,136.82.

ROUTE 32C—OPHIR-IDITAROD.....(90 MILES TRAIL)

This is the winter mail trail between the Innoko and
Iditarod mining districts.

There are many bridges on the trail which should be erected.
The estimated cost is \$5,200.00.

In addition to a complete examination, old tripods were re-
erected or renewed. Two shelter cabins were erected as noted
below.

Expenditure (exclusive of cabins): \$150.00.

**ROUTE 32D—FLAT-CROOKED CREEK (WINTER).....(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.

Improvements on the winter trail by way of Crooked Creek
were made, as follows:

Repairs, one shelter cabin.
 Construction, one new shelter cabin.
 Cutting of right-of-way along trail.
 Erecting tripods across open and barren sections.
 Expenditure (exclusive of cabins): \$350.00.

ROUTE 32DD—FLAT-GEORGETOWN (SUMMER).....(65 MILES TRAIL)

The best summer route from Flat to the Kuskokwim follows the ridge across much open and barren country. One shelter cabin and bridges across Bonanza and Donlon Creeks are required. Bonanza Creek will require a 100-foot cable suspension span. Estimated cost of proposed work is \$5,000.00.

The trail has been cut out and one bridge repaired.
 Expenditure: \$150.00.

ROUTE 33A—OTTER CREEK TOWPATH.....(22 MILES TRAIL)

No work has been done upon this sub-project since 1911. Under investigation.

Expenditure: None.

ROUTE 33B—SUMMIT-OTTER CREEK....(6 MILES WAGON ROAD)

Routine repairs and maintenance.
 Expenditure: \$600.00.

ROUTE 33C—FLAT CITY-FLAT CREEK....(5 MILES WAGON ROAD)

Routine repairs and maintenance.
 Expenditure: \$500.00.

ROUTE 33D—HEAD FLAT CREEK-WILLOW CREEK....(4½ MILES WAGON ROAD)

Routine repairs and maintenance.
 Expenditure: \$450.00.

ROUTE 33E—WILLOW CREEK-CHICKEN CREEK....(3 MILES WAGON ROAD)

An examination was made and estimate of \$2,000.00 for construction submitted.
 Expenditure: \$10.00.

ROUTE 33F—FLAT-OTTER DISCOVERY.....(3 MILES WAGON ROAD)

Routine repairs and maintenance.
 Expenditure: \$300.00.

ROUTE 33G—CANDLE LANDING-CANDLE CREEK (WAGON ROAD)

This summer wagon road constructed the district extends from the river steamboat landing on the Kuskokwim River across the Kuskokwim Valley into the Candle Creek district. The roadway is very narrow, approximately 8 per cent. The roadway is very narrow, constructed with a view to permanency. The Company haul from 125 to 175 tons over this road. To improve to standard would cost approximately \$10,000.00.

Expenditure: None.

ROUTE 34—IDITAROD-DISHKAKET....(30 MILES TRAIL)

The 30 mile sled road between Iditarod and Dishkaketa for the winter freighting of supplies which have been unable to get farther up the Iditarod trail since summer. The trail between Dikeman and Dishkaketa is in poor condition.

Expenditure: None.

ROUTE 34A—IDITAROD-HOLY CROSS.....

This winter trail was blazed through the mountains for the accommodation of the mail.

Expenditure: \$175.00.

ROUTE 38A—RUBY-LONG CREEK.....(30 MILES TRAIL)

This is a cooperative project. It is a summer road connecting Ruby with the work road. Its extension to Poorman is contemplated.

General maintenance work was performed during the summer. Suffering from spring break-up was repaired. There was seasonal repairing; bridges were broken and the road dragged and graveled. Tripods were set up over the hill at Mt. Ruby.

Expenditure:

Alaska Road Commission.....
 Territory of Alaska.....

Total.....

ROUTE 38AA—RUBY BRIDGE.

There is a bridge 125 feet long connecting Ruby with the district. It is in very poor condition, with Route 38A which is in very poor condition. Bridge reconstruction and repairs to approximately \$3,000.00.

Expenditure: None.

abin.
 shelter cabin.
 along trail.
 open and barren sections.
 of cabins): \$350.00.

FRIGETOWN (SUMMER).....(65 MILES

from Flat to the Kuskokwim follows the
 barren country. One shelter cabin and
 Donlon Creeks are required. Bonanza
 cable suspension span. Estimated cost
 00.
 out and one bridge repaired.

BEK TOWPATH.....(22 MILES TRAIL)

upon this sub-project since 1911. Under

FER CREEK....(6 MILES WAGON ROAD)

maintenance.

FLAT CREEK....(5 MILES WAGON ROAD)

maintenance.

W CREEK-WILLOW CREEK....(4½ MILES

maintenance.

REEK-CHICKEN CREEK....(3 MILES WA-

made and estimate of \$2,000.00 for

R. DISCOVERY.....(3 MILES WAGON

maintenance.

**ROUTE 33G—CANDLE LANDING-CANDLE CREEK....(9 MILES WA-
 GON ROAD)**

This summer wagon road constructed by the operators in
 the district extends from the river steamboat landing on the Kus-
 kokwim River across the Kuskokwim Valley and over a low roll-
 ing mountain into the Candle Creek district. The grade is approxi-
 mately 8 per cent. The roadway is very narrow and has not been
 constructed with a view to permanency. The Kuskokwim Dredging
 Company haul from 125 to 175 tons over this road each season. To
 improve to standard would cost approximately \$29,000.00.

Expenditure: None.

**ROUTE 34—IDITAROD-DISHKAKET....(30 MILES SLED ROAD, 68
 MILES TRAIL)**

The 30 mile sled road between Iditarod and Dikeman serves
 for the winter freighting of supplies which due to low water, may
 have been unable to get farther up the Iditarod River the previous
 summer. The trail between Dikeman and Dishkaketa is little used.

Expenditure: None.

ROUTE 34A—IDITAROD-HOLY CROSS.....(44 MILES TRAIL)

This winter trail was blazed through the entire length for the
 accommodation of the mail.

Expenditure: \$175.00.

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

This is a cooperative project. It is an excellent winter and
 summer road connecting Ruby with the workings on Long Creek.
 Its extension to Poorman is contemplated.

General maintenance work was performed and damage result-
 ing from spring break-up was repaired. The work of the season
 was seasonal repairing; bridges where broken down were recon-
 structed and the road dragged and graveled where needed. Addi-
 tional tripods were set up over the hill at Mile 19.

Expenditure:

Alaska Road Commission.....	\$ 2,113.85
Territory of Alaska.....	1,000.00

Total.....\$ 3,113.85

ROUTE 38AA—RUBY BRIDGE.

There is a bridge 125 feet long connecting Ruby, an unincor-
 porated town, with Route 38A which is in very bad condition. Cost
 of bridge reconstruction and repairs to approaches is estimated
 at \$3,000.00.

Expenditure: None.

ROUTE 38B—POORMAN-CRIPPLE.....(47 MILES TRAIL)

Improvements on the winter mail trail between Cripple City and Poorman are planned, as follows:

- Clearing the trail.
- One 40-foot bridge at Silver Creek, constructed of logs.
- One shelter cabin at Silver Creek.
- Estimated cost: \$900.00.

General repairs of bridges and reconnaissances of relocation were accomplished last season.

Expenditure: \$150.00.

ROUTE 38C—OPHIR-CRIPPLE.....(47 MILES TRAIL)

This is the continuation of the winter mail trail up the Innoko River to Ophir.

The small amount of work performed during the winter consisted of cutting down steep banks and restoring blazes.

Expenditure: \$400.00.

ROUTE 38D—OPHIR-TAKOTNA.....(23½ MILES WAGON ROAD)

This is a cooperative project. The work on this road continued vigorously through the past season in spite of very wet weather. The most important work performed was the construction of a 100-foot Howe truss bridge across Ganes Creek. Native timber was used for this and a substantial permanent structure erected. With the completion of this bridge, all streams crossed on this route are now bridged. In addition, two and one-half miles of new road were constructed. Considerable repairing and graveling was done on the portions of the road completed in 1921 and 1922. All of this road is over ground permanently frozen to bedrock and the required corduroying with drainage and thawing of the road between makes construction slow.

The importance of this road is very high in the district. Two dredges, in addition to about one hundred individual miners, are operating in the Upper Innoko.

Expenditure:

Alaska Road Commission.....	\$19,231.17
Territory of Alaska.....	6,900.00
Total.....	\$26,131.17

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

This is a very poor summer road, following in part the winter mail trail, Route 38EE. It will require relocating over the greater part of its length.

The first work performed through the construction of a 100-foot Howe truss bridge. This bridge was built from native timber previous winter. With this bridge, light work remains to be done in bringing the standard.

Expenditure: \$7,239.03.

ROUTE 38EE—LONG-POORMAN (WINTER ROAD)

This is a section of the winter mail trail from Ophir. It uses the same bridge across Route 38E.

Routine repairs were performed. Additional work has been provided for the road in excellent shape.

Expenditure: \$50.00.

ROUTE 38F—POORMAN-OPHIR (SUMMER ROAD)

A reconnaissance was made of a summer road to Ophir. Starting from Ophir for Poorman, the trail proceeds in a northerly direction for a distance of twenty-three miles to a small valley near the head of the trail continues down Dominion Creek and then up the Bonanza Creek valley divide and down into the Cripple Creek divide of twenty-two miles.

From the cabins on Cripple Creek in a northerly direction, and passes west of the divide or watershed with several large do than the Dominion Ridge. After traveling in a northerly direction from the mining the trail bears to the northwest for a distance down a long, low ridge into the Timber Timber Creek over a low divide into So. another low divide into Poorman camp at between Cripple Mountain and Poorman. The have been erected, spaced approximately twenty

The trail was blazed and cleared through two pack horses were used. In addition to the constructed and four shelter tents, with stop a through overland trail from the Yukon at Kuskokwin.

Expenditure (exclusive of tents): \$25

POORMAN (47 MILES TRAIL)
 winter mail trail between Cripple City
 and Ruby:

Cripple Creek, constructed of logs.
 Cripple Creek.

and reconnaissances of relocation

POORMAN (47 MILES TRAIL)
 the winter mail trail up the Innoko

work performed during the winter con-
 sists of clearing and restoring blazes.

POORMAN (23½ MILES WAGON ROAD)

work. The work on this road continued
 this season in spite of very wet weather.
 Completed was the construction of a 100-
 foot bridge at Ganes Creek. Native timber was
 used in permanent structure erected. With
 the exception of all streams crossed on this route are
 and one-half miles of new road were
 being graded and graveling was done on the
 road in 1921 and 1922. All of this road is
 graded to bedrock and the required
 thawing of the road between makes

road is very high in the district. Two
 one hundred individual miners, are

Construction.....	\$19,231.17
.....	6,900.00
.....	<hr/>
.....	\$26,131.17

POORMAN (29 MILES WAGON ROAD)

new road, following in part the winter
 trail require relocating over the greater

The first work performed through last season was the con-
 struction of a 100-foot Howe truss bridge across the Solatna River.
 This bridge was built from native timber secured locally during the
 previous winter. With this bridge, light loads can be brought
 through without breaking them, from Long to Poorman. Considerable
 work remains to be done in bringing this route to summer road
 standard.

Expenditure: \$7,239.03.

**ROUTE 38EE—LONG-POORMAN (WINTER).....(29 MILES SLED
 ROAD)**

This is a section of the winter mail trail between Ruby and
 Ophir. It uses the same bridge across the Solatna River as
 Route 38E.

Routine repairs were performed. About \$200.00 worth of
 additional work has been provided for which will put this sled
 road in excellent shape.

Expenditure: \$50.00.

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

A reconnaissance was made of a summer trail from Poorman
 to Ophir. Starting from Ophir for Poorman, the trail fords the
 Innoko River, then proceeds in a northerly direction over rolling
 hills for a distance of twenty-three miles where a shelter tent is
 located in a small valley near the head of Dominion Creek. The
 trail continues down Dominion Creek and across Folger Creek and
 valley, then up the Bonanza Creek valley, continuing over a low
 divide and down into the Cripple Creek district, an additional dis-
 tance of twenty-two miles.

From the cabins on Cripple Creek the trail continues in a
 northerly direction, and passes west of Cripple Mountain. After
 crossing the basin of Colorado Creek the trail follows a high, rolling
 divide or watershed with several large domes rising much higher
 than the Dominion Ridge. After traveling about sixty-five miles
 in a northerly direction from the mining camp at Cripple Creek,
 the trail bears to the northwest for a distance of about fifteen miles
 down a long, low ridge into the Timber Creek valley and across
 Timber Creek over a low divide into Solomon Creek, then over
 another low divide into Poorman camp and mining district. Be-
 tween Cripple Mountain and Poorman, three shelter tents have
 been erected, spaced approximately twenty miles apart.

The trail was blazed and cleared throughout. Two men and
 two pack horses were used. In addition to this, several bridges were
 constructed and four shelter tents, with stoves, erected. This gives
 a through overland trail from the Yukon at Ruby to McGrath on the
 Kuskokwim.

Expenditure (exclusive of tents): \$258.52.

ROUTE 38G—TAKOTNA LANDING....(1½ MILES WAGON ROAD)

This new wagon road will lead from the Takotna Trading Post terminal of the Takotna-Ophir road, Route 38D, to a suitable steamer landing on the Takotna River, where the river steamers can land at low water stages.

Construction has been authorized for the current season's operations.

Expenditure: \$100.00.

ROUTE 38H—FLUME DREDGE ROAD..(8½ MILES WAGON ROAD)

This section of roadway extends from Mile 6 out of Takotna on Route 38D, to upper Yankee Creek. It was constructed the summer season of 1921 by the Flume Dredge Company, road scraper, plows and grader being furnished by the Alaska Road Commission. This road is graded and very narrow. It should be widened out, also some ditch work and several culverts placed, at an estimated cost of \$5,000.00.

Expenditure: None.

ROUTE 38I—GANES CREEK-YANKEE CREEK....(5 MILES WAGON ROAD)

This section of roadway is approximately five miles long. It was constructed by the Innoko Dredging Company to freight in a large dredge the winter of 1922-1923, to be installed on Ganes Creek at Claim No. 6, above where the roadway terminates. About \$2,500.00 would be required to widen the grade to standard and to connect with Route 38H.

Expenditure: None.

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

This is an old, little-used winter trail. Under investigation.

Expenditure: None.

ROUTE 64A—CRIPPLE-CRIPPLE MOUNTAIN....(12 MILES TRAIL)

This is the summer and winter trail connecting Cripple mining district with Cripple City on the Innoko River, where this small district receives its supplies. Approximately \$1,800.00 for grading and small bridges is required for improvement of this trail.

Expenditure: \$30.00.

ROUTE 80A—McGRATH-TAKOTNA.....(18 MILES TRAIL)

A summer pack trail from McGrath to Takotna is badly needed for early spring travel just after the break-up, and in the late fall just before the freeze-up. The distance by river is fifty-five miles.

Expenditure: None.

ROUTE 80AA—McGRATH-TAKOTNA (WAGON ROAD)

This is the winter trail from McGrath to Takotna. It will form part of the new mail trail from McGrath to Takotna.

Log bridges were constructed at several points along the trail.

Expenditure: \$506.00.

ROUTE 80B—McGRATH-BERRYS LANDING (WAGON ROAD)

The temporary winter trail leaving McGrath for Berrys Landing went by way of Big River. This trail will be changed by way of Nixon Fork of the Takotna in the direction passing to the north side of Apuk. It will be used in early fall and early spring travel before the break-up, and during the early spring break-up.

To complete the old section of trail from McGrath to Berrys Landing, 10 miles of new trail will cost approximately \$250.00. Repairs were made last year.

Expenditure: \$40.00.

ROUTE 80C—McGRATH-CANDLE CREEK (WAGON ROAD)

From McGrath to Candle Creek both ways the same trail. The cost of repairs would be approximately \$250.00.

Expenditure: \$15.00.

ROUTE 80D—NIXON FORK-NIXON MINE (WAGON ROAD)

This trail is the winter route for mail from McGrath to Nixon Mine by the way of Nixon Valley. It will require \$500.00 to clear out the trail and to build small bridges across open streams.

Expenditure: None.

ROUTE 80E—TAKOTNA-TWIN PEAKS (WAGON ROAD)

This is a proposed new summer pack trail across the mountains, which would greatly improve the mail service in this district. \$200.00 has been authorized for grading and marking this trail.

Expenditure: None.

ROUTE 80F—BERRY'S LANDING-NIXON MINE (WAGON ROAD)

The summer wagon road from Berrys Landing to the Nixon Mine extends six miles in the Kukokwim River and six miles on land. The average grade of about five per cent.

LANDING....(1½ MILES WAGON ROAD)

will lead from the Takotna Trading
Ophir road, Route 38D, to a suitable
Takotna River, where the river steamers can

authorized for the current season's opera-

GE ROAD..(8½ MILES WAGON ROAD)

extends from Mile 6 out of Takotna
Yankee Creek. It was constructed the
by the Flume Dredge Company, road
being furnished by the Alaska Road Com-
mission and very narrow. It should be
reworked and several culverts placed,
\$100.00.

K-YANKEE CREEK....(5 MILES WAGON

way is approximately five miles long.
Innoko Dredging Company to freight in
of 1922-1923, to be installed on Ganes
where the roadway terminates. About
needed to widen the grade to standard and
to

VIS LANDING.....(60 MILES TRAIL)

used winter trail. Under investigation.

IPPLE MOUNTAIN....(12 MILES TRAIL)

and winter trail connecting Cripple mining
on the Innoko River, where this small
trail. Approximately \$1,800.00 for grading
needed for improvement of this trail.

TAKOTNA.....(18 MILES TRAIL)

from McGrath to Takotna is badly needed
after the break-up, and in the late fall
The distance by river is fifty-five miles.

ROUTE 80AA—McGRATH-TAKOTNA (WINTER)..(18 MILES TRAIL)

This is the winter trail from McGrath to Takotna and will
form part of the new mail trail from Kobi, Route 46.

Log bridges were constructed across three of the larger
creeks.

Expenditure: \$506.00.

ROUTE 80B—McGRATH-BERRYS LANDING.....(21 MILES TRAIL)

The temporary winter trail leaving McGrath for Berry's
Landing went by way of Big River. This new trail leaves McGrath
by way of Nixon Fork of the Takotna and continues in an easterly
direction passing to the north side of Apple Mountain. This affords
early fall and early spring travel before the river closes in the
fall and during the early spring break-up.

To complete the old section of trail and construct the seven
miles of new trail will cost approximately \$1,200.00. Only minor
repairs were made last year.

Expenditure: \$40.00.

ROUTE 80C—McGRATH-CANDLE CREEK.....(11 MILES TRAIL)

From McGrath to Candle Creek both winter and summer travel
follows the same trail. The cost of repairing several small bridges
would be approximately \$250.00.

Expenditure: \$15.00.

ROUTE 80D—NIXON FORK-NIXON MINE.....(37 MILES TRAIL)

This trail is the winter route for traveling to and from the
Nixon Mine by the way of Nixon Valley. It is in very poor condi-
tion and will require \$500.00 to clear out brush and windfalls and
to build small bridges across open streams and deep narrow channels.

Expenditure: None.

ROUTE 80E—TAKOTNA-TWIN PEAKS.....(12 MILES TRAIL)

This is a proposed new summer pack trail from Takotna north
across the mountains, which would greatly assist the prospectors in
this district. \$200.00 has been authorized for cost of cutting and
marking this trail.

Expenditure: None.

**ROUTE 80F—BERRY'S LANDING-NIXON MINE....(12 MILES WA-
GON ROAD)**

The summer wagon road from Berry's Landing on the Kusko-
kwim River to the Nixon Mine extends six miles across low benches
in the Kukokwim River and six miles up the mountain with an
average grade of about five per cent.

The Alaska Treadwell Gold Mining Company have so far constructed a very narrow and lightly graded roadway. A caterpillar tractor and accessories were furnished by the Alaska Road Commission. About \$24,000.00 is the estimated cost of completing the road.

Expenditure: \$150.00.

ACCOUNT NO. 90D—SHELTER CABINS.

The following work was done:

Trail	Work Done	Cost
Route 32A Takotna-Flat	3 cabins	\$ 900.00
	2 barns	600.00
32C Ophir-Iditarod	2 cabins	400.00
32D Flat-Crooked Creek	1 cabin	250.00
38F Poorman-Ohpir	1 cabin repaired	50.00
	4 tents	400.00
Total		\$2,600.00

DISTRIBUTION OF EXPENDITURES.

Type	Miles*	Expenditures	Unit Cost Dollars per Mile
Wagon Road	125½		
Sled Road	53		
Trail	709		
Totals	887½	\$44,867.39	\$ 50.50

(*)—Includes only routes maintained during fiscal year.

NOME DISTRICT

Charles D. Jones, Superi

The peculiarly unfavorable soil conditions and the absence of timber suitable for corduroy original construction and to the cost of trails in this district.

The first boat from Seattle reaches Nome last boat leaves early in November. All supplies must be delivered upon the Seward Peninsula. During the winter, mail is received by the Government Railroad, 659 miles from

Nome is of especial importance as a port on the shore of Bering Sea makes it the first port in the spring and the last to close in the fall on the Seward Peninsula. While the bulk of the supplies to the peninsula is delivered in mid-summer for the great majority of personnel winter quarters always remain the point of debarkation in the fall, at the beginning and close of the season. From Nome or intermediate points on the Seward Peninsula to Fort Gibbon and Dunbar, mail trails radiate in Western Alaska, as far north as Point Barrow and Newenham.

The creeks in the immediate vicinity of Nome are supplied by a system of about 60 miles of corduroy roads. There are also local systems in the vicinity of Landing, Deering, Candle, Council, and other principal through summer road extends a distance of 82 miles. The Seward Peninsula from Nome to Shelton, a distance of 87 miles, is operated as a common carrier some trails are maintained as a tram line using dogs as motive power.

Two types of winter mail trails are used: first, the permanent trails which follow the coast permanently tripoded or otherwise marked and second, the temporary flagged trails. The permanent trails are arms of the sea, or represent short-cuts dependent upon winter snow drifts, storm conditions, and which are restaked in the winter. After conditions become somewhat open tundra where there are no distinct

Gold Mining Company have so far completed lightly graded roadway. A caterpillar is furnished by the Alaska Road Commission is the estimated cost of completing the

WINTER CABINS.

Work done:

Work Done	Cost
3 cabins	\$ 900.00
2 barns	600.00
2 cabins	400.00
1 cabin	250.00
1 cabin repaired	50.00
4 tents	400.00
	<u>\$2,600.00</u>

STATEMENT OF EXPENDITURES.

Miles*	Expenditures	Unit Cost Dollars per Mile
125½		
53		
709		
887½	\$44,867.39	\$ 50.50

maintained during fiscal year.

NOME DISTRICT.

Charles 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 Peninsula 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 land marks, and

during snow storms, the traveler is absolutely dependent upon working his way from stake to stake. Travelers have occasionally been found frozen to death within a few yards of shelter.

There are 62 sub-projects in this district, upon 27 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.

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 Federal or Territorial officials, and local merchants, for the letting of contracts and the supervision of the work. As a result of its investigations, 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				0
8B	Safety Ferry				0
8C	Council Ferry				0
8D	Council-Ophir Creek Road	12			12
8E	Melsing Creek Road	4			4
8F	Warm Creek-Elkhorn Trail			11	11
8G	Bear Creek Trolley				0
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	2			2
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 Creek	2			2
25E	Submarine Paystreak	3			3
25F	Anvil Glacier	3			3
25G	Snake River Extension	3			3
25H	Otter Creek	1 1/2			1 1/2
25I	Sinrock Ferry				0
26	Candle-Candle Creek	6			6
26A	Kugruk River Approach	14			14
26B	Bear Creek Trail			45	45

Sub-Project No.	Name of Route
27	Deering-Inmachuk
28	Dahl Creek-Candle Trail
28A	Nome-Taylor
37	Topkok-Candle Winter Trail
41	Kiana-Klery Creek
41A	Kotzebue-Shungnak
41B	Kotzebue-Point Barrow
42	St. Michael-Kotlik Trail
49	Davidson's Landing-Taylor
62	Dime Creek Corduroy
67	Nome-Teller
67A	Teller-Lost River
67B	Teller-Bluestone
67C	Teller-Mary's Igloo
68	Flagging Trails
73	Marshall Road
73A	Kotlik-Marshall
73B	Stuyahok
77	Shelton Ferries
77A	Ferries
77B	Bridges
77C	Trolleys
89	Kougarok Reconnaissance
89A	Seward Peninsula Railroad
90B	Shelter Cabins

Totals

EXPENDITURE

Sub-Project No.	Federal	Territorial	Co
8	\$ 3,687.46	\$ 3,690.00	
8A	241.80	200.00	
8B	292.90	500.00	
8C	26.00	50.00	
8D	45.91	100.00	
8E			
8F			
8G	1.00	10.00	
8H	17.34	100.00	
8I			
8J			
13A	77.60	900.00	
13B	77.92	300.00	
13C	202.66	5,000.00	
13D			
13E			
13F	772.11	2,000.00	
13G			
13H			
13I	8.57	20.00	
13J			
13K	235.73	2,000.00	
18	3,514.24	460.00	
18A	523.74	1,135.50	
18B	10.00	40.00	
21	85.00	100.00	
25A		10.00	
25B			
25C			
25D			
25E	44.85	100.00	
25F	77.30	300.00	
25G			
25H			
25I	58.50	300.00	
26	1,976.34	1,000.00	
26A			
26B			
27	4,401.60	3,500.00	

is absolutely dependent upon working
Travelers have occasionally been
few yards of shelter.

in this district, upon 27 of which
ing the year. In several cases work
not yet been received. All work
basis, all available Territorial funds
rd to maintain and improve the en-

ections from which bills have been
ing up. The definite determination
one and a prompt inspection after
impossible at any reasonable cost.

has been forced therefore, in many
riers, other Federal or Territorial
or the letting of contracts and the
esult of its investigations, the Board
ileage upon which some expenditures
ther by the Territory or itself, and
ew sub-projects.

Y OF ROADS

Wagon Road	Sled Road	Trail	Total Miles
57		25	82
			0
			0
			0
12		12	12
4		4	4
		11	11
			0
20		20	20
5		5	5
5		5	5
3 1/2		3 1/2	3 1/2
3 1/2		3 1/2	3 1/2
2		2	2
1 1/2		1 1/2	1 1/2
1 1/2		1 1/2	1 1/2
8		8	8
2		2	2
1 1/2		1 1/2	1 1/2
5		5	5
2		2	2
7 1/2		7 1/2	7 1/2
		248 1/2	248 1/2
		240	240
		35	35
		60	60
12		12	12
1 1/2		1 1/2	1 1/2
1 1/2		1 1/2	1 1/2
2		2	2
3		3	3
3		3	3
3		3	3
1 1/2		1 1/2	1 1/2
		6	6
1/4		1/4	1/4
		45	45

Sub-Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
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. Michael-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			712	712
73	Marshall Road	4 1/2			4 1/2
73A	Kotlik-Marshall			190	190
73B	Stuyahok		11		11
77	Shelton Ferries				0
77A	Ferries				0
77B	Bridges				0
77C	Trolleys				0
89	Kougarok Reconnaissance				0
89A	Seward Peninsula Railroad	87			87
90B	Shelter Cabins				
Totals		322 1/4	27	2935 1/2	3285 1/4

EXPENDITURES.

Sub-Project No.	Federal	Territorial	Construction	Maintenance	TOTAL
8	\$ 3,687.46	\$ 3,690.00		\$ 7,377.46	\$ 7,377.46
8A	241.80	200.00		441.80	441.80
8B	292.90	500.00		792.90	792.90
8C	26.00	50.00		76.00	76.00
8D	45.91	100.00		145.91	145.91
8E					
8F					
8G	1.00	10.00		11.00	11.00
8H	17.34	100.00		117.34	117.34
8I					
8J					
13A	77.60	900.00		977.60	977.60
13B	77.92	300.00		377.92	377.92
13C	202.66	5,000.00		5,202.66	5,202.66
13D					
13E					
13F	772.11	2,000.00		2,772.11	2,772.11
13G					
13H					
13I	8.57	20.00		28.57	28.57
13J					
13K	235.73	2,000.00		2,235.73	2,235.73
18	3,514.24	460.00		3,974.24	3,974.24
18A	523.74	1,135.50		1,659.24	1,659.24
18B	10.00	40.00		50.00	50.00
21	85.00	100.00		185.00	185.00
25A		10.00		10.00	10.00
25B					
25C					
25D					
25E	44.85	100.00		144.85	144.85
25F	77.30	300.00		377.30	377.30
25G					
25H					
25I	58.50	300.00		358.50	358.50
26	1,976.34	1,000.00		2,976.34	2,976.34
26A					
26B					
27	4,401.60	3,500.00		7,901.60	7,901.60

Sub-Project No.	Federal	Territorial	Construction	Maintenance	TOTAL
28					
28A	50.09	400.00		450.00	450.00
37					
41					
41A	22.50	500.00		522.50	522.50
41B					
42	10.00	40.00		50.00	50.00
49	11.09	200.00		211.09	211.09
62	8,314.73	2,000.00	\$ 8,000.00	2,314.73	10,314.73
67	192.77	800.00		992.77	992.77
67A	217.11	1,600.00		1,817.11	1,817.11
67B					
67C					
68	3,009.34	4,000.00		7,009.34	7,009.34
73					
73A					
73B					
77	81.50	100.00		181.50	181.50
77A	240.35	600.00		840.35	840.35
77B	69.65	100.00		169.65	169.65
77C					
89	327.45			327.45	327.45
89A					
90B		1,500.00	1,000.00	500.00	1,500.00
Totals	\$28,925.06	\$33,655.50	\$ 9,000.00	\$53,580.56	\$62,580.56

ROUTE 8—NOME COUNCIL... (57 MILES WAGON 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 this Commission.

Work was carried out for the protection of the entire road during the breakup. Ditches were cleared and snow and ice shoveled from bridges. The ice was blasted in Nome River for the protection of the Nome River Bridge. The work during the open season consisted first, in repairing all seasonal damages, removing slides, restoring drainage and graveling. The work was distributed, as follows:

Nome to Solomon: General repairs and replacing of two culverts.

Bonanza to East Fork: A large culvert was put in at Manila Creek. A ford was rip-rapped near Orofino. General repair work was performed in a substantial way throughout this entire section. One-half mile of road was graveled. Every effort is being made to bring this important road, Nome to Council, up to the same standard throughout. Stages operate weekly upon it and the most important mining camps of the district are located upon it.

Expenditure:

Alaska Road Commission.....
Territory of Alaska.....
Total.....

ROUTE 8A—BONANZA FERRY.

This is a ferry across the mouth of the a distance of about one hundred and fifty feet for light repairs and salary of ferryman.

Expenditure:

Alaska Road Commission.....
Territory of Alaska.....
Total.....

ROUTE 8B—SAFETY FERRY.

This ferry crosses the opening of Ber 22, a distance of twelve hundred feet. Expenditure for ferryman, a new cable and material for

Expenditure:

Alaska Road Commission.....
Territory of Alaska.....
Total.....

ROUTE 8C—COUNCIL FERRY.

This is a ferry across the Niukluk River connects Council with Route 8.

Expenditure:

Alaska Road Commission.....
Territory of Alaska.....
Total.....

ROUTE 8D—COUNCIL-OPHIR CREEK ROAD (ROAD)

This road follows up Ophir Creek to Crooked Creek then to the working on Crooked Creek, travel from Council is over this road, which is maintained. The road was originally maintained from the Alaska Road Commission.

Expenditure:

Alaska Road Commission.....
Territory of Alaska.....
Total.....

itorial	Construction	Maintenance	TOTAL
100.00		450.00	450.00
100.00		522.50	522.50
40.00		50.00	50.00
200.00		211.09	211.09
600.00	\$ 8,000.00	2,314.73	10,314.73
800.00		992.77	992.77
300.00		1,817.11	1,817.11
900.00		7,009.34	7,009.34
100.00		181.50	181.50
600.00		840.35	840.35
100.00		169.65	169.65
		327.45	327.45
500.00	1,000.00	500.00	1,500.00
555.50	\$ 9,000.00	\$53,580.56	\$62,580.56

(57 MILES WAGON ROAD, 25 MILES

follows the coast to Bonanza, Mile 32, to East Fork, Mile 49. It then follows a distance of about ten miles to the Skookum Divide, passing the head of waters of Fox River, a distance of Fox River, a distance of twelve miles, to the end of the Council corduroy which is a distance of five miles.

crossed en route and one trolley, all main-

for the protection of the entire road es were cleared and snow and ice ice was blasted in Nome River for River Bridge. The work during the in repairing all seasonal damages, drainage and graveling. The work was

eral repairs and replacing of two cul-

A large culvert was put in at Manila ed near Orofino. General repair work al way throughout this entire section. aveled. Every effort is being made to ne to Council, up to the same standard weekly upon it and the most important are located upon it.

Expenditure:

Alaska Road Commission.....	\$ 3,687.46
Territory of Alaska.....	3,690.00
Total.....	\$ 7,377.46

ROUTE 8A—BONANZA FERRY.

This is a ferry across the mouth of the Bonanza River, Mile 32, a distance of about one hundred and fifty feet. Expenditures were for light repairs and salary of ferryman.

Expenditure:

Alaska Road Commission.....	\$ 241.80
Territory of Alaska.....	200.00
Total.....	\$ 441.80

ROUTE 8B—SAFETY FERRY.

This ferry crosses the opening of Bering Sea at Safety, Mile 22, a distance of twelve hundred feet. Expenditures were for salary of ferryman, a new cable and material for upkeep and repairs.

Expenditure:

Alaska Road Commission.....	\$ 292.90
Territory of Alaska.....	500.00
Total.....	\$ 792.90

ROUTE 8C—COUNCIL FERRY.

This is a ferry across the Niukluk River at Council and connects Council with Route 8.

Expenditure:

Alaska Road Commission.....	\$ 26.00
Territory of Alaska.....	50.00
Total.....	\$ 76.00

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 working on Crooked Creek, Mile 14. The heaviest travel from Council is over this road, which is in very good condition. The road was originally maintained by small appropriations from the Alaska Road Commission.

Expenditure:

Alaska Road Commission.....	\$ 45.91
Territory of Alaska.....	100.00
Total.....	\$ 145.91

ROUTE 8E—MELSGING CREEK ROAD....(4 MILES WAGON ROAD)

This road follows up Melsing Creek to the end of the workings, four miles from Council. It has been maintained by poll tax monies with some slight expenditures by the Alaska Road Commission.

Expenditure: None.

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 expenditures on this road have been from the poll tax collections.

Expenditure: None.

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.

Light repairs were made.

Expenditure:

Alaska Road Commission.....	\$	1.00
Territory of Alaska.....		10.00
Total.....	\$	11.00

ROUTE 8H—CASA DE PAGA ROAD (20 MILES WAGON ROAD)

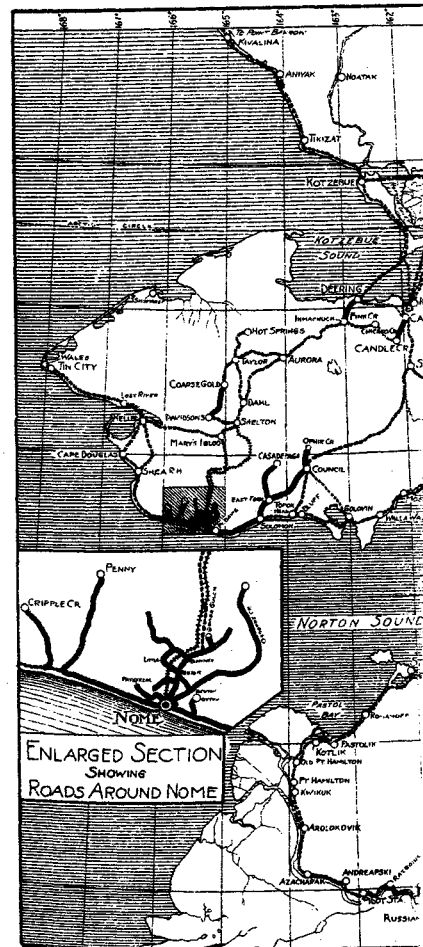
From East Fork this road follows the Solomon River Bed for about one mile to the mouth of Montana Creek, then crosses the Ruby Divide into Ruby Creek, a distance of three and four-tenths miles. From Ruby the road follows down to the various camps at work on the Casa. Some poll tax money has been spent 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.

Expenditure:

Alaska Road Commission.....	\$	17.34
Territory of Alaska.....		100.00
Total.....	\$	117.34

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



PORT ALASKA ROAD COMMISSION.

CREEK ROAD....(4 MILES WAGON ROAD)

From Melsing Creek to the end of the workings, it has been maintained by poll tax monies collected by the Alaska Road Commission.

WARM-ELKHORN TRAIL....(11 MILES TRAIL)

From Council to Warm and Elkhorn Creeks. It leaves about two miles from Council and crosses Council Creek, a distance of six miles, and from Council to Elkhorn, a distance of five miles. Figures on this road have been from the poll tax monies.

BEAR CREEK TROLLEY.

A cable suspended over Bear Creek for the distance of about two miles south of Council near the crossing of Bear Creek. Work has been made.

Commission.....	\$	1.00
Alaska.....		10.00
		\$ 11.00

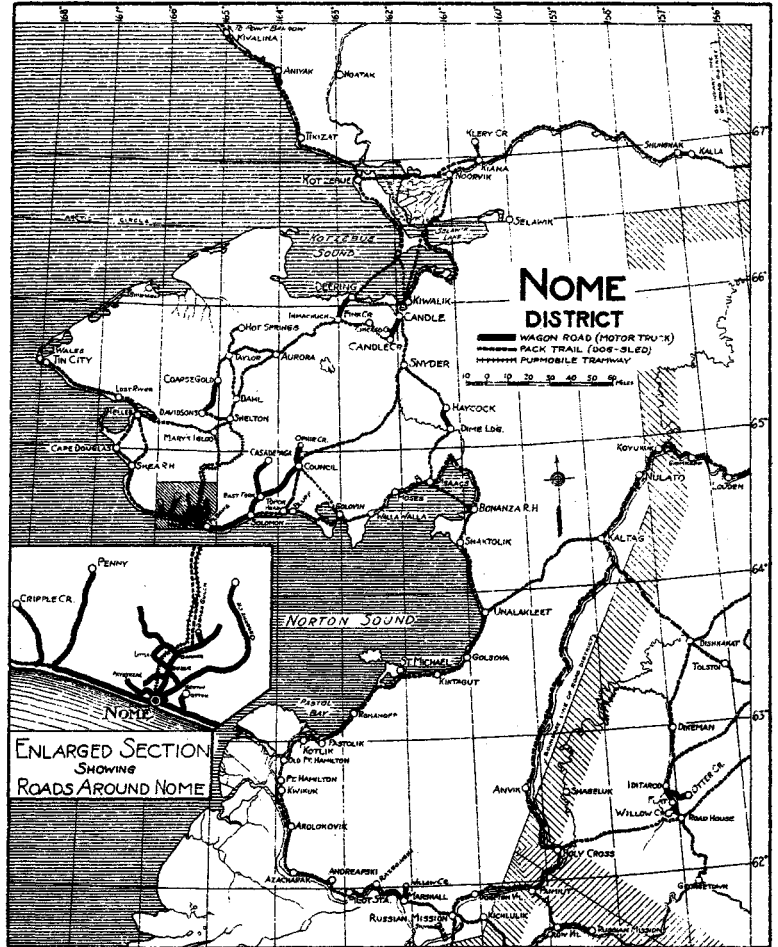
SOLOMON RIVER ROAD (20 MILES WAGON ROAD)

This road follows the Solomon River Bed for a distance of about three miles to the mouth of Montana Creek, then crosses the mouth of Montana Creek, a distance of three and four-tenths miles to the various camps. Some poll tax money has been spent on this work done by the Territory. There is a total of wagon trail to the various creeks served.

Commission.....	\$	17.34
Alaska.....		100.00
		\$ 117.34

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

From the forty-four mile post at the mouth of Council Creek, it 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.

Expenditure: None.

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.

Expenditure: None.

ROUTE 13A—NOME-BESSIE.....(3½ MILES WAGON ROAD)

This is the main road leading from Nome in a northerly direction to the Bessie Claim on the Third Beach line.

The work on this important road consisted of protective work during the breakup and dragging, with a small amount of graveling during the season.

The excessive rainfall of the summer of 1922, with the renewed activity along this road, calls for increased repairs during the next season. A total of eleven thousand tons of freight were hauled over this road last summer. While a very excellent road, the extreme traffic with the abnormal wet season, did considerable damage to the road. This road serves as the main artery to the large dredges now being installed on Little Creek.

This road is badly cut up and will need substantial repair and maintenance work.

Expenditure:

Alaska Road Commission.....	\$	77.60
Territory of Alaska.....		900.00
Total.....	\$	977.60

ROUTE 13B—BESSIE-BANNER.....(3½ MILES WAGON ROAD)

This road commences at the Bessie Roadhouse at the end of Route 13A and goes to Anvil Creek at the mouth of Specimen Gulch. This road was also the main artery used in connection with the Bessie Road for the transportation of the material hauled to Little Creek for the dredge operations there.

The work of last season consisted of continuous and general repairs to keep the road passable while withstanding the heavy tonnage hauled over it and the heavy rainfall.

Expenditure:

Alaska Road Commission.....	\$	77.92
Territory of Alaska.....		300.00
Total.....	\$	377.92

ROUTE 13C—BESSIE-LITTLE CREEK.....(2 MILES WAGON ROAD)

Commencing at the end of Route 13A this road runs west to Little Creek and supplies the workings of the Pioneer Mining Company on Little Creek. This road was also used for transporting the material hauled to Little Creek for the two dredges being installed there. The road was extended through the season from Little Creek to Anvil Creek, a total distance of three-quarters of a mile. The entire road was regraded and graveled. This surfacing was placed to a depth of twelve inches, using the Pierce-Arrow dump trucks. A total of eighteen hundred cubic yards of gravel were used at a cost in place of \$1.34 per cubic yard.

Expenditure:

Alaska Road Commission.....	\$ 202.66
Territory of Alaska.....	5,000.00
Total.....	\$ 5,202.66

ROUTE 13D—BESSIE-DRY CREEK.....(1¼ MILES WAGON ROAD)

Commencing at Bessie, at the end of Route 13A, this road runs east along the Third Beach to Dry Creek. It is in fair condition; there is very little traffic over it and no work required.

Expenditure: None.

ROUTE 13E—DRY CREEK-NEWTON.....(½ MILE WAGON ROAD)

This road is an extension of Route 13D east to Newton Gulch, where it connects with Route 13F at the four mile post. It is in fair condition; there is very little traffic over it and no work is required.

Expenditure: None.

ROUTE 13F—NOME-OSBORNE.....(8 MILES WAGON ROAD)

This road starts from Route 13A at about the mile and three-quarter post and goes in an easterly direction to Osborne Creek.

Substantial improvement was made in this road in 1921 and the work of the past season consisted in bringing the improvements initiated the previous season to completion. Three-quarters of a mile of road was surfaced and the ditching and drainage completed. Twenty-seven hundred lineal feet of road were surfaced at a cost of 19c per foot.

Expenditure:

Alaska Road Commission.....	\$ 772.11
Territory of Alaska.....	2,000.00
Total.....	\$ 2,772.11

ROUTE 13G—GRASS GULCH.....(2

This road leaves Route 13K at about the mile post and follows a northerly course through the Grass Gulches.

It is in fair condition; there is little work is required.

Expenditure: None.

ROUTE 13H—CENTER CREEK.....(1½

This road commences at about the one mile post on Route 13A and goes in a westerly direction on upper Center Creek.

Expenditure: None.

ROUTE 13I—NOME RIVER.....(5

This road commences at the eight mile post on Route 13K and follows the west bank of Nome River for five miles.

Expenditure:

Alaska Road Commission.....	
Territory of Alaska.....	

Total.....

ROUTE 13J—WONDER-FLAT CREEK.....(2

This road commences at about the three mile post on Route 13C, following in a southwesterly direction through the Wonder Creek tailing piles on Wonder Creek to Flat Creek. It is used by the miners for their mining on these creeks.

Expenditure: None.

ROUTE 13K—BESSIE-BUSTER.....(7½

This road commences at the end of the divide at the head of Dry Creek over the divide at the head of Dry Creek of Dexter Creek to Nome River, where it crosses Buster Creek and follows up Buster Creek to an eleven mile post near Union Gulch.

Seasonal repairs and dragging through two thousand feet of drainage ditches were made. The ditching was completed in places where the soil was soft. Two thousand places were graveled. The ditching was completed in places where the soil was soft. Nineteen hundred feet, cost 7c per foot.

Expenditure:

Alaska Road Commission.....	
Territory of Alaska.....	

Total.....

OSBORNE CREEK.....(2 MILES WAGON ROAD)

of Route 13A this road runs west to workings of the Pioneer Mining Com- road was also used for transporting Creek for the two dredges being in- s extended through the season from a total distance of three-quarters of a egraded and graveled. This surfacing twelve inches, using the Pierce-Arrow ghteen hundred cubic yards of gravel ce of \$1.34 per cubic yard.

mission.....	\$ 202.66
a.....	5,000.00
	<hr/>
	\$ 5,202.66

DRY CREEK.....(1 1/4 MILES WAGON ROAD)

at the end of Route 13A, this road runs to Dry Creek. It is in fair condition; r it and no work required.

NEWTON.....(1/2 MILE WAGON ROAD)

on of Route 13D east to Newton Gulch, te 13F at the four mile post. It is in y little traffic over it and no work is

OSBORNE.....(8 MILES WAGON ROAD)

Route 13A at about the mile and three- n easterly direction to Osborne Creek. nt was made in this road in 1921 and t consisted in bringing the improvements on to completion. Three-quarters of a nd the ditching and drainage completed. feet of road were surfaced at a cost of

mission.....	\$ 772.11
aska.....	2,000.00
	<hr/>
	\$ 2,772.11

ROUTE 13G—GRASS GULCH.....(2 MILES WAGON ROAD)

This road leaves Route 13K at about the five and three-quarter mile post and follows a northerly course to Grass and Nickola Gulches.

It is in fair condition; there is little traffic over it and no work is required.

Expenditure: None.

ROUTE 13H—CENTER CREEK.....(1 1/2 MILES WAGON ROAD)

This road commences at about the one and three-quarter mile post on Route 13A and goes in a westerly direction to the workings on upper Center Creek.

Expenditure: None.

ROUTE 13I—NOME RIVER.....(5 MILES WAGON ROAD)

This road commences at the eight and one-half mile post on Route 13K and follows the west bank of Nome River for a distance of five miles.

Expenditure:

Alaska Road Commission.....	\$ 8.57
Territory of Alaska.....	20.00

Total.....\$ 28.57

ROUTE 13J—WONDER-FLAT CREEK.....(2 MILES WAGON ROAD)

This road commences at about the three and three-quarter mile post on Route 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.

Expenditure: None.

ROUTE 13K—BESSIE-BUSTER.....(7 1/2 MILES WAGON ROAD)

This road commences at the end of Route 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.

Seasonal repairs and dragging throughout were performed. Two thousand feet of drainage ditches were dug and a number of soft places were graveled. The ditching, for a total length of nineteen hundred feet, cost 7c per foot.

Expenditure:

Alaska Road Commission.....	\$ 235.73
Territory of Alaska.....	2,000.00

Total.....\$ 2,235.73

ROUTE 18—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.

The trail is in good condition but needs constant attention. During the year the entire trail was gone over and many stakes reset. All necessary work between Nome and Unalakleet was done. Arrangements were made for additional work required over the Kaltag Portage between Unalakleet and Kaltag.

Expenditure:

Alaska Road Commission.....	\$ 3,514.24
Territory of Alaska.....	460.00

Total.....\$ 3,974.24

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 Koyuk River. 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.

The entire route was gone over and it is now permanently staked wherever possible. An additional shelter cabin is needed south of Kotzebue.

Expenditure:

Alaska Road Commission.....
Territory of Alaska.....

Total.....

ROUTE 18B—GOLOVIN-COUNCIL.....

This winter mail trail leaves the Kaltag trail at Golovin, Mile 170½, or seventy-eight miles east of Golovin Bay. It follows up the east shore of Golovin Bay. It follows up the Fish and Niuk Mountain and thence up the Fish and Niuk Mountain. Several portages were brushed out and

Expenditure:

Alaska Road Commission.....
Territory of Alaska.....

Total.....

ROUTE 21—UNALAKLEET-ST. MICHAEL.....

This is the mail trail following the coast to St. Michael Bay, where it crosses to St. Michael. A reconnaissance was made during the year.

Expenditure:

Alaska Road Commission.....
Territory of Alaska.....

Total.....

ROUTE 25A—CRIPPLE RIVER.....(12 MILES)

This road commences at the beach on the left bank of the river. Willow Creek and on to Arctic and Sidewind Creek. Willow Creek and on to Arctic and Sidewind Creek on the left bank of the river.

Expenditure:

Alaska Road Commission.....
Territory of Alaska.....

Total.....

ROUTE 25B—PENNY RIVER.....(12 MILES)

This road commences at the beach at the mouth of the river and extends one and one-half miles up the river and around some deep sloughs.

ON.....(248½ MILES TRAIL)

this overland mail trail crosses the Unalakleet River, which it follows to Unalakleet. It follows the coast to Bonanza on the west side of Walla Walla, where it crosses the coast. It then follows the Quinahock to its head, crossing the divide into the McKinley Creek, which it follows to Golovin. From Golovin it crosses to the east shore of Golovin Bay. It follows up Golovin Bay to White Mountain and thence up the Fish and Niukluk Rivers to Council Bluffs. Several portages were brushed out and marked.

condition but needs constant attention. The trail was gone over and many stakes re-erected between Nome and Unalakleet was done. No additional work required over the trail between Unalakleet and Kaltag.

mission.....\$ 3,514.24
 a..... 460.00
\$ 3,974.24

KOTZEBUE.....(240 MILES TRAIL)

leaves the Kaltag-Solomon mail trail, 93½, or 155 miles east of Nome on the west side of Norton Bay to the mouth of Star Mountain, it reaches the Kotzebue Landing and follows Route 62 to Haystack. At the Peace River divide, the Peace River crosses the divide, it follows up Sweepstakes into the Keewalik Valley, it follows the Roadhouse, then crosses to the left of Lava Creek. It then follows the river to the Keewalik River for two miles to tundra for sixteen miles to Willow Bay, to Deering. From Deering it crosses to Choris Peninsula, and follows the trail over a portage of five miles behind Cape Kotzebue.

gone over and it is now permanently established. An additional shelter cabin is needed.

Expenditure:

Alaska Road Commission.....\$ 523.74
 Territory of Alaska..... 1,135.50

Total.....\$ 1,659.24

ROUTE 18B—GOLOVIN-COUNCIL.....(35 MILES TRAIL)

This winter mail trail leaves the Kaltag-Solomon Trail, Route 18, at Golovin, Mile 170½, or seventy-eight 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 Bluffs. Several portages were brushed out and marked.

Expenditure:

Alaska Road Commission.....\$ 10.00
 Territory of Alaska..... 40.00

Total.....\$ 50.00

ROUTE 21—UNALAKLEET-ST. MICHAEL.....(60 MILES TRAIL)

This is the mail trail following the coast from Unalakleet to St. Michael Bay, where it crosses to St. Michael.

A reconnaissance was made during the winter.

Expenditure:

Alaska Road Commission.....\$ 85.00
 Territory of Alaska..... 100.00

Total.....\$ 185.00

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.

Expenditure:

Alaska Road Commission.....\$ 0.00
 Territory of Alaska..... 10.00

Total.....\$ 10.00

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.

All the freight into Hungry, Oregon, and Nugget Creeks is hauled over this route. From the end of one and one-half miles of work it follows the creek onto the Divide and then around to these creeks.

Expenditure: None.

ROUTE 25C—NOME WIRELESS.....(1/2 MILE WAGON ROAD)

This road serves the wireless plant at Nome. It commences at Steadman Avenue near the beginning of Route 13A and extends east to the wireless station.

Expenditure: None.

ROUTE 25D—MOUTH OF CENTER CREEK.....(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.

Expenditure: None.

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 Submarine.

Expenditure:

Alaska Road Commission.....	\$ 44.85
Territory of Alaska.....	100.00

Total.....\$ 144.85

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.

All of the mining operations in the vicinity of Glacier Creek and the upper Snake River basin are served by this road. The work of the season consisted of general repairs. Ditching and surfacing were restored and repairs made following a severe washout due to a torrential rain.

Expenditure:

Alaska Road Commission.....	\$ 77.30
Territory of Alaska.....	300.00

Total.....\$ 377.30

ROUTE 25G—SNAKE RIVER EXTENSION. ROAD)

This road commences at Glacier Creek. 25F, extends to and across Snake River flat to Boulder Creek.

Expenditure: None.

ROUTE 25H—OTTER CREEK.....(1/2 MILE WAGON ROAD)

This road extends from Mile 2 3/4, Route 25G, to and across Otter Creek.

Expenditure: None.

ROUTE 25I—SINROCK FERRY.

A ferry across the Sinrock River, distance 1/2 mile and fifty feet, on the Nome-Teller Trail, Route 25G.

Total expenditure was for the salary of the ferryman.

Expenditure:

Alaska Road Commission.....	
Territory of Alaska.....	

Total.....

ROUTE 26—CANDLE-CANDLE CREEK.....(6 MILES WAGON ROAD)

This road commences in Candle and extends to Paterson Creek and serves all of the mining operations in the area.

Expenditure was for general repair of the road. The road was regraded between the three drainage generally restored. This road is in good condition and its extension is not contemplated.

Expenditure:

Alaska Road Commission.....	
Territory of Alaska.....	

Total.....

ROUTE 26A—KUGRUK RIVER APPROACH. ROAD)

No work was done on this project which extends from the coal mine to the Kugruk River.

Expenditure: None.

ROUTE 26B—BEAR CREEK TRAIL.....

This trail is used to haul mining supplies to the Bear Creek. The Keewalik River is crossed at the trail.

ary, Oregon, and Nugget Creeks to the end of one and one-half miles into the Divide and then around to

IS.....(1/2 MILE WAGON ROAD)

less plant at Nome. It commences beginning of Route 13A and extends

OTTER CREEK.....(2 MILES WAGON

the west city limits and follows the a short distance beyond the mouth

RAYSTREAK.....(3 MILES WAGON

ar the one-half mile post on Route Bridge and follows the right bank s on Submarine.

ission.....	\$ 44.85
.....	100.00
.....	\$ 144.85

R.....(3 MILES WAGON ROAD)

Anvil Creek at the end of Route 13B pier Creek.

ions in the vicinity of Glacier Creek basin are served by this road. The of general repairs. Ditching and surirs made following a severe washout

ission.....	\$ 77.30
.....	300.00
.....	\$ 377.30

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.

Expenditure: None.

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.

Expenditure: None.

ROUTE 25I—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.

Expenditure:

Alaska Road Commission.....	\$ 58.50
Territory of Alaska.....	300.00

Total.....\$ 358.50

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.

Expenditure was for general repair and surfacing the road. The road was regraveled between the three and four mile posts and drainage generally restored. This road is in excellent condition and its extension is not contemplated.

Expenditure:

Alaska Road Commission.....	\$ 1,976.34
Territory of Alaska.....	1,000.00

Total.....\$ 2,976.34

ROUTE 26A—KUGRUK RIVER APPROACH.....(1/4 MILE WAGON ROAD)

No work was done on this project which consists of an approach from the coal mine to the Kugruk River.

Expenditure: None.

ROUTE 26B—BEAR CREEK TRAIL.....(45 MILES TRAIL)

This trail is used to haul mining supplies from Candle to Bear Creek. The Keewalik River is crossed and a ridge is followed to Bear Creek.

out, blazes restored, and two small
under Route 26.

CHUK.....(25 MILES WAGON ROAD)

Deering and extends to the workings on
oved for a distance of twelve miles
latter point it follows the river bed.
substantial repairs improving drainage
ddition, the road was extended to the
all fords previously used. Two miles
ed and one mile of grading carried out.

mission.....\$ 4,401.60
..... 3,500.00
.....\$ 7,901.60

CANDLE TRAIL....(140 MILES TRAIL)

between Dahl Creek and Candle, going
om Dahl Creek to the Kougarok River,
of the divide to the head of Boulder,
a Creek. It follows to the mouth of
Noxapaga, and goes up Berry Creek,
outh of the right fork of Good Hope,
ivide Creek, thence up Divide Creek,
wing the ridge to the Inmachuk River.
to Arizona Creek, thence easterly over
thence crossing Wade Creek in an
ruk Flats to the Kugruk River, thence
the mouth of Paterson, thence down
d to Candle.

R.....(135 MILES TRAIL)

eaves Nome over Routes 13A and 13K
ek. Crossing Nome River, it follows
of Willow Creek, then recrosses and
e U. S. Roadhouse at Dorothy Creek,
ver the divide to Nugget Creek. From
ses Salmon Lake, follows down Pilgrim
ross the flats to the Hot Springs. It
Igloo and up the Kusatrin River to
s of the summer tram line (Seward
helton, the trail proceeds to Dahl, and
to Taylor.

Expenditure:

Alaska Road Commission.....	\$ 50.00
Territory of Alaska.....	400.00
	<hr/>
Total.....	\$ 450.00

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 Candle. 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.

Expenditure: None.

ROUTE 41—KIANA-KLERY CREEK....(1 MILE WAGON ROAD, 11 MILES TRAIL)

A permanent staked winter trail, twelve miles in length, con-
nects Kiana and Klery.

The ferry at Kiana was rebuilt.

Expenditure: Included with Route 77A.

ROUTE 41A—KOTZEBUE-SHUNGNAC.....(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.

Expenditure:

Alaska Road Commission.....	\$ 22.50
Territory of Alaska.....	500.00
Total.....	\$ 522.50

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 built.
Expenditure: None.

ROUTE 42—ST. MICHAEL-KOTLIK TRAIL..... (70 MILES TRAIL)

This is a winter mail trail to Kotlik and on up the Yukon to Marshall. From St. Michael it follows the left bank of the St Michael Canal for eight miles, thence across 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:

Alaska Road Commission.....	\$ 10.00
Territory of Alaska.....	40.00
Total.....	\$ 50.00

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 Davidson 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 Ditch and Mining Company, Kelliher Dredging Company, the Bering Dredging Company and Dave Johnson Freight-ing Company. In 1916 this route was taken over by the Alaska Road Commission and since then has been maintained by them.

Expenditure:

Alaska Road Commission.....	\$ 11.09
Territory of Alaska.....	200.00
Total.....	\$ 211.09

ROUTE 62—DIME CREEK CORDURO

This road connects Dime Land to Koyuk River about thirty-five miles. It follows the Koyuk, with the worst post office of Haycock and extends above.

Expenditure:

Alaska Road Commission.....	
Territory of Alaska.....	
Total.....	

ROUTE 67—NOME-TELLER.....

This is the winter mail trail to Wales. It is permanently staked from the coast from Nome to Cape Douglas, Riley, and then into Teller.

The trail was restaked to Cape Teller given as the cost of staking this trail on the Peninsula:

Purchase of 500 stakes.....	
Distributing	
Erecting stakes	
Total.....	

Expenditure:

Alaska Road Commission.....	
Territory of Alaska.....	
Total.....	

ROUTE 67A—TELLER-LOST RIVER.....

This is the extension of Route 67 to Wales. It was permanently staked from the Bay from Teller to the Reindeer Beach to Lost River.

Expenditure:

Alaska Road Commission.....	
Territory of Alaska.....	
Total.....	

ROUTE 67B—TELLER-BLUESTONE.....

From Teller there is a wagon road to Gold Run and the Bluestone about 10 miles.

ALASKA ROAD COMMISSION.

Commission.....	\$ 22.50
Alaska.....	500.00
	<hr/>
	\$ 522.50

POINT BARROW.....(500 MILES TRAIL)

This trail extends from Kotzebue across to the west coast to Point Barrow. It is under construction and the village of Kivalina has been built.

POINT KOTLIK TRAIL.....(70 MILES TRAIL)

This trail to Kotlik and on up the Yukon River. From Michael it follows the left bank of the river for 10 miles, thence across the Canal to the northwesterly direction to Pitmatalik Village, 10 miles. Thence back to Point Romanof, 10 miles, thence to Coffee Point twelve miles. From Coffee Point, twelve miles. The work of permanent staking this past year is in excellent shape.

Commission.....	\$ 10.00
Alaska.....	40.00
	<hr/>
	\$ 50.00

DAVIDSON LANDING-TAYLOR.....(24 MILES WAGON ROAD)
(SLED ROAD)

This is the head of navigation on Imuruk from Davidson Landing. From Davidson Landing it follows the coast a distance of twenty-four miles, thence over the Coarse Gold Creek to Henry Creek, thence to the Kougarok; it follows the Kougarok trail which was originally built by the Kougarok Company and has had work done upon it by them. The trail was built by the Ketchikan and Mining Company, Kelliher Dredging and Logging Company and Dave Johnson Freight Company. This route was taken over by the Alaska Road Commission and has been maintained by them.

Commission.....	\$ 11.09
Alaska.....	200.00
	<hr/>
	\$ 211.09

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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 confluence of Dime Creek and the Koyuk, with the workings on Dime Creek at the post office of Haycock and extends on up Dime Creek to No. 7 above.

Expenditure:

Alaska Road Commission.....	\$ 8,314.73
Territory of Alaska.....	2,000.00
	<hr/>
Total.....	\$10,314.73

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.

The trail was restaked to Cape Wooley. The following is given as the cost of staking this trail, peculiar to the Seward Peninsula:

Purchase of 500 stakes.....	\$ 112.27
Distributing	80.00
Erecting stakes	800.50
	<hr/>
Total.....	\$ 992.77

Expenditure:

Alaska Road Commission.....	\$ 192.77
Territory of Alaska.....	800.00
	<hr/>
Total.....	\$ 992.77

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:

Alaska Road Commission.....	\$ 217.11
Territory of Alaska.....	1,600.00
	<hr/>
Total.....	\$ 1,817.11

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 has had some road tax expended on it and the Alaska Road Commission has furnished some timber for constructing several small bridges on it. It is still used for hauling to Gold Run and the Bluestone.

Expenditure: None.

ROUTE 67C—TELLER-MARY'S IGLOO.....(40 MILES TRAIL)

Though not a mail trail, this is a well traveled winter route from Teller to Mary's Igloo via Grantly Harbor, Imuruk Bay and the Kuzitrin River.

Expenditure: None.

ROUTE 68—FLAGGING TRAILS.....(712 MILES TRAIL)

Under this heading all expenditures for winter work are included. The expenditure includes the purchase of material for making flags, and the cost of straightening up all stakes and replacing 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.

During the past season provision was made for permanently staking the trail from Lost River to Cape Prince of Wales and the trail up the Kobuk River from the mouth to Shungnak.

In addition to this, temporary staking was provided for the following trails:

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
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 Bay	5
Bcnanza 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	6
Around Topkok Head	8
Around Cape Nome	3
Total	520

Expenditure:

Alaska Road Commission.....
Territory of Alaska.....

Total.....

ROUTE 73—MARSHALL ROAD.....(4¼)

This road was constructed by the T hundredths miles are corduroy and two miles graded road. It connects the land shall with the workings on Willow Cree.

Expenditure: None.

ROUTE 73A—KOTLIK-MARSHALL.....

This trail follows the general trend A reconnaissance was made during work is proposed.

Expenditure: None.

ROUTE 73B—STUYAHOK.....

This is a new project. It consists sled road and summer trail from the lar below Russian Mission across to the n Creek.

Expenditure: None.

ROUTE 77—SHELTON FERRIES.

These are two ferries over the two River at Shelton, each about one hundr free ferries, a ferryman being paid to pla the spring and take them out in the fall : passengers during the break-up and freeze

Expenditure:

Alaska Road Commission.....
Territory of Alaska.....

Total.....

ROUTE 77A—FERRIES.

In addition to Bonanza Ferry, Rout. 8B, Council Ferry, Route 8C, and the Shel are four other ferries in the Nome Dist not been assigned route numbers.

Cripple River Ferry: This is a fre Cripple River which is at this point one sists of a whale boat on an endless cable

ALASKA ROAD COMMISSION.

me road tax expended on it and the furnished some timber for constructing . It is still used for hauling to Gold

Y'S IGLOO.....(40 MILES TRAIL)

ail, this is a well traveled winter route o via Grantly Harbor, Imuruk Bay and

RAILS.....(712 MILES TRAIL)

ll expenditures for winter work are in- includes the purchase of material for t of straightening up all stakes and re- on the permanently staked winter trails the Seward Peninsula and connecting many of the trails are only seasonal ones ners themselves to the creeks on which these cases this board furnishes the ma- miners do the work.

son provision was made for permanently t River to Cape Prince of Wales and the from the mouth to Shungnak.

temporary staking was provided for the

of Route	Seasonal Miles
y Channel on Kobuk	32
alik on Pt. Barrow Trail	12
o Mouth Noatak	6
s Peninsula	40
ris Peninsula	35
han's Cabin	30
zuruk Mouth Kobuk	14
llik	8
un	15
s	16
n	6
of Harbor	12
Creek	6
ee Point	12
tluk	12
y	5
th Koyuk	30
s Koyuk	20
s Point to Caches	43
Walla	20
to west side Golovin Bay	14
e Mountain	12
.....	100
.....	6
Head	8
ome	3
.....	520

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Expenditure:

Alaska Road Commission.....	\$ 3,009.34
Territory of Alaska.....	4,000.00

Total.....\$ 7,009.34

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.

Expenditure: None.

ROUTE 73A—KOTLIK-MARSHALL.....(190 MILES TRAIL)

This trail follows the general trend of the lower Yukon.

A reconnaissance was made during last winter and additional work is proposed.

Expenditure: None.

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.

Expenditure: None.

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:

Alaska Road Commission.....	\$ 81.50
Territory of Alaska.....	100.00

Total.....\$ 181.50

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 one hundred feet wide. It consists of a whale boat on an endless cable.

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 Peninsula Railway. It is used by foot pasengers and the cars drawn by dogs on the railway.

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.

Expenditure:

Alaska Road Commission.....	\$ 240.35
Territory of Alaska.....	600.00
Total.....	\$ 840.35

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.

Expenditure: 40.00.

Snake River Footbridge: This is a suspension footbridge over Snake River near the mouth of Boulder Creek.

Expenditure: None.

Shelton Footbridge: This is a suspension footbridge over a slough near Shelton.

Expenditure: None.

Kougarok Footbridge: This is a suspension footbridge over the Kougarok River near the mouth of Coarse Gold Creek.

Expenditure: None.

Taylor Footbridge: This is a suspension footbridge over Taylor Creek at Taylor.

Expenditure: None.

Burnt River Footbridge: This suspension footbridge over Burnt River on the Dahl Creek-Candle Trail, Route 28, was repaired.

Expenditure: 129.65.

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.

Expenditure: None.

Total expenditure:

Alaska Road Commission.....	
Territory of Alaska.....	
Total.....	

Route 77C—TROLLEYS.

There are two passenger trolleys in not heretofore been assigned route numbers.

Snake River Trolley: This trolley cage suspended from a cable across Snake River near the mouth of Snake Creek.

Expenditure: None.

Nome River Trolley: This trolley cage suspended from a cable across Nome River near Osborne Creek.

Expenditure: None.

EXAMINATIONS AND RECONNAISSANCES.

ROUTE 89—KOUGAROK RECONNAISSANCE.

In addition to the investigation made in the field as recommended in last year's report, additional routes were gone over and the results reported.

An engineer again inspected the Nome River and proceeding overland to Deer Creek and then to Dime Creek. These reconnaissances, which gathered topography, material encountered and bore on economic activity, have given a full and complete picture of the interior of Seward Peninsula.

The following is a syllabus of the reconnaissance made as required by the Act of Congress for the support of the Army for the fiscal year 1916 under the item "Construction and maintenance of roads, bridges and trails, Alaska," which was included in the appropriation.

"That not to exceed \$10,000 of the appropriation shall be expended for a preliminary report on the feasibility, desirability and most practicable connection of the Shelton system of communications of the Kugruk River, Chicago Creek and the Nome Mining District, whether by wagon way, trail or other means."

The examination was made as directed by the Act of Congress. The reconnaissance made covering all of the district was completed. With the additional examinations made

: This is a small scow running on a cable where a bridge has been washed out on the way. It is used by foot passengers and the the railway.

This is a free ferry over the Kougarok River dle Trail, Route 28. It consists of a small e. No expenditure during the fiscal year.

is is a free ferry over the slough on the il, Route 41. It consists of a small boat

Commission.....	\$ 240.35
Alaska.....	600.00
	<hr/>
	\$ 840.35

ges have not heretofore been assigned route

ge: This is the main highway suspension er on Route 8, near Fort Davis.

idge: This is a suspension footbridge over outh of Boulder Creek.

: This is a suspension footbridge over a

ge: This is a suspension footbridge over r the mouth of Coarse Gold Creek.

This is a suspension footbridge over Taylor

idge: This suspension footbridge over Burnt & Candle Trail, Route 28, was repaired.

This is a highway bridge about eighteen Creek, giving access to the Sunset Creek . The creek has very steep banks and a

Total expenditure:

Alaska Road Commission.....	\$ 69.65
Territory of Alaska.....	100.00
Total.....	\$ 169.65

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.

Expenditure: None.

Nome River Trolley: This trolley consists of a passenger cage suspended from a cable across Nome River near the mouth of Osborne Creek.

Expenditure: None.

EXAMINATIONS AND SURVEYS.

ROUTE 89—KOUGAROK RECONNAISSANCE.

In addition to the investigation and detailed reconnaissance made in the field as recommended in last year's annual report, additional routes were gone over and the report completed.

An engineer again inspected the Nome-Shelton Railroad, visiting Taylor and proceeding overland to Deering and Candle. In connection with this the route Candle to Dime Creek was also gone over. These reconnaissances, which gathered every detail of distances, topography, material encountered and both actual and prospective economic activity, have given a full and complete knowledge of the interior of Seward Peninsula.

The following is a syllabus of the report and recommendations made as required by 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," which provides:

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

The examination was made as directed and a thorough reconnaissance made covering all of the district referred to in this item. With the additional examinations made during last summer, report

was prepared under date of December 1st and submitted. It was recommended that the system of communications on Seward Peninsula be improved so as to make the coal deposits on the Kugruk River and Chicago Creek available to the Keewalik and Innachuk Mining Districts and the communities tributary thereto, by the extension of the Nome-Shelton Tramway twelve miles to Dahl, the improvement of the Dahl-Inmachuk winter trail, sixty-five miles, to summer trail standard and the construction of a tramway thirty miles long between the Deering-Inmachuk Road and the Candle-Candle Creek Road, via the Kugruk River coal mines, at a total cost of \$750,000.00.

Expenditure: Alaska Road Commission, \$327.45.

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 extending from Nome to Shelton, for use as a public tram and highway. 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 Kougatok mining district 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 accomplished provided the structure was publicly acquired.

An examination and inventory of this road was made by Mr. A. G. Blake, a competent civil engineer, engaged for the purpose.

At the close of Mr. Blake's examination negotiations were entered into with the Pioneer Mining & Ditch Company, the owners of the Nome-Shelton Railroad. These negotiations, in reference to the terms of the conveyance and price, continued until October 3d, at which time the railroad was purchased for \$24,000.00. Included in the purchase were certain blocks of real estate within the city of Nome. An agreement was incorporated in the instrument of conveyance stating that the mining company would restore the tracks and right-of-way at any location disturbed by them in the ordinary course of their mining operations.

The railroad was at once taken possession of by a representative of this Commission at Nome and a considerable amount of information required for its final rehabilitation was obtained during the summer and fall.

This road, long used as a public tramway, it is planned to maintain for such a purpose. Light cars, loaded not over one thou-

sand pounds, drawn by dogs, horses, and mules, and a motor speeder, will be provided for.

The greatest obstacle encountered is that due to broken bridges, which are numerous on several streams. This fording is a hindrance many times and is almost impossible during the winter. The restoration of all of these bridges is a task for next summer. Lumber is on hand from that time when abandoned by the War Department. The work turned over from the work on Nome Harbor for next summer includes the restoration of the track, grading and leveling of the track at points where it has been completely dropped from the track.

ADDITIONAL EXAMINATIONS

Additional very important examinations have been made during the last fiscal year. From Dime Landing to Candle, from Caribou to Deering to Nome by way of Shelton, were thoroughly gone over during the year. The examination made in midsummer, covered all of the routes in detail by Mr. Blake, an employee of this Commission in 1921.

In addition, a very important work was made late in the winter, following the main routes:

Nome to Unalakleet, Kaltag, following the trail through Holy Cross, Russian Mission, Mouth of Unalakleet, and back to Nome. Also an examination of the trail Nome to Teller and Cape Prince of Wales.

These summer and winter reconnoitering expeditions give an up-to-date knowledge of every summer trail in the Nome District. The importance of well maintained winter trails has only been emphasized by the recent experience.

ACCOUNT NO. 90B—SHELTER CABINS.

A total of \$1,500.00 was expended for the construction of shelter cabins in this district. The following was the list:

Trail	Cabin Location
Nome-Kaltag	Mouth of Cheekuk
Nome-Kaltag	Moses
Dime Creek-Candle	Quartz Creek
Nome-Council	At Timber
Dahl Creek-Candle	Aurora Creek
Dahl Creek-Candle	Cottonwood Creek
Kotzebue-Point Barrow	Kivalina
Kotzebue-Shungnak	Pothluks
Nome-Taylor	Iron Creek
	Total

CONTRACTS IN FORCE.

None.

COMMERCIAL STATISTICS.

A careful traffic census was begun by the Commission in 1911. Comparing the expenditures for freight on each route at the present rate with the cost of transporting the same amount of freight at the rates prevailing before the road was constructed, a figure is obtained which represents the economic saving to the community served by the construction of the particular route in point.

Combining the saving for all the routes built by the Commission, the following table for 1911, 1912, and 1913, has been compiled:

TRAFFIC SUMMARY.

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 January 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 the new diggings in the Chisana region a few years ago, beans, coffee, sugar, hay, candies, bacon, grain, etc., were sold at \$1.50 a 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 was 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).....	
Wagon (wagon road).....	
Pack train (trail).....	
Man (no trail).....	

(*)—Average from very widely varying figures in Southeastern Alaska, in 1921, I observed lumber, etc., being carried on the backs of Indian porters on a slippery mountain trail about 7,500 feet long to a little basin at about 800 feet elevation at 4 cents per ton—over 1 cent per ton-foot.

Railroad transportation cannot yet be relied upon for Alaska, and steamship rates are entirely dependent upon competition. They, like the existing rates, are fixed by two factors only: 1st, the cost of hauling freight on a wagon road, sled road, or trail, where such a mode is the case of steamships, sometimes by competition, and 2d, by the highest rate the freight carrier can charge at all.

The table shows the actual costs at the present time for food, forage, etc., prevailing in the great interior. They are based also on the costs of hauling freight from the south coast the comparative values of actual values are about one-third less because of the above controlling elements.

The following table gives a synopsis of the rates on a few typical routes for the calendar year. It has been impossible to date to obtain complete data upon the great majority of the routes which are being continued in this direction and which are expected during the current season.

T ALASKA ROAD COMMISSION.

FACTS IN FORCE.

TRAFIC STATISTICS.

Work was begun by the Commission in 1911, to determine the cost for freight on each route at the present rates, comparing the same amount of freight at the time the road was constructed, a figure is obtained showing the economic saving to the community on each of the particular route in point. The average for all the routes built by the Commission for 1911, 1912, and 1913, has been computed as follows:

TRAFFIC SUMMARY.

Years	Total expenditures for roads to end of year	Economic saving to shippers
1911	\$1,903,103.27	\$1,981,677.00
1912	2,220,406.99	2,141,688.00
1913	2,573,525.28	2,144,667.00
1914	2,573,525.28	6,268,032.00

It will be seen that the saving in these three years is three times the total expenditure for roads in the preceding years were burned up during the war. The census was taken during the war. The road was inaugurated January 1, 1921.

The great cost of moving freight by teaming is due to the difficulty and uncertainty of moving freight, the main obstacle to the growth and development of the new diggings in the Chisana region.

The freight charges were almost as high as the original cost of the article was of relatively low value. And even at that, the supply could not be obtained.

Last summer the freight charges for supplies in Dawson, in the Klondike, to some mines in the American 40-Mile District were almost as high as the original cost of the supplies plus the freight to the Klondike. (Dawson is 1,700 miles from Dawson City.)

Comparison of the usual modes of transport in Alaska is given in the following table:

	Per Ton-mile.
Truck (wagon road)	\$ 0.37
Wagon (wagon road)	1.30
Pack train (trail)	6.30

Summer:

Truck (wagon road)	.50
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, in 1921, 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 300 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 of transport 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 2d, 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 the above controlling elements.

The following table gives a synopsis of the traffic reported upon a few typical routes for the calendar years 1921 and 1922. It has been impossible to date to obtain at any reasonable cost complete data upon the great majority of the routes. However, efforts are being continued in this direction and more complete results are expected during the current season.

TRAFFIC CENSUS.

	Route No.	Station	Period	No. of Persons	Autos	Wagons	Sleds	Pack Horses	Tonnage
VALDEZ DISTRICT									
Chitina-Fairbanks	4	Kenny Lake	Jan-Jun	679	284	13	113	102	204
Chitina-Fairbanks	4	Rapids R. H.	Apr-Sep	374	136	2	.....	4	5
SEWARD DISTRICT									
1921									
Seward-Kenai Lake	10	Seward	Jan-Mar	360	90	.....	570	.....	678
Rainy Pass Trail	20B	Susitna	Jan-Apr	193	.....	.....	103	.....	10
Rainy Pass Trail	20B	Nancy	Jan-Mar	220	.....	.....	96	.....	11
Sunrise-Hope	24	Sunrise	Apr-Dec	1200	250	420	125	250	350
Knik-Willow Creek	35	Wasilla	Jan-Mar	131	4	4	80	.....	368
Wasilla-Willow Creek	35	Wasilla	Jan-Dec	2188	56	39	33	94	1178
Wasilla-Knik	35F	Wasilla	Jan-Jun	740	.....	7	43	14	62
Wasilla-Finger Lake	35H	Wasilla	Jan-Jun	119	.....	.....	12	16	19
Talkeetna-Cache Creek	51	Talkeetna	Jan-Dec	1866	2	7	1021	171	778
Anchorage-Eagle River	75	Mile 6	Jan-Oct	2186	153	94	278	13	441
1922									
Talkeetna-Cache Creek	51	Moose Creek	Jan-Dec	1221	12	69	425	141	356
FAIRBANKS DISTRICT									
1922									
Circle-Miller House	15	Circle	Nov	100	.....	.....	47	.....	35
Roosevelt-Kuskokwim	46	Toklat Roadhouse	Nov-Dec	145	.....	.....	120	.....	70
Roosevelt-Kuskokwim	46	Kobi	Nov-Dec	117	.....	.....	105	.....	39
NOME DISTRICT									
1921									
Nome-Council	8	Solomon	Jan-Dec	967	42	151	391	.....	9
Nome-Council	8	Port Safety	Jan-Jun	369	1	6	271	1	40
Nome-Council	8	Council	Jun-Dec	250	.....	49	39	1	18
Nome-Council	8	Nome	Jun-Sep	41	.....	.....	.....	.....	631*
Council-Solomon (via Timber)	.....	.....	Jan-Mar	38	.....	.....	33	.....	No rec.
Council-Solomon (via Fox River)	.....	.....	Jan-Mar	56	.....	.....	50	.....	.....
Council-White Mt. (Chinik)	.....	.....	Jan-Mar	411	.....	.....	359	.....	.....
Council-Melsing Creek and Ophir Creek	.....	.....	Jan-Mar	172	.....	.....	67	.....	.....
Nome-Bessie	13A	.....	Jun-Sep	.....	651	.....	.....	.....	1175
Bessie-Banner	13B	.....	Jun-Sep	.....	.....	.....	.....	.....	605
Bessie-Little	13C	.....	Jun-Sep	.....	.....	.....	.....	.....	265
Nome-Osborne	13F	.....	Jun-Sep	.....	.....	.....	.....	.....	67
Nome River Extension	13I	Kruzgamepa (Hot Springs)	(Jan-May) (Nov-Dec)	270	.....	.....	176	.....	12
290									
Bessie-Buster	13K	Bluff	Jun-Sep	684	.....	4	269	.....	37
Kaltag-Solomon	18	.....	(Jan-Jun) (Nov-Dec)	.....	.....	.....	1256	.....	81
Kotzebue-Deering	18A	Kotzebue	Jan-May	1535	.....	.....	134	.....	14
Unalakleet-St. Michael	21	St. Michael	Jan-May	231	.....	.....	.....	.....	75
Mouth of Center Creek	25D	.....	Jun-Sep	.....	.....	.....	.....	.....	46
Submarine Paystreak	25E	.....	Jun-Sep	.....	.....	.....	.....	.....	493
Anvil Glacier	25F	.....	Jul-Sep	.....	.....	.....	.....	.....	160
Snake River Extension	25G	.....	Jun-Sept	.....	9	123	795	7	532
Candle-Candle Creek	26	Candle	Jan-Dec	1712	.....	.....	1517	.....	430
Deering-Inmachuk	27	Deering	Jan-Apr	1899	.....	5	357	1	55
Nome-Taylor	28A	U. S. Roadhouse	Jan-Dec	681	.....	.....	319	.....	19
Kiana-Klory Creek	41	Kiana	Jan-May	539	.....	.....	31	.....	44
Kotzebue-Shungnak	41A	Shungnak	Jan-Mar	31	.....	73	342	3	215
Dine Creek Corduroy	62	Haycock	Jan-Dec	668	.....	5	1	.....	31
Nome-Teller	67	Sinuk	Jan-Dec	336	.....	.....	141	.....	27
Nome-Teller	67	.....	Jan-Dec	185	.....	.....	183	.....	34
Teller-Wales	67A	.....	(Jan-May) (Nov-Dec)	225	.....	.....	.....	.....	.....
Teller-Mary's Igloo	67C	.....	Jan-Dec	174	.....	.....	137	.....	26

(*)—610 tons of this for mining camps on Solomon River.

Talkeetna-Cache Creek	51	Talkeetna	2186	153	94	218	10	111	
Anchorage-Eagle River	75	Mile 6	.....	.....	.....	.....	.....	.....
Talkeetna-Cache Creek	51	Moose Creek	1221	12	69	425	141	356	
FAIRBANKS DISTRICT									
Circle-Miller House	15	Circle	100	.....	.....	47	.....	35
Roosevelt-Kuskokwim	46	Toklat Roadhouse	145	.....	.....	120	.....	70
Roosevelt-Kuskokwim	46	Kobi	117	.....	.....	105	.....	39
NOME DISTRICT									
Nome-Council	8	Solomon	967	42	151	391	.....	9
Nome-Council	8	Port Safety	369	1	6	271	1	49	
Nome-Council	8	Council	250	.....	49	39	1	18
Nome-Council	8	Nome	41	.....	.....	.....	.....	631*
Council-Solomon (via Timber)	.....	.....	38	.....	.....	33	.....	No rec.
Council-Solomon (via Fox River)	.....	.....	56	.....	.....	50	.....	.....
Council-White Mt. (Chinik)	.....	.....	411	.....	.....	359	.....	.....
Council-Melsing Creek and Ophir Creek	.....	.....	.....	.....	.....	.....	.....	.....
Nome-Bessie	13A	.....	172	.....	.....	67	.....	.....
Bessie-Banner	13B	.....	.....	651	.....	.....	.....	1175
Bessie-Little	13C	.....	.....	.....	.....	.....	.....	605
Nome-Osborne	13F	.....	.....	.....	.....	.....	.....	265
Nome River Extension	131	Kruzgamepa	270	.....	.....	176	.....	57
.....	.....	.....(Hot Springs)	.....	.....	.....	.....	.....	12

Bessie-Buster	13K	.....	.....	.....	.....	.....	.....	290
Kaltag-Solomon	18	Bluff	684	.....	4	269	.....	37
Kotzebue-Deering	18A	Kotzebue	1535	.....	.....	1256	.....	81
Unalakleet-St. Michael	21	St. Michael	231	.....	.....	134	.....	14
Mouth of Center Creek	25D	.....	.....	.....	.....	.....	.....	75
Submarine Paystreak	25E	.....	.....	.....	.....	.....	.....	45
Anvil Glacier	25F	.....	.....	.....	.....	.....	.....	493
Snake River Extension	25G	.....	.....	.....	.....	.....	.....	160
Candle-Candle Creek	26	Candle	1712	9	123	795	7	532
Deering-Innuchuk	27	Deering	1899	.....	.....	1517	.....	430
Nome-Taylor	28A	U. S. Roadhouse	681	.....	5	357	1	55
Kiana-Klery Creek	41	Kiana	539	.....	.....	319	.....	19
Kotzebue-Shungnak	41A	Shungnak	31	.....	.....	31	.....	44
Dine Creek Corduroy	62	Haycock	668	.....	73	342	3	215
Nome-Teller	67	Sinuk	336	.....	5	1	.....	31
Nome-Teller	67	.....	185	.....	.....	141	.....	27
Teller-Wales	67A	.....	225	.....	.....	183	.....	34
Teller-Mary's Igloo	67C	.....	174	.....	.....	137	.....	26

(*)—610 tons of this for mining camps on Solomon River.

rows, Tolovana River, Yukon-Kuskokwim
 Gastineau Channel and adjacent waters;
 facilities; the survey and design for a
 au; the issuance of permits for fish traps
 he navigable waters along the Territory's
 miscellaneous inspections, public hearings,
 ers and harbors; improvement of Sitka
 opment of Mt. McKinley National Park;
 , and operation of The Alaska Railroad
 s, 470½ miles; railway spurs to the Eska,
 l Healy River coal mines, 46 miles; from
 eks as far as Chatanika, 39 miles narrow
 spur, 4½ miles narrow gauge; also River
 ana and Yukon Rivers between Nenana
 , with through billing arrangements cover-
 eattle or Tacoma to points on the Yukon
 ibutaries between the International Boun-
 ; Sea at St. Michael; also an agreement
 e on the Richardson Highway from Fair-
 dez, 410 miles; also operates coal mines,
 missaries.

art looks like an hourglass with this
 All authorities and appropriations are
 r departments and six bureaus and then
 various jobs. Similarly the reports and
 from the various outlying districts, vised,
 e various departments and bureaus under
 ular work has been handled.

CEIPTS AND DISBURSEMENTS.

chers received and placed in the account,

RECEIPTS.

2		\$ 121,890.95
As		1,038,081.77*
aska Fund		6,919.47
		444.53
		21.35
Funds		20.45
		\$1,167,378.52
urer of United States		
of F. Y. 1922	\$121,890.95	
Bond, previous dis-		
Steeze, previous dis-	89,686.17	
Fund	96,913.72	
	6,919.47	
	444.53	
	21.35	
	20.45	315,896.64
		\$ 851,481.88

DISBURSEMENTS.

Disbursed as per tabulated statement below	\$ 726,707.89*
Balance on Hand in Army Account of Advances, June 30, 1923.	124,773.99
Net Total	\$ 851,481.88

(*)-Does not include \$13,374.60 charged against available appropria-
 tions by direct U. S. Treasury Settlement of inter-departmental accounts.

EXPENDITURES IN DETAIL.

FEDERAL APPROPRIATIONS AND "ALASKA FUND" AND FUNDS
 CONTRIBUTED BY THE TERRITORY OF ALASKA AND OTHERS.

Acct.	Name of Route	Construction	Maintenance	Totals
2B	Mendenhall Glacier Extension	\$	\$ 89.17	\$ 89.17
3A	Haines-Wells		9,757.39	9,757.39
3B	Pleasant Camp Extension, 1st section	4,000.00	783.32	4,783.32
3B	Pleasant Camp Extension, 2nd section	16,000.00		16,000.00
3C	Porcupine Extension		300.00	300.00
3D	Haines-Mud Bay	1,500.00	700.00	2,200.00
4BA	Valdez-Ptarmigan Drop, 1st section	11,000.00	4,925.71	15,925.71
4BA	Valdez-Ptarmigan Drop, 2nd section	4,524.91	12,000.00	16,524.91
4BB	Ptarmigan Drop-Ernestine		10,452.83	10,452.83
4C	Ernestine-Willow Creek		13,765.65	13,765.65
4D	Willow Creek-Gulkana, 1st sec.		13,500.00	13,500.00
4D	Willow Creek-Gulkana, 2nd sec.		12,165.14	12,165.14
4E	Gulkana-Sourdough		13,343.11	13,343.11
4F	Sourdough-Mile 168	8,000.00	7,850.16	15,850.16
4G	168 Mile Post-Delta River		16,010.35	16,010.35
4H1	Delta River-Rapids, 1st sec.		18,500.00	18,500.00
4H1	Delta River-Rapids, 2nd sec.		12,198.10	12,198.10
4H2	Rapids-Grundler		4,018.40	4,018.40
4I	Grundler-Richardson		5,903.39	5,903.39
4J	Richardson-Salchaket, 1st sec.	9,000.00	8,223.63	17,223.63
4J	Richardson-Salchaket, 2nd sec.	5,000.00	5,000.00	10,000.00
4K	Salchaket-Fairbanks, 1st sec.	13,000.00	5,040.05	18,040.05
4K	Salchaket-Fairbanks, 2nd sec.	10,000.00	4,989.13	14,989.13
4K	Salchaket-Fairbanks, 3d sec.	10,000.00	6,004.29	16,004.29
5A	Dunbar-Fort Gibbon		3,357.85	3,357.85
6A	Willow Creek-Tonsina, 1st sec.		8,936.81	8,936.81
6A	Willow Creek-Tonsina, 2nd sec.		7,653.72	7,653.72
6B	Tonsina-Chitina, 1st sec.		7,193.52	7,193.52
6B	Tonsina-Chitina, 2d sec.		7,654.04	7,654.04
7B	Fox-Olnes		394.65	394.65
7C	Summit-Fairbanks Creek		500.00	500.00
7D	Ester Creek		200.00	200.00
7G	Fairbanks-Gilmore		181.10	181.10
7I	Gilmore-Summit		1,776.75	1,776.75
7J	Fairbanks-Chena Hot Springs		179.49	179.49
7K	Olnes-Livengood		315.82	315.82
8	Nome-Council		7,377.46	7,377.46
8A	Bonanza Ferry		441.80	441.80
8B	Safety Ferry		792.90	792.90
8C	Council Ferry		76.00	76.00
8D	Council-Ophir Creek Road		145.91	145.91
8G	Bear Creek Trolley		11.00	11.00
8H	Casa de Paga		117.34	117.34
9	Rampart-Eureka		1,759.63	1,759.63
11A	Eagle-O'Brien Creek		2,538.39	2,538.39
11AA	Gravel Gulch-Liberty		150.00	150.00
11B	O'Brien Creek-Fortymile		294.00	294.00
11C	Steel Creek-Jack Wade		98.00	98.00
11CC	Steel Creek-Jack Wade		150.00	150.00
11E	Eagle-Seventymile		651.50	651.50
11G	Steel Creek-Moose Creek		147.00	147.00
11H	Liberty Cabin-Dome		112.00	112.00
11K	Fortymile-Steel Creek		80.00	80.00
13A	Nome-Bessie		977.60	977.60

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EXPENDITURES IN DETAIL.—(Continued.)

Acct.	Name of Route	Construction	Maintenance	Totals
13B	Bessie-Banner		377.92	377.92
13C	Bessie-Little Creek		5,202.66	5,202.66
13F	Nome-Osborne		2,772.11	2,772.11
13I	Nome River		28.57	28.57
13K	Bessie-Buster		2,235.73	2,235.73
14A	Sitka National Monument		31.35	31.35
14B	Sitka-Military Cemetery		300.00	300.00
15	Circle-Miller House		5,514.69	5,514.69
16	Chatanika-Miller House, 1st section	8,000.00	4,000.00	12,000.00
16	Chatanika-Miller House, 2d section	10,000.00	7,714.39	17,714.39
17	Fort Gibben-Kaltag		300.00	300.00
18	Kaltag-Solomon		3,974.24	3,974.24
18A	Bonanza-Kotzebue		1,659.24	1,659.24
18E	Golovin-Council		50.00	50.00
19E	Girdwood-Crow Creek		106.00	106.00
20DA	Takotna-Ophir		300.00	300.00
20DB	Ophir-Dishkaket		500.00	500.00
21	Unalakleet-St. Michael		185.00	185.00
22	Hot Springs-Sullivan Creek		3,353.30	3,353.30
23B	Beaver-Caro		1,689.96	1,689.96
23C	Caro-Big Creek		324.00	324.00
23E	Caro-Coldfoot		252.42	252.42
24	Mile 29 ANRR-Sunrise		120.00	120.00
25A	Cripple River		10.00	10.00
25E	Submarine Paystreak		144.85	144.85
25F	Anvil-Glacier		377.30	377.30
25I	Sinrock Ferry		358.50	358.50
26	Candle-Candle Creek		2,976.34	2,976.34
27	Deering-Inmachuk		7,901.60	7,901.60
28A	Nome-Taylor		450.00	450.00
29	Fort Gibben-Koyukuk		260.75	260.75
29A	Bettles-Coldfoot		2,594.53	2,594.53
30	Hot Springs Landing-Eureka		6,514.47	6,514.47
31	Caribou Creek		1,855.83	1,855.83
32AA	Takotna-Flat (winter via Moore Creek)		40.00	40.00
32AB	Flat-Moore Creek (summer)		10.00	10.00
32AC	Candle Creek-Takotna		12.00	12.00
32B	Iditarod-Flat		3,136.82	3,136.82
32C	Ophir-Iditarod		150.00	150.00
32D	Flat-Crooked Creek		350.00	350.00
32DD	Flat-Georgetown (summer)		150.00	150.00
33B	Summit-Otter Creek		600.00	600.00
33C	Flat City-Flat Creek		500.00	500.00
33D	Head Flat Creek-Willow Creek		450.00	450.00
33E	Willow Creek-Chicken Creek		10.00	10.00
33F	Flat City-Otter Discovery		300.00	300.00
34A	Iditarod-Holy Cross		175.00	175.00
35A	Archangel Extension		3,000.00	3,000.00
35B	Mile 26 1/2 - Palmer		300.00	300.00
35C	Palmer-Matanuska River		5,933.26	5,933.26
35D	Willow Creek Extension, 1st section	4,000.00	4,963.57	8,963.57
35D	Willow Creek Extension, 2d section	10,000.00	1,600.11	11,600.11
35E	Wasilla-Fishhook		8,000.00	8,000.00
35F	Wasilla-Knik	3,000.00	2,947.96	5,947.96
38A	Ruby-Long Creek		3,113.85	3,113.85
38B	Pooman-Cripple		150.00	150.00
38C	Ophir-Circle		400.00	400.00
38D	Ophir-Takotna, 1st sec.	6,000.00	7,446.21	13,446.21
38D	Ophir-Takotna, 2d sec.	6,000.00	6,000.00	12,000.00
38E	Long-Poorman (summer)	6,000.00	1,239.03	7,239.03
38EE	Long-Poorman (winter)		50.00	50.00
38F	Pooman-Ophir (summer)		258.52	258.52
38G	Takotna Landing		100.00	100.00
40	Douglas-Gastineau Channel		203.25	203.25
41A	Kotzebue-Shungnak		522.50	522.50
42	St. Michael-Kotlik		50.00	50.00
43A	Skagway-Smuggler's Cove		6.05	6.05
46	Kobi-Diamond	8,000.00	1,011.84	9,011.84
46A	Roosevelt-Kantishna	12,000.00	7,645.69	19,645.69
46B	Lignite-Kantishna		769.02	769.02
46C	Nenana-Knights Roadhouse		612.80	612.80

ANNUAL REPORT ALASKA ROAD

EXPENDITURES—(Continued)

Acct.	Name of Route	Construction
46D	Riley Creek	1,998.90
46E	Diamond-McGrath	5,979.81
47	Coldfoot-Wiseman	
49	Davidson's Landing-Taylor	
51	Talkeetna-Cache Creek, 1st section	3,232.91
51	Talkeetna-Cache Creek, 2d section	16,000.00
51	Talkeetna-Cache Creek, 3d section	12,000.00
53	Eagle-Circle	
55	Kenai-Lake Kenai	
57	McCarthy-Nizina	
57A	Nizina River Bridge, 1st sec.	16,076.94
57A	Nizina River Bridge, 2d sec.	18,500.00
57A	Nizina River Bridge, 3d sec.	16,500.00
59	Fairbanks Bridge	
60	Valdez Dike	
62	Dine Creek Corduroy	8,000.00
63	Dunbar-Brooks	1,000.00
64A	Cripple-Cripple Mt.	
65D	Kechumstuk-Tanana Crossing	
65E	Chicken-Kechumstuk	
67	Nome-Teller	
67A	Teller-Lost River	
68	Flagging Trails	
75	Anchorage-Eagle River, 1st section	8,000.00
75	Anchorage-Eagle River, 2d section	4,000.00
75D	Anchorage Warehouse	3,966.35
76	Govt. R. R.-Valdez Creek	4,000.00
77	Shelton Ferries	
77A	Ferries	
77B	Bridges	
79	Seward Warehouse	
80AA	McGrath-Takotna (winter)	
80B	McGrath-Berry's Landing	
80C	McGrath-Candle Creek	
80F	Berry's Landing-Nixon Mine	1,384.43
81	Good Creek-Salmon River	
83	Talkeetna-Iron Creek	
86	Fourth of July Creek	
89	Kourgarok Reconnaissance	
90B	Shelter Cabins, 2d Div.	1,600.00
90C	Shelter Cabins, 3d Div.	1,800.00
90D	Shelter Cabins, 4th Div.	4,000.00
92A	Bethel-Quinhagak	1,786.00
92E	Yukon-Kuskokwim Portage	
93	Chulitna Bridge	4,121.87
94	Kodiak-Ebberts Road	3,119.75
95	Kanatak	2,018.56
100	Office	10,000.00
Totals		\$314,195.39

EXPENDITURES IN DETAIL—CO

(Included in preceding T
FIRST DIVISION.

	Federal	
3A	Haines-Wells	\$ 4,757.33
3B	Pleasant Camp Extension	5,628.47
3C	Porcupine Extension	100.00
3D	Haines-Mud Bay	700.00
14A	Sitka National Monument	16.3
14B	Sitka-Military Cemetery	100.00
40	Douglas-Gastineau Channel	53.2
81	Good Creek-Salmon River	384.4
100	Office	
Totals		\$ 11,739.8

SECOND DIVISION.

	Federal	Territorial	Total
8 Nome-Council	\$ 3,687.46	\$ 3,690.00	\$ 7,377.46
8A Bonanza Ferry	241.80	200.00	441.80
8B Safety Ferry	292.90	500.00	792.90
8C Council Ferry	26.00	50.00	76.00
8D Council-Ophir Creek Road	45.91	100.00	145.91
8G Bear Creek Trolley	1.00	10.00	11.00
8H Casa de Paga	17.34	100.00	117.34
13A Nome-Bessie	77.60	900.00	977.60
13B Bessie-Banner	77.92	300.00	377.92
13C Bessie-Little Creek	202.66	5,000.00	5,202.66
13F Nome-Osborne	772.11	2,000.00	2,772.11
13I Nome River	8.57	20.00	28.57
13K Bessie-Buster	235.73	2,000.00	2,235.73
18 Kaltag-Solomon	3,514.24	460.00	3,974.24
18A Bonanza-Kotzebue	523.74	1,135.50	1,659.24
18B Golovin-Council	10.00	40.00	50.00
21 Unalakleet-St. Michael	85.00	100.00	185.00
25A Cripple River		10.00	10.00
25E Submarine Paystreak	44.85	100.00	144.85
25F Anvil-Glacier	77.30	300.00	377.30
25I Sinrock Ferry	53.50	300.00	353.50
26 Candle-Candle Creek	1,976.34	1,000.00	2,976.34
27 Deering-Inmachuk	4,401.60	3,500.00	7,901.60
28A Nome-Taylor	50.00	400.00	450.00
41A Kotzebue-Shungnak	22.50	500.00	522.50
42 St. Michael-Kotlik	10.00	40.00	50.00
49 Davidson's Landing-Taylor	11.09	200.00	211.09
62 Dime Creek Corduroy	8,314.73	2,000.00	10,314.73
67 Nome-Teller	192.77	800.00	992.77
67A Teller-Lost River	217.11	1,600.00	1,817.11
68 Flagging Trails	3,009.34	4,000.00	7,009.34
77 Shelton Ferries	81.50	100.00	181.50
77A Ferries	240.35	600.00	840.35
77B Bridges	69.65	100.00	169.65
89 Keugarok Reconnaissance	327.45		327.45
90B Shelter Cabins, Second Division		1,500.00	1,500.00
Totals	\$ 28,925.06	\$ 33,655.50	\$ 62,580.56

THIRD DIVISION.

	Federal	Territorial	Total
51 Talkeetna-Cache Creek	\$ 26,990.77	\$ 15,242.14	\$ 42,232.91
57 McCarthy-Nizina	4,639.55		4,639.55
57A Nizina River Bridge	36,076.94	20,000.00	56,076.94
60 Valdez Dike		601.83 (b)	601.83
75 Anchorage-Eagle River	15,394.77	1,694.85	17,089.62
90C Shelter Cabins, Third Division		1,800.00	1,800.00
93 Chulitna Bridge	1,121.87	3,000.00	4,121.87
Totals	\$ 84,223.90	\$ 42,338.82	\$ 126,562.72

FOURTH DIVISION.

	Federal	Territorial	Total
38A Ruby-Long Creek	\$ 2,113.85	\$ 1,000.00	\$ 3,113.85
38D Ophir-Tacotna System	19,231.17	6,900.00	26,131.17
46A Roosevelt-Kantishna	13,424.70	6,220.99	19,645.69
63 Dunbar-Brooks	1,557.33	2,000.00	3,557.33
90D Shelter Cabins, 4th Division		4,000.00	4,000.00
92A Bethel-Quinhagak	786.00	1,000.00	1,786.00
92E Yukon-Kuskokwim Portage	400.00	100.00	500.00
Totals	\$ 37,513.05	\$ 21,220.99	\$ 58,734.04

SUMMARY.

	Federal	Territorial	Total
First Division	\$ 11,739.89	\$ 23,997.56	\$ 35,737.45
Second Division	28,925.06	33,655.50	62,580.56
Third Division	84,223.90	42,338.82	126,562.72
Fourth Division	37,513.05	21,220.99	58,734.04
Grand Totals	\$162,401.90	\$121,212.87	\$283,614.77

(a)—Contributed by City of Juneau.
 (b)—Contributed by City of Valdez.

DISTRIBUTION OF EXPENSE

0111	Salaries	
0112	Wages	
0200	Stationery	
0201	Other Stationery	
0210	Medical and Hospital Supplies	
0220	Educational Supplies	
0230	Fuel	
0240	Wearing apparel, etc.	
0250	Forage	
0260	Provisions	
0270	Powder, Explosives, etc	
0280	Sundry Supplies, including Lubricants.	
0290	Construction Material	
0300	Subsistence (persons)	
0400	Subsistence (animals) and Care of Animals	
0500	Telegraph	
0510	Telephone	
0520	Communication service, inc. Post Office	
0600	Travel Expense	
0700	Transportation Freight	
0800	Printing and Binding	
1000	Heat, Light, Water, and Power Service	
1100	Rent of Buildings and Structures	
1110	Rent of Equipment, including Hire of	
1280	Repair and Maintenance of Equipment	
13	Special and Miscellaneous current exp	
3010	Equipment (Furniture, Furnishings &	
3020	Equipment, (Educational)	
3040	Equipment, (Live Stock)	
3050	Equipment, (Other)	
3120	Easements	
3210	Other Structures	
	Increase of Compensation	
	Total	

D DIVISION.

Federal	Territorial	Total
\$ 3,687.46	\$ 3,690.00	\$ 7,377.46
241.80	200.00	441.80
292.90	500.00	792.90
26.00	50.00	76.00
45.91	100.00	145.91
1.00	10.00	11.00
17.34	100.00	117.34
77.60	900.00	977.60
77.92	300.00	377.92
202.66	5,000.00	5,202.66
772.11	2,000.00	2,772.11
8.57	20.00	28.57
235.73	2,000.00	2,235.73
3,514.24	460.00	3,974.24
523.74	1,135.50	1,659.24
10.00	40.00	50.00
85.00	100.00	185.00
	10.00	10.00
44.85	100.00	144.85
77.30	300.00	377.30
58.50	300.00	358.50
1,976.34	1,000.00	2,976.34
4,401.60	3,500.00	7,901.60
50.00	400.00	450.00
22.50	500.00	522.50
10.00	40.00	50.00
11.09	200.00	211.09
8,314.73	2,000.00	10,314.73
192.77	800.00	992.77
217.11	1,600.00	1,817.11
3,009.34	4,000.00	7,009.34
81.50	100.00	181.50
240.35	600.00	840.35
69.65	100.00	169.65
327.45		327.45
ision	1,500.00	1,500.00
\$ 28,925.06	\$ 33,655.50	\$ 62,580.56

D DIVISION.

Federal	Territorial	Total
\$ 26,990.77	\$ 15,242.14	\$ 42,232.91
4,639.55		4,639.55
36,076.94	20,000.00	56,076.94
	601.83(b)	601.83
15,394.77	1,694.85	17,089.62
ision	1,800.00	1,800.00
1,121.87	3,000.00	4,121.87
\$ 84,223.90	\$ 42,338.82	\$ 126,562.72

H DIVISION.

Federal	Territorial	Total
\$ 2,113.85	\$ 1,000.00	\$ 3,113.85
19,231.17	6,900.00	26,131.17
13,424.70	6,220.99	19,645.69
1,557.33	2,000.00	3,557.33
on	4,000.00	4,000.00
786.00	1,000.00	1,786.00
e	400.00	500.00
\$ 37,513.05	\$ 21,220.99	\$ 58,734.04

SUMMARY.

Federal	Territorial	Total
\$ 11,739.89	\$ 23,997.56	\$ 35,737.45
28,925.06	33,655.50	62,580.56
84,223.90	42,338.82	126,562.72
37,513.05	21,220.99	58,734.04
\$ 162,401.90	\$ 121,212.87	\$ 283,614.77

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DISTRIBUTION OF EXPENDITURES.

0111	Salaries	\$ 45,299.43
0112	Wages	269,994.78
0900	Stationery	3,005.62
0201	Other Stationery	413.37
0210	Medical and Hospital Supplies	122.69
0220	Educational Supplies	1,793.07
0230	Fuel	23,933.17
0240	Wearing apparel, etc.	143.50
0250	Forage	27,156.31
0260	Provisions	65,636.74
0270	Powder, Explosives, etc	3,196.30
0280	Sundry Supplies, including Lubricants, etc.	9,957.87
0290	Construction Material	19,022.33
0300	Subsistence (persons)	23,114.32
0400	Subsistence (animals) and Care of Animals	1,001.43
0500	Telegraph	448.20
0510	Telephone	817.29
0520	Communication service, inc. Post Office Box Rent	66.90
0600	Travel Expense	9,582.38
0700	Transportation Freight	61,570.22
0800	Printing and Binding	480.44
1000	Heat, Light, Water, and Power Service	914.09
1100	Rent of Buildings and Structures	2,108.35
1110	Rent of Equipment, including Hire of Animals	4,036.14
1280	Repair and Maintenance of Equipment	47,682.68
13	Special and Miscellaneous current expenses	2,253.28
3010	Equipment (Furniture, Furnishings & Fixtures)	5,527.90
3020	Equipment, (Educational)	205.41
3040	Equipment, (Live Stock)	2,448.50
3050	Equipment, (Other)	15,781.06
3120	Easements	500.00
3210	Other Structures	35,000.00
	Increase of Compensation	\$ 711,224.77
	Total	28,857.72
	Total	\$ 740,082.49

DISTRIBUTION OF WAR DEPARTMENT APPROPRIATIONS BY PROCUREMENT AUTHORITY NUMBERS.

Act of June 30, 1922:

Authority No.		
"Eng.153P-4686-A23"	\$ 53,748.55	Construction work.
4687	153,282.42	Maintenance and Repair Work.
4688	280.80	Report on transportation connection between Nome-Shelton System and coal deposits of Kugruk River.
4689	444.25	Travel expense of officers (reimbursement of.)
4691	44,921.29	Subsistence (persons and animals.)
4692	33,448.63	Transportation (persons and animals and freight.)
4693	105.10	Rent and Storage.
4694	1,634.52	Office supplies and equipment, including stationery.
4696	42,082.76	Field equipment and material.
4697	345.22	Telephone and telegraph service.
4698	7,661.47	Incidental expense.
4699	20,150.32	Salaries.
4701	106,916.02	Wages.
Total	\$465,021.35*	

(*)—Includes refund account correction of voucher of \$21.35.
Act of March 2, 1923:

Authority No.		
"Eng.311P-4686-A34" (in part)	\$ 9,518.23	Construction work.
4687	28,681.87	Maintenance and Repair Work.
4688		Report on transportation connection between Nome-Shelton System and coal deposits of Kugruk River.
4689	138.60	Travel expense of officers (reimbursement of.)
4691	22,784.40	Subsistence (persons and animals.)
4692	6,973.13	Transportation (persons and animals.)
4693	12.60	Rent and Storage.
4694	1,587.60	Office supplies and equipment, including stationery.
4696	15,613.73	Field equipment and material.
4697	67.99	Telephone and telegraph.
4698	627.84	Incidental expense.
4699	4,056.33	Salaries.
4701	530.00	Wages.
Total	\$ 90,592.32	
Grand Total	\$555,613.67	

I. APPROPRIATIONS

1. Construction and Maintenance of Military and Trails, Alaska.

Act of—		
June 12, 1906	\$ 150,000.00	Mar. 4, 1915
June 20, 1906	35,000.00a	Aug. 29, 1915
Mar. 2, 1907	250,000.00	May 2, 1917
May 11, 1908	250,000.00	July 9, 1918
Mar. 3, 1909	350,000.00	July 11, 1919
Mar. 23, 1910	100,000.00	June 5, 1920
Mar. 3, 1911	150,000.00	June 30, 1921
Aug. 24, 1912	125,000.00	June 30, 1922
Mar. 2, 1913	155,000.00b	Mar. 2, 1923
Apr. 27, 1914	125,000.00	
Total		

a—For Fairbanks-Council Survey.
b—Includes \$55,000.00 for Valdez dike.
c—Includes \$10,000.00 for Nome-Keewalik Survey.

2. Construction and Maintenance of Wagon Road "Alaska Fund."

Fiscal year—		Fiscal year—
1905	\$ 28,120.56	1915
1906	112,462.19	1916
1907	115,259.29	1917
1908	144,041.56	1918
1909	108,713.67	1919
1910	182,028.17	1920
1911	122,843.40	1921
1912	207,947.59	1922
1913	173,171.07	1923
1914	175,734.28	
Total		

Proceeds from sales
Transfers from appropriations

Grand Total

3. Increase of Compensation, War Department.

Fiscal year—		Fiscal year—
1918	\$ 145.20	1921
1919		1922
1920		1923
Total		

Total Federal Appropriations

WAR DEPARTMENT APPROPRIATIONS BY
ELEMENT AUTHORITY NUMBERS.

.....	\$ 53,748.55	Construction work.
.....	153,282.42	Maintenance and Repair Work.
.....	280.80	Report on transportation connection between Nome-Shelton System and coal deposits of Kugruk River.
.....	444.25	Travel expense of officers (reimbursement of.)
.....	44,921.29	Subsistence (persons and animals.)
.....	33,448.63	Transportation (persons and animals and freight.)
.....	105.10	Rent and Storage.
.....	1,634.52	Office supplies and equipment, including stationery.
.....	42,082.76	Field equipment and material.
.....	345.22	Telephone and telegraph service.
.....	7,661.47	Incidental expense.
.....	20,150.32	Salaries.
.....	106,916.02	Wages.
.....	\$465,021.35*	

and account correction of voucher of \$21.35.

.....	\$ 9,518.23	Construction work.
.....	28,681.87	Maintenance and Repair Work.
.....		Report on transportation connection between Nome-Shelton System and coal deposits of Kugruk River.
.....	138.60	Travel expense of officers (reimbursement of.)
.....	22,784.40	Subsistence (persons and animals.)
.....	6,973.13	Transportation (persons and animals.)
.....	12.60	Rent and Storage.
.....	1,587.60	Office supplies and equipment, including stationery.
.....	15,613.73	Field equipment and material.
.....	67.99	Telephone and telegraph.
.....	627.84	Incidental expense.
.....	4,056.33	Salaries.
.....	530.00	Wages.
.....	\$ 90,592.32	

Total...\$555,613.67

I. APPROPRIATIONS.

1. Construction and Maintenance of Military and Post Roads, Bridges and Trails, Alaska.

Act of—			
June 12, 1906	\$ 150,000.00	Mar. 4, 1915	\$ 165,000.00
June 20, 1906	35,000.00a	Aug. 29, 1916	500,000.00
Mar. 2, 1907	250,000.00	May 2, 1917	500,000.00
May 11, 1908	250,000.00	July 9, 1918	100,000.00
Mar. 3, 1909	350,000.00	July 11, 1919	100,000.00
Mar. 23, 1910	100,000.00	June 5, 1920	350,000.00
Mar. 3, 1911	150,000.00	June 30, 1921	425,000.00c
Aug. 24, 1912	125,000.00	June 30, 1922	465,000.00
Mar. 2, 1913	155,000.00b	Mar. 2, 1923	650,000.00
Apr. 27, 1914	125,000.00		
		Total	\$4,945,000.00

a—For Fairbanks-Council Survey.
b—Includes \$55,000.00 for Valdez dike.
c—Includes \$10,000.00 for Nome-Keewalik Survey.

2. Construction and Maintenance of Wagon Roads, Bridges and Trails, "Alaska Fund."

Fiscal year—		Fiscal year—	
1905	\$ 28,120.56	1915	\$ 147,602.97
1906	112,462.19	1916	172,952.67
1907	115,259.29	1917	136,677.26
1908	144,041.56	1918	199,308.52
1909	108,713.67	1919	161,163.37
1910	182,028.17	1920	138,529.19
1911	122,843.40	1921	92,661.68
1912	207,947.59	1922	97,461.62
1913	173,171.07	1923	119,227.10
1914	175,734.28		
		Total	\$2,635,906.16

Proceeds from sales 16,359.81
Transfers from appropriations 626.59

Grand Total\$2,652,892.56

3. Increase of Compensation, War Department.

Fiscal year—		Fiscal year—	
1918	\$ 145.20	1921	\$ 940.00
1919		1922	4,322.09
1920		1923	28,867.72
		Total	\$ 34,265.01
Total, Federal Appropriations			\$7,632,157.57

II. CONTRIBUTED FUNDS.

ACT OF CONGRESS APPROVED JUNE 30, 1921, ALASKA SPECIAL FUND

1. By the Territory:

Act of Legislature approved April 21, 1919, Public Roads, Bridges, Trails and Ferries.

Fiscal Year:		
1920	\$115,517.94	
1921	85,746.61	\$201,264.55

Approved May 7, 1921, Public Roads, Bridges Trails and Ferries.

Fiscal Year:		
1921	\$ 28,000.00	
1922	43,237.28	
1923 (includes \$20.45 refund)	88,533.33	\$159,770.61

Approved May 5, 1921, Nizina River Bridge.

Fiscal Year:		
1922	\$ 5,000.00	
1923	20,000.00	\$ 25,000.00

Approved May 7, 1921, Shelter Cabins

Fiscal Year:		
1922	\$ 6,500.00	
1923	3,500.00	\$ 10,000.00
Total		\$396,035.16

2. By Others:

Fiscal Year 1922:		
City of Valdez	\$ 226.02	
City of Wrangell	500.00	
City of Sitka	500.00	
Alpine Club of Skagway	463.75	\$ 1,683.77
Fiscal Year 1923:		
City of Valdez	\$ 601.83	
City of Juneau	777.71	\$ 1,379.54
Total, Contributed Funds		\$ 399,098.47

III. EXPENDITURE OF OTHER FUNDS SUPERVISED BY THE BOARD.

Fiscal Year 1921:

1. For the Territory of Alaska:		
Kuskulana Bridge	\$ 750.00	
2. For the Chief of Engineers, U. S. Army:		
Rivers and Harbors, Fish Traps, etc.	1,602.50	
Total		\$ 2,352.50

Fiscal Year 1922:

1. For the Territory of Alaska:		
Chairman, 3rd Division	\$ 7,812.19	
Chairman, 4th Division	21,365.00	
2. For the Quartermaster General, U. S. Army:		
Ft. Wm. H. Seward water supply	2,502.02	
3. For the Chief of Engineers, U. S. Army:		
Rivers and Harbors, Fish Traps, etc.	47,503.46	
Total		\$ 79,182.67

Fiscal Year 1923:

1. For the Territory of Alaska:

Chairman, 3d Division

Account No.	Name	Miles
---	Overhead	---
35H	Wasilla-Finger Lake	15
35K	Matanuska Trunk Road	8
35N	Houston-Willow Creek	28
35P	Moose Creek-Baxter	5
36	Valdez-Mineral Creek	10 1/2
75A	Lake Spenard	3 1/2
75B	Whitney Road	7

Total

Chairman, 4th Division

Account No.	Name	Miles
---	Overhead	---
7A	Summit-Chatanika	11
7B	Fox-Olnes	13
7C	Summit-Fairbanks Creek	13
7D	Fairbanks-Ester Creek	13
7G	Fairbanks-Gilmore	13
7H	Little El Dorado Creek	1 1/2
7I	Gilmore-Summit	6
7J	Fairbanks-Chena H. S.	64
7K	Olnes-Livengood	54
7N	Farmers Birch Hill	8
7S	Graehl Bridge	---
7T	Farmers Chena Slough	4 1/2
7U	Noyes Slough Bridge	---
15A	Central House-Circle H. S.	9
63	Dunbar-Brooks	63

Total

Seward Peninsula Railroad

2. For the Chief of Engineers, U. S. Army

Rivers and Harbors, Fish Traps, et
 Improvement of Nome Harbor
 Survey of Wrangell Harbor
 Survey of Wrangell Narrows
 Preliminary Examination of Tolovak
 Preliminary Examination of Yukon
 kokwim Portage
 Preliminary Examination of English
 Preliminary examination of Gastineau
 nel and adjacent waters
 Investigation of Port Facilities
 Fish Traps, Public Hearings, etc.
 Increased Compensation, 1923

Total

3. For the Alaska Railroad

Construction and Operation of R
 in Alaska
 Construction and Equipment of R
 in Alaska 1922-1923
 Maintenance and Operation of R
 in Alaska
 Special Deposit, Revenue Account

Total

Total of Supervised Funds, F. Y. 1

SKA ROAD COMMISSION.

UTED FUNDS.

VED JUNE 30, 1921, ALASKA
L FUND

1919.
Ferries.
.....\$115,517.94
85,746.61 \$201,264.55

Bridges
.....\$ 28,000.00
43,237.28
88,533.33 \$159,770.61

Bridge.
.....\$ 5,000.00
20,000.00 \$ 25,000.00

.....\$ 6,500.00
3,500.00 \$ 10,000.00

.....\$396,035.16

.....\$ 226.02
500.00
500.00
463.75 \$ 1,683.77

HER FUNDS SUPERVISED
BOARD.

.....\$ 750.00
Army:
s. etc. 1,602.50
.....\$ 2,352.50

.....\$ 7,812.10
21,365.00

Army:
ly 2,502.02

Army:
s. etc. 47,503.46

.....\$ 79,182.67

CAI

923:

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iscal Year 1923:

For the Territory of Alaska:

Chairman, 3d Division\$ 10,855.72

Account No.	Name	Miles	Expenditure
	Overhead		\$ 100.00
	Wasilla-Finger Lake	15	5,896.84
	Matanuska Trunk Road	8	323.69
	Houston-Willow Creek	28	940.32
	Moose Creek-Baxter	5	2,213.62
	Valdez-Mineral Creek	10 1/2	918.55
	Lake Spenard	3 1/2	159.50
	Whitney Road	7	388.20

Total\$ 10,855.72
Chairman, 4th Division\$ 15,717.11

Account No.	Name	Miles	Expenditure
	Overhead		\$ 91.00
	Summit-Chatanika	11	656.00
	Fox-Olnes	13	45.50
	Summit-Fairbanks Creek	13	3,000.00
	Fairbanks-Ester Creek	13	1,511.80
	Fairbanks-Gilmore	13	1,096.05
	Little El Dorado Creek	1 1/2	239.05
	Gilmore-Summit	6	2,369.61
	Fairbanks-Chena H. S.	64	1,645.75
	Olnes-Livengood	54	50.00
	Farmers Birch Hill	8	1,276.84
	Graehl Bridge		1,117.60
	Farmers Chena Slough	4 1/2	1,170.47
	Noyes Slough Bridge		459.69
	Central House-Circle H. S.	9	597.75
	Dunbar-Brooks	63	480.00

Total\$ 15,717.11
Seward Peninsula Railroad\$ 24,010.65

2. For the Chief of Engineers, U. S. Army:

Rivers and Harbors, Fish Traps, etc.	\$ 21,145.12
Improvement of Nome Harbor	\$ 12,709.02
Survey of Wrangell Harbor	9.28
Survey of Wrangell Narrows	68.73
Preliminary Examination of Tolovana River	50.00
Preliminary Examination of Yukon-Kuskokwim Portage	50.00
Preliminary Examination of English Bay	50.00
Preliminary examination of Gastineau Channel and adjacent waters	197.00
Investigation of Port Facilities	284.63
Fish Traps, Public Hearings, etc.	7,155.12
Increased Compensation, 1923	571.34
Total	\$ 21,145.12

3. For the Alaska Railroad\$1,590,570.09

Construction and Operation of Railroads in Alaska	\$ 113,210.48
Construction and Equipment of Railroads in Alaska 1922-1923	850,008.35
Maintenance and Operation of Railroads in Alaska	543,954.49
Special Deposit, Revenue Account	83,396.77

Total\$1,590,570.09
Total of Supervised Funds, F. Y. 1923\$1,662,298.69