

100 ANNUAL REPORT ALASKA ROAD COMMISSION.

ing as a mail trail for all points in extreme western Alaska was opened up from Kobi to McGrath. A light summer road suitable for light wagon transportation was built from Roosevelt, the head of navigation on the Kantishna River to the Kantishna Mining District. A stable and office for this district has been established and a lively program for construction in the future is planned. This program will have very important effect in gathering traffic for the Government Railroad.

Sub-Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
5A	Dunbar-Ft. Gibbon		121		121
9*	Rampart-Eureka	12	15½		27½
17	Ft. Gibbon-Kaltag			257	257
22*	Hot Springs-Sullivan Creek	9			9
29	Ft. Gibbon-Bettles			198	198
29A	Bettles-Coldfoot		52½		52½
29B	Alatna-Shungnak Reconnaissance				24
30*	Hot Springs Landing-Eureka	24			24
38A*	Ruby-Long	30			30
38E*	Long-Poorman (summer)	29			29
38EE	Long-Poorman (winter)		29		29
46	Kobi-Eureka		95		95
46A*	Roosevelt-Kantishna	34			34
46B	Lignite-Kantishna			85	85
46C	Nenana-Knight's Roadhouse			42	42
46E	Diamond-Telida			90	90
46G	Bonnifield Reconnaissance				12
47	Coldfoot-Wiseman	1	11		12
63	Dunbar-Brooks		63		63
63B	Brooks-Amy Creek	4			4
63C	Brooks Tram	13			13
88	Govt. Railroad-Moose Creek	6			6
90D	Shelter Cabins				
97	Suntrana foot bridges				
Totals		162	387	672	1221

(*)—Also Territorial Projects.

SUMMARY OF EXPENDITURES.

Sub-Project Number	Federal	Territorial	Construction	Maintenance	TOTAL
5A	\$ 1,547.00		\$ 500.00	\$ 1,047.00	\$ 1,547.00
9*	1,080.00	\$ 200.00		1,280.00	1,280.00
17	4,329.74		1,759.74	2,570.00	4,329.74
22*	5,360.90	400.00		5,760.90	5,760.90
29					
29A					
29B	2,397.25		2,397.25		2,397.25
30*	696.00	400.00		1,096.00	1,096.00
38A*	5,094.02	500.00		5,594.02	5,594.02
38E*	4,353.98	490.00	4,093.98	750.00	4,843.98
38EE	50.00	10.00		60.00	60.00
46				349.99	349.99
46A*	14,343.47	2,000.00	11,843.47	4,500.00	16,343.47
46B					
46C	151.60			151.60	151.60
46E	398.52			398.52	398.52
46G	538.73		538.73		538.73
47	2,542.61		1,942.61	600.00	2,542.61
63	1,450.12			1,450.12	1,450.12
63B	610.00			610.00	610.00
63C					
88	350.00			350.00	350.00
90D		1,328.00	900.00	428.00	1,328.00
97	326.30		326.30		326.30
Totals	\$45,970.23	\$ 5,328.00	\$24,302.08	\$26,996.15	\$51,298.23

(*)—Also Territorial Projects.

ANNUAL REPORT ALASKA ROAD C

ROUTE 5A—DUNBAR-FORT GIBBON....(121 MI

This is the winter mail trail between Du the Alaska Railroad, and the old army post of the confluence of the Tanana and Yukon Rivers, formerly known as the Ester-Ft. Gibbon road miles. Since the completion of the Government tion of 27 miles from Ester to Dunbar is no long

The road was brushed out between Hot Spr Creek, bridges repaired and slides cleared aw where road follows around a steep hill. The gone over and minor repairs made.

Expenditure: \$1,547.00.

ROUTE 9—RAMPART-EUREKA.....(12 MILES 15½ MILES SLED ROAD)

This route connects the mining town of Ra kon River, with the mining camp of Eureka on waters of which flow into the Tanana River. T with Route 30, forms an important portage b and Tanana Rivers.

The portion of this route from Rampart to is now a fair wagon road. The remaining 15½ fair sled road.

Work this season consisted of clearing the of road, cleaning ditches, repairing culverts and badly washed out.

The bridge over Big Minook Creek, giving a ings on Hunter Creek, was rebuilt. Miners on operated in this work. A shelter cabin was er from Rampart.

Expenditure:

Alaska Road Commission

Territory of Alaska

Total

ROUTE 17—FT. GIBBON-KALTAG.....(257

This is purely a winter mail trail used by d the old army post of Ft. Gibbon at the confluenc and Yukon Rivers, and Kaltag on the lower Yuk mail and travel to the lower Yukon as well as entire Seward Peninsula passes over this route. the ice of the Yukon River the greater part of

The annual staking of the portions of the ice was performed. Two permanent bridges were

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all points in extreme western Alaska was to McGrath. A light summer road suitable for transportation was built from Roosevelt, the head of the Kantishna River to the Kantishna Mining and Milling office for this district has been established. A program for construction in the future is being developed which will have very important effect in gathering up the Government Railroad.

Route	Wagon Road	Sled Road	Trail	Total Miles
Gibbon		121		121
Alaska	12	15½		27½
Kaltag			257	257
Mullivan Creek	9			9
Hot Springs		52½	198	198
Hot Springs				52½
Hot Springs Reconnaissance	24			24
Hot Springs Landing-Eureka	30			30
Hot Springs (summer)	29			29
Hot Springs (winter)		29		29
Hot Springs		95		95
Hot Springs	34			34
Hot Springs			85	85
Hot Springs			42	42
Hot Springs Roadhouse			90	90
Hot Springs				12
Hot Springs Reconnaissance	1	11		63
Hot Springs		63		4
Hot Springs				4
Hot Springs Creek	4			13
Hot Springs	13			6
Hot Springs-Moose Creek	6			6
Hot Springs				162
Hot Springs				387
Hot Springs				672
Hot Springs				1221

Summary of Expenditures.

Category	Territorial	Construction	Maintenance	TOTAL
00		\$ 500.00	\$ 1,047.00	\$ 1,547.00
00	\$ 200.00		1,280.00	1,280.00
04		1,759.74	2,570.00	4,329.74
00	400.00		5,760.90	5,760.90
00				2,397.25
05		2,397.25		1,096.00
00	400.00			5,594.02
02	500.00		750.00	4,843.98
08	490.00	4,093.98		60.00
00	10.00		349.99	349.99
99				16,343.47
17	2,000.00	11,843.47	4,500.00	151.60
00				398.52
52				538.73
73		538.73		2,542.61
31	1,942.61		600.00	1,450.12
12			1,450.12	610.00
00				350.00
00				428.00
00	1,328.00	900.00		1,328.00
30		326.30		326.30
23	\$ 5,328.00	\$24,302.08	\$26,996.15	\$51,296.23

Projects.

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

This is the winter mail trail between Dunbar, Mile 432 on the Alaska Railroad, and the old army post of Ft. Gibbon, at the confluence of the Tanana and Yukon Rivers. This route was formerly known as the Ester-Ft. Gibbon road, distance of 143 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 Hot Springs and American Creek, bridges repaired and slides cleared away at Baker Bluff where road follows around a steep hill. The entire route was gone over and minor repairs made.

Expenditure: \$1,547.00.

ROUTE 9—RAMPART-EUREKA.....(12 MILES WAGON ROAD, 15½ MILES SLED ROAD)

This route connects the mining town of Rampart, on the Yukon River, with the mining camp of Eureka on Eureka Creek, the waters of which flow into the Tanana River. This route, together with Route 30, forms an important portage between the Yukon and Tanana Rivers.

The portion of this route from Rampart to the 12 miles post is now a fair wagon road. The remaining 15½ miles is only a fair sled road.

Work this season consisted of clearing the brush from sides of road, cleaning ditches, repairing culverts and grade which was badly washed out.

The bridge over Big Minook Creek, giving access to the workings on Hunter Creek, was rebuilt. Miners on Hunter Creek cooperated in this work. A shelter cabin was erected at 21 miles from Rampart.

Expenditure:

Alaska Road Commission	\$1,080.00
Territory of Alaska	200.00

Total\$1,280.00

ROUTE 17—FT. GIBBON-KALTAG.....(257 MILES TRAIL)

This is purely a winter mail trail used by dog teams between the old army post of Ft. Gibbon at the confluence of the Tanana and Yukon Rivers, and Kaltag on the lower Yukon River. All the mail and travel to the lower Yukon as well as to Nome and the entire Seward Peninsula passes over this route. The trail follows the ice of the Yukon River the greater part of its length.

The annual staking of the portions of the trail on the river ice was performed. Two permanent bridges were constructed over

Mason and Illinois Creeks, thereby obviating the annual cost of building temporary bridges over these streams. Four miles of new trail was built around Mason Slough. The trail originally followed down this Slough, but due to warm springs the ice was never safe. The new trail follows the left limit of the Slough.

Expenditure: \$4,329.74.

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

This road extends from the Tanana River at the mouth of the Hot Springs Slough to placer workings on Sullivan Creek and the vicinity of the old camp of Tofty. It is used by mail carriers between Dunbar and Ft. Gibbon after the freezeup.

General repairs were made to this road, including filling washouts, cutting brush from sides of road, repairing culverts and bridges. One new 30 foot stringer bridge was built; 16 new culverts placed; 1,168 feet of corduroy laid and covered with earth; and 3,465 feet of side ditches dug.

Expenditure:

Alaska Road Commission	\$5,360.90
Territory of Alaska	400.00

Total\$5,760.90

ROUTE 29—FORT GIBBON-BETTLES.....(19) MILES TRAIL)

This route is the present winter mail trail from Ft. Gibbon on the Yukon River to Bettles, the head of steamboat navigation on the Yoyukuk River where it connects with Route 29A, Bettles-Coldfoot.

Shelter cabins were erected along this trail as described below under Shelter Cabin Fund, Account No. 90D. No other work was done.

Expenditure: None.

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

This sled road connects Bettles, the head of navigation on the Koyukuk River with the town of Coldfoot, also on the Koyukuk River. It forms a part of the winter mail trail to the upper Koyukuk District and over this route is hauled freight landed at Bettles in summer, which it is not possible to move with horse scows. This route was greatly improved in the fall of 1922 and is now in good condition.

Expenditure: None.

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

This road extends from Hot Springs landing on the Tanana River to the mining camp of Eureka on Eureka River through the town of Hot Springs, 2 miles from Hot Springs route together with Route 9, Rampart-Eureka, forming a portage route between the Tanana and Yukon rivers, serving an area of placer mines.

Considerable damage occurred to this road during the winter of 1922. This damage was repaired, the bridges at Hot Springs Slough and across Baker Creek were repaired, bridges of road, ditches cleaned and culverts repaired. New bridges were built.

Expenditure:

Alaska Road Commission	
Territory of Alaska	

Total

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

This is an excellent winter and summer road with the workings on Long Creek. In connection to Poorman, Route 38E, it will afford sun to the operations around Poorman. During the winter season maintenance work was carried out during the break in the trail. Maintenance was performed, bridges and culverts cleaned and some surfacing accomplished.

Expenditure:

Alaska Road Commission	
Territory of Alaska	

Total

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

This is a very poor summer road, following mail trail, Route 38EE. Its rehabilitation is now being completed.

During the past season the extension of the road was made from Long toward Poorman. A total of 1¼ miles of road was built. Minor repairs were made on the Solatna River. The principal items of work accomplished were:

Grading	
Corduroy laid	
Surfacing	
Bridges, one	
Culverts	

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reeks, thereby obviating the annual cost of bridges over these streams. Four miles of around Mason Slough. The trail originally Slough, but due to warm springs the ice was trail follows the left limit of the Slough.

329.74.
RINGS-SULLIVAN CREEK.....(9 MILES WAGON

ds from the Tanana River at the mouth of h to placer workings on Sullivan Creek and old camp of Toffy. It is used by mail carriers 1 Ft. Gibbon after the freezeup.

were made to this road, including filling brush from sides of road, repairing culverts new 30 foot stringer bridge was built; 16 new 8 feet of corduroy laid and covered with earth; de ditches dug.

Commission\$5,360.90
Territory of Alaska 400.00
.....\$5,760.90

GIBBON-BETTLES.....(19 1/2 MILES TRAIL)

the present winter mail trail from Ft. Gibbon r to Bettles, the head of steamboat navigation river where it connects with Route 29A, Bettles-

were erected along this trail as described below n Fund, Account No. 90D. No other work was

None.

BETTLES-COLDFOOT.....(52 1/2 MILES SLED ROAD)

connects Bettles, the head of navigation on the ith the town of Coldfoot, also on the Koyukuk part of the winter mail trail to the upper Koyukuk this route is hauled freight landed at Bettles it is not possible to move with horse scows. reatly improved in the fall of 1922 and is now

None.

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

This road extends from Hot Springs landing on the Tanana River to the mining camp of Eureka on Eureka Creek. It passes through the town of Hot Springs, 2 miles from the landing. This route together with Route 9, Rampart-Eureka, forms an important portage route between the Tanana and Yukon Rivers, as well as serving an area of placer mines.

Considerable damage occurred to this road from spring run off. This damage was repaired, the bridges across Hot Springs Slough and across Baker Creek were repaired, brush cut from sides of road, ditches cleaned and culverts repaired. Six new culverts were built.

Expenditure:

Alaska Road Commission\$696.00
Territory of Alaska 400.00
Total\$1,096.00

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

This is an excellent winter and summer road connecting Ruby with the workings on Long Creek. In connection with the extension to Poorman, Route 38E, it will afford summer transportation to the operations around Poorman. During the past season protection work was carried out during the breakup, Seasonal maintenance was performed, bridges and culverts repaired, ditches cleaned and some surfacing accomplished.

Expenditure:

Alaska Road Commission\$5,094.02
Territory of Alaska 500.00
Total\$5,594.02

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

This is a very poor summer road, following in part the winter mail trail, Route 38EE. Its rehabilitation is now underway.

During the past season the extension of this road was begun from Long toward Poorman. A total of 1 3/4 miles of road was built. Minor repairs were made on the Solatna River bridge and piers. The principal items of work accomplished were as follows:

Grading7,000 lin. ft.
Corduroy laid1,000 lin. ft.
Surfacing4,000 lin. ft.
Bridges, one 20 lin. ft.
Culverts 16

Expenditure:

Alaska Road Commission.....	\$4,353.98
Territory of Alaska.....	490.00
.....	<u>\$4,843.98</u>

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. Minor repairs were made to bridges, and windfalls cleared from this sled road during the past season.

Expenditure:

Alaska Road Commission.....	\$50.00
Territory of Alaska	10.00
Total.....	<u>\$60.00</u>

ROUTE 46—KOBI-EUREKA.....(95 MILES SLED ROAD)

This route connects Kobi Station, Mile 387 on the Alaska Railroad with Kantishna Post Office at the mouth of Eureka Creek, the center of the present quartz and placer mining activities in the Kantishna district. The portion of the route from Kobi to Diamond, 60 miles, was improved to an excellent sled road in the winter of 1922. From Diamond to Kantishna Post Office is a fair sled road.

Work this season consisted in repairs to bridges damaged by high water, and the removal of windfalls caused by forest fires.

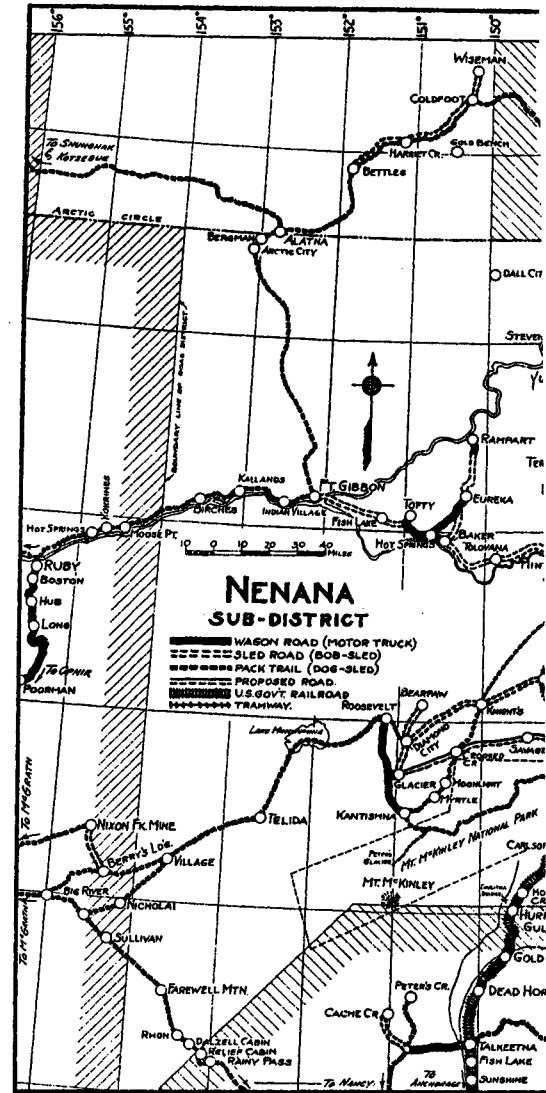
Expenditure: \$349.99.

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

This road connects Roosevelt, the head of navigation on the Kantishna River with the Kantishna Post Office. It is used for all summer mail and freight into the Kantishna District. Though passable its entire length for wagons with light loads, a great amount of improvement will be necessary to bring this road up to a good wagon road standard.

Work was continued this season in extending the road from Roosevelt. Following are the principal items of work accomplished:

Corduroy laid.....	7780 lin. ft.
Gravel Surfacing.....	3500 cu. yds.
Ditching.....	8510 lin. ft.
Culverts placed	11
Clearing, 60 ft. wide	5 miles
Grubbing, 30 ft. wide	5 miles



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Commission.....\$4,353.98
 Alaska..... 490.00
\$4,843.98

MOORMAN (WINTER).....(29 MILES SLED

of the winter mail trail between Ruby and
 the bridge across the Solatna River as Route
 were made to bridges, and windfalls cleared
 during the past season.

Commission.....\$50.00
 Alaska 10.00
\$60.00

NEKA.....(95 MILES SLED ROAD)

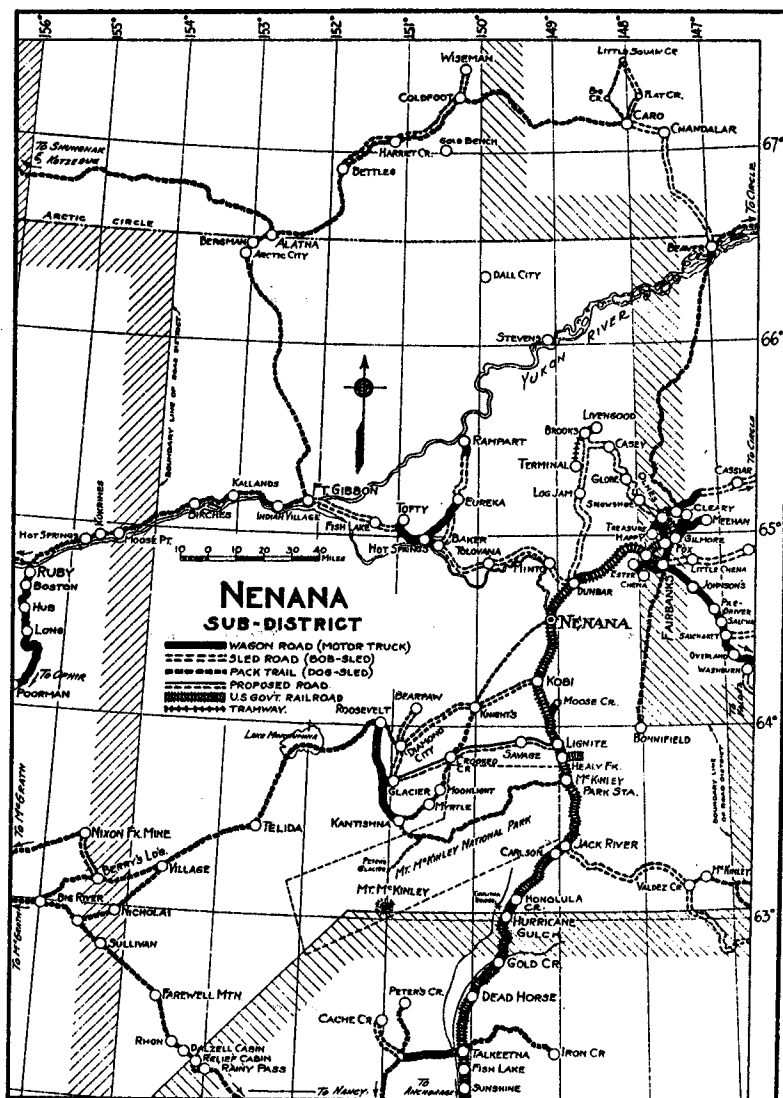
Kobi Station, Mile 387 on the Alaska Rail-
 road at the mouth of Eureka Creek, the
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 portion of the route from Kobi to Diamond,
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 Work consisted in repairs to bridges damaged by
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ELT-KANTISHNA.....(34 MILES WAGON

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 the Kantishna Post Office. It is used for all
 traffic into the Kantishna District. Though pass-
 enger wagons with light loads, a great amount
 of work necessary to bring this road up to a good

and this season in extending the road from
 the principal items of work accomplished:

.....7780 lin. ft.
3500 cu. yds.
8510 lin. ft.
 11
 5 miles
 5 miles



This road is now in fair condition from Roosevelt to Bear Creek, a distance of 15 miles, though seven miles of this distance is over the old road which is located on good ground. Beyond Bear Creek it will be necessary to corduroy 2½ miles of swamp. With this exception the road is fair for light loads from Bear Creek to the Kantishna Post Office.

Expenditure:

Alaska Road Commission.....	\$14,343.47
Territory of Alaska.....	2,000.00
Total.....	\$16,343.47

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

This route extends from Lignite station. Mile 363 on the Alaska Railroad, west across Middle, Chisana, and Toklat Rivers up Crooked Creek and down the Bearpaw River to Glacier City, where it makes a junction with Route 46, Kobi-Eureka.

This trail is little traveled at present and no further improvement is contemplated. The trail was marked and shelter tents erected in the spring of 1922.

Expenditure: None.

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

This winter dog trail connects the town of Nenana on the Tanana River (Mile 411 Alaska Railroad) with Knights Roadhouse on the Toklat River, 25 miles from Kobi where a junction is made with the Kobi-Diamond sled road.

This trail was originally cut out by the citizens of Nenana and later improved by the Alaska Road Commission. It serves as an alternate route from Knights Roadhouse to Nenana for travel coming from the west and bound for Nenana. Windfalls were removed and some high stumps cut out this season to make this trail passable as the mail for McGrath and that vicinity is now routed from Nenana over this trail. The town of Nenana cooperated with labor.

Expenditure: \$151.60.

ROUTE 46E—DIAMOND-TELIDA.....(90 MILES TRAIL)

This is a section of the winter mail trail from Diamond, mile 60 on Route 46, to McGrath in the Upper Kuskokwim district. Over this route now passes all the mail for the Kuskokwim and Iditarod placer camps, and practically all the travel in winter from these districts now uses this route. It is a vast improvement over the old route to these districts by way of Rainy Pass. There is no appreciable summit to go over and snow conditions are never so severe as south of the Alaska Range.

Last year a new trail was cut from Diamond to Telida Village. The past season all lakes were staked, approaches graded and windfalls removed.

Expenditure: \$398.52.

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

This road extends from Coldfoot, the head of navigation by horse scows on the Koyukuk river, up the Middle Fork of the Koyukuk to Wiseman, where the larger part of the placer mining in this district is now in progress. Over this road is moved practically all the freight for the upper Koyukuk.

The road is in fairly good condition, the only work this season being the erection of three cable tramways, over Slate Creek, Marion Creek and the Middle Fork of the Koyukuk respectively. An old cable ferry over the Middle Fork at Wiseman was repaired. The erection of these tramways makes this route passable for foot travel in summer and gives an easy outlet from this district, whereas prior to their erection summer travel in this country was arduous, the crossing of all these streams being a dangerous undertaking.

Expenditure: \$2,542.61.

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

This sled road extends from Dunbar station, mile 432 Alaska Railroad, to the placer mining camp of Brooks on Livengood Creek, at the headwaters of the Tolovana River.

This trail is now in good condition, all the principal streams crossed having been bridged with the exception of the Chatanika and Tolovana Rivers which are crossed on the ice after the freezeup.

Work this season consisted in replacing approaches to bridges damaged by high water, the removal of numerous windfalls caused by fire having burned over the country through which the trail passes; and grading down the banks of the Chatanika and Tolovana rivers for an easy approach onto the ice.

Expenditure: \$1,450.12.

ROUTE 63B—BROOKS-AMY CREEK (4 MILES WAGON ROAD)

This road extends from the town of Brooks up Livengood Creek to the mouth of Amy Creek where it crosses Livengood and follows up Amy Creek one mile. Over this road is hauled supplies for a large part of the placer mining operations in this district. The road was built by the Territory in the early days of the camp and has since had very little maintenance.

This season several small washouts were renewed and soft spots surfaced. The bridge was repaired.

Expenditure: \$610.00.

ROUTE 63C—BROOKS TRAM.....(13

This is an old tram road extending from the center of the Tolovana mining district, to station on the Tolovana river. The rails are on a touring car with wide flanged wheels is used. A logging truck using two trailers also equipped with wide flanged wheels is used. It is possible to haul two and one-half tons over this road.

By a special act of the Territorial legislature the Alaska Road Commission was authorized as agent for the negotiations for the purchase of this tram from the Alaska Railroad. Accordingly an inspection was made and negotiations were completed for its purchase. It is planned to make necessary repairs to the present track and to extend the tram to the Log Jam, a distance of 12 miles. This proposed extension would eliminate the need for all freight at the Log Jam as at present all freight is carried with low stages of water above the Log Jam.

Expenditure: None.

ROUTE 82—GOVERNMENT RAILROAD-MOORE.....(13 MILES WAGON ROAD)

This road connects the placer workings of the Alaska Railroad, a tributary of the Nenana River, with the Alaska Railroad station, Mile 371.

During the past season, under a cooperative arrangement with the operators on this creek, considerable improvement was made on this road. One-half mile of side hill road was removed and road leveled off for one mile.

Expenditure: \$350.00.

ROUTE 97—SUNTRANA FOOTBRIDGE

This proposed footbridge over the Healy River connects the village of Suntrana with the workings of the Alaska Railroad Corporation, and gives access to the village of Healy River spur of the Alaska Railroad.

Materials have been landed at the bridge and construction will be performed as soon as a water condition permit.

Expenditure: \$326.30.

trail was cut from Diamond to Telida Village. stakes were staked, approaches graded and wind-

98.52.

NOT-WISEMAN.....(1 MILE WAGON ROAD, 11 ROAD)

ds from Coldfoot, the head of navigation by Koyukuk river, up the Middle Fork of the Koyuk are the larger part of the placer mining in this progress. Over this road is moved practically the upper Koyukuk.

fairly good condition, the only work this season of three cable tramways, over Slate Creek, Middle Fork of the Koyukuk respectively. An the Middle Fork at Wiseman was repaired. the tramways makes this route passable for foot and gives an easy outlet from this district, their erection summer travel in this country was of all these streams being a dangerous un-

,542.61.

R-BROOKS.....(63 MILES SLED ROAD)

extends from Dunbar station, mile 432 Alaska er mining camp of Brooks on Livengood Creek, of the Tolovana River.

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n consisted in replacing approaches to bridges ater, the removal of numerous windfalls caused ed over the country through which the trail down the banks of the Chatanika and Tolovana approach onto the ice.

,450.12.

KS-AMY CREEK (4 MILES WAGON ROAD)

nds from the town of Brooks up Livengood of Amy Creek where it crosses Livengood and k one mile. Over this road is hauled supplies the placer mining operations in this district. by the Territory in the early days of the had very little maintenance.

This season several small washouts were repaired, culverts renewed and soft spots surfaced. The bridge over Livengood Creek was repaired.

Expenditure: \$610.00.

ROUTE 63C—BROOKS TRAM.....(13 MILES TRAM ROAD)

This is an old tram road extending from the town of Brooks, the center of the Tolovana mining district, to the head of navigation on the Tolovana river. The rails are of wood. A Dodge touring car with wide flanged wheels is used for motive power. By using two trallers also equipped with wide flanged wheels, it is possible to haul two and one-half tons over this road in one hour.

By a special act of the Territorial legislature, the Alaska Road Commission was authorized as agent for the Territory, to enter negotiations for the purchase of this tram from its present owners. Accordingly an inspection was made and negotiations have been completed for its purchase. It is planned by the Board to make necessary repairs to the present track and possibly extend the tram to the Log Jam, a distance of 12 miles from the present terminus. This proposed extension would eliminate one transfer of all freight at the Log Jam as at present and would avoid trouble with low stages of water above the Log Jam.

Expenditure: None.

ROUTE 82—GOVERNMENT RAILROAD-MOOSE CREEK.....(6 MILES WAGON ROAD)

This road connects the placer workings on upper Moose Creek, a tributary of the Nenana River, with the Alaska Railroad at Ferry station, Mile 371.

During the past season, under a cooperative agreement with operators on this creek, considerable improvement was made to this road. One-half mile of side hill road was completed, stumps removed and road leveled off for one miie.

Expenditure: \$350.00.

ROUTE 97—SUNTRANA FOOTBRIDGE

This proposed footbridge over the Healy River will connect the village of Suntrana with the workings of the Healy River Coal Corporation, and gives access to the village from the end of the Healy River spur of the Alaska Railroad.

Materials have been landed at the bridge site and the crection will be performed as soon as water conditions in the river will permit.

Expenditure: \$326.30.

EXAMINATIONS AND SURVEYS

ROUTE 29B—ALATNA-SHUNGNAK RECONNAISSANCE

A reconnaissance for the selection of a winter route between the Koyukuk and Kobuk Rivers was made. The most feasible route was found to be leaving Alatna on the Koyukuk River, following up the Alatna River, over the divide to the Kobuk and down the Kobuk to Shungnak. The distance from Alatna to Shungnak, both of which are on existing trails, is 148 miles. It is estimated the cost of cutting and marking this trail and the erection of necessary shelter will be \$8,500. Very little mining is in progress on the upper Kobuk but considerable activity is evident in the reindeer industry.

Expenditure: \$2,397.25.

ROUTE 46G—KOBIBONNIFIELD RECONNAISSANCE.

A reconnaissance was made of the route from Kobi, Mile 387 on the Alaska Railroad, to the mining district around Bonnifield Creek. A feasible route was selected for a winter sled road into this district. The distance from Kobi to the crossing of Bonnifield Creek is approximately 40 miles. It is estimated that a fair sled road can be constructed at a cost of \$5,000.00.

Expenditure: \$538.73.

ACCOUNT 90D—SHELTER CABINS

Trail	Work Done	Cost
9 Rampart-Eureka	1 cabin erected.....	\$ 378.00
29 Tanana-Bettles	3 cabins erected.....	800.00
46C Nenana-Knight's Roadhouse	1 cabin erected.....	150.00
Total Expenditure: Territory of Alaska		\$1,328.00

DISTRIBUTION OF EXPENDITURES

Type	Miles*	Expenditure	Unit Cost Dollars per Mile
Wagon Road	149	\$36,098.37	\$242.27
Sled Road	334½	5,729.32	17.13
Trail	389	4,879.95	12.54
Totals	872½	\$46,707.64	\$ 53.53

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

SOUTHWESTERN DISTRICT

O. A. Hall, Supt., July 1 to July 30,
Hawley W. Sterling, Supt., Aug. 1, 1923,

Anton Eide, Asst. Supt., Sep.

G. J. Truitt, Junior Engr., April 12 to June 30,

This district includes the Kenai and Alaska of the territory tributary to the Government Seward and Mile 350.

At the time of taking up the post war work was permanently located in this important district contains a wide belt of country of interest to its relation to the Government Railroad. In carrying out the winter road work here, a superintendent was appointed within the district. Reconnaissances were extended. The Engineer Officer reconnoitered the route from Rainy Pass to the Alaska Railroad, definitely making a similar reconnaissance along the north slope from the same point in the Kuskokwim, the relative route.

A system of local roads for the new town was planned and constructed. The roads from Wainwright Creek mines were revived so that all mineral workings by both summer and winter roads. The important camp of Cache Creek was opened up by the construction of a road from Talkeetna on the Government Railroad workings and this has been followed by the construction of a summer road, now half completed and giving results both in respect to activity in this mining district attracted to the Government Railroad. Numerous trails throughout the district were laid out and practical sources of traffic to or from the district have received some work. The conception of the Government Railroad has been perfected.

There are 37 sub-projects in this district of this Board. Of this number, 33 are road on the Government Railroad, (The Alaska Railroad).

The system of roads and trails devised by the railroad in this district at the following points

ATIONS AND SURVEYS

SHUNGNAK RECONNAISSANCE

the selection of a winter route between
rivers was made. The most feasible route
Alatna on the Koyukuk River, following
the divide to the Kobuk and down the
distance from Alatna to Shungnak, both
trails, is 148 miles. It is estimated the
ing this trail and the erection of necessary
ery little mining is in progress on the
able activity is evident in the reindeer

97.25.

BONNIFIELD RECONNAISSANCE.

made of the route from Kobi, Mile 387
to the mining district around Bonnifield
was selected for a winter sled road into
from Kobi to the crossing of Bonnifield
miles. It is estimated that a fair sled
at a cost of \$5,000.00.

.73.

R CABINS

Work Done	Cost
1 cabin erected.....	\$ 378.00
8 cabins erected.....	800.00
use 1 cabin erected.....	150.00
territory of Alaska	\$1,328.00

ON OF EXPENDITURES

Miles*	Expenditure	Unit Cost Dollars per Mile
149	\$36,098.37	\$242.27
334½	5,729.32	17.13
389	4,879.95	12.54
372½	\$46,707.64	\$ 53.53

maintained during fiscal year.

SOUTHWESTERN DISTRICT.

O. A. Hall, Supt., July 1 to July 30, 1923; Anchorage
Hawley W. Sterling, Supt., Aug. 1, 1923, to June 30, 1924.
Anton Eide, Asst. Supt., Seward.

G. J. Truitt, Junior Engr., April 12 to June 30, 1924; Mckinley Park.

This district includes the Kenai and Alaska Peninsulas and all
of the territory tributary to the Government Railroad between
Seward and Mile 350.

At the time of taking up the post war work, no superintendent
was permanently located in this important district. This district
contains a wide belt of country of interest for development, due
to its relation to the Government Railroad. As a first step in re-
viving road work here, a superintendent was permanently located
within the district. Reconnaissances were extended in all directions.
The Engineer Officer reconnoitered the route from McGrath over
Rainy Pass to the Alaska Railroad, definitely settling with a sim-
ilar reconnaissance along the north slope from Mt. McKinley to the
same point in the Kuskokwim, the relative advantages of each
route.

A system of local roads for the new town of Anchorage was
planned and constructed. The roads from Wasilla to the Willow
Creek mines were revived so that all mineral workings are served
by both summer and winter roads. The important placer mining
camp of Cache Creek was opened up by the construction of a sled
road from Talkeetna on the Government Railroad to the mineral
workings and this has been followed by the construction of a
summer road, now half completed and giving very gratifying re-
sults both in respect to activity in this mining camp and to traffic
attracted to the Government Railroad. Numerous small projects
throughout the district were laid out and partially completed. All
practicable sources of traffic to or from the Government Railroad
have received some work. The conception of traffic relations to
the Government Railroad has been perfected.

There are 37 sub-projects in this district under supervision
of this Board. Of this number, 33 are road or trail feeders to the
Government Railroad, (The Alaska Railroad).

The system of roads and trails devised by this Board ties into
the railroad in this district at the following points:

ROADS AND SURVEYS

SHUNGNAK RECONNAISSANCE

The selection of a winter route between Seward and Shungnak was made. The most feasible route was found to be along the coast of the Koyukuk River, following the divide to the Kobuk and down the coast to Shungnak, both distances from Alatna to Shungnak, both ways, is 148 miles. It is estimated that the construction of this trail and the erection of necessary buildings, including a little mining is in progress on the trail. The activity is evident in the reindeer

25.

SLED RECONNAISSANCE.

The selection of the route from Kobi, Mile 387 to the mining district around Bonnifield was made. The route selected for a winter sled road into the mining district from Kobi to the crossing of Bonnifield is 148 miles. It is estimated that a fair sled road can be made at a cost of \$5,000.00.

CABINS

Work Done	Cost
1 cabin erected.....	\$ 378.00
3 cabins erected.....	800.00
1 cabin erected.....	150.00
territory of Alaska	\$1,328.00

SUMMARY OF EXPENDITURES

Miles*	Expenditure	Unit Cost Dollars per Mile
149	\$36,098.37	\$242.27
334½	5,729.32	17.13
389	4,879.95	12.54
872½	\$46,707.64	\$ 53.53

*Retained during fiscal year.

SOUTHWESTERN DISTRICT.

O. A. Hall, Supt., July 1 to July 30, 1923; Anchorage
Hawley W. Sterling, Supt., Aug. 1, 1923, to June 30, 1924.
Anton Eide, Asst. Supt., Seward.

G. J. Truitt, Junior Engr., April 12 to June 30, 1924; McKinley Park.

This district includes the Kenai and Alaska Peninsulas and all of the territory tributary to the Government Railroad between Seward and Mile 350.

At the time of taking up the post war work, no superintendent was permanently located in this important district. This district contains a wide belt of country of interest for development, due to its relation to the Government Railroad. As a first step in reviving road work here, a superintendent was permanently located within the district. Reconnaissances were extended in all directions. The Engineer Officer reconnoitered the route from McGrath over Rainy Pass to the Alaska Railroad, definitely settling with a similar reconnaissance along the north slope from Mt. McKinley to the same point in the Kuskokwim, the relative advantages of each route.

A system of local roads for the new town of Anchorage was planned and constructed. The roads from Wasilla to the Willow Creek mines were revived so that all mineral workings are served by both summer and winter roads. The important placer mining camp of Cache Creek was opened up by the construction of a sled road from Talkeetna on the Government Railroad to the mineral workings and this has been followed by the construction of a summer road, now half completed and giving very gratifying results both in respect to activity in this mining camp and to traffic attracted to the Government Railroad. Numerous small projects throughout the district were laid out and partially completed. All practicable sources of traffic to or from the Government Railroad have received some work. The conception of traffic relations to the Government Railroad has been perfected.

There are 37 sub-projects in this district under supervision of this Board. Of this number, 33 are road or trail feeders to the Government Railroad, (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 Mile	Route	
0 Seward	10 Seward-Kenai Lake	
	10A Seward-Radio	
	10B Seward-Nash	
	7 Woodrow	10 Seward-Kenai Lake
		55 Kenai Lake-Kenai
	23 Roosevelt	24 Mile 29-Sunrise
	29 Moose Pass Station	24A Lynx Creek-Sixmile
		24B Sunrise-Hope
		19E Girdwood-Crow Creek
		75 Anchorage-Eagle River
114 Anchorage	75A Anchorage-Lake Spenard	
	75B Whitney Road	
119 Whitney	75C Chester Creek Boat Landing	
	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 26 1/2-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	
288 Honolulu Creek	83 Talkeetna-Iron Creek	
	93 Chulitna Bridge and Trail	
297 Colorado	93A Bull River Trail	
320 Cantwell	76 Cantwell-Valdez Creek	
347 McKinley	46D McKinley Park Trail	
Chickaloon Branch:		
Mile	Route	
6 Palmer	35B Palmer-Mile 26 1/2	
	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	
38 Chickaloon	96 Chickaloon-King River	

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
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 Board were turned over to the Department of Agriculture and Forestry 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
24E	Sunrise-Hope	
65**	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 of Alaska, disbursed through the U. S. Treasury supported by Territorial funds disbursed by the Board of Alaska. In all cases the work is performed by the superintendent of this Board as chairman and secretary of the Territorial Division under the direction of the President of this Board as the Director of Public Works for the Territory.

FEDERAL PROJECTS

Sub-Project No.	Name of Route	Wagon Road
20B	Susitna-Rainy Pass	
20H	Nancy-Susitna	
35A	Archangel Extension	5 1/2
35C*	Palmer-Matanuska River	1 1/2
35D	Willow Creek Extension	11
35E	Wasilla-Fishhook	16
35F	Wasilla-Knik	15
35H*	Wasilla-Finger Lake-Palmer	12
35J*	Wasilla-Matanuska	10
35K*	Matanuska Trunk Road	8
35O	Fishhook-Goldmint	
46D	McKinley Park Trail	2
48	Iliamna Bay-Iliamna Lake	10

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
75C Chester Creek Boat Landing
75B Whitney Road
75 Anchorage-Eagle River
35J Matanuska-Wasilla
35K Matanuska Trunk Road
35L Matanuska-Palmer
35A Archangel Extension
35B Mile 26 1/2 -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 and Trail
93A Bull River Trail
76 Cantwell-Valdez Creek
46D McKinley Park Trail

Route
35B Palmer-Mile 26 1/2
35C Palmer-Matanuska River
35G Palmer-Springer
35H Finger Lake-Wasilla
35K Matanuska Trunk Road
35L Palmer-Matanuska
35I Moose Creek Grade
96 Chickaloon-King River

er sub-projects of this Board have been
d by preferable routes resulting from the
transportation situation following the con-
ent 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 cooperation 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 Divisional Commission, under the direction of the President of this Board, who also served as the Director of Public Works for the Territory.

FEDERAL PROJECTS.

Sub-Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
20B	Susitna-Rainy Pass			127	127
20H	Nancy-Susitna			25	25
35A	Archangel Extension	5 1/2			5 1/2
35C*	Palmer-Matanuska River	1 1/2			1 1/2
35D	Willow Creek Extension	11			11
35E	Wasilla-Fishhook	16			16
35F	Wasilla-Knik	15			15
35H*	Wasilla-Finger Lake-Palmer.....	12			12
35J*	Wasilla-Matanuska	10			10
35K*	Matanuska Trunk Road	8			8
35O	Fishhook-Goldmint		6		6
46D	McKinley Park Trail	2		85	87
48	Iliamna Bay-Iliamna Lake	10		2	12

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Sub-Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
51*	Talkeetna-Cache Creek	22	20		42
55*	Kenai-Russian River		60		60
75*	Anchorage-Eagle River	13½			13½
75D	Anchorage Warehouse				
76	Cantwell-Valdez Creek		55		55
79	Seward Warehouse				
83	Talkeetna-Iron Creek			45	45
90C	Shelter Cabins				
93	Chulitna Trail			3	3
94	Kodiak-Abberts			5	5
95	Kanatak-Becharof Lake	8			8
96	Chickaloon-King River		6½		6½
Totals		134½	147½	292	574

(*)—Also Territorial Project.

SUMMARY OF EXPENDITURES

Sub-Project Number	Federal	Territorial	Construction	Maintenance	TOTAL	
20B	\$ 800.00			\$ 800.00	\$ 800.00	
20H						
35A	8,037.35		6,037.35	2,000.00	8,037.35	
35C*	141.51			141.51	141.51	
35D	10,046.19		6,546.19	3,500.00	10,046.19	
35E	6,834.43			6,834.43	6,834.43	
35F	7,995.99		3,495.99	4,500.00	7,995.99	
35H*	1,845.60	500.00		2,345.60	2,345.60	
35J*	2,604.54	1,000.00	1,500.00	2,104.54	3,604.54	
35K*	513.35	500.00		1,013.35	1,013.35	
35O	210.00			210.00	210.00	
46D	4,261.49		3,301.49	960.00	4,261.49	
48						
51*	21,304.67	11,468.45	22,713.12	10,000.00	32,713.12	
55*	5,258.71		4,698.71	560.00	5,258.71	
75*	13,645.48		7,645.48	6,000.00	13,645.48	
75D	366.24			366.24	366.24	
76						
79	76.20			76.20	76.20	
83	597.76		597.76		597.76	
90C		750.00	750.00		750.00	
93	2,857.40		1,957.40	900.00	2,857.40	
94						
95	19,914.49		19,000.00	914.49	19,914.49	
96	822.06		800.00	22.00	822.00	
Totals		\$108,133.40	\$14,158.45	\$79,043.49	\$43,248.36	\$122,291.85

(*)—Also Territorial Project.

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

This is a part of the old Rainy Pass mail trail to the Kuskokwim district between the mouth of the Yentna River and the divide.

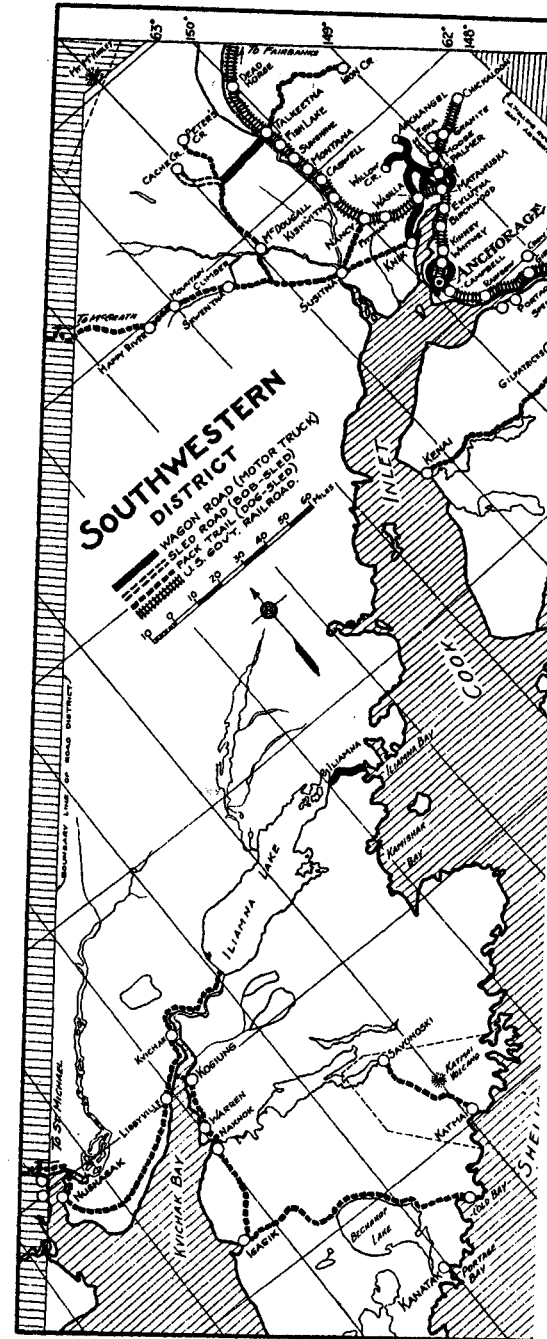
A contract was let for cutting down heavy grades near Happy River Roadhouse; this work was completed during the summer of 1922 but paid for this year.

Though no work is contemplated in the near future on this trail, on account of the mail now being routed via Kobi, it will not be entirely abandoned as there are good possibilities of mining developments.

Expenditure: \$800.00.

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

This trail connects the railroad at Nancy, Mile 181, with Susitna Station on the Susitna River at the mouth of the Yentna River



ALASKA ROAD COMMISSION.

Route	Wagon Road	Sled Road	Trail	Total Miles
Creek	22	20		42
iver	13½	60		13½
house		55		55
Creek			45	45
se			3	3
reek			5	5
			8	8
f Lake	8	6½		6½
River				
	134½	147½	292	574

ject.

RY OF EXPENDITURES

Territorial	Construction	Maintenance	TOTAL
		\$ 800.00	\$ 800.00
	6,037.35	2,000.00	8,037.35
		141.51	141.51
	6,546.19	3,500.00	10,046.19
		6,834.43	6,834.43
	3,495.99	4,500.00	7,995.99
500.00		2,345.60	2,345.60
1,000.00	1,500.00	2,104.54	3,604.54
500.00		1,013.35	1,013.35
		210.00	210.00
	3,301.49	960.00	4,261.49
		10,000.00	32,713.12
11,408.45	22,713.12	560.00	5,258.71
	4,698.71	6,000.00	13,645.48
	7,645.48	366.24	366.24
		76.20	76.20
	597.76		597.76
750.00	750.00		750.00
	1,957.40	900.00	2,857.40
	19,000.00	914.49	19,914.49
	800.00	22.00	822.00
\$14,158.45	\$79,043.49	\$43,248.36	\$122,291.85

project.
-RAINY PASS.....(127 MILES TRAIL)

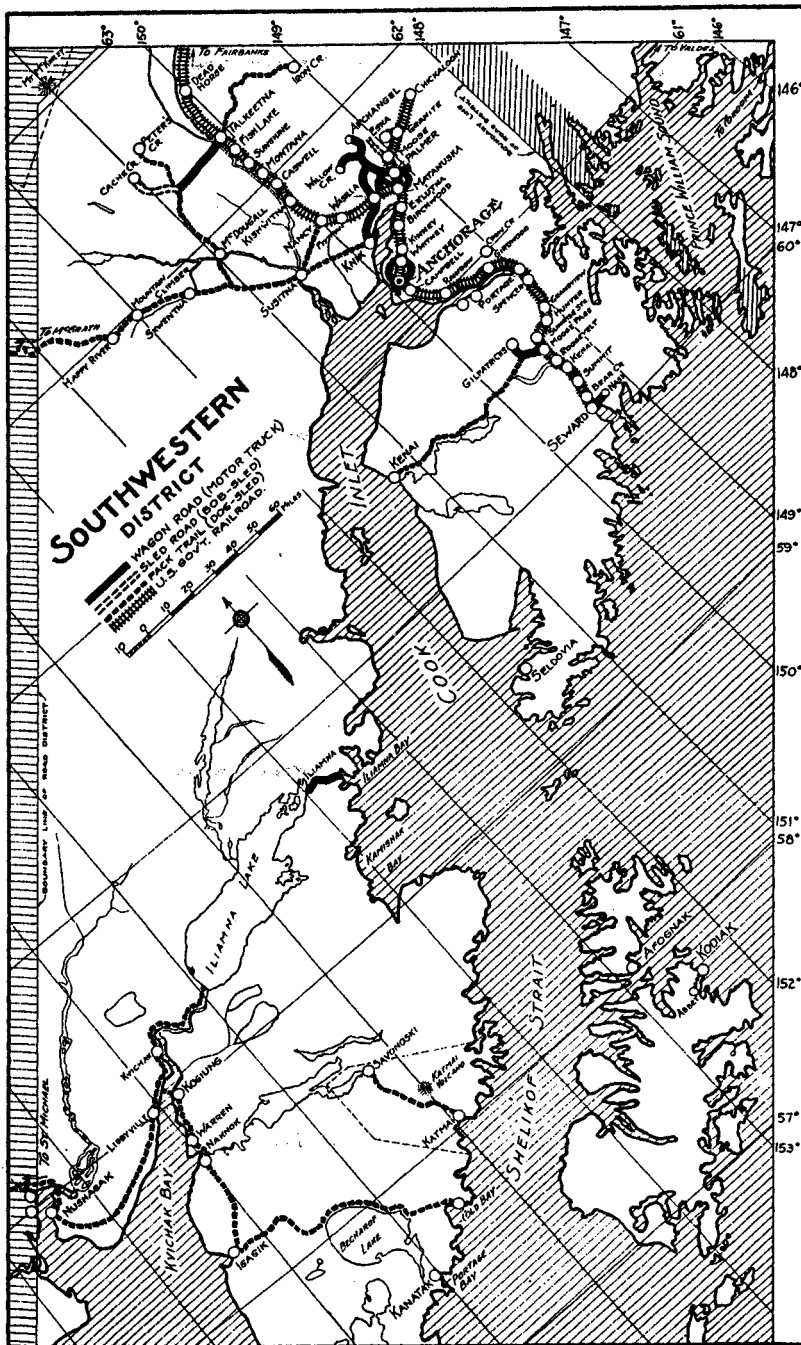
the old Rainy Pass mail trail to the Kuskokwim mouth of the Yentna River and the divide. Work for cutting down heavy grades near Happy work was completed during the summer of year.

is contemplated in the near future on this mail now being routed via Kobi, it will not as there are good possibilities of mining

800.00.

SUSITNA.....(25 MILES TRAIL)

the railroad at Nancy, Mile 181, with Susitna River at the mouth of the Yentna River



as the first link of the Rainy Pass trail; constructed since the completion of the railroad in preference to the route from Knik.

This route is in good condition and no work is planned in the immediate future.

Expenditure: None.

ROUTE 35A—ARCHANGEL EXTENSION.....(5½ MILES WAGON ROAD)

This road begins at the 1½ mile point on the Willow Creek Extension, Route 35D; traveling the high bench of the Little Susitna River, it turns up Archangel Creek to the vicinity of several small quartz mines of the Willow Creek mining district.

The principal items of work accomplished were:

2 4-5 miles of new road graded.

3 miles graveled.

13 metal culverts installed.

2,640 lineal feet ditching.

A further extension of this road for a distance of 1½ miles is contemplated.

Expenditure: \$8,037.35.

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

This road leads from Palmer Station on the Matanuska branch of the railroad, follows the railroad ¼ mile, turns at right angles crossing the track and continues on to the Matanuska River.

A tramway of ¾-inch cable and a cage were constructed over the Matanuska River on this route to replace the bridge dismantled last season. 100 feet of corduroy were placed.

Traffic over this road is very light and no further work is contemplated at this time.

Expenditure: \$141.51.

ROUTE 35D—WILLOW CREEK EXTENSION.....(11 MILES WAGON ROAD)

This road climbs the hill from the terminus of the Wasilla-Fishhook road, Route 35E, turns up Fishhook Creek, a fork of the Little Susitna, and crosses the divide into Willow Creek five miles out. It then follows the valley of Willow Creek to point of the ridge between Willow and Craggy Creeks, thence up Craggy Creek to the Gold Bullion Mine.

Work was accomplished during the past season as follows:

2.7 miles of grading.

0.6 miles of graveling.

1.1 miles of ditching.

21 metal culverts placed.

Two native timber bridges with pole decks of 12 and 14 foot spans each were built.

This road is now in good condition.

Expenditure: \$10,046.19.

ROUTE 35E—WASILLA-FISHHOOK.....(16 MILES WAGON ROAD)

This is one of the most important railroad feeders, leading from Wasilla, Mile 160 on the Alaska Railroad, to Fishhook Inn where it connects with the roads to Willow and Archangel Creeks in the Willow Creek mining district. 2,000 tons annually are hauled over this road. With the increasing tonnage and resulting increase in size and weight of motor trucks used, an endeavor is being made to gravel a part of the road each year.

Work this season consisted in repairing gravel surface and surfacing 3.5 miles. Brush was cut from sides of road for four miles. Several sharp turns necessitating some rock work were cut down in the Little Susitna Canyon. This road is now in good condition except for additional gravel surfacing.

Expenditure: \$6,834.43.

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

This is a portion of the road which served the Willow Creek mines before the completion of the railroad, all freight at that time being landed at Knik at the head of Knik Arm. The section which it traverses is gradually being settled and, with the fine agricultural land which extends to Knik and on down Knik Arm to Anchorage being already surveyed, it is planned to eventually continue the road to a point opposite Anchorage, thus opening the farm land as well as a large quantity of good birch timber.

Work this season resulted in bringing up to standard 3 miles of road which formerly was merely a trail through the woods. The road is now completed seven miles out from Wasilla. The remaining 8 miles of this route is in poor condition.

The items of work accomplished were:

Grading 30 feet wide	3 miles
Grubbing and stripping	10.9 acres
Graveling	167 cubic yards

Expenditure: \$7,995.99.

ROUTE 35H—WASILLA-FINGER LAKE (12 MILES WAGON ROAD)

This is a 24-foot graded earth road connecting Wasilla, Mile 160 Alaska Railroad, with Palmer, at Mile 6 on the Matanuska branch of the railroad, passing through a rich agricultural district. It crosses, at right angles, the Matanuska Trunk road, Route 35K, at Forest Hall, a congregating center for farmers of the entire community.

This season the entire road was regraded, faced, 2 timber culverts placed and 600 feet of gravel placed to avoid sharp turns. This road is now in good traffic.

Expenditure:

Alaska Road Commission	
Territory of Alaska	

Total.....

ROUTE 35J—WASILLA-MATANUSKA (10 MILES WAGON ROAD)

This road was formerly a railroad construction. It has been maintained at a low standard by this board for the use of homesteaders.

Work this season consisted of general maintenance, 2080 feet of gravel surfacing and the construction of a stringer bridge. The road is now in fair condition. It is developed this road will be brought up to standard.

Expenditure:

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

Total.....

ROUTE 35K—MATANUSKA TRUNK ROAD.....(10 MILES WAGON ROAD)

This is an important farm road in the Wasilla section, serving the Government Experimental Station, the farmers; cutting the Wasilla-Finger Lake-Palmer road, and terminating at its junction with the Matanuska Trunk Road midway between Palmer and the Wasilla-Fishhook Inn.

Work consisting of regrading, graveling and building one 16-foot stringer bridge, was accomplished this season.

This road is in good condition for the present.

Expenditure:

Alaska Road Commission	
Territory of Alaska.....	

Total.....

ROUTE 35O—FISHHOOK-GOLDMINT.....(6 MILES WAGON ROAD)

This route connects with the Wasilla-Fishhook Inn and leads to the Goldmint mine and the upper Little Susitna River.

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bridges with pole decks of 12 and 14 were built.

good condition.

046.19.

FISHHOOK.....(16 MILES WAGON ROAD)

most important railroad feeders, leading on the Alaska Railroad, to Fishhook Inn the roads to Willow and Archangel Creeks ng district. 2,000 tons annually are hauled increasing tonnage and resulting increase or trucks used, an endeavor is being made road each year.

assisted in repairing gravel surface and sur- was cut from sides of road for four miles. cessitating some rock work were cut down nyon. This road is now in good condition vel surfacing.

834.43.

KNIK.....(15 MILES WAGON ROAD)

the road which served the Willow Creek ction of the railroad, all freight at that nik at the head of Knik Arm. The section gradually being settled and, with the fine extends to Knik and on down Knik Arm eady surveyed, it is planned to eventually point opposite Anchorage, thus opening the large quantity of good birch timber.

esulted in bringing up to standard 3 miles was merely a trail through the woods. The even miles out from Wasilla. The remain- e is in poor condition.

accomplished were:

wide3 miles
ripping10.9 acres
.....167 cubic yards

7,995.99.

FINGER LAKE (12 MILES WAGON ROAD)

graded earth road connecting Wasilla, Mile ith Palmer, at Mile 6 on the Matanuska passing through a rich agricultural district, es, the Matanuska Trunk road, Route 35K, regating center for farmers of the entire

This season the entire road was regraded, 1.5 miles gravel sur- faced, 2 timber culverts placed and 600 feet of new road built to avoid sharp turns. This road is now in good condition for light traffic.

Expenditure:

Alaska Road Commission\$1,845.60
Territory of Alaska 500.00

Total.....\$2,345.60

ROUTE 35J—WASILLA-MATANUSKA .(10 MILES WAGON ROAD)

This road was formerly a railroad construction road and prac- tically parallels the track between Matanuska and Wasilla. It has been maintained at a low standard by this board and the Territory for the use of homesteaders.

Work this season consisted of general maintenance including 2080 feet of gravel surfacing and the construction of one 46-foot stringer bridge. The road is now in fair condition but as traffic is developed this road will be brought up to standard.

Expenditure:

Alaska Road Commission.....\$2,604.54
Territory of Alaska..... 1,000.00

Total.....\$3,604.54

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

This is an important farm road in the Wasilla-Matanuska sec- tion, serving the Government Experimental Station and numerous farmers; cutting the Wasilla-Finger Lake-Palmer road at Forest Hall, and terminating at its junction with the Mile 26½-Palmer road midway between Palmer and the Wasilla-Fishhook Road.

Work consisting of regrading, graveling soft spots, dragging and building one 16-foot stringer bridge, was accomplished this past season.

This road is in good condition for the present amount of traffic.

Expenditure:

Alaska Road Commission\$ 513.35
Territory of Alaska..... 500.00

Total.....\$1,013.35

ROUTE 35O—FISHHOOK-GOLDMINT.....(6 MILES SLED ROAD)

This route connects with the Wasilla-Fishhook road at Fish- hook Inn and leads to the Goldmint mine and other prospects on the upper Little Susitna River.

This season 5 miles of the road was located and one stringer bridge 50 feet long of native timber was constructed.

Condition poor.

Expenditure: \$210.00.

ROUTE 46D—McKINLEY PARK TRAIL.....(2 MILES WAGON ROAD, 85 MILES TRAIL)

This trail leaves McKinley Park Station, Mile 348 Alaska Railroad, passing through the heart of McKinley National Park which is teeming with wild life, and on into the Kautishna mining district. The trail is used by trappers, prospectors, miners and tourists.

The past season actual construction work was inaugurated on this route. A very good showing was made with the small allotment available. Two miles of road were built, including the following items of work:

Grading, 12 to 16 feet wide	1.9 miles
Clearing	9.6 acres
Bridges, native timber	1—126-foot trestle
Corduroy	175 feet
Culverts	52 lineal feet

The location was extended 3 miles beyond this season's construction. One-half mile of this season's work was on a steep side hill, a part of which was in solid rock. This section included some of the heaviest work in the first 15 miles of the route.

It is the present plan to prosecute this work on a much larger scale next season.

A portion of the money expended this season was contributed by a private party through the Park Superintendent.

Expenditure:

Alaska Road Commission	\$4,261.49
Contributed	700.25

Total

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

This route serves as a portage, in connection with Iliamna Lake, from Cook Inlet to Bristol Bay, supplying Iliamna Village on the lake.

Nothing has been done on this road for two years, and it is badly in need of repair.

Expenditure: None.

ROUTE 51—TALKEETNA-CACHE CREEK(22 MILES WAGON ROAD, 20 MILES SLED ROAD)

This route connects the railroad at Talkeetna, Mile 227, with the placer mines and quartz prospects of Cache Creek mining dis-

trict, which before the assistance of railroad was kept alive at heavy cost. The freight rate on the wagon road gradually nears completion.

The wagon road was extended six miles beyond last season's work. The following are items of work with unit costs. These costs are characteristic of the work through this section of the territory.

1. Clearing 11.3 acres
2. Grubbing 11.8 acres
3. Stripping 6.1 acres
4. Grading 1.9 miles
5. Brushing and ditching thru swamp where impossible to grade, (consists of laying heavy mat of brush, digging ditch each side 30' centers, and placing material from ditch on top brush. Also includes 0.6 miles lateral ditch), 3.1 miles
6. Graveling 0.4 miles
7. Bridges, 10, mudsill, stringer, peeled native timber, total 237 L. F.
8. Culverts, 27, log box, from a 1' by 3' by 18' to a 3' by 4' by 18', total lineal feet 486
9. Freightling 120 tons, average haul 16 miles
10. Completion permanent camp Peters Creek, consisting of warehouse, cookhouse, root-house and barn, and maintenance of camp for 10 months

Total

Completed portion of road in good condition

Expenditure:

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

Total.....

ROUTE 55—KENAI-RUSSIAN RIVER.....(60 MILES WAGON ROAD)

This is the west end of the winter trail from Kenai on Cook Inlet and Moose Pass Station, to Bristol Bay, the Department of Agriculture having a portion of the east end beyond Russian River to the Kenai National Game Preserve. The trail is used for mail and light freight.

No work had been done on this trail for several years. A reconnaissance was made in the spring of 1916, at which time this trail was rehabilitated. Portions of the trail were located, avoiding lakes where possible. In a few places the trail was widened. In a few places the trail was widened an average of 5 feet; two shelter camps were located at Miles 19 and 37 from Kenai, and one old camp was repaired for use as shelter.

Federal Expenditure: (exclusive of cash)

RT ALASKA ROAD COMMISSION.

of the road was located and one stringer
ative timber was constructed.

210.00.

Y PARK TRAIL.....(2 MILES WAGON ROAD,
IL)

McKinley Park Station, Mile 348 Alaska Rail-
ne heart of McKinley National Park which
fe, and on into the Kantishna mining dis-
by trappers, prospectors, miners and tourists.
tual construction work was inaugurated on
d showing was made with the small allot-
iles of road were built, including the follow-

et wide 1.9 miles
..... 9.6 acres
ber 1—126-foot trestle
..... 175 feet
..... 52 lineal feet

extended 3 miles beyond this season's con-
of this season's work was on a steep side
s in solid rock. This section included some
the first 15 miles of the route.

n to prosecute this work on a much larger

oney expended this season was contributed
gh the Park Superintendent.

ommission\$4,261.49
..... 700.25
.....\$4,961.74

AY-ILIAMNA LAKE.....(10 MILES WAGON
TRAIL)

a portage, in connection with Iliamna Lake,
tol Bay, supplying Iliamna Village on the

one on this road for two years, and it is

A-CACHE CREEK(22 MILES WAGON
S SLED ROAD)

the railroad at Talkeetna, Mile 227, with
artz prospects of Cache Creek mining dis-

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tract, which before the assistance of railroad and wagon road was
kept alive at heavy cost. The freight rates are being cut as the
wagon road gradually nears completion.

The wagon road was extended six miles as a result of the
past season's work. The following are items of work accomplished
with unit costs. These costs are characteristic of new construction
through this section of the territory.

1. Clearing 11.3 acres	@ \$ 133.60 A	\$ 1,510.42
2. Grubbing 11.3 acres	@ 146.89 A	1,733.27
3. Stripping 6.1 acres	@ 198.90 A	1,213.29
4. Grading 1.9 miles	@ 2,854.03 M	5,422.66
5. Brushing and ditching thru swamp where impossible to grade, (consists of laying heavy mat of brush, digging ditch each side 30' centers, and placing material from ditch on top brush. Also includes 0.6 miles lateral ditch), 3.1 miles	@ 2,595.91 M	8,047.32
6. Graveling 0.4 miles	@ 990.45 M	396.18
7. Bridges, 10, mudsill, stringer, peeled native timber, total 237 L. F.	@ 10.35 LF	2,452.30
8. Culverts, 27, log box, from a 1' by 3' by 18' to a 3' by 4' by 18', total lineal feet 486	@ 1.78 LF	866.63
9. Freightling 120 tons, average haul 16 miles.....	@ 23.94 T.	2,872.27
10. Completion permanent camp Peters Creek, consisting of warehouse, cookhouse, root- house and barn, and maintenance of camp for 10 months		1,358.26
Total		\$25,572.60

Completed portion of road in good condition.

Expenditure:

Alaska Road Commission.....\$21,304.67
Territory of Alaska..... 11,408.45

Total.....\$32,713.12

ROUTE 55—KENAI-RUSSIAN RIVER.....(60 MILES SLED ROAD)

This is the west end of the winter trail between the town of
Kenai on Cook Inlet and Moose Pass Station, Mile 29 Alaska Rail-
road, the Department of Agriculture having assumed the mainten-
ance of the east end beyond Russian River which is in the Forest
Reserve. The trail is used for mail and light freight in winter only.

No work had been done on this trail for a number of years.
A reconnaissance was made in the spring of 1923 as a result of
which this trail was rehabilitated. Portions of the trail were re-
located, avoiding lakes where possible. In all, 18 miles of new
trail were cut, average width 9 feet; 27 miles of old trail were
widened an average of 5 feet; two shelter cabins were erected at
Miles 19 and 37 from Kenai, and one old cabin at Mile 46 was
repaired for use as shelter.

Federal Expenditure: (exclusive of cabins) \$5,258.71.

ROUTE 75—ANCHORAGE-EAGLE RIVER—(13½ MILES WAGON ROAD)

Starting at a point near the Alaska Railroad headquarters, this road parallels Knik Arm a mile back on the bench land for 5½ miles, then turns east for 4½ miles crossing the railroad at its Mile 123 and Mile 10 on the wagon road. It then turns south for 2½ miles and thence west for one mile, connecting with the Whitney road, being the beginning of a proposed loop around Anchorage to serve farmers, dairymen and woodhaulers.

The main items of work were:

Clearing, 4½ miles, 40 feet wide.....	22 acres
Grubbing, 4½ miles, 28 feet wide.....	15.3 acres
Grading, 4½ miles, 28 feet wide.....	4½ miles
Graveling	2,175 cu. yds.

This is a cooperative project partly supported by Territorial divisional funds. Road is in fair condition but the graveling will be continued until a good surface is obtained.

Expenditure: \$13,645.48.

ROUTE 75D—ANCHORAGE WAREHOUSE

The new combination warehouse, office and garage, size 30x56, was painted, lights installed and other minor improvements made. Now in good condition.

Expenditure: \$366.24.

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

This route connects placer mines on Valdez Creek, a tributary of the upper Susitna River, with the Alaska Railroad at Mile 320. 300 tons each winter are freighted over this sled road.

No work was done on this route during past season.

Expenditure: None.

ROUTE 79—SEWARD WAREHOUSE.

This frame building, size 28x30, at the ocean terminal of the Alaska Railroad, used for handling and storing supplies, is in good condition.

Expenditure: \$76.20.

ROUTE 83—TALKEETNA-IRON CREEK.....(45 MILES TRAIL)

This proposed trail extends from the town of Talkeetna up the Talkeetna River to the prospects on Iron Creek.

An investigation of the route was made and plans formulated for the construction of a bridge over Iron Creek. Part of the material for this bridge has been purchased.

Expenditure: \$597.76.

ROUTE 93—CHULITNA TRAIL.....

This trail extends from Honolulu station Alaska Railroad, 2½ miles to the Chulitna 360-foot suspension bridge, 6 feet wide, carrying pack horse, was constructed in the spring of 1912. A trail leads from the bridge. This gives access to the mountains, accommodating miners and prospectors.

Work this season consisted in clearing up the trail to eliminate danger from forest fires; tightening up the trail and cutting 1½ miles of trail. Expenditure in 1912 including payment for work performed last year.

Expenditure: \$2,857.40.

ROUTE 94—KODIAK-ABBERT'S ROAD.....

This trail leads from the town of Kodiak to Abbert's Ranch, serving several ranches in the area. In the construction of this trail, all travel came over the trail. The passage was impassable in stormy weather.

A wagon road was located and sufficient work was done last year to make a pack trail over this route. Work contemplated pending cooperation of the citizens.

Expenditure: None.

ROUTE 95—KANATAK-BECHAROF LAKE.....(ROAD)

Progress in oil drilling resulted in construction of the town of Kanatak at Portage Bay, Alaska. From Portage Bay, there connecting with road constructed last year leading to drilling operations on Pearl Creek distance of 19½ miles. This work does away with the trail which had been used over Kanatak Hill when a 60 horsepower tractor was an average load.

Work the past season consisted of construction of road, eliminating steep grades and getting the road in better condition. The road built by the Oil Companies was not practicable. The items of work accomplished were:

Earth grading	
Solid rock grading	
Grading, 40% solid rock.....	
Clearing, light	

This road is now in fair condition for traffic.

The Standard and Associated Oil Company has been doing work on 19½ miles between Kanatak and Pearl Creek. Expenditure: \$39,123.58.

EAGLE RIVER—(13½ MILES WAGON

ROUTE 93—CHULITNA TRAIL.....(3 MILES TRAIL)

near the Alaska Railroad headquarters, this a mile back on the bench land for 5½ 4½ miles crossing the railroad at its the wagon road. It then turns south for for one mile, connecting with the Whit- ing of a proposed loop around Anchorage n and woodhaulers.

This trail extends from Honolulu station, Mile 389 on the Alaska Railroad, 2½ miles to the Chulitna River over which a 360-foot suspension bridge, 6 feet wide, capable of carrying a pack horse, was constructed in the spring of 1923. One-half mile of trail leads from the bridge. This gives access to a large area, accommodating miners and prospectors.

- Work were:
es, 40 feet wide.....22 acres
es, 28 feet wide.....15.3 acres
s, 28 feet wide.....4½ miles
..... 2,175 cu. yds.

Work this season consisted in clearing up bridge site to elim- inate danger from forest fires; tightening turnbuckles on bridge and cutting 1½ miles of trail. Expenditure includes vouchers cov- ering payment for work performed last year.

Expenditure: \$2,857.40.

project partly supported by Territorial in fair condition but the graveling will surface is obtained.

ROUTE 94—KODIAK-ABBERT'S ROAD.....(5 MILES TRAIL)

645.48.

This trail leads from the town of Kodiak on Kodiak Island to Abbert's Ranch, serving several ranches in that vicinity. Prior to the construction of this trail, all travel came to Kodiak by boat. The passage was impassable in stormy weather.

WAREHOUSE

A wagon road was located and sufficient work accomplished last year to make a pack trail over this route. Further work is contemplated pending cooperation of the citizens of this District.

warehouse, office and garage, size 30x56, ed and other minor improvements made.

Expenditure: None.

.24.

ROUTE 95—KANATAK-BECHAROF LAKE.....(8 MILES WAGON ROAD)

VALDEZ CREEK.....(55 MILES SLED

Progress in oil drilling resulted in construction of a road from the town of Kanatak at Portage Bay, Alaska Peninsula, to Becharof Lake, there connecting with road constructed by oil companies and leading to drilling operations on Pearl Creek dome, a total distance of 19½ miles. This work does away with the 25 per cent grades which had been used over Kanatak Hill where three tons with a 60 horsepower tractor was an average load.

acer mines on Valdez Creek, a tributary r, with the Alaska Railroad at Mile 320. freighted over this sled road. this route during past season.

Work the past season consisted of construction of new por- tions of road, eliminating steep grades and getting on better loca- tion. The road built by the Oil Companies was used where prac- ticable. The items of work accomplished were:

REHOUSE.

ize 28x80, at the ocean terminal of the handling and storing supplies, is in good

- Earth grading2.5 miles
Solid rock grading0.17 miles
Grading, 40% solid rock.....0.23 miles
Clearing, light8.1 miles

IRON CREEK.....(45 MILES TRAIL)

This road is now in fair condition for traffic passing over it.

ends from the town of Talkeetna up the pects on Iron Creek.

The Standard and Associated Oil Companies expended on the 19½ miles between Kanatak and Pearl Creek Dome a total of \$39,123.58.

route was made and plans formulated bridge over Iron Creek. Part of the been purchased.

6.

Expenditure:

Oil Companies	\$39,123.58
Alaska Road Commission	19,914.49
Total.....	\$59,038.07

ROUTE 96—CHICKALOON-KING RIVER..(6½ MILES SLED ROAD)

This is a new road opened in the fall from the end of the Matanuska branch of the Alaska Railroad to promising coal properties from which several hundred tons of coking coal were shipped during the winter.

Work commenced in September and was completed in November, a contract being let to clear road ten feet wide and do all necessary grading. No further work is contemplated until more positive developments are accomplished on the coal properties.

Expenditure: \$822.00.

ROUTE 90C—SHELTER CABINS

Two 14x16 log cabins with door, two windows, corrugated iron roof and stove were built on the Kenai-Russian River trail, Route 55, at Miles 19 and 37 from Kenai, and one old cabin at Mile 46 on this route was repaired.

Expenditure: Territory of Alaska.....\$750.00

DISTRIBUTION OF EXPENDITURES

Type	Miles*	Expenditures	Unit Cost Dollars per Mile
Wagon Road	124½	\$107,553.54	\$863.88
Sled Road	92½	8,290.71	89.63
Trail	260	5,255.16	20.21
Totals	477	\$121,099.41	\$253.88

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

TERRITORIAL PROJECTS.

Territorial Road Commission—Third Division

Anton Eide, Chairman and Secretary.

Gust F. Johnson, Member.

R. V. Walkins, Member

Sub-Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
10B	Seward-Nash	2½			2½
35B	Mile 26½-Palmer	8½			8½
35G	Palmer-Springer	3			3
35I	Moose-Palmer	2			2
35L	Palmer-Matanuska	6½			6½
35M	Knik Corduroy				
35N	Houston-Willow Creek		30		30
35P	Moose Creek-Baxter	5			5

35Q	Edlund Road	
55*	Kenai-Russian River	13½
75*	Anchorage-Eagle River	4
75A	Anchorage-Lake Spenard	6
75B	Anchorage-Whitney	1
75C	Chester Creek Boat Landing	
93A	Bull River Trail	

Totals 52½
Totals** 39
(*)—Cooperative Projects with A. R. C.
(**)—Exclusive of Cooperative Projects.

ROUTE 10B—SEWARD-NASH.....(2½ MILES)

From Mile 3 Seward-Kenai Lake route in southeasterly direction heading toward the coast passing through rich agricultural and timber land.

This road was gravel surfaced during past year for two miles. The bridge over Salmon River in the fall of 1923 was rebuilt by contract.

It is contemplated widening the gravel surface of the road.

Expenditure: Territory of Alaska (I)

ROUTE 35B—MILE 26½-PALMER.....(8½ MILES)

So called because it leaves the old Knik trail or 11½ miles from Wasilla on the Matanuska branch running southeast to Palmer Station on the Alaska Railroad, opening a large area of land.

The road had been previously graded. This year consisted of cutting down grades, graveling surface and one pole decked stringer bridge 30 feet long over Wasilla Creek.

Present condition good.

Expenditure: Territory of Alaska (I)

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

This route connects several ranchers along the Matanuska branch with Palmer, Mile 6 Matanuska branch of the Alaska Railroad. For the amount of traffic passing over it, the road is in good condition.

Expenditure: None.

ROUTE 35I—MOOSE-PALMER.....(2 MILES)

This route is the continuation of an old road along the Matanuska branch line. It is in good condition.

Expenditure: None.

ROUTE 35L—PALMER-MATANUSKA.....(6½ MILES)

Built for railroad construction purposes and has been maintained with Territorial funds. It is in good condition.

REPORT ALASKA ROAD COMMISSION.

.....	\$39,123.58
Road Commission	19,914.49
.....	\$59,038.07

KALOOK-KING RIVER..(6½ MILES SLED ROAD)

New road opened in the fall from the end of the
h of the Alaska Railroad to promising coal prop-
several hundred tons of coking coal were shipped

enced in September and was completed in No-
act being let to clear road ten feet wide and do
grading. No further work is contemplated until
developments are accomplished on the coal properties.
ture: \$822.00.

HELTER CABINS

log cabins with door, two windows, corrugated iron
were built on the Kenai-Russian River trail, Route
and 37 from Kenai, and one old cabin at Mile 46
as repaired.

iture: Territory of Alaska.....\$750.00

DISTRIBUTION OF EXPENDITURES

Miles*	Expenditures	Unit Cost Dollars per Mile
.....124½	\$107,553.54	\$863.88
.....92½	8,290.71	89.63
.....260	5,255.16	20.21
.....477	\$121,099.41	\$253.88

only routes maintained during fiscal year.
operative Territorial projects not included.

TERRITORIAL PROJECTS.

ritorial Road Commission—Third Division

Anton Elde, Chairman and Secretary.

Gust F. Johnson, Member.

R. V. Walkins, Member

Name of Route	Wagon Road	Sled Road	Trail	Total Miles
ard-Nash	2½			2½
26½-Palmer	8½			8½
mer-Springer	3			3
se-Palmer	2			2
er-Matanuska	6½			6½
er-Matanuska				
k Corduroy		30		30
iston-Willow Creek	5			5
se Creek-Baxter				

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35Q	Edlund Road	½			½
55*	Kenai-Russian River		60		60
75*	Anchorage-Eagle River	13½			13½
75A	Anchorage-Lake Spenard	4			4
75B	Anchorage-Whitney	6			6
75C	Chester Creek Boat Landing	1			1
93A	Bull River Trail			4½	4½
	Totals	52½	90	4½	147
	Totals**	39	30	4½	73½

(*)—Cooperative Projects with A. R. C.
(**)—Exclusive of Cooperative Projects.

ROUTE 10B—SEWARD-NASH.....(2½ MILES WAGON ROAD)

From Mile 3 Seward-Kenai Lake route, this road runs in a
southeasterly direction heading toward the bay and radio station,
passing through rich agricultural and timber lands.

This road was gravel surfaced during past season for a distance
of two miles. The bridge over Salmon River washed out by floods
in the fall of 1923 was rebuilt by contract.

It is contemplated widening the gravel surface over the entire
road.

Expenditure: Territory of Alaska (Divisional)....\$4,814.20

ROUTE 35B—MILE 26½-PALMER.....(8½ MILES WAGON ROAD)

So called because it leaves the old Knik Road 26½ miles from
Knik or 11½ miles from Wasilla on the Wasilla-Fishhook road,
running southeast to Palmer Station on the Matanuska branch of
the Alaska Railroad, opening a large area of promising agricultural
land.

The road had been previously graded. This season's operations
consisted of cutting down grades, graveling soft spots and building
one pole decked stringer bridge 30 feet long and 14 feet wide, over
Wasilla Creek.

Present condition good.

Expenditure: Territory of Alaska (Divisional)....\$867.08

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

This route connects several ranchers along Matanuska River
with Palmer, Mile 6 Matanuska branch of the Alaska Railroad.
For the amount of traffic passing over it, this road is in fair
condition.

Expenditure: None.

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

This route is the continuation of an old railroad construction
road along the Matanuska branch line. It is used by a few farmers.

Expenditure: None.

ROUTE 35L—PALMER-MATANUSKA....(6½ MILES WAGON ROAD)

Built for railroad construction purposes this road has since
been maintained with Territorial funds. It passes through an im-

REPORT ALASKA ROAD COMMISSION.

ction along the Matanuska branch of the rail-
er and Matanuska.
ondition.
e: None.

K-CORDUROY.....(¾ MILE CORDUROY)
10 feet wide, was placed on the route of the
il, one mile from Knik, to accommodate ranchers
The work was done several years ago and is

e: None.
USTON-WILLOW CREEK.....(30 MILES SLED

5, Alaska Railroad, this serves three months of
ans for transporting winter freight to the mines
condition at this time.
re: None.

OSE CREEK-BAXTER....(5 MILES WAGON ROAD)
ads from Mile 13, Matanuska branch of the Alaska
se Creek to coal mines and quartz prospects and
means of hauling coal to the railroad until the
r was completed.

re: None.
LUND ROAD.....(½ MILE WAGON ROAD)

nd connects farmers on the south side of the rail-
with the Wasilla Matanuska road at Mile 3, giv-
let to the railroad on an easy grade.
ed of building a new graded road 2,200 feet long
stringer bridge of native timber.
re: Territory of Alaska (Divisional)....\$994.29.

AI-RUSSIAN RIVER.....(60 MILES SLED ROAD)
ribed above under Federal Projects.
re: Territory of Alaska (Divisional)....\$359.25.

CHORAGE-EAGLE RIVER....(13½ MILES WAGON
ribed above under Federal Projects.
re: Territory of Alaska (Divisional)....\$564.57.

ANCHORAGE-LAKE SPENARD....(4 MILES WAGON
connects the town of Anchorage with Lake Spenard.
west, serving six farms, but used principally as a
both winter and summer.

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This season the entire road was widened to an average width
of 28 feet. Two small plank decked bridges of 10 and 22 feet
spans respectively were built. The road was dragged twice and
chuck holes filled.

Road at present is in good condition.

Expenditure: Territory of Alaska (Divisional)....\$2,552.53.

ROUTE 75B—WHITNEY ROAD.....(6 MILES WAGON ROAD)

From the Alaska Railroad yards at Anchorage this road follows
the railroad on the south side for three miles; crossing at that
point it parallels the north side for two miles and again crosses
running due east for one mile where it connects with the Eagle
River road. The route was laid out as an artery of supply during
railroad construction days.

The last mile between the railroad and the Eagle River road,
which was only a narrow wagon road, was cleared 40 feet wide and
graded 30 feet wide. A small amount of gravel spread and
repairing of three small culverts constituted the work done on the
first five miles.

Road is in fair condition.

Expenditure: Territory of Alaska (Divisional)....\$1,213.15.

ROUTE 75C—CHESTER CREEK BOAT LANDING.....(1 MILE
WAGON ROAD)

This new road runs from the southwest corner of the Anchorage
town site to water level on Knik Arm near the mouth of Chester
Creek where small boats dock. The road was cleared, grubbed
and graded 18 feet wide.

Now in fair condition.

Expenditure: Territory of Alaska (Divisional)....\$500.00.

ROUTE 93A—BULL RIVER.....(4½ MILES TRAIL)

This is a new trail leading from Colorado station, Mile 297 on
the Alaska Railroad to Bull River. A bridge capable of carrying
pack animals, consisting of one center span supported by two bents
which rest on the canyon walls was built this season. Total length
of bridge 100 feet. Four and one-half miles of trail were built from
Colorado station to the bridge, including 750 feet of side hill
grading. This trail and bridge were built to accommodate pros-
pectors and trappers.

Expenditure: Territory of Alaska (Divisional)....\$1,598.81.

DISTRIBUTION OF EXPENDITURES

Type	Miles*	Expenditures	Unit Cost Dollars per Mile
Wagon Road	36	\$11,505.82	\$319.61
Trail	4½	1,598.81	355.29
Sled Road	60	359.25	5.99
Totals	100½	\$13,463.88	\$133.97

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

KUSKOKWIM DISTRICT.

W. W. Lukens, Asst. Supt., July 1, 1923 to Mar. 1, 1924

Ross J. Kinney, Asst. Supt., April 15 to June 30, 1924

This district embraces that portion of the territory west of the 154th meridian bounded by the Yukon River on the north and west and the Alaska Range on the south and east. Within this area are the mining camps of Iditarod, Ruby and the placer operations around Tokotna and Ophir.

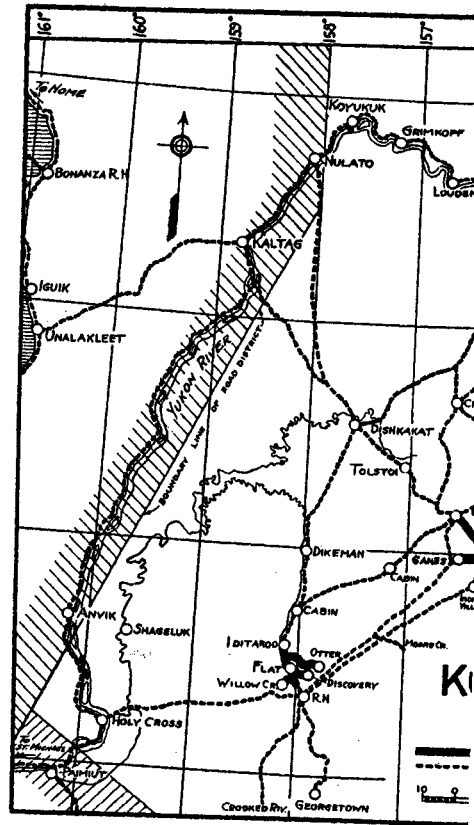
Prior to the post war period of administration, very little was known or performed in this important portion of the territory, except at Ruby. Reconnaissances were extended winter and summer by the Engineer Officer and his assistants in all directions, especially aiming at bringing this traffic to the Yukon River or the Government Railroad. Through routes were opened from Ruby to McGrath and from McGrath to Iditarod. This district is of such wide extent that a great deal of the work has consisted, due to the vast mileage included, of rehabilitation of summer and winter trails.

In addition to this, important summer road construction has been performed between Ophir and the new mining camp of Tokotna and also around Iditarod. This district, of all others, has revived most strongly.

Since the war period, a very important contribution to this revival has been the new and excellent overland trail from the Government Railroad at Kobi along the north slope of the Alaska Range to McGrath, Iditarod and Bethel. This new and excellent trail has proven to be the main winter artery for this entire district.

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 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 Tokotna 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



REPORT ALASKA ROAD COMMISSION.

KUSKOKWIM DISTRICT.

Asst. Supt., July 1, 1923 to Mar. 1, 1924

Asst. Supt., April 15 to June 30, 1924

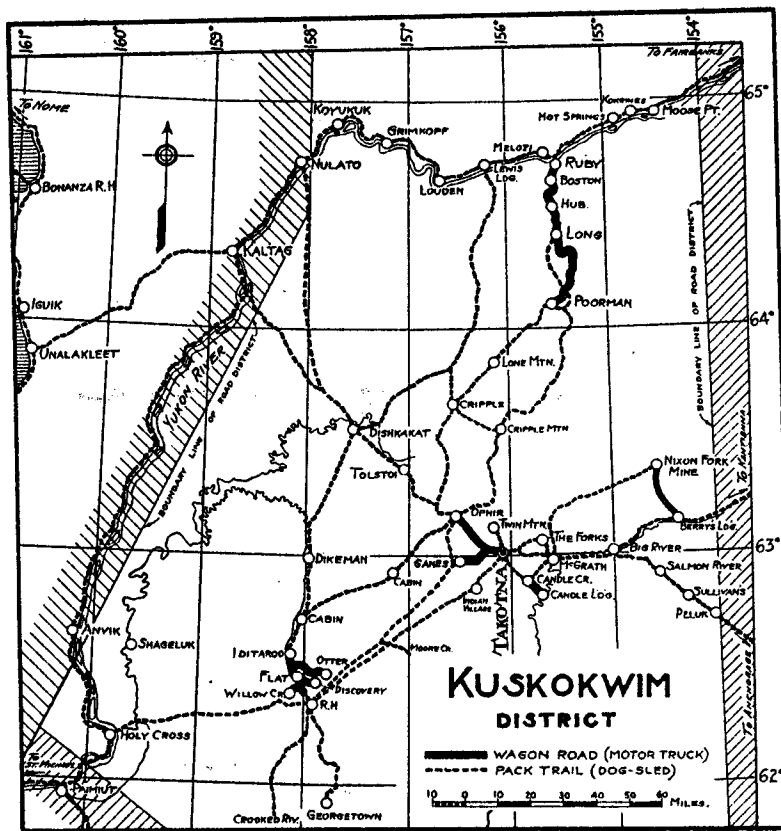
embraces that portion of the territory west of the Yukon River bounded by the Yukon River on the north and the Kuskokwim Range on the south and east. Within this district are the mining camps of Iditarod, Ruby and the placer operations at Ophir.

During the post war period of administration, very little was accomplished in this important portion of the territory. Reconnaissances were extended winter and summer by the District Engineer and his assistants in all directions, but without bringing this traffic to the Yukon River or to the railroad. Through routes were opened from Ruby to Iditarod from McGrath to Iditarod. This district is of such importance that a great deal of the work has consisted, due to the war, of rehabilitation of summer and winter roads.

During this important summer road construction has been completed between Ophir and the new mining camp of Tokotna. This district, of all others, has revived its importance.

During this period, a very important contribution to this region is the new and excellent overland trail from the Government at Kobi along the north slope of the Alaska Range, Iditarod and Bethel. This new and excellent trail is to be the main winter artery for this entire district. It was organized during 1921 and an assistant superintendent was in charge. Due to the lode mining developments in the region northeast of McGrath, and to the successful operations southwest of McGrath, prospecting in this region has been much stimulated. Members of the Alaska Road Commission have made reconnaissance trips throughout the lengths of the Kuskokwim Rivers, crossing the portages from the north fork via Lake Minchumina, from Ruby to Iditarod-Cripple, from Ophir to Tokotna and from Iditarod to the Russian Mission.

At the end of the season, during the Iditarod stampede, the Board of the Alaska Road Commission authorized the Board to construct a Pass Trail from Seward to Kaltag, with branches to Iditarod. It has since maintained and extended the trail in this region as far south as Iditarod. Some



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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-Tokotna Road, connecting the upper Innoko with the Tokotna 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.

Due to the working out of mines and diversion of travel to shorter or better routes, the following sub-projects have been abandoned:

Route No.	Name	Wagon Road	Sled Road	Trail	Total Miles
17A	Lewis Landing-Dishkaket			108	108
17B	Nulato-Dishkaket			90	90
20D	Dishkaket-Kaltag			66	66
33A	Otter Creek Towpath			22	22
33B	Summit-Otter Creek	6			6
34	Iditarod-Dishkaket		30	68	98
64	Cripple-Lewis Landing			60	60
	Total	6	30	414	450

There are 39 sub-projects remaining in this district, upon 21 of which no expenditure was made during this fiscal year.

SUMMARY OF ROADS

Route No.	Name	Wagon Road	Sled Road	Trail	Total Miles
20C	Rainy Pass-Big River			110	110
20DA	Tokotna-Ophir		19		19
20DB	Ophir-Dishkaket			55	55
32A	Tokotna-Flat			95	95
32AA	Tokotna-Flat (Via Moore Creek)			93	93
32AB	Flat-Moore Creek (Summer).....			7	7
32AC	Candle Creek-Tokotna			12	12
32B*	Iditarod-Flat	8			8
32C	Ophir-Iditarod			79	79
32D	Flat-Crooked Creek (winter)			62	62
32DD	Flat-Georgetown (summer)			65	65
33C*	Flat City-Flat Creek	5			5
33D*	Head Flat Creek-Willow Creek.....	4½			4½
33E*	Willow Creek-Chicken Creek	3			3
33F*	Flat City-Otter Discovery	3			3
33G	Candle Landing-Candle Creek.....	9			9
34A	Flat-Anvik			80	80
34B	Iditarod-Anvik (proposed)				
38B	Poorman-Cripple			47	47
38C	Ophir-Cripple (winter)			47	47
38D*	Ophir-Takotna	23½			23½
38F*	Poorman-Ophir			125	125
38G	Tokotna-Tokotna Landing	1½			1½
38H	Flume Dredge Road	8½			8½
38I	Ganes Creek-Yankee Creek	5			5
64A	Cripple-Cripple Mt. (summer).....			12	12
64AA	Cripple - Cripple Mt. (winter) (Proposed)				
80A	McGrath-Tokotna (summer)			5	5
80AA	McGrath-Tokotna (winter)			18	18
80B	McGrath-Telida			94	94
80C	McGrath-Candle Creek			11	11
80D	Nixon Fork-Nixon Mine			37	37

Sub-Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
80E	Tokotna-Twin Peaks (summer)			12	12
80F	Medfra-Nixon Mine	12			12
80G	Nixon Fork Tokotna (summer)			15½	15½
80GG	Nixon Fork Tokotna (winter)		14½		14½
90D	Shelter Cabins				
Totals		83	33½	1081½	1198

(*)—Also Territorial Projects.

SUMMARY OF EXPENDITURES

Sub-Project Number	Federal	Territorial	Construction	Maintenance	TOTAL
20C	\$ 3,800.00		\$ 2,500.00	\$ 1,300.00	\$ 3,800.00
20DA				260.00	260.00
20DB	260.00				260.00
32A	1,650.04			1,650.04	1,650.04
32AA					
32AB					
32AC	1,033.20			1,033.20	1,033.20
32B*	12,706.97	900.00	5,000.00	8,606.97	13,606.97
32C	764.50	100.00		864.50	864.50
32D					
32DD					
33C*	100.00			100.00	100.00
33D*					
33E*					
33F*					
33G					
34A					
34B					
38B	203.00			203.00	203.00
38C	140.00			140.00	140.00
38D*	15,977.40	6,000.00	16,577.40	5,400.00	21,977.40
38F*					
38G	8,274.68		7,374.68	900.00	8,274.68
38H					
48I					
64A					
64AA					
80A	125.97			125.97	125.97
80AA	100.00			100.00	100.00
80B	6,229.71		5,500.00	729.71	6,229.71
80C	200.00			200.00	200.00
80D					
80E					
80F					
80G	300.00			300.00	300.00
80GG					
90D		472.00	472.00		472.00
Totals	\$51,865.47	\$ 7,472.00	\$37,424.08	\$21,913.39	\$59,337.47

(*)—Also Territorial Projects.

ROUTE 20C—RAINY PASS-BIG RIVER.....(110 MILES TRAIL)

This is a portion of the through route from the head of Cook Inlet to the Kuskokwim. It joins the McGrath-Telida Trail 3 miles north of Big River. Since the completion of the new Kobi-McGrath trail, this route is little used. It affords an outlet for overland travel in summer, however, and will be maintained.

The expenditure shown is for work done during the season of 1922, vouchers for which were not taken into the account until this fiscal year.

Expenditure: \$3,800.00

ROUTE 20DA—TOKOTNA-OPHIR.....(19

The winter sled road from Tokotna to Ophir. From Tokotna it follows the wagon road to the divide, a distance of approximately 5 miles. The sled road turns off and follows down the bed of Independence Creek to the Yankee Creek Innoko River, a distance of about 9 miles. The old sled road again following down the Innoko River. This sled road is in good repair.

Expenditure: None.

ROUTE 20DB—OPHIR-DISHKAKET.....

This is a winter mail trail serving the Tokotna. Freight landed at Dishkaketa late in the season. This route into Ophir. During the past season a trail was constructed. Two of 16 foot and one of 20 foot sled roads.

Expenditure: \$260.00.

ROUTE 32A—TOKOTNA-FLAT.....

This is a summer trail, connecting Tokotna to the mining district by way of Flat. It follows the trail between these points.

During the past season windfalls were cleared and blazes renewed. Substantial tripods were placed on barren ridge sections of the trail and provided shelter in foggy weather. Further improvement contemplated.

Expenditure: \$1,650.04.

ROUTE 32AA—TOKOTNA-FLAT (WINTER, V. (93 MILES TRAIL)

This is a trail which was cut out to provide mail during the early days of the Iditarod-Flat trail. Due to better snow conditions, travel and mail by way of Ophir. There is one hydraulic outfit at Moore Creek near Flat. The portion of the trail to Moore Creek is most used. A shelter cabin was built at head of Bonanza Creek. This expenditure is from the cabin fund.

Expenditures: None.

ROUTE 32AB—FLAT-MOORE CREEK (SUMMER TRAIL)

Upon leaving Flat for Moore Creek the trail follows over Route 32A for a distance of approximately 5 miles.

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Name of Route	Wagon Road	Sled Road	Trail	Total Miles
Twinn Peaks (summer)			12	12
Nixon Mine	12		12	24
Fork Tokotna (summer)			15½	15½
Fork Tokotna (winter)		14½		14½
Cabins				
TOTALS	33	33½	1081½	1198

Summary of Expenditures

Federal	Territorial	Construction	Maintenance	TOTAL
\$3,800.00		\$2,500.00	\$1,300.00	\$3,800.00
260.00			260.00	260.00
1,650.04			1,650.04	1,650.04
1,033.20			1,033.20	1,033.20
2,706.97	900.00	5,000.00	8,606.97	13,606.97
764.50	100.00		864.50	864.50
100.00			100.00	100.00
203.00			203.00	203.00
140.00			140.00	140.00
2,977.40	6,000.00	16,577.40	5,400.00	21,977.40
2,274.68		7,374.68	900.00	8,274.68
125.97			125.97	125.97
100.00			100.00	100.00
229.71		5,500.00	729.71	6,229.71
200.00			200.00	200.00
300.00			300.00	300.00
472.00		472.00		472.00
865.47	\$7,472.00	\$37,424.08	\$21,913.39	\$59,337.47

ANY PASS-BIG RIVER.....(110 MILES TRAIL)

ion of the through route from the head of Cook kwim. It joins the McGrath-Telida Trail 3 miles. Since the completion of the new Kobi-McGrath little used. It affords an outlet for overland however, and will be maintained. e shown is for work done during the season of which were not taken into the account until

: \$3,800.00

ROUTE 20DA—TOKOTNA-OPHIR.....(19 MILES SLED ROAD)

The winter sled road from Tokotna to Ophir is in good repair. From Tokotna 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. At this point it joins the old sled road again following down the Innoko Valley to Ophir. This sled road is in good repair.

Expenditure: None.

ROUTE 20DB—OPHIR-DISHKAKET.....(55 MILES TRAIL)

This is a winter mail trail serving the Tolstoi mining district. Freight landed at Dishkaketa late in the season is also moved over this route into Ophir. During the past season three bridges were constructed. Two of 16 foot and one of 20 foot spans.

Expenditure: \$260.00.

ROUTE 32A—TOKOTNA-FLAT.....(95 MILES TRAIL)

This is a summer trail, connecting Tokotna with the Iditarod mining district by way of Flat. It follows the high ridges between these points.

During the past season windfalls were cleared out where needed and blazes renewed. Substantial tripods were erected along the barren ridge sections of the trail and provide a great aid to travelers in foggy weather. Further improvement of this trail is contemplated.

Expenditure: \$1,650.04.

ROUTE 32AA—TOKOTNA-FLAT (WINTER, VIA MOORE CREEK) (93 MILES TRAIL)

This is a trail which was cut out to provide for the winter mail during the early days of the Iditarod-Flat mining camp. Afterwards, many small creeks were struck in the Innoko district and, due to better snow conditions, travel and mail were diverted by way of Ophir. There is one hydraulic outfit on the upper part of Moore Creek near Flat. The portion of the trail from Flat to Moore Creek is most used. A shelter cabin was erected at the head of Bonanza Creek. This expenditure is shown under shelter cabin fund.

Expenditures: None.

ROUTE 32AB—FLAT-MOORE CREEK (SUMMER).....(7 MILES TRAIL)

Upon leaving Flat for Moore Creek the summer travel passes over Route 32A for a distance of approximately thirty-five miles.

At Fourth of July Creek cabin the Moore Creek trail turns out to the east and dropping down into the head of Moore Creek continues for a distance of seven miles to the present workings. The total distance from Flat City to Moore Creek is approximately forty-two miles.

Expenditures: None.

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

This summer pack trail connects Tokotna with the dredge on Candle Creek.

During the past season all windfalls and brush were cleared from the trail. A number of soft places were filled with brush and corduroy and several sloughs bridged. A cable suspension foot bridge was erected over the Tatalina River of 100 foot span. A total of 296 feet of trestle for footbridge was constructed.

Expenditure: \$1,033.20.

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.

During the past season light repairs were made to this road consisting of redecking culverts and surfacing soft places in the road with brocken rock and gravel.

The principal work on this route was the erection of an 80-foot Howe truss span with 105 feet of trestle approaches. The timber for this structure was all reclaimed from an old dredge which was purchased near the bridge site and dismantled. The timber was of fir and sound. This old dredge was purchased for \$600, effecting a considerable saving in cost of material for this bridge. This road is not in good condition and further repair and surfacing is contemplated.

Expenditures:

Alaska Road Commission	\$12,706.97
Territory of Alaska	900.00

Total.....\$13,606.97

ROUTE 32C—OPHIR-IDITAROD.....(79 MILES TRAIL)

This is the winter mail trail between the Innoko and Iditarod mining districts, and serves practically all of the winter travel between these districts, being located through a section of lighter snow fall than the Tokotna-Flat route and affording better grades.

During the past season a new location of 6 miles was made

and constructed eliminating the steep climb Ophir. Four bridges were built of spans from length of bridges constructed being 100 feet. was cut across the California Creek Valley.

This trail is now in good condition.

Expenditures:

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

Total

ROUTE 32D—FLAT-CROOKED CREEK (WAGON TRAIL)

This trail serves as a means of communication between Iditarod district and the Lower Kuskokwim

Over this route passes all the winter mail to Kuskokwim.

This trail was cut through in the fall of 1914 and is now established. It is now in fair condition but further repairs are planned.

Expenditures: None.

ROUTE 32DD—FLAT-GEORGETOWN (SUMMER TRAIL)

The best summer route from Flat to the Kuskokwim ridge across much open and barren country. Cable bridges across Bonanza and Donlon Creeks across Crooked Creek will require a 100-foot cable suspension bridge. The cost of proposed work is \$5,000.00.

Expenditures: None.

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

This road extends from Flat City to Flat Creek and connects with miners on the latter creek and connects with proposed route to Chicken Creek.

Minor repairs were made to this road during the past season.

Expenditure: \$100.00.

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

This wagon road is an extension of Route 33C and is used for mining operations on Willow Creek. It also forms a mail trail from Flat to Crooked Creek. This road is in fair condition and repairs are planned.

Expenditure: None.

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Creek cabin the Moore Creek trail turns out to
ing down into the head of Moore Creek continues
seven miles to the present workings. The total
City to Moore Creek is approximately forty-two

es: None.

NDLE CREEK-TOKOTNA.....(12 MILES TRAIL)
pack trail connects Tokotna with the dredge on

ast season all windfalls and brush were cleared
A number of soft places were filled with brush
several sloughs bridged. A cable suspension foot
ed over the Tatalina River of 100 foot span. A
f trestle for footbridge was constructed.

re: \$1,033.20.

TAROD-FLAT.....(8 MILES WAGON ROAD)
nects the Iditarod wireless station with Flat City.
he head of navigation on the Iditarod River. The
oad is used for the winter sled and mail trail.
ncountered by drifts at the summit of a low divide
rail and summer road passes.

ast season light repairs were made to this road
ecking culverts and surfacing soft places in the
n rock and gravel.

ork on this route was the erection of an 80-foot
with 105 feet of trestle approaches. The timber
was all reclaimed from an old dredge which was
the bridge site and dismantled. The timber was of
This old dredge was purchased for \$600, effecting
ving in cost of material for this bridge. This road
condition and further repair and surfacing is con-

Road Commission\$12,706.97
of Alaska 900.00
.....\$13,606.97

PHIR-IDITAROD.....(79 MILES TRAIL)
winter mail trail between the Innoko and Iditarod
and serves practically all of the winter travel be-
tricts, being located through a section of lighter
the Tokotna-Flat route and affording better grades.
past season a new location of 6 miles was made

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and constructed eliminating the steep climb over Beaver Hill near
Ophir. Four bridges were built of spans from 23 to 28 feet, total
length of bridges constructed being 100 feet. One mile of new trail
was cut across the California Creek Valley.

This trail is now in good condition.

Expenditures:

Alaska Road Commission.....	\$764.50
Territory of Alaska.....	100.00
Total	\$864.50

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

This trail serves as a means of communication between the
Iditarod district and the Lower Kuskokwim Valley.

Over this route passes all the winter mail for the Lower
Kuskokwim.

This trail was cut through in the fall of 1922 and shelter
established. It is now in fair condition but further improvement is
planned.

Expenditures: None.

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.

Expenditures: None.

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

This road extends from Flat City to Flat Creek serving the
miners on the latter creek and connects with Route 33D and the
proposed route to Chicken Creek.

Minor repairs were made to this road during the past season.

Expenditure: \$100.00.

ROUTE 33D—HEAD FLAT CREEK-WILLOW CREEK...(4 1/2 MILES WAGON ROAD)

This wagon road is an extension of Route 33C to the mining
operations on Willow Creek. It also forms a portion of the winter
trail from Flat to Crooked Creek. This road is in poor condition
and repairs are planned.

Expenditure: None.

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

This road serves operators on Chicken Creek and branches from the Flat Creek-Willow Creek Road. A high divide is crossed and considerable improvement is required.

Expenditure: None.

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

This road from Flat City serves the miners on Otter Creek near Discovery and the two dredges operating below Discovery. It replaces the old road, Route 33H, Summit-Otter Creek, which is now abandoned.

Expenditure: None.

ROUTE 33G—CANDLE LANDING-CANDLE CREEK.....(9 MILES WAGON ROAD)

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

Expenditures: None.

ROUTE 34A—FLAT-ANVIK.....(80 MILES TRAIL)

This winter trail extends west from Flat to Holy Cross and thence up the Yukon River to Anvik. It is the winter mail route at present.

Expenditures: None.

ROUTE 34B—IDITAROD-ANVIK.....(75 MILES PROPOSED TRAIL)

This route would connect Iditarod and Anvik by way of Shagluk. At Shagluk is located a Bureau of Education School and Reindeer camp and the construction of this trail would give an outlet for this settlement.

Expenditures: None.

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

This is the winter trail between Poorman and Cripple and forms a part of the Ruby-Ophir route.

During the past season the following improvements were made to this trail:

One bridge, 40 ft., constructed over Silver Creek.

One 12x14 shelter cabin erected at Silver Creek.
Cleared trail of brush between the North Fork of the Yukon and Lone Mountain Roadhouse.

Expenditure (not including cabin): \$

ROUTE 38C—OPHIR-CRIPPLE.....

This is the continuation of the winter trail from Ophir to Cripple. During the past season two small bridges and some tripodging performed.

Expenditure: \$140.00.

ROUTE 38D—OPHIR-TOKOTNA.....(23½ MILES TRAIL)

This road, which is a cooperative project of the Alaska Road Commission and the Innoko River active mining region at the head of the Innoko River. Dredges are now operating in this vicinity. The road has been in progress for the past three seasons.

During the past season work was wholly completed on the section of the road where it was in a poor location.

The roadway was widened, ditches cleaned, and two new culverts constructed and 2½ miles of grade improved.

Expenditures:

Alaska Road Commission.....
Territory of Alaska

Total

ROUTE 38F—POORMAN-OPHIR (SUMMER)....

A reconnaissance was made of a summer trail from Ophir to Poorman. Starting from Ophir for Poorman, Innoko River, then proceeds in a northerly direction through the hills for a distance of twenty-three miles where it is located in a small valley near the head of Dominion Creek. The trail continues down Dominion Creek and across the Bonanza Valley, then up the Bonanza Creek valley, crosses the divide and down into the Cripple Creek district for a distance of twenty-two miles.

From the cabins on Cripple Creek the trail proceeds in a northerly direction, and passes west of Cripple Creek crossing the basin of Colorado Creek the trail follows the divide or watershed with several large domes, higher than the Dominion Ridge. After traveling about a northerly direction from the mining camp at Poorman the trail bears to the northwest for a distance of about 10 miles down a long, low ridge into the Timber Creek

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LOW CREEK-CHICKEN CREEK.....(3 MILES ROAD)

Serves operators on Chicken Creek and branches to Willow Creek Road. A high divide is crossed and improvement is required.
Expenditures: None.

FLAT-OTTER DISCOVERY.....(3 MILES WAGON ROAD)

Flat City serves the miners on Otter Creek near the two dredges operating below Discovery. It is on Road, Route 33H, Summit-Otter Creek, which is now under construction.
Expenditures: None.

CANDLE LANDING-CANDLE CREEK.....(9 MILES ROAD)

Road constructed by the operators in the Kuskokwim from the river steamboat landing on the Kuskokwim in the Kuskokwim Valley and over a low rolling mountain range in the Kuskokwim Creek district. The grade is approximately 8 per cent and the way is very narrow and has not been constructed for permanency. The Kuskokwim Dredging Company is operating two dredges on this road each season. To improve the road would cost approximately \$29,000.00.
Expenditures: None.

FLAT-ANVIK.....(80 MILES TRAIL)

Trail extends west from Flat to Holy Cross and then north to Yukon River to Anvik. It is the winter mail route.
Expenditures: None.

IDITAROD-ANVIK.....(75 MILES PROPOSED TRAIL)

Trail would connect Iditarod and Anvik by way of Shageluk. Shageluk is located a Bureau of Education School and the construction of this trail would give an additional settlement.
Expenditures: None.

POORMAN-CRIPPLE.....(47 MILES TRAIL)

The winter trail between Poorman and Cripple and the Ruby-Ophir route. In the past season the following improvements were made: a road, 40 ft., constructed over Silver Creek.

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One 12x14 shelter cabin erected at Silver Creek.

Cleared trail of brush between the North Fork of the Innoko and Lone Mountain Roadhouse.

Expenditure (not including cabin): \$203.00.

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

This is the continuation of the winter trail up the Innoko River to Ophir. During the past season two small bridges were built and some tripping performed.

Expenditure: \$140.00.

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

This road, which is a cooperative project, forms a portage route between the Kuskokwim and Innoko Rivers. It serves a very active mining region at the head of the Innoko River. Three dredges are now operating in this vicinity. Construction of this road has been in progress for the past three years.

During the past season work was wholly confined to the repair of the completed section. It was necessary to reconstruct portions of the road where it was in a poor location.

The roadway was widened, ditches cleaned, culverts repaired, two new culverts constructed and 2½ miles of grading accomplished.

Expenditures:

Alaska Road Commission.....	\$15,977.40
Territory of Alaska	6,000.00

Total\$21,977.40

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 distance 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. Between Cripple Mountain and Poorman, three shelter tents have been erected, spaced approximately twenty miles apart.

This trail was constructed and shelter erected during the summer of 1922, and is now in good condition.

Expenditure: None.

ROUTE 38G—TOKOTNA-TOKOTNA LANDING.....(1½ MILES WAGON ROAD)

This new wagon road leads from the Tokotna Trading Post, terminal of the Tokotna-Ophir road, Route 38D, to a suitable steamer landing on the Tokotna River, where the river steamers can land at low water stages. Construction of this road was initiated last season and 1¼ miles of road completed.

Principal items of work accomplished were as follows:

Cleared	8000 lin. ft.
Corduroy laid	2000 lin. ft.
Bridges decked	45 lin. ft.
Culverts, 4 ft. to 6 ft. wide.....	3

Expenditure: \$8,274.68.

ROUTE 38H—FLUME DREDGE ROAD.....(8½ MILES WAGON ROAD)

This section of roadway extends from Mile 6 out of Tokotna 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. The Flume Dredge Co. expended \$18,047.81 on this work.

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 is an extension of Route 38H. It was constructed by the Innoko Dredging Co., to freight in a large dredge in the winter of 1922-23, to be installed on Ganes Creek at Claim No. 6, above, where the roadway terminates. The Alaska Road Commission furnished a grader and wagons for this work. The road is very narrow and should be widened.

Expenditure: None.

ROUTE 64A—CRIPPLE-CRIPPLE MOUNTAIN...(12 MILES TRAIL)

This is the summer trail connecting Cripple mining district with

Cripple City on the Innoko River, where its supplies. Approximately \$1,800.00 for is required for improvement of this tra

Expenditures: None.

ROUTE 64AA—CRIPPLE-CRIPPLE MOUNTAIN.....(12 MILES PROPOSED TRAIL)

This is a proposed new route for a from Cripple City up the Colorado Creek Creek to the workings. The estimated cost

Expenditures: None.

ROUTE 80A—McGRATH-TOKOTNA (SUMMER TRAIL)

This summer pack trail, constructed connects the towns of McGrath and Tokotna between these points. The total distance is 18 miles but as the first 4 miles out with the McGrath-Candle Creek winter trail last 9 miles into Tokotna is identical with tokotna summer trail, Route 32AC, this route which is the length of new trail.

Expenditure: \$125.97.

ROUTE 80AA—McGRATH-TOKOTNA (WINTER TRAIL)

This is a section of the new through Flat. During the past season a new bridge Candle Creek; minor repairs were made to moving windfalls, stumps and niggerheads.

Expenditure: \$100.00.

ROUTE 80B—McGRATH-TELIDA.....

This is a section of the through winter Flat. Originally known as the McGrath-Be has been relocated and extended to Telida with Route 46E. During the past season the constructed beginning at a point 17 miles Crooked Creek valley over a low ridge to Me thence along the north bank of the North Fork point the trail crosses the river and follows of the East Fork to Telida. This route affords through timber, nearly the entire distance, with a total of 41½ miles of new trail was built

Expenditure: \$6,229.71.

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a low divide into Solomon Creek, then over into Poorman camp and mining district. Between and Poorman, three shelter tents have approximately twenty miles apart.

constructed and shelter erected during the is now in good condition.

None.

TOKOTNA-TOKOTNA LANDING.....(1½ MILES WAGON ROAD)

A road leads from the Tokotna Trading Post, to the Ophir road, Route 38D, to a suitable steamer landing on the Tokotna River, where the river steamers can land. Construction of this road was initiated last season and is now completed.

Work accomplished were as follows:

.....	8000 lin. ft.
.....	2000 lin. ft.
.....	45 lin. ft.
to 6 ft. wide.....	8
	\$8,274.68.

FLUME DREDGE ROAD.....(8½ MILES WAGON ROAD)

The roadway extends from Mile 6 out of Tokotna to Yankee Creek. It was constructed the summer of 1917 by the Flume Dredge Company, road scraper, and is now furnished by the Alaska Road Commission. Total cost expended \$18,047.81 on this work.

The road is graded and very narrow. It should be widened and several culverts placed, at an estimated cost of \$10,000.

None.

YANKEE CREEK-YANKEE CREEK....(5 MILES WAGON ROAD)

This section of Route 38H. It was constructed by the Alaska Road Commission to freight in a large dredge in the winter of 1917 on Ganes Creek at Claim No. 6, above, and terminates. The Alaska Road Commission furnished the wagons for this work. The road is very narrow and is now in good condition.

None.

CRIPPLE MOUNTAIN...(12 MILES TRAIL)

A winter trail connecting Cripple mining district with

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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.

Expenditures: None.

ROUTE 64AA—CRIPPLE-CRIPPLE MOUNTAIN (WINTER).....(14 MILES PROPOSED TRAIL)

This is a proposed new route for a winter trail to be located from Cripple City up the Colorado Creek bottom, thence up Cripple Creek to the workings. The estimated cost of this work is \$1,400.00.

Expenditures: None.

ROUTE 80A—McGRATH-TOKOTNA (SUMMER)....(5 MILES TRAIL)

This summer pack trail, constructed during the past season, connects the towns of McGrath and Tokotna serving summer travel between these points. The total distance from McGrath to Tokotna is 18 miles but as the first 4 miles out of McGrath is identical with the McGrath-Candle Creek winter trail, Route 80C, and the last 9 miles into Tokotna is identical with the Candle Creek-Tokotna summer trail, Route 32AC, this route is shown as 5 miles, which is the length of new trail.

Expenditure: \$125.97.

ROUTE 80AA—McGRATH-TOKOTNA (WINTER).....(18 MILES TRAIL)

This is a section of the new through trail from Nenana to Flat. During the past season a new bridge was constructed over Candle Creek; minor repairs were made to the trail such as removing windfalls, stumps and niggerheads.

Expenditure: \$100.00.

ROUTE 80B—McGRATH-TELIDA.....(94 MILES TRAIL)

This is a section of the through winter trail from Nenana to Flat. Originally known as the McGrath-Berrys Landing Trail, it has been relocated and extended to Telida village where it connects with Route 46E. During the past season the trail was located and constructed beginning at a point 17 miles from McGrath, up the Crooked Creek valley over a low ridge to Medfra (Berrys Landing), thence along the north bank of the North Fork 2½ miles. At this point the trail crosses the river and follows along the flats south of the East Fork to Telida. This route affords good shelter being through timber, nearly the entire distance, with few river crossings. A total of 41½ miles of new trail was built 8 feet wide.

Expenditure: \$6,229.71.

ROUTE 80C—McGRATH-CANDLE CREEK.....(11 MILES TRAIL)

From McGrath to Candle Creek both winter and summer travel follows the same trail. During the past season several small bridges on this route were repaired.

Expenditures: \$200.00.

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 condition 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—TOKOTNA-TWIN PEAKS.....(12 MILES TRAIL)

This is a proposed new summer pack trail from Tokotna north across the mountains, which would greatly assist the prospectors in this district. There is an old pack trail along this route and it is planned to rehabilitate it by clearing out brush and renewing blazes.

Expenditures: None.

ROUTE 80F—MEDFRA-NIXON MINE....(12 MILES WAGON ROAD)

The summer wagon road from Medfra (Berry's Landing), on the Kuskokwim River to the Nixon Mine extends six miles across low benches in the Kuskokwim 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.

Expenditures: None.

ROUTE 80G—NIXON FORK-TOKOTNA (SUMMER)..... (15½ MILES TRAIL)

This summer pack trail serves the travel from Nixon Fork on the Tokotna River to the town of Tokotna. It was constructed during the past season and in general parallels the winter trail between these points.

Expenditure: \$300.00.

ROUTE 80GG—NIXON FORK-TOKOTNA (WINTER)....(14½ MILES SLED ROAD)

This winter sled road is cut out 20 feet wide and is used to

haul freight, arriving at Nixon Fork too late to go up river by boat to Tokotna after the freeze.

Expenditure: None.

ACCOUNT NO. 90D—SHELTER CABINS.

Route	Location	Work Done
32AA	Head Bonanza Creek opposite Camel Back Mt.	1 cabin erected
38B	North Bank Silver Creek	1 cabin erected

Total Expenditure: Territory of Alaska

DISTRIBUTION OF EXPENDITURE

Type	Miles*	Expenditure
Wagon Road	38	\$43,900
Trail	588½	14,900
Totals	626½	\$58,800

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

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GRATH-CANDLE CREEK.....(11 MILES TRAIL)
 h to Candle Creek both winter and summer travel
 e trail. During the past season several small
 oute were repaired.

itures: \$200.00.

NIXON FORK-NIXON MINE.....(37 MILES TRAIL)
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 require \$500.00 to clear out brush and windfalls and
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TOKOTNA-TWIN PEAKS.....(12 MILES TRAIL)

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 e mountains, which would greatly assist the pros-
 district. There is an old pack trail along this
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itures: None.

EDFRA-NIXON MINE....(12 MILES WAGON ROAD)

r wagon road from Medfra (Berry's Landing), on the
 er to the Nixon Mine extends six miles across low
 Kuskokwim River and six miles up the mountain
 e grade of about five per cent.

Treadwell Gold Mining Company have so far con-
 narrow and lightly graded roadway. A caterpillar
 essages were furnished by the Alaska Road Com-
 \$24,000.00 is the estimated cost of completing the

itures: None.

NIXON FORK-TOKOTNA (SUMMER)..... (15½ MILES

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 iver to the town of Tokotna. It was constructed
 t season and in general parallels the winter trail
 points.

iture: \$300.00.

NIXON FORK-TOKOTNA (WINTER)....(14½ MILES
 ROAD)

r sled road is cut out 20 feet wide and is used to

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haul freight, arriving at Nixon Fork too late in the fall to go further
 up river by boat to Tokotna after the freeze up.

Expenditure: None.

ACCOUNT NO. 90D—SHELTER CABINS.

Route	Location	Work Done	Cost
32AA	Head Bonanza Creek opposite Camel Back Mt.	1 cabin erected 12'x14'	\$250.00
38B	North Bank Silver Creek	1 cabin erected 12'x14', stove, etc.	222.00
Total Expenditure: Territory of Alaska			\$472.00

DISTRIBUTION OF EXPENDITURES

Type	Miles*	Expenditure	Unit Cost Dollars per Mile
Wagon Road	38	\$43,959.05	\$1156.82
Trail	588½	14,906.42	25.33
Totals	626½	\$58,865.47	\$ 95.55

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

NOME DISTRICT.

R. J. Sommers, Supt., July 1st to Oct. 31st, 1923

Chas. D. Jones, Asst. Supt., July 1st to Oct 31st, 1923 and Supt.,
Nov. 1st, 1923 to June 30, 1924.

This district embraces that portion of the Territory lying west of the 158th meridian and north of the Yukon River.

This very old district had retrograded, as had all others, during the war period. Additions were made to the road building equipment and while no important new projects have been started, all existing roads have been made passable for traffic. Reconnaissances were made winter and summer, looking to a connection between Nome and Kotzebue Sound, and for the necessary information upon all trails. All winter trails have been reopened, shelter reestablished and programs for progressive improvement prepared. These trails extend as far as Point Barrow, on the extreme northern coast of Alaska.

The Territory of Alaska purchased the narrow gauge railroad from Nome to Shelton and established it as a public highway and tram, thus preventing the scrapping of the same and its consequent public loss. Bridges have been rebuilt on this tram and the track connected where gaps occur. With the very lively revival of placer mining at Nome, the road system, while also contributing to such revival, is in condition to carry the increased traffic already moving.

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 midsummer through the nearest port, for the great majority of personnel wintering outside, Nome will always remain the point of debarkation in the spring and em-

barkation in the fall, at the beginning and end of the season, respectively. From Nome or intermediate points on the trail from Fort Gibbon and Dunbar, mail trails are maintained to principal points in Western Alaska, as far north as Cape Smyth and South to Cape Newenham.

The creeks in the immediate vicinity of Nome are supplied by a system of about 60 miles of roads. There are also local systems in the vicinity of Landing, Deering, Candle, Council and Dimick. The principal through summer road extends from Nome to Cape Smyth a distance of 82 miles.

Two types of winter mail trails are maintained. First, the permanent trails which follow a definite route, permanently tripoded or otherwise marked and second, the temporarily flagged trails, which are dependent upon winter snow drifts, storms and arms of the sea, or represent short-cuts dependent upon winter snow drifts, storms and atmospheric conditions, and which are restaked in winter, after conditions become somewhat favorable. In open tundra where there are no distinguishing landmarks during snow storms, the traveler is also working his way from stake to stake. Travelers have been found frozen to death within a few years.

All work was handled upon a cooperative basis, Territorial funds being added to funds of the local communities and improve the entire system of roads and trails.

No chairman and secretary of the Territory for the Second Division was appointed. The duties were performed by W. J. Rowe and J. J. Keenan.

Much work is in isolated sections from Nome to Cape Smyth as much as two years in showing up. The work in advance of the work to be done and a program of completion have been entirely impossible at present. The superintendent of the Board has been forced in some cases to depend upon mail carriers, other carriers, officials, and local merchants, for the letting and supervision of the work. As a result of its inexperience has picked up some additional mileage upon the trails. Measures have been made in the past, either by the Board and has definitely adopted several new sub-

Of the 62 sub-projects formerly shown in the report have been consolidated with other projects. Eleven have fallen into disuse and have been abandoned. Localities served by these routes are worked and there is a likelihood that any future need will require them. These are:

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Sub-Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
8D	Council-Ophir Creek	12			12
8E	Melsing Creek	4			4
8F	Warm Creek-Elkhorn			11	11
8I	Hurrah Creek	5			5
13D	Bessie-Dry Creek	1 1/4			1 1/4
13E	Dry Creek-Newton	1/2			1/2
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
25H	Otter Creek	1 1/2			1 1/2
Totals		34 1/2		11	45 1/2

Of the 41 sub-projects maintained by this Board, expenditures were made on 25 routes. The remaining routes are investigated periodically and repairs made when necessary.

SUMMARY OF ROADS

Sub-Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
8	Nome-Council	57		25	82
8H	Casa de Paga Road	20			20
8J	Showel 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
13F	Nome-Osborne	8			8
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	1/2			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
26	Candle-Candle Creek	6			6
26A	Kugruk River Approach	1/4			1/4
26B	Bear Creek Trail			45	45
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-Cape Prince of Wales			142	142
67B	Teller-Bluestone			18	18
67C	Teller-Mary's Igloo			40	40
68	Flagging Trails			712	712
73	Marshall Road	4 1/4			4 1/4
73A	Kotlik-Marshall			190	190
73B	Stuyahok		11		11
89A	Seward Peninsula Railroad	87			87
90B	Shelter Cabins				
Totals		288	27	3045 1/2	3360 1/2

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SUMMARY OF EXPENDITURES

Sub-Project Number	Federal	Territorial	Constructive
8	\$10,484.87	\$ 9,860.00(b)	\$ 2,344.87
8H			
8J			
13A	1,337.06	2,000.00	
13B	926.30	1,660.00	
13C	366.01	200.00	
13F	1,680.62	3,994.23	3,000.00
13K	237.07	100.00	
18	1,349.70	1,500.00	364.70
18A	132.00	100.00	
18B	34.00	30.00	
21	150.00	250.00	
25A	104.00	150.00	
25B	38.00	60.00	
25C			
25D	25.00	50.00	
25E	341.00	600.00	
25F	651.30	1,000.00	
25G	840.50	1,200.00	
26	1,368.66	1,500.00	
26A			
26B			
27			
28	1,516.40	2,500.00	
28A			
37	100.00	150.00	
41			
41A	365.00	600.00	
41B			
42	74.00	100.00	
49	1,721.25	2,500.00	
62	50.00	100.00	
67	586.92	900.00	
67A			
67B	263.50	300.00	383.50
67C	396.00	600.00	796.00
68	1,069.37	1,500.00	
73			
73A	115.00	150.00	
73B			
89A	52,653.85		5,000.00
90B		2,249.32	1,749.32
Totals		\$58,977.47	\$35,843.55(b) \$13,638.39

(b)—Includes refund of \$635.78.

ROUTE 8—NOME COUNCIL (57 MILES WAGON ROAD AND 25 MILES TRAIL)

From Nome this road follows the coast then along the Solomon River to East Fork, follows the bed of the East Fork, for a distance to the divide and crosses over the Skookum head of Skookum Creek into the head waters of of six miles. Thence down Fox River, a distance it follows the creek bed to the end of the Creek it follows to Council, a distance of five miles.

There are three ferries crossed en route and ferries and the trolley, originally carried as Route 8G, are now included under this route. They were used and operated during the past season.

The road was maintained during the past season and repair work was accomplished. The work done follows:

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SUMMARY OF EXPENDITURES

Route	Wagon Road	Sled Road	Trail	Total Miles
.....	12			12
.....	4			4
.....			11	11
.....	5			5
.....	1 1/4			1 1/4
.....	1 1/2			1 1/2
.....	2			2
.....	1 1/2			1 1/2
.....	5			5
.....	2			2
.....	1 1/2			1 1/2
.....	34%		11	45%

ts maintained by this Board, expenditures
 . The remaining routes are investigated
 made when necessary.

SUMMARY OF ROADS

Route	Wagon Road	Sled Road	Trail	Total Miles
.....	57		25	82
.....	20			20
.....	5			5
.....	3 1/2			3 1/2
.....	3 1/2			3 1/2
.....	2			2
.....	8			8
.....	7 1/2			7 1/2
.....			248 1/2	248 1/2
.....			240	240
.....			35	35
.....			60	60
.....			12	12
.....	12			12
.....	1 1/2			1 1/2
.....	2			2
.....	3			3
.....	3			3
.....	3			3
.....	6			6
.....	1/4			1/4
.....			45	45
.....			25	25
.....	25			25
.....			140	140
.....			135	135
.....			154	154
.....			11	11
.....	1			1
.....			200	200
.....			500	500
.....			70	70
.....		16		16
.....			40	40
.....	24			24
.....	9			9
.....			80	80
.....			142	142
.....			18	18
.....			40	40
.....			712	712
.....	4 1/4			4 1/4
.....			190	190
.....			11	11
.....	87			87
.....				
.....	288	27	3045 1/2	3360 1/2

Sub-Project Number	Federal	Territorial	Construction	Maintenance	TOTAL
8	\$10,484.87	\$ 9,860.00(b)	\$ 2,344.87	\$18,000.00	\$20,344.87
8H					
8J					
13A	1,337.06	2,000.00		3,337.06	3,337.06
13B	926.30	1,660.00		2,526.30	2,526.30
13C	366.01	200.00		566.01	566.01
13F	1,680.62	3,994.23	3,000.00	2,674.85	5,674.85
13K	237.07	100.00		337.07	337.07
18	1,349.70	1,500.00	364.70	2,485.00	2,849.70
18A	132.00	100.00		232.00	232.00
18B	34.00	30.00		64.00	64.00
21	150.00	250.00		400.00	400.00
25A	104.00	150.00		254.00	254.00
25B	38.00	60.00		98.00	98.00
25C				75.00	75.00
25D	25.00	50.00		941.00	941.00
25E	341.00	600.00		1,651.30	1,651.30
25F	651.30	1,000.00		2,040.50	2,040.50
25G	840.50	1,200.00		2,868.66	2,868.66
26	1,368.66	1,500.00			
26A					
26B					
27	1,516.40	2,500.00		4,016.49	4,016.49
28				250.00	250.00
28A	100.00	150.00			
37					
41				965.00	965.00
41A	365.00	600.00			
41B				174.00	174.00
42	74.00	100.00		4,221.25	4,221.25
49	1,721.25	2,500.00		150.00	150.00
62	50.00	100.00		1,486.92	1,486.92
67	586.92	900.00			
67A				180.00	563.50
67B	263.50	300.00	383.50	200.00	996.00
67C	396.00	600.00	796.00		2,569.37
68	1,069.37	1,500.00		265.00	265.00
73	115.00	150.00			
73A				5,000.00	32,653.85
73B				27,653.85	32,653.85
89A	32,653.85			500.00	2,249.32
90B				1,749.32	2,249.32
Totals	\$58,977.47	\$35,843.55(b)	\$13,638.39	\$81,182.63	\$94,821.02

(b)—Includes refund of \$635.78.

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, it follows 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. These ferries and the trolley, originally carried as Routes 8A, 8B, 8C, and 8G, are now included under this route. They were all maintained and operated during the past season.

The road was maintained during the past season. Considerable repair work was accomplished. The work was distributed as follows:

NOME TO EAST FORK:

The road was regraded through the tailing piles of the Eskimo Dredging Co., on Solomon River. Considerable damage, which occurred to the first three miles out of Nome during a storm, was repaired. Bridges and culverts were repaired over the section Nome to Safety.

EAST FORK TO COUNCIL:

Five miles of corduroy near Council were covered with gravel. Five new bridges and 10 new culverts were constructed and repairs made to 5 bridges and 5 culverts. Seven hundred and fifty lineal feet of brush corduroy was laid and covered. General repairs were made to the section across Skookum divide and at the head of East Fork.

This entire section is now in fair condition.

The Nome River Bridge, formerly shown under Route 77B, is also a part of this route.

Expenditure:

Alaska Road Commission	\$10,484.87
Territory of Alaska	9,860.00
Total	\$20,344.87

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.

An inspection was made of this route during the past season. With the limited money available it was impossible to accomplish any appreciable improvement. With adequate money available however, this route should be improved. At present two outfits are operated in this vicinity and, with improved transportation, activities would surely increase.

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.



REPORT ALASKA ROAD COMMISSION.

WORK:

degraded through the tailing piles of the Eskimo Solomon River. Considerable damage, which occurred three miles out of Nome during a storm, was repaired and culverts were repaired over the section.

COUNCIL:

corduroy near Council were covered with gravel. and 10 new culverts were constructed and repairs were made and 5 culverts. Seven hundred and fifty lineal feet of road was laid and covered. General repairs were made on across Skookum divide and at the head of the section.

Condition is now in fair condition.

Shovel Bridge, formerly shown under Route 77B, is now a wagon road.

Road Commission	\$10,484.87
of Alaska	9,860.00
	<hr/>
	\$20,344.87

DE FAGA ROAD.....(20 MILES WAGON ROAD)

This road follows the Solomon River Bed for the mouth of Montana Creek, then crosses the Ruby Creek, a distance of three and four-tenths miles. The road follows down to the various camps and camps. Some poll tax money has been spent on this work done by the Territory. There is a total of miles of wagon trail to the various creeks served by this road.

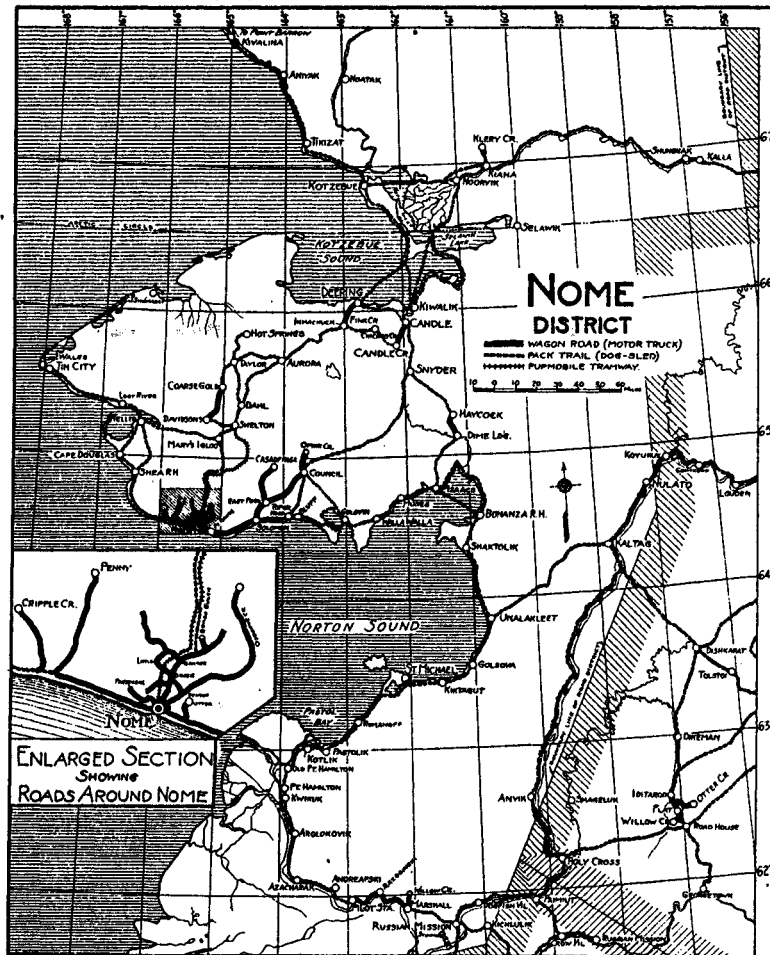
Work was made of this route during the past season. If money available it was impossible to accomplish improvement. With adequate money available the road should be improved. At present two outfits are on this vicinity and, with improved transportation, the number will increase.

None.

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

At the thirty-eight mile post on Route 8 at Shovel Creek, the road goes up Shovel Creek to the works on Kasson and along Shovel and its tributaries.

None.



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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.

Work the past season consisted in general maintenance. The road was scarified, dragged and rolled early in the season and dragged at intervals when needed. The Bourbon Creek bridge was redecked.

Expenditure:

Alaska Road Commission	\$1,337.06
Territory of Alaska	2,000.00
Total	<u>\$3,337.06</u>

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 Glacier Creek and upper Snake River. Work the past season consisted of surfacing 5,030 lineal feet of this road, necessary repairs to culverts and general maintenance. This road is now in fair condition.

Expenditure:

Alaska Road Commission	\$ 926.30
Territory of Alaska	1,600.00
Total	<u>\$2,526.30</u>

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 extends on to Anvil Creek where a dredge is operating.

Work the past season was entirely maintenance. The road was dragged several times during the summer as needed.

Expenditure:

Alaska Road Commission	\$366.01
Territory of Alaska	200.00
Total	<u>\$566.01</u>

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.

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Substantial improvement has been made to this route in the past two seasons.

Work the past season consisted in surfacing 9,785 lineal feet of road, construction of six new culverts, some ditching and general maintenance. About 4,000 feet of road remains to be surfaced to put this route in very good condition. A trolley for passengers is located at the end of this route across Nome River. This trolley was formerly shown under Route 77C.

Expenditure:

Alaska Road Commission	\$1,680.62
Territory of Alaska	3,994.23
Total	\$5,674.85

ROUTE 13K—BESSIE-BUSTER.....(7½ 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 fords Nome River to the mouth of Buster Creek and follows up Buster Creek on the left limit to Union Gulch.

Light regrading was done during the past season over the first 2½ miles. Other light repairs were made during the season.

Expenditure:

Alaska Road Commission	\$237.07
Territory of Alaska	100.00
Total	\$337.07

ROUTE 1C—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 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.

This is the most important winter trail in this district, as all the mail for Nome and the Seward Peninsula comes in over this route.

During the past season the Kaltag-Unalakleet section was permanently staked, four new bridges were built and all old bridges repaired. From Unalakleet to Solomon the staking was all gone

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over and renewed where necessary. The route is now in very good condition.

Expenditure:

Alaska Road Commission	
Territory of Alaska	
Total	

ROUTE 18A—BONANZA-KOTZEBUE.....

This winter mail trail leaves the Ka Route 18, at Bonanza, Mile 93½, or 155 miles east shore of Norton Bay and follows up North of Koyuk River. Crossing over Star Mountain Koyuk River again at Dime Landing and to the creek. Crossing successively the Peace River Valley and the Sweepstakes Divide, it follows the Creek to its head. Crossing into the Keeyuk the right limit to Snyder's Roadhouse, thence to the limit as far as the mouth of Lava Creek. It then follows to Candle. From Candle, it follows the Koyuk for six miles, then cuts across the tundra for sixteen miles and then follows the coast to Deering. From Deering Kotzebue Sound on the ice to Choris Peninsula coast to Cape Blossom. After a portage of about Blossom, the coast is followed to Kotzebue.

This route was thoroughly gone over during the past season and is in very good condition.

Expenditure:

Alaska Road Commission	
Territory of Alaska	
Total	

ROUTE 18B—GOLOVIN-COUNCIL.....

This winter mail trail leaves the Kaltag Route 18, at Golovin, Mile 170½, or seventy-eight miles on the east shore of Golovin Bay. It follows up the coast to Mountain and thence up the Fish and Niuk Mountain. All portages are well staked and marked. The route is in very good condition. Minor repairs were made during the season.

Expenditure:

Alaska Road Commission	
Territory of Alaska	
Total	

ROUTE 21—UNALAKLEET-ST. MICHAEL.....

This is the mail trail following the coast from Unalakleet to St. Michael Bay, where it crosses to St. Michael.

REPORT ALASKA ROAD COMMISSION.

Improvement has been made to this route in the season consisted in surfacing 9,785 lineal feet of six new culverts, some ditching and general. About 4,000 feet of road remains to be surfaced in very good condition. A trolley for passengers is in use on this route across Nome River. This trolley is under Route 77C.

Alaska Road Commission	\$1,680.62
Territory of Alaska	3,994.23
	<hr/>
	\$5,674.85

WAGON ROAD (7½ MILES WAGON ROAD)
 Commences at the end of Route 13A and follows the head of Dry Creek down the right limit to Nome River, where it fords Nome River to Buster Creek and follows up Buster Creek on the Gulch.

Work was done during the past season over the other light repairs were made during the season.

Alaska Road Commission	\$237.07
Territory of Alaska	100.00
	<hr/>
	\$337.07

KALTAG-SOLOMON (248½ MILES TRAIL)
 At Kaltag, this overland mail trail crosses the Unalakleet River, which it follows to Unalakleet it follows the coast to Bonanza on the Norton Bay, crossing to Isaacs Point on the west coast to Walla Walla, where it crosses the Chukchok. It then follows the Quinahock to its divide into McKinley Creek, which it follows to thence to Golovin. From Golovin it crosses to which it follows to its head, crossing the divide into which it follows to the coast. It follows the coast to Nome over Route 8 to Nome.

Most important winter trail in this district, as all the coast and the Seward Peninsula comes in over this

Last season the Kaltag-Unalakleet section was performed four new bridges were built and all old bridges were replaced. From Unalakleet to Solomon the staking was all gone

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over and renewed where necessary. The staking on this entire route is now in very good condition.

Expenditure:

Alaska Road Commission	\$1,349.70
Territory of Alaska	1,500.00
	<hr/>
Total	\$2,849.70

ROUTE 13A—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.

This route was thoroughly gone over during the fall of 1922 and is in very good condition.

Expenditure:

Alaska Road Commission	\$132.00
Territory of Alaska	100.00
	<hr/>
Total	\$232.00

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.

All portages are well staked and marked and this trail is in very good condition. Minor repairs were made to permanent staking.

Expenditure:

Alaska Road Commission	\$34.00
Territory of Alaska	30.00
	<hr/>
Total	\$64.00

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.

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During the past season the permanent staking was repaired over the entire route. A new trail was cut between Coal Mine Creek and Devil's Gulch, through the timber, placing the trail between these points back from the beach.

Expenditure:

Alaska Road Commission	\$150.00
Territory of Alaska	250.00
Total	\$400.00

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.

Minor repairs were made to this route during the past season.

Expenditure:

Alaska Road Commission	\$104.00
Territory of Alaska	150.00
Total	\$254.00

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 bottom onto the Divide and then around to these creeks.

Minor repairs were performed last season.

Expenditure:

Alaska Road Commission	\$38.00
Territory of Alaska	60.00
Total	\$98.00

ROUTE 25C—NOME WIRELESS.....(½ 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.

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Slight repairs were made to this road. One hundred feet of road was surfaced.

Expenditure:

Alaska Road Commission	
Territory of Alaska	
Total	

ROUTE 25E—SUBMARINE PAYSTREAK.....(ROAD)

This road commences near the one-half mile bridge and crosses the Snake River Bridge and follows Snake River to the workings on Submarine River.

During the past years the center pier on the bridge, composed of two 100-foot spans, had raised in action of frost on the piles. This pier was replaced in the past season and the bridge leveled to its original grade. Loads of gravel were placed at the ends of the bridge.

Expenditure:

Alaska Road Commission	
Territory of Alaska	
Total	

ROUTE 25F—ANVIL-GLACIER.....(3 MILES WAGON ROAD)

This road commences at Anvil Creek at the mouth of the Divide and crosses the Divide to Glacier Creek.

All of the mining operations in the vicinity of the upper Snake River basin are served by this road.

During the past season the summit between the two creeks was regraded. 1,500 lineal feet of rock was necessary repairs made to culverts. With this additional surfacing required this road is in fair condition.

Expenditure:

Alaska Road Commission	
Territory of Alaska	
Total	

ROUTE 25G—SNAKE RIVER EXTENSION.....(ROAD)

This road commences at Glacier Creek at the mouth of the Divide and extends to and across Snake River and flat to Boulder Creek.

During the past season several short sections were graded, 4,220 lineal feet surfaced, and eight new sections constructed. This route is in fair condition.

REPORT ALASKA ROAD COMMISSION.

Last season the permanent staking was repaired etc. A new trail was cut between Coal Mine Creek, through the timber, placing the trail between from the beach.

Road Commission	\$150.00
of Alaska	250.00
	<hr/>
	\$400.00

CRIPPLE RIVER.....(12 MILES WAGON ROAD)

Commences at the beach at the mouth of Cripple the river for twelve miles to the workings near on to Arctic and Sidney Creeks. It is mainly of the river. were made to this route during the past season.

Road Commission	\$104.00
of Alaska	150.00
	<hr/>
	\$254.00

PENNY RIVER.....(1 1/2 MILES WAGON ROAD)

Commences at the beach at the mouth of Penny River and one-half miles up the river to allow travel to deep sloughs. Light into Hungry, Oregon, and Nugget Creeks is route. From the end of one and one-half miles the creek bottom onto the Divide and then around

works were performed last season.

Road Commission	\$38.00
of Alaska	60.00
	<hr/>
	\$98.00

NOME WIRELESS.....(1/2 MILE WAGON ROAD)

Serves the wireless plant at Nome. It commences avenue near the beginning of Route 13A and extends wireless station. None.

MOUTH OF CENTER CREEK.....(2 MILES WAGON ROAD)

Commences at the west city limits and follows the Snake River to a short distance beyond the mouth

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Slight repairs were made to this road during the past season. One hundred feet of road was surfaced and chuck holes filled.

Expenditure:

Alaska Road Commission	\$25.00
Territory of Alaska	50.00
	<hr/>
Total	\$75.00

ROUTE 25E—SUBMARINE PAYSTREAK.....(3 MILES WAGON ROAD)

This road commences near the one-half mile post on Route 25D, crosses the Snake River Bridge and follows the right bank of Snake River to the workings on Submarine.

During the past years the center pier on the Snake River bridge, composed of two 100-foot spans, had raised five feet due to the action of frost on the piles. This pier was cut down during the past season and the bridge leveled to its original position. Several loads of gravel were placed at the ends of the approaches to the bridge.

Expenditure:

Alaska Road Commission	\$341.00
Territory of Alaska	600.00
	<hr/>
Total	\$941.00

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.

During the past season the summit between Anvil and Glacier creeks was regraded. 1,500 lineal feet of road was surfaced and necessary repairs made to culverts. With the exception of some additional surfacing required this road is in good condition.

Expenditure:

Alaska Road Commission	\$ 651.30
Territory of Alaska	1,000.00
	<hr/>
Total	\$1,651.30

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.

During the past season several short sections of road were graded, 4,220 lineal feet surfaced, and eight new box culverts constructed. This route is in fair condition.

Expenditure:

Alaska Road Commission	\$ 340.50
Territory of Alaska	1,200.00
Total	\$2,040.50

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.

General maintenance work was performed on this route during the past season. 8,000 feet of ditch was cleaned, 278 lineal feet of new road constructed, 450 cubic yards of gravel was hauled surfacing 3,850 lineal feet of road and 525 lineal feet of willow brush corduroy was laid and surfaced. One bridge was repaired and two new culverts built.

Expenditure:

Alaska Road Commission	\$1,368.66
Territory of Alaska	1,500.00
Total	\$2,868.66

ROUTE 23A—KUGRUK RIVER APPROACH.....(¼ 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.

Expenditure: None.

ROUTE 27—DEERING-INMACHUK.....(25 MILES WAGON ROAD)

This road commences at Deering and extends to the workings on the Inmachuk. It is improved for a distance of twelve miles on the left bank. From the latter point it follows the river bed.

The road was maintained during the past season. 2,390 lineal feet of new road was built and 5,555 lineal feet of road surfaced. Four new culverts were placed.

Expenditure:

Alaska Road Commission	\$1,516.49
Territory of Alaska	2,500.00
Total	\$4,016.49

ROUTE 28—DAHL CREEK-CANDLE TRAIL.....(140 MILES TRAIL)

This is an overland trail between Dahl Creek and Candle, going in a northeasterly direction from Dahl Creek to the Kougarkok River,

then following the east slope of the divide to where it crosses into Aurora Creek. It follows Aurora Creek; crosses the Noxapaga, and crossing the divide to the mouth of the right thence up Cottonwood to Divide Creek, the crossing the Divide and following the ridge thence down the Inmachuk to Arizona Creek the Divide to Wade Creek, thence crossing easterly direction across Kugruk Flats to the easterly over the divide to the mouth of the Candle-Candle Creek Road to Candle.

This trail is in fairly good condition. It is traveled between Nome and Candle.

Expenditure: None.

ROUTE 28A—NOME-TAYLOR.....

This winter mail trail leaves Nome over to the mouth of Dexter Creek. Crossing to the left limit to the mouth of Willow Creek follows the right limit to the U. S. Roadhouse then the left limit again and over the divide to the Nugget Roadhouse, it crosses Salmon Lake, River to Iron Cross, then across the flats to then cuts across to Mary's Igloo and up to Shelton, the northern terminus of the summer Peninsula Railway). From Shelton, the trail then up the Kougarkok River to Taylor.

This trail was repaired in the fall of 1922 condition. The bridge over the Kougarkok River Coarse Gold Creek was rebuilt.

Expenditure:

Alaska Road Commission	
Territory of Alaska	
Total	

ROUTE 37—TOPKOK-CANDLE WINTER TRAIL)

This trail leaves the overland mail trail fifty-three miles east of Nome, and follows its head, thence over the Divide into Skooko and the Fish River and Niukluk Flats to Cou the regular Council winter trail. From Cou up Melsing Creek to the head, crosses the River Flats, then crosses same in a general to Telephone Creek. Following Telephone then crosses the Divide and goes down the K

REPORT ALASKA ROAD COMMISSION.

Road Commission	\$ 840.50
of Alaska	1,200.00
.....	<u>\$2,040.50</u>

CANDLE-CANDLE CREEK.....(6 MILES WAGON ROAD)
 commences in Candle and follows up Candle Creek
 and serves all of the mining on Candle Creek.
 Maintenance work was performed on this route during
 8,000 feet of ditch was cleaned, 278 lineal feet of
 ructed, 450 cubic yards of gravel was hauled sur-
 al feet of road and 525 lineal feet of willow brush
 id and surfaced. One bridge was repaired and two
 ult.

Road Commission	\$1,368.66
y of Alaska	1,500.00
al	<u>\$2,868.66</u>

KUGRUK RIVER APPROACH.....(1/4 MILE WAGON

)
 as done on this project which consists of an approach
 mine to the Kugruk River.
 e: None.

BEAR CREEK TRAIL.....(45 MILES TRAIL)

is used to haul mining supplies from Candle to Bear
 eewalk River is crossed and a ridge is followed to
 e: None.

DEERING-INMACHUK.....(25 MILES WAGON ROAD)

commences at Deering and extends to the workings
 uk. It is improved for a distance of twelve miles
 nk. From the latter point it follows the river bed.
 was maintained during the past season. 2,390 lineal
 ad was built and 5,555 lineal feet of road surfaced.
 erts were placed.

Road Commission	\$1,516.49
y of Alaska	2,500.00
al	<u>\$4,016.49</u>

DAHL CREEK-CANDLE TRAIL.....(140 MILES TRAIL)

overland trail between Dahl Creek and Candle, going
 ily direction from Dahl Creek to the Kougarko River,

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then following the east slope of the divide to the head of Boulder,
 where it crosses into Aurora Creek. It follows to the mouth of
 Aurora Creek, crosses the Noxapaga, and goes up Berry Creek,
 crossing the divide to the mouth of the right fork of Good Hope,
 thence up Cottonwood to Divide Creek, thence up Divide Creek,
 crossing the Divide and following the ridge to the Inmachuk river,
 thence down the Inmachuk to Arizona Creek, thence easterly over
 the Divide to Wade Creek, thence crossing Wade Creek in an
 easterly direction across Kugruk Flats to the Kugruk River, thence
 easterly over the divide to the mouth of Paterson, thence down
 the Candle-Candle Creek Road to Candle.

This trail is in fairly good condition. It is used mostly by foot
 travelers between Nome and Candle.

Expenditure: None.

ROUTE 28A—NOME-TAYLOR.....(135 MILES TRAIL)

This winter mail trail leaves Nome over Routes 13A and 13K
 to the mouth of Dexter Creek. Crossing Nome River, it follows
 the left limit to the mouth of Willow Creek, then recrosses and
 follows the right limit to the U. S. Roadhouse at Dorothy Creek,
 then the left limit again and over the divide to Nugget Creek. From
 the Nugget Roadhouse, it crosses Salmon Lake, follows down Pilgrim
 River to Iron Cross, then across the flats to the Hot Springs. It
 then cuts across to Mary's Igloo and up the Kusatrin River to
 Shelton, the northern terminus of the summer tram line (Seward
 Peninsula Railway). From Shelton, the trail proceeds to Dahl, and
 then up the Kougarko River to Taylor.

This trail was repaired in the fall of 1922 and is in very good
 condition. The bridge over the Kougarko River at the mouth of
 Coarse Gold Creek was rebuilt.

Expenditure:

Alaska Road Commission	\$100.00
Territory of Alaska	150.00
Total	<u>\$250.00</u>

ROUTE 37—TOPKOK-CANDLE WINTER TRAIL.....(154 MILES TRAIL)

This trail leaves the overland mail trail Route 18 at Topok,
 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 crosses 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.

The staking between Topkok and Council is in good condition and this is the most largely used section of this route.
Expenditure: None.

ROUTE 41—KIANA-KLERY CREEK....(1 MILE WAGON ROAD, 11 MILES TRAIL)

A permanent staked winter trail, twelve miles in length, connects Kiana on the Kobuk River with the mining camp on Klery Creek.

Expenditure: None.

ROUTE 41A—KOTZEBUE-SHUNGNAK.....(200 MILES TRAIL)

This winter trail extends from Kotzebue, an open summer port on Kotzebue Sound, across to the mainland and up the Kobuk River to Shungnak. Several shelter cabins have been built by the Territory.

During the winter of 1922-23 the permanent staking on this trail was repaired, approaches to rivers graded down and minor improvements made. Vouchers for a portion of this work are included in this fiscal year.

Expenditure:

Alaska Road Commission	\$365.00
Territory of Alaska	600.00
Total	<u>\$965.00</u>

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.

During the past season a combination shelter cabin and dog barn was erected on the Cape Lisburne portage.

This expenditure is shown under Territorial Shelter Cabin Fund. It is planned to establish further shelter on this route.

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 mainland, thence in a southwesterly direction to the beach, a distance of twenty-seven miles, thence to the mouth of the beach seven miles, thence to Council, thence by Pastolik to Kotlik, twelve miles.

The permanent staking on this route was in good condition the past season. Trail is in good condition.

Expenditure:

Alaska Road Commission	
Territory of Alaska	

Total

ROUTE 49—DAVIDSON'S LANDING-TAYLOR CREEK.....(1 MILE WAGON ROAD, 16 MILES SLED ROAD)

This road connects the head of navigation at Davidson's Landing with Taylor Creek. From Davidson's Landing to Taylor Creek, a distance of twenty miles, the road follows Mary's River to its head, a distance of twenty miles to the head of Coarse Gold Creek, thence down Henry Creek to the Kougarok; it follows the Kougarok to Taylor Creek. This road was originally built by the Taylor Mining and Ditch Company and has had work done on it and also by the Taylor Ditch and Mining Company, the Bering Dredging Company, the Bering Freighting Company. In 1916 this route was taken over by the Alaska Road Commission and since then has been maintained by it.

During the past season repairs were made on this route, several bad washouts were repaired and a section of willow corduroy placed. A new location was constructed between the 8 and 9 mile posts. Several new culverts were placed and other improvements made to the section beyond the 24 mile post. The road is in fair condition.

Expenditure:

Alaska Road Commission	
Territory of Alaska	

Total

ROUTE 62—DIME CREEK.....(9 MILES TRAIL)

This road connects Dime Landing, which is on the Koyuk River about thirty-five miles from the mouth of the river, to Dime Creek and the Koyuk, with the workings of the Dime post office of Haycock and extends on up the river to above.

The bridge and abutments across Dime Creek were repaired. No other work was accomplished.

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First Chance Creek and up to its head, then over Gold Run Creek. Following down Gold Run to of the mouth, the trail then swings northerly Keewalik River to Glacier Creek, then on the left alik River to near the mouth of Lava Creek and alik to Candle. The portion between Council and ter Creek is but slightly used as the mail now goes and the two trails join at the mouth of Hunter Snyder's Roadhouse. There is considerable travel between Council and the coast at Topkok. between Topkok and Council is in good condition most largely used section of this route.
None.

NA-KLERY CREEK.....(1 MILE WAGON ROAD, 11 TRAIL)

staked winter trail, twelve miles in length, con- the Kobuk River with the mining camp on Klery
None.

OTZEBUE-SHUNGNAK.....(200 MILES TRAIL)

trail extends from Kotzebue, an open summer port und, across to the mainland and up the Kobuk ak. Several shelter cabins have been built by the winter of 1922-23 the permanent staking on this ed, approaches to rivers graded down and minor ade. Vouchers for a portion of this work are in- fiscal year.

Alaska Road Commission	\$365.00
Territory of Alaska	600.00
	<hr/>
	\$965.00

OTZEBUE-POINT BARROW.....(500 MILES TRAIL)

mail trail extends from Kotzebue across to the en along the coast to Point Barrow. past season a combination shelter cabin and dog ed on the Cape Lisburne portage. iture is shown under Territorial Shelter Cabin Fund. establish further shelter on this route.
None.

MICHAEL-KOTLIK TRAIL.....(70 MILES TRAIL)

winter mail trail to Kotlik and on up the Yukon rom St. Michael it follows the left bank of the

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St. Michael Canal for eight miles, thence across the Canal to the mainland, thence in a southwesterly direction to Pitmatalik Vil- lage, a distance of twenty-seven miles, thence back to Point Ro- manof to the beach seven miles, thence to Coffee Point, twelve miles, thence by Pastolik to Kotlik, twelve miles.

The permanent staking on this route was rehabilitated during the past season. Trail is in good condition.

Expenditure:

Alaska Road Commission	\$ 74.00
Territory of Alaska	100.00
	<hr/>
Total	\$174.00

ROUTE 49—DAVIDSON'S 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's Landing it follows the Mary's 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 Dredg- ing Company, the Bering Dredging Company and Dave Johnson Freighting Company. In 1916 this route was taken over by the Alaska Road Commission and since then has been maintained by it.

During the past season repairs were made over the entire route, several bad washouts were repaired, culverts rebuilt and some willow corduroy placed. A new location was made and road constructed between the 8 and 9 mile posts, avoiding low ground. Several new culverts were placed and other improvements made to the section beyond the 24 mile post. This route is now in fair condition.

Expenditure:

Alaska Road Commission	\$1,721.25
Territory of Alaska	2,500.00
	<hr/>
Total	\$4,221.25

ROUTE 62—DIME CREEK.....(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.

The bridge and abutments across Dime Creek at Haycock were repaired. No other work was accomplished.

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Expenditure:

Alaska Road Commission\$ 50.00
Territory of Alaska 100.00

Total\$150.00

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.

General repairs were made to this trail during the past season. The permanent staking was renewed where necessary. Two ferries are located on this route for the convenience of summer travelers, one at Sinrock and one at Cripple River. Both these ferries were maintained and operated during the past season.

Expenditure:

Alaska Road Commission\$ 536.92
Territory of Alaska 900.00

Total\$1,436.92

ROUTE 67A—TELLER-CAPE PRINCE OF WALES...(142 MILES TRAIL)

This is the extension of Route 67 to Cape Prince of Wales. It crosses the Bay from Teller to the Reindeer Station and thence on the beach to Lost River. From Lost River it follows the beach to the mission settlement at Cape Prince of Wales. This trail was permanently staked in the fall of 1922 and is in good condition.

Expenditure: None.

ROUTE 67B—TELLER-BLUESTONE.....(18 MILES TRAIL)

From Teller there is a trail leading across the tundra to Gold Run and the Bluestone country, a distance of eighteen miles.

This trail has had some road tax expended on it and the Alaska Road Commission has furnished some timber for constructing several small bridges. It is still used for hauling to Gold Run and the Bluestone.

During the past season the entire route was permanently staked.

Expenditure:

Alaska Road Commission.....\$263.50
Territory of Alaska 300.00

Total\$563.50

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

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This trail was permanently staked during the past season from the head of Grantly Harbor to Salt Lake,

Expenditure:

Alaska Road Commission
Territory of Alaska

Total

ROUTE 62—FLAGGING TRAILS.....

Under this heading all expenditures for flagging trails are included. The expenditure includes the cost of straightening trails, replacing the missing ones on the permanent trails around Nome; throughout the Seward Peninsula with the Yukon Valley. Many of the trails are staked by the miners themselves and their workings occur. In these cases this material for staking and the miners do the work.

Kotzebue to Riley Channel Shelter
Kotzebue to Seesalik-Pt. Barrow Trail
Lockhart's Pt. to Mouth Noatak
Keewalik to Choris Peninsula
Keewalik to Callahan's Shelter Cabin
Callahan's to Mouth Nazuruk Channel
Keewalik to Candle
Teller to Douglas
Teller to Mission
Teller to Head of Harbor
Teller to Igloo Creek
St. Michael Bay
Pt. Romanof to Pastolik
Across Norton Bay—Route 18
Moses to Walla Walla
McKinley Cr. to Portage Cr.
Nine Mile Cr. to Bluff
Around Topkok Head
Around Cape Nome
Across Norton Bay—Route 18A
Golovin Bay-White Mt.
Nome Locals
Agiapuk-Mary's Igloo

Total

Expenditure:

Alaska Road Commission
Territory of Alaska

Total

ROUTE 73—MARSHALL ROAD.....(4¼ MILES TRAIL)

This road was constructed by the Territory. One hundredths miles are corduroy and two and one-half miles graded road. It connects the land at Marshall with the workings on Willow Creek.

Expenditure: None.

ROUTE 73A—KOTLIK-MARSHALL.....

This trail follows the general trend of the

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Road Commission\$ 50.00
of Alaska 100.00
.....\$150.00

ME-TELLER.....(80 MILES TRAIL)

winter mail trail to Teller and Cape Prince of
permanently staked from Nome to Teller. It follows
Nome to Cape Douglas, where it cuts across to Cape
into Teller.

fers were made to this trail during the past season.
staking was renewed where necessary. Two ferries
his route for the convenience of summer travelers,
and one at Cripple River. Both these ferries were
operated during the past season.

Road Commission\$ 586.92
of Alaska 900.00
.....\$1,486.92

TELLER-CAPE PRINCE OF WALES....(142 MILES

extension of Route 67 to Cape Prince of Wales.
ay from Teller to the Reindeer Station and thence
Lost River. From Lost River it follows the beach
settlement at Cape Prince of Wales. This trail
staked in the fall of 1922 and is in good condition.
None.

TELLER-BLUESTONE.....(18 MILES TRAIL)

there is a trail leading across the tundra to Gold
uestone country, a distance of eighteen miles .
as had some road tax expended on it and the
mmission has furnished some timber for construct-
ill bridges. It is still used for hauling to Gold
estone.
ast season the entire route was permanently staked.

Road Commission.....\$263.50
of Alaska 300.00
.....\$563.50

TELLER-MARY'S IGLOO.....(40 MILES TRAIL)

a mail trail, this is a well traveled winter route
Mary's Igloo via Grantly Harbor, Imuruk Bay and
er

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This trail was permanently staked during the past season from
the head of Grantly Harbor to Salt Lake, a distance of 25 miles.

Expenditure:

Alaska Road Commission\$396.00
Territory of Alaska 600.00

Total\$996.00

ROUTE 68—FLAGGING TRAILS.....(712 MILES TRAIL)

Under this heading all expenditures for temporary 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 ma-
terial for staking and the miners do the work.

	Miles
Kotzebue to Riley Channel Shelter Cabin	32
Kotzebue to Seesalik-Pt. Barrow Trail	12
Lockhart's Pt. to Mouth Noatak	6
Keewalik to Choris Peninsula	33
Keewalik to Callahan's Shelter Cabin	27
Callahan's to Mouth Nazuruk Channel	11½
Keewalik to Candle	5
Teller to Douglas	18
Teller to Mission	6
Teller to Head of Harbor	12
Teller to Igloo Creek	6
St. Michael Bay	5
Pt. Romanof to Pastolik	16
Across Norton Bay—Route 18	43
Moses to Wallu Walla	20
McKinley Cr. to Portage Cr.	14
Nine Mile Cr. to Bluff	6
Around Topkok Head	8
Around Cape Nome	3
Across Norton Bay—Route 18A	30
Golovin Bay-White Mt.	12
Nome Locals	100
Agiapuk-Mary's Igloo	52
Total	477½

Expenditure:

Alaska Road Commission\$1,069.37
Territory of Alaska 1,500.00

Total\$2,569.37

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 the early spring of 1923 and last season the portages between Old Hamilton and Pilot Station were restaked.

This trail is now in fair condition.

Expenditure:

Alaska Road Commission	\$115.00
Territory of Alaska	150.00
Total	\$265.00

ROUTE 73B—STUYAHOK.....(11 MILES SLED ROAD)

This is a new project. It consists of an eleven mile winter sled road and summer trail from the landing on the Yukon River above Russian Mission across to the new diggings on Stuyahok Creek. The route was cleared in the summer of 1921.

Expenditure: None.

ROUTE 89A—SEWARD PENINSULA RAILROAD.....(87 MILES TRAM)

Chapter 39, Session Laws of Alaska, 1921, authorized the Federal Board of Road Commissioners for Alaska, with the consent and approval of the Territorial Board of Road Commissioners, 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, had been used as the main overland artery of communication with the Kougarok 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 was 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 3, 1922, 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 of 1922.

Work of rehabilitation was inaugurated during the past season. Considerable preparation was necessary in the way of assembling

personnel and equipment. The rolling stock was in poor condition and it was necessary to rebuild cars and trucks. 42 miles or approximately one-half of the track was in good operating condition for the comparison with the old.

This work consisted first of realigning the track. In many instances the roadbed had been washed away. In these places the track was through a trench washed out. All the track is now in good condition. Ties were renewed where necessary.

All the small bridges were repaired. One bridge was span on fir pile foundations was erected over the trench. This bridge was built entirely of fir lumber taken from the abandoned Army Post at St. Michael.

A sixty-foot temporary bridge was built over Mile 65.

The 600-foot trestle over Dry Creek, one of the longest, was practically rebuilt. This trestle was built on a number of bents were entirely washed away and had to be replaced and the trestle realigned and surfaced.

All the bridges and trestles were plank road to allow the use of horses for pulling the loads. The traction is very slow however, and the purchase of a locomotive is contemplated.

Next season's work will complete the trunk line and a very important trunk line will be completed for transportation system in this district.

Expenditure: Alaska Road Commission, \$265.00.

ACCOUNT NO. 90B—SHELTER CABINS, 2N

Trail	Location and I
8 Nome-Council	Fox River, cabin re
18 Kaltag-Solomon	Timber, cabin repair
18A Bonanza-Kotzebue	Ten Mile Creek, sh
41B Kotzebue-Pt. Barrow	dog barn built
42 Kotzebue-Pt. Barrow	Quartz Creek, shelte
47 Kotzebue-Pt. Barrow	Cape Lisburne, she
67 Kotlik-St. Michael	dog barn built
67 Nome-Teller	Point Romanoff, she
67C Teller-Mary's Igloo	Cape Wooley, dog b
	Douglas, dog barn
	Aglapuk, shelter c
	barn repaired

Total Expenditure: Territory of Alaska ...

DISTRIBUTION OF EXPENDITURE

Type	Miles*	Expendit
Wagon Road	257	\$80,756.
Sled Road	16	500.
Permanent Trail	1341½	8,746.
Flagged Trail	477½	2,569.

Totals

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

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work was made during the early spring of 1923 on the portages between Old Hamilton and Pilot Point. The road is now in fair condition.

Board Commission	\$115.00
of Alaska	150.00
	<hr/>
	\$265.00

STUYAHOK.....(11 MILES SLED ROAD)

This project. It consists of an eleven mile winter sled trail from the landing on the Yukon River across to the new diggings on Stuyahok which was cleared in the summer of 1921. None.

SEWARD PENINSULA RAILROAD.....(87 MILES)

Session Laws of Alaska, 1921, authorized the Road Commissioners for Alaska, with the consent of the Territorial Board of Road Commissioners, the Seward Peninsula Railroad extending from Nome for use as a public tram and highway. This road for many years, following its abandonment, had been used as the main overland artery of the Kougarak mining district and the other parts on the northern portion of the Seward Peninsula of the bridges and washed out portions of track of public interest and could be accomplished provided publicly acquired.

A plan and inventory of this road was made by Mr. competent civil engineer, engaged for the purpose. After Mr. Blake's examination negotiations were made with the Pioneer Mining & Ditch Company, the owners of the Seward Peninsula Railroad. These negotiations, in reference to the conveyance and price, continued until October 3, 1922, when the railroad was purchased for \$24,000.00. In the purchase were certain blocks of real estate within the district. An agreement was incorporated in the instrument stating that the mining company would restore the right-of-way at any location disturbed by them in the course of their mining operations.

At once taken possession of by a representative of the Board at Nome and a considerable amount of work for its final rehabilitation was obtained during the fall of 1922.

Rehabilitation was inaugurated during the past season. Preparation was necessary in the way of assembling

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personnel and equipment. The rolling stock was in very poor condition and it was necessary to rebuild cars suitable for the work.

42 miles or approximately one-half of the total line was placed in good operating condition for the comparatively light loads passing over it.

This work consisted first of realignment and resurfacing the track. In many instances the roadbed had been washed entirely away. In these places the track was thrown over alongside the trench washed out. All the track is now in good condition over the distance covered. Ties were renewed where necessary.

All the small bridges were repaired. One 150 foot Howe truss span on fir pile foundations was erected over Nome River, Mile 14. This bridge was built entirely of fir lumber transferred to the Board from the abandoned Army Post at St. Michael.

A sixty-foot temporary bridge was built across Charette Creek, Mile 65.

The 600-foot trestle over Dry Creek, one-half mile from Nome, was practically rebuilt. This trestle was badly out of line and a number of bents were entirely washed away. Thirty bents were replaced and the trestle realigned and surfaced, placing it in good condition.

All the bridges and trestles were planked between the rails to allow the use of horses for pulling the cars. This method of traction is very slow however, and the purchase of a light gasoline locomotive is contemplated.

Next season's work will complete the rehabilitation of this route and a very important trunk line will be added to the transportation system in this district.

Expenditure: Alaska Road Commission, \$32,653.85.

ACCOUNT NO. 90B—SHELTER CABINS, 2ND. DIVISION.

Trail	Location and Description	Cost
8 Nome-Council	Fox River, cabin repaired	\$ 6.50
	Timber, cabin repaired	65.00
18 Kaltag-Solomon	Ten Mile Creek, shelter cabin and dog barn built	500.00
18A Bonanza-Kotzebue	Quartz Creek, shelter cabin built	290.00
41B Kotzebue-Pt. Barrow	Cape Lisburne, shelter cabin and dog barn built	674.92
42 Kotlik-St. Michael	Point Romanoff, shelter cabin built	275.00
67 Nome-Teller	Cape Wooley, dog barn built; Cape Douglas, dog barn built	337.90
67C Teller-Mary's Igloo	Agiapuk, shelter cabin and dog barn repaired	100.00

Total Expenditure: Territory of Alaska\$2,249.32

DISTRIBUTION OF EXPENDITURES.

Type	Miles*	Expenditures	Unit Cost Dollars per Mile
Wagon Road	257	\$80,756.21	\$214.61
Sled Road	16	500.00	31.25
Permanent Trail	1341½	8,746.12	6.52
Flagged Trail	477½	2,569.37	5.33
Totals	2092	\$92,571.70	\$ 44.25

(*—Includes only routes maintained during fiscal year.

SUMMARY OF FUNDS EXPENDED BY DISTRICTS.

District	CO-OPERATIVE FUNDS		
	Federal	Territorial	Total
Juneau Headquarters			
Southeastern	\$ 31,546.84	\$ 20,500.00(a)	\$ 52,046.84
Eagle			
Bethel	2,834.32	3,583.45	6,417.77
Valdez	18,678.99	3,000.00	21,678.99
Chitina			
Fairbanks	738.64	2,440.00(c)	3,178.64
Nenana	30,978.37	5,328.00	36,306.37
Southwestern	26,268.16	14,158.45	40,426.61
Kuskokwim	29,448.87	7,472.00	36,920.87
Nome	58,977.47	35,843.55(b)	94,821.02
Totals	\$199,470.66	\$ 92,325.45	\$291,796.11

(a)—Includes \$500.00 contributed by National Park Service.

(b)—Includes refund of \$635.78.

(c)—Includes \$540.00 contributed by Stewart and Denhart.

District	TOTAL FUNDS		
	Construction	Maintenance	Total
Juneau Headquarters	\$ 10,000.00	\$ 16,634.87	\$ 26,634.87
Southeastern	36,301.20	15,744.64	52,045.84
Eagle		9,458.43	9,458.43
Bethel	7,991.17		7,991.17
Valdez	45,054.95	25,681.41	70,736.36
Chitina	99,724.44	113,653.14	213,377.58
Fairbanks	136,880.73	91,234.10	228,114.83
Nenana	24,302.08	26,996.15	51,298.23
Southwestern	79,043.49	43,248.36	122,291.85
Kuskokwim	37,424.08	21,913.39	59,337.47
Nome	13,638.39	81,182.63	94,821.02
Totals	\$490,360.53	\$445,747.12	\$936,107.65*

*—Includes \$413.05 General Accounting Office Settlements.

SPECIAL REPORTS.

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

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

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

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

From Shelton to Dahl, extension of the Nome-Shelton tramway, 12 miles, at \$12,600 per mile	\$150,000
From Dahl to Innachuk, improvement of winter trail to summer trail standard, including bridges, 65 miles, at \$3,000 per mile	195,000
From Innachuk to Candle Creek, construction of a tramway, 30 miles at \$13,500 per mile	505,000
Total	\$750,000

Maintenance is to be provided for by funds, supplemented by contributions from the above report was referred to the territories on December 20, 1922. House Joint resolution for the improvement of the system of overland communication on the Seward Peninsula, Alaska, in accordance with the recommendation of the Committee on Territories reported out by the Committee on the Territories on April 18, 1923. The recommendation that it do pass on April 18, 1923, was reported to the Committee of the Whole House on

INVESTIGATION AND REPORT REQUIRED BY THE ACT OF CONGRESS APPROVED MARCH 2, 1923.

In compliance with the following item of the Act of Congress approved March 2, 1923:

"For cost of survey and the preparation of estimates for a Government Dock at Nome, Alaska, \$600."

The Board made the necessary survey and report on the feasibility of the project for approach to the upland. Plans are being prepared and report will be submitted shortly after the close of the fiscal year.

The expenditure of \$600 is included in the report of the Board of the Office.

STATEMENT OF RECEIPTS AND DISBURSEMENTS.

This report covers vouchers received from the courts, including June 30, 1924.

RECEIPTS

Balance on Hand July 1, 1923	
Received since from:	
Transfers from Officers	
War Warrant	
Sales, etc., Alaska Fund	
Refunds, Contributed Funds	
Refunds, War Dept. Acts	
Refunds, Increase of Compensation	
Contribution from City of Nome	
Total	

DEDUCTIONS:

Deposited to credit Treasurer of United States	
Balance on hand close of f. y. 1923	
Sales, etc., Alaska Fund	
Refund, Contributed Funds	
Refund, War Dept. Acts	
Refund, Increase of Compensation	
Deposit contribution of City of Nome	

DISBURSEMENTS.

Disbursed as per tabulated statement below	
Balance on Hand in Army Account of Advances	
Net Total	

*—Does not include \$413.05 charged against the direct U. S. Treasury Settlement, nor \$14,000 Alaska Railroad by direct interchange of services with the Alaska Railroad furnished free passenger transportation amounting to \$30,464.93.

EXPENDITURES IN DETAIL.

FEDERAL APPROPRIATIONS AND "ALASKA FUND" AND FUNDS CONTRIBUTED BY THE TERRITORY OF ALASKA AND OTHERS.

Acct. No.	Name of Route	Construction	Maintenance	Totals
3A	Haines-Wells		\$ 7,642.49	\$ 7,642.49
3B	Pleasant Camp Extension, 1st Sec.	18,076.00	1,900.00	19,976.00
	Pleasant Camp Extension, 2nd Sec.	15,500.20	1,600.00	17,100.20
3C	Porcupine Extension	700.00	305.69	1,005.69
3D	Haines-Mud Bay		2,104.41	2,104.41
4BA	Valdez-Ptarmigan Drop, 1st Sec.	8,826.00	10,500.00	19,326.00
	Valdez-Ptarmigan Drop, 2nd Sec.	4,200.20	6,000.00	10,200.20
4BB	Ptarmigan Drop-Ernestine		6,340.35	6,340.35
4C	Ernestine-Willow Creek		11,912.79	11,912.79
4D	Willow Creek-Gulkana, 1st Sec.	1,280.00	12,800.00	14,080.00
	Willow Creek-Gulkana, 2nd Sec.	700.52	12,400.00	13,100.52
4E	Gulkana-Sourdough, 1st Sec.	6,400.89	5,750.00	12,150.89
	Gulkana-Sourdough, 2nd Sec.	5,140.00	5,000.00	10,140.00
4F	Sourdough-Mile 168, 1st Sec.	9,742.41	4,600.00	14,342.41
	Sourdough-Mile 168, 2nd Sec.	9,840.00	4,400.00	14,240.00
4G	Mile 168 Post-Delta River	6,730.62	11,400.00	18,130.62
4HI	Delta River-Rapids, 1st Sec.	13,217.63	6,250.00	19,467.63
	Delta River-Rapids, 2nd Sec.	13,200.00	6,300.00	19,500.00
4H2	Rapids-Grundler		16,224.11	16,224.11
4I	Grundler-Richardson, 1st Sec.	10,134.19	5,250.00	15,384.19
	Grundler-Richardson, 2nd Sec.	10,300.00	5,000.00	15,300.00
4J	Richardson-Salchaket	3,786.74	9,000.00	12,786.74
4K	Salchaket-Fairbanks, 1st Sec.	9,230.00	7,000.00	16,230.00
	Salchaket-Fairbanks, 2nd Sec.	9,650.73	6,500.00	16,150.73
	Salchaket-Fairbanks, 3rd Sec.	9,550.00	6,500.00	16,050.00
5A	Dunbar-Ft. Gibbon	500.00	1,047.00	1,547.00
6A	Willow Creek-Tonsina	2,898.05	12,000.00	14,898.05
6B	Tonsina-Chitina	7,821.91	12,000.00	19,821.91
7A	Summit-Chatanika	5,127.79	3,300.00	8,427.79
7C	Summit-Fairbanks Creek		187.00	187.00
7D	Ester Creek		100.00	100.00
7G	Fairbanks-Gilmore	1,885.58	3,900.00	5,785.58
7I	Gilmore-Summit	526.20	1,800.00	2,326.20
7J	Fairbanks-Chena Hot Springs		3,014.22	3,014.22
7V	Wireless Road		342.00	342.00
8	Nome-Council, 1st Sec.	1,200.00	9,000.00	10,200.00
	Nome-Council, 2nd Sec.	1,144.87	9,000.00	10,144.87
9	Rampart-Eureka		1,280.00	1,280.00
11A	Eagle-O'Brien Creek		4,670.05	4,670.05
11B	O'Brien Creek-Fortymile		122.64	122.64
11C	Steel Creek-Jack Wade		60.00	60.00
11E	Eagle-Seventymile		1,406.53	1,406.53
11G	Steel Creek-Moose Creek		35.00	35.00
11H	Liberty Cabin-Dome		381.84	381.84
13A	Nome-Bessie		3,337.06	3,337.06
13B	Bessie-Banner		2,526.30	2,526.30
13C	Bessie-Little Creek		666.01	666.01
13F	Nome-Osborne	3,000.00	2,674.85	5,674.85
13K	Bessie-Buster		337.07	337.07
14A	Sitka-National Monument	500.00	1,094.85	1,594.85
14B	Sitka-National Cemetery		230.25	230.25
15	Circle-Miller House		3,482.90	3,482.90
16	Chatanika-Miller House, 1st Sec.	15,700.00	2,500.00	18,200.00
	Chatanika-Miller House, 2nd Sec.	15,741.00	2,500.00	18,241.00
	Chatanika-Miller House, 3rd Sec.	14,720.62	2,500.00	17,220.62
	Chatanika-Miller House, 4th Sec.	14,848.19		14,848.19
17	Ft. Gibbon-Kaltag		1,759.74	1,759.74
18	Kaltag-Solomon		2,485.00	2,485.00
18A	Bonanza-Kotzebue		232.00	232.00
18B	Golovin-Council		64.00	64.00
20B	Susitna-Rainy Pass		800.00	800.00
20C	Rainy Pass-Big River	2,500.00	1,300.00	3,800.00
20DB	Ophir-Dishaket		260.00	260.00
21	Unalakleet-St. Michael		400.00	400.00
22	Hot Springs-Sullivan Cr.		5,760.90	5,760.90
23A	Olnes-Beaver	2,549.64	1,200.00	3,749.64

EXPENDITURES IN DETAIL.

Acct. No.	Name of Route	Construction
23B	Beaver-Caro	3,607.64
23C	Caro-Big Creek	
23D	Caro-Flat Creek	803.26
23E	Caro-Coldfoot	6,119.15
25A	Cripple River	
25B	Penny River	
25D	Mouth of Center Creek	
25E	Submarine Paystreak	
25F	Anvil Glacier	
25G	Snake River Extension	
26	Candle-Candle Creek	
27	Deering-Inmachuk	
28A	Nome-Taylor	
29B	Alatna-Shungnak	2,397.25
30	Hot Springs Landing-Eureka	
31	Caribou Creek	
32A	Takotna-Flat (Summer)	
32AC	Candle Creek-Takotna	
32B	Iditarod-Flat	
32C	Ophir-Iditarod (Winter)	5,000.00
33C	Flat City-Flat Creek	
35A	Archangel Extension	
35C	Palmer-Matanuska River	6,037.35
35D	Willow Creek Extension	6,546.19
35E	Wasilla-Fishhook	
35F	Wasilla-Knik	3,495.99
35H	Wasilla-Finger Lake	
35J	Wasilla-Matanuska	1,500.00
35K	Matanuska-Trunk Road	
35O	Fishhook-Goldmint	
36	Vaidez-Mineral Creek	
38A	Ruby-Long Creek	
38B	Poorman-Cripple	
38C	Ophir-Cripple	
38D	Ophir-Takotna, 1st Sec.	8,000.00
	Ophir-Takotna, 2nd Sec.	3,577.40
38E	Long-Poorman (Summer)	4,093.98
38EE	Long-Poorman (Winter)	
38G	Takotna Landing	
40	Douglas-Gastineau Channel	7,374.68
40A	Hawk Inlet Trail	
41A	Kotzebue-Shungnak	25.00
42	St. Michael-Kotlik	
46	Kobi-Eureka	
46A	Roosevelt-Kantishna	
46C	Nenana-Knight's Roadhouse	11,843.47
46D	McKinley Park Trail	
46E	Diamond-Telida	3,301.49
46G	Kobi-Bonifield	
47	Coldfoot-Wiseman	538.73
49	Davidson's Landing-Taylor	1,942.61
51	Talkeetna-Cache Creek, 1st Sec.	11,413.12
	Talkeetna-Cache Creek, 2nd Sec.	11,300.00
53	Eagle-Circle	
55	Kenai-Russian River	4,698.71
57	McCarthy-Nizina	16,355.24
57A	Nizina River Bridge	14,197.58
59	Fairbanks Bridge	
61	Strelina-Kuskulana	
61A	Kotsina-Reconnaissance	475.93
62	Dime Creek-Corduoy	
63	Dunbar-Brooks	
63B	Brooks-Amy Creek	
65A	Gulkana-Chistochina, 1st Sec.	11,000.00
	Gulkana-Chistochina, 2nd Sec.	11,752.41
65D	Ketchumstuk-Tanana Crossing	
65E	Chicken-Ketchumstuk	
65F	Grundler-Tanana Crossing	1,000.00
67	Nome-Teller	
67B	Teller-Bluestone	
67C	Teller-Marv's Igloo	383.50
68	Flazing Trails	796.00
73A	Kotlik-Marshall	

REPORT ALASKA ROAD COMMISSION.

ANNUAL REPORT ALASKA ROAD COMMISSION. 157

EXPENDITURES IN DETAIL.

EXPENDITURES IN DETAIL—(Continued.)

OPERATIONS AND "ALASKA FUND" AND FUNDS THE TERRITORY OF ALASKA AND OTHERS.

Route	Construction	Maintenance	Totals
Extension, 1st		\$ 7,642.49	\$ 7,642.49
Extension, 2nd.	18,076.00	1,900.00	19,976.00
Extension, 1st Sec.	15,500.20	1,600.00	17,100.20
Extension, 2nd Sec.	700.00	305.69	1,005.69
Extension, 1st Sec.	8,826.00	2,104.41	10,930.41
Extension, 2nd Sec.	4,200.20	10,500.00	14,700.20
Ernestine		6,340.35	6,340.35
Law Creek		11,912.79	11,912.79
Gulkana, 1st Sec.	1,280.00	12,800.00	14,080.00
Gulkana, 2nd Sec.	700.52	12,400.00	13,100.52
Wade, 1st Sec.	6,400.89	5,750.00	12,150.89
Wade, 2nd Sec.	5,140.00	5,000.00	10,140.00
Wade, 1st Sec.	9,742.41	4,600.00	14,342.41
Wade, 2nd Sec.	9,840.00	4,400.00	14,240.00
Delta River	6,730.62	11,400.00	18,130.62
Rapids, 1st Sec.	13,217.63	6,250.00	19,467.63
Rapids, 2nd Sec.	13,200.00	6,300.00	19,500.00
Ernestine		16,224.11	16,224.11
Ernestine, 1st Sec.	10,134.19	5,250.00	15,384.19
Ernestine, 2nd Sec.	10,300.00	5,000.00	15,300.00
Chukot	3,786.74	9,000.00	12,786.74
Chukot, 1st Sec.	9,230.00	7,000.00	16,230.00
Chukot, 2nd Sec.	9,650.73	6,500.00	16,150.73
Chukot, 3rd Sec.	9,550.00	6,500.00	16,050.00
Chukot	500.00	1,047.00	1,547.00
Tonsina	2,898.05	12,000.00	14,898.05
Tonsina	7,821.91	12,000.00	19,821.91
Tonsina	5,127.79	3,300.00	8,427.79
Tonsina Creek		187.00	187.00
Tonsina	1,885.58	3,900.00	5,785.58
Tonsina	526.20	1,800.00	2,326.20
Tonsina Hot Springs		3,014.22	3,014.22
Tonsina, 1st Sec.	1,200.00	9,000.00	10,200.00
Tonsina, 2nd Sec.	1,144.87	9,000.00	10,144.87
Tonsina		1,280.00	1,280.00
Tonsina Creek		4,670.05	4,670.05
Tonsina, Fortymile		122.64	122.64
Tonsina, Wade		60.00	60.00
Tonsina, Mile		1,406.53	1,406.53
Tonsina, Rose Creek		35.00	35.00
Tonsina, Dome		381.84	381.84
Tonsina		3,337.06	3,337.06
Tonsina		2,526.30	2,526.30
Tonsina Creek		566.01	566.01
Tonsina		2,674.85	2,674.85
Tonsina		337.07	337.07
Monument	500.00	1,094.85	1,594.85
Cemetery		230.25	230.25
House		3,482.90	3,482.90
House, 1st Sec.	15,700.00	2,500.00	18,200.00
House, 2nd Sec.	15,741.00	2,500.00	18,241.00
House, 3rd Sec.	14,720.62	2,500.00	17,220.62
House, 4th Sec.	14,848.19		14,848.19
Atag	1,759.74	2,570.00	4,329.74
Atag	364.70	2,485.00	2,849.70
Atag		232.00	232.00
Atag		64.00	64.00
Atag		800.00	800.00
Pass River	2,500.00	1,300.00	3,800.00
Pass River		260.00	260.00
Pass River		400.00	400.00
Michael		5,760.90	5,760.90
Hillivan Cr.	2,549.64	1,200.00	3,749.64

Acct. No.	Name of Route	Construction	Maintenance	Totals
23B	Beaver-Caro	3,607.64	1,875.00	5,482.64
23C	Caro-Big Creek		277.64	277.64
23D	Caro-Flat Creek	803.26	1,125.00	1,928.26
23E	Caro-Coldfoot	6,119.15	850.00	6,969.15
25A	Cripple River		254.00	254.00
25B	Penny River		98.00	98.00
25D	Mouth of Center Creek		75.00	75.00
25E	Submarine Paystreak		941.00	941.00
25F	Anvil Glacier		1,651.30	1,651.30
25G	Snake River Extension		2,040.50	2,040.50
26	Candle-Candle Creek		2,868.66	2,868.66
27	Deering-Inmachuk		4,016.49	4,016.49
28A	Nome-Taylor		250.00	250.00
29B	Alatna-Shungnak	2,397.25		2,397.25
30	Hot Springs Landing-Eureka		1,096.00	1,096.00
31	Caribou Creek		1,278.64	1,278.64
32A	Takotna-Flat (Summer)		1,650.04	1,650.04
32AC	Candle Creek-Takotna		1,033.20	1,033.20
32B	Iditarod-Flat	5,000.00	8,606.97	13,606.97
32C	Ophir-Iditarod (Winter)		864.50	864.50
33C	Flat City-Flat Creek		100.00	100.00
35A	Archangel Extension	6,037.35	2,000.00	8,037.35
35C	Palmer-Matanuska River		141.51	141.51
35D	Willow Creek Extension	6,546.19	3,500.00	10,046.19
35E	Wasilla-Fishhook		6,834.43	6,834.43
35F	Wasilla-Knik	3,495.99	4,500.00	7,995.99
35H	Wasilla-Finger Lake		2,345.60	2,345.60
35J	Wasilla-Matanuska	1,500.00	2,104.54	3,604.54
35K	Matanuska-Trunk Road		1,013.35	1,013.35
35O	Fishhook-Goldmint		210.00	210.00
36	Valdez-Mineral Creek		2,924.56	2,924.56
38A	Ruby-Long Creek		5,594.02	5,594.02
38B	Poorman-Cripple		203.00	203.00
38C	Ophir-Cripple		140.00	140.00
38D	Ophir-Takotna, 1st. Sec.	3,000.00	3,000.00	11,000.00
38D	Ophir-Takotna, 2nd. Sec.	3,577.40	2,400.00	10,977.40
38EE	Long-Poorman (Summer)	4,093.98	750.00	4,843.98
38EE	Long-Poorman (Winter)		60.00	60.00
38G	Takotna Landing	7,374.68	900.00	8,274.68
40	Douglas-Gastineau Channel		179.80	179.80
40A	Hawk Inlet Trail	25.00		25.00
41A	Kotzebue-Shungnak		965.00	965.00
42	St. Michael-Kotlik		174.00	174.00
46	Kobi-Eureka		349.99	349.99
46A	Roosevelt-Kantishna	11,843.47	4,500.00	16,343.47
46C	Nenana-Knight's Roadhouse		151.60	151.60
46D	McKinley Park Trail	3,301.49	960.00	4,261.49
46E	Diamond-Telida		398.52	398.52
46G	Kobi-Bonifield	538.73		538.73
47	Coldfoot-Wiseman	1,942.61	600.00	2,542.61
49	Davidson's Landing-Taylor		4,221.25	4,221.25
51	Talkeetna-Cache Creek, 1st. Sec.	11,413.12	5,000.00	16,413.12
51	Talkeetna-Cache Creek, 2nd. Sec.	11,300.00	5,000.00	16,300.00
53	Eagle-Circle		412.51	412.51
55	Kenai-Russian River	4,698.71	560.00	5,258.71
57	McCarthy-Nizina	16,355.24	2,700.00	19,055.24
57A	Nizina River Bridge	14,197.58	2,500.00	16,697.58
59	Fairbanks Bridge		5,227.59	5,227.59
61	Strelina-Kuskuluna		1,056.85	1,056.85
61A	Kotsina-Reconnaissance	475.93		475.93
62	Dime Creek-Corduoy		150.00	150.00
63	Dunbar-Brooks		1,450.12	1,450.12
63B	Brooks-Amy Creek		610.00	610.00
65A	Gulkana-Chistochina, 1st. Sec.	11,000.00	1,200.00	12,200.00
65A	Gulkana-Chistochina, 2nd. Sec.	11,752.41	1,300.00	13,052.41
65D	Ketchumstuk-Tanana Crossing		189.00	189.00
65E	Chicken-Ketchumstuk		672.00	672.00
65F	Grundler-Tanana Crossing	1,000.00		1,000.00
67	Nome-Teller		1,486.92	1,486.92
67B	Teller-Bluestone		180.00	180.00
67C	Teller-Marv's Igloo	383.50		563.50
68	Flaming Trails	796.00	200.00	996.00
73A	Kotlik-Marshall		2,569.37	2,569.37
73A	Kotlik-Marshall		265.00	265.00

EXPENDITURES IN DETAIL—(Continued.)

Acct. No.	Name of Route	Construction	Maintenance	Totals
75	Anchorage-Eagle River	7,645.48	6,000.00	13,645.48
75D	Anchorage Warehouse		366.24	366.24
	Seward Depot		76.20	76.20
80A	McGrath-Takotna (Summer)		125.97	125.97
80A A	McGrath-Takotna (Winter)		100.00	100.00
80B	McGrath-Telida	5,500.00	729.71	6,229.71
80C	McGrath-Candle Creek		200.00	200.00
80G	Nixon Fcrk-Takotna (summer)		300.00	300.00
81	Good Creek-Salmon River	1,500.00	687.15	2,187.15
83	Talkeetna-Iron Creek		597.76	597.76
86	Fourth of July Creek		1,063.86	1,063.86
87	Woodchopper Creek		445.00	445.00
88	Govt. R. R.-Moose Creek		350.00	350.00
89A	Seward Peninsula Railroad, 1st. Sec.	2,500.00	13,853.85	16,353.85
	Seward Peninsula Railroad, 2nd. Sec.	2,500.00	13,800.00	16,300.00
90B	Shelter Cabins, 2nd. Divn.	1,749.32	500.00	2,249.32
90C	Shelter Cabins, 3rd. Divn.	1,750.00		1,750.00
90D	Shelter Cabins, 4th Divn.	4,597.00	728.00	5,325.00
92B	Bethel-Akiak	395.00		395.00
92C	Akiak-Russian Mission	1,584.00		1,584.00
92D	Bennett's Cut-Off	396.00		396.00
92F	Quinhagak-Goodnews	2,417.77		2,417.77
92G	Goodnews-Togiak	185.00		185.00
92H	Togiak-Nushagak	488.44		488.44
92I	Nushagak-Naknek	325.00		325.00
92J	Naknek-Egekik	210.00		210.00
92L	Kolmakof-Aniak	95.00		95.00
92M	Aniak-Tulusak	269.96		269.96
93	Chulitna Bridge	1,957.40	900.00	2,857.40
95	Kanatak-Becharof Lake	19,000.00	914.49	19,914.49
96	Chickaloon-King River	800.00	22.00	822.00
97	Suntrana Foot Bridge	326.30		326.30
100	Juneau Office	10,000.00	16,634.87	26,634.87
		\$490,360.53	\$445,747.12	\$936,107.65

EXPENDITURES IN DETAIL—CO

(Included in Preceding

FIRST DIVISION.

	Federal	
3A	Haines-Wells	
3B	Pleasant Camp Extension	\$ 2,642.48
3C	Porcupine Extension	25,576.20
3D	Haines-Mud Bay	505.63
14A	Sitka National Monument	1,104.41
14B	Sitka National Cemetery	594.85
40	Douglas-Gastineau Channel	130.25
40A	Hawk Inlet Trail	79.80
81	Good Creek-Salmon River	10.00
	Totals	\$ 31,545.84

(a)—Includes \$500.00 contributed by the Na

SECOND DIVISION.

	Federal	
8	Nome-Council	
13A	Nome-Bessie	\$ 10,484.87
13B	Bessie-Banner	1,337.06
13C	Bessie-Little Creek	926.30
13F	Nome-Osborne	366.01
13K	Bessie-Buster	1,680.62
18	Kaltag-Solomon	237.07
18A	Bonanza-Kotzebue	1,349.70
18B	Golovin-Council	132.00
21	Unalakleet-St. Michael	34.00
25A	Cripple River	150.00
25B	Penny River	104.00
25D	Mouth of Center Creek	38.00
25E	Submarine Paystreak	25.00
25F	Anvil Glacier	341.00
25G	Snake River Extension	651.30
26	Candle-Candle Creek	840.50
27	Deering-Inmachuk	1,368.66
28A	Nome-Taylor	1,516.49
41A	Kotzebue-Shungnak	100.00
42	St. Michael-Kotlik	365.00
49	Davidson's Landing-Taylor	74.00
62	Dime Creek Corduroy	1,721.25
67	Nome-Teller	50.00
67B	Teller-Bluestone	586.92
67C	Teller-Mary's Igloo	263.50
68	Flagging Trails	396.00
73A	Kotlik-Marshall	1,069.37
89A	Seward Peninsula Railroad	115.00
90B	Shelter Cabins, 2nd. Div.	32,653.85
	Totals	\$ 58,977.47

(b)—Includes refund of \$635.78.

THIRD DIVISION.

	Federal	
35H	Wasilla-Finger Lake	\$ 1,845.60
35J	Wasilla-Matanuska	2,604.54
35K	Matanuska-Trunk Road	513.35
36	Valdez-Mineral Creek	1,424.56
51	Talkeetna-Cache Creek	21,304.67
57A	Nizina River Bridge	16,697.58
61	Strelina-Kuskulana	556.85
90C	Shelter Cabins, 3rd Div.	
	Totals	\$ 44,947.15

FOURTH DIVISION.

	Federal	Territorial	Total
9 Rampart-Eureka	\$ 1,080.00	\$ 200.00	\$ 1,280.00
22 Hot Springs-Sullivan Cr.	5,360.90	400.00	5,760.90
30 Hot Springs Ldg-Eureka	696.00	400.00	1,096.00
31 Caribou Creek	738.64	540.00 (c)	1,278.64
32B Iditarod-Flat	12,706.97	900.00	13,606.97
32C Ophir-Iditarod (winter)	764.50	100.00	864.50
38A Ruby-Long Creek	5,094.02	500.00	5,594.02
38D Ophir-Tokotna (summer)	15,977.40	6,000.00	21,977.40
38E Long-Poorman (summer)	4,353.98	490.00	4,843.98
38EE Long-Poorman (winter)	50.00	10.00	60.00
46A Roosevelt-Kantishna	14,343.47	2,000.00	16,343.47
90D Shelter Cabins, 4th Div.		5,325.00	5,325.00
92B Bethel-Akiak	195.00	200.00	395.00
92C Akiak-Russian Mission	784.00	300.00	1,584.00
92D Bennett's Cut-off	195.00	200.00	395.00
92F Quinhagak-Goodnews	1,659.32	758.45	2,417.77
Totals	\$ 64,000.20	\$ 18,823.45 (c)	\$ 82,823.65

SUMMARY.

	Federal	Territorial	Total
First Division	\$ 31,545.84	\$ 20,500.00	\$ 52,045.84
Second Division	58,977.47	35,843.55	94,821.02
Third Division	44,947.15	17,158.45	62,105.60
Fourth Division	64,000.20	18,823.45	82,823.65
Grand Totals	\$199,470.66	\$ 92,325.45	\$291,796.11

(c)—Contributed by Stewart and Denhart.

DISTRIBUTION OF EXPENDITURES.

0111 Salaries	\$ 45,744.64
0112 Wages	365,804.71
0200 Stationery	1,036.85
02011 Printed forms and Letterheads	324.68
02012 Sundry Office Supplies	1,024.72
0210 Medical and Hospital Supplies	92.20
0220 Educational Supplies	29.10
0230 Fuel	17,849.63
0240 Wearing Apparel, etc.	75.30
0250 Forage	20,278.51
0260 Provisions	85,380.24
0270 Powder, explosives, etc.	4,485.66
0280 Sundry Supplies, Inc. Lubricants, etc.	9,075.69
0290 Construction Materials	35,687.98
0300 Subsistence (persons)	33,920.17
0400 Subsistence (animals) and care of animals	730.55
0500 Telegraph	442.00
0510 Telephone	887.33
0520 Other Communication Service Inc. P. O. Box Rent	106.85
0600 Travel Expense (Inc. Transp. Persons)	15,225.69
0700 Transportation of Freight	72,157.56
0800 Printing and Binding	695.20
0810 Lithographing, engraving, etc.	68.11
0830 Photographing, Making Prints, etc.	75.31
1000 Heat, Light, Water, and Power Service	1,064.58
1100 Rent of Buildings and Structures	2,035.00
1110 Rent of Equipment, inc. Animals	43,830.35
1200 Repair and Maintenance, Equipment	60,076.84
1306 Special and Miscellaneous Current Expense	2,272.27
3010 Equipment (Furniture and Fixtures)	2,950.31
3020 Equipment (Educational)	
3040 Equipment (Live Stock)	4,660.70
3050 Equipment (Other)	34,432.33
3210 Other Structures	27,851.23
Increase of Compensation	\$890,432.29
	45,675.36
Total	\$936,107.65

DISTRIBUTION BY APPROPRIATION

From appropriations for support of War Department	
F.Y. 1922, Act of June 30, 1921	
F.Y. 1922-23, Act of June 30, 1922	
F.Y. 1923-24, Act of March 2, 1923—Roads	
F.Y. 1923-24, Act of March 2, 1923—Juneau Dock	
F.Y. 1924-25, Act of June 7, 1924	
From Increase of Compensation, War Department:	
F.Y. 1923, Act of June 29, 1922	
F.Y. 1924, Act of March 4, 1923	
From the Alaska Fund, Act of Jan. 27, 1905 as amended	
From Contributed Funds, Act of June 30, 1921:	
National Park Service, Sitka National Monument	
Stewart & Denhart, Caribou Trail	
Territory of Alaska, Shelter Cabins	
Territory of Alaska, Roads, Bridges and Trails	
Total	

DISTRIBUTION OF WAR DEPARTMENT APPROPRIATION BY PROCUREMENT AUTHORITY NUMBER

Act of March 2, 1923:		
Authority No.		
"Eng.311P-4686-A34"	\$112,948.55	Construction
4687	203,417.70	Maintenance
4688		Report on
		nection h
		ton System
		ed on Ku
'4689	1,798.10	Travel Exp
		(Reimburs
'4691	72,856.10	Subsistence
		mals.)
4692	31,973.48	Transportati
		mals and
4693	748.38	Rent and S
4694	1,245.89	Sundry Off
		Equipment
		ery.
4696	74,469.96	Field Equipr
4697	77.25	Telephone an
4698	4,566.82	Incidental
		change.
4699	24,357.32	Salaries.
4701	31,613.06	Wages.
Total	\$560,072.61*	

*—Includes refund account correction of vouchers

PORT ALASKA ROAD COMMISSION.

FOURTH DIVISION.

	Federal	Territorial	Total
	\$ 1,080.00	\$ 200.00	\$ 1,280.00
.....	5,360.90	400.00	5,760.90
.....	696.00	400.00	1,096.00
.....	738.64	540.00(c)	1,278.64
.....	12,706.97	900.00	13,606.97
.....	764.50	100.00	864.50
.....	5,094.02	500.00	5,594.02
.....	15,977.40	6,000.00	21,977.40
.....	4,353.98	490.00	4,843.98
.....	50.00	10.00	60.00
.....	14,343.47	2,000.00	16,343.47
.....	195.00	5,325.00	5,325.00
.....	784.00	200.00	395.00
.....	196.00	800.00	1,584.00
.....	1,659.32	200.00	396.00
.....		758.45	2,417.77
Totals	\$ 64,000.20	\$ 18,823.45(c)	\$ 82,823.65

SUMMARY.

	Federal	Territorial	Total
.....	\$ 31,545.84	\$ 20,500.00	\$ 52,045.84
.....	58,977.47	35,843.55	94,821.02
.....	44,947.15	17,158.45	62,105.60
.....	64,000.20	18,823.45	82,823.65
Totals	\$199,470.66	\$ 92,325.45	\$291,796.11

by Stewart and Denhart.

DISTRIBUTION OF EXPENDITURES.

.....	\$ 45,744.64
.....	365,804.71
.....	1,036.85
.....	334.68
.....	1,024.72
.....	92.20
.....	29.10
.....	17,849.63
.....	75.30
.....	20,278.51
.....	85,380.24
.....	4,485.66
.....	9,075.69
.....	35,687.98
.....	33,920.17
.....	780.55
.....	442.00
.....	887.33
.....	106.85
.....	15,225.69
.....	72,157.56
.....	695.20
.....	68.11
.....	75.31
.....	1,064.58
.....	2,035.00
.....	43,830.35
.....	60,076.84
.....	2,272.27
.....	2,950.31
.....	4,660.70
.....	34,432.33
.....	27,851.23
.....	
.....	\$890,432.29
.....	45,675.36
Increase of Compensation	
Total	\$936,107.65

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DISTRIBUTION BY APPROPRIATIONS.

From appropriations for support of War Department:	
F.Y. 1922, Act of June 30, 1921	\$ 61.44
F.Y. 1922-23, Act of June 30, 1922	1,792.81
F.Y. 1923-24, Act of March 2, 1923—Roads	560,072.61
F.Y. 1923-24, Act of March 2, 1923—Juneau Dock	600.00
F.Y. 1924-25, Act of June 7, 1924	167,896.31
From Increase of Compensation, War Department:	
F.Y. 1923, Act of June 29, 1922	3,988.95
F.Y. 1924, Act of March 4, 1923	41,686.41
From the Alaska Fund, Act of Jan. 27, 1905 as amended	67,683.67
From Contributed Funds, Act of June 30, 1921:	
National Park Service, Sitka National Monument	500.00
Stewart & Denhart, Caribou Trail	540.00
Territory of Alaska, Shelter Cabins	9,324.32
Territory of Alaska, Roads, Bridges and Trails	81,961.13
Total	\$936,107.65

DISTRIBUTION OF WAR DEPARTMENT APPROPRIATIONS BY PROCUREMENT AUTHORITY NUMBERS.

Act of March 2, 1923:	Authority No.		
"Eng.311P-4686-A34"		\$112,948.55	Construction Work.
4687		203,417.70	Maintenance and Repair Work.
4688			Report on Transportation Connection between Nome-Shelton System and Coal Deposited on Kugruk River.
4689	1,798.10		Travel Expenses of Officers, (Reimbursement of)
4691	72,856.10		Subsistence (Persons and animals.)
4692	31,973.48		Transportation, (Persons, Animals and Freight.)
4693	748.38		Rent and Storage.
4694	1,245.89		Sundry Office Supplies and Equipment, including Stationery.
4696	74,469.96		Field Equipment and Material.
4697	77.25		Telephone and Telegraph.
4698	4,566.82		Incidental expense, inc. exchange.
4699	24,357.32		Salaries.
4701	31,613.06		Wages.
Total		\$560,072.61*	

*—Includes refund account correction of vouchers of \$664.93.

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

Approved May 4, 1923.

Fiscal Year 1924:		
Shelter Cabins	\$ 15,000.00	
Public Roads, etc. (refunds \$635.78)	91,961.13	106,961.13
Total Territory		\$502,996.29

2. By Others:

Fiscal Year 1922:		
City of Valdez	\$ 220.02	
City of Wrangell	500.00	
City of Sitka	500.00	
Alpine Club of Skagway	463.75	1,683.77

Fiscal Year 1923:		
City of Valdez	\$ 601.83	
City of Juneau	777.71	1,379.54

Fiscal Year 1924:		
Stewart & Denhart	\$ 540.00	
National Park Service	500.00	
City of Nome	3,500.00	4,540.00

Total Contributed Funds\$510,599.60

III. EXPENDITURE OF OTHER FUNDS BY THE BOARD

Fiscal Year 1920 and prior years

Fiscal Year 1921:

1. For the Territory of Alaska:
Kuskulana Bridge

2. For the Chief of Engineers, U. S. Army:
Rivers and Harbors, Fish Traps, etc.

Total

Fiscal Year 1922:

1. For the Territory of Alaska:
Chairman, 3rd Division

2. For the Quartermaster General, U. S. Army:
Ft. Wm. H. Seward water supply

3. For the Chief of Engineers, U. S. Army:
Rivers and Harbors, Fish Traps, etc.

Total

Fiscal Year 1923:

1. For the Territory of Alaska:
Chairman, 3rd Division

2. For the Chief of Engineers, U. S. Army:
Rivers and Harbors, Fish Traps, etc.

3. For The Alaska Railroad

Total

Fiscal Year 1924:

1. For the Territory of Alaska:
Chairman, 3rd Division

Account No.	Name	Miles
	Overhead	
10B	Seward-Nash	2½
35B	Palmer-Mile 26½	8½
35Q	Edlund Road	½
55	Kenai-Russian River	60
61	Strelina-Kuskulana	16
75	Anchorage-Eagle River	13½
75A	Anchorage-Lake Spenard	4
75B	Whitney Road	6
75C	Chester Creek Boat Landing	1
98A	Bull River Bridge and Trail	4½

Totals116½

REPORT ALASKA ROAD COMMISSION.

I. CONTRIBUTED FUNDS.

CONGRESS APPROVED JUNE 30, 1921, ALASKA SPECIAL FUND.

Summary:

Approved April 21, 1919, Bridges, Trails and Ferries.

.....	\$115,517.94	
.....	85,746.61	\$201,264.55
1921, Public Roads, Bridges and Ferries.		
.....	\$ 28,000.00	
.....	43,237.28	
..... (includes \$20.45 refund)	88,533.33	159,770.61
1921, Nizina River Bridge.		
.....	\$ 5,000.00	
.....	20,000.00	25,000.00
1921, Shelter Cabins.		
.....	\$ 6,500.00	
.....	3,500.00	10,000.00
1923.		
.....	\$ 15,000.00	
..... Cabins	91,961.13	106,961.13
..... Roads, etc. (refunds \$635.78)		
.....		\$502,996.23
1922:		
..... Valdez	\$ 220.02	
..... Wrangell	500.00	
..... Sitka	500.00	
..... Club of Skagway	463.75	1,683.77
1923:		
..... Valdez	\$ 601.83	
..... Juneau	777.71	1,379.54
1924:		
..... Denhart	\$ 540.00	
..... Park Service	500.00	
..... Nome	3,500.00	4,540.00
Total Contributed Funds		\$510,599.60

ANNUAL REPORT ALASKA ROAD COMMISSION. 165

III. EXPENDITURE OF OTHER FUNDS SUPERVISED BY THE BOARD.

Fiscal Year 1920 and prior years	.....	\$ 537,334.45
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, 3rd Division	.....	\$ 10,855.72
Chairman, 4th Division	.....	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
3. For The Alaska Railroad	.....	\$1,590,570.09
Total	.....	\$1,662,298.69
Fiscal Year 1924:		
1. For the Territory of Alaska:		
Chairman, 3rd Division	.....	\$ 14,993.86

Account No.	Name	Miles	Expenditure
	Overhead		\$ 30.00
10B	Seward-Nash	2½	4,814.20
35B	Palmer-Mile 26½	8½	867.08
35Q	Edlund Road	½	994.29
55	Kenai-Russian River	60	359.25
61	Strelina-Kuskulana	16	1,499.98
75	Anchorage-Eagle River	13½	564.57
75A	Anchorage-Lake Spenard	4	2,552.53
75B	Whitney Road	6	1,213.15
75C	Chester Creek Boat Landing	1	500.00
93A	Bull River Bridge and Trail	4½	1,598.81
Totals			116½ \$ 14,993.86

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Chairman, 4th Division\$ 20,000.50

Account No.	Name	Miles	Expenditure
	Overhead		\$ 70.00
7A	Summit-Chatanika	11	500.00
7B	Fox-Olnes (Includes Dome Cr.).....	13	2,112.00
7C	Summit-Fairbanks Creek	13	1,500.00
7D	Ester Creek	13	4,955.00
7DA	College Spur	½	500.00
7GA	Lazelle Road	2½	186.00
7H	Little Eldorado	6	1,500.00
7J	Fairbanks-Chena Hot Springs	64	314.00
7K	Olnes-Livengood	54	288.00
7N	Farmers' Birch Hill	9	3,145.00
7NA	Isabelle Creek	2	150.00
7T	Farmer's Chena Slough	4½	1,000.00
15A	Central House-Circle Hot Spgs. 9		1,200.50
23A	Olnes-Beaver	115	2,580.00
	Total	316½	\$ 20,000.50
	Tolovana Tram Road.....		\$ 6,400.00

2. For the Chief of Engineers, U. S. Army:

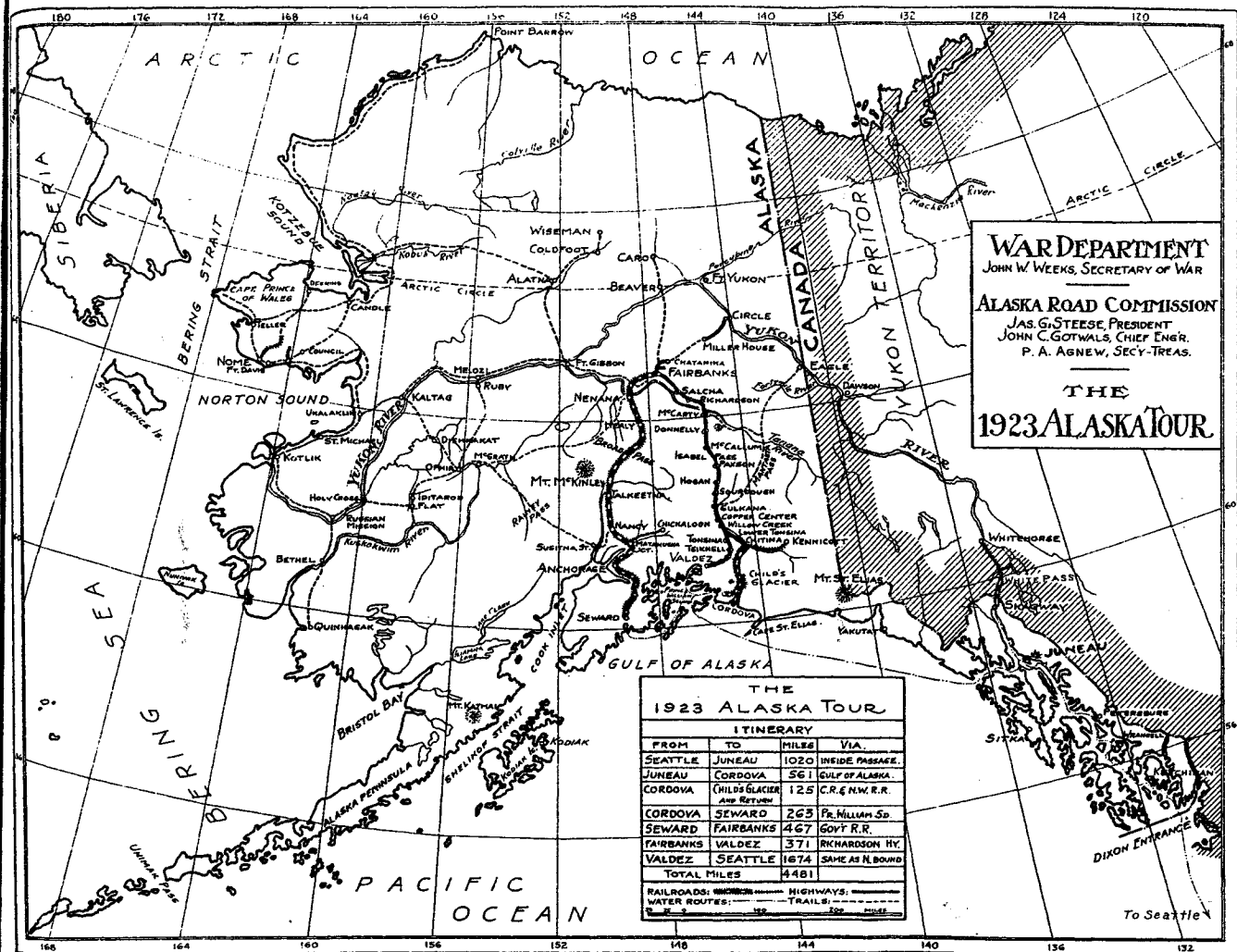
Rivers and Harbors, Fish Traps, etc.	\$ 37,802.90
Improvement of Nome Harbor	\$ 17,890.03
Improvement of Wrangell Harbor	6,325.46
Survey of Tolovana River	300.00
Preliminary Examination of Yukon-Kuskokwim Portage	2,972.15
Preliminary Examination of Gastineau Channel and adjacent waters.....	53.00
Investigation of Port Facilities	25.00
Public Hearings, Fish Traps, etc.	10,237.26
Total	\$ 37,802.90

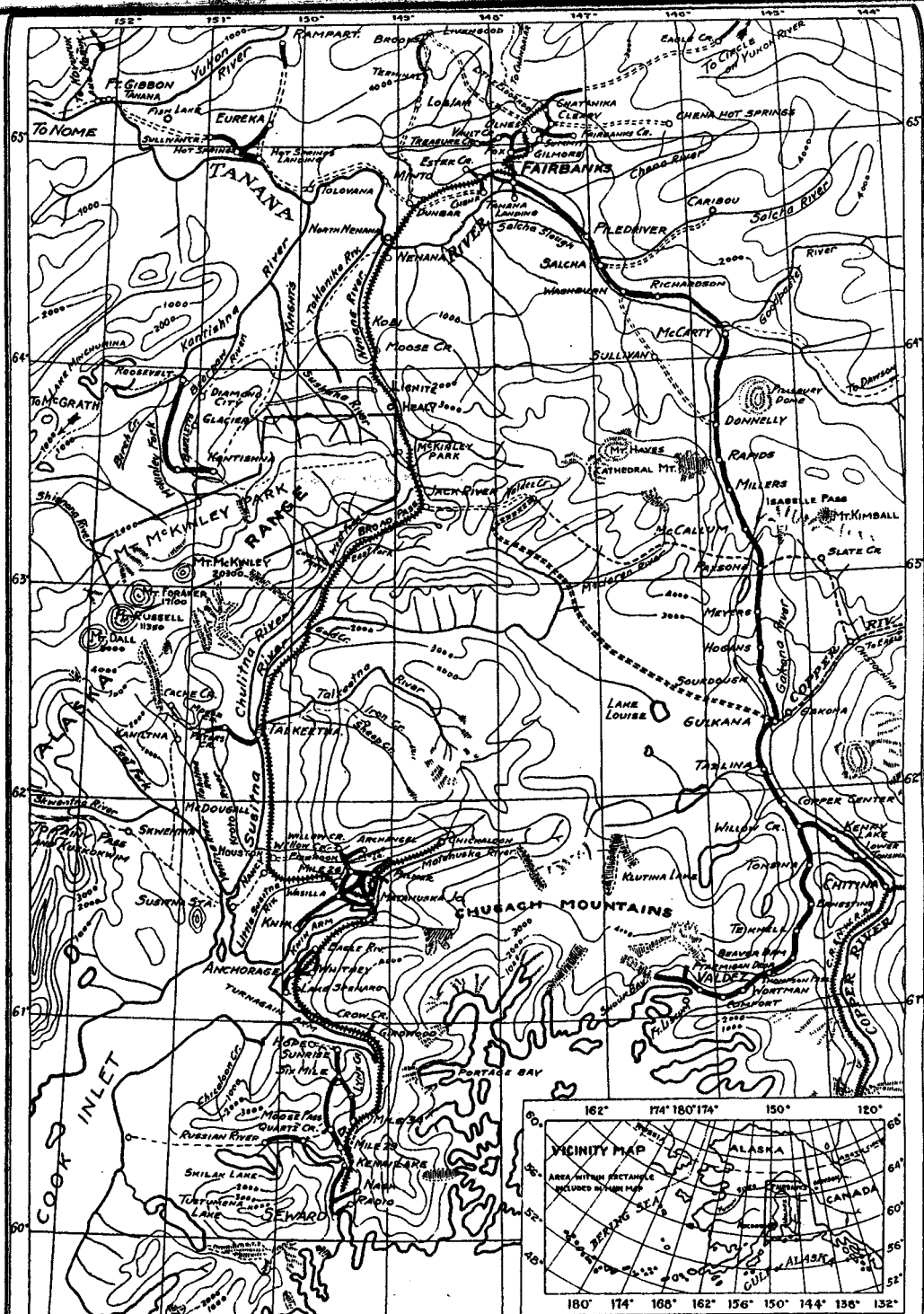
3. For The Alaska Railroad\$ 1,511,878.05

Construction and Operation of Railroads in Alaska	\$ 161,745.97
Construction and Equipment of Railroads in Alaska, 1922-23	401,613.81
Maintenance and Operation of Railroads in Alaska, 1923	210,482.17
Construction and Equipment of Railroads in Alaska, 1923-24	323,188.02
Maintenance and Operation of Railroads in Alaska, 1924	394,212.71
Operation of River Steamboats, 1924	20,635.37
Total	\$1,511,878.05

4. For National Park Service:

Mt. McKinley National Park Road	\$ 700.25
Total of Supervised Funds, Fiscal year 1924	\$ 1,591,775.56
Grand Total, Supervised Funds	\$ 3,872,943.37
Grand Total, All Funds	\$12,922,576.36





GOVERNMENT RAILROAD AND HIGHWAY FEEDERS.

WAGON ROADS (MOTOR TRUCK) ———

RAILROADS ———

SLED ROADS (BOB SLED) = = = = =

TRAMWAYS ———

PACK TRAILS (DOUBLE ENDER OR DOG TEAM) - - - - -

SCALE: 20 10 0 20 40 MILES.
ALASKA ROAD COMMISSION - 1921

