

ANNUAL REPORT OF THE ALASKA ROAD COMMISSION
FISCAL YEAR 1925 ✓

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

TWENTY-FIRST ANNUAL
REPORT

1925

PART II

OPERATIONS

BOARD OF ROAD COMMISSIONERS
FOR ALASKA

JUNEAU, ALASKA

1925

PROGRESS OF THE WORK.

The high scale of wages and supplies in the Territory is a large element in the cost of this work. The rate paid for labor varies from \$3.50 to \$6 per day with board for common labor. The cost of subsistence and forage is also correspondingly high. Besides these high costs, the nature of the work in Alaska adds to the cost in a way to make comparisons with road work in the United States difficult. In the roads built here the cruising, clearing, grubbing and construction of the road includes all work done upon the roads in the settled parts of the United States from pioneer days. Even with this the mileage cost of our roads can be looked upon with a great deal of gratification.

In the classification of the Commission, wagon roads are any roads cleared, grubbed, ditched, graded, and drained sufficiently to accommodate wagon traffic. Light motor vehicles are now using these roads in increasing numbers. This requires a gravel surface at an increased first cost, but with an eventual saving in annual maintenance charges.

Sled roads are cleared and graded like wagon roads, but not grubbed. They are drained only sufficiently to prevent their destruction by the summer rains. Their wearing surface is of snow. Double bob-sleds, drawn by two, four, etc., horses haul heavy loads over these roads as well as over the wagon roads in winter time. During the past two or three seasons, caterpillar tractors have been successfully used during the winter time, and such traffic is expected to increase.

Trails include any construction less than the above, suitable for dog-sleds or single horse-drawn double-ender in winter and pack trains in summer. Except where frozen river surfaces are used, some work is always necessary to permit the use of dog teams.

Flagged Trails represent cut-offs across frozen lakes, arms of the sea, etc. The marks are necessary to prevent travelers from getting lost in bad weather.

Since assuming charge at the beginning of the 1920 working season, the present Commission has been engaged in overhauling the entire road and trail situation, rehabilitating or abandoning the projects which have fallen into disrepair or disuse, and drawing up a progressive and comprehensive plan of operations covering a period of years.

The total mileage of roads and trails constructed by the Commission during its first sixteen years of existence (1905-1920) aggregated 4,890 miles, consisting of 1031 miles of wagon road, 636 miles of

sled road, and 3223 miles of trail. In addition 5602 miles of temporary trail have been flagged as required.

Not all of this mileage has been maintained year after year. Some has been in disuse or practically impassable for many years. A small mileage has been superseded by other routes of transportation as will appear more in detail below.

The specific routes included in this 5602 mile report are given in Tables I and IV, Annual Report for 1921. This report summarizes the status of the work of investigation begun five years ago and now practically complete.

STATUS	MILEAGE-			
	Wagon Road	Sled Road	Trail	Total
1920 Report	1,031	636	3,223	4,890
ADDITIONS:				
New Mileage	513½	534½	4,395½	5,443
Reclassified	150¾	234½	65	450
GRAND TOTAL	1,695½	1,405	7,683½	10,784
DEDUCTIONS:				
Transferred to other Bureaus	117½	9	45½	172
Reclassified	13½	193¾	243	450
Abandoned or dropped account duplication of routes	92¼	115½	930	1,137
NET TOTAL	1,472¾	1,086¾	6,465	9,024
Territorial Work 1925.....	113¼	64	54	231
No Work 1925	145¼	275½	2,055	2,475
A. R. C. Work 1925.....	1,213¾	747¼	4,356	6,317

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

DISTRICT	Wagon Road	Sled Road	Trail
Southeastern Alaska	57	.....	5
Eagle	29	43	331
Bethel .....	.....	.....	426
Valdez	102½	.....	37
Chitina	187	.....	.....
Fairbanks	313½	151¼	253
Nenana	96½	412½	347
Southwestern Alaska	133	80	127
Kuskokwim	23	33½	611
Nome	272¼	27	2,218
TOTALS	1,213¾	747¼	4,356

The Commission has expended the following for the beginning of road and trail development in the Territory:

FEDERAL APPROPRIATIONS:

Alaska Fund, 1905-1920 .....	.....
War Dept. Acts, 1905-1920
Increase of Compensation, 1918-1920

PROGRESS OF THE WORK.

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s first sixteen years of existence (1905-1920) aggregated
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sled road, and 3223 miles of trail. In addition some 712 miles of
temporary trail have been flagged as required.

Not all of this mileage has been maintained year by year; some
has been in disuse or practically impassable for many years and a
small mileage has been superseded by other routes or methods of
transportation as will appear more in detail below.

The specific routes included in this 5602 miles are enumerated
in Tables I and IV, Annual Report for 1921. The following table
summarizes the status of the work of investigation and rehabilitation
begun five years ago and now practically completed.

STATUS	MILEAGE					
	Wagon Road	Sled Road	Trail	Total	Flagged	Grand Total
1920 Report	1,031	636	3,223	4,890	712	5,602
ADDITIONS:						
New Mileage	513½	534½	4,395½	5,443½		5,443½
Reclassified	150¾	234½	65	450¾		450¾
GRAND TOTAL	1,696½	1,405	7,683½	10,784	712	11,496
DEDUCTIONS:						
Transferred to other						
Bureaus	117½	9	45½	172		172
Reclassified	13½	193¾	243	450¾		450¾
Abandoned or dropped						
account duplication						
of routes	92¾	115½	930	1,137¾		1,137¾
NET TOTAL	1,472¾	1,086¾	6,465	9,024	712	9,736
Territorial Work 1925.....	113¾	64	54	231¾		231¾
No Work 1925	145¾	275½	2,055	2,475¾	240	2,715¾
A. R. C. Work 1925.....	1,213¾	747¾	4,356	6,317	472	6,789

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

DISTRICT	Wagon Road	Sled Road	Trails	Flagged Trails	Total
Southeastern Alaska	57		5		62
Eagle	29	43	331		403
Bethel			426		426
Valdez	102½		37½		140
Chitina	187				187
Fairbanks	313½	151½	253		717¾
Nenana	96½	412½	347		856
Southwestern Alaska	133	80	127		340
Kuskokwim	23	33½	611½		668
Nome	272¾	27	2,218	472	2,989¾
TOTALS	1,213¾	747¾	4,356	472	6,789

The Commission has expended the following funds since the be-
ginning of road and trail development in the Territory:

FEDERAL APPROPRIATIONS:

Alaska Fund, 1905-1920	\$2,155,030.92*
War Dept. Acts, 1905-1920	3,053,041.44**
Increase of Compensation, 1918-1920	145.20

RT ALASKA ROAD COMMISSION.

ments, 1905-1920	22,870.76
1925	661,866.20
1921-1925	2,338,809.20
1925	94,931.25
	80,020.00
	\$3,911,714.97
ments, 1905-1920	101,184.66
1921-1925	480,994.81
1925	7,983.08
	\$590,132.45
	\$9,501,847.42
	\$2,123,585.65
	\$48,694.14
	1,326.58
	50,020.82
	\$2,173,606.47
	18,676.55
	\$2,155,030.92
	\$3,055,000.00
	4,287.99
	\$3,059,287.99
	1,226.55
	\$3,058,041.44

dismissed the service by G. O. No. 4, War C., Feb. 17, 1912.
 above funds, disbursed through the U. S. Commission has supervised the expenditure of the road by other agencies for road and trail de-

Sub-Project No.	Name of Route	MILEAGE			Total Miles	Federal Appropriations and Alaska Fund		Contributed Funds		Supervised Funds		GRAND TOTAL
		Wagon Road	Sled Road	Trail		F.Y. 1905-'20	F.Y. 1921-'25	F.Y. 1920-'25	F.Y. 1915-'25			
1	Prince of Wales Island	4		7	11	\$ 55,649.78	\$ 204.50	\$ 7,995.98		\$	63,850.26	
2	Juneau-Eagle River					110,497.01			\$ 9,927.23		120,424.24	
2A	Auk Bay Extension	2			2	44,286.13		14,870.66	1,247.64		60,404.43	
2B	Mendenhall Glacier Extension		3		3		15,150.21				15,150.21	
2C	Eagle River Extension	6		14	20		842.39		2,305.75		3,148.14	
2D	Juneau-Duck Creek	10			10		4,448.21				4,448.21	
2E	Gastineau Channel Dredging								28,621.83		28,621.83	
2F	Gold Creek Bridge, Juneau								2,156.75		2,156.75	
2G	Alaska Juneau Mine Trail								831.66		831.66	
3	Haines-Pleasant Camp					166,664.71	37,999.91	6,398.20			211,062.82	
3A	Haines-Wells	25			25		13,130.96	12,968.99			26,099.95	
3B	Pleasant Camp Extension	18			18		66,133.53	39,782.30			105,915.83	
3C	Porcupine Extension	20			20		705.69	700.00			1,405.69	
3D	Haines-Mud Bay	10			10		2,251.30	7,950.00	16,268.16		26,469.46	
3E	Haines-Chilkoot	3			3				5,962.74		5,962.74	
3F	Haines-Jones Point								2,093.45		2,093.45	
4A	Donnelly-Washburn		55		55	32,380.06	1,080.00				33,460.06	
4AA	Richardson-Democrat Creek								500.00		500.00	
4B	Valdez-Ernestine					483,794.16					483,794.16	
4BA	Valdez-Ptarmigan Drop	33			33		293,071.49				293,071.49	
4BB	Ptarmigan Drop-Ernestine	30			30		65,507.60				65,507.60	
4C	Ernestine-Willow Creek	29			29	143,952.57	102,437.66				246,390.23	
4D	Willow Creek-Gulkana	36			36	252,464.01	109,024.48				361,488.49	
4E	Gulkana-Sourdough	21½			21½	142,402.90	84,013.92				226,416.82	
4F	Sourdough-Mile 168	18			18	119,244.60	89,872.03				209,116.63	
4G	Mile 168-Delta River	38			38	166,545.96	80,925.25				247,471.21	
4H	Delta River-McCarthy					406,192.19	18,846.42				425,038.61	
4H-1	Delta River-Rapids	25½			25½		107,161.79				107,161.79	
4H-2	Rapids-Grundler	48			48		71,257.02				71,257.02	
4I	Grundler-Richardson	20½			20½	155,782.30	78,010.90				233,793.20	
4J	Richardson-Salchaket	30			30	190,345.82	84,934.48				275,280.30	
4K	Salchaket-Fairbanks	40			40	226,994.69	218,531.21				445,475.90	
4KA	Salcha Bridge						38,162.78				38,162.78	
5	Ester-Fort Gibbon					93,669.81	3,356.10				97,025.91	
5A	Dunbar-Ft. Gibbon		121		121		5,788.79				5,788.79	
6A	Willow Creek-Tonsina	24			24	81,005.88	98,565.46				179,571.34	
6B	Tonsina-Chitina	15			15	154,826.80	101,569.87				256,396.67	

Sub-Project No.	Name of Route	MILEAGE			Total Miles	Federal Appropriations and Alaska Fund		Contributed Funds	Supervised Funds	GRAND TOTAL
		Wagon Road	Sled Road	Trail		F.Y. 1905-'20	F.Y. 1921-'25	F.Y. 1920-'25	F.Y. 1915-'25	
7	Fairbanks-Fairbanks Creek.....								31,302.28	31,302.28
7A	Summit-Chatanika	11			11	24,066.70	13,652.12	360.00	4,852.03	42,930.85
7AA	Cleary Creek	2			2				718.41	718.41
7AB	Cleary-Fish Creek								380.30	380.30
7B	Fox-Olnes	13			13	26,702.20	394.65		6,141.31	33,238.16
7BB	Fox-Steel Creek								855.75	855.75
7C	Summit-Fairbanks Creek	13			13	14,810.64	1,134.50	50.00	6,291.03	22,286.17
7D	Ester Creek	13			13	27,221.14	2,203.16	243.75	19,486.50	49,154.55
7DA	College Spur	½			½				530.00	530.00
7DB	St. Patrick's Creek (proposed)								189.00	189.00
7E	Vault Creek	2			2	4,496.20			379.00	4,875.20
7F	Vault Creek-Treasure Creek	1½			1½	1,379.09				1,379.09
7G	Fairbanks-Gilmore	13			13	17,851.14	21,472.24		4,896.95	44,220.33
7GA	Lazelle Road	2½			2½				633.17	633.17
7H	Little Eldorado Creek	6			6	3,890.83			5,799.07	9,689.90
7I	Gilmore-Summit	6			6	11,683.70	6,340.69		5,334.93	23,359.32
7IA	Gilmore Creek								1,562.00	1,562.00
7J	Fairbanks-Chena Hot Springs		64		64	5,217.83	4,916.96		3,087.10	13,221.89
7K	Olnes-Livengood			54	54	12,067.89	315.82		761.68	13,145.39
7N	Farmers-Birch Hill	9			9				19,370.62	19,370.62
7NA	Isabelle Creek	2			2				175.00	175.00
7R	Goldstream-O'Connor Creek		6		6		154.64			154.64
7S	Graehl Bridge								1,323.57	1,323.57
7T	Farmers-Chena Slough	4½			4½				2,548.74	2,548.74
7U	Noyes Slough Bridge								459.69	459.69
7V	Fairbanks Wireless	¼			¼		377.00			377.00
7Z	Fairbanks Locals								14,918.48	14,918.48
8	Nome-Council	57		25	82	135,886.07	42,461.18	70,811.97	55,647.98	304,807.20
8A	Bonanza-Ferry						317.80	1,335.87		1,653.67
8B	Safety Ferry						467.90	980.63		1,448.53
8C	Council Ferry						176.00	50.00		226.00
8D	Council-Ophir Creek	12			12		1,220.46	610.00		1,830.46
8G	Bear Creek Trolley						1.00	10.00		11.00
8H	Casa de Paga	20			20		3,013.34	5,300.00	10,079.75	18,393.09
8J	Shovel Creek	5			5				58.50	58.50
9	Rampart-Eureka	8	19½		27½	37,282.38	3,488.93	562.00	1,518.32	42,841.63

10	Seward-Kenai Lake	14			14	63,217.43	9,170.33	5,000.00	3,396.17	80,783.93
10A	Seward Radio	1			1	6,470.04	35.00			6,505.04
10B	Seward-Nash	2½			2½				18,992.30	18,992.30
10C	Lowell Creek Survey							80.75		80.75
11A	Eagle-Liberty	20	7		27	64,994.71	21,261.83	800.80	600.00	87,657.34
11AA	American Summit-King Solomon			5	5			150.00		150.00
11B	Liberty-Forty Mile	23			23	16,376.07	770.14		1,216.00	18,362.21
11C	Steel Creek-Jack Wade	15			15	4,979.00	660.91			5,639.91
11CC	Steel Creek-Jack Wade (summer)			15	15			150.00		150.00
11D	Canyon Creek-Walker's Fork	27			27	4,110.00	500.00			4,610.00
11E	Eagle-Seventy Mile	4	16	40	60	3,654.09	5,979.03			9,633.12
11F	Jack Wade-Chicken			20	20		541.50			541.50
11G	Steel Creek-Canyon Creek			5	5		765.00			765.00
11H	Liberty Cabin-Dome			10	10		4,158.11			4,158.11
11I	Dome-Steel Creek			12	12					
11J	Forty Mile-Franklin	30			30					
11K	Forty Mile-Steel Creek	8			8		80.00			80.00
11L	Franklin-Chicken	10			10					
11LL	Franklin-Chicken	20			20					
11M	Jack Wade-Walker's Fork			18	18					
11MM	Jack Wade-Walker's Fork			25	25					
12A	Mile 34 A. N. R. R.-Hope	15			15	44,192.66				44,192.66
13A	Nome-Bessie	3½			3½	46,551.01	6,385.26	8,128.18		61,064.45
13B	Bessie-Banner	3½			3½	23,261.51	2,856.74	4,068.80		30,187.05
13C	Bessie-Little Creek	2			2	5,260.39	1,583.79	5,565.10		12,409.28
13D	Bessie-Dry Creek	1¼			1¼	3,218.40			70.80	3,289.20
13E	Dry Creek-Newton	½			½	555.44				555.44
13F	Nome-Osborne	5½			5½	11,636.85	9,863.15	12,210.72		33,710.72
13G	Grass Gulch	2			2	1,125.73				1,125.73

7	Fairbanks-Fairbanks Creek	11	11	24,066.70	13,652.12	360.00	4,852.05	718.41	718.41
7A	Summit-Chatanika	2	2				380.30	380.30	380.30
7AA	Cleary Creek						6,141.31	33,238.16	33,238.16
7AB	Cleary-Fish Creek	13	13	26,702.20	394.65		855.75	855.75	855.75
7B	Fox-Onles						6,291.03	22,286.17	22,286.17
7BB	Fox-Steel Creek	13	13	14,810.64	1,134.50	50.00	19,486.50	49,154.55	49,154.55
7C	Summit-Fairbanks Creek	13	13	27,221.14	2,203.16	243.75	530.00	530.00	530.00
7D	Ester Creek	1/2	1/2				189.00	189.00	189.00
7DA	College Spur						379.00	4,875.20	4,875.20
7DB	St. Patrick's Creek (proposed)	2	2	4,496.20				1,379.09	1,379.09
7E	Vault Creek	2	1 1/2	1,379.09			4,896.95	44,220.33	44,220.33
7F	Vault Creek-Treasure Creek	13 1/2	13	17,851.14	21,472.24		633.17	633.17	633.17
7G	Fairbanks-Gilmore	2 1/2	2 1/2				5,799.07	9,689.90	9,689.90
7GA	Lazelle Road	6	6	3,890.83			5,334.93	23,359.32	23,359.32
7H	Little Eldorado Creek	6	6	11,683.70	6,340.69		1,562.00	1,562.00	1,562.00
7I	Gilmore-Summit								
7IA	Gilmore Creek						3,087.10	13,221.89	13,221.89
7J	Fairbanks-Chena Hot Springs	64	64	5,217.83	4,916.96		761.68	13,145.39	13,145.39
7K	Onles-Livengood						19,370.62	19,370.62	19,370.62
7N	Farmers-Birch Hill	9	9	12,067.89	315.82		175.00	175.00	175.00
7NA	Isabelle Creek	2	2				154.64	154.64	154.64
7R	Goldstream-O'Connor Creek	6	6				1,323.57	1,323.57	1,323.57
7S	Graehl Bridge						2,548.74	2,548.74	2,548.74
7T	Farmers-Chena Slough	4 1/2	4 1/2				459.69	459.69	459.69
7U	Noyes Slough Bridge	1/4	1/4					377.00	377.00
7V	Fairbanks Wireless						14,918.48	14,918.48	14,918.48
7Z	Fairbanks Locals						55,647.98	304,807.20	304,807.20
8	Nome-Council	57	25	82	135,886.07	42,461.18	70,811.97	1,653.67	1,653.67
8A	Bonanza-Ferry					317.80	1,335.87	1,448.53	1,448.53
8B	Safety Ferry					467.90	980.63	226.00	226.00
8C	Council Ferry					176.00	50.00	1,830.46	1,830.46
8D	Council-Ophir Creek	12				1,220.46	610.00	11.00	11.00
8G	Bear Creek Trolley	20				1.00	10.00	18,393.09	18,393.09
8H	Casa de Paga	5				3,013.34	5,300.00	58.50	58.50
8J	Shovel Creek	5	19 1/4	27 1/4	37,282.38	3,488.93	562.00	1,518.32	42,841.63

ANNUAL REPORT ALASKA ROAD COMMISSION.

10	Seward-Kenai Lake	14	14	63,217.43	9,170.33	5,000.00	3,396.17	80,783.93	80,783.93
10A	Seward Radio	1	1	6,470.04	35.00			6,505.04	6,505.04
10E	Seward-Nash	2 1/2	2 1/2				18,992.30	18,992.30	18,992.30
10C	Lowell Creek Survey						80.75	80.75	80.75
11A	Eagle-Liberty	20	7	27	64,994.71	21,261.83	800.80	600.00	87,657.34
11AA	American Summit-King Solomon		5	5		150.00			150.00
11B	Liberty-Forty Mile	23	23	16,376.07	770.14		1,216.00	18,362.21	18,362.21
11C	Steel Creek-Jack Wade	15	15	4,979.00	660.91			5,639.91	5,639.91
11CC	Steel Creek-Jack Wade (summer)		15	15		150.00			150.00
11D	Canyon Creek-Walker's Fork	27	27	4,110.00	500.00			4,610.00	4,610.00
11E	Eagle-Seventy Mile	4	16	40	3,654.09	5,979.03		9,633.12	9,633.12
11F	Jack Wade-Chicken	20	20	20	5,260.39	541.50		541.50	541.50
11G	Steel Creek-Canyon Creek	5	5	5	765.00			765.00	765.00
11H	Liberty Cabin-Dome	10	10	10	4,158.11			4,158.11	4,158.11
11I	Dome-Steel Creek	12	12						
11J	Forty Mile-Franklin	30	30						
11K	Forty Mile-Steel Creek	8	8		80.00			80.00	80.00
11L	Franklin-Chicken	10	10						
11LL	Franklin-Chicken	20	20						
11M	Jack Wade-Walker's Fork		18	18					
11MM	Jack Wade-Walker's Fork	25	25						
12A	Mile 34 A. N. R. R.-Hope	15	15	44,192.66				44,192.66	44,192.66
13A	Nome-Bessie	3 1/2	3 1/2	46,551.01	6,385.26	8,128.18		61,064.45	61,064.45
13B	Bessie-Banner	3 1/2	3 1/2	23,261.51	2,856.74	4,068.80		30,187.05	30,187.05
13C	Bessie-Little Creek	2	2	5,260.39	1,583.79	5,565.10		12,409.28	12,409.28
13D	Bessie-Dry Creek	1 1/4	1 1/4	3,218.40			70.80	3,289.20	3,289.20
13E	Dry Creek-Newton	1/2	1/2	555.44	68.30			623.74	623.74
13F	Nome-Osborne	5 1/2	5 1/2	11,636.85	9,863.15	12,210.72		33,710.72	33,710.72
13G	Grass Gulch	2	2	1,125.73				1,125.73	1,125.73
13H	Center Creek	1 1/2	1 1/2	1,533.80	5.00			1,538.80	1,538.80
13I	Nome River Extension	5	5	8,191.62	396.74	712.50		9,300.86	9,300.86
13J	Wonder-Flat Creek	2	2	2,803.72				2,803.72	2,803.72
13K	Bessie-Buster	5	5	14,770.70	2,437.99	3,957.00		21,165.69	21,165.69
14	Sitka-Indian River	3 1/2	3 1/2	9,590.66	3,195.22	500.00		13,285.88	13,285.88
14A	Sitka National Monument		2	2	1,021.31	1,707.37		2,728.68	2,728.68
14B	Sitka Military Cemetery	1/2	1/2		888.65	600.00	397.50	1,886.15	1,886.15
15	Circle-Miller House	49	49	115,317.12	21,827.36	4,598.63		141,743.11	141,743.11
15A	Central House-Circle Hot Springs	9	9				2,602.75	2,602.75	2,602.75
15B	Central House-Deadwood						2,569.75	2,569.75	2,569.75
16	Chatanika-Miller House	20 1/4	60 1/4	81	21,095.62	167,626.01	1,000.00	189,721.63	189,721.63
17	Ft. Gibbon-Kaitag		257	257	25,391.44	5,649.74		31,041.18	31,041.18

ANNUAL REPORT ALASKA ROAD COMMISSION.

Sub-Project No.	Name of Route	MILEAGE				Federal Appropriations and Alaska Fund		Contributed Funds	Supervised Funds	GRAND TOTAL
		Wagon Road	Sled Road	Trail	Total Miles	F.Y.1905-'20	F.Y.1921-'25	F.Y.1920-'25	F.Y.1915-'25	
17A	Lewis Landing-Dishkaket			108	108	483.37				483.37
17B	Nulato-Dishkaket			90	90	735.88				735.88
18	Nome-Solomon			280	280	38,903.51	10,981.63	2,205.00	475.00	52,565.14
18A	Bonanza-Kotzebue			240	240		1,275.99	1,460.50		2,736.49
18B	Golovin-Council			35	35		44.00	70.00		114.00
18C	Kaltag Portage Survey								312.72	312.72
19	Kern Creek-Knik			86	86					
19A	Kenai Lake-Kern Creek			40	40					
19B	Mile 27-Mile 29 A. N. R. R.			2	2	26,820.88				26,820.88
19C	Kenai Lake-Mile 27 A.N.R.R.			7	7					
19D	Kern Creek-Indian Creek			22	22					
19E	Girdwood-Crow Creek	10			10		3,434.15			3,434.15
20A	Knik-Susitna			30	30	8,437.44				8,437.44
20B	Susitna-Rainy Pass			127	127	28,359.90	2,517.08	2,000.00		32,876.98
20C	Rainy Pass-Big River			110	110	12,426.96	4,009.50			16,436.46
20D	Dishkaket-Kaltag			66	66	29,586.58				29,586.58
20DA	Ophir-Takotna		19		19		383.10			383.10
20DB	Ophir-Dishkaket			55	55		760.00			760.00
20E	Susitna-McDougal			35	35					
20F	McDougal-Caoh Creek			30	30	19,665.21				19,665.21
20G	Lakeview-McDougal			15	15					
20H	Nancy-Susitna			25	25		296.33			296.33
21	Unalakleet-St. Michaels			60	60	4,946.71	552.00	450.00		5,948.71
22	Hot Springs-Sullivan Creek	9			9	31,664.19	13,433.27	5,524.18	1,005.00	51,626.64
23A	Snowshoe-Beaver			101	101	5,805.81	4,165.65		2,580.00	12,551.46
23B	Beaver-Caro	75			75	23,419.22	16,665.92			40,085.14
23C	Big Creek			20	20		626.64			626.64
23D	Caro-Flat Creek		45		45		3,571.95			3,571.95
23E	Caro-Coldfoot			85	85		8,389.94			8,389.94
24	Mile 29 A.N.R.R.-Moose Pass	39			39	43,837.13	3,400.21			47,237.34
24A	Lynx Creek-Six Mile	7			7		396.00			396.00
24B	Sunrise-Hope		9		9		185.00			185.00
25A	Cripple River	12			12	5,991.64	525.20	2,284.95		8,801.79
25B	Penny River	1½			1½	1,281.08	86.00	600.00		1,967.08
25C	Nome-Wireless	½			½	911.29	859.85	600.00		2,371.14
25D	Mouth Center Creek	2			2	4,498.62	1,643.77	1,393.50		7,535.89
25E	Submarine Paystreak	3			3	24,553.20	1,901.31	2,800.00	461.35	29,715.86

25F	Anvil-Glacier	3			3	11,662.94	1,124.35	2,364.30		15,151.59
25G	Snake River Extension	3			3	7,160.31	1,779.28	3,787.40		12,726.99
25H	Otter Creek	1½			1½	1,802.52				1,802.52
25I	Sinrock Ferry						500.25	553.50		1,053.75
25K	Nome City Dock							2,966.65		2,966.65
26	Candle-Candle Creek	6			6	24,646.03	11,444.64	13,911.23	4,026.95	54,028.85
26A	Kugruk River Approach	¼			¼		488.00			488.00
26B	Bear Creek Trail			45	45					
27	Deering-Inmachuk	25			25	21,151.03	9,168.57	20,340.56	1,617.35	52,277.51
28	Shelton-Candle			152	152	6,229.85	177.50	22.00	2,965.83	9,395.18
28A	Nome-Taylor			135	135		1,497.20	725.00	855.00	3,077.20
29	Fort Gibbons-Bettles			156	156	9,166.76	2,111.48			11,278.24
29A	Bettles-Coldfoot			52½	52½		2,817.25		2,000.00	4,817.25
29B	Alatna-Shungnak Recon-naissance						2,397.25			2,397.25
30	Hot Springs Landing-Eureka	24			24	20,917.52	13,169.03	1,713.71	3,967.09	39,767.35
31	Caribou Creek		46		46	8,880.91	2,919.81	540.00		12,340.72
32A	Takotna-Flat (summer)			95	95	5,606.39	2,505.75			8,112.14
32AA	Takotna-Flat (winter)			93	93		40.00			40.00
32AB	Flat-Moore Creek			7	7		10.00			10.00
32AC	Candle Creek-Takotna			12	12		1,141.20			1,141.20
32B	Iditarod-Flat			8	8	20,061.92	20,286.70	2,900.00	12,098.31	55,346.93
32C	Ophir-Iditarod (winter)			79	79	5,000.00	1,130.10	100.00		6,230.10
32D	Flat-Crooked Creek			62	62		1,280.00	200.00		1,480.00
32DD	Flat-Georgetown			65	65		150.00			150.00
33A	Otter Creek Towpath			22	22	448.23				448.23
33B	Summit-Otter	6			6	4,447.66	600.00			5,047.66
33C	Flat City-Flat Creek	5			5		600.00			600.00
33D	Head Flat Creek-Willow Creek									
33E	Willow Creek-Chicken Creek	4½			4½		450.00			450.00

18A	Bonanza-Kotzebue	35	35								
18B	Golovin-Council										
18C	Kaltag Portage Survey	86	86								
19	Kern Creek-Knik	40	40								26,820.88
19A	Kenai Lake-Kern Creek	2	2								
19B	Mile 27-Mile 29 A. N. R. R.	7	7								
19C	Kenai Lake-Mile 27 A.N.R.R.	22	22								
19D	Kern Creek-Indian Creek		10								3,434.15
19E	Girdwood-Crow Creek 10	30	30		8,437.44						8,437.44
20A	Knik-Susitna	127	127		28,359.90						32,876.98
20B	Susitna-Rainy Pass	110	110		12,426.96						16,436.46
20C	Rainy Pass-Big River	66	66		29,586.58						29,586.58
20D	Dishkaket-Kaltag		19								383.10
20DA	Ophir-Takotna	19	55								760.00
20DB	Ophir-Dishkaket		35								
20E	Susitna-McDougal		30								19,665.21
20F	McDougal-Cache Creek		15								
20G	Lakeview-McDougal		25								296.33
20H	Nancy-Susitna		60								5,948.71
21	Unalakleet-St. Michaels		9		4,946.71						51,626.64
22	Hot Springs-Sullivan Creek 9		60		31,664.19						12,551.46
23A	Snowshoe-Beaver		101		5,805.81						40,085.14
23B	Beaver-Caro	75	20		23,419.22						626.64
23C	Big Creek		45								3,571.95
23D	Caro-Flat Creek	45	85								8,389.94
23E	Caro-Coldfoot										
24	Mile 29 A.N.R.R.-Moose Pass	39	39		43,837.13						3,400.21
24A	Lynx Creek-Six Mile	7	7								396.00
24B	Sunrise-Hope		9								185.00
24E	Cripple River	12	12		5,991.64						8,801.79
25A	Penny River	1 1/2	1 1/2		1,281.08						1,967.08
25B	Nome-Wireless	2	2		4,498.62						2,371.14
25C	Mouth Center Creek	2	3		24,553.20						600.00
25D	Submarine Paystreak	3	3								859.85
25E											1,643.77
											1,393.50
											2,800.00
											461.35

25F	Anvil-Glacier	3	3		11,662.94						15,151.59
25G	Snake River Extension	3	3		7,160.31						12,726.99
25H	Otter Creek	1 1/2	1 1/2		1,802.52						1,802.52
25I	Sinrock Ferry										500.25
25K	Nome City Dock										553.50
26	Candle-Candle Creek	6	6		24,646.03						2,966.65
26A	Kugruk River Approach	1/4	1/4								4,026.95
26B	Bear Creek Trail		45								488.00
27	Deering-Inmachuk	25	25		21,151.03						
28	Shelton-Candle		152		6,229.85						9,168.57
28A	Nome-Taylor		135		9,166.76						20,340.56
29	Fort Gibbons-Bettles		156								1,617.35
29A	Bettles-Coldfoot	52 1/2	52 1/2								2,965.83
29B	Alatna-Shungnak Reconnaissance										855.00
30	Hot Springs Landing-Eureka	24	24		20,917.52						11,278.24
31	Caribou Creek	46	46								4,817.25
32A	Takotna-Flat (summer)		95								2,397.25
32AA	Takotna-Flat (winter)		93								13,169.03
32AB	Flat-Moore Creek		7								1,713.71
32AC	Candle Creek-Takotna		12								3,967.09
32B	Iditarod-Flat	8	8		20,061.92						39,767.35
32C	Ophir-Iditarod (winter)		79		5,000.00						12,340.72
32D	Flat-Crooked Creek		62								8,112.14
32DD	Flat-Georgetown		65								40.00
33A	Otter Creek Towpath		22								10.00
33B	Summit-Otter	6	6		448.23						1,141.20
33C	Flat City-Flat Creek	5	5		4,447.66						2,900.00
33D	Head Flat Creek-Willow Creek										12,098.31
33E	Willow Creek-Chicken Creek	3	3								55,346.93
33F	Flat City-Otter Discovery	3	3								6,230.10
33G	Candle Landing-Candle Creek	9	9								1,480.00
34	Iditarod-Dishkaket	30	68		4,830.98						150.00
34A	Flat-Anvik		80								448.23
35	Knik-Willow Creek										5,047.66
35A	Archangel Extension	5 1/2	5 1/2								600.00
35B	Mile 26 1/2-Palmer	8 1/2	8 1/2								600.00
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								
35G	Palmer-Springer	3	3								

Sub- Project No.	Name of Route	MILEAGE			Total Miles	Federal Appropriations and Alaska Fund		Contributed Supervised Funds		GRAND TOTAL
		Wagon Road	Sled Road	Trail		F.Y.1905-'20	F.Y.1921-'25	F.Y.1920-'25	F.Y.1915-'25	
35H	Wasilla-Finger Lake- Palmer	12			12		2,398.68	1,200.00	22,057.23	25,655.91
35J	Moose-Palmer	6			6		500.00	500.00	1,267.59	2,267.59
35K	Wasilla-Matanuska	8			8		3,286.91	1,200.00	2,540.56	7,027.47
35L	Matanuska Trunk Road	8			8		537.67	600.00	21,331.46	22,469.13
35M	Palmer-Matanuska	6½			6½				5,238.53	5,238.53
35N	Houston-Willow Creek		30		30				940.32	940.32
35O	Fishhook-Goldmint		6		6		210.00			210.00
35P	Moose Creek-Baxter	5			5				2,218.62	2,218.62
35Q	Edlund Road	½			½				1,529.69	1,529.69
35R	Bogard Road	½			½				400.00	400.00
36	Valdez-Mineral Creek	6½		1½	8	2,208.29	5,146.90	1,600.00	24,347.37	33,302.56
36A	Granby Road	5			5				3,081.91	3,081.91
36B	South 2d St. Cordova	¼			¼				3,373.15	3,373.15
36C	Eyak Lake Road								7,735.85	7,735.85
36D	Valdez-Quartz Creek								524.75	524.75
36E	Valdez-Glacier								616.91	616.91
36F	Shoups Bay								3,457.25	3,457.25
37	Topkok-Candle			154	154	816.56	210.00			1,026.56
38A	Ruby-Long Creek	30			30	167,182.09	21,154.82	3,824.59		192,161.50
38B	Poorman-Cripple			47	47	4,192.66	5,630.92			9,823.58
38C	Ophir-Cripple			47	47	699.00	1,002.25			1,701.25
38D	Ophir-Takotna	15			15	111,017.40	41,425.00			162,442.40
38E	Long-Poorman (summer)	4			4	31,792.12	490.00			32,282.12
38EE	Long-Poorman (winter)		29		29	100.00		10.00		110.00
38EEE	Tamarack-Poorman						919.47		22,322.69	22,322.69
38F	Poorman-Ophir (summer)			125	125					919.47
38G	Takotna-Landing	1½			1½	8,374.68				8,374.68
38H	Flume Dredge Road	8½			8½					
38I	Ganes Creek-Yankee Creek	5			5					
39	Juneau-Sheep Creek	3			3	41,805.06	4,124.34			45,929.40
40	Douglas-Gastineau Channel	2			2	13,445.12	311.38	251.00		14,007.50
40A	Hawk Inlet Trail Reconnaissance						10.00	15.00		25.00
41	Kiana-Klery Creek			12	12	2,772.12	293.65			3,065.77
41A	Kotzebue-Shungnak			200	200		427.50	1,200.00		1,627.50
41B	Kotzebue-Pt. Barrow			500	500		23.00	25.00		48.00
42	St. Michael-Kotlik			70	70	1,282.30	393.00	165.00		1,840.30
43	Petersburg-Scow Bay	5		1	6	8,171.65		1,500.00	13,794.58	23,466.23
44	Skagway Valley	2½			2½	10,303.30			821.53	11,124.83
44A	Skagway-Smugglers Cove			3	3		10,948.24	2,963.75		13,911.99
45	Silver Bow Basin	4			4	18,054.27	2,615.03	2,796.91		23,466.21
46	Kobi-Eureka		95		95	4,571.63	10,384.52			14,956.15
46A	Roosevelt-Kantishna	34			34		47,612.29	12,370.51	1,655.03	61,637.83
46B	Lignite-Kantishna		85		85		12,252.86	483.07		12,735.93
46C	Nenana-Knights Roadhouse		42		42		2,264.20			2,264.20
46D	McKinley Park Road	10			10		92,846.06		700.25	93,546.31
46E	Diamond-Telida		77		77		7,663.62			7,663.62
46F	Nenana Cemetery	2½			2½		2,818.63	1,000.00		3,818.63
46G	Kobi-Bonnifield		45		45		5,706.61			5,706.61
47	Coldfoot-Wiseman		11		11	5,000.00	3,359.37		2,000.00	10,359.37
48	Iliamna Bay-Iliamna Lake		12		12	7,137.77	9,639.78			16,777.55
49	Davidson's Landing-Taylor	24	16		40	5,911.46	2,411.79	6,577.00		14,900.25
50	Stikine River			10	10	2,256.75				2,256.75
51	Talkeetna-Cache Creek	23½	20		43½	4,889.02	122,602.38	81,109.36		208,600.76
51A	Cache Creek Trail			20	20		1,430.90	300.00		1,730.90
51B	Peters Creek Trail			10	10		5,398.89	1,000.00		6,398.89
51C	Upper Yentna Reconnaissance						901.26			901.26
52	Ketchikan-Ward's Cove					6,801.98		19,318.44		26,120.42
52A	Ketchikan-Charcoal Point								15,500.48	15,500.48
53	Eagle-Circle		160		160	206.00	1,109.45			1,315.45
53A	Circle-Ft. Yukon		67		67		4,166.57			4,166.57
54	Chisana-Nizina		78		78	3,849.11			3,208.00	7,057.11
55	Kenai-Russian River		60		60	301.30	8,059.11	100.00	359.25	8,819.66
56	Tasnuna Trail			114	114	1,058.14				1,058.14
56A	Katalla-Yakataga			60	60					
56B	Katalla-Chilkat								7,752.56	7,752.56

Sub-Project No.	Name of Route	MILEAGE			Total Miles	Federal Appropriations and Alaska Fund		Contributed Funds	Supervised Funds	GRAND TOTAL
		Wagon Road	Sled Road	Trail		F.Y.1905-'20	F.Y.1921-'25	F.Y.1920-'25	F.Y.1915-'25	
63B	Brooks-Amy Creek	4			4		610.00		30,433.31	31,043.31
63C	Brooks Tram	13			13		9,386.30		6,425.00	15,811.30
64	Cripple-Lewis Landing				60		100.00			100.00
64A	Cripple-Cripple Mountain				12		442.00			442.00
65A	Gulkana-Chistochena	4			36		37,215.81			37,215.81
65B	Chistochena-Slate Creek				40		109.50		149.00	258.50
65C	Chistochena-Tanana Crossing				140		92.20			92.20
65D	Kechumstuk-Tanana Crossing				60		715.82			715.82
65E	Chicken-Kechumstuk				28		1,372.00			1,372.00
65F	Grundler-Tanana Crossing				113		1,000.00			1,000.00
66	Matanuska-Chickaloon				38	353.75			914.55	1,268.30
67	Nome-Teller				80		956.94	1,980.00	150.00	3,086.94
67A	Teller-Cape Prince of Wales				142		651.11	1,610.00		2,261.11
67B	Teller-Bluestone				18		354.45	500.00		854.45
67C	Teller-Mary's Igloo				40		810.00	1,590.00		2,400.00
68	Flagging Trails				712	40,927.29	16,483.07	9,834.53	12,069.53	79,314.42
69	Gastineau Channel Bridge					4,689.80				4,689.80
70	Misc. Surveys and Reconnaissances					3,338.06				3,338.06
71	Trucks					18,757.78				18,757.78
72	Wrangell Oil Dock	½			½		2,964.97	2,000.00		4,964.97
72A	Wrangell Cemetery Road								8,639.22	8,639.22
73	Marshall Road	4¼			4¼	5,047.75	775.25	520.75	11,685.90	18,029.65
73A	Kotlik-Marshall				190		990.00	200.00		1,190.00
73B	Stuyahok				11		915.00	745.00		1,660.00
73C	Old Hamilton-Scammon Bay				89		53.45	700.00		753.45
75	Anchorage-Eagle River	14½			14½		54,091.06	4,694.85	564.57	59,350.48
75A	Anchorage-Lake Spenard	4			4				8,440.23	8,440.23
75B	Anchorage-Whitney	5			5		32.30	50.00	5,041.86	5,124.16
75C	Chester Creek Boat Landing	1			1				582.82	582.82
75D	Anchorage Warehouse						4,363.34			4,363.34
75E	McDonald Road	1¼			1¼		200.00	300.00		500.00
75G	East I St. Anchorage						6,371.59		1,023.46	1,023.46
76	Cantwell-Valdez Creek				55		531.60	100.00		6,371.59
77	Shelton Ferries									631.50
77A	Ferries-Nome District						707.14	600.00	793.11	2,100.25
77B	Bridges-Nome District						114.65	100.00	216.00	430.65
78	Valdez Depot						4,133.46			4,133.46
79	Seward Depot						3,890.90			3,890.90
80	Kuskokwim Reconnaissance						60.00			60.00
80A	McGrath-Takotna (summer)				5		184.87			184.87
80AA	McGrath-Takotna (winter)				18		681.00		332.00	1,013.00
80B	McGrath-Telida				94		8,887.92			8,887.92
80C	McGrath-Candle Creek				11		215.00			215.00
80D	Nixons Fork-Nixons Mine				37				2,348.00	2,348.00
80E	Takotna-Twin Peaks (proposed)						80.00			80.00
80F	Berry Landing-Nixon Mine	12			12		150.00			150.00
80G	Takotna-Nixons Fork (summer)				15½					450.00
80GG	Takotna-Nixon Fork		14½		14½		450.00			75.00
81	Good Creek-Salmon River	1½			1½		1,675.87	3,335.00		5,010.87
82	Taku River	3			3		899.21		19,309.74	20,208.95
83	Talkeetna-Iron Creek Reconnaissance						921.26		153.77	1,075.03
86	Fourth of July Creek	5	5		10		3,036.27			3,036.27
87	Woodchopper Creek				8		872.00			872.00
88	Ferry-Eva Creek	6	5½		11½		8,554.10			8,554.10
89	Kougarok-Reconnaissance						4,312.11			4,312.11
89A	Seward Peninsula Railroad	87			87		66,171.97		24,014.00	90,185.97
90A	Shelter Cabins, 1st Division							340.35		340.35
90E	Shelter Cabins, 2d Division							7,887.25	5,007.69	12,894.94

65B	Chistoehena-Slate Creek	40	40	109.50				
65C	Chistoehena-Tanana Crossing	140	140		92.20			92.20
65D	Kechumstuk-Tanana Crossing	60	60		715.82			715.82
65E	Chicken-Kechumstuk	28	28		1,372.00			1,372.00
65F	Grundler-Tanana Crossing	113	113		1,000.00			1,000.00
66	Matanuska-Chickaloon	38	38	353.75			914.55	1,268.30
67	Nome-Teller	80	80		956.94	1,980.00	150.00	3,086.94
67A	Teller-Cape Prince of Wales	142	142		651.11	1,610.00		2,261.11
67B	Teller-Bluestone	18	18		354.45	500.00		854.45
67C	Teller-Mary's Igloo	40	40		810.00	1,590.00		2,400.00
68	Flagging Trails	712	712	40,927.29	16,483.07	9,834.53	12,069.53	79,314.42
69	Gastineau Channel Bridge			4,689.80				4,689.80
70	Misc. Surveys and Reconnaissances				3,338.06			3,338.06
71	Trucks			18,757.78				18,757.78
72	Wrangell Oil Dock	½	½		2,964.97	2,000.00		4,964.97
72A	Wrangell Cemetery Road						8,639.22	8,639.22
73	Marshall Road	4¼	4¼	5,047.75	775.25	520.75	11,685.90	18,029.65
73A	Kotlik-Marshall	190	190		990.00	200.00		1,190.00
73B	Stuyahok	11	11		915.00	745.00		1,660.00
73C	Old Hamilton-Scammon Bay	89	89		53.45	700.00		753.45
75	Anchorage-Eagle River	14½	14½		54,091.06	4,694.85	564.57	59,350.48
75A	Anchorage-Lake Spenard	4	4				8,440.23	8,440.23
75B	Anchorage-Whitney	5	5		32.30	50.00	5,041.86	5,124.16
75C	Chester Creek Boat Landing	1	1				582.82	582.82
75D	Anchorage Warehouse				4,363.34			4,363.34
75E	McDonald Road	1¼	1¼		200.00	300.00		500.00
75G	East I St. Anchorage						1,023.46	1,023.46
76	Cantwell-Valdez Creek	55	55		6,371.59			6,371.59
77	Shelton Ferries				531.60	100.00		631.60

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77A	Ferries-Nome District				707.14	600.00	793.11	2,100.25
77B	Bridges-Nome District				114.65	100.00	216.00	430.65
78	Valdez Depot				4,133.46			4,133.46
79	Seward Depot				3,890.90			3,890.90
80	Kuskokwim Reconnaissance				60.00			60.00
80A	McGrath-Takotna (summer)	5	5		184.87			184.87
80AA	McGrath-Takotna (winter)	18	18		681.00		332.00	1,013.00
80B	McGrath-Telida	94	94		8,887.92			8,887.92
80C	McGrath-Candle Creek	11	11		215.00			215.00
80D	Nixons Fork-Nixons Mine	37	37				2,348.00	2,348.00
80E	Takotna-Twin Peaks (proposed)				80.00			80.00
80F	Berry Landing-Nixon Mine	12	12		150.00			150.00
80G	Takotna-Nixons Fork (summer)				450.00			450.00
80GG	Takotna-Nixon Fork	14½	15½	15½	75.00			75.00
81	Good Creek-Salmon River	1½		1½	1,675.87	3,335.00		5,010.87
82	Taku River	3		3	899.21		19,309.74	20,208.95
83	Talkeetna-Iron Creek Reconnaissance				921.26		153.77	1,075.03
86	Fourth of July Creek	5		10	3,036.27			3,036.27
87	Woodchopper Creek			8	872.00			872.00
88	Ferry-Eva Creek	6	5½	11½	8,554.10			8,554.10
89	Kougarok-Reconnaissance				4,312.11			4,312.11
89A	Seward Peninsula Railroad	87		87	66,171.97		24,014.00	90,185.97
90A	Shelter Cabins, 1st Division					340.35		340.35
90B	Shelter Cabins, 2d Division					7,887.25	5,007.69	12,894.94
90C	Shelter Cabins, 3d Division					6,724.75	1,097.47	7,822.22
90D	Shelter Cabins, 4th Division					11,707.90	2,007.00	13,714.90
91	Yakutat	1½		1½	43.73	6.82		50.55
92A	Bethel-Quinhagak	90		90	797.50	1,000.00		1,797.50
92B	Bethel-Akiak	26		26	482.98	725.00		1,207.98
92C	Akiak-Russian Mission	75		75	784.00	800.00		1,584.00
92D	Bennett's Cutoff	18		18	196.00	200.00		396.00
92E	Yukon-Kuskokwim Portage	120		120	400.00	100.00		500.00
92F	Quinhagak-Goodnews Bay	60		60	1,659.32	758.45		2,417.77
92G	Goodnews-Togiak	53		53	1,233.33	970.00		2,203.33
92H	Togiak-Nushagak	125		125	2,448.47	1,400.00		3,848.47
92I	Lewis Point-Naknek	86		86	1,772.34	860.00		2,632.34
92J	Naknek-Egekik	50		50	1,365.00	740.00		2,105.00
92L	Napaimut-Aniak	26		26	510.00	310.00		820.00
92M	Aniak-Tuluksak	60		60	1,394.96	1,120.00		2,514.96
92N	Akiak-Canyon Creek	45		45				
93	Chulitna Trail	3		3	4,409.26	3,000.00	877.17	8,286.43

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Sub-Project No.	Name of Route	MILEAGE			Total Miles	Federal Appropriations and Alaska Fund F.Y. 1905-'20 F.Y. 1921-'25 F.Y. 1915-'25	Contributed Funds F.Y. 1920-'25 F.Y. 1915-'25	Supervised Funds F.Y. 1915-'25	GRAND TOTAL
		Wagon Road	Sled Road	Trail					
93A	Bull River Trail	.....	.....	4	.....	.....	.....	1,598.81
93B	Indian River Bridge	.....	.....	5	.....	.....	.....	200.00
94	Kodiak-Abberts	.....	.....	5	.....	.....	.....	11,174.77
95	Kanatak-Becharof Lake	8%	.....	8 3/4	.....	.....	.....	28,296.80
96	Chickaloon-King River	.....	6 1/2	6 1/2	.....	.....	.....	822.00
97	Suntrana Footbridge	.....	.....	.....	.....	.....	.....	413.80
98	Homer Spit	.....	.....	.....	.....	.....	.....	2,826.92
100	Office and General Overhead	.....	.....	.....	.....	.....	.....	405,223.47
101	Territorial General Overhead	.....	.....	.....	.....	.....	.....	71,166.31
TOTALS					1083 3/4	\$5,213,072.36	\$3,698,642.61	\$827,992.13*	\$10,329,839.65**
Deduct Mileage transferred, re-classified or abandoned					187 1/4
Net Total					896 1/4

*Includes \$684,239.64 expended by Territorial Division Commissioners prior to supervision by Alaska Road Commission.

**Total Expenditure for Construction and Maintenance on routes subsequently abandoned are:
 Alaska Road Commission.....\$190,968.67
 Territory of Alaska.....45,093.63
 Total.....\$236,062.20 which is 2.3% of Total Expenditure.

REMARKS ON SUB-PROJECTS.

Project No. 1: Turned over to Department of Agriculture May 1, 1920. The funds of the Department of Agriculture to projects in the Tongass and Chugach National Forests releases Alaska Road Commission funds for use of the Territory.

Project No. 2: Turned over to Department of Agriculture May 1, 1922. Routes 2C and 2D are subdivisions of this project as shown under these routes.

Project No. 2A: Turned over to Department of Agriculture July 1, 1920.

Project No. 2B: Turned over to Department of Agriculture May 1, 1922.

Project No. 2C: A subdivision of Route 2. Department of Agriculture May 1, 1922.

Project No. 2D: A subdivision of Route 2. Department of Agriculture May 1, 1922.

Project No. 2E: Last expenditure by the Territory.

Project No. 2F: Last expenditure by the Territory.

Project No. 2G: Last expenditure by the Territory.

Project No. 3: Subdivided in 1921 into Routes 3A, 3B, 3C, 3D, 3E, 3F, 3G, 3H, 3I, 3J, 3K, 3L, 3M, 3N, 3O, 3P, 3Q, 3R, 3S, 3T, 3U, 3V, 3W, 3X, 3Y, 3Z. Mileage shown under latter routes.

Project No. 3A: Subdivision Route 3.

Project No. 3B: A new project on north side of Chukchee River.

Project No. 3C: Subdivision Route 3.

Project No. 3E: Last expenditure by the Territory. Will be rehabilitated.

Project No. 3F: Last expenditure by the Territory. No credit for mileage taken. May later be rehabilitated.

Project No. 4A: Abandoned. No need exists since the discontinuance of winter travel via this route. Last expenditure 1921.

Project No. 4AA: Abandoned. Last expenditure Territory 1917.

Project No. 4B: Subdivided in 1921 into routes 4B1, 4B2, 4B3, 4B4, 4B5, 4B6, 4B7, 4B8, 4B9, 4B10, 4B11, 4B12, 4B13, 4B14, 4B15, 4B16, 4B17, 4B18, 4B19, 4B20. Mileage shown under latter routes.

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Overhead	\$5,213,072.36	\$3,698,642.61	\$590,132.45	\$827,992.13*	\$10,329,839.55**
TOTALS	1180%	8043%	1659%	1180%	10883%
Deduct Mileage transferred, re-classified or abandoned	94	866%	187%	94	1147%
Net Total	1472%	1086%	1472%	7177	9736

**Total Expenditure for Construction and Maintenance on routes subsequently abandoned are:
 Alaska Road Commission.....\$190,968.57
 Territory of Alaska 45,093.63
 Total\$236,062.20 which is 2.3% of Total Expenditure.

*Includes \$84,239.64 expended by Territorial Division Commissioners prior to supervision by Alaska Road Commission.

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REMARKS ON SUB-PROJECTS.

- Project No. 1: Turned over to Department of Agriculture July 1, 1920. The funds of the Department of Agriculture are limited to projects in the Tongass and Chugach National Forests. This releases Alaska Road Commission funds for use in other parts of the Territory.
- Project No. 2: Turned over to Department of Agriculture May 1, 1922. Routes 2C and 2D are subdivisions of this route and mileage is shown under these routes.
- Project No. 2A: Turned over to Department of Agriculture July 1, 1920.
- Project No. 2B: Turned over to Department of Agriculture May 1, 1922.
- Project No. 2C: A subdivision of Route 2. Turned over to Department of Agriculture May 1, 1922.
- Project No. 2D: A subdivision of Route 2. Turned over to Department of Agriculture May 1, 1922.
- Project No. 2E: Last expenditure by the Territory 1919.
- Project No. 2F: Last expenditure by the Territory 1918.
- Project No. 2G: Last expenditure by the Territory 1920.
- Project No. 3: Subdivided in 1921 into Routes 3A and 3C and mileage shown under latter routes.
- Project No. 3A: Subdivision Route 3.
- Project No. 3B: A new project on north bank of Klehini River.
- Project No. 3C: Subdivision Route 3.
- Project No. 3E: Last expenditure by the Territory in 1920. Will be rehabilitated.
- Project No. 3F: Last expenditure by the Territory in 1918. No credit for mileage taken. May later be rehabilitated.
- Project No. 4A: Abandoned. No need exists for this route since the discontinuance of winter travel via the Delta River route. Last expenditure 1921.
- Project No. 4AA: Abandoned. Last expenditure by the Territory 1917.
- Project No. 4B: Subdivided in 1921 into routes 4BA and 4BB; mileage shown under latter routes.

- Project No. 4BA: Subdivision of Route 4B.
- Project No. 4BB: Subdivision of Route 4B.
- Project No. 4H: Subdivided in 1922 into routes 4H1 and 4H2 and mileage shown under latter routes.
- Project No. 4H1: Subdivision Route 4H.
- Project No. 4H2: Subdivision Route 4H.
- Project No. 5: The portion from Ester to Dunbar 27 miles abandoned 1922 after completion of government railroad.
- Project No. 5A: Part of Route 5 still maintained.
- Project No. 7: Subdivided after 1920 into Routes 7G, 7I and 7C. Mileage shown under latter routes.
- Project No. 7AB: Abandoned. Last expenditure by Territory 1920.
- Project No. 7BB: Abandoned. Last expenditure by Territory 1920.
- Project No. 7E: Abandoned. Last expenditure by Territory 1920.
- Project No. 7F: Abandoned. Last expenditure by Territory 1920.
- Project No. 71A: Abandoned. Last expenditure by Territory 1920.
- Project No. 7U: Included in Route 7D after 1923.
- Project No. 7Z: Under this heading expenditures by the Territory prior to 1917 on all Fairbanks local roads are carried.
- Project No. 8A: Included in Route 8 after 1923.
- Project No. 8B: Included in Route 8 after 1923.
- Project No. 8C: Included in Route 8 after 1923.
- Project No. 8G: Included in Route 8 after 1923.
- Project No. 10: .8 miles turned over to Department of Agriculture in 1920; balance on May 1, 1922.
- Project No. 10A: Turned over to Navy Department 1920.
- Project No. 12A: Section Mile 34 to Lynx Creek abandoned in favor of Route 24; remainder carried as Route 24A and 24B. Mileage shown hereunder only that abandoned.

- Project No. 13D: Abandoned. Last expend
- Project No. 13E: Abandoned. Last expend
- Project No. 13G: Abandoned. Last expend
- Project No. 13H: Abandoned. Last expend
- Project No. 13I: Abandoned. Last expend
- Project No. 13J: Abandoned. Last expend
- Project No. 14: Turned over to Department May 1, 1922.
- Project No. 15B: Last expenditure by Terri
- Project No. 17A: Abandoned. Last expendi
- Project No. 17B: Abandoned. Last expendi
- Project No. 19: Last expenditure 1917. Ab pletion of government railroad.
- Project No. 19A: Same as Route 19.
- Project No. 19B: Same as Route 19.
- Project No. 19C: Same as Route 19.
- Project No. 19D: Same as Route 19.
- Project No. 19E: Turned over to Department May 1, 1922.
- Project No. 20A: Abandoned in favor of s government railroad completed. Last expenditu
- Project No. 20D: Abandoned. This route as Takotna-Kaltag and the greater part of expen were on the section Takotna to Ophir which 38D.
- Project No. 20E: Abandoned in favor of s completion of the railroad. Last expenditure 19
- Project No. 20F: Same as Route 20E.
- Project No. 20G: Same as Route 20E.
- Project No. 24: Turned over to Departme May 1, 1922.
- Project No. 24A: Turned over to Departme May 1, 1922.

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- 4BA: Subdivision of Route 4B.
- 4BB: Subdivision of Route 4B.
- 4H: Subdivided in 1922 into routes 4H1 and 4H2
own under latter routes.
- 4H1: Subdivision Route 4H.
- 4H2: Subdivision Route 4H.
- 5: The portion from Ester to Dunbar 27 miles
after completion of government railroad.
- 5A: Part of Route 5 still maintained.
- 7: Subdivided after 1920 into Routes 7G, 7I and
own under latter routes.
- 7AB: Abandoned. Last expenditure by Territory
- 7BB: Abandoned. Last expenditure by Territory
- 7E: Abandoned. Last expenditure by Territory
- 7F: Abandoned. Last expenditure by Territory
- 7IA: Abandoned. Last expenditure by Territory
- 7U: Included in Route 7D after 1923.
- 7Z: Under this heading expenditures by the Ter-
1917 on all Fairbanks local roads are carried.
- 8A: Included in Route 8 after 1923.
- 8B: Included in Route 8 after 1923.
- 8C: Included in Route 8 after 1923.
- 8G: Included in Route 8 after 1923.
- 10: 8 miles turned over to Department of Agri-
balance on May 1, 1922.
- 10A: Turned over to Navy Department 1920.
- 12A: Section Mile 34 to Lynx Creek abandoned
24; remainder carried as Route 24A and 24B.
hereunder only that abandoned.

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- Project No. 13D: Abandoned. Last expenditure 1919.
- Project No. 13E: Abandoned. Last expenditure 1921.
- Project No. 13G: Abandoned. Last expenditure 1919.
- Project No. 13H: Abandoned. Last expenditure 1921.
- Project No. 13I: Abandoned. Last expenditure 1923.
- Project No. 13J: Abandoned. Last expenditure 1920.
- Project No. 14: Turned over to Department of Agriculture
May 1, 1922.
- Project No. 15B: Last expenditure by Territory 1920.
- Project No. 17A: Abandoned. Last expenditure 1912.
- Project No. 17B: Abandoned. Last expenditure 1914.
- Project No. 19: Last expenditure 1917. Abandoned after com-
pletion of government railroad.
- Project No. 19A: Same as Route 19.
- Project No. 19B: Same as Route 19.
- Project No. 19C: Same as Route 19.
- Project No. 19D: Same as Route 19.
- Project No. 19E: Turned over to Department of Agriculture
May 1, 1922.
- Project No. 20A: Abandoned in favor of shorter route after
government railroad completed. Last expenditure 1918.
- Project No. 20D: Abandoned. This route originally carried
as Takotna-Kaltag and the greater part of expenditures here shown
were on the section Takotna to Ophir which is now carried as
38D.
- Project No. 20E: Abandoned in favor of shorter route after
completion of the railroad. Last expenditure 1917.
- Project No. 20F: Same as Route 20E.
- Project No. 20G: Same as Route 20E.
- Project No. 24: Turned over to Department of Agriculture
May 1, 1922.
- Project No. 24A: Turned over to Department of Agriculture
May 1, 1922.

Project No. 24B: Turned over to Department of Agriculture May 1, 1922.

Project No. 25A: Abandoned.

Project No. 25B: Abandoned.

Project No. 25H: Abandoned. Last expenditure 1914.

Project No. 25I: Expenditures after 1923 carried under Route 67.

Project No. 33A: Abandoned. Last expenditure 1911.

Project No. 33B: Abandoned in favor of Route 33F.

Project No. 34: Abandoned. Last expenditure 1913.

Project No. 35: Subdivided after 1921 into Routes 35D, E, and F, and mileage shown under these routes.

Project No. 35D: Subdivision of Route 35.

Project No. 35E: Subdivision of Route 35.

Project No. 35F: Subdivision of Route 35.

Project No. 35P: Abandoned after completion of branch railroad. Last expenditure 1923.

Project No. 36C: Taken over by the Department of Agriculture from the Territory. Last expenditure by the Territory in 1919.

Project No. 36D: Last expenditure by the Territory in 1920.

Project No. 36E: Last expenditure by the Territory in 1919.

Project No. 36F: Last expenditure by the Territory in 1920.

Project No. 38EEE: Abandoned. Last expenditure by the Territory in 1920.

Project No. 39: Turned over to the Department of Agriculture May 1, 1922.

Project No. 43: Turned over to the Department of Agriculture May 1, 1922.

Project No. 44: Turned over to the Department of Agriculture May 1, 1922.

Project No. 45: Turned over to the Department of Agriculture May 1, 1922.

Project No. 50: Turned over to the Department of Agriculture May 1, 1922.

Project No. 52: Turned over to the Department in 1920.

Project No. 52A: Last expenditure by the

Project No. 55: The part of this route from to Kenai Lake transferred to the Department 1920.

Project No. 56: Abandoned since the construction per River Railroad. Last expenditure in 1907.

Project No. 56B: Taken over by the Department from the Territory. Last expenditure by the

Project No. 57: Expenditure includes \$25,094 Nizina River erected 1914 which was later destroyed

Project No. 57A: The amount of \$38,268.20 funds expended by the Territory of Alaska for River erected 1918, which was later destroyed by

Project No. 58: Turned over to the Department in 1920.

Project No. 61C: Abandoned. Last expenditure in 1919.

Project No. 63A: Abandoned since the purchase by the Territory of the Tolovana Tram.

Project No. 64: Abandoned. Last expenditure

Project No. 66: Abandoned since the completion of the Alaska Branch Railroad. Last expenditure 19

Project No. 69: Expenditure for surveys a not undertaken.

Project No. 71: Expenditure for motor equipment 1920. Since that date all expenditures for equipment charged against routes.

Project No. 72: Turned over to the Department May 1, 1922.

Project No. 72A: Last expenditure by the

Project No. 75G: Last expenditure by the

Project No. 77: Expenditures after 1923 carried under 89A.

Project No. 77A: Expenditures after 1923 carried under 89A on which ferry is located.

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- : Turned over to Department of Agriculture
- : Abandoned.
- : Abandoned.
- H: Abandoned. Last expenditure 1914.
- : Expenditures after 1923 carried under Route
- A: Abandoned. Last expenditure 1911.
- B: Abandoned in favor of Route 33F.
- 4: Abandoned. Last expenditure 1913.
- : Subdivided after 1921 into Routes 35D, E. and
own under these routes.
- D: Subdivision of Route 35.
- E: Subdivision of Route 35.
- F: Subdivision of Route 35.
- P: Abandoned after completion of branch rail-
road 1923.
- C: Taken over by the Department of Agricul-
ture. Last expenditure by the Territory in 1919.
- D: Last expenditure by the Territory in 1920.
- E: Last expenditure by the Territory in 1919.
- F: Last expenditure by the Territory in 1920.
- EE: Abandoned. Last expenditure by the Ter-
ritory in 1919.
- Turned over to the Department of Agriculture
- Turned over to the Department of Agriculture
- Turned over to the Department of Agriculture
- Turned over to the Department of Agriculture
- Turned over to the Department of Agriculture

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- Project No. 52: Turned over to the Department of Agriculture in 1920.
- Project No. 52A: Last expenditure by the Territory in 1916.
- Project No. 55: The part of this route from Russian River to Kenai Lake transferred to the Department of Agriculture in 1920.
- Project No. 56: Abandoned since the construction of the Cop- per River Railroad. Last expenditure in 1907.
- Project No. 56B: Taken over by the Department of Agricul- ture from the Territory. Last expenditure by the Territory in 1919.
- Project No. 57: Expenditure includes \$25,094.71 for bridge over Nizina River erected 1914 which was later destroyed by floods.
- Project No. 57A: The amount of \$38,268.20 under supervised funds expended by the Territory of Alaska for bridge over Nizina River erected 1918, which was later destroyed by floods.
- Project No. 58: Turned over to the Department of Agriculture in 1920.
- Project No. 61C: Abandoned. Last expenditure by the Terri- tory in 1919.
- Project No. 63A: Abandoned since the purchase by the Ter- ritory of the Tolovana Tram.
- Project No. 64: Abandoned. Last expenditure 1922.
- Project No. 66: Abandoned since the completion of the Mat- anuska Branch Railroad. Last expenditure 1917.
- Project No. 69: Expenditure for surveys and plans. Project not undertaken.
- Project No. 71: Expenditure for motor equipment prior to 1920. Since that date all expenditures for equipment have been charged against routes.
- Project No. 72: Turned over to Department of Agriculture May 1, 1922.
- Project No. 72A: Last expenditure by the Territory in 1918.
- Project No. 75G: Last expenditure by the Territory in 1920.
- Project No. 77: Expenditures after 1923 carried under Route 89A.
- Project No. 77A: Expenditures after 1923 carried under Route on which ferry is located.

Project No. 77B: Expenditures after 1923 carried under route on which bridge is located.

Project No. 80E: Expenditure for investigation.

Project No. 82: Turned over to Department of Agriculture May 1, 1922.

Project No. 91: Turned over to Department of Agriculture May 1, 1922.

Project No. 101: This item includes Divisional Chairman's salary and other expenses, prior to 1921 at which time the Alaska Road Commission assumed all overhead expenses. Since 1921 only chairman's bonds and pay of elected Divisional Commissioners carried under this item.

COST OF MAINTENANCE.

The annual cost of maintenance of routes in Alaska varies considerably with the locality, the range of climate being greater than that of the United States, and the cost of labor varying greatly. The experience of this Commission indicates that for all Alaska proper, average maintenance costs, including a fair allowance for floods, etc., are about as indicated in table following:

Classification	Mileage	Annual Maintenance per mile	Total
Wagon Roads	1,472¼	\$300	\$441,675.00
Sled Roads	1,086¾	25	27,168.75
Trails	6,465	10	64,650.00
Flagged Trails	712	3	2,136.00
Totals	9,736	\$56.05	\$535,629.75

The above does not provide for any improvements or extensions. The intermediate, or interior, sections of many of the through routes need improvement to the same standard as the rest so that the entire route may be used throughout by the same traffic without the necessity of breaking loads. A certain amount of new work on extensions must be provided for each year to keep pace with developments. This has only been possible up to the present time at the expense of needed maintenance work.

INSPECTION.

The magnitude of the task and extent of territory covered by the wide-flung activities of this Commission may be realized from the fact that it would take two years of continuous traveling with the best facilities available for a single individual to make a complete inspection of the entire mileage for which the Commission is responsible.

Actually the President and Engineer Office 80% of their time in the field. They have visited and have inspected most of the sub-projects and the Secretary and Disbursing Officer has been hauling the property, accounts and office method a tour of inspection of the district offices to state and accounts.

FEDERAL AID.

The provisions of the Federal Aid Road Act to the Territory of Alaska. The original Federal was approved July 11, 1916, and was amended proved February 28, 1919. The Federal Highway ber 9, 1921, as supplemented and amended, is no governing federal aid road work.

The extension of the Federal Aid Road Act been proposed. In view of the fact that nearly the federal aid idea was adopted, the Alaska Road had been created by Congress in 1905 to meet the conditions in Alaska, had the work well in hand; and further fact that the theory, specifications, methods federal aid do not meet the conditions in the progress has instead increased the powers and approval Alaska Road Commission.

DEPARTMENT OF AGRICULTURE

While the provisions of the Federal Aid Road apply to the Territory, the provisions of the same to roads in the National Forests do apply to the Chugach National Forests which constitute about of the Territory. As these forest funds require attention, the amounts accruing under the Acts of 1916 idle until the passage of the Territorial Cooperation approved April 21, 1919 (Chapt. 11, Session Laws funds then released and subsequent funds are expended in direction of the Secretary of Agriculture, represented the U. S. Forest Service. In addition to the cost of the Act of 1921 and subsequent acts released a funds for the expenditure of which cooperation is

Until July 1, 1920, the President of the Alaska Road Commission acted as the representative of the Department and supervised the performance of work and the these cooperative funds within the National Forests projects were former projects of this Commission. Under the Forest Funds were inadequate to take care

trails for dog teams are constructed on the same principles but require less in the way of bridges or grading of approaches

Summer trails follow the driest—or the least wet—ground available. If grades are not excessive they are susceptible of later development into wagon roads.

It is the general policy on any route or within a certain district, to make gradual improvements throughout rather than to make extensive improvements on one route or portion of a route which cannot be advantageously used until the remainder or the connecting routes are so improved.

COMMERCIAL STATISTICS.

A careful traffic census was begun by the Commission in 1911. Comparing the expenditures for freight on each route at the present rate with the cost of transporting the same amount of freight at the rates prevailing before the road was constructed, a figure is obtained which represents the economic saving to the community served by the construction of the particular route in point.

Combining the saving for all the routes built by the Commission, the following table for 1911, 1912 and 1913, has been compiled:

TRAFFIC SUMMARY.

Year	Expenditures for the year	Total expenditures for roads to end of year	Economic saving to shippers
1911	\$268,777.95	\$1,903,103.27	\$1,981,677.00
1912	317,303.72	2,220,406.99	2,141,688.00
1913	353,118.29	2,573,525.28	2,144,667.00
1911-1913	937,199.96	2,573,525.28	6,268,032.00

From this table it will be seen that the saving in these three years alone was almost three times the total expenditure for roads to the end of 1913. Records for succeeding years were burned up in the fire of 1915. No census was taken during the war.

A new census was inaugurated January 1, 1921, and was continued through the last calendar year. Due to poor communications, reports of this census are still incomplete. Such fragmentary reports as have been received show a very gratifying reaction from recent work performed by this Commission, and an astonishing aggregate of traffic upon trails lying in remote sections.

The traffic census table on pages 46 and 47 gives a synopsis of the traffic reported upon a few typical routes for the calendar year 1924.

In the interior, the great cost of moving freight by teaming or packing together with the difficulty and uncertainty of moving

it at all, constitutes the main obstacle to the development of the district.

During the opening of the new diggings in the few years ago, beans, coffee, sugar, hay, candles, were sold at \$1.50 a pound. The freight charged a dollar a pound, so that the original cost of the articles of little importance. And even at that, the carriers keep pace with the demand. Last summer the cost for transporting supplies from Dawson, in the Klondike district was greater than the original cost of the freight from the United States to the Klondike, (about 100 miles from Seattle.)

The cost of transportation by the usual modes in Alaska are shown by the following table:

Winter:

Bob-sled (sled road)	.....
Double-ender (trail)	.....
Dog-team (trail)	.....

Summer:

Truck (wagon road)	.....
Wagon (wagon road)	.....
Pack train (trail)	.....
Man (no trail)	.....

(*)—Average from very widely varying figures. At Southeastern Alaska, in 1921, I observed lumber, piñon, etc., being carried on the backs of Indians from a slippery mountain trail about 7,500 feet long to a small little basin at about 800 feet elevation at 4 cents per ton—over 1 cent per ton-foot.

Railroad transportation cannot yet be regarded as a factor for Alaska, and steamship rates are entirely affected by competition. They, like the existing railroads, are fixed by two factors only; 1st, the cost of hauling freight by wagon road, sled road, or trail, where no road exists (or, in the case of steamships, sometimes by steamer line); and 2d, by the highest rate the goods can and be shipped at all.

The table shows the actual cost at the rates for food, forage, etc., prevailing in the great interior. They are based also on the costs of hauling lumber from the south coast the comparative values are the same. The values are about one-third less because of low controlling elements.

constructed on the same principles but bridges or grading of approaches

the driest—or the least wet—ground available. Excessive they are susceptible of later developments.

any on any route or within a certain distance improvements throughout rather than to concentrate on one route or portion of a route previously used until the remainder or the whole is improved.

FINANCIAL STATISTICS.

Work was begun by the Commission in 1911. Figures for freight on each route at the present time for transporting the same amount of freight at the same rate as the road was constructed, a figure is obtained showing the economic saving to the community and the cost of the particular route in point.

For all the routes built by the Commission for 1911, 1912 and 1913, has been computed.

TRAFFIC SUMMARY.

Year	Total expenditures for roads to end of year	Economic saving to shippers
1911	\$1,903,103.27	\$1,981,677.00
1912	2,220,406.99	2,141,688.00
1913	2,573,525.28	2,144,667.00
1914	2,573,525.28	6,268,032.00

It can be seen that the saving in these three years is three times the total expenditure for roads for succeeding years were burned up during the war.

The report inaugurated January 1, 1921, and was completed for the calendar year. Due to poor communications are still incomplete. Such fragmentary reports show a very gratifying reaction from the public to this Commission, and an astonishing amount of business lying in remote sections.

The report on pages 46 and 47 gives a synopsis of traffic on a few typical routes for the calendar year.

The great cost of moving freight by teaming is due to the difficulty and uncertainty of moving

it at all, constitutes the main obstacle to the growth and development of the district.

During the opening of the new diggings in the Chisana region a few years ago, beans, coffee, sugar, hay, candles, bacon, grain, etc. were sold at \$1.50 a pound. The freight charges were almost a dollar a pound, so that the original cost of the article was of relatively little importance. And even at that, the supply could not keep pace with the demand. Last summer the freight charges for transporting supplies from Dawson, in the Klondike, to some mines about one hundred miles away in the American 40-Mile District was greater than the original cost of the supplies plus the freight from the United States to the Klondike. (Dawson is 1,700 miles from Seattle.)

The cost of transportation by the usual modes of transport in Alaska are shown by the following table:

	Per Ton-Mile.
Winter:	
Bob-sled (sled road)	\$ 0.37
Double-ender (trail)	1.30
Dog-team (trail)	6.30
Summer:	
Truck (wagon road) .....	.50
Wagon (wagon road)	1.23
Pack train (trail)	4.80
Man (no trail)	26.67*

(*)—Average from very widely varying figures. At Lisianski Inlet, in Southeastern Alaska, in 1921, I observed lumber, pipe, tar paper, groceries, etc., being carried on the backs of Indians from the beach up a slippery mountain trail about 7,500 feet long to a new gold strike in a little basin at about 800 feet elevation at 4 cents per pound, or \$80.00 per ton—over 1 cent per ton-foot.

Railroad transportation cannot yet be regarded as a usual form for Alaska, and steamship rates are entirely arbitrary, depending upon competition. They, like the existing railroad rates, have been fixed by two factors only; 1st, the cost of hauling on some competing wagon road, sled road, or trail, where such competition exists (or, in the case of steamships, sometimes by competing steamer line); and 2d, by the highest rate the freight can stand and be shipped at all.

The table shows the actual cost at the rates for teams, labor, food, forage, etc., prevailing in the great interior regions of Alaska. They are based also on the costs of hauling large quantities. On the south coast the comparative values are the same, but the actual values are about one-third less because of lower costs of above controlling elements.

TRAFFIC CENSUS

District	Route No.	Station	Period 1924	No. of Persons	Autos	Wagons	Sleds	Pack Horses	Ton-nage
SOUTHWESTERN									
Seward-Nash	10B	Seward	Jan.-Dec.	630	295	60	73	.....	450
Archangel Extension	35A	Fishhook	Jan.-Sept.	567	27	127	15	20	163
Willow Creek Extension	35D	Fishhook	Apr.-Sept.	423	4	87	.....	209	139
Wasilla-Fishhook	35E	Wasilla	Jan.-Oct.	1965	424	160	12	150	456
Wasilla-Palmer	35H	.....	.....	.....	.....	.....	.....	.....	.....
and Wasilla-Matanuska	35J	Wasilla	Mar.-Oct.	2478	258	258	77	50	118
Houston-Willow Creek	35N	Houston	Jan.-Mar.	35	.....	.....	8	.....	120
McKinley Park Trail	46D	McKinley	Apr.	16	.....	.....	9	.....	1
Iliamna Bay-Iliamna	48	Iliamna	Mar.-Sept.	146	.....	.....	18	87	10
Talkeetna-Cache Creek	51	Moose Creek	Jan.-Oct.	801	6	75	222	152	221
Kenai-Russian River	55	Cooper's Landing	Mar.-Nov.	457	.....	.....	10	5	11
Anchorage-Eagle River	75	6 Mile R. H.	Mar.-Oct.	7509	3353	44	17	8	157
Anchorage-Lake Spenard	75A	Spenard	Apr.-May	6240	1415	12	.....	.....	6
Cantwell-Valdez Creek	76	Cantwell	Mar.-Apr.	122	.....	.....	87	.....	27
Kanatak-Becharof Lake	95	Becharof	Apr.-June	342	*69	11	7	40	465
FAIRBANKS									
Fairbanks-Chitina-Valdez	.....	Salcha Ferry	May-Oct.	2603	1007	33	.....	.....	399
Fairbanks-Chitina-Valdez	.....	Grundler Ferry	May-Oct.	1495	627	16	.....	.....	368
Fairbanks-Chena Hot Springs	7J	Colorado R. H.	Oct.-Dec.	149	.....	.....	59	.....	39
Chatanika-Circle	15&16	Miller House	Nov.-Dec.	204	.....	.....	69	.....	9
Chatanika-Circle	15&16	12 Mile R. H.	Oct.-Dec.	93	.....	.....	68	2	8
Circle-Ft. Yukon	53A	Ft. Yukon	Nov.-Dec.	66	.....	.....	35	.....	7
NENANA									
Ruby-Poorman	38A&E	Long	Nov.-Dec.	108	4	.....	63	2	49
Kobi-Telida	46	Kobi	Nov.-Dec.	59	.....	.....	33	14	7
Nenana-McGrath	.....	Knight's R. H.	Nov.-Dec.	137	.....	.....	78	12	11
Dunbar-Brooks	63	Log-Jam	Oct.-Nov.	105	*2	.....	34	.....	16½
VALDEZ									
Valdez-Fairbanks	.....	Valdez	Jan.-Dec.	1576	580	43	.....	2	178
NOME									
Nome-Council	8	Nome	Jan.-Dec.	200	50	60	.....	.....	100X
Casa de Paga	8H	Solomon	Jan.-Dec.	150	.....	75	.....	.....	150X

Nome-Bessie	13A	Nome	Jan.-Dec.	6000	3600	500	400	.....	4850X
Bessie-Banner	13B	.....	Jan.-Dec.	500	400	100	.....	.....	750X
Little Creek	13C	.....	Jan.-Dec.	4000	3000	350	50	.....	3500X
Nome-Osborne	13F	Nome	Jan.-Dec.	200	100	50	20	.....	100X
Bessie-Buster	13K	Dexter R. H.	Jan.-Dec.	1095	205	74	288	.....	183½
Nome-Kaltag	18	Isaac's Point	Feb.-Apr.	141	.....	.....	91	.....	9
Nome-Kaltag	18	Solomon	Jan.-May	862	.....	.....	555	.....	130
Bonanza-Kotzebue	18A	Haycock	Jan.-May	214	.....	.....	108	.....	43½
Unalakleet-St. Michael	21	St. Michael	Jan.-Apr.	432	.....	.....	293	.....	31
Nome Wireless	25C	Nome	Jan.-Dec.	1200	1200	.....	.....	.....	100X
Mouth Center Creek	25D	Nome	Jan.-Dec.	1200	1200	.....	.....	.....	30X
Submarine Paystreak	25E	Nome	Jan.-Dec.	2000	1890	.....	.....	.....	25X
Anvil-Glacier	25F	.....	Jan.-Dec.	400	300	50	.....	.....	100X
Candle-Candle Creek	26	Candle	Jan.-Dec.	800	.....	200	400	.....	500X
Deering-Inmachuk	27	Deering	Mar.-Apr.	153	.....	.....	263	.....	47
Nome-Taylor	28A	U. S. Roadhouse	Jan.-May	.....	.....	.....	.....	.....	.....
Nome-Teller	67	Nome	Nov.-Dec.	291	.....	.....	220	.....	42
Teller-Prince of Wales	67A	Wales	Jan.-Dec.	370	.....	3	218	6	19¼
Kotlik-Marshall	73&73A	Marshall	Jan.-June	236	.....	.....	217	.....	31½
Old Hamilton-Scammon Bay	73C	Old Hamilton	Jan.-Apr.	1512	.....	.....	992	.....	110
Seward Pen. R. R.	89A	U. S. Roadhouse	Jan.-Apr.	312	.....	.....	221	.....	26
.....	.....	.....	June-Oct.	474	197**	.....	.....	.....	103

*—Tractors.
 **—Both motor and dog propelled cars.
 X—All items estimated.

Wasilla-Palmer	35J	Wasilla	Mar.-Oct.	2478	258	258	77	50	118
and Wasilla-Matanuska	35N	Houston	Jan.-Mar.	35	.....	.....	8	.....	120
Houston-Willow Creek	46D	McKinley	Apr.	16	.....	.....	9	.....	1
Ilamna Bay-Ilamna	48	Ilamna	Mar.-Sept.	146	.....	.....	18	87	10
Talkeetna-Cache Creek	51	Moose Creek	Jan.-Oct.	801	6	75	222	152	221
Kenai-Russian River	55	Cooper's Landing	Mar.-Nov.	457	10	5	11
Anchorage-Eagle River	75	6 Mile R. H.	Mar.-Oct.	7509	3353	44	17	8	157
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Cantwell-Valdez Creek	76	Cantwell	Mar.-Apr.	122	87	27
Kanatak-Becharof Lake	95	Becharof	Apr.-June	342	*69	11	7	40	465
FAIRBANKS									
Fairbanks-Chitina-Valdez	.....	Saicha Ferry	May-Oct.	2603	1007	33	.....	.....	399
Fairbanks-Chitina-Valdez	.....	Grundler Ferry	May-Oct.	1495	627	16	.....	.....	368
Fairbanks-Chena Hot Springs	7J	Colorado R. H.	Oct.-Dec.	149	.....	.....	59	.....	39
Chatanika-Circle	15&16	Miller House	Nov.-Dec.	204	.....	.....	69	.....	9
Chatanika-Circle	15&16	12 Mile R. H.	Oct.-Dec.	93	.....	.....	68	2	8
Circle-Ft. Yukon	53A	Ft. Yukon	Nov.-Dec.	66	.....	.....	35	.....	7
NENANA									
Ruby-Poorman	38A&E	Long	Nov.-Dec.	108	4	.....	63	2	49
Kobi-Telida	46	Kobi	Nov.-Dec.	59	33	14	7
Nenana-McGrath	Knight's R. H.	Nov.-Dec.	137	78	12	11
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VALDEZ									
Valdez-Fairbanks	Valdez	Jan.-Dec.	1576	580	43	2	178
NOME									
Nome-Council	8	Nome	Jan.-Dec.	200	50	60	100X
Casa de Paga	8H	Solomon	Jan.-Dec.	150	.....	75	.....	.....	150X

Nome-Bessie	13A	Nome	Jan.-Dec.	6000	3600	500	400	.....	4850X
Bessie-Banner	13B	Nome	Jan.-Dec.	500	400	100	.....	.....	750X
Little Creek	13C	Nome	Jan.-Dec.	4000	3000	350	50	.....	3500X
Nome-Osborne	13F	Nome	Jan.-Dec.	200	100	50	20	.....	100X
Bessie-Buster	13K	Dexter R. H.	Jan.-Dec.	1095	205	74	288	.....	183½
Nome-Kaltag	18	Isaac's Point	Feb.-Apr.	141	.....	.....	91	.....	9
Nome-Kaltag	18	Solomon	Jan.-May	862	.....	.....	555	.....	130
Bonanza-Kotzebue	18A	Haycock	Jan.-May	214	.....	.....	108	.....	43½
Unalakleet-St. Michael	21	St. Michael	Jan.-Apr.	432	.....	.....	293	.....	31
Nome Wireless	25C	Nome	Jan.-Dec.	1200	1200	.....	.....	.....	100X
Mouth Center Creek	25D	Nome	Jan.-Dec.	1200	1200	.....	.....	.....	30X
Submarine Paystreak	25E	Nome	Jan.-Dec.	2000	1800	.....	.....	.....	25X
Anvil-Glacier	25F	Nome	Jan.-Dec.	400	300	50	.....	.....	100X
Candle-Candle Creek	26	Candle	Jan.-Dec.	800	.....	200	400	.....	500X
Deering-Inmachuk	27	Deering	Mar.-Apr.	153	.....	.....	263	.....	47
Nome-Taylor	28A	U. S. Roadhouse	Jan.-May	.....	.....	.....	.....	.....	.....
Nome-Teller	67	Nome	Nov.-Dec.	291	.....	.....	220	.....	42
Teller-Prince of Wales	67A	Nome	Jan.-Dec.	370	.....	3	218	6	19¼
Kotlik-Marshall	73&73A	Wales	Jan.-June	236	.....	.....	217	.....	31½
Old Hamilton-Scammon Bay	73C	Marshall	Jan.-Apr.	1512	.....	.....	992	.....	110
Seward Pen. R. R.	89A	Old Hamilton	Jan.-Apr.	312	.....	.....	221	.....	26
		U. S. Roadhouse	June-Oct.	474	197**	.....	.....	.....	103

*—Tractors.
 **—Both motor and dog propelled cars.
 X—All items estimated.

PRESENT CONDITION.

now standard graded on final location and rapidly going forward.

indicates the condition as of March 1, 1925:

	Miles
Distance	168
Broken Rock Roadbed.....	32
(surfaced)	77
	133
	410

have been overhauled and reconstructed following important bridges were constructed

truss, 80 ft. approach.

ss.

r, 2-100-ft. trusses, 143-ft. approach.

r, 2-100-ft. trusses, 32-ft. approach.

truss.

pile trestle.

steel truss; 345-ft. trestle approach.

pile trestle.

CONCLUSION.

highway is an important traffic feeder both to the Copper River and Northwestern rail systems it forms a circular route widely known on the outside as the Golden the current season many hundreds of tour- nificant scenic trip without any delays or an are incident to motoring in any moun-

een years of development, the Richardson overland means of access to the interior to its value in aiding local travel and de- of bringing into the Territory new people manant investment is of constantly grow- ly remarkable that the Federal Government and maintained this excellent overland

highway in such a remote and sparsely settled region so long before the Federal aid idea was accepted in the States. Its cost of less than \$10,000 per mile, including twenty-one-years' maintenance, coupled with the fact that it has been rendering service in the transportation of mail, express, passengers and freight, throughout its length from the very start in 1905, first by dog-team, then horse- sies, then wagon, and since 1913 by motor, is even more remarkable. It stands as a permanent and outstanding monument to its pro- jectors.

EXTENSION TO CIRCLE.

The all-American route will not be complete until it is extended to the upper Yukon and serves as a portage between the Yukon and Tanana Valleys. The plans of the Commission contemplate the eventual extension of the Richardson Highway from Fairbanks to Circle, a distance of 160 miles. This will make a total distance from Valdez of 531 miles, about the distance from Boston to Rich- mond, or from Vancouver to Banff.

About two-thirds of this extension is now passable for wagons. A regular winter mail stage service is maintained, using double hob- sleds, horse-drawn. Automobiles can now travel for fifty miles out of Fairbanks, or twenty miles beyond Chatanika, during the open season. On the Circle end, fifty miles are now passable for wagons. An automobile service to Circle Hot Springs uses the 24 miles be- tween Circle and Central House. This fifty miles can be improved to motor standard at relatively small expense, once the intervening gap of about sixty miles is completed.

The following description, prepared by Mr. Harry G. Watson, a member of the Territorial Legislature and until recently Superin- tendent of River Boat Transportation for the Alaska Railroad, is typical of conditions throughout the great Interior of the Territory and gives an interesting picture of transportation problems. Mr. Watson has spent practically his entire active life in the Territory and is thoroughly familiar with conditions throughout the country.

RESOURCES AND POSSIBILITIES ALONG THE ROUTE OF THE CHATANIKA-CIRCLE ROAD.

By Harry G. Watson, Secretary to the Governor.

Chatanika, the terminal of the Narrow Gauge Line, is 39.2 miles from Fairbanks by rail or 30 miles by auto and is the junction point of The Alaska Railroad, and the Circle Road. Large placer opera- tions have been working in the vicinity of Cleary Creek, Chatham Creek, and Chatanika River since the early discovery of the Fair- banks Mining District in 1903, and to date have produced approxi-

mately \$25,000,000.00 from the placers alone. There is still a large amount of virgin placer ground untouched, and at the present time there are large corporations making extensive investigations of this district with a view of installing dredges and hydraulic works on a large scale. Survey has been completed on a 108 mile ditch to be constructed from the sources of the Chatanika, (McManus River) and the Chena River to be used in working the placers of Cleary, Chatanika Dome and Goldstream Creeks. It is now generally believed by those most interested that all options will be taken up in time, and that at least several hundred additional men will be working on this project alone within the next year. Tonnage should be greatly increased to this district in 1925.

26 Miles—Chatanika to Cassiar Roadhouse.

The Alaska Road Commission has been busily engaged with the work of connecting the end of the Chatanika Road with the Miller House Road, (Miller House Road is in fair shape for Wagon Traffic from Circle to Miller House, a distance of 49 miles). The present road from Chatanika is completed for automobile travel to near Boston Creek, about 21 miles from Chatanika, leaving a distance of about 60 miles to be finished.

When this road is completed it will add greatly to the development of this district, as there are large areas of known low-grade placers along this route, which are at the present time unworkable on account of lack of transportation facilities. The present rate for freight from either end to the Birch Creek flats is about six cents per pound. All freighting must be done on the winter trail, which follows the creek bottoms. As these creeks all overflow and glacier very badly during the winter months, travel is extremely difficult and hazardous. With the completion of this road the rate of freight will decrease to the point where numerous small owners can begin operations on their holdings, thereby increasing the traffic in all lines.

Leaving the end of the constructed road it is five miles to the Cassiar Roadhouse which is the point of departure for the Beaver River District, a distance of 14 miles to the headwaters of which is over an easy gradient. Beaver River has had a few prospectors working continuously for the last ten or twelve years, and has some very promising prospects. However, with one exception, nothing of importance has developed as yet, though there are three outfits working in the length of the creek now (about 100 miles).

16 miles—Cassiar Roadhouse to Faith Creek Roadhouse.

Faith Creek, forming a junction with McManus River at this point, forms the Chatanika River. This is the point of departure for the Faith, Hope and Charity Creek Country, which embraces numer-

ous miles of known lowgrade placer ground, practically all of which will be workable when favorable roads are completed. This is also the outlet for the Preacher Creek which embraces large numbers of creeks with possibilities for further investigations, all of which are dependent on the completion of this road. All of this country is infested with caribou and moose and the streams are alive with fish. It is either may be had at all times of the year.

17 Miles—Faith Creek Roadhouse to Twelve Mile Roadhouse.

Fifteen miles of the winter sled route is on the McManus River, which overflows almost continuously. The new road takes the ridge from Faith Creek to the summit (where it joins the old trail). Travel on this route is extremely difficult; often a traveler meets with damage from a few inches to two or three feet deep which is reported. Very often it causes the loss of limb to the traveler. Getting wet in the extreme cold. This country is infested with caribou and moose and the streams are alive with fish. It is either may be had with the simplest of fishing tackle.

12-Mile Roadhouse is just below the Summit, same name. On this summit, and the adjoining hills, thousands of sheep annually pass in the spring and fall in herds of thousands. The hills seem to be a moving mass as far as the eye can see.

15 Miles—Twelve Mile Roadhouse to Eagle Creek Roadhouse.

Eagle Creek, the head of Birch Creek, was discovered by the discoveries of gold in the Interior, and has been worked since 1894. At present there is a hydraulic placer here employing about a dozen men each year. The placers of Eagle Creek and Ptarmigan Creek, which are tributaries of Birch Creek, are Gold Dust Creek, Frying Pan (Cassiar) Creek, Unknown Creek, Butte Creek, Harrison Creek, and others. There are also creeks, as well as the main Birch Creek, for a distance of a hundred miles, all of which are known to carry gold. It is not possible until proper roads are completed.

12 Miles—Eagle Creek to Miller House Roadhouse.

Miller House is the supply point for the surrounding country. The section of Miller Creek, Mastodon Creek, Mammoth Creek, and others was also one of the early discoveries, and has been worked continuously since 1894. At present there are about a dozen mines in operation in addition to a dredge.

0.00 from the placers alone. There is still a large placer ground untouched, and at the present time corporations making extensive investigations of this view of installing dredges and hydraulic works on survey has been completed on a 108 mile ditch to be the sources of the Chatanika, (McManus River) and to be used in working the placers of Cleary, Chata-Goldstream Creeks. It is now generally believed interested that all options will be taken up in time, at several hundred additional men will be working alone within the next year. Tonnage should be added to this district in 1925.

Miles—Chatanika to Cassiar Roadhouse.

The Road Commission has been busily engaged with connecting the end of the Chatanika Road with the road, (Miller House Road is in fair shape for Wagon Circle to Miller House, a distance of 49 miles). The road from Chatanika is completed for automobile travel to the creek, about 21 miles from Chatanika, leaving a distance of 28 miles to be finished.

When the road is completed it will add greatly to the development of this district, as there are large areas of known low-grade placers on this route, which are at the present time unworkable because of lack of transportation facilities. The present rate for freighting to the end of the Birch Creek flats is about six cents per ton, and freighting must be done on the winter trail, which is very difficult. As these creeks all overflow and glacier melt during the winter months, travel is extremely difficult and the completion of this road the rate of freight will be reduced to a point where numerous small owners can begin operations on their holdings, thereby increasing the traffic in all lines.

At the end of the constructed road it is five miles to the head of the Beaver River which is the point of departure for the Beaver River a distance of 14 miles to the headwaters of which is a steep gradient. Beaver River has had a few prospectors working continuously for the last ten or twelve years, and has many promising prospects. However, with one exception, no gold has been discovered as yet, though there are three outcrops of gold along the length of the creek now (about 100 miles).

Miles—Cassiar Roadhouse to Faith Creek Roadhouse.

The road, forming a junction with McManus River at this point, crosses the Chatanika River. This is the point of departure for the road to the Faith and Charity Creek Country, which embraces numer-

ous miles of known lowgrade placer ground, practically all of which will be workable when favorable roads are completed for transport. This is also the outlet for the Preacher Creek country, which embraces large numbers of creeks with possibilities that will bear further investigations, all of which are dependent on the completion of this road. All of this country is infested with caribou and moose; either may be had at all times of the year.

17 Miles—Faith Creek Roadhouse to Twelve Mile Roadhouse.

Fifteen miles of the winter sled route is on the ice of the McManus River, which overflows almost continuously, (the survey of the new road takes the ridge from Faith Creek to the 12 mile Summit, where it joins the old trail). Travel on this part of the route is extremely difficult; often a traveler meets an overflow of water from a few inches to two or three feet deep which means serious damage to horses or dogs, as well as to supplies being thus transported. Very often it causes the loss of limb to freighter, because of getting wet in the extreme cold. This country abounds with caribou and moose and the streams are alive with greyling, which are to be had with the simplest of fishing tackle.

The 12-Mile Roadhouse is just below the Summit, which bears the same name. On this summit, and the adjoining hills, the caribou annually pass in the spring and fall in herds of thousands. At times the hills seem to be a moving mass as far as the eye can see.

15 Miles—Twelve Mile Roadhouse to Eagle Creek.

Eagle Creek, the head of Birch Creek, was one of the first discoveries of gold in the Interior, and has been producing from the placers since 1894. At present there is a hydraulic plant working here employing about a dozen men each year. Below the confluence of Eagle Creek and Ptarmigan Creek, which forms the head of Birch Creek, are Gold Dust Creek, Frying Pan Creek, The Great Unknown Creek, Butte Creek, Harrison Creek, and numerous other creeks, as well as the main Birch Creek, for a distance of over a hundred miles, all of which are known to carry low-grade values, and will sometime be worked on a large scale. This, however, is not possible until proper roads are completed.

12 Miles—Eagle Creek to Miller House.

Miller House is the supply point for the surrounding mining operations of Miller Creek, Mastodon Creek, Mammoth Creek. This section was also one of the early discoveries, and has been producing continuously since 1894. At present there are about fifteen small mines in operation in addition to a dredge.

25 Miles—Miller House to Central House.

Central House is the point of departure for the Circle Hot Springs, 9 miles (a system of springs of considerable importance) which is patronized by interior people from all districts. There is maintained here a roadhouse which has made itself locally famous for its splendid meals and rooms, bathhouses and other buildings incident to a resort of its description. Room with board, including the use of bathhouses and all other properties of this institution are to be had for \$3.50 per day. Fresh milk, butter, eggs and vegetables are on the table at all meals. These are raised on the farm, which is run in connection, and which is quite extensive.

This is also the supply point for the Deadwood Creek, Swiss Creek, and the lower Birch Creek mines which annually produce considerable bullion.

12 Miles—Central House to 12 Mile House, Birch Creek Crossing.

From Central House to the Crossing of Birch Creek, the trail follows the flat country, and there is very little hope of any mining in this section.

12 Miles to Circle.

Circle City, supply point for one of the oldest mining districts in the Interior of Alaska, has been continually producing mineral since 1894. This town has long been famous in story and poem for its early-day history, which includes important events in the lives of many of America's now famous and important men. The Circle Mining District has produced approximately \$7,000,000.00 since its discovery, and there are still large areas of ground which without doubt hold goodly reward for the operator who is in position to work when the proper advantages are offered for handling his supplies.

Tourist Route.

When the road, which is now building, is completed, it will make one of the most attractive tourist routes in Alaska, outlined as follows: From Fairbanks to Chatanika, either along the Railroad or on the present Automobile Road, a distance of 39.2 miles by rail or 30 miles by auto, every minute is filled with interest, including the working of placer mines by almost every method known to miners, including dredging, all of which is to be seen from the car if the tourist feels inclined to accept the ease which is possible.

From Chatanika to the Faith Creek Roadhouse the trail follows the Chatanika River bottom. Along this portion is unsurpassed fly fishing. Large numbers of almost all Alaska game animals are to be found here. At Faith Creek the new road takes a ridge, and from the summit to the 12-Mile Roadhouse, for ten or twelve miles,

the route will be practically a Sky Line Drive of virgin and unexplored hills and mountains. From the Miller House the road follows the creek, winding around falls and rapids, to its confluence with Birch Creek to Ptarmigan and Eagle Creeks, through spruce and birch timber. From the mouth of Eagle Summit is a gradual climb, until an altitude of 4,000 feet, then drops down into the flat until the Central House. Central House is about 135 miles from Fairbanks, a good day's drive with an auto. A stop of a day is made at the Springs, which are nine miles away, to enjoy warm springs and eating as fine food as is to be had. Proceeding on to Circle, and viewing all methods of mining, another day of interest can be spent. At this point can be made with the White Pass river steamers to Klondike or Nenana, furnishing luxurious accommodation and excellent cuisine.

Along this route one can see the most gorgeous scenery from the Yukon Flats to Old Fort Yukon, which has a history in mining, trading and as a Mission. Here are the Wolf-dogs in the North; literally hundreds of them on boat, ravenously watching for bits of food to be thrown. Also natives from most of the upper villages are here while on their trading expeditions. The Porcupine is on the Yukon River at this point. Then on down to the mouth of the point for the Chandlar District, a placer mining camp of great importance.

Below here, we again reach the mountains, the range reaching back in growing magnitude until they reach the Rampart Range, which possesses unknown mineral products through the Rapids to Rampart, famous for its deposits of rare minerals, and still producing considerable quantities. Here many of the early characters of the North are still intact, not the least of whom was Rex Beach. The gold is intact, and it is looked upon by tourists with interest. To Tanana, where the Tanana River flows into the Yukon, its milky water for miles below before it is finally discharged into the Great River. At this point is located Fort Gibbon as a Military Post. Here our trip continues up to Nenana.

It is the opinion of the writer that, if this Circle City is rushed to an early completion, it will add a new chapter to The Alaska Railroad, which will be of large importance for the advantages offered to tourists, but especially to those who have been holding properties in this district for a century.

Miles—Miller House to Central House.

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the route will be practically a Sky Line Drive, overlooking miles of virgin and unexplored hills and mountains. Leaving the 12-Mile House the road follows the creek, winding around beautiful waterfalls and rapids, to its confluence with Birch Creek, following up Birch Creek to Ptarmigan and Eagle Creeks, through thick growth of spruce and birch timber. From the mouth of Eagle Creek to Eagle Summit is a gradual climb until an altitude of 4,000 feet is reached, then drops down into the flat until the Central House is reached. Central House is about 135 miles from Fairbanks, which will make a good day's drive with an auto. A stop of a day or two could be made at the Springs, which are nine miles away, enjoying bathing in warm springs and eating as fine food as is to be had in any country. Proceeding on to Circle, and viewing all methods of placer mining, another day of "interest" can be spent. At this point connections can be made with the White Pass river steamers for Dawson in the Klondike or Nenana, furnishing luxurious accommodations and excellent cuisine.

Along this route one can see the most gorgeous scenery. Down the Yukon Flats to Old Fort Yukon, which has furnished much history in mining, trading and as a Mission. Here are seen most of the Wolf-dogs in the North; literally hundreds of them meet every boat, ravenously watching for bits of food to be thrown to them. Also natives from most of the upper villages are to be seen here, while on their trading expeditions. The Porcupine River joins the Yukon River at this point. Then on down to Beaver City, supply point for the Chandler District, a placer mining camp of considerable importance.

Below here, we again reach the mountains, and rolling hills reaching back in growing magnitude until they reach the Endicott Range, which possesses unknown mineral possibilities. Down through the Rapids to Rampart, famous for its early day production of rare minerals, and still producing considerable dust each year. Here many of the early characters of the North won and lost large fortunes, not the least of whom was Rex Beach. His cabin is still intact, and it is looked upon by tourists with interest. Then on down to Tanana, where the Tanana River flows into the Yukon, showing its milky water for miles below before it is finally absorbed by the Great River. At this point is located Fort Gibbon, long maintained as a Military Post. Here our trip continues up the Tanana River to Nenana.

It is the opinion of the writer that, if this Circle-Chatanika road is rushed to an early completion, it will add a source of revenue to The Alaska Railroad, which will be of large importance, not only for the advantages offered to tourists, but especially to many miners, who have been holding properties in this district for the last quarter of a century.

A concrete rostrum with pipe railing was erected in the cemetery to provide a speaker's stand for appropriate ceremonies. A 60-ft. flag pole was erected; flags, halyards, and small decoration flags were secured. A comprehensive plan of gravel paths and roads was drawn up and work started. The boundaries are to be marked with a permanent fence. Several bodies of civilians were removed and a definite system of arrangement of graves established.

44A—The east abutment of the suspension bridge over Skagway River was seriously endangered by a shift in the main channel of the river. A rock filled log crib was constructed to act as a sheer and prevent further encroachment of the river.

81—A contract to ditch and grade up this short section of road has not yet been completed. A landing float 30 feet by 40 feet was installed in the channel opposite the mouth of Good River. This will provide a landing for the mail boat and will make it possible for this small community to have regular boat service.

90A—Cabin constructed on Stikine River. Cost \$340.35.

PRESENT CONDITION AND NEEDS.

The most important project in this district, the Haines-Pleasant Camp road, should be completed to the boundary. Several minor projects should be constructed as additional funds become available. No extensive road projects should be undertaken in this district. The aim should be to provide transportation where needed from the nearest point on the inside waterways.

DISTRIBUTION OF EXPENDITURES.

Type	Miles	Expenditure	Unit cost Dollars per Mile
Wagon Road	57		
Trail	5		
Totals	62	\$44,546.05	\$ 718.48

EAGLE SUB-DISTRICT.

Supervised from the Juneau Office.

Fred Price, General Foreman in Charge, Eagle.

July 1 to Oct. 31, 1924.

May 1 to June 30, 1925.

This sub-district includes that part of the Territory north of 63° 30' north latitude and east of the 144th meridian. It includes a region of early development in the history of Alaska. During the past few years, no extensive development has occurred. The system of winter sled roads and summer trails giving access from Eagle to the Fortymile and Seventymile districts, includes the most important projects within the sub-district.

ANNUAL REPORT ALASKA ROAD

SUMMARY OF ROADS.

Sub-Project No.	Name of Route	Wagon Road
11A	Eagle-Liberty	
11AA	American Summit-King Solomon	20
11B	Liberty-Fortymile	
11C	Steel Creek-Jack Wade	
11CC	Steel Creek-Jack Wade	
11D	Steel Creek-Walker's Fork	
11E	Eagle-Seventymile	
11F	Jack Wade-Chicken	4
11G	Steel Creek-Canyon Creek	
11H	Liberty-Dome	
11I	Dome-Steel Creek	
11J	Fortymile-Franklin	
11K	Fortymile-Steel Creek	
11L	Franklin-Chicken	
11LL	Franklin-Chicken	
11M	Jack Wade-Walker's Fork	
11MM	Jack Wade-Walker's Fork	
53	Eagle-Circle	
65D	Kechumstuk-Tanana Crossing	
65E	Chicken-Kechumstuk	
86	Fourth of July Creek	
87	Woodchopper Creek	5
Totals		29

SUMMARY OF EXPENDITURE

Sub-Project Number	Federal	Territorial	Construction
11A			
11AA	\$ 5,524.68		\$ 2,000.00
11B			
11C	423.51		
11CC			
11D			
11E	1,147.50		
11F	241.50		
11G	283.00		
11H	3,514.27		
11I			2,714.27
11J			
11K			
11L			
11LL			
11M			
11MM			
53	533.94		
65D	204.82		
65E	199.50		
86	1,311.66		
87	365.00		
Totals	\$13,749.38		\$ 4,714.27

DESCRIPTION.

For detailed description see Part II, Annual Report. The following changes and additions should be noted:

11A—Route name changed to Eagle-Liberty. of the winter sled road to wagon road standard, 8 miles so that a road suitable for wagon traffic miles south of Eagle.

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SENT CONDITION AND NEEDS.

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DISTRIBUTION OF EXPENDITURES.

Miles	Expenditure	Unit cost Dollars per Mile
57		
5		
62	\$44,546.05	\$ 718.48

EAGLE SUB-DISTRICT.

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July 1 to Oct. 31, 1924.

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SUMMARY OF ROADS.

Sub-Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
11A	Eagle-Liberty	20	7		27
11AA	American Summit-King Solomon			5	5
11B	Liberty-Fortymile		23		23
11C	Steel Creek-Jack Wade		15		15
11CC	Steel Creek-Jack Wade			15	15
11D	Steel Creek-Walker's Fork		27		27
11E	Eagle-Seventymile	4	16	40	60
11F	Jack Wade-Chicken			20	20
11G	Steel Creek-Canyon Creek			5	5
11H	Liberty-Dome			10	10
11I	Dome-Steel Creek			12	12
11J	Fortymile-Franklin		30		30
11K	Fortymile-Steel Creek		8		8
11L	Franklin-Chicken		10		10
11LL	Franklin-Chicken		20		20
11M	Jack Wade-Walker's Fork			18	18
11MM	Jack Wade-Walker's Fork		25		25
53	Eagle-Circle			160	160
65D	Kechumstuk-Tanana Crossing			60	60
65E	Chicken-Kechumstuk			28	28
86	Fourth of July Creek	5	5		10
87	Woodchopper Creek			8	8
Totals		29	186	381	596

SUMMARY OF EXPENDITURES.

Sub-Project Number	Federal	Territorial	Construction	Maintenance	Total
11A	\$ 5,524.68		\$ 2,000.00	\$ 3,524.68	\$ 5,524.68
11AA					
11B					
11C	423.51			423.51	423.51
11CC					
11D					
11E	1,147.50			1,147.50	1,147.50
11F	241.50			241.50	241.50
11G	283.00			283.00	283.00
11H	3,514.27		2,714.27	800.00	3,514.27
11I					
11J					
11K					
11L					
11LL					
11M					
11MM					
53	533.94			533.94	533.94
65D	204.82			204.82	204.82
65E	199.50			199.50	199.50
86	1,311.66			1,311.66	1,311.66
87	365.00			365.00	365.00
Totals	\$13,749.38		\$ 4,714.27	\$ 9,035.11	\$13,749.38

DESCRIPTION.

For detailed description see Part II, Annual Report for 1924. The following changes and additions should be noted:

11A—Route name changed to Eagle-Liberty. The improvement of the winter sled road to wagon road standard was continued for 8 miles so that a road suitable for wagon traffic now extends 20 miles south of Eagle.

ANNUAL REPORT ALASKA ROAD COMMISSION.

11AA—The improvement of Route 11A has eliminated part of this pack trail which is now used only from American Summit to King Solomon, a distance of 5 miles.

11B—Name changed to Liberty-Fortymile.

11CC—This summer pack trail lies to the northwest of the winter sled road instead of the northeast as stated in the 1924 report.

11D—This winter sled road is an extension of Route 11K. From Steel Creek it follows the bed of the Fortymile River to the mouth of Canyon Creek, up the latter to its head, over a divide and up the right limit of Walker's Fork to within 5 miles of the International Boundary.

11E—Improvement to wagon road standard was continued to a distance of 4 miles from Eagle.

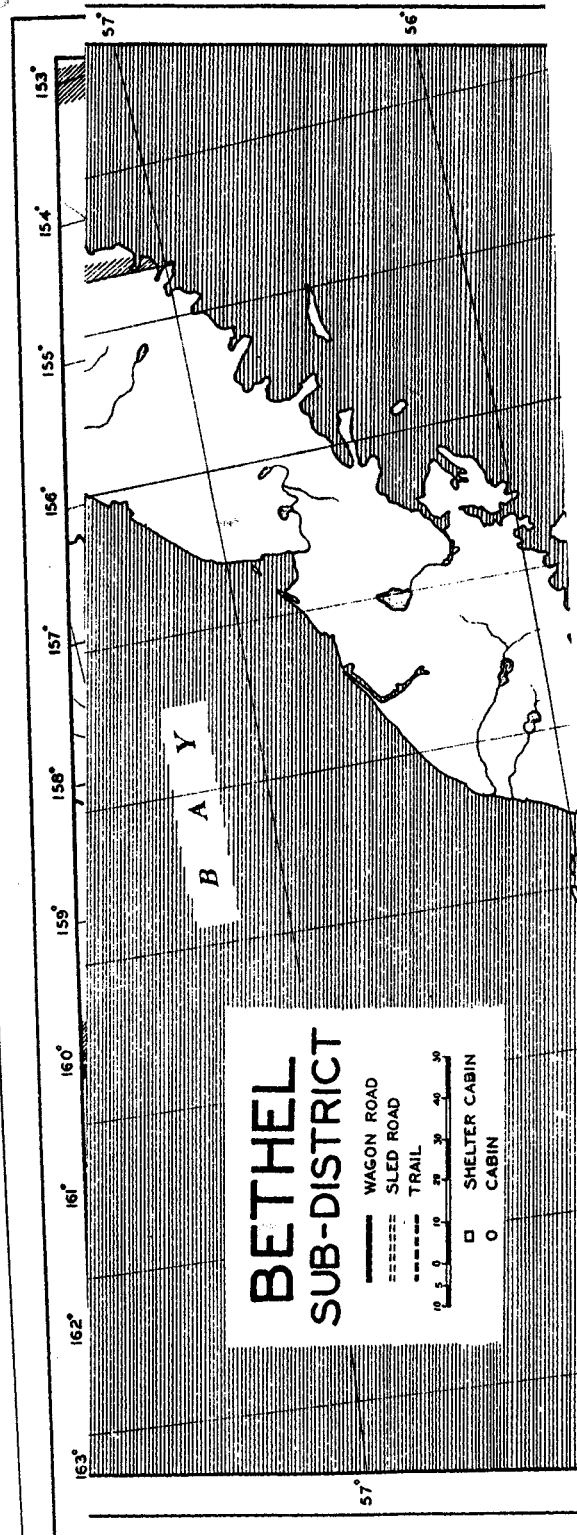
11F—This trail is incorrectly described in the 1924 report. It climbs the ridge west of Jack Wade postoffice following around the head of Napoleon Creek and drops down to the crossing of the Fortymile River at Franklin. It then climbs the ridge following the right limit of Kettle Gorge and drops down to a fork of Chicken where it joins the winter sled road following the right limit of Chicken Creek to Chicken postoffice. The distance from Jack Wade to Franklin by this route is 12 miles and from Franklin to Chicken 8 miles.

11G—This is a summer pack trail, constructed this season, which extends from the mouth of Steel Creek along the right limit of the Fortymile River for a distance of 5 miles to the mouth of Canyon Creek.

11MM—This winter sled road is a continuation of Route 11C leading from Jack Wade postoffice down Wade Creek to Walker's Fork and up the latter to the hydraulic works located near the head of Canyon Creek.

53—Numerous cutoffs have reduced the length of this route to 160 miles.

86—This trail and winter sled road was improved into a serviceable wagon road to a distance of 5 miles from the Yukon River.



11AA—The improvement of Route 11A has eliminated part of this pack trail which is now used only from American Summit to King Solomon, a distance of 5 miles.

11B—Name changed to Liberty-Fortymile.

11CC—This summer pack trail lies to the northwest of the winter sled road instead of the northeast as stated in the 1924 report.

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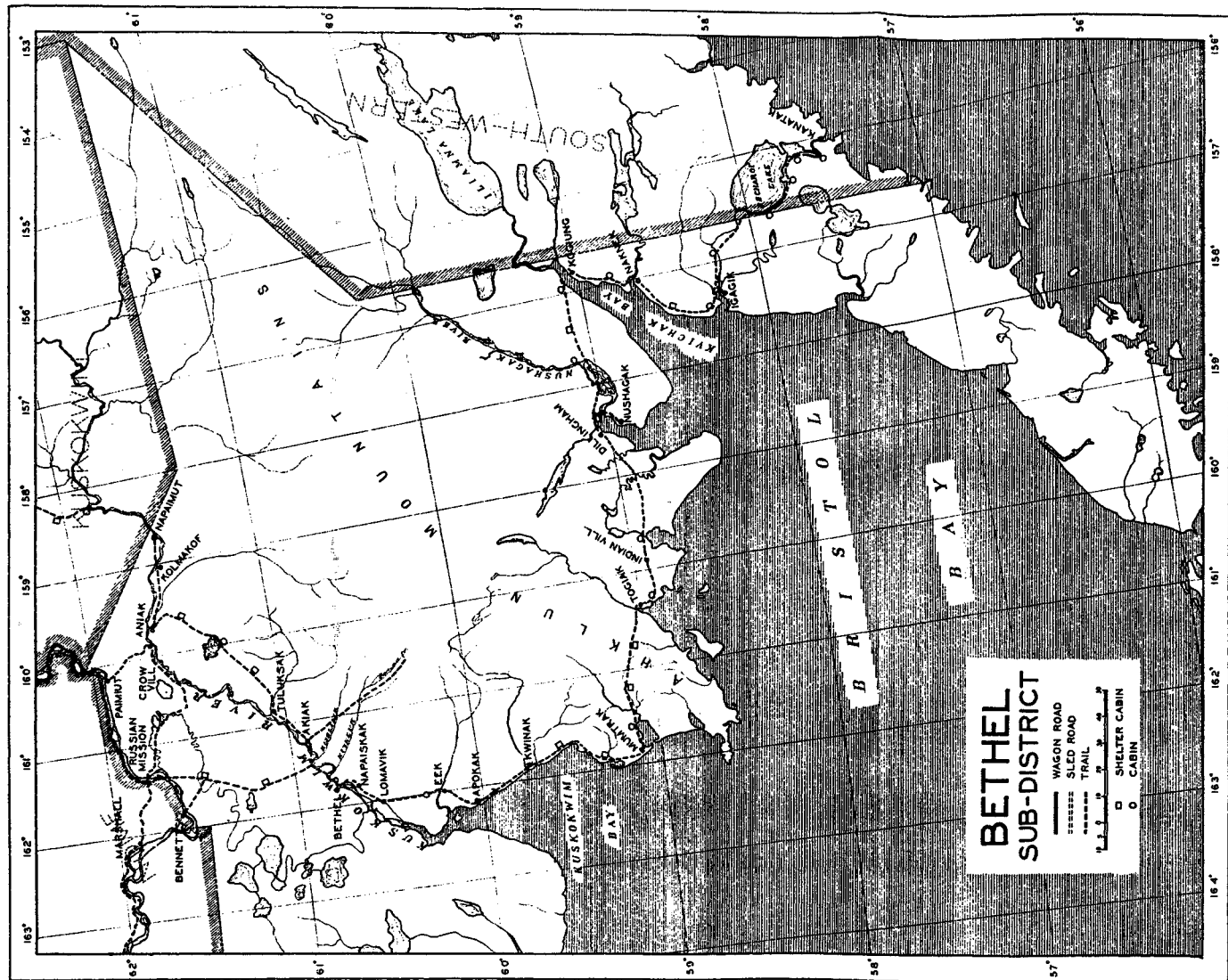
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53—Numerous cutoffs have reduced the length of this route to 160 miles.

86—This trail and winter sled road was improved into a serviceable wagon road to a distance of 5 miles from the Yukon River.



OPERATIONS DURING YEAR.

The important operations, other than routine maintenance, may be summarized as follows:

11A—The wagon road was extended 8 miles from Gravel Gulch to the junction of Queen of Sheba and King Solomon Creeks. Work consisted of ditching, grading, installing 85 culverts, and corduroying boggy places totaling about one half mile.

11E—Road was extended to a distance of 4 miles from Eagle.

11G—This trail was constructed this year. The work consisted of brushing out the trail, removing rock slides, and construction of one foot bridge.

11H—About 3½ miles of this trail, leading from Liberty to the ridge, was in very bad condition, almost impassable, at the beginning of the season. By corduroying, ditching and construction of water breaks it was placed in excellent condition except for about one half mile.

11MM—This is a natural route, following the creek beds, on which no improvement had previously been made. Windfalls were removed and several approaches leveled.

53—Three cut-offs totaling 4½ miles in length were constructed on this winter mail trail.

86—This trail and sled road was improved into a serviceable wagon road for a distance of 5 miles.

DISTRIBUTION OF EXPENDITURES.

Type	Miles	Expenditure	Unit cost Dollars per Mile
Wagon Road	29	\$ 6,800.00	\$ 234.48
Sled Road	43	1,409.85	32.79
Trail	331	5,539.53	16.73
Totals	403	\$13,749.38	\$ 34.12

BETHEL SUB-DISTRICT

Supervised from the Juneau Office.

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

This sub-district includes the lower Kuskokwim Valley and the Yukon-Kuskokwim portage routes. It contains no road projects. The important activities are located along the coast line or the Kuskokwim River so that summer transportation is by boat, supplemented by short trails. Winter transportation is by dog sled.

During the past two years this Commission has established a much needed winter trail extending from McGrath in the upper Kuskokwim Valley, via Aniak, Bethel, Goodnews Bay, Togiak, Dillingham and Naknek to Kanatak.

SUMMARY OF ROADS.

Sub-Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
90C	Shelter Cabins—3d Division				
90D	Shelter Cabins—4th Division				
92A	Bethel-Quinhagak			90	90
92B	Bethel-Akiak			26	26
92C	Akiak-Russian Mission			75	75
92D	Bennett's Cutoff			18	18
92E	Yukon-Kuskokwim Portage			120	120
92F	Quinhagak-Goodnews Bay			60	60
92G	Goodnews Bay-Togiak			53	53
92H	Togiak-Nushagak			125	125
92I	Lewis Point-Naknek			86	86
92J	Naknek-Egegik			50	50
92L	Napaimut-Aniak			26	26
92M	Aniak-Tuluksak			60	60
92N	Akiak-Canyon Creek			45	45
Totals				849	849

SUMMARY OF EXPENDITURES.

Sub-Project Number	Federal	Territorial	Construction	Maintenance	Total
90C		\$ 1,774.75	\$ 1,774.75		\$ 1,774.75
90D		1,199.75	1,199.75		1,199.75
92A					
92B	\$ 4.50	25.00		29.50	29.50
92C					
92D					
92E					
92F					
92G	1,048.33	970.00	2,018.33		2,018.33
92H	1,960.03	1,400.00	3,360.03		3,360.03
92I	1,447.34	860.00	2,307.34		2,307.34
92J	1,155.00	740.00	1,895.00		1,895.00
92L	415.00	310.00	725.00		725.00
92M	1,125.00	1,120.00	2,245.00		2,245.00
92N					
Totals	\$ 7,155.20	\$ 8,399.50	\$15,525.20	\$ 29.50	\$15,554.70

DESCRIPTION.

For detailed description see Part II, Annual Report for 1924. The following changes and additions should be noted.

92I—Route name changed to Lewis Point-Naknek, 86 miles trail.

92J—Distance should be 50 miles instead of 65.

92L—Route name changed from Kolmakof-Aniak. A short but important piece of new work between Napaimut and Kolmakof takes the trail off a bad section of the river and shortens the total distance to 26 miles.

92N—Akiak-Canyon Creek (45 mile trail). This route extends from Akiak to the placer mines on Canyon Creek. The Kiselakik and Kusluk Rivers are crossed enroute by ferries.

OPERATIONS DURING YEAR.

The important operations, other than routine be summarized by routes as follows:

90C—Four shelter cabins for which contr January, 1924, were erected and paid for as fo

Route	Contractor	Item
Goodnews Bay-Togiak	Harry Barnes	1 igloo
Nushagak-Naknek	Ernest Olson	2 cabins
Naknek-Egegik	Frank Altonen	2 cabins
		1 cabin
Total		

90D—Three shelter cabins, for which contr January, 1924, were erected and paid for as fo

Route	Contractor	Item
Aniak-Tuluksak	W. J. Cribbee	2 cabins
Goodnews Bay-Togiak	W. M. Noden	1 igloo
Total		

92G—This route was permanently staked and were erected on the Quigway River and the sou news River.

92H—This route was permanently staked.

92I—This route was permanently staked and t were erected at Lewis Point and Patch of Wood

92J—This route was permanently staked and was erected about midway between Naknek and

92L—This route was permanently staked.

92M—This route was permanently staked and bins were erected at Swift Creek and Bogus Creek

92N—A contract was let to provide ferry be the Kiselakik and Kusluk Rivers.

PRESENT CONDITION AND NEED

The trails within this sub-district have been proved within the past three years and are now g good condition. Two shelter cabins are needed l and Dillingham, one at Ophir Creek between Ania one at mouth of Portage Creek between Dillingh and one near Gas Rock on Becharof Lake. The t to Kanatak still requires staking. Most of the abc done this year.

SUMMARY OF ROADS.

Route	Wagon Road	Sled Road	Trail	Total Miles
3d Division				
4th Division				
Togiak			90	90
.....			26	26
.....			75	75
Mission			18	18
.....			120	120
Swim Portage			60	60
Goodnews Bay			53	53
Bay-Togiak			125	125
Togiak			86	86
Naknek			50	50
.....			26	26
.....			60	60
.....			45	45
.....			849	849

SUMMARY OF EXPENDITURES.

Federal	Territorial	Construction	Maintenance	Total
	\$ 1,774.75	\$ 1,774.75		\$ 1,774.75
	1,199.75	1,199.75		1,199.75
4.50	25.00		29.50	29.50
048.33	970.00	2,018.33		2,018.33
960.03	1,400.00	3,360.03		3,360.03
447.34	860.00	2,307.34		2,307.34
155.00	740.00	1,895.00		1,895.00
415.00	310.00	725.00		725.00
125.00	1,120.00	2,245.00		2,245.00
155.20	\$ 8,399.50	\$15,525.20	\$ 29.50	\$15,554.70

DESCRIPTION.

description see Part II, Annual Report for 1924. Changes and additions should be noted.

name changed to Lewis Point-Naknek, 86 miles trail. should be 50 miles instead of 65.

name changed from Kolmakof-Aniak. A short but of new work between Napaimut and Kolmakof off a bad section of the river and shortens the 26 miles.

anyon Creek (45 mile trail). This route extends the placer mines on Canyon Creek. The Kiselakik rivers are crossed enroute by ferries.

OPERATIONS DURING YEAR.

The important operations, other than routine maintenance, may be summarized by routes as follows:

90C—Four shelter cabins for which contracts were let in January, 1924, were erected and paid for as follows:

Route	Contractor	Item	Amount
Goodnews Bay-Togiak	Harry Barnes	1 igloo built	\$ 499.75
Nushagak-Naknek	Ernest Olson	2 cabins built	750.00
		2 cabins inspected	25.00
Naknek-Egegik	Frank Altonen	1 cabin built	500.00
Total			\$1,774.75

90D—Three shelter cabins, for which contracts were let in January, 1924, were erected and paid for as follows:

Route	Contractor	Item	Amount
Aniak-Tuluksak	W. J. Cribbee	2 cabins built	\$ 700.00
Goodnews Bay-Togiak	W. M. Noden	1 igloo built	499.75
Total			\$1,199.75

92G—This route was permanently staked and two igloo shelters were erected on the Quigway River and the south fork of Goodnews River.

92H—This route was permanently staked.

92I—This route was permanently staked and two shelter cabins were erected at Lewis Point and Patch of Wood.

92J—This route was permanently staked and a shelter cabin was erected about midway between Naknek and Egegik.

92L—This route was permanently staked.

92M—This route was permanently staked and two shelter cabins were erected at Swift Creek and Bogus Creek.

92N—A contract was let to provide ferry boats for crossing the Kiselaluk and Kushluk Rivers.

PRESENT CONDITION AND NEEDS.

The trails within this sub-district have been considerably improved within the past three years and are now generally in fairly good condition. Two shelter cabins are needed between Kolukuk and Dillingham, one at Ophir Creek between Aniak and Tuluksak, one at mouth of Portage Creek between Dillingham and Kogiung and one near Gas Rock on Becharof Lake. The trail from Egegik to Kanatak still requires staking. Most of the above work will be done this year.

An examination will be made this summer of a proposed route from a point on the Aniak River to some very promising placer workings on Bear Creek. If found satisfactory the first sled road within this sub-district will be constructed on ground which will permit its later improvement into a wagon road.

DISTRIBUTION OF EXPENDITURES.

Type	Miles	Expenditure	Unit cost Dollars per Mile
Trail	426	\$12,530.20	\$ 29.53

VALDEZ DISTRICT.

T. H. Huddleston, Supt., Valdez.

This district embraces that portion of Alaska lying between 145° 10' and 147° west longitude and extending south from 61° 49' north latitude. It also includes at present the Gulkana-Chestochina road, route 65A, formerly in the Chitina district.

The principal work within this district is the maintenance and improvement of the Richardson Highway from Valdez, which is the northernmost open all-the-year-round port in Alaska to Willow Creek, a distance of 92 miles. This section of the Richardson Highway passing through Keystone Canyon and across the summit of the Coast Range, is probably the most scenic route in Alaska and has required the most expensive construction.

SUMMARY OF ROADS.

Sub-Project No.	Name of Route	Wagon Road	Trail	Total Miles
4BA	Valdez-Ptarmigan Drop	33	.....	33
4BB	Ptarmigan Drop-Ernestine	30	.....	30
4C	Ernestine-Willow Creek	29	.....	29
36*	Valdez-Mineral Creek	6½	1½	8
36A*	Granby Road	5	.....	5
36B*	South Second Street, Cordova	¼	.....	¼
60	Valdez Dike .....	.....	.....	.....
65A	Gulkana-Chestochina	4	36	40
90C	Shelter Cabins, 3d Division .....	.....	.....	.....
Totals		107¼	37½	145¼

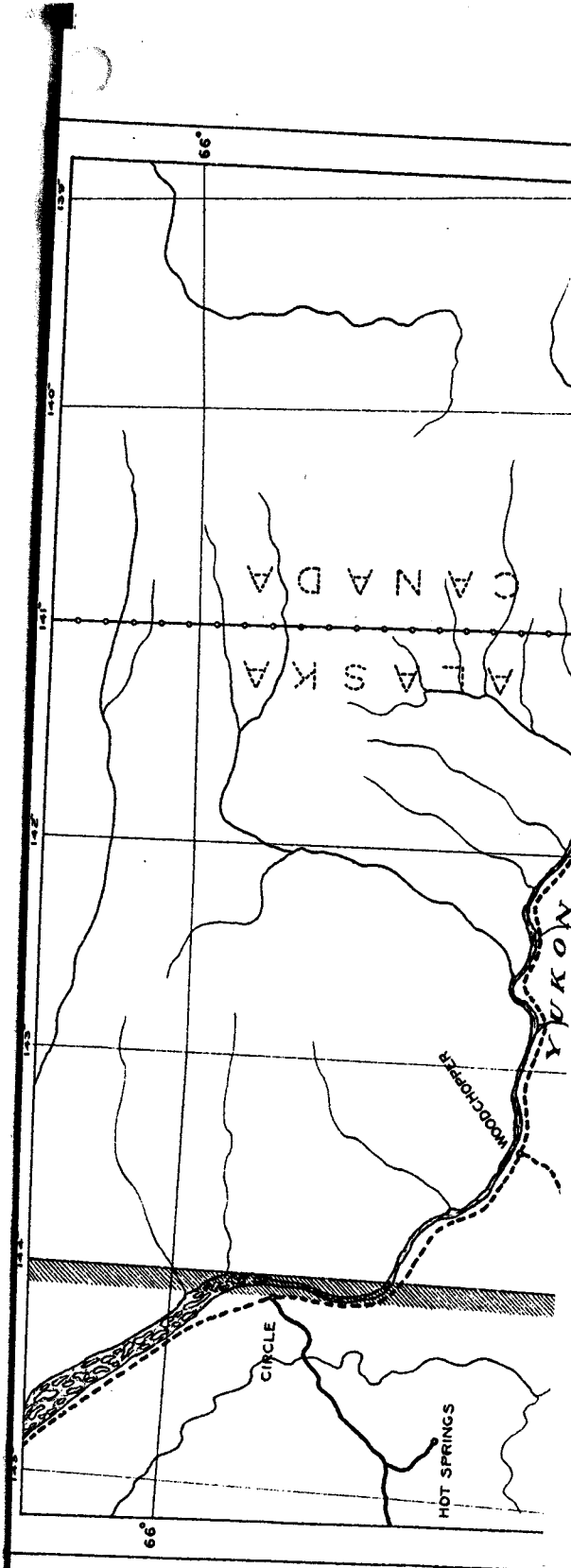
(*)—Also Territorial Projects.

SUMMARY OF EXPENDITURES.

Sub-Project Number	Federal	Territorial	Construction	Maintenance	Total
4BA	\$61,514.27	.....	\$43,600.00	\$17,914.27	\$61,514.27
4BB	37,077.43	.....	21,577.43	15,500.00	37,077.43
4C	58,242.15	.....	41,500.00	16,742.15	58,242.15
36	3,722.34	100.00 (h)	3,122.34	700.00	3,822.34
36A	.....	.....	.....	.....	.....
36B*	.....	.....	.....	.....	.....
60	.....	.....	.....	.....	.....
65A	8,726.08	.....	6,726.08	2,000.00	8,726.08
90C	.....	.....	.....	.....	.....
Totals	\$169,282.27	\$ 100.00	\$116,525.85	\$52,856.42	\$169,382.27

(*)—Expenditure by the Territory.

(h)—Also cooperation with Divisional Chairman.



An examination will be made this summer of a proposed route from a point on the Aniak River to some very promising placer workings on Bear Creek. If found satisfactory the first sled road within this sub-district will be constructed on ground which will permit its later improvement into a wagon road.

DISTRIBUTION OF EXPENDITURES.

Type	Miles	Expenditure	Unit cost Dollars per Mile
Trail	426	\$12,680.20	\$ 29.53

VALDEZ DISTRICT.

T. H. Huddleston, Supt., Valdez.

This district embraces that portion of Alaska lying between 145° 10' and 147° west longitude and extending south from 61° 49' north latitude. It also includes at present the Gulkana-Chestochina road, route 65A, formerly in the Chitina district.

The principal work within this district is the maintenance and improvement of the Richardson Highway from Valdez, which is the northernmost open all-the-year-round port in Alaska to Willow Creek, a distance of 92 miles. This section of the Richardson Highway passing through Keystone Canyon and across the summit of the Coast Range, is probably the most scenic route in Alaska and has required the most expensive construction.

SUMMARY OF ROADS.

Sub-Project No.	Name of Route	Wagon Road	Trail	Total Miles
4BA	Valdez-Ptarmigan Drop	33	---	33
4BB	Ptarmigan Drop-Ernestine	30	---	30
4C	Ernestine-Willow Creek	29	---	29
36*	Valdez-Mineral Creek	6½	1½	8
36A*	Granby Road	5	---	5
36B*	South Second Street, Cordova	¼	---	¼
60	Valdez Dike	---	36	40
65A	Gulkana-Chestochina	4	---	4
90C	Shelter Cabins, 3d Division	---	---	---
Totals		107¾	37½	145¼

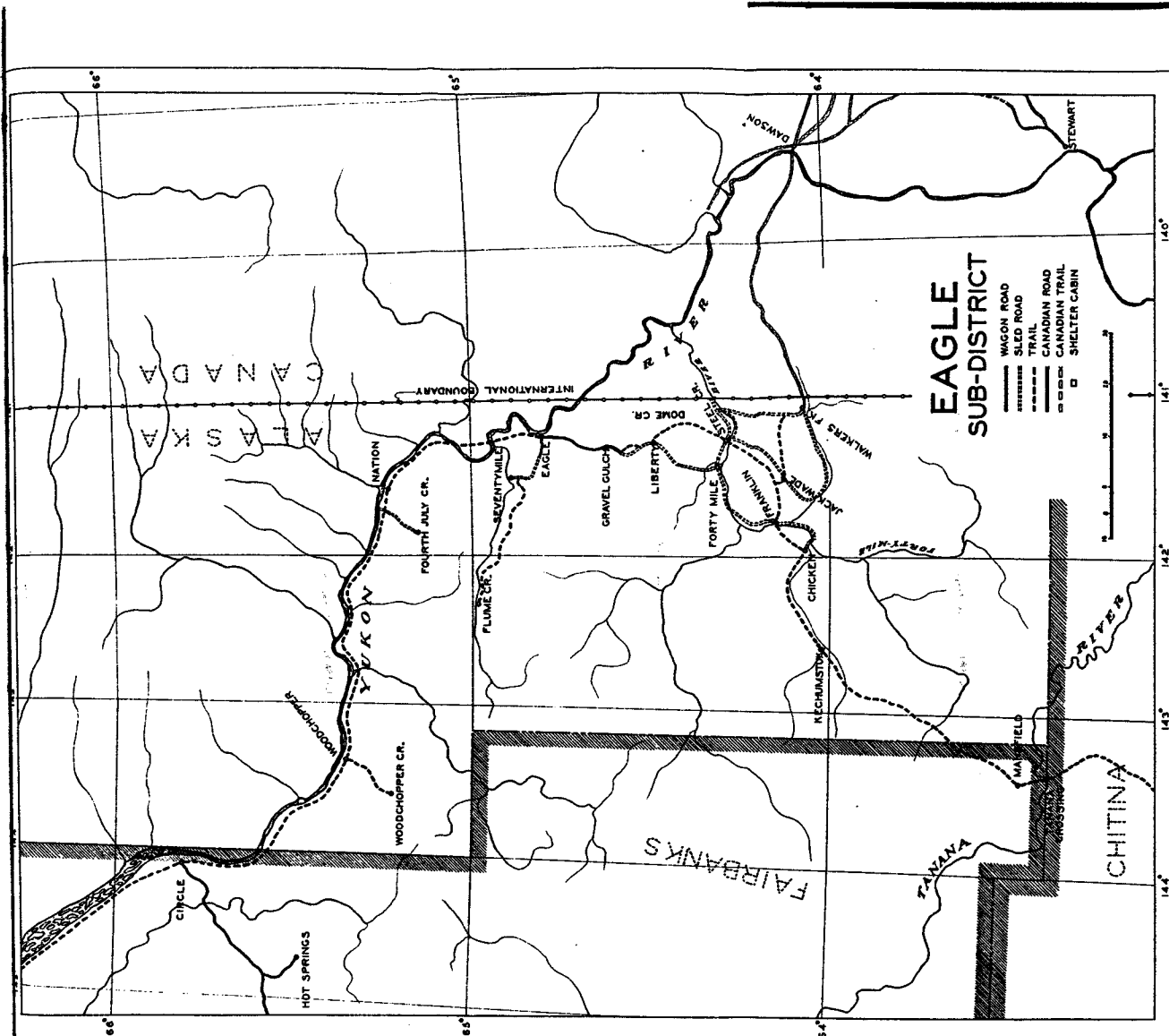
(*)—Also Territorial Projects.

SUMMARY OF EXPENDITURES.

Sub-Project Number	Federal	Territorial	Construction	Maintenance	Total	
4BA	\$61,514.27	---	\$43,600.00	\$17,914.27	\$61,514.27	
4BB	37,077.43	---	21,577.43	15,500.00	37,077.43	
4C	58,242.15	---	41,500.00	16,742.15	58,242.15	
36	3,722.34	100.00 (h)	3,122.34	700.00	3,822.34	
36A*	---	---	---	---	---	
36B*	---	---	---	---	---	
60	---	---	---	2,000.00	2,000.00	
65A	3,726.08	---	6,726.08	---	8,726.08	
90C	---	---	---	---	---	
Totals		\$169,282.27	\$ 100.00	\$116,526.35	\$52,856.42	\$169,332.27

(*)—Expenditure by the Territory.

(h)—Also cooperation with Divisional Chairman.



DISTRIBUTION OF EXPENDITURES.

Type	Miles	Expenditure	Unit cost Dollars per Mile
Wagon Road	102½	\$169,007.27	\$1,648.85
Trail	37½	375.00	10.00
Totals	140	\$169,382.27	\$1,209.87

CHITINA DISTRICT.

Frank Shipp, Superintendent, Chitina.

Antone Anderson, Asst. Supt., McCarthy.

This district includes that part of Alaska lying between the 141st and 147th meridians, west longitude, and south of 63° 30' north latitude, with the exception of the area west of 145° 10' west longitude and south of 61° 49' north latitude which comprises the Valdez district. The Gulkana-Chestochina road, route 65A, is also under the Valdez district at the present time.

The most important project within the district is the Richardson Highway extending from Chitina on the Copper River and Northwestern Railway up the Copper and Gulkana River Valleys and then across the Alaska Range through Isabelle Pass to Rapids on the Delta River.

SUMMARY OF ROADS.

Sub-Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
6B	Chitina-Tonsina	15	.....	.....	15
6A	Tonsina-Willow Creek	24	.....	.....	24
4D	Willow Creek-Gulkana	36	.....	.....	36
4E	Gulkana-Sourdough	21½	.....	.....	21½
4F	Sourdough-Mile 168	18	.....	.....	18
4G	Mile 168-Delta River	38	.....	.....	38
4H1	Delta River-Rapids	25½	.....	.....	25½
54	Nizina-Chisana Trail .....	.....	.....	78	78
56A	Katalla-Yakataga .....	.....	.....	60	60
57	McCarthy-Nizina	9	.....	.....	9
57A	Nizina River Bridge .....	.....	.....	.....	.....
61*	Strelina-Kuskulana	12½	.....	.....	12½
61B*	Nugget Creek Extension	6	.....	.....	6
65B	Chestochina-Slate Creek .....	.....	.....	40	40
65C	Chestochina-Tanana Crossing .....	.....	.....	140	140
90C	Shelter Cabins, 3rd Division .....	.....	.....	.....	.....
Totals		205½	.....	318	523½

(*)—Also Territorial Projects.

SUMMARY OF EXPENDITURES.

Sub-Project Number	Federal	Territorial	Construction	Maintenance	Total
6B	\$23,265.70	.....	\$15,765.70	\$ 7,500.00	\$23,265.70
6A	34,424.32	.....	22,424.32	12,000.00	34,424.32
4D	21,751.99	.....	4,251.99	17,500.00	21,751.99
4E	15,614.50	.....	4,614.50	11,000.00	15,614.50
4F	24,835.92	.....	15,635.92	9,200.00	24,835.92

Sub-Project Number	Federal	Territorial	Construction	Ma
4G	23,342.44	.....	4,342.44	1
4H1	31,428.65	.....	18,928.65	1
54	.....	.....	.....	.....
56A	.....	.....	.....	.....
57	19,047.00	.....	14,547.00	.....
57A	46,976.95	.....	46,976.95	.....
61*	.....	.....	.....	.....
61B*	.....	.....	.....	.....
65B	.....	.....	.....	.....
65C	.....	.....	.....	.....
90C	.....	200.00	.....	.....
Totals	\$240,687.47	\$ 200.00	\$147,487.47	\$99

(*)—Expenditures by the Territory.

DESCRIPTION.

For detailed description see Part II, Annual Routes 57, 57A, 54 and 56A will be found described in the Valdez district. The following changes and be noted:

57—This is a wagon road extending 9 miles from the Nizina River.

57A—This bridge has been completed. It consists of Howe Truss spans of 180 ft. resting on concrete piers with 100 feet of pile trestle approach.

61—This road leads from Strelina on the C. R. and extends up the right limit of the Kuskulana River to the mouth of the river. It crosses to the left limit and extends to Bergs Mill. A new bridge across the Kuskulana River built by the Territory is necessary to the operations on the left limit.

61B—This road, originally carried as part of the Richardson Highway, branches from the latter route at its mouth and extends to copper properties on Nugget Creek. It is owned by the mining companies and has since been maintained by the Territory.

OPERATIONS DURING YEAR.

The important operations, other than routine maintenance, are summarized as follows:

Richardson Highway, Chitina to Rapids:—A new bridge including two 100 ft. Howe Trusses and 32 feet of concrete approach constructed across the Tonsina River. A new bridge installed in the Tazlina River bridge. One hundred culverts were constructed and 26 miles of road were paved.

The following are comparative costs on the Richardson Highway, the Tonsina River located 15 miles by trail from

ANNUAL REPORT ALASKA ROAD COMMISSION.

DISTRIBUTION OF EXPENDITURES.

Miles	Expenditure	Unit cost Dollars per Mile
102½	\$169,007.27	\$1,648.85
37½	375.00	10.00
140	\$169,382.27	\$1,209.87

CHITINA DISTRICT.

Frank Shipp, Superintendent, Chitina.

Stonington Anderson, Asst. Supt., McCarthy.

This district includes that part of Alaska lying between the 145° and 150° west meridians, west longitude, and south of 63° 30' north latitude with the exception of the area west of 145° 10' and south of 61° 49' north latitude which comprise the Valdez district. The Gulkana-Chestochina road, route 57, is under the Valdez district at the present time.

The most important project within the district is the Richardson Highway, extending from Chitina on the Copper River and Northward up the Copper and Gulkana River Valleys and across the Alaska Range through Isabelle Pass to Rapids on the Copper River.

SUMMARY OF ROADS.

Route	Wagon Road	Sled Road	Trail	Total Miles
Tonsina	15	---	---	15
Flow Creek	24	---	---	24
Gulkana	36	---	---	36
Hardough	21½	---	---	21½
Mile 168	18	---	---	18
Alta River	38	---	---	38
Hardough-Rapids	25½	---	---	25½
Tanana Trail	---	---	78	78
Stonington	---	---	60	60
Nizina	9	---	---	9
Richardson Bridge	---	---	---	---
Kuskulana	12½	---	---	12½
Flow Creek Extension	6	---	---	6
Slate Creek	---	---	40	40
Tanana Crossing	---	---	140	140
Hardough, 3rd Division	---	---	---	---
Also Territorial Projects.	205½	---	318	523½

SUMMARY OF EXPENDITURES.

Federal	Territorial	Construction	Maintenance	Total
3,265.70	---	\$15,765.70	\$ 7,500.00	\$23,265.70
4,424.32	---	22,424.32	12,000.00	34,424.32
1,751.99	---	4,251.99	17,500.00	21,751.99
5,614.50	---	4,614.50	11,000.00	15,614.50
4,835.92	---	15,635.92	9,200.00	24,835.92

Sub-Project Number	Federal	Territorial	Construction	Maintenance	Total
4G	23,342.44	---	4,342.44	19,000.00	23,342.44
4H1	31,428.65	---	18,928.65	12,500.00	31,428.65
54	---	---	---	---	---
56A	---	---	---	---	---
57	19,047.00	---	14,547.00	4,500.00	19,047.00
57A	46,976.95	---	46,976.95	---	46,976.95
61*	---	---	---	---	---
61B*	---	---	---	---	---
65B	---	---	---	---	---
65C	---	---	---	---	---
90C	---	200.00	---	200.00	200.00
Totals	\$240,687.47	\$ 200.00	\$147,487.47	\$93,400.00	\$240,887.47

(*—Expenditures by the Territory.

DESCRIPTION.

For detailed description see Part II, Annual Report for 1924. Routes 57, 57A, 54 and 56A will be found described therein under the Valdez district. The following changes and additions should be noted:

57—This is a wagon road extending 9 miles from McCarthy to the Nizina River.

57A—This bridge has been completed. It consists of two wooden Howe Truss spans of 180 ft. resting on concrete piers and 1680 feet of pile trestle approach.

61—This road leads from Strelna on the C. R. and N. W. Railroad, up the right limit of the Kuskulana River to Mile 11 where it crosses to the left limit and extends to Bergs Mill. A substantial bridge across the Kuskulana River built by the Territory gives access to the operations on the left limit.

61B—This road, originally carried as part of Route 61, Strelna-Kuskulana, branches from the latter route at its Mile 10 and extends to copper properties on Nugget Creek. It was built by one of the mining companies and has since been maintained by the Territory.

OPERATIONS DURING YEAR.

The important operations, other than routine maintenance, may be summarized as follows:

Richardson Highway, Chitina to Rapids:—A new bridge including two 100 ft. Howe Trusses and 32 feet of approaches was constructed across the Tonsina River. A new 80 ft. truss was installed in the Tazlina River bridge. One hundred and sixty-four culverts were constructed and 26 miles of road were gravel surfaced.

The following are comparative costs on the above bridge over the Tonsina River located 15 miles by trail from Chitina and a

similar structure over the Tonsina River on Route 4C, 39 miles from Chitina by the winter freighting route. All material was freighted over snow and spans erected during March and April.

Type	Upper Tonsina 2-100 ft. trusses 143-ft. approaches	Lower Tonsina 2-100 ft. trusses 32-ft. approaches
Foundation	\$ 2,681.31	\$ 2,252.46
Material for trusses, f.o.b. Chitina	4,519.05	4,519.05
Freighting to Bridge site	2,901.47	1,402.00
Framing, Erection, and Approaches	5,294.79	2,317.11
Total Cost	\$15,396.62	\$11,490.62
Cost per Lin. Foot	44.89	49.53
Cost per meal in camp .....	.63	.54
Cost thawing holes per foot (756')	1.33	....

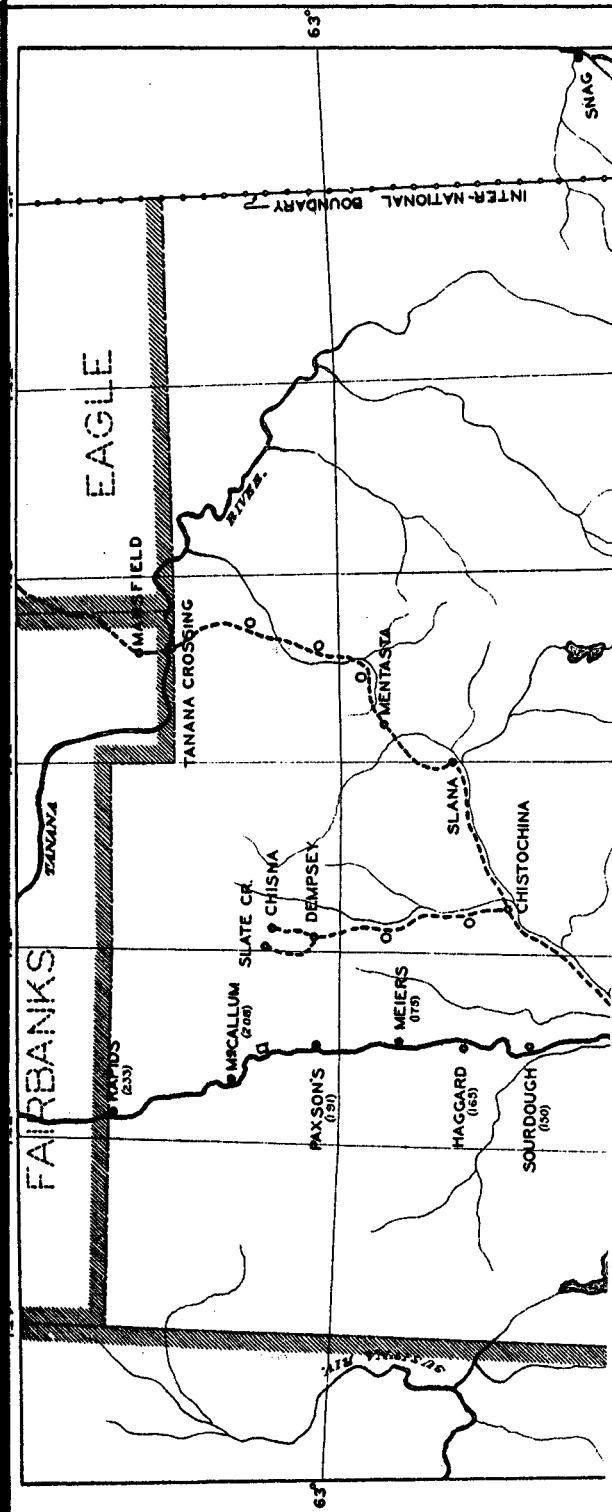
57—A new road 1380 ft. in length, mostly rock sidehill cut, was constructed as an approach to the new bridge across the Nizina River.

57A—This bridge was completed. The work included erection of two Howe truss spans of 180 ft. each on the concrete piers previously prepared and the construction of 1680 feet of pile trestle approach.

Work was first started on this project in the spring of 1921. At that time the crossing was selected and borings made along the center line to determine the position of bedrock. During the winter of 1922 preparations were made and work started on the construction of five pairs of steel sheet piling cylinders of 8 ft. diameter placed 12 ft. centers, the pairs being spaced 180 ft. centers. This work was completed in the spring of 1923. These cylinders were excavated below water line and piling driven inside the cylinders. In the spring of 1924 the cylinders were filled and capped with concrete. In the winter of 1924 material was assembled at the site and the bridge completed in the spring of 1925. Only two spans were placed, the plan being to place additional spans as needed. The following are costs of the various features of the work:

Preliminary Investigations	\$ 8,190.33
Driving and Excavating steel cylinders, (Includes driving falsework piling and cost and freighting of material)	51,076.94
Placing concrete, (Includes cost material and freighting)	21,697.58
Cost superstructures, driving approach and erection superstructure (Includes cost freighting) ..	46,976.95
Total	\$127,941.80
Cost per linear foot (2040')	62.72

61—Work was begun on a new location of 1.5 miles from the Kuskulana bridge to Berg's Mill. The right of way was cleared 40 ft. wide for a distance of 5300 feet and 700 ft. of sidehill exca-



similar structure over the Tonsina River on Route 4C. 39 miles from Chitina by the winter freighting route. All material was freighted over snow and spans erected during March and April.

Type	Upper Tonsina 2-100 ft. trusses 143-ft. approaches	Lower Tonsina 2-100 ft. trusses 32-ft. approaches
Foundation	\$ 2,681.31	\$ 2,252.46
Material for trusses, f.o.b. Chitina	4,519.05	4,519.05
Freighting to Bridge site	2,901.47	1,402.00
Framing, Erection, and Approaches	5,294.79	2,317.11
Total Cost	\$15,396.62	\$11,490.62
Cost per Lin. Foot	44.83	49.52
Cost per meal in camp	.63	.54
Cost thawing holes per foot (75°)	1.33	---

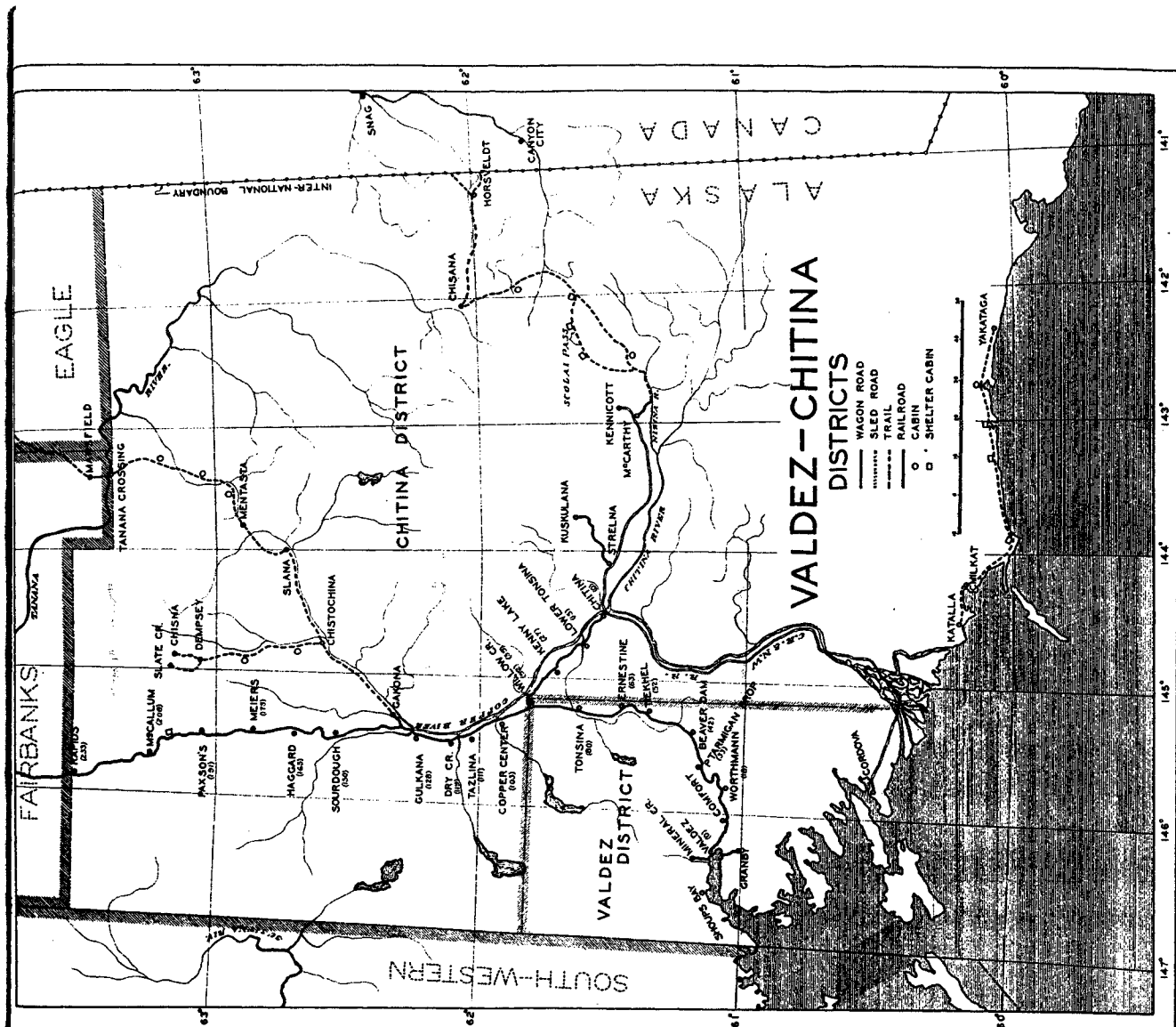
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Work was first started on this project in the spring of 1921. At that time the crossing was selected and borings made along the center line to determine the position of bedrock. During the winter of 1922 preparations were made and work started on the construction of five pairs of steel sheet piling cylinders of 8 ft. diameter placed 12 ft. centers, the pairs being spaced 180 ft. centers. This work was completed in the spring of 1923. These cylinders were excavated below water line and piling driven inside the cylinders. In the spring of 1924 the cylinders were filled and capped with concrete. In the winter of 1924 material was assembled at the site and the bridge completed in the spring of 1925. Only two spans were placed, the plan being to place additional spans as needed. The following are costs of the various features of the work:

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Cost superstructures, driving approach and erection superstructure (Includes cost freighting)	46,976.95
Total	\$127,941.80
Cost per linear foot (2040')	62.72

61—Work was begun on a new location of 1.5 miles from the Kuskulana bridge to Berg's Mill. The right of way was cleared 40 ft. wide for a distance of 5300 feet and 700 ft. of sidehill excavation.



vation was accomplished. Expenditure by the Territory of Alaska, Divisional Funds, \$1,000.00.

90C—Repairs, cabins Nizina-Chisana Trail \$200.00.

PRESENT CONDITION AND NEEDS

The Richardson Highway from Chitina to Rapids is suitable for motor cars not larger than one ton trucks. Many stretches require gravelling to put them in first class condition. About half a mile of sidehill cut partly in rock, must be made along the Delta River where the road is now on the river gravel and subject to overflow.

The McCarthy-Nizina road, except the two miles adjacent to McCarthy which is in excellent condition, is barely passable for light motor cars in good weather. It requires grading and drainage.

DISTRIBUTION OF EXPENDITURES.

Type	Miles	Expenditure	Unit cost Dollars per Mile
Wagon Road	187	\$193,710.52	\$1,036.21

FAIRBANKS DISTRICT

M. C. Edmunds, Supt.
Donald McDonald, Asst. Supt.
Abe McKinnon, Asst. Supt.

This district embraces that portion of the Territory between the 144th and 148th meridians and between the Yukon River on the north and the Alaska Range on the south; also that territory north of the Yukon River from the 144th to the 150th meridian.

The most important project within this district is the Richardson Highway from Rapids to Fairbanks and its extension to Circle, construction of which is now in progress. The maintenance and improvement of the local road system around Fairbanks serving the mines and farms is also of extreme importance. A number of minor projects serve isolated mining communities.

FEDERAL PROJECTS.

SUMMARY OF ROADS.

Sub-Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
4H2	Rapids-Grundler	48	.....	.....	48
4I	Grundler-Richardson	20½	.....	.....	20½
4J	Richardson-Salchaket	30	.....	.....	30
4K	Salchaket-Fairbanks	40	.....	.....	40
4KA	Salcha Bridge .....	.....	.....	.....	.....
7A	Summit-Chatanika	11	.....	.....	11

Sub-Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
7C*	Summit-Fairbanks Creek	13	---	---	13
7D*	Ester Creek	13	---	---	13
7G	Fairbanks-Gilmore	13	---	---	13
7I	Gilmore-Summit	6	---	---	6
7R	Goldstream-O'Connor Creek	---	6	---	6
7V	Wireless Road	1/4	---	---	1/4
15	Circle-Miller House	49	---	---	49
16	Chatanika-Miller House	20 1/4	60 1/4	---	81
23A	Snowshoe-Beaver	---	---	101	101
23B	Beaver-Caro	75	---	---	75
23C	Big Creek Trail	---	---	20	20
23D	Caro-Flat Creek	---	45	---	45
23E	Caro-Coldfoot	---	---	85	85
31	Caribou Creek	---	46	---	46
53A	Circle-Ft. Yukon	---	---	67	67
59	Fairbanks Bridge	---	---	---	---
59A	Fairbanks Depot	---	---	---	---
65F	Grundler-Tanana Crossing	---	---	113	113
90D	Shelter Cabins	---	---	---	---
Totals		339 1/2	157 1/4	386	882 3/4

(*)—Also Territorial Projects.

SUMMARY OF EXPENDITURES

Sub-Project Number	Federal	Territorial	Construction	Maintenance	Total	
4H2	\$34,942.87	-----	\$10,942.87	\$24,000.00	\$34,942.87	
4I	14,608.02	-----	5,000.00	9,608.02	14,608.02	
4J	18,721.22	-----	4,000.00	14,721.22	18,721.22	
4K	30,528.49	-----	10,528.49	20,000.00	30,528.49	
4KA	38,162.78	-----	38,162.78	---	38,162.78	
7A	5,224.33	360.00 (j)	---	5,584.33	5,584.33	
7C*	52.50	50.00	---	102.50	102.50	
7D*	1,514.83	100.00	---	1,614.83	1,614.83	
7G	15,499.95	---	8,999.95	6,500.00	15,499.95	
7I	2,237.74	---	---	2,237.74	2,237.74	
7R	---	---	---	---	---	
7V	35.00	---	---	35.00	35.00	
15	3,156.04	---	---	3,156.04	3,156.04	
16	49,980.76	---	42,480.76	7,500.00	49,980.76	
23A	386.87	---	---	386.87	386.87	
23B	4,325.01	---	---	4,325.01	4,325.01	
23C	---	---	---	---	---	
23D	1,618.69	---	500.00	1,118.69	1,618.69	
23E	668.37	---	---	668.37	668.37	
31	325.34	---	---	325.34	325.34	
53A	4,166.57	---	4,166.57	---	4,166.57	
59	108.30	---	---	108.30	108.30	
59A	9,253.91	---	9,253.91	---	9,253.91	
65F	---	---	---	---	---	
90D	---	542.40	382.40	160.00	542.40	
Totals		\$235,517.59	\$ 1,052.40	\$134,417.73	\$102,152.26	\$236,569.99

(*)—Also Territorial Projects.

(j)—Contributed by Tanana Valley Dredging Co.

DESCRIPTION.

For detailed description see Part II, Annual Report, 1924.
 The following changes and description of new routes will be noted:
 4KA—Salcha Bridge. This is a bridge over the Salcha River on the Richardson Highway, 40 miles south of Fairbanks, replacing the ferry formerly used at this point.

16—Chatanika-Miller House. Construction of t extended 6 1/4 miles, reducing sled road mileage by

23A—Snowshoe-Beaver. This route extends Snowshoe Roadhouse, 14 miles from Olnes on the trail, route 7K to Beaver on the Yukon River.

53A—Circle-Ft. Yukon. This winter trail, con the past year extends from Circle at the end of F trading center of Ft. Yukon. The route parallels t on its left limit to within 16 miles of Ft. Yukon fr it follows the river ice.

59A—Fairbanks Depot. This comprises a wareh an oil house 20x30 ft. and a dog barn 20x30 ft. Alaska Railroad Terminal reserve. These buildings ructured during the past year and together with a shop and a 20x70 ft. equipment shed erected the afford a centralization of the office, motor equipm for this district.

OPERATIONS DURING YEAR.

The important operations other than routine ma be summarized by routes as follows:

Richardson Highway, Fairbanks to Rapids. 20, surfacing material were placed, resulting in a heavy over 10 miles and a light surface on 9 miles. 2 1/2 grading were accomplished on relocations. 420 line trestle bridge constructed on renewals, and 55 corru verts installed.

4KA—This bridge consists of one 180 ft. steel P together with 345 feet of pile trestle approach on Three hundred and fifty feet of bank protection wa the south shore. Work on this structure was start 1924 and completed in April, 1925.

Cost of the various features of the work follow

Approach:	
Material f.o.b. Fairbanks	\$2
Freight Fairbanks to Bridgesite (40 miles)	1
Erection (includes driving piles)	2
Foundation (including falsework)	
Material f.o.b. Fairbanks	2
Freight Fairbanks to Bridgesite	2
Labor	2

ANNUAL REPORT ALASKA ROAD COMMISSION.

Name of Route	Wagon Road	Sled Road	Trail	Total Miles
16-Fairbanks Creek	13	---	---	13
17-Creek	13	---	---	13
18-Fairbanks-Gilmore	13	---	---	13
19-Summit	6	---	---	6
20-Team-O'Connor Creek	---	6	---	6
21-Team-O'Connor Road	1/4	---	---	1/4
22-Miller House	49	---	---	49
23-Milka-Miller House	20 1/4	60 1/4	---	81
24-Joe-Beaver	---	---	101	101
25-Caro	75	---	---	75
26-Beek Trail	---	---	20	20
27-Flat Creek	---	45	---	45
28-Goldfoot	---	---	35	35
29-Flat Creek	---	46	---	46
30-Ft. Yukon	---	---	67	67
31-Fairbanks Bridge	---	---	---	---
32-Fairbanks Depot	---	---	---	---
33-Fair-Tanana Crossing	---	---	113	113
34-Cabins	---	---	---	---
Totals	339 1/2	157 1/4	386	882 3/4

Also Territorial Projects.

SUMMARY OF EXPENDITURES

Federal	Territorial	Construction	Maintenance	Total
\$34,942.87	-----	\$10,942.87	\$24,000.00	\$34,942.87
14,608.02	-----	5,000.00	9,608.02	14,608.02
18,721.22	-----	4,000.00	14,721.22	18,721.22
30,528.49	-----	10,528.49	20,000.00	30,528.49
38,162.78	-----	38,162.78	---	38,162.78
5,224.33	360.00 (j)	-----	5,584.33	5,584.33
52.50	50.00	-----	102.50	102.50
1,514.83	100.00	-----	1,614.83	1,614.83
15,499.95	-----	8,999.95	6,500.00	15,499.95
2,237.74	-----	-----	2,237.74	2,237.74
35.00	-----	-----	35.00	35.00
3,156.04	-----	-----	3,156.04	3,156.04
49,980.76	-----	42,480.76	7,500.00	49,980.76
386.87	-----	-----	386.87	386.87
4,325.01	-----	-----	4,325.01	4,325.01
1,618.69	-----	500.00	1,118.69	1,618.69
668.37	-----	-----	668.37	668.37
325.34	-----	-----	325.34	325.34
4,166.57	-----	4,166.57	---	4,166.57
108.30	-----	-----	108.30	108.30
9,253.91	-----	9,253.91	---	9,253.91
-----	542.40	382.40	160.00	542.40
\$235,517.59	\$ 1,052.40	\$134,417.73	\$102,152.26	\$236,569.99

Also Territorial Projects.

Contributed by Tanana Valley Dredging Co.

DESCRIPTION.

For a full description see Part II, Annual Report, 1924.

Following changes and description of new routes will be

Salcha Bridge. This is a bridge over the Salcha River on Richardson Highway, 40 miles south of Fairbanks, replacing the old bridge formerly used at this point.

ANNUAL REPORT ALASKA ROAD COMMISSION. 79

16—Chatanika-Miller House. Construction of the wagon road extended 6 1/4 miles, reducing sled road mileage by this distance.

23A—Snowshoe-Beaver. This route extends from the old Snowshoe Roadhouse, 14 miles from Olnes on the Olnes-Livengood trail, route 7K to Beaver on the Yukon River.

53A—Circle-Ft. Yukon. This winter trail, constructed during the past year extends from Circle at the end of Route 15 to the trading center of Ft. Yukon. The route parallels the Yukon River on its left limit to within 16 miles of Ft. Yukon from which point it follows the river ice.

59A—Fairbanks Depot. This comprises a warehouse 30x100 ft., an oil house 20x30 ft. and a dog barn 20x30 ft. located on The Alaska Railroad Terminal reserve. These buildings were all constructed during the past year and together with a 30x30 ft. repair shop and a 20x70 ft. equipment shed erected the preceding year afford a centralization of the office, motor equipment, and supplies for this district.

OPERATIONS DURING YEAR.

The important operations other than routine maintenance may be summarized by routes as follows:

Richardson Highway, Fairbanks to Rapids. 20,474 cu. yds. of surfacing material were placed, resulting in a heavy gravel surface over 10 miles and a light surface on 9 miles. 2 1/2 miles of new grading were accomplished on relocations. 420 linear feet of pile trestle bridge constructed on renewals, and 55 corrugated iron culverts installed.

4KA—This bridge consists of one 180 ft. steel Pratt truss span, together with 345 feet of pile trestle approach on the north end. Three hundred and fifty feet of bank protection was placed along the south shore. Work on this structure was started in October, 1924 and completed in April, 1925.

Cost of the various features of the work follow:

Approach:	
Material f.o.b. Fairbanks	\$2,795.23
Freight Fairbanks to Bridgesite (40 miles)	1,310.40
Erection (includes driving piles)	2,601.45
	\$ 6,807.08
Foundation (including falsework)	
Material f.o.b. Fairbanks	2,159.53
Freight Fairbanks to Bridgesite	838.14
Labor	2,816.66
	5,814.33

80 ANNUAL REPORT ALASKA ROAD COMMISSION.

Steel Span

Fabrication at Pittsburgh, Penna.	9,145.18	
Freight to Fairbanks	1,551.87	
Other material f.o.b. Fairbanks	2,337.30	
Freight Fairbanks to Bridgesite	1,923.73	
Labor (erection)	4,973.91	19,931.99
Revetment		5,087.39
Total		\$37,640.79
Unit Costs, 345 feet approach, per foot		19.73
180 foot steel span in place, per foot		143.03
Total crossing, 525 feet, per foot		71.70

16-6¼ miles of new road were constructed, including clearing, grubbing, grading and some surfacing. Clearing and grubbing were completed for ten miles beyond present end of road.

53A—Built 67 miles of dog sled trail.

59A—Constructed 30x100 ft. warehouse, 20x30 ft. oil house and 20x30 ft. dog barn.

90D—

Route	Location	Work Done	Cost
53A		2 cabins built stoves installed	\$481.40
31	29 Mile	Stove installed	21.20
23A	Beaver Bluff and Bull Creek	Stoves installed	39.80
Total			\$542.40

PRESENT CONDITION AND NEEDS

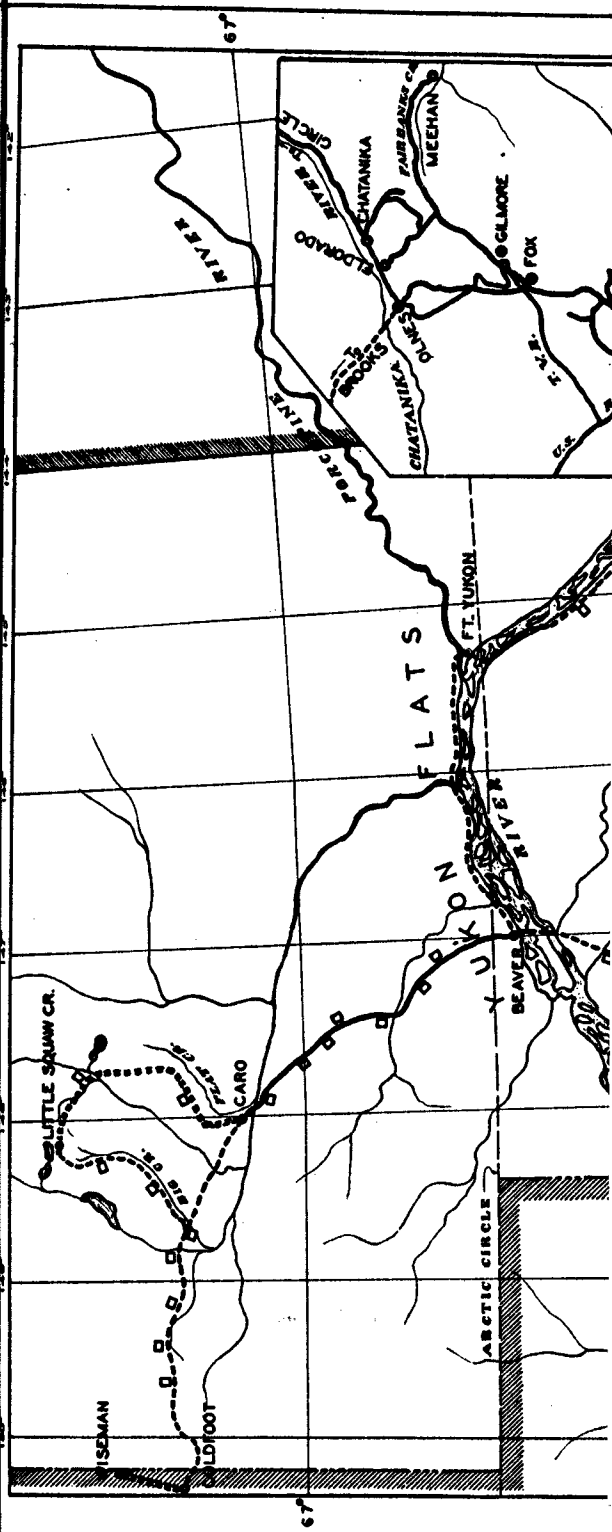
Richardson Highway. This road is entirely suitable for automobile travel only in dry weather, there being sections badly in need of some kind of surfacing. Several short relocations are necessary to safeguard against washouts and to eliminate excessive grades, and a number of old native timber bridges will require renewal.

Fairbanks Local Roads. Increased motor traffic makes necessary the continued improvement of these roads to provide good drainage and some kind of surface.

Chatanika-Circle. This project should be pushed to connection with the Miller House-Circle Road as fast as possible. Sixty miles remain to be constructed to make this connection.

DISTRIBUTION OF EXPENDITURES.

Type	Miles	Expenditure	Unit cost Dollars per Mile
Wagon Road	313¼	\$178,155.43	\$ 568.28
Sled Road	151¼	3,444.03	22.77
Trail	253	5,221.81	20.64
Totals	717¼	\$186,821.27	\$ 260.28



75E—This new road was constructed to a length of 1¼ miles. Work consisted of clearing, grubbing and grading.

90D—Repairs made to five tents on McKinley Park Trail. Cost \$202.50.

93B—This footbridge was built this year.

94—Work on the improvement of this trail to a wagon road was begun this season.

98—Work had begun on this new project just prior to the close of the fiscal year.

PRESENT CONDITION AND NEEDS.

The local roads centering about Anchorage and Wasilla are in fair condition for the traffic requirements. In places they should be widened and in many places they require gravel surfacing to make them readily passable in wet weather. The completion of the road from Kodiak to Abberts Ranch and Mill Bay is very desirable as is also the construction of 16½ miles of road at Homer Spit to serve the farm community at that locality. The road into Mt. McKinley National Park will be extended and should help to make the park quite an attractive stopping place for tourists who are coming to Alaska in ever increasing numbers.

DISTRIBUTION OF EXPENDITURES.

Type	Miles	Expenditure	Unit cost Dollars per Mile
Wagon Road	133	\$149,534.92	\$1,124.32
Sled Road	80	3,404.40	42.55
Trail	127	20,606.02	162.25
Totals	340	\$173,544.34	\$ 510.42

TERRITORIAL PROJECTS.

Territorial Road Commission, Third Division.

Anton Eide, Chairman and Secretary.

Archie Lingo, Member.

W. Blue, Member.

SUMMARY OF ROADS.

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
35J* Wasilla-Matanuska	8	....	....	8
35L Palmer-Matanuska	6½	....	....	6½
35N Houston-Willow Creek .....	....	30	....	30
35Q Edlund Road	½	....	....	½
35R Bogard Road	½	....	....	½

Sub-Project No. Name of Route	Wagon Road
75A Anchorage-Lake Spenard	4
75B* Anchorage-Whitney	5
75C Chester Creek Boat Landing	1
93A Bull River Trail .....	....
Totals	39½
Totals**	26½

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

SUMMARY OF EXPENDITURES BY TERRITORIAL DIVISIONAL PROJECTS.

Sub-Project No.	Construction	Maintenance
10B	\$ 1,500.00	\$ 2,051.60
35B	.....	.....
35G	200.00	400.00
35J*	.....	1,000.00
35L	600.00	1,200.00
35N	.....	.....
35Q	.....	.....
35R	400.00	.....
75A	1,000.00	1,182.00
75B*	.....	324.14
75C	.....	82.82
93A	.....	.....
Totals	\$ 3,700.00	\$ 6,240.56

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

DESCRIPTION.

For detailed description see Part II, Annual Report. The following additions and changes should be noted:

35R—This road turns west toward a group of 6 of the Matanuska Trunk Road. It is the road 8 miles in length which will serve 13 farms isolated.

75B—Length of road 5 miles instead of 6.

OPERATIONS DURING YEAR.

Work for the past year consisted mainly in addition construction was begun on the Bogard Nash road was extended to the beach, the road was widened for a distance of 1½ miles and the Matanuska road was relocated for 1-3 miles taking

PRESENT CONDITION AND NEEDS.

Most of the roads in this group are earth roads in farm areas. They are adequate for the purpose but narrow for automobile traffic and soft in wet weather. Bogard Road should be completed.

ALASKA ROAD COMMISSION.

ew project, a summer pack trail ex-
Cache Creek wagon road, Route 51.
Creek and serving miners and pros-
that Creek and on the Takasitna
e constructed this year, suitable for
n summer and dog teams or double
on of 7 miles will be made in the
route.

½ miles.

l which leaves the Anchorage-Eagle
iding 1¼ miles and serving several

t this season, spans Indian River one
Alaska. It is for the benefit of
to the e. It is suitable for use by
double enders.

ed ¾ mile during the season.

st to consist of 12¼ miles of wagon
tends up Homer Spit from Kachemak
farm lands.

MS DURING YEAR.

, other than routine maintenance, may
follows:

road are gravelled.

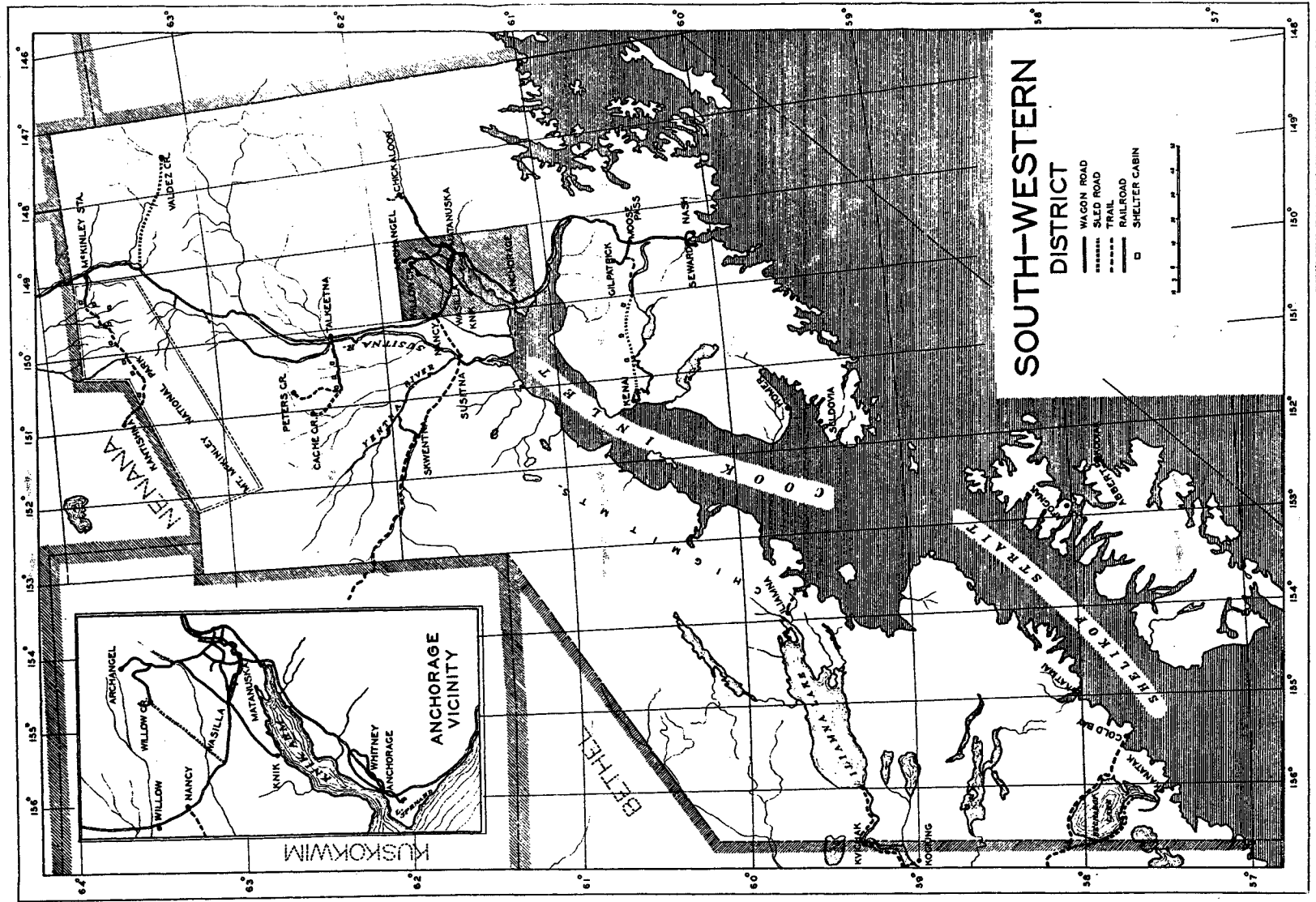
; road were standard graded.

side hill grading performed and one
cted over Moose Creek.

dened and one half mile gravel sur-
this work was covered by Divisional

k Scenic Road was extended 8 miles.
as a cooperative project between the
nd the National Park Service in 1922.
ion has been utilizing its funds in re-
tion, purchase and freighting of sup-
ment, that upon National Park
ork could be aggressively pushed ahead.

ion of the project was adopted by Con-
t, 1924, providing for a 3-year road pro-



REPORT ALASKA ROAD COMMISSION.

road was constructed to a length of 1¼ miles. clearing, grubbing and grading.

ade to five tents on McKinley Park Trail. Cost

ridge was built this year.

the improvement of this trail to a wagon road son.

egun on this new project just prior to the close

PRESENT CONDITION AND NEEDS.

centering about Anchorage and Wasilla are in the traffic requirements. In places they should many places they require gravel surfacing to passable in wet weather. The completion of the to Abberts Ranch and Mill Bay is very desirable construction of 16½ miles of road at Homer Spit community at that locality. The road into Mt. Park will be extended and should help to make attractive stopping place for tourists who are an ever increasing numbers.

DISTRIBUTION OF EXPENDITURES.

Miles	Expenditure	Unit cost Dollars per Mile
133	\$149,534.92	\$1,124.32
80	3,404.40	42.55
127	20,605.02	162.25
340	\$173,544.34	\$ 510.42

TERRITORIAL PROJECTS.

l Road Commission, Third Division.

Elde, Chairman and Secretary.

Archie Lingo, Member.

W. Blue, Member.

SUMMARY OF ROADS.

	Wagon Road	Sled Road	Trail	Total Miles
.....	2½	.....	.....	2½
.....	8½	.....	.....	8½
.....	3	.....	.....	3
.....	8	.....	.....	8
.....	6½	.....	.....	6½
.....	.....	30	.....	30
.....	½	.....	.....	½
.....	½	.....	.....	½

ANNUAL REPORT ALASKA ROAD COMMISSION. 91

Sub-Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
75A	Anchorage-Lake Spenard	4	.....	.....	4
75B*	Anchorage-Whitney	5	.....	.....	5
75C	Chester Creek Boat Landing	1	.....	.....	1
93A	Bull River Trail .....	.....	.....	4	4
Totals		39½	30	4	73½
Totals**		26½	30	4	60½

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

SUMMARY OF EXPENDITURES. TERRITORIAL DIVISIONAL FUNDS

Sub-Project No.	Construction	Maintenance	Total
10B	\$ 1,500.00	\$ 2,051.60	\$ 3,551.60
35B	.....	.....	.....
35G	200.00	400.00	600.00
35J*	.....	1,000.00	1,000.00
35L	600.00	1,200.00	1,800.00
35N	.....	.....	.....
35Q	.....	.....	.....
35R	400.00	.....	400.00
75A	1,000.00	1,182.00	2,182.00
75B*	.....	324.14	324.14
75C	.....	82.82	82.82
93A	.....	.....	.....
Totals	\$ 3,700.00	\$ 6,240.56	\$ 9,940.56

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

DESCRIPTION.

For detailed description see Part II, Annual Report for 1924. The following additions and changes should be noted:

35R—This road turns west toward a group of farms from Mile 6 of the Matanuska Trunk Road. It is the beginning of a new road 8 miles in length which will serve 13 farms now more or less isolated.

75B—Length of road 5 miles instead of 6.

OPERATIONS DURING YEAR.

Work for the past year consisted mainly of maintenance. In addition construction was begun on the Bogard Road. The Seward-Nash road was extended to the beach, the Palmer-Springer road was widened for a distance of 1½ miles and the Palmer-Matanuska road was relocated for 1 1-3 miles taking it off the river flats.

PRESENT CONDITION AND NEEDS.

Most of the roads in this group are earth surfaced and serve farm areas. They are adequate for the purpose though generally narrow for automobile traffic and soft in wet weather. The Bogard Road should be completed.

DISTRIBUTION OF EXPENDITURES.

Type	Miles	Expenditure	Unit cost Dollars per Mile
Wagon Road	30½	\$ 9,940.56	\$ 325.92

KUSKOKWIM DISTRICT

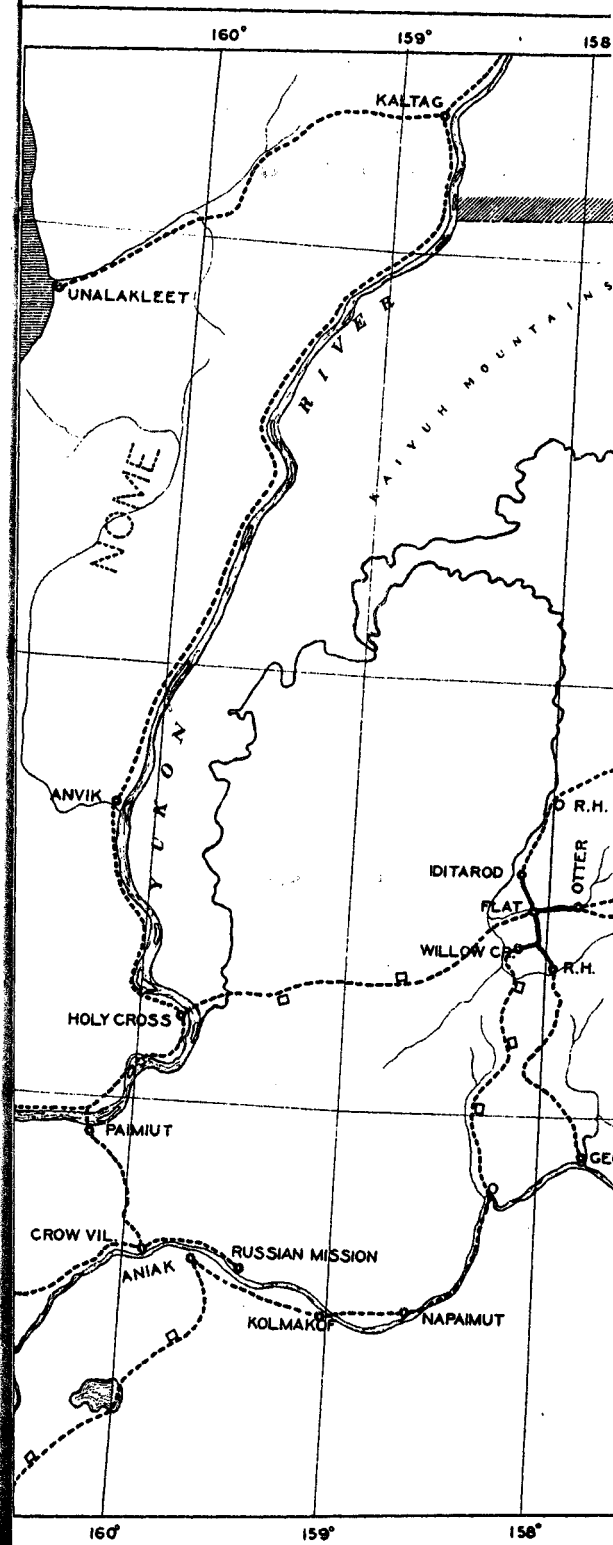
Ross J. Kinney, Supt., Tokotna.
Joseph Ulmer, General Foreman.

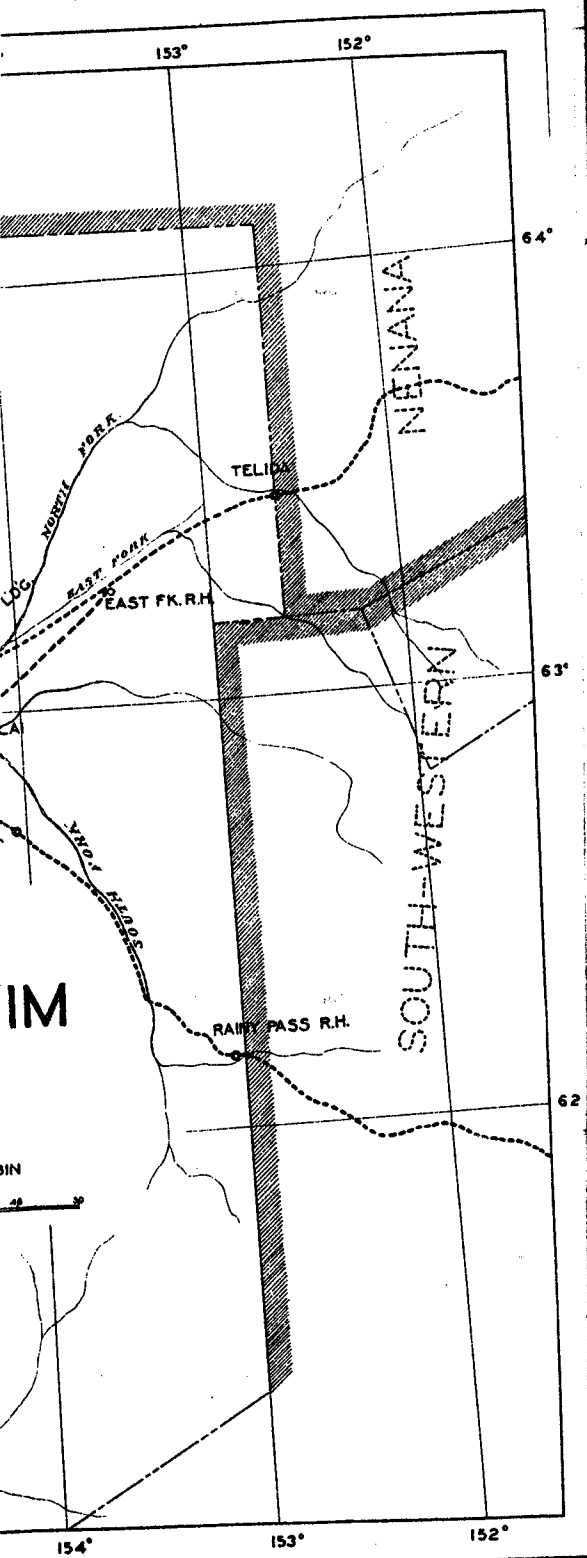
This district embraces the upper valley of the Kuskokwim River and extends west as far as the Yukon River, thus including the valleys of the Iditarod and Innoko Rivers. The chief mining operations are centered about Iditarod, Tokotna, and Ophir.

This district comprises one of the most inaccessible parts of Alaska. Freight for Tokotna and vicinity is sent by ship from Seattle to Bethel and thence by river boat up the Kuskokwim River. Freight for Iditarod and vicinity is sent by ship from Seattle to Seward, thence by rail to Nenana and by river boats, owned and operated by the railroad, to Holy Cross. There it is transferred to smaller boats and sent up the Innoko and Iditarod Rivers. Summer mail is sent by this route. During the summer people go in by the last described route, or leave the government boat at Ruby and walk overland via Long and Poorman. During the winter mail and people enter and leave this district over the winter trail via McGrath, Telida, Diamond, Knights, and Kobi or Nenana. The limited activities within the district together with its remoteness and the great expense of road construction have prevented the construction of any through wagon or automobile routes.

SUMMARY OF ROADS.

Sub-Project No.	Name of Route	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
38B	Poorman-Cripple .....	.....	.....	47	47
38C	Ophir-Cripple (Winter) .....	.....	.....	47	47
38D*	Ophir-Tokotna	15	.....	.....	15





ANNUAL REPORT ALASKA ROAD COMMISSION. 93

Sub-Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
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
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
80E	Tokotna-Twin Peaks (Proposed)	.....	.....	.....	.....
80F	Medfra-Nixon Mine	12	.....	.....	12
80G	Nixon Fork-Tokotna (Summer)	.....	.....	15½	15½
80GG	Nixon Fork-Tokotna (Winter)	.....	14½	.....	14½
90D	Shelter Cabins	.....	.....	.....	.....
Totals		74½	33½	1069½	1177½

(*)—Also Territorial Projects.

SUMMARY OF EXPENDITURES.

Sub-Project Number	Federal	Territorial	Construction	Maintenance	Total	
20C	.....	.....	.....	.....	.....
20DA	\$ 83.10	.....	.....	\$ 83.10	\$ 83.10
20DB	.....	.....	.....	.....	.....
32A	459.71	.....	.....	459.71	459.71
32AA	.....	.....	.....	.....	.....
32AB	.....	.....	.....	.....	.....
32AC	96.00	.....	.....	96.00	96.00
32B*	4,442.91	2,000.00	2,442.91	4,000.00	6,442.91	
32C*	215.60	.....	.....	215.60	215.60
32D*	800.00	200.00	380.00	620.00	1,000.00	
32DD	.....	.....	.....	.....	.....
33C	.....	.....	.....	.....	.....
33D*	.....	.....	.....	.....	.....
33E*	.....	.....	.....	.....	.....
33F*	.....	.....	.....	.....	.....
33G	.....	.....	.....	.....	.....
34A	.....	.....	.....	.....	.....
38B	152.50	.....	.....	152.50	152.50
38C	127.00	.....	.....	.....	127.00
38D*	28,075.30	12,025.00	32,600.30	7,500.00	40,100.30	
38F	660.95	.....	.....	660.95	660.95
38G	.....	.....	.....	.....	.....
38H	.....	.....	.....	.....	.....
38I	.....	.....	.....	.....	.....
64A	412.00	.....	292.00	120.00	412.00
80A	58.90	.....	.....	58.90	58.90
80AA	75.00	.....	.....	75.00	75.00
80B	2,618.21	.....	1,678.21	940.00	2,618.21
80C	.....	.....	.....	.....	.....
80D	.....	.....	.....	.....	.....
80E	80.00	.....	.....	80.00	80.00
80F	.....	.....	.....	.....	.....
80G	150.00	.....	.....	150.00	150.00
80GG	75.00	.....	.....	75.00	75.00
90D	.....	438.25	98.25	340.00	438.25
Totals		\$38,582.18	\$14,663.25	\$37,491.67	\$15,753.76	\$53,245.43

(*)—Also Territorial Projects.

DESCRIPTION.

For detailed description see Part II, Annual Report for 1924.

OPERATIONS DURING YEAR.

The important operations, other than routine maintenance, may be summarized by routes as follows:

38D—Two miles of the existing road were surfaced with gravel, the road was extended two miles, and the clearing and grubbing was extended $2\frac{1}{4}$ miles.

Route	Item	Amount
32A	McGee Cabin, Mile 31 from Tokotna new corrugated iron roof and repaired	\$108.75
20DA	Purchase of cabin mouth Yankee Creek	150.00
38C	Stove in cabin Mile 29 from Ophir-Carlson's old R. H.	15.75
38B	Stove and iron for roof Colorado Creek Cabin	38.50
38B	Corrugated iron roof Silver Creek Cabin	25.00
34A	Stove and roof on cabin 25 miles from Flat	82.75
20DB	Stove in Hirst Creek cabin 21 miles from Ophir	17.50
Total		\$438.25

PRESENT CONDITION AND NEEDS.

The transportation needs of this district, in view of the limited activity, are reasonably well served by the Kuskokwim, Yukon, Iditarod and Innoko Rivers, the extensive system of summer and winter trails, and the few short roads. Summer mail and passenger service would be greatly improved by the extension of the Ruby-Long road through Poorman to Ophir. An examination will be made during the 1925 season of a proposed portage between Lake Minchumina and the North Fork of the Kuskokwim River. If such a portage can be established at reasonable cost it will be possible to route the summer mail from Nenana via the Kantishna River, Lake Minchumina and the North Fork of the Kuskokwim and effect a considerable saving in time.

The existing roads and trails are in fair condition and need only annual maintenance except the Tokotna-Ophir road which must be extended to Ophir.

DISTRIBUTION OF EXPENDITURES.

Type	Miles	Expenditure	Unit cost Dollars per Mile
Wagon Road	23	\$46,543.21	\$2,023.62
Sled Road	33 $\frac{1}{2}$	158.10	4.72
Trail	611 $\frac{1}{2}$	6,105.87	9.98
Totals	668	\$52,807.18	\$ 89.05

NOME DISTRICT.

W. W. Lukens, Supt., July 1st to Nov. 1,

April 1, to June 30, 1925.

Chas. D. Jones, Asst. Supt., July 1st to Nov.

Supt. Nov. 1, 1924, to April 1, 19

This district embraces that portion of Alaska the 158th Meridian and north of the Yukon River.

On account of the length and severity of the winter location, and the lack of timber for protection an able portion of the personnel of this District spend the winter side, leaving on the last boat sailing from Nome in the October and returning on the first boat in the spring. The rives at Nome from the middle to the latter part of the bulk of the freight is landed at the nearest port of destination either up streams in horse drawn sleds or over sled roads in winter.

The most important projects are the system of roads serving the extensive mining activities about Nome, the Shelton Tram and connecting trail extending on the Deering and Candle, the road from Nome to Council Bluffs, Paga, and the system of winter trails extending throughout the entire District.

SUMMARY OF ROADS.

Sub-Project No.	Name of Route	Wagon Road	Sled Road
8	Nome-Council	57	...
8D	Council-Ophir Creek	12	...
8H	Casa de Paga Road	20	...
8J	Shovel Creek	5	...
13A	Nome-Bessie	3 $\frac{1}{2}$	...
13B	Bessie-Eanner	3 $\frac{1}{2}$	...
13C	Bessie-Little Creek	2	...
13F	Nome-Osborne	5 $\frac{1}{2}$	...
13K	Bessie-Buster	5	...
18	Kaltag-Nome .....	...	...
18A	Bonanza-Kotzebue .....	...	...
18B	Golovin-Council .....	...	...
21	Unalakleet-St. Michael .....	...	...
25C	Nome-Wireless	1 $\frac{1}{2}$	...
25D	Mouth of Center Creek	2	...
25E	Submarine Paystreak	3	...
25F	Anvil-Glacier	3	...
25G	Snake River Extension	3	...
25K	Nome City Wharf .....	...	...
26	Candle-Candle Creek	6	...
26A	Kugruk River Approach	1 $\frac{1}{4}$	...
26B	Bear Creek Trail .....	...	...
27	Deering-Inmachuk	25	...
28	Shelton-Candle Trail .....	...	...
28A	Nome-Taylor .....	...	...
37	Topkok-Candle Winter Trail .....	...	...
41	Kiana-Cleary Creek .....	...	...
41A	Kotzebue-Shungnak .....	...	...

REPORT ALASKA ROAD COMMISSION.

OPERATIONS DURING YEAR.

Operations, other than routine maintenance, may be carried out by routes as follows:

Sections of the existing road were surfaced with gravel, extended two miles, and the clearing and grubbing of 17 miles.

Item	Amount
Section, Mile 81 from Tokotna new corrugated iron and repaired	\$108.75
Section cabin mouth Yankee Creek	150.00
Section Mile 29 from Ophir-Carlson's old R. H.	15.75
Section on for roof Colorado Creek Cabin	38.50
Section on roof Silver Creek Cabin	25.00
Section on roof on cabin 25 miles from Flat	82.75
Section on roof on cabin 21 miles from Ophir	17.50
Total	\$438.25

PRESENT CONDITION AND NEEDS.

The transportation needs of this district, in view of the limited road system reasonably well served by the Kuskokwim, Yukon, and Kana Rivers, the extensive system of summer and winter roads and the few short roads. Summer mail and passenger service is greatly improved by the extension of the Ruby-Long trail from Ophir to Council. An examination will be made during the summer of a proposed portage between Lake Minchumine and the North Fork of the Kuskokwim River. If such a portage is established at reasonable cost it will be possible to carry summer mail from Nenana via the Kantishna River, the Ruby and the North Fork of the Kuskokwim and effect a considerable saving in time.

The roads and trails are in fair condition and need only routine maintenance except the Tokotna-Ophir road which must be replaced.

DISTRIBUTION OF EXPENDITURES.

Miles	Expenditure	Unit cost Dollars per Mile
23	\$46,543.21	\$2,023.62
33 1/2	158.10	4.72
611 1/2	6,105.87	9.98
668	\$52,807.18	\$ 89.05

NOME DISTRICT.

W. W. Lukens, Supt., July 1st to Nov. 1, 1924, and April 1, to June 30, 1925.

Chas. D. Jones, Asst. Supt., July 1st to November 1, 1924, Supt. Nov. 1, 1924, to April 1, 1925.

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

On account of the length and severity of the winter, the isolated location, and the lack of timber for protection and fuel, a considerable portion of the personnel of this District spend the winter outside, leaving on the last boat sailing from Nome the latter part of October and returning on the first boat in the Spring which arrives at Nome from the middle to the latter part of June. The bulk of the freight is landed at the nearest port and moved to its destination either up streams in horse drawn scows in summer or over sled roads in winter.

The most important projects are the system of local roads serving the extensive mining activities about Nome, the Nome-Shelton Tram and connecting trail extending on through Dahl to Deering and Candle, the road from Nome to Council and Casa de Paga, and the system of winter trails extending throughout the entire District.

SUMMARY OF ROADS.

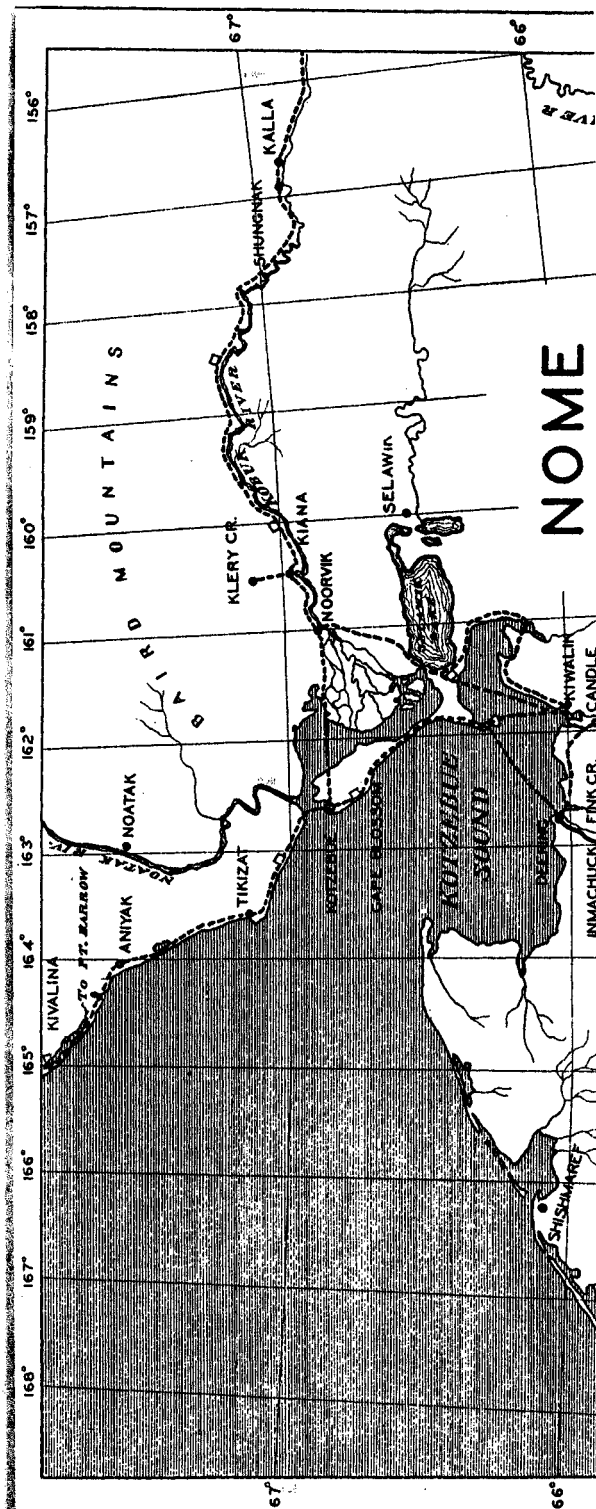
Sub-Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
8	Nome-Council	57	.....	25	82
8D	Council-Ophir Creek	12	.....	.....	12
8H	Casa de Paga Road	20	.....	.....	20
8J	Shovel Creek	5	.....	.....	5
13A	Nome-Bessie	3 1/2	.....	.....	3 1/2
13B	Bessie-Banner	3 1/2	.....	.....	3 1/2
13C	Bessie-Little Creek	2	.....	.....	2
13F	Nome-Osborne	5 1/2	.....	.....	5 1/2
13K	Bessie-Buster	5	.....	.....	5
18	Kaltag-Nome	.....	.....	280	280
18A	Bonanza-Kotzebue	.....	.....	240	240
18B	Golovin-Council	.....	.....	35	35
21	Unalakleet-St. Michael	.....	.....	60	60
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
25K	Nome City Wharf	.....	.....	.....	.....
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	Shelton-Candle Trail	.....	.....	152	152
28A	Nome-Taylor	.....	.....	135	135
37	Topkok-Candle Winter Trail	.....	.....	154	154
41	Kiana-Cleary Creek	.....	.....	12	12
41A	Kotzebue-Shungnak	.....	.....	200	200

Sub-Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
41B	Kotzebue-Point Barrow .....	.....	.....	500	500
42	St. Michael-Kotlik Trail .....	.....	.....	70	70
49	Davidson's Landing-Taylor	24	16	.....	40
62	Dime Creek	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
73C	Scammon Bay Trail .....	.....	.....	89	89
89A	Seward Peninsula Railroad	87	.....	.....	87
90B	Shelter Cabins .....	.....	.....	.....	.....
Totals		280 1/2	27	3179	3486 1/2

SUMMARY OF EXPENDITURES.

Sub-Project Number	Federal	Territorial	Construction	Maintenance	Total	
8	\$ 2,706.95	\$ 6,850.00	.....	\$ 9,556.95	\$ 9,556.95
8D	172.05	510.00	.....	682.05	682.05
8H	2,238.00	5,200.00	7,438.00	.....	7,438.00
8J	.....	.....	.....	.....	.....
13A	3,316.69	3,302.38 (c)	4,869.07	1,750.00	6,619.07	
13B	914.30	1,500.00	664.30	1,750.00	2,414.30	
13C	313.28	100.00	.....	413.28	413.28
13F	777.25	1,100.00	.....	1,877.25	1,877.25
13K	691.04	1,600.00	.....	2,291.04	2,291.04
18	3,717.20	245.00	1,162.20	2,800.00	3,962.20	
18A	620.25	225.00	.....	845.25	845.25
18B	.....	.....	.....	.....	.....
21	267.00	100.00	.....	367.00	367.00
25C	859.85	100.00	709.85	250.00	959.85	
25D	1,185.27	1,100.00	1,285.27	1,000.00	2,285.27	
25E	792.08	100.00	.....	892.08	892.08
25F	11.00	50.00	.....	61.00	61.00
25G	.....	.....	.....	.....	.....
25K	.....	2,966.65 (d)	2,966.65	.....	2,966.65
26	370.73	885.00	.....	1,255.73	1,255.73
26A	.....	.....	.....	.....	.....
26B	.....	.....	.....	.....	.....
27	716.67	1,700.00	.....	2,416.67	2,416.67
28	9.50	22.00	.....	31.50	31.50
28A	207.20	175.00	.....	382.20	382.20
37	.....	.....	.....	.....	.....
41	.....	.....	.....	140.00	140.00
41A	40.00	100.00	.....	48.00	48.00
41B	23.00	25.00	.....	64.00	64.00
42	39.00	25.00	.....	1,000.00	1,000.00
49	255.00	745.00	.....	3,500.00	4,454.59
62	1,204.59	3,250.00	954.59	457.25	457.25	
67	177.25	280.00	.....	24.00	24.00
67A	14.00	10.00	.....	180.00	290.95
67E	90.95	200.00	110.95	400.00	1,404.00	
67C	414.00	990.00	1,004.00	2,656.63	2,656.63	
68	1,236.63	1,420.00	.....	200.00	200.00
73	60.00	140.00	.....	75.00	75.00
73A	25.00	50.00	.....	1,000.00	1,000.00
73B	255.00	745.00	1,000.00	.....	753.45
73C	53.45	700.00	.....	750.00	750.00
89A	33,518.12	..... (e)	29,318.12	4,200.00	33,518.12
90B	.....	2,637.93	1,887.93	.....	2,637.93
Totals		\$57,292.30	\$39,148.96	\$54,124.38	\$42,316.88	\$96,441.26

(c)—Includes refund of \$1,044.38.
 (d)—Contributed by City of Nome.
 (e)—Divisional Expenditure of \$3.35.



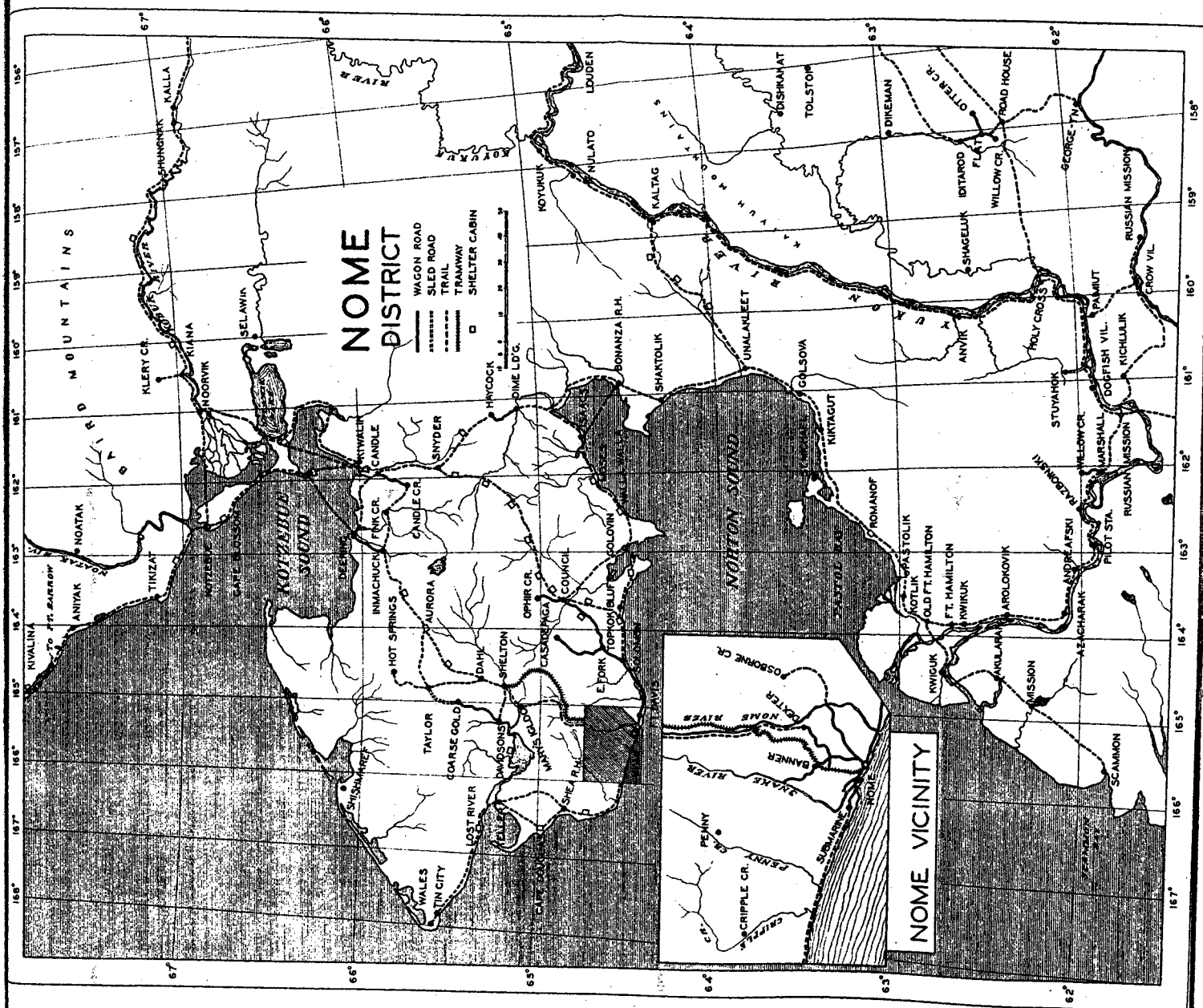
ANNUAL REPORT ALASKA ROAD COMMISSION.

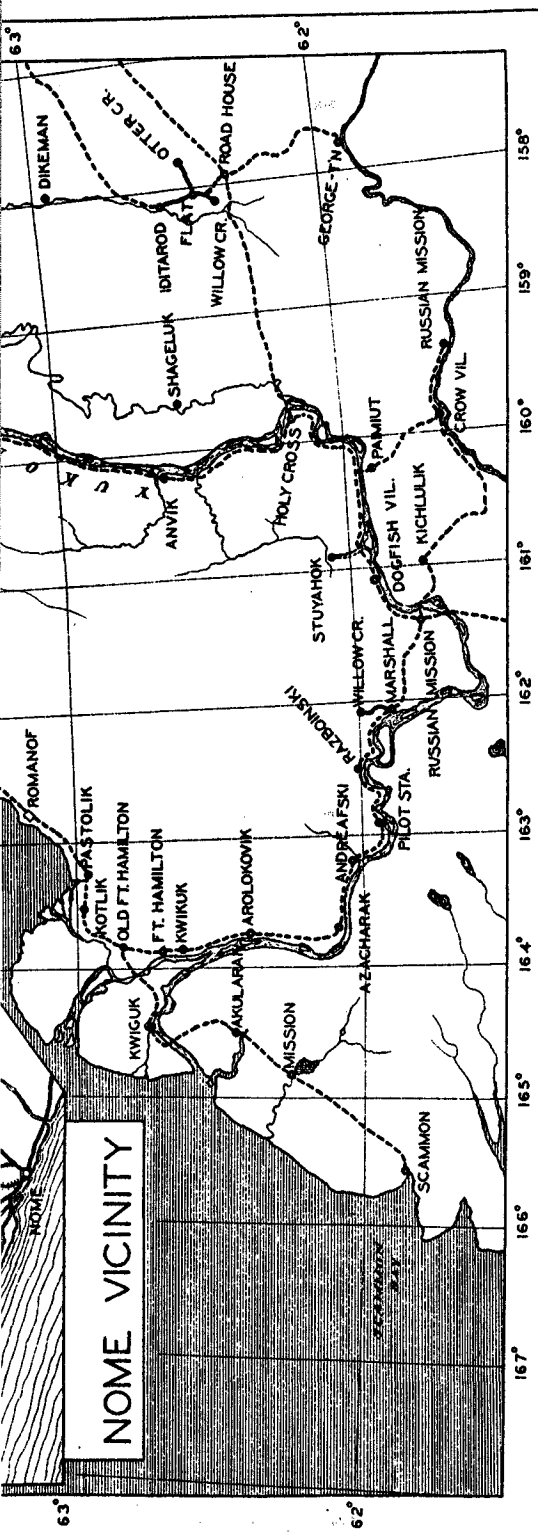
Name of Route	Wagon Road	Sled Road	Trail	Total Miles
Atzebue-Point Barrow	.....	.....	.....	500
Michael-Kotlik Trail	.....	.....	.....	70
Davidson's Larding-Taylor	24	16	.....	40
Time Creek	9	.....	.....	9
Home-Teller	.....	.....	.....	80
Miller-Cape Prince of Wales	.....	.....	.....	142
Miller-Bluestone	.....	.....	.....	18
Miller-Mary's Igloo	.....	.....	.....	40
Miller-Mary's Igloo	.....	.....	.....	712
Miller-Mary's Igloo	.....	.....	.....	712
Miller-Mary's Igloo	.....	.....	.....	4 1/2
Miller-Mary's Igloo	.....	.....	.....	190
Miller-Mary's Igloo	.....	.....	.....	11
Miller-Mary's Igloo	.....	.....	.....	89
Miller-Mary's Igloo	87	.....	.....	87
Miller-Mary's Igloo	.....	.....	.....	.....
Miller-Mary's Igloo	.....	.....	.....	.....
Totals	280 1/2	27	3179	3486 1/2

SUMMARY OF EXPENDITURES.

Source	Federal	Territorial	Construction	Maintenance	Total
Federal	\$ 2,706.95	\$ 6,850.00	.....	\$ 9,556.95	\$ 9,556.95
Territorial	172.05	510.00	.....	682.05	682.05
Construction	2,238.00	5,200.00	7,438.00	.....	7,438.00
Maintenance	3,316.69	3,302.38(c)	4,869.07	1,750.00	6,619.07
Total	914.30	1,500.00	2,414.30	1,750.00	2,414.30
.....	313.28	100.00	.....	413.28	413.28
.....	777.25	1,100.00	.....	1,877.25	1,877.25
.....	691.04	1,600.00	.....	2,291.04	2,291.04
.....	3,717.20	245.00	1,162.20	2,800.00	3,962.20
.....	620.25	225.00	.....	845.25	845.25
.....	267.00	100.00	.....	367.00	367.00
.....	859.85	100.00	.....	959.85	959.85
.....	1,185.27	1,100.00	1,285.27	1,000.00	2,285.27
.....	792.08	100.00	.....	892.08	892.08
.....	11.00	50.00	.....	61.00	61.00
.....	370.73	2,966.65(d)	2,966.65	.....	2,966.65
.....	716.67	1,700.00	.....	2,416.67	2,416.67
.....	9.50	22.00	.....	31.50	31.50
.....	207.20	175.00	.....	382.20	382.20
.....	40.00	100.00	.....	140.00	140.00
.....	23.00	25.00	.....	48.00	48.00
.....	39.00	25.00	.....	64.00	64.00
.....	255.00	745.00	.....	1,000.00	1,000.00
.....	1,204.59	3,250.00	954.59	3,500.00	4,454.59
.....	177.25	280.00	.....	457.25	457.25
.....	14.00	10.00	.....	24.00	24.00
.....	90.95	200.00	.....	130.95	130.95
.....	414.00	990.00	.....	1,404.00	1,404.00
.....	1,235.63	1,420.00	.....	2,655.63	2,655.63
.....	69.00	140.00	.....	209.00	209.00
.....	25.00	50.00	.....	75.00	75.00
.....	255.00	745.00	.....	1,000.00	1,000.00
.....	53.45	700.00	.....	753.45	753.45
.....	33,518.12	.....(e)	29,318.12	4,200.00	33,518.12
.....	.....	2,637.93	1,887.93	750.00	2,637.93
Totals	\$57,292.30	\$39,148.96	\$54,124.38	\$42,316.88	\$96,441.28

(c)—Includes refund of \$1,044.38.
 (d)—Contributed by City of Nome.
 (e)—Divisional Expenditure of \$3.35.





DESCRIPTION.

For detailed description see Part II, Annual Report for 1924. The following addition should be noted:

73C—Scammon Bay Trail (89 Miles Trail) extends from Scammon Bay across the Delta of the Yukon via Black River and Akularak Mission to Old Fort Hamilton.

OPERATIONS DURING THE YEAR.

The important operations other than routine maintenance, may be summarized as follows:

8H—Fourteen thousand railroad ties from the abandoned Solomon River and Council City Railroad were purchased and delivered along the roadway during the past winter. These will be placed as corduroy during the season of 1925.

25C—This road was resurfaced throughout with gravel.

67C—Fifteen miles of this trail were permanently staked.

68—472 miles temporary trails flagged.

73C—Contract for permanent staking of this route was let last season.

89A—New bridges were built across Iron and Sherrette Creeks. From Salmon Lake to Sherrette Creek the road was rehabilitated to such an extent as to make it now usable for gasoline speeders, dog cars and gasoline locomotives, or cars weighing not over four tons. From Sherrette Creek to Shelton the line was opened for dog cars and gasoline speeders.

90D—The following work was done and expenditures made on shelter cabins:

Route No.	Location	Work Done	Cost
8	Fox River	Repairs and purchases of wood	\$ 95.00
18	Cheokuk	Repairs to cabin	29.75
18	Moses	Repairs and stove renewed	70.00
18	Topkok	Repairs and stove renewed	20.00
18	Kaltag-Unalakleet	Stoves placed in 4 cabins	86.60
18A	Cape Blosson	Cabin and dog barn built	835.11
28	Boulder Creek	Repairs to cabin	10.50
28	Dahl	Stove renewed	27.60
41A	Riley Channel	Repairs to dog barn, purchase of wood	290.00
41B	Cape Lisburne	Additional bills paid	48.00
42	Romanoff	Dog barn	85.00
67	Cape Douglas		
	Cape Wooley	Additional bills paid for dog barns	177.83
67A	Lost River	Repairs to cabin	100.00
	Callahans	Cabin built	455.10
		Purchase of stoves and stove pipe (not yet placed)	307.44
Total			\$2,637.93

PRESENT CONDITION AND NEEDS.

The Nome local roads are all usable by automobiles in dry weather but are apt to be soft on continued wet weather. The Nome-Bessie road, which is the trunk road carrying about ninety per cent of traffic, should be resurfaced throughout.

The Nome-Council road is in fair condition for the traffic to be carried. In favorable weather it may be used by automobiles as far as East Fork. Beyond that point it follows the river bed in part and is passable for horse drawn vehicles only.

The Nome-Shelton tramway is passable throughout for dog cars and gasoline speeders. From Nome to Sherrette Creek it is suitable for use by vehicles with loads up to four tons. It should be made suitable for this latter traffic throughout and for ten ton loads from Nome to Little Creek.

The winter trails have not been permanently staked throughout and part of the permanent staking which has been accomplished is not entirely satisfactory on account of the fact that only small willows were available for the purpose.

DISTRIBUTION OF EXPENDITURES.

Type	Miles	Expenditure	Unit cost Dollars per Mile
Wagon Road	185 1/4	\$43,997.13	\$ 237.50
Tramway	37	33,518.12	385.27
Sled Road	27	1,320.00	48.88
Permanent Trail	2,218	9,344.80	4.21
Flagged Trail	472	2,656.63	5.63
Totals	2,939 1/4	\$90,836.68	\$ 30.39

SUMMARY OF FUNDS EXPENDED BY DISTRICTS.

District	COOPERATIVE FUNDS		
	Federal	Territorial	Total
Juneau Headquarters			
Southeastern	\$ 26,925.23	\$ 17,961.17 (a)	\$ 44,886.40
Eagle			
Bethel	7,155.20	8,339.50	15,554.70
Valdez	3,722.34	100.00	3,822.34
Chitina	46,976.95	200.00	47,176.95
Fairbanks	6,791.66	1,052.40 (b)	7,844.06
Nenana	16,433.10	4,700.00	21,133.10
Southwestern	29,693.91	12,783.25 (c)	42,477.16
Kuskokwim	33,318.21	14,663.25	47,981.46
Nome	57,292.30	39,148.96 (d)	96,441.26
Totals	\$228,308.90	\$ 99,008.53	\$327,317.43

- (a)—Includes \$342.37 contributed by National Park Service and \$300.00 contributed by Quartermaster General.
- (b)—Includes \$360.00 contributed by Tanana Valley Dredging Co.
- (c)—Includes \$80.75 contributed by The Alaska Railroad and \$100.00 contributed by P. L. McDonald.
- (d)—Includes refund of \$1,044.38 and \$2,966.65 contributed by the City of Nome.

ANNUAL REPORT ALASKA ROAD COMMISSION

TOTAL FUNDS.

District	Construction	Maintenance
Juneau Headquarters (a)	\$ 12,000.00	\$ 22.10
Southeastern	34,446.66	10.40
Eagle	4,714.27	9.00
Bethel	15,525.20	
Valdez	116,525.85	52.80
Chitina	147,487.47	93.40
Fairbanks	134,417.73	102.10
Nenana	43,806.56	14.00
Southwestern	127,500.25	48.00
Kuskokwim	37,491.67	15.75
Nome	54,124.33	42.31
Totals	\$728,040.04	\$410.30

*—Includes \$206.14 General Accounting Office Settlement.
(a)—Includes expenses of sub-offices in Seattle, Washington, D. C.

SPECIAL REPORTS.

INVESTIGATION AND REPORT REQUIRED BY CONGRESS APPROVED JUNE 30,

Nome-Shelton-Kugruk River-Keewalik Road.

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

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

the Commission had a preliminary reconnaissance and prospective routes of communications on the same in the fall of 1921. The investigation was completed in the summer of 1922.

Report dated December 1, 1922, was transmitted and printed in House Document No. 514, Sixty-fourth session. A plan of improvement is presented.

From Shelton to Dahl, extension of the Nome-Shelton 12 miles, at \$12,500 per mile
From Dahl to Innachuk, improvement of winter trail to standard, including bridges, 65 miles, at \$3,000 per mile
From Innachuk to Candle Creek, construction of a trail 12 miles at \$13,500 per mile

Total

Maintenance is to be provided for by the Commission's own funds, supplemented by contributions from the districts.

The above report was referred to the Committee on December 20, 1922. House Joint Resolution

and report was \$80.75, which was paid by The
 is made for the improvement of this locality
 to the extent of the construction of a rockfill
 ne at an estimated cost of \$120,000 for con-
 ce is estimated at \$900 per year for 14 years, at
 will have to be renewed, the flume to be re-
 years at an estimated cost of \$12,500.

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		\$ 1,744.14	\$ 1,744.14
3B	Pleasant Camp Extension, 1st Sec.	14,056.31	3,500.00	17,556.31
3B	Pleasant Camp Extension, 2nd Sec.	18,500.00		18,500.00
3D	Haines-Mud Bay		857.59	857.59
4BA	Valdez-Ptarmigan Drop, 1st Sec.	12,000.00	5,500.00	17,500.00
4BA	Valdez-Ptarmigan Drop, 2nd Sec.	10,000.00	4,300.00	14,300.00
4BA	Valdez-Ptarmigan Drop, 3d Sec.	13,000.00	2,114.27	15,114.27
4BA	Valdez-Ptarmigan Drop, 4th Sec.	8,600.00	6,000.00	14,600.00
4BB	Ptarmigan Drop-Ernestine, 1st Sec.	11,000.00	7,500.00	18,500.00
4BB	Ptarmigan Drop-Ernestine, 2nd Sec.	10,577.43	8,000.00	18,577.43
4C	Ernestine-Willow Creek, 1st Sec.	14,000.00	5,200.00	19,200.00
4C	Ernestine-Willow Creek, 2nd Sec.	14,500.00	5,000.00	19,500.00
4C	Ernestine-Willow Creek, 3d Sec.	13,000.00	6,542.15	19,542.15
4D	Willow Creek-Gulkana, 1st Sec.	2,200.00	8,500.00	10,700.00
4D	Willow Creek-Gulkana, 2nd Sec.	2,051.99	9,000.00	11,051.99
4E	Gulkana-Sourdough	4,614.50	11,000.00	15,614.50
4F	Sourdough-Mile 168, 1st Sec.	8,000.00	4,400.00	12,400.00
4F	Sourdough-Mile 168, 2nd Sec.	7,635.92	4,800.00	12,435.92
4G	168 Mile Post-Delta River, 1st Sec.	1,842.44	9,500.00	11,342.44
4G	168 Mile Post-Delta River, 2nd Sec.	2,500.00	9,500.00	12,000.00
4H1	Delta River Rapids, 1st Sec.	9,600.00	6,000.00	15,600.00
4H1	Delta River Rapids, 2nd Sec.	9,328.65	6,500.00	15,828.65
4H2	Rapids-Grundler, 1st Sec.	5,442.87	11,500.00	16,942.87
4H2	Rapids-Grundler, 2nd Sec.	5,500.00	12,500.00	18,000.00
4I	Grundler-Richardson	5,000.00	9,608.02	14,608.02
4J	Richardson-Salchaket	4,000.00	14,721.22	18,721.22
4K	Salchaket-Fairbanks, 1st Sec.	5,500.00	9,700.00	15,200.00
4K	Salchaket-Fairbanks, 2nd Sec.	5,028.49	10,300.00	15,328.49
4KA	Salcha Bridge, 1st Sec.	19,100.00		19,100.00
4KA	Salcha Bridge, 2nd Sec.	19,062.78		19,062.78
5A	Dunbar-Ft. Gibbon		357.50	357.50
6A	Willow Creek-Tonsina, 1st Sec.	11,200.00	6,000.00	17,200.00
6A	Willow Creek-Tonsina, 2nd Sec.	11,224.32	6,000.00	17,224.32
6B	Tonsina-Chitna, 1st Sec.	7,250.00	4,000.00	11,250.00
6B	Tonsina-Chitna, 2nd Sec.	8,515.70	3,500.00	12,015.70
7A	Summit-Chatanika		5,584.33	5,584.33
7C	Summit-Fairbanks Creek		102.50	102.50
7D	Ester Creek		1,614.83	1,614.83
7G	Fairbanks-Gilmore	8,999.95	6,500.00	15,499.95
7I	Gilmore-Summit		2,237.74	2,237.74
7V	Wireless Road		35.00	35.00
8	Nome-Council		9,556.95	9,556.95
8D	Council-Ophir Creek		682.05	682.05
8H	Casa de Paga Road	7,438.00		7,438.00
9	Rampart-Eureka		247.00	247.00
10C	Lowell Creek Survey	80.75		80.75
11A	Eagle-O'Brien Creek	2,000.00	3,524.68	5,524.68
11C	Steel Creek-Jack Wade		423.51	423.51
11E	Eagle-Seventymile		1,147.50	1,147.50
11F	Jack Wade-Chicken		241.50	241.50
11G	Steel Creek-Moose Creek		283.00	283.00
11H	Liberty Cabin- Dome	2,714.27	800.00	3,514.27
13A	Nome-Bessie	4,869.07	1,750.00	6,619.07
13B	Bessie-Banner	654.30	1,750.00	2,414.30
13C	Bessie-Little Creek		413.28	413.28
13F	Nome-Osborne		1,877.25	1,877.25

RECEIPTS AND DISBURSEMENTS.

rs vouchers received and placed in the account,
 925.

RECEIPTS.

1, 1924	\$ 34,032.77
Officers	1,142,702.49*
Alaska Fund	41,067.03
	15,197.88
	4,247.51
	3,857.22
	540.75
Total	\$1,241,645.65
of Treasurer of United States	
nd close f. y. 1924	\$34,032.77
Fund	15,197.88
	\$3,857.22
	762.30 3,094.92
	4,247.51
Contributions	540.75 57,113.83
	\$1,184,531.82

DISBURSEMENTS,

ulated statement below	\$1,138,141.50*
Army Account of Advances	46,390.32
Total	\$1,184,531.82

\$206.14 charged against available appropriations by
 Settlement, nor free freight and passenger trans-
 valued at \$45,980.66, furnished by The Alaska Railroad.

Acct. No.	Name of Route	Construction	Maintenance	Totals
13K	Bessie-Buster		2,291.04	2,291.04
14A	Sitka National Monument	350.00	752.48	1,102.48
14B	Sitka National Cemetery	250.00	708.40	958.40
15	Circle-Miller House		3,156.04	3,156.04
16	Chatanika-Miller House, 1st Sec.	8,500.00	7,500.00	16,000.00
16	Chatanika-Miller House, 2nd Sec.	19,800.00		19,800.00
16	Chatanika-Miller House, 3d Sec.	14,180.76		14,180.76
17	Ft. Gibbon-Kaltag		220.00	220.00
18	Kaltag-Solomon	1,162.20	2,800.00	3,962.20
18A	Bonanaza-Kotzebue		845.25	845.25
20DA	Tokotna-Ophir		83.10	83.10
21	Unalakleet-St. Michael		367.00	367.00
22	Hot Springs-Sullivan Creek	2,000.00	2,775.95	4,775.95
23A	Snowshoe-Beaver		386.87	386.87
23B	Beaver-Caro		4,325.01	4,325.01
23D	Caro-Flat Creek	500.00	1,118.69	1,618.69
23E	Caro-Coldfoot		668.37	668.37
25C	Nome Wireless	709.85	250.00	959.85
25D	Mouth of Center Creek	1,285.27	1,000.00	2,285.27
25E	Submarine Paystreak		892.08	892.08
25F	Anvil Glacier		61.00	61.00
25K	Nome City Dock	2,966.65		2,966.65
26	Candle-Candle Creek		1,255.73	1,255.73
27	Deering-Inmachuk		2,416.67	2,416.67
28	Dahl Creek-Candle Trail		31.50	31.50
28A	Nome-Taylor		382.20	382.20
29A	Bettles-Coldfoot		222.67	222.67
30	Hot Springs Landing-Eureka		1,766.84	1,766.84
31	Caribou Creek		325.34	325.34
32A	Tokotna-Flat		459.71	459.71
32AC	Candle Creek-Tokotna		96.00	96.00
32B	Iditarod-Flat	2,442.91	4,000.00	6,442.91
32C	Ophir-Iditarod		215.60	215.60
32D	Flat-Crooked Creek (Winter)	380.00	620.00	1,000.00
35A	Archangel Extension	4,935.69	2,500.00	7,435.69
35C	Palmer-Matanuska River		56.08	56.08
35D	Willow Creek Extension		3,626.07	3,626.07
35E	Wasilla-Fishhook	1,345.47	6,000.00	7,345.47
35F	Wasilla-Knik	2,673.42	3,500.00	6,173.42
35H	Wasilla-Finger Lake-Palmer		1,253.08	1,253.08
35I	Moose Creek Road and Bridge	800.00	200.00	1,000.00
35J	Wasilla-Matanuska		882.37	882.37
35K	Matanuska Trunk Road		124.32	124.32
36	Valdez-Mineral Creek	3,122.34	700.00	3,822.34
38A	Ruby-Long		4,092.21	4,092.21
38B	Poorman-Cripple		152.50	152.50
38C	Ophir-Cripple (Winter)		127.00	127.00
38D	Ophir-Tokotna, 1st Sec.	5,000.00	7,500.00	12,500.00
38D	Ophir-Tokotna, 2nd Sec.	12,800.00		12,800.00
38D	Ophir-Tokotna, 3d Sec.	14,800.30		14,800.30
38E	Long-Poorman (Summer)	16,641.84		16,641.84
38F	Poorman-Ophir		660.95	660.95
40	Douglas-Gastineau Channel		3.00	3.00
41A	Kotzebue-Shungnak		140.00	140.00
41B	Kotzebue-Point Barrow		48.00	48.00
42	St. Michael-Kotlik Trail		64.00	64.00
44A	Skagway-Smuggler's Cove		2,747.23	2,747.23
46	Kobi-Eureka		1,022.69	1,022.69
46D	McKinley Park Trail, 1st Sec.	10,500.00	3,500.00	14,000.00
46D	McKinley Park Trail, 2nd Sec.	16,500.00		16,500.00
46D	McKinley Park Trail, 3d Sec.	18,500.00		18,500.00
46D	McKinley Park Trail, 4th Sec.	19,500.00		19,500.00
46D	McKinley Park Trail, 5th Sec.	18,085.67		18,085.67
46E	Diamond-Telida		453.54	453.54
46F	Nenana Cemetery	3,818.63		3,818.63
46G	Bonhifield-Kobi	5,167.88		5,167.88
47	Coldfoot-Wiseman		776.76	776.76

Acct. No.	Name of Route	Construction
48	Iliamna Bay-Iliamna Lake	3,490.22
49	Davidson's Landing-Taylor	
51	Talkeetna-Cache Creek	6,218.82
51A	Cache Creek Trail	1,000.00
51B	Peters Creek Trail	6,398.89
53	Eagle-Circle	
53A	Circle-Ft. Yukon	4,166.57
55	Kenai-Russian River	
57	McCarthy-Nizina	14,547.00
57A	Nizina River Bridge, 1st Sec.	14,500.00
57A	Nizina River Bridge, 2nd Sec.	15,200.00
57A	Nizina River Bridge, 3d Sec.	17,276.95
59	Fairbanks Bridge	
59A	Fairbanks Depot	9,253.91
62	Dime Creek Corduroy	954.59
63	Dunbar-Brooks	
63C	Brooks Tram	8,386.30
64A	Cripple-Cripple Mt. (Summer)	292.00
65A	Gulkana-Chistochina	6,726.08
65D	Ketchumstuk-Tanana Crossing	
66E	Chicken-Ketchumstuk	
67	Nome-Teller	
67A	Teller-Cape Prince of Wales	
67B	Teller-Bluestone	110.95
67C	Teller-Mary's Igloo	1,004.00
68	Flagging Trails	
73	Marshall Road	
73A	Kotlik-Marshall	
73B	Stuyahok	1,000.00
73C	Old Hamilton-Scammon Bay	753.45
75	Anchorage-Eagle River	4,098.83
75B	Anchorage-Whitney	
75D	Anchorage Warehouse	
75E	McDonald Road	500.00
79	Seward Warehouse	
80A	McGrath-Tokotna (Summer)	
80AA	McGrath-Tokotna (Winter)	
80B	McGrath-Telida	1,678.21
80E	Tokotna-Twin Peaks (Summer)	
80G	Nixon Fork-Tokotna (Summer)	
80GG	Nixon Fork-Tokotna (Winter)	
81	Good Creek-Salmon River	950.00
86	Fourth of July Creek	
87	Woodchopper Creek	
88	Ferry-Eva Creek	7,704.41
89A	Seward Peninsula Railroad, 1st Sec.	12,300.00
89A	Seward Peninsula Railroad, 2nd Sec.	17,018.12
90A	Shelter Cabins, 1st Div.	340.35
90B	Shelter Cabins, 2nd Div.	1,887.93
90C	Shelter Cabins, 3rd Div.	1,774.75
90D	Shelter Cabins, 4th Div.	1,680.40
92B	Bethel Akiak	
92G	Goodnews Bay-Togiak	2,018.33
92H	Togiak-Nushagak	3,360.03
92I	Lewis Point-Naknek	2,307.34
92J	Naknek-Egegik	1,895.00
92L	Napaimut-Aniak	725.00
92M	Aniak-Tulukssak	2,245.00
93	Chulitna Trail	
93B	Indian River Foot Bridge	200.00
94	Kodiak-Abbotts	7,555.02
95	Kanatak-Becharof Lake	2,290.55
97	Suntrana Foot Bridges	87.50
98	Home Project	2,826.92
100	Juneau Office	12,000.00
Totals		\$728,040.04

PORT ALASKA ROAD COMMISSION.

ANNUAL REPORT ALASKA ROAD COMMISSION. 105

	Construction	Maintenance	Totals
Document	350.00	2,291.04	2,291.04
Metry	250.00	752.48	1,102.48
House, 1st	8,500.00	708.40	958.40
House, 2nd	19,800.00	3,156.04	3,156.04
House, 3d	14,180.76		16,000.00
		220.00	220.00
	1,162.20	2,800.00	3,962.20
		845.25	845.25
		83.10	83.10
Michael		367.00	367.00
an Creek	2,000.00	2,775.95	4,775.95
		386.87	386.87
	500.00	4,325.01	4,325.01
		1,118.69	1,618.69
		668.37	668.37
Creek	709.85	250.00	959.85
ak	1,285.27	1,000.00	2,285.27
		892.08	892.08
		61.00	61.00
	2,966.65		2,966.65
		1,255.73	1,255.73
		2,416.67	2,416.67
Trail		31.50	31.50
		382.20	382.20
ng-Eureka		222.67	222.67
		1,766.84	1,766.84
		325.34	325.34
		459.71	459.71
tna		96.00	96.00
	2,442.91	4,000.00	6,442.91
		215.60	215.60
k (Winter)	380.00	620.00	1,000.00
on	4,935.69	2,500.00	7,435.69
River		56.08	56.08
ension		3,626.07	3,626.07
	1,345.47	6,000.00	7,345.47
	2,673.42	3,500.00	6,173.42
ke-Palmer		1,253.08	1,253.08
and Bridge	800.00	200.00	1,000.00
		882.37	882.37
Road		124.32	124.32
reek	3,122.34	700.00	3,822.34
		4,092.21	4,092.21
		152.50	152.50
ter)		127.00	127.00
Sec.	5,000.00	7,500.00	12,500.00
Sec.	12,800.00		12,800.00
Sec.	14,800.30		14,800.30
mmmer)	16,641.84		16,641.84
		660.95	660.95
Channel		3.00	3.00
		140.00	140.00
row		48.00	48.00
Trail		64.00	64.00
Cove		2,747.23	2,747.23
		1,022.69	1,022.69
il, 1st Sec.	10,500.00	3,500.00	14,000.00
il, 2nd Sec.	16,500.00		16,500.00
il, 3d Sec.	18,500.00		18,500.00
il, 4th Sec.	19,500.00		19,500.00
il, 5th Sec.	18,085.67		18,085.67
		453.54	453.54
	3,818.63		3,818.63
	5,167.88		5,167.88
		776.76	776.76

Acct. No.	Name of Route	Construction	Maintenance	Totals
48	Iliamna Bay-Iliamna Lake	3,490.22	500.00	3,990.22
49	Davidson's Landing-Taylor		1,000.00	1,000.00
51	Talkeetna-Cache Creek	6,218.82	10,500.00	16,718.82
51A	Cache Creek Trail	1,000.00	730.90	1,730.90
51B	Peters Creek Trail	6,398.89		6,398.89
53	Eagle-Circle		533.94	533.94
53A	Circle-Ft. Yukon	4,166.57		4,166.57
55	Kenai-Russian River		2,404.40	2,404.40
57	McCarthy-Nizina	14,547.00	4,500.00	19,047.00
57A	Nizina River Bridge, 1st Sec.	14,500.00		14,500.00
57A	Nizina River Bridge, 2nd Sec.	15,200.00		15,200.00
57A	Nizina River Bridge, 3d Sec.	17,276.95		17,276.95
59	Fairbanks Bridge		108.30	108.30
59A	Fairbanks Depot	9,253.91		9,253.91
62	Dime Creek Corduroy	954.59	3,500.00	4,454.59
63	Dunbar-Brooks		1,138.33	1,138.33
63C	Brooks Tram	8,386.30	1,000.00	9,386.30
64A	Cripple-Cripple Mt. (Summer)	292.00	120.00	412.00
65A	Gulkana-Chistochina	6,726.08	2,000.00	8,726.08
65D	Ketchumstuk-Tanana Crossing		204.82	204.82
65E	Chicken-Ketchumstuk		199.50	199.50
67	Nome-Teller		457.25	457.25
67A	Teller-Cape Prince of Wales		24.00	24.00
67B	Teller-Bluestone	110.95	180.00	290.95
67C	Teller-Mary's Igloo	1,004.00	400.00	1,404.00
68	Flagging Trails		2,656.63	2,656.63
73	Marshall Road		200.00	200.00
73A	Kotlik-Marshall		75.00	75.00
73B	Stuyahok	1,000.00		1,000.00
73C	Old Hamilton-Scammon Bay	753.45		753.45
75	Anchorage-Eagle River	4,098.83	7,000.00	11,098.83
75B	Anchorage-Whitney		82.30	82.30
75D	Anchorage Warehouse		30.75	30.75
75E	McDonald Road	500.00		500.00
79	Seward Warehouse		545.97	545.97
80A	McGrath-Tokotna (Summer)		58.90	58.90
80AA	McGrath-Tokotna (Winter)		75.00	75.00
80B	McGrath-Telida	1,678.21	940.00	2,618.21
80E	Tokotna-Twin Peaks (Summer)		80.00	80.00
80G	Nixon Fork-Tokotna (Summer)		150.00	150.00
80GG	Nixon Fork-Tokotna (Winter)		75.00	75.00
81	Good Creek-Salmon River	950.00	126.90	1,076.90
86	Fourth of July Creek		1,311.66	1,311.66
87	Woodchopper Creek		365.00	365.00
88	Ferry-Eva Creek	7,704.41		7,704.41
89A	Seward Peninsula Railroad, 1st Sec.	12,300.00	4,200.00	16,500.00
89A	Seward Peninsula Railroad, 2nd Sec.	17,018.12		17,018.12
90A	Shelter Cabins, 1st Div.	340.35		340.35
90B	Shelter Cabins, 2nd Div.	1,887.93	750.00	2,637.93
90C	Shelter Cabins, 3rd Div.	1,774.75	200.00	1,974.75
90D	Shelter Cabins, 4th Div.	1,680.40	702.50	2,382.90
92B	Bethel Aklak		29.50	29.50
92G	Goodnews Bay-Togiak	2,018.33		2,018.33
92H	Togiak-Nushagak	3,360.03		3,360.03
92I	Lewis Point-Naknek	2,307.34		2,307.34
92J	Naknek-Egegik	1,895.00		1,895.00
92L	Napaimut-Aniak	725.00		725.00
92M	Aniak-Tuluksak	2,245.00		2,245.00
93	Chulitna Trail		429.99	429.99
93B	Indian River Foot Bridge	200.00		200.00
94	Kodiak-Abberts	7,555.02	500.00	8,055.02
95	Kanatak-Becharof Lake	2,290.55	3,500.00	5,790.55
97	Suntrana Foot Bridges	87.50		87.50
98	Homer Project	2,826.92		2,826.92
100	Juneau Office	12,000.00	22,181.66	34,181.66
Totals		\$728,040.04	\$410,307.60	\$1,138,347.64

EXPENDITURES IN DETAIL—COOPERATIVE FUND.

(Included in Preceding Table.)

FIRST DIVISION.

Acct. No.	Name of Route	Federal	Territorial	Total
3A	Haines-Wells	\$ 744.14	\$ 1,000.00	\$ 1,744.14
3B	Pleasant Camp Extension	22,928.86	13,127.45	36,056.31
3D	Haines-Mud Bay	407.59	450.00	857.59
14A	Sitka National Monument	410.11	692.37(a)	1,102.48
14B	Sitka National Cemetery	358.40	600.00(b)	958.40
40	Douglas-Gastineau Channel	2.00	1.00	3.00
44A	Skagway-Smuggler's Cove	1,747.23	1,000.00	2,747.23
81	Good Creek-Salmon River	326.90	750.00	1,076.90
90A	Shelter Cabins		340.35	340.35
Totals		\$ 26,925.23	\$ 17,961.17	\$ 44,886.40

(a)—Includes \$342.37 contributed by National Park Service.
 (b)—Includes \$300.00 contributed by Quartermaster General.

SECOND DIVISION.

Acct. No.	Name of Route	Federal	Territorial	Total
8	Nome-Council	\$ 2,706.95	\$ 6,850.00	\$ 9,556.95
8D	Council-Ophir Creek	172.05	510.00	682.05
8H	Casa de Paga Road	2,238.00	5,200.00	7,438.00
13A	Nome-Bessie	3,316.69	3,302.38(c)	6,619.07
13B	Bessie-Banner	914.30	1,500.00	2,414.30
13C	Bessie-Little Creek	313.28	100.00	413.28
13F	Nome-Osborne	777.25	1,100.00	1,877.25
13K	Bessie-Buster	691.04	1,600.00	2,291.04
18	Kaitag-Solomon	3,717.20	245.00	3,962.20
18A	Bonana-Kotzebue	620.25	225.00	845.25
21	Unalakleet-St. Michael	267.00	100.00	367.00
25C	Nome-Wireless	859.85	100.00	959.85
25D	Mouth of Center Creek	1,185.27	1,100.00	2,285.27
25E	Submarine Paystreak	792.08	100.00	892.08
25F	Anvil Glacier	11.00	50.00	61.00
25K	Nome City Dock		2,966.65(d)	2,966.65
26	Candle-Candle Creek	370.73	885.00	1,255.73
27	Deering-Inmachuk	716.67	1,700.00	2,416.67
28	Dahl Creek-Candle Trail	9.50	22.00	31.50
28A	Nome-Taylor	207.20	175.00	382.20
41A	Kotzebue-Shungnak	40.00	100.00	140.00
41B	Kotzebue-Point Barrow	23.00	25.00	48.00
42	St. Michael-Kotlik Trail	39.00	25.00	64.00
49	Davidson's Landing-Taylor	255.00	745.00	1,000.00
62	Dime Creek Corduroy	1,204.59	3,250.00	4,454.59
67	Nome-Teller	177.25	280.00	457.25
67A	Teller-Cape Prince of Wales	14.00	10.00	24.00
67B	Teller-Bluestone	90.95	200.00	290.95
67C	Teller-Mary's Igloo	414.00	990.00	1,404.00
68	Flagging Trails	1,236.63	1,420.00	2,656.63
73	Marshall Road	60.00	140.00	200.00
73A	Kotlik-Marshall	25.00	50.00	75.00
73B	Stuyahok	255.00	745.00	1,000.00
73C	Old Hamilton-Scammon Bay	53.45	700.00	753.45
89A	Seward Peninsula Railroad	33,518.12		33,518.12
90B	Shelter Cabins		2,637.93(e)	2,637.93
Totals		\$ 57,292.30	\$ 39,148.96	\$ 96,441.26

(c)—Includes refund of \$1,044.38.
 (d)—Contributed by the City of Nome.
 (e)—Divisional Expenditure of \$3.35.

THIRD DIVISION.

Acct. No.	Name of Route	Federal
10C	Lowell Creek Survey	
35H	Wasilla-Finger Lake	\$ 553.08
35I	Moose Creek	500.00
35J	Wasilla-Matanuska	682.37
35K	Matanuska Trunk Road	24.32
36	Valdez-Mineral Creek	3,722.34
51	Talkeetna-Cache Creek	10,468.82
51A	Cache Creek Pack Trail	1,430.90
51B	Peters Creek Pack Trail	5,398.89
55	Kenai-Russian River	2,304.40
57A	Nizina River Bridge	46,976.95
75	Anchorage-Eagle River	8,098.83
75B	Anchorage-Whitney	32.30
75E	McDonald Road	200.00
90C	Shelter Cabins	
92H	Togiak-Nushagak	1,960.03
92I	Nushagak-Naknek	1,447.34
92J	Naknek-Egegik	1,155.00
Totals		\$ 84,955.57

(g)—Contributed by The Alaska Railroad.
 (h)—Also cooperation with Divisional Chairman.
 (i)—Includes \$100 contributed by P. L. McDonald.

FOURTH DIVISION.

Acct. No.	Name of Route	Federal
7A	Summit-Chatanika	\$ 5,224.33
7C	Summit-Fairbanks Creek	52.50
7D	Fairbanks-Ester	1,514.83
9	Rampart-Eureka	47.00
22	Hot Springs-Sullivan	2,625.95
30	Hot Springs Landing-Eureka	916.84
32B	Iditarod-Flat	4,442.91
32D	Flat-Crooked Creek	800.00
38D	Ophir-Tokotna	28,075.30
46F	Nenana Cemetery	2,818.63
63	Dunbar-Brooks	638.38
63C	Brooks Tram	9,386.30
90D	Shelter Cabins	
92B	Bethel-Akiak	4.50
92G	Goodnews Bay-Togiak	1,048.33
92L	Napaimut-Akiak	415.00
92M	Aniak-Tuluksak	1,125.00
Totals		\$ 59,135.80

(j)—Contributed by Tanana Valley Dredging Com.
 (k)—Also Cooperation with Divisional Chairman.
 (l)—Purchased by Divisional Chairman for \$6,425.

SUMMARY.

	Federal
First Division	\$ 26,925.23
Second Division	57,292.30
Third Division	84,955.57
Fourth Division	59,135.80
Totals	\$228,308.90

DISTRIBUTION OF EXPEN

0111	Salaries	
0112	Wages	
0200	Stationery	
02011	Printed Forms and Letterheads	
02012	Other Office Supplies	

REPORT ALASKA ROAD COMMISSION.

IN DETAIL—COOPERATIVE FUND.

(Included in Preceding Table.)

FIRST DIVISION.

Route	Federal	Territorial	Total
.....	\$ 744.14	\$ 1,000.00	\$ 1,744.14
Extension	22,928.86	13,127.45	36,056.31
ay	407.59	450.00	857.59
Monument	410.11	692.37 (a)	1,102.48
Cemetery	358.40	600.00 (b)	958.40
eau Channel	2.00	1.00	3.00
gler's Cove	1,747.23	1,000.00	2,747.23
almon River	326.90	750.00	1,076.90
.....	.....	340.35	340.35
Totals	\$ 26,925.23	\$ 17,961.17	\$ 44,886.40

contributed by National Park Service.
 contributed by Quartermaster General.

SECOND DIVISION.

Route	Federal	Territorial	Total
.....	\$ 2,706.95	\$ 6,850.00	\$ 9,556.95
Creek	172.05	510.00	682.05
Road	2,238.00	5,200.00	7,438.00
.....	3,316.69	3,302.38 (c)	6,619.07
.....	914.30	1,500.00	2,414.30
Creek	313.28	100.00	413.28
.....	777.25	1,100.00	1,877.25
.....	691.04	1,600.00	2,291.04
.....	3,717.20	245.00	3,962.20
ue	620.25	225.00	845.25
Michael	287.00	100.00	387.00
.....	859.85	100.00	959.85
er Creek	1,185.27	1,100.00	2,285.27
ystreak	792.08	100.00	892.08
.....	11.00	50.00	61.00
ock .....	.....	2,966.65 (d)	2,966.65
Creek	370.73	885.00	1,255.73
huk	716.67	1,700.00	2,416.67
andle Trail	9.50	22.00	31.50
gnak	40.00	100.00	140.00
Barrow	23.00	25.00	48.00
otlik Trail	39.00	25.00	64.00
nding-Taylor	255.00	745.00	1,000.00
orduroy	1,204.59	3,250.00	4,454.59
.....	177.25	280.00	457.25
ince of Wales	14.00	10.00	24.00
e	90.95	200.00	290.95
gloo	414.00	990.00	1,404.00
s	1,236.63	1,420.00	2,656.63
.....	60.00	140.00	200.00
.....	25.00	50.00	75.00
.....	255.00	745.00	1,000.00
Scammon Bay	53.45	700.00	753.45
ula Railroad	33,518.12	.....	33,518.12
.....	.....	2,637.93 (e)	2,637.93
Totals	\$ 57,292.30	\$ 39,148.96	\$ 96,441.26

of \$1,044.38.
 he City of Nome.
 diture of \$3.35.

ANNUAL REPORT ALASKA ROAD COMMISSION. 107

THIRD DIVISION.

Acct. No.	Name of Route	Federal	Territorial	Total
10C	Lowell Creek Survey .....	.....	\$ 80.75 (g)	\$ 80.75
35H	Wasilla-Finger Lake	\$ 553.08	700.00	1,253.08
35I	Moose Creek	500.00	500.00	1,000.00
35J	Wasilla-Matanuska	682.37	200.00 (h)	882.37
35K	Matanuska Trunk Road	24.32	100.00	124.32
36	Valdez-Mineral Creek	3,722.34	100.00 (h)	3,822.34
51	Talkeetna-Cache Creek	10,468.62	6,250.00	16,718.62
51A	Cache Creek Pack Trail	1,430.90	300.00	1,730.90
51B	Peters Creek Pack Trail	5,398.89	1,000.00	6,398.89
55	Kenai-Russian River	2,304.40	100.00	2,404.40
57A	Nizina River Bridge	46,976.95	.....	46,976.95
75	Anchorage-Eagle River	8,098.83	3,000.00	11,098.83
75B	Anchorage-Whitney	32.30	50.00 (h)	82.30
75E	McDonald Road	200.00	300.00 (i)	500.00
90C	Shelter Cabins .....	.....	1,974.75	1,974.75
92H	Togiak-Nushagak	1,960.03	1,400.00	3,360.03
92I	Nushagak-Naknek	1,447.34	860.00	2,307.34
92J	Naknek-Egegik	1,155.00	740.00	1,895.00
Totals .....	.....	\$ 84,955.57	\$ 17,655.50	\$ 102,611.07

(g)—Contributed by The Alaska Railroad.
 (h)—Also cooperation with Divisional Chairman.
 (i)—Includes \$100 contributed by P. L. McDonald.

FOURTH DIVISION.

Acct. No.	Name of Route	Federal	Territorial	Total
7A	Summit-Chatanika	\$ 5,224.33	\$ 360.00 (j)	\$ 5,584.33
7C	Summit-Fairbanks Creek	52.50	50.00 (k)	102.50
7D	Fairbanks-Ester	1,514.83	100.00 (k)	1,614.83
9	Rampart-Eureka	47.00	200.00	247.00
22	Hot Springs-Sullivan	2,625.95	2,150.00	4,775.95
30	Hot Springs Landing-Eureka	916.84	850.00	1,766.84
32B	Iditarod-Flat	4,442.91	2,000.00	6,442.91
32D	Flat-Crooked Creek	800.00	200.00	1,000.00
38D	Ophir-Tokotna	28,075.30	12,025.00	40,100.30
46F	Nenana Cemetery	2,818.63	1,000.00	3,818.63
63	Dunbar-Brooks	638.38	500.00	1,138.38
63C	Brooks Tram	9,386.30	.....	9,386.30
90D	Shelter Cabins	4.50	2,382.90	2,387.40
92B	Bethel-Akiak	25.00	25.00	50.00
92G	Goodnews-Bay-Togiak	1,048.33	970.00	2,018.33
92L	Napaimut-Aniak	415.00	310.00	725.00
92M	Aniak-Tuluksak	1,125.00	1,120.00	2,245.00
Totals .....	.....	\$ 59,135.80	\$ 24,242.90	\$ 83,378.70

(j)—Contributed by Tanana Valley Dredging Company.
 (k)—Also Cooperation with Divisional Chairman.
 (l)—Purchased by Divisional Chairman for \$6,425.00.

SUMMARY.

	Federal	Territorial	Total
First Division	\$ 26,925.23	\$ 17,961.17	\$ 44,886.40
Second Division	57,292.30	39,148.96	96,441.26
Third Division	84,955.57	17,655.50	102,611.07
Fourth Division	59,135.80	24,242.90	83,378.70
Totals	\$ 228,308.90	\$ 99,008.53	\$ 327,317.43

DISTRIBUTION OF EXPENDITURES.

0111	Salaries	\$ 62,585.84
0112	Wages	437,604.66
0200	Stationery	1,791.47
02011	Printed Forms and Letterheads	40.91
02012	Other Office Supplies	762.37

III. EXPENDITURE OF OTHER FUNDS SUPERVISED BY THE BOARD.

Fiscal Year 1920 and prior years	\$1,221,574.09
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:	
Chilkoot Barracks 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	24,014.00
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	\$1,662,302.04
Fiscal Year 1924:	
1. For the Territory of Alaska:	
Chairman, 3rd Division	\$ 14,993.86
Chairman, 4th Division	20,000.50
Tolovana Tram Road	6,425.00
2. For the Chief of Engineers, U. S. Army:	
Rivers and Harbors, Fish Traps, etc.	37,931.56
3. For The Alaska Railroad	1,511,878.05
4. For the National Park Service:	
Mt. McKinley National Park Road	700.25
Total	\$1,591,929.22
Fiscal Year 1925:	
1. For the Territory of Alaska:	
Chairman, 3rd Division	\$ 11,806.14

Acct. No.	Name	Miles	Expenditure
	Overhead		\$ 30.00
10B	Seward-Nash	2½	3,551.60
35G	Palmer-Springer	3	600.00
35J	Wasilla-Matanuska	8	1,000.00
35L	Palmer-Matanuska	6½	1,800.00
35R	Bogard Road	½	400.00
36	Valdez-Mineral Creek	8	35.53
36B	South 2d St., Cordova	¼	800.00
61	Strelna-Kuskulana	12½	1,000.00
75A	Anchorage-Lake Spenard	4	2,182.00
75B	Whitney Road	5	324.14
75C	Chester Creek Boat Landing	1	82.82
	Totals	51¼	11,806.14

Chairman, 4th Division		
Acct. No.	Name	Miles
	Overhead	
7AA	Cleary Creek	2
7B	Fox-Olnes	13
7C	Summit-Fairbanks Creek	13
7D	Ester Creek	13
7DA	College Spur	½
7DB	St. Patricks Creek (Survey)	2½
7GA	Lazelle Road	6
7H	Little Eldorado	64
7J	Fairbanks-Chena Hot Springs	54
7K	Olnes-Livengood	9
7N	Farmers-Birch Hill	2
7NA	Isabelle Creek	9
15A	Central House-Circle Hot Springs	
	Totals	188
	Kaltag Portage Survey	
2.	For the Chief of Engineers, U. S. Army:	
	Rivers and Harbors, Fish Traps, etc.	
	Improvement of Nome Harbor	
	Improvement of Wrangell Harbor	
	Preliminary Examination of Yukon-Kuskokwim Portage	
	Preliminary Examination of Ketchikan Creek	
	Preliminary Examination of Saxman Harbor	
	Preliminary Examination of Wrangell Harbor	
	Public Hearings, Fish Traps, etc.	
	Removal of Sunken Vessels	
	Totals	
3.	For the Quartermaster General, U. S. Army:	
	Chilkoot Barracks Water Supply	
	Total Supervised Funds, Fiscal Year 1925	
III.	Total, Supervised Funds	
	Grand Total, All Funds	

PORT ALASKA ROAD COMMISSION.

RE OF OTHER FUNDS SUPERVISED BY THE BOARD.

For years	\$1,221,574.09
of Alaska:	
ge	\$ 750.00
gineers, U. S. Army:	
ors, Fish Traps, etc.	1,602.50
.....	2,352.50
of Alaska:	
Division	\$ 7,812.19
Division	21,366.00
ter General, U. S. Army:	
ks water supply	2,502.02
gineers, U. S. Army:	
ors, Fish Traps, etc.	47,503.46
.....	79,182.67
of Alaska:	
Division	\$ 10,855.72
Division	15,717.11
la Railroad	24,014.00
gineers, U. S. Army:	
ors, Fish Traps, etc.	21,145.12
llroad	1,590,570.09
.....	\$1,662,302.04
of Alaska:	
Division	\$ 14,993.86
Division	20,000.50
Road	6,425.00
gineers, U. S. Army:	
ors, Fish Traps, etc.	37,931.56
llroad	1,511,878.05
ark Service:	
ational Park Road	700.25
.....	\$1,591,929.22
of Alaska:	
Division	\$ 11,806.14

Miles	Expenditure
.....	\$ 30.00
..... 2½	3,551.60
..... 3	600.00
ta 8	1,000.00
a 6½	1,800.00
..... ½	400.00
reek 8	35.58
dova ¼	800.00
a 12½	1,000.00
Spensard 4	2,182.00
..... 5	324.14
at Landing 1	82.82
..... 51¼	11,806.14

Chairman, 4th Division 9,000.00

Acct. No.	Name	Miles	Expenditure
	Overhead		\$ 70.00
7AA	Cleary Creek	2	718.41
7B	Fox-Olnes	13	366.42
7C	Summit-Fairbanks Creek	13	1,791.03
7D	Ester Creek	13	4,214.02
7DA	College Spur	½	30.00
7DB	St. Patricks Creek (Survey).....		189.00
7GA	Lazelle Road	2½	447.17
7H	Little Eldorado	6	606.52
7J	Fairbanks-Chena Hot Springs	64	75.00
7K	Olnes-Livengood	54	202.43
7N	Farmers-Birch Hill	9	81.00
7NA	Isabelle Creek	2	25.00
15A	Central House-Circle Hot Springs	9	184.00

Totals 188 9,000.00

Kaltag Portage Survey 312.72

2. For the Chief of Engineers, U. S. Army:

Rivers and Harbors, Fish Traps, etc.	\$ 54,417.89
Improvement of Nome Harbor	\$ 18,862.80
Improvement of Wrangell Harbor	27,718.38
Preliminary Examination of Yukon-Kuskokwim Portage	27.85
Preliminary Examination of Ketchikan Creek	41.47
Preliminary Examination of Saxman Harbor	222.60
Preliminary Examination of Wrangell Harbor	29.00
Public Hearings, Fish Traps, etc.	7,500.79
Removal of Sunken Vessels	15.00
Total	54,417.89

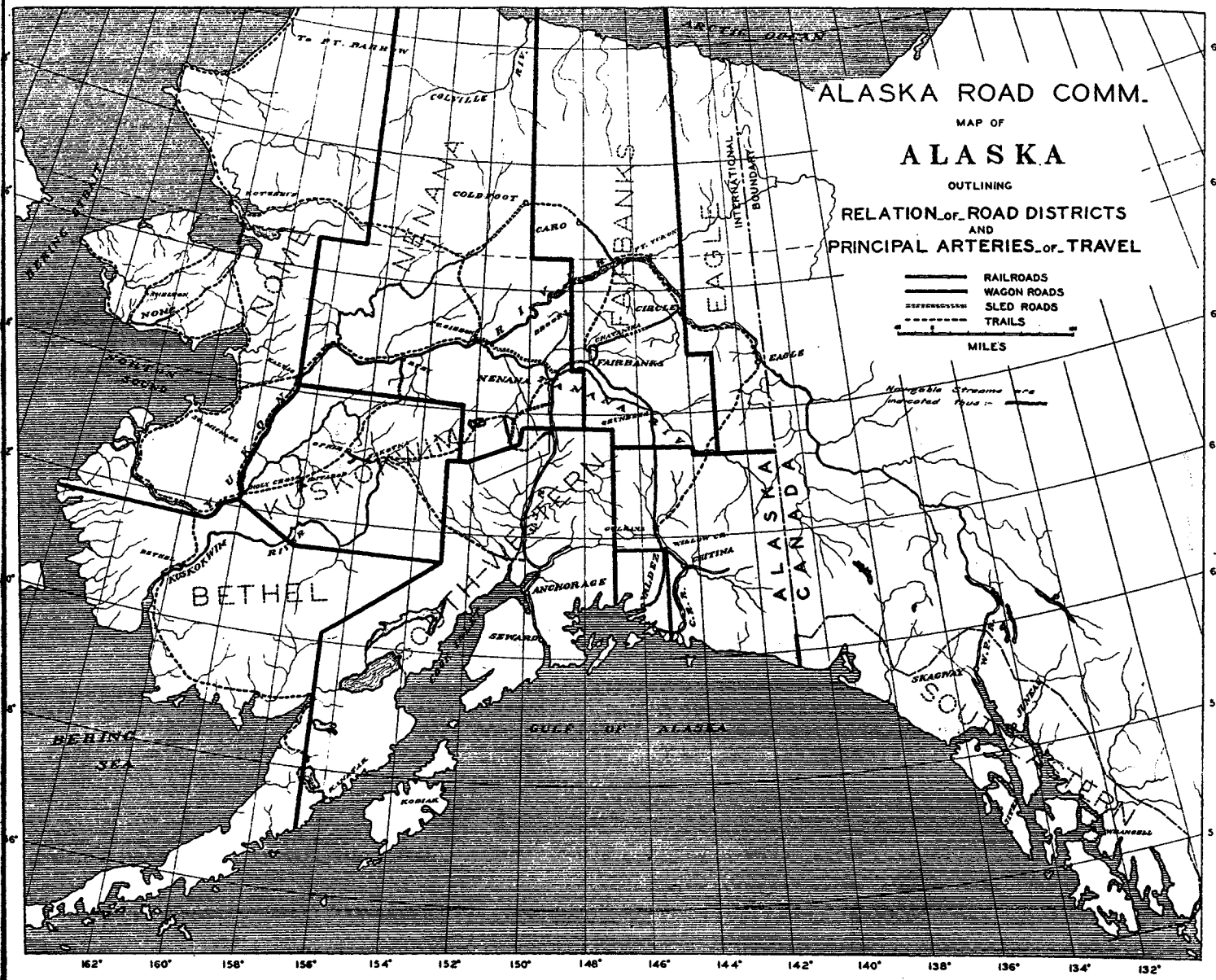
3. For the Quartermaster General, U. S. Army:

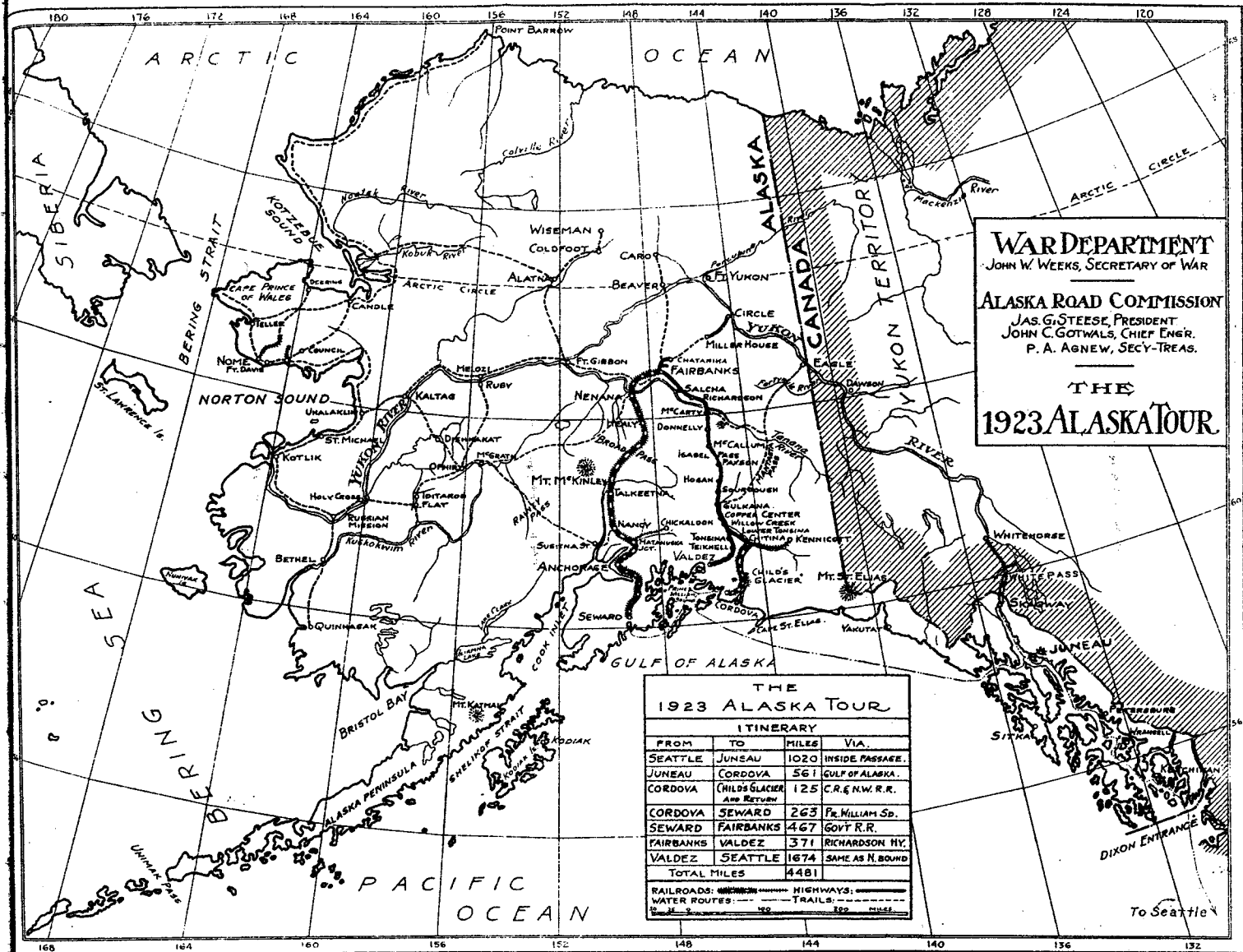
Chilkoot Barracks Water Supply 7,500.00

Total Supervised Funds, Fiscal Year 1925 \$ 83,036.75

III. Total, Supervised Funds \$4,640,377.27

Grand Total, All Funds \$14,941,856.54





Steel Span		
Fabrication at Pittsburgh, Penna.	9,145.18	
Freight to Fairbanks	1,551.87	
Other material l.o.b. Fairbanks	2,337.30	
Freight Fairbanks to Bridgeway	1,933.73	
Labor (erection)	4,973.91	19,931.99

Revetment		5,087.39
Total		\$37,640.78
Unit Costs, 345 feet approach, per foot		19.73
180 foot steel span in place, per foot		143.02
Total crossing, 525 feet, per foot		71.70

16-6¼ miles of new road were constructed, including clearing, grubbing, grading and some surfacing. Clearing and grubbing were completed for ten miles beyond present end of road.

53A—Built 67 miles of dog sled trail.

59A—Constructed 30x100 ft. warehouse, 20x30 ft. oil house and 20x30 ft. dog barn.

90D—			
Route	Location	Work Done	Cost
53A		2 cabins built	\$481.40
		stoves installed	
31	29 Mile	Stove installed	21.20
33A	Beaver Bluff and Bull Creek	Stoves installed	33.80
Total			\$542.40

PRESENT CONDITION AND NEEDS

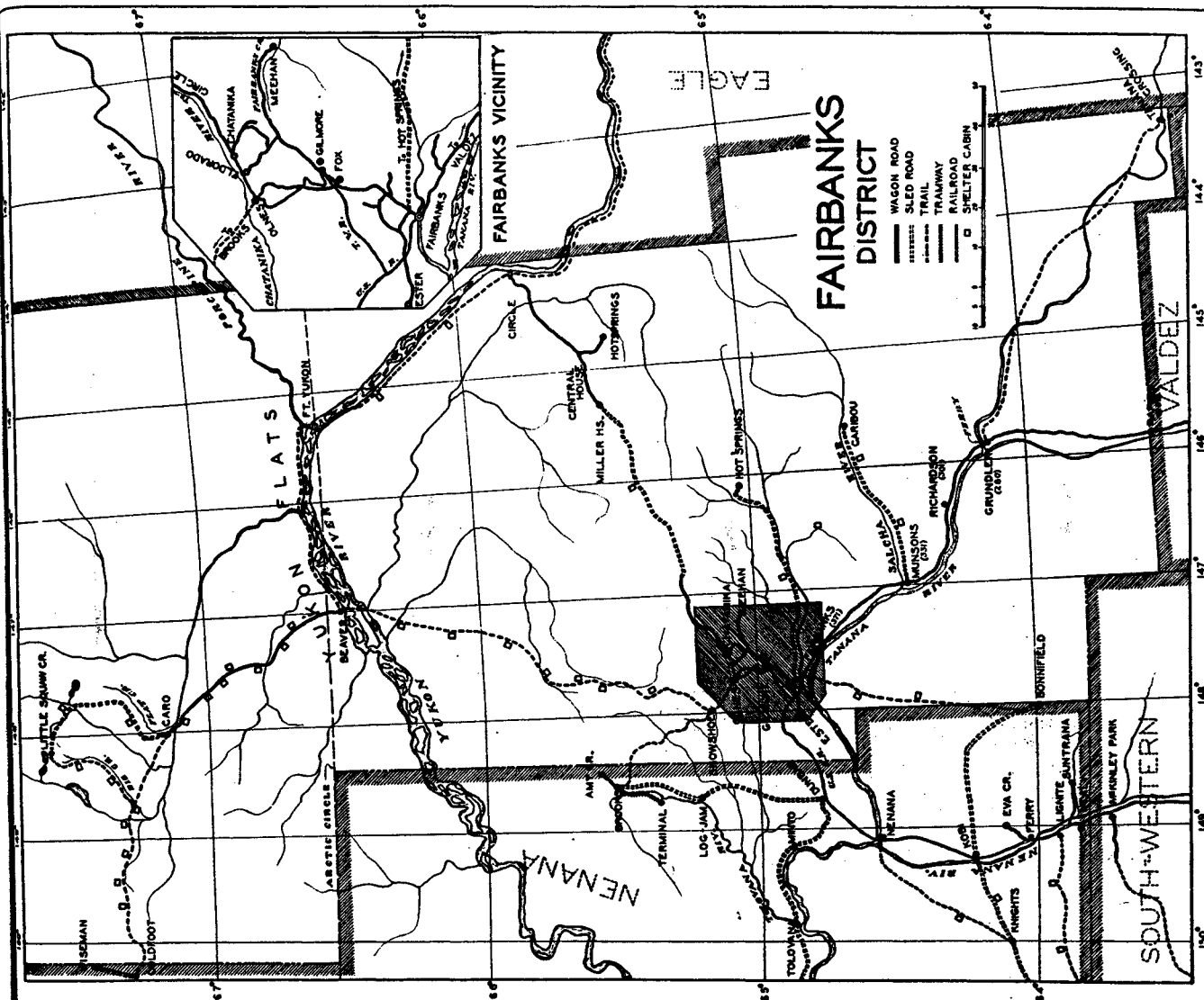
Richardson Highway. This road is entirely suitable for automobile travel only in dry weather, there being sections badly in need of some kind of surfacing. Several short relocations are necessary to safeguard against washouts and to eliminate excessive grades, and a number of old native timber bridges will require renewal.

Fairbanks Local Roads. Increased motor traffic makes necessary the continued improvement of these roads to provide good drainage and some kind of surface.

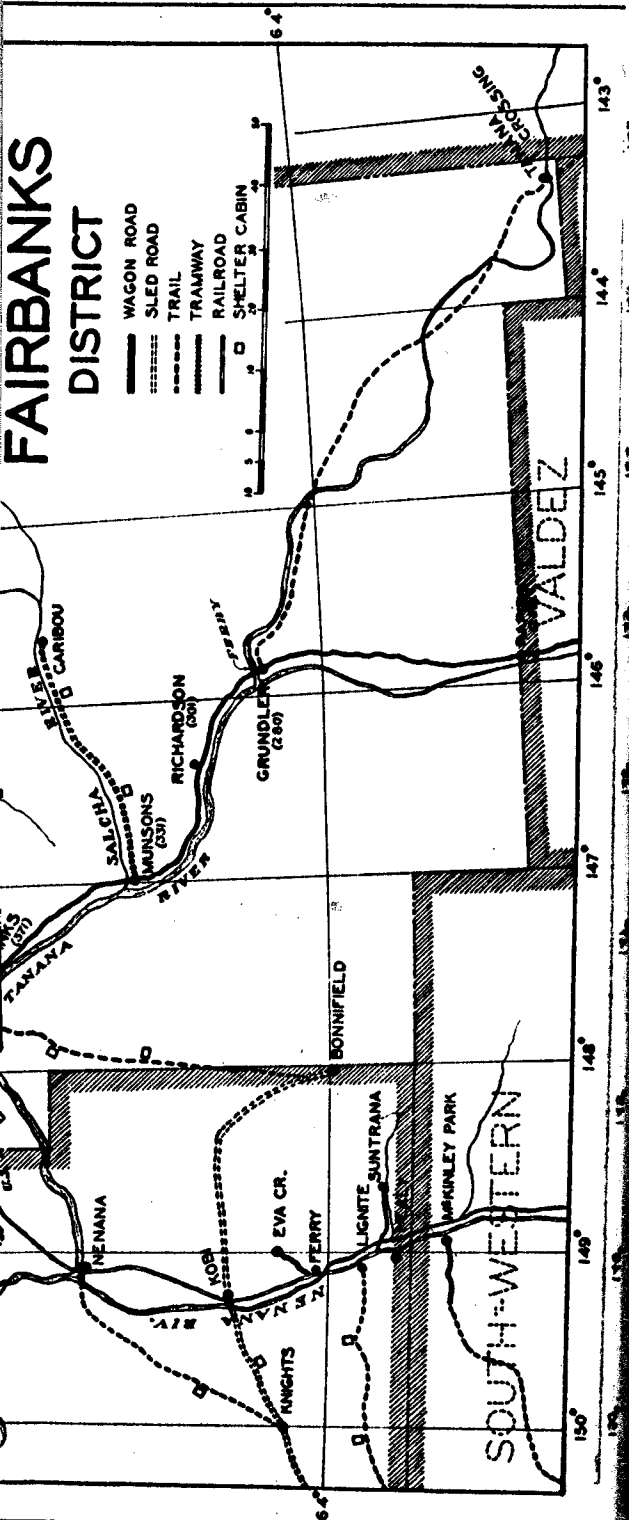
Chatanika-Circle. This project should be pushed to connection with the Miller House-Circle Road as fast as possible. Sixty miles remain to be constructed to make this connection.

DISTRIBUTION OF EXPENDITURES.

Type	Miles	Expenditure	Unit cost Dollars per Mile
Wagon Road	313½	\$178,155.43	\$ 568.23
Sled Road	151¼	3,444.03	22.77
Trail	253	5,221.81	20.64
Totals	717¾	\$186,821.27	\$ 260.28



FAIRBANKS DISTRICT



TERRITORIAL PROJECTS.

Territorial Road Commission, Fourth Division.
 M. C. Edmunds, Chairman and Secretary.
 Jake Mutchler, Member. John Soll, Member.

SUMMARY OF ROADS.

Sub-Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
7AA	Cleary Creek Road	2	.....	.....	2
7B	Fox-Olmes	13	.....	.....	13
7C*	Summit-Fairbanks Creek	13	.....	.....	13
7D*	Ester Creek	13	.....	.....	13
7DA	College Spur	.....	1/2	.....	1/2
7DE	St. Patrick's Creek (proposed)	.....	.....	.....	.....
7GA	Lazelle Road	2 1/2	.....	.....	2 1/2
7H	Little Eldorado Creek	6	.....	.....	6
7J	Fairbanks-Chena Hot Springs	.....	64	.....	64
7K	Olmes-Livengood	.....	.....	54	54
7N	Farmers-Birch Hill	9	.....	.....	9
7NA	Isabelle Creek	2	.....	.....	2
7S	Graehl Bridge	.....	.....	.....	.....
7T	Farmers-Chena Slough	4 1/2	.....	.....	4 1/2
15A	Central House-Circle Hot Springs	9	.....	.....	9
Totals		74 1/2	64	54	192 1/2
Totals**		48 1/2	64	54	166 1/2

(*)—Cooperative projects with Alaska Road Commission.
 (**)—Exclusive of cooperative projects.

SUMMARY OF EXPENDITURES.

TERRITORIAL DIVISIONAL FUNDS

Sub-Project No.	Construction	Maintenance	Total
7AA	\$ 718.41	.....	\$ 718.41
7B	.....	366.42	366.42
7C*	.....	1,791.03	1,791.03
7D*	1,000.00	3,214.02	4,214.02
7DA	.....	30.00	30.00
7DE	189.00	.....	189.00
7GA	.....	447.17	447.17
7H	.....	606.50	606.50
7J	.....	75.00	75.00
7K	.....	202.43	202.43
7N	.....	81.00	81.00
7NA	.....	25.00	25.00
7S	.....	.....	.....
7T	.....	.....	.....
15A	.....	184.00	184.00
Totals	\$ 1,907.41	\$ 7,022.59	\$ 8,930.00

(*)—Routes on which Alaska Road Commission expended funds.

DESCRIPTION.

For detailed description see Part II, Annual Report for 1924. The following changes will be noted:

Route 7AA—Cleary Creek Road. This route was a portion of road formerly included in Route 7A, Summit-Chatanika, which was abandoned in favor of a new location. It serves mining operations along Cleary Creek above the town of Cleary.

Route 7DB—St. Patrick's Creek. This is a proposed route branching from Ester Creek Road, Route 7D, and serving quartz mines around the head of St. Patrick's Creek.

OPERATIONS.

During the past year the work consisted largely of maintenance on the Fairbanks local roads. The Ester Creek road was improved and additional gravel surfacing accomplished.

PRESENT CONDITION AND NEEDS.

A large part of the roads included in this group are of graded earth type serving small farm areas or mines. These roads are only suitable for motor traffic in dry weather, but need only yearly maintenance to keep them in their present condition. The roads to St. Patrick's Creek and Fish Creek should be constructed and the Ester road should be continuously improved to provide a surfaced road. Minor improvements and extensions should be made as needed.

DISTRIBUTION OF EXPENDITURES.

Type	Miles	Expenditure	Unit cost Dollars per Mile
Wagon Road	70	\$ 8,463.57	\$ 120.91
Sled Road	64	75.00	1.17
Trail	54	202.43	3.75
Totals	188	\$ 8,741.00	\$ 46.50

NENANA DISTRICT.

H. G. Haslem, Superintendent, Fairbanks.

This district is roughly described as extending south from the Arctic Ocean between 150° 11' and 150° west longitude as far as the Arctic Circle, thence south between 148° 30' and 158° 41' west longitude to the northern boundary of Mt. McKinley National Park. It is more accurately shown on the accompanying map. It includes the important mining districts of the Kantishna, Livengood, Hot Springs and Bonnifield.

This district is well served so far as summer transportation is concerned by a number of navigable rivers, the most important of which are the Yukon, Tanana, Koyukuk, Tolovana and Kantishna. These rivers and The Alaska Railroad have made the construction of long roads unnecessary. A number of short roads have been built connecting important mining centers with navigable water or the railroad.

The district has an extensive system of trails, the most important of which are through Ft. Gibbon to Kaltag which carries the Seward Peninsula and the route from K to Telida and McGrath which carries the Kuskokwim district.

SUMMARY OF ROADS.

Sub-Project No.	Name of Route	Wagon Road
5A	Dunbar-Ft. Gibbon	8
9*	Rampart-Eureka .....	.....
17	Ft. Gibbon-Kaltag .....	.....
22*	Hot Springs-Sullivan Creek	9
29	Ft. Gibbon-Bettles .....	.....
29A	Bettles-Coldfoot .....	.....
30*	Hot Springs Landing-Eureka	24
38A	Ruby-Long	30'
38E	Long-Poorman (summer)	4
38EE	Long-Poorman (winter) .....	.....
46	Kobi-Eureka .....	.....
46A*	Roosevelt-Kantishna	34
46B	Lignite-Kantishna .....	.....
46C	Nenana-Knight's Roadhouse .....	.....
46E	Diamond-Telida .....	.....
46F*	Nenana Cemetery	2½
46G	Kobi-Bonnifield .....	.....
47	Coldfoot-Wiseman .....	.....
63	Dunbar-Brooks .....	.....
63B	Brooks-Amy Creek	4
63C	Brooks Tram	13
88	Ferry-Eva Creek	6
90D	Shelter Cabin .....	.....
97	Suntrana Foot Bridges .....	.....
Totals		134½

(*)—Also Territorial Projects.

SUMMARY OF EXPENDITURE

Sub-Project Number	Federal	Territorial	Construction
5A	\$ 357.50	.....	.....
9*	47.00	\$ 200.00	.....
17	220.00	.....	.....
22*	2,625.95	2,150.00	\$ 2,000.00
29	.....	.....	.....
29A	222.67	.....	.....
29B	.....	.....	.....
30*	916.84	850.00	.....
38A	4,092.21	.....	.....
38E	16,641.84	.....	16,641.84
38EE	.....	.....	.....
46	1,022.69	.....	.....
46A*	.....	.....	.....
46B	.....	.....	.....
46C	.....	.....	.....
46E	453.54	.....	.....
46F*	2,818.63	1,000.00	3,818.63
46G	5,167.88	.....	5,167.88
47	776.76	.....	.....
63	638.38	500.00	.....
63B	.....	.....	.....
63C	9,386.30	.....	8,386.30
88	7,704.41	.....	7,704.41
90D	.....	.....	.....
97	87.50	.....	87.50
Totals	\$53,180.10	\$ 4,700.00	\$43,806.56

(*)—Also Territorial Projects.

Patrick's Creek. This is a proposed route for Creek Road, Route 7D, and serving quartz road of St. Patrick's Creek.

OPERATIONS.

Year the work consisted largely of maintenance of local roads. The Ester Creek road was improved by gravel surfacing accomplished.

PRESENT CONDITION AND NEEDS.

The roads included in this group are of graded small farm areas or mines. These roads are in poor traffic in dry weather, but need only yearly repairs to keep them in their present condition. The roads at Fish Creek and Fish Creek should be constructed and improved to provide a permanent road. Improvements and extensions should be made

DISTRIBUTION OF EXPENDITURES.

Miles	Expenditure	Unit cost Dollars per Mile
70	\$ 8,463.57	\$ 120.91
64	75.00	1.17
54	202.43	3.75
188	\$ 8,741.00	\$ 46.50

NENANA DISTRICT.

Haslem, Superintendent, Fairbanks.

Roughly described as extending south from the 150° 11' and 150° west longitude as far as the 66th parallel south between 148° 30' and 158° 41' west longitude northern boundary of Mt. McKinley National Park. The road is shown on the accompanying map. It is in the mining districts of the Kantishna, Livengood, and Bonfield.

Well served so far as summer transportation. A number of navigable rivers, the most important of which are the Yukon, Tanana, Koyukuk, Tolovana and Kancharuk and The Alaska Railroad have made the construction of roads unnecessary. A number of short roads are being constructed connecting important mining centers with navigable rivers and railroad.

The district has an extensive system of winter sled roads and trails, the most important of which are the route from Dunbar through Ft. Gibbon to Kaltag which carries the winter traffic to the Seward Peninsula and the route from Kobi through Roosevelt to Telida and McGrath which carries the winter traffic to the Kuskokwim district.

SUMMARY OF ROADS.

Sub-Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
5A	Dunbar-Ft. Gibbon	121	.....	.....	121
9*	Rampart-Eureka	8	19½	.....	27½
17	Ft. Gibbon-Kaltag	.....	.....	257	257
22*	Hot Springs-Sullivan Creek	9	.....	.....	9
29	Ft. Gibbon-Bettles	.....	.....	156	156
29A	Bettles-Coldfoot	.....	52½	.....	52½
30*	Hot Springs Landing-Eureka	24	.....	.....	24
38A	Ruby-Long	30'	.....	.....	30
38E	Long-Poorman (summer)	4	.....	.....	4
38EE	Long-Poorman (winter)	.....	29	.....	29
46	Kobi-Eureka	.....	95	.....	95
46A*	Roosevelt-Kantishna	34	.....	.....	34
46E	Lignite-Kantishna	.....	.....	85	85
46C	Nenana-Knight's Roadhouse	.....	.....	42	42
46E	Diamond-Telida	.....	.....	90	90
46F*	Nenana Cemetery	2½	.....	.....	2½
46G	Kobi-Bonfield	.....	45	.....	45
47	Coldfoot-Wiseman	.....	11	.....	11
63	Dunbar-Brooks	.....	63	.....	63
63E	Brooks-Amy Creek	4	.....	.....	4
63C	Brooks Tram	13	.....	.....	13
88	Ferry-Eva Creek	6	5½	.....	11½
90D	Shelter Cabin	.....	.....	.....	.....
97	Sunrana Foot Bridges	.....	.....	.....	.....
Totals		134½	441½	630	1206

(*)-Also Territorial Projects.

SUMMARY OF EXPENDITURES.

Sub-Project Number	Federal	Territorial	Construction	Maintenance	Total
5A	\$ 367.50	.....	.....	\$ 357.50	\$ 357.50
9*	47.00	\$ 200.00	.....	247.00	247.00
17	220.00	.....	.....	220.00	220.00
22*	2,625.95	2,150.00	\$ 2,000.00	2,775.95	4,775.95
29	.....	.....	.....	.....	.....
29A	222.67	.....	.....	222.67	222.67
29E	.....	.....	.....	.....	.....
30*	916.84	850.00	.....	1,766.84	1,766.84
38A	4,092.21	.....	.....	4,092.21	4,092.21
38E	16,641.84	.....	16,641.84	.....	16,641.84
38EE	.....	.....	.....	.....	.....
46	1,022.69	.....	.....	1,022.69	1,022.69
46A*	.....	.....	.....	.....	.....
46E	.....	.....	.....	.....	.....
46C	.....	.....	.....	.....	.....
46E	453.54	.....	.....	453.54	453.54
46F*	2,818.63	1,000.00	3,818.63	.....	3,818.63
46G	5,167.88	.....	5,167.88	.....	5,167.88
47	776.76	.....	.....	776.76	776.76
63	638.38	500.00	.....	1,138.38	1,138.38
63E	.....	.....	.....	.....	.....
63C	9,386.30	.....	8,386.30	1,000.00	9,386.30
88	7,704.41	.....	7,704.41	.....	7,704.41
90D	.....	.....	.....	.....	.....
97	87.50	.....	87.50	.....	87.50
Totals	\$53,180.10	\$ 4,700.00	\$43,806.56	\$14,073.54	\$57,880.10

(*)-Also Territorial Projects.

DESCRIPTION.

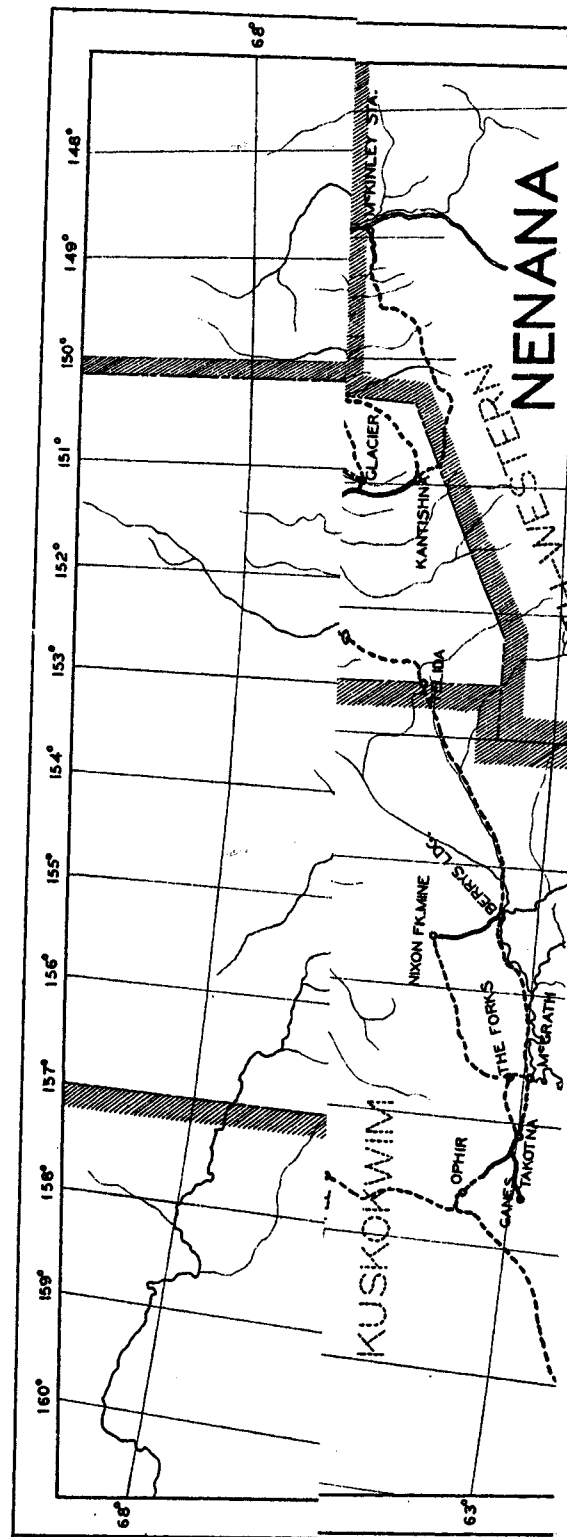
For detailed description see Part II, Annual Report for 1924. The following changes and additions should be noted:

- 9—Reclassified, 8 miles wagon road, 19½ miles trail.
 - 29—156 miles trail instead of 198.
 - 38E—Only 4 miles of road have actually been constructed. It is being extended during the 1925 season.
 - 46F—This is a new road, constructed during the past season, which connects the town of Nenana with its cemetery and serves several farmers enroute. It is suitable for wagon and light automobile travel.
 - 46G—This is a new sled road constructed during the past year. It will serve also as a pack and foot trail for summer use and gives miners of the Bonfield placer district access to the railroad.
 - 47—Reclassified, 11 miles sled road, no wagon road.
 - 63C—This tramway was purchased by the Territory on June 11, 1924, and was operated during that season by the Alaska Road Commission, freight rates being reduced from \$80.00 to \$20.00 per ton.
 - 88—This is a new project utilizing in part the old route called Government Railroad-Moose Creek. It extends from Ferry Mile 371 on the railroad, to the head of Eva Creek where an important gold lode mine is being opened.
- It will fill a long felt need of the miners of the whole Totatlanika district.

OPERATIONS DURING YEAR.

The important operations, other than routine maintenance, may be summarized by routes as follows:

- 5A—A double ender trail was constructed along the right limit of Hot Springs Slough connecting the town of Hot Springs with Sullivan Creek Road, Route 22. This trail is necessary due to the fact that the hot springs which feed it cause the slough to remain open late in the fall and to thaw early in the spring. The slough will be used in the middle of the winter when well frozen over.
- This trail will also serve as a summer connection with the Sullivan Creek Road.



ANNUAL REPORT ALASKA ROAD COMMISSION.

DESCRIPTION.

For detailed description see Part II, Annual Report for 1924, following changes and additions should be noted:

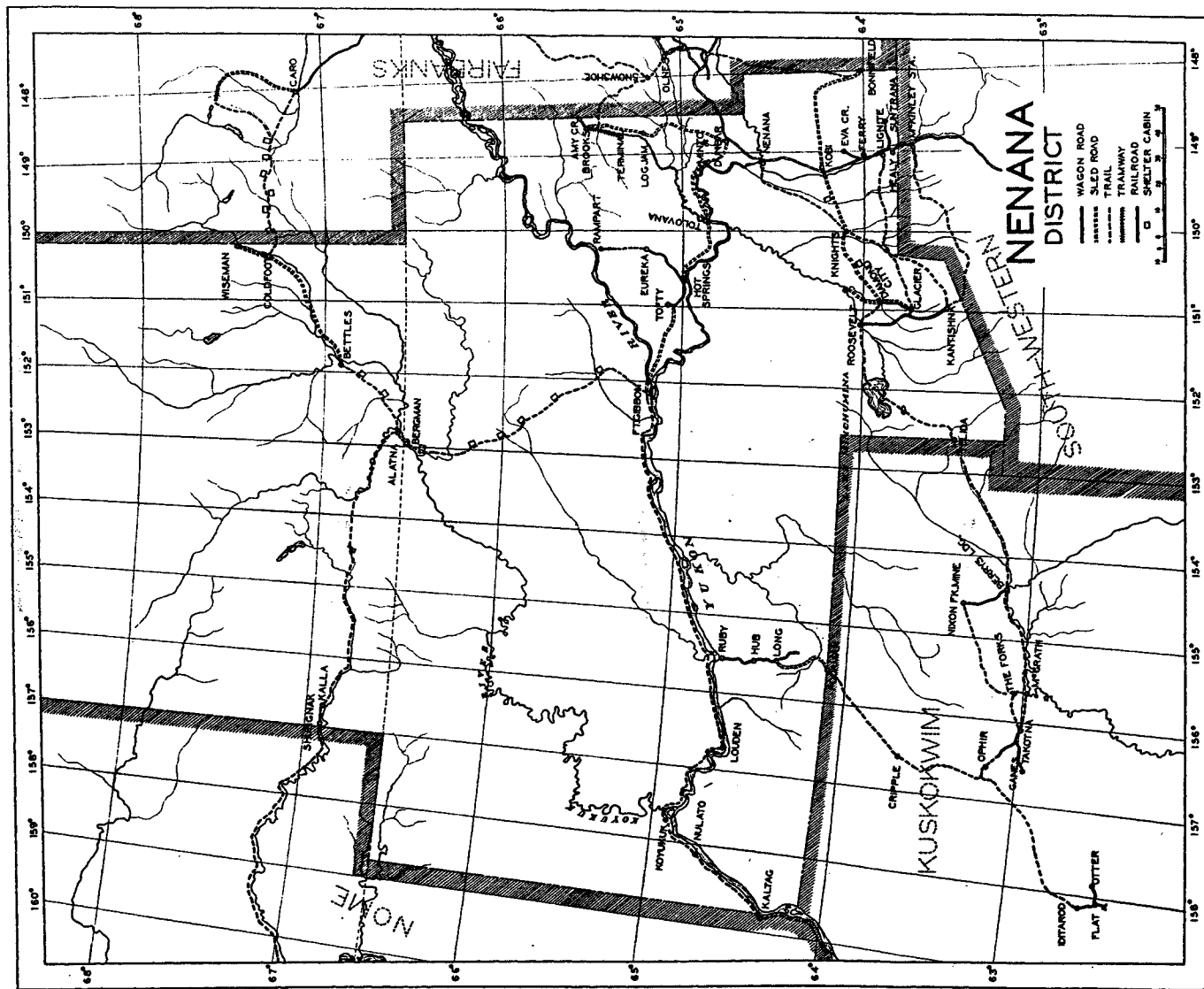
- 9—Reclassified, 8 miles wagon road, 19½ miles trail.
- 29—156 miles trail instead of 198.
- 38E—Only 4 miles of road have actually been constructed. It is not extended during the 1925 season.
- 46F—This is a new road, constructed during the past season, which connects the town of Nenana with its cemetery and serves several farmers enroute. It is suitable for wagon and light automobile travel.
- 46G—This is a new sled road constructed during the past year. It will serve also as a pack and foot trail for summer use and gives miners of the Bonfield placer district access to the railroad.
- 47—Reclassified, 11 miles sled road, no wagon road.
- 63C—This tramway was purchased by the Territory on June 11, 1924, and was operated during that season by the Alaska Road Commission, freight rates being reduced from \$80.00 to \$20.00 per ton.
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OPERATIONS DURING YEAR.

The important operations, other than routine maintenance, may be summarized by routes as follows:

5A—A double ender trail was constructed along the right limit of Hot Springs Slough connecting the town of Hot Springs with Sullivan Creek Road, Route 22. This trail is necessary due to the fact that the hot springs which feed it cause the slough to remain open late in the fall and to thaw early in the spring. The slough will be used in the middle of the winter when well frozen over.

This trail will also serve as a summer connection with the Sullivan Creek Road.



38E—This summer trail was improved for the first four miles out of Long to wagon road standard.

46F—This 2½ mile wagon road was constructed this season.

46G—This forty five mile sled road was constructed during the past year. For 35 miles it passes through fairly heavy timber where it was cleared 12 to 16 feet wide. Five miles of the remaining distance was tripoded. Considerable grading was required at the crossing of St. George Creek, 35 miles from Kobi.

63C—Following its purchase by the Territory extensive general repairs were made on this tramway and 2.7 miles that were burned by a forest fire were rebuilt. 120½ tons of commercial freight were handled during the season with a Dodge car and trailers.

88—During the season this new road was opened by grading a total of 3 miles at the most difficult places so that it is now possible to haul a load of one ton with two horses. It is planned to improve the route during the 1925 season.

PRESENT CONDITION AND NEEDS.

The roads in this district were built for wagon traffic for which they are, in general, adequate. The Ferry-Eva Creek road, opened this season, requires improvement. The road from Long southward should be extended to Poorman. The Brooks tram requires further improvement and its extension to Log Jam is considered advisable provided funds can be obtained for snagging the Tolovana River below that point. The construction of a portage from Lake Minchumina to the North Fork of the Kuskokwim River to enable the summer mail for the Kuskokwim district to be carried via the Kantishna and Kuskokwim Rivers will be investigated.

DISTRIBUTION OF EXPENDITURES.

Type	Miles	Expenditure	Unit cost Dollars per Mile
Wagon Road	96½	\$48,183.18	\$ 499.31
Sled Road	412½	8,935.88	21.66
Trail	347	673.54	1.94
Totals	856	\$57,792.60	\$ 67.51

SOUTHWESTERN DISTRICT.

Hawley W. Sterling, Superintendent, Anchorage, Alaska.

Anton Eide, Assistant Superintendent, Seward, Alaska.

G. J. Truitt, Junior Engineer, July 1 to Nov. 1, 1924; McKinley Park.

This district includes the Kenai Peninsula, the northern part of the Alaska Peninsula, Kodiak Island, and all the territory tributary

to The Alaska Railroad as far north as the northern boundary of Mt. McKinley National Park.

The Alaska Railroad, the Yentna River, and Cook Inlet and other arms of the Gulf of Alaska provide through transportation for this region so that only short roads are required. A very excellent system of roads serving the farms and mines of that vicinity, is centered about Wasilla while a good, though less extensive system, centers about Anchorage.

An especial effort has been made within this district to furnish adequate roads, sled roads or trails to all points of development in order that traffic may be developed for The Alaska Railroad.

The most important road within the district is that now being constructed for the National Park Service in Mt. McKinley National Park.

FEDERAL PROJECTS.

SUMMARY OF ROADS.

Sub-Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
10C	Lowell Creek Survey	.....	.....	127	127
20B	Susitna-Rainy Pass	.....	.....	25	25
20H	Nancy-Susitna	.....	.....	.....	5½
35A	Archangel Extension	5½	.....	.....	1½
35C	Palmer-Matanuska River	1½	.....	.....	11
35D	Willow Creek Extension	11	.....	.....	16
35E	Wasilla-Fishhook	16	.....	.....	15
35F	Wasilla-Knlk	15	.....	.....	12
35H*	Wasilla-Finger Lake-Palmer	12	.....	.....	6
35I	Moose-Palmer	6	.....	.....	8
35J*	Wasilla-Matanuska	8	.....	.....	8
35K	Matanuska Trunk Road	8	6	.....	6
35O	Fishhook-Goldmint	10	.....	77	87
46D	McKinley Park Road	.....	.....	12	12
48	Iliamna Bay-Iliamna Lake	23½	20	.....	43½
51*	Talkeetna-Cache Creek	.....	.....	20	20
51A*	Cache Creek Trail	.....	.....	10	10
51B*	Peters Creek Trail	.....	60	.....	60
55	Kenai-Russian River	.....	.....	.....	14½
75*	Anchorage-Eagle River	14½	.....	.....	5
75B*	Anchorage-Whitney	5	.....	.....	.....
75D	Anchorage Warehouse	.....	.....	.....	1½
75E	MacDonald Branch	1½	55	.....	55
76	Cantwell-Valdez Creek	.....	.....	.....	.....
79	Seward Warehouse	.....	.....	.....	.....
90O	Shelter Cabins, 4th Div.	.....	.....	3	3
93	Chulitna Trail	.....	.....	.....	5
93B	Indian River Footbridge	.....	.....	5	.....
94	Kodiak-Abberts	.....	.....	.....	8¾
95	Kanatak-Becharof Lake	8¾	.....	.....	6½
96	Chickaloon-King River	.....	6½	.....	.....
98	Homer Spit	.....	.....	.....	.....
Totals		146	147½	279	572½

(*)—Also Territorial Project.

SUMMARY OF EXPENDITURE

Sub-Project Number	Federal	Territorial	Construction
10C	.....	\$ 80.75(g)	\$ 80.75
20B	.....	.....	.....
20H	.....	.....	.....
35A	\$ 7,435.69	.....	4,935.69
35C	56.08	.....	.....
35D	3,626.07	.....	.....
35E	7,345.47	.....	1,345.47
35F	6,173.42	.....	2,673.42
35H*	553.08	700.00	.....
35I	500.00	500.00	800.00
35J*	682.37	2,000.00(h)	.....
35K	24.32	100.00	.....
35O	.....	.....	.....
46D	86,585.67	.....	83,085.67
48	3,980.22	.....	3,490.22
51*	10,468.82	6,250.00	6,218.82
51A*	1,430.90	300.00	1,000.00
51B*	5,398.89	1,000.00	6,398.89
55*	2,304.40	100.00	.....
75*	8,098.83	3,000.00	4,098.83
75B*	32.30	50.00(h)	.....
75D	30.75	.....	.....
75E	200.00	300.00(i)	500.00
76	.....	.....	.....
79	545.97	.....	.....
90D	.....	202.50	.....
93	429.99	.....	.....
93B	200.00	.....	200.00
94	8,055.02	.....	7,555.02
95	5,790.55	.....	2,290.55
96	.....	.....	.....
98	2,826.92	.....	2,826.92
Totals		\$162,785.73	\$12,783.25 \$127,500.25

(*)—Also Territorial Projects.

(g)—Contributed by The Alaska Railroad.

(h)—Also cooperation with Divisional Chairmen.

(i)—Includes \$100.00 contributed by P. L. Mc

DESCRIPTION.

For detailed description see Part II, Annual Report. The following changes and additions should be noted:

35J—Length of road 8 miles instead of 10.

46D—This road was extended to a total length of 12 miles.

48—This entire route is trail, 12 miles in length.

51—The wagon road was extended to a total length of 10 miles. The total length of the route is 43½ miles.

51A—This is an old trail connecting the route 51, with the placer camps on Cache Creek. It parallels the winter sled road but keeps on the south side of the creek and is used in summer for pack horses and pedestrian traffic. It should be closed to pass over it in late spring and early fall.

REPORT ALASKA ROAD COMMISSION.

Road as far north as the northern boundary of Divisional Park.

Railroad, the Yentna River, and Cook Inlet and Gulf of Alaska provide through transportation for not only short roads are required. A very excellent system serving the farms and mines of that vicinity, is available while a good, though less extensive system, is in operation.

Effort has been made within this district to furnish sled roads or trails to all points of development which may be developed for The Alaska Railroad.

Important road within the district is that now being built by the National Park Service in Mt. McKinley National Park.

FEDERAL PROJECTS.

SUMMARY OF ROADS.

Route	Wagon Road	Sled Road	Trail	Total Miles
Geological Survey	.....	.....	127	127
Yentna Pass	.....	.....	25	25
Yentna Extension	5½	.....	.....	5½
Yentna River	1½	.....	.....	1½
Cache Creek Extension	16	.....	.....	16
Cache Creek	15	.....	.....	15
Goldmint	12	.....	.....	12
Palmer Lake-Palmer	6	.....	.....	6
Palmer	8	.....	.....	8
Palmer Lake	8	.....	.....	8
Palmer Trunk Road	8	.....	.....	8
Palmer	.....	6	.....	6
Palmer	10	.....	77	87
Palmer	.....	.....	12	12
Palmer-Illamna Lake	23½	20	.....	43½
Cache Creek	.....	.....	20	20
Cache Creek Trail	.....	.....	10	10
Cache Creek Trail	.....	60	.....	60
Palmer River	14½	.....	.....	14½
Palmer-Eagle River	5	.....	.....	5
Palmer-Whitney	.....	.....	.....	.....
Palmer Warehouse	1¼	.....	.....	1¼
Palmer Branch	.....	55	.....	55
Palmer-Valdez Creek	.....	.....	.....	.....
Palmer Warehouse	.....	.....	.....	.....
Palmer Cabins, 4th Div.	.....	.....	3	3
Palmer Trail	.....	.....	.....	.....
Palmer Footbridge	.....	.....	5	5
Palmer-Hoberts	8%	.....	.....	8%
Palmer-Becharof Lake	.....	6½	.....	6½
Palmer-McKinley River	.....	.....	.....	.....
Palmer	.....	.....	.....	.....
Totals	146	147½	279	572½

Also Territorial Project.

ANNUAL REPORT ALASKA ROAD COMMISSION.

SUMMARY OF EXPENDITURES.

Sub-Project Number	Federal	Territorial	Construction	Maintenance	Total
10C	.....	\$ 80.75(g)	\$ 80.75	.....	\$ 80.75
20B	.....	.....	.....	.....	.....
20H	.....	.....	.....	.....	.....
35A	\$ 7,435.69	.....	4,935.69	2,500.00	7,435.69
35C	56.08	.....	.....	56.08	56.08
35D	3,626.07	.....	.....	3,626.07	3,626.07
35E	7,345.47	.....	1,345.47	6,000.00	7,345.47
35F	6,173.42	.....	2,673.42	3,500.00	6,173.42
35H*	553.08	700.00	.....	1,253.08	1,253.08
35I	500.00	500.00	800.00	200.00	1,000.00
35J*	682.37	2,000.00(h)	.....	882.37	882.37
35K	24.32	100.00	.....	124.32	124.32
35O	.....	.....	.....	.....	.....
46D	86,585.67	.....	83,085.67	3,500.00	86,585.67
48	3,990.22	.....	3,490.22	500.00	3,990.22
51*	10,468.82	6,250.00	6,218.82	10,500.00	16,718.82
51A*	1,430.90	300.00	1,000.00	730.90	1,730.90
51B*	5,398.89	1,000.00	6,398.89	.....	6,398.89
55*	2,304.40	100.00	.....	2,404.40	2,404.40
75*	8,098.83	3,000.00	4,098.83	7,000.00	11,098.83
75B*	32.30	50.00(h)	.....	82.30	82.30
75D	30.75	.....	.....	30.75	30.75
75E	200.00	300.00(i)	500.00	.....	500.00
76	.....	.....	.....	.....	.....
79	545.97	.....	.....	545.97	545.97
90D	.....	202.50	.....	202.50	202.50
93	429.99	.....	.....	429.99	429.99
93B	200.00	.....	200.00	.....	200.00
94	8,055.02	.....	7,555.02	500.00	8,055.02
95	5,790.55	.....	2,290.55	3,500.00	5,790.55
96	.....	.....	.....	.....	.....
98	2,826.92	.....	2,826.92	.....	2,826.92
Totals	\$162,785.73	\$12,783.25	\$127,500.25	\$48,068.73	\$175,568.98

(*)—Also Territorial Projects.

(g)—Contributed by The Alaska Railroad.

(h)—Also cooperation with Divisional Chairman.

(i)—Includes \$100.00 contributed by P. L. McDonald.

DESCRIPTION.

For detailed description see Part II, Annual Report for 1924. The following changes and additions should be noted:

35J—Length of road 8 miles instead of 10.

46D—This road was extended to a total length of 10 miles.

48—This entire route is trail, 12 miles in length.

51—The wagon road was extended to a length of 23½ miles. The total length of the route is 43½ miles.

51A—This is an old trail connecting the Cache Creek road, Route 51, with the placer camps on Cache Creek. It practically parallels the winter sled road but keeps on high ground and is used in summer for pack horses and pedestrians. Double enders pass over it in late spring and early fall.

51B—This is an entirely new project, a summer pack trail extending from the end of the Cache Creek wagon road, Route 51, up the left limit of Peters Creek and serving miners and prospectors on the upper part of that Creek and on the Takasitna River. Ten miles of trail were constructed this year, suitable for pack animals or pedestrians in summer and dog teams or double enders in winter. An extension of 7 miles will be made in the 1925 season to complete the route.

75—Length of route is $14\frac{1}{2}$ miles.

75E—This is a new road which leaves the Anchorage-Eagle River road at mile $2\frac{1}{4}$ extending $1\frac{1}{4}$ miles and serving several ranches.

93B—This footbridge, built this season, spans Indian River one mile east of Mile 274 on The Alaska Railroad. It is for the benefit of prospectors in the district to the east. It is suitable for use by dog teams, pack animals and double enders.

95—This road was extended $\frac{3}{4}$ mile during the season.

98—This is a new project to consist of $12\frac{1}{2}$ miles of wagon road when completed. It extends up Homer Spit from Kachemak Bay serving a large area of farm lands.

OPERATIONS DURING YEAR.

The important operations, other than routine maintenance, may be summarized by routes as follows:

35E—Three miles of this road are gravelled.

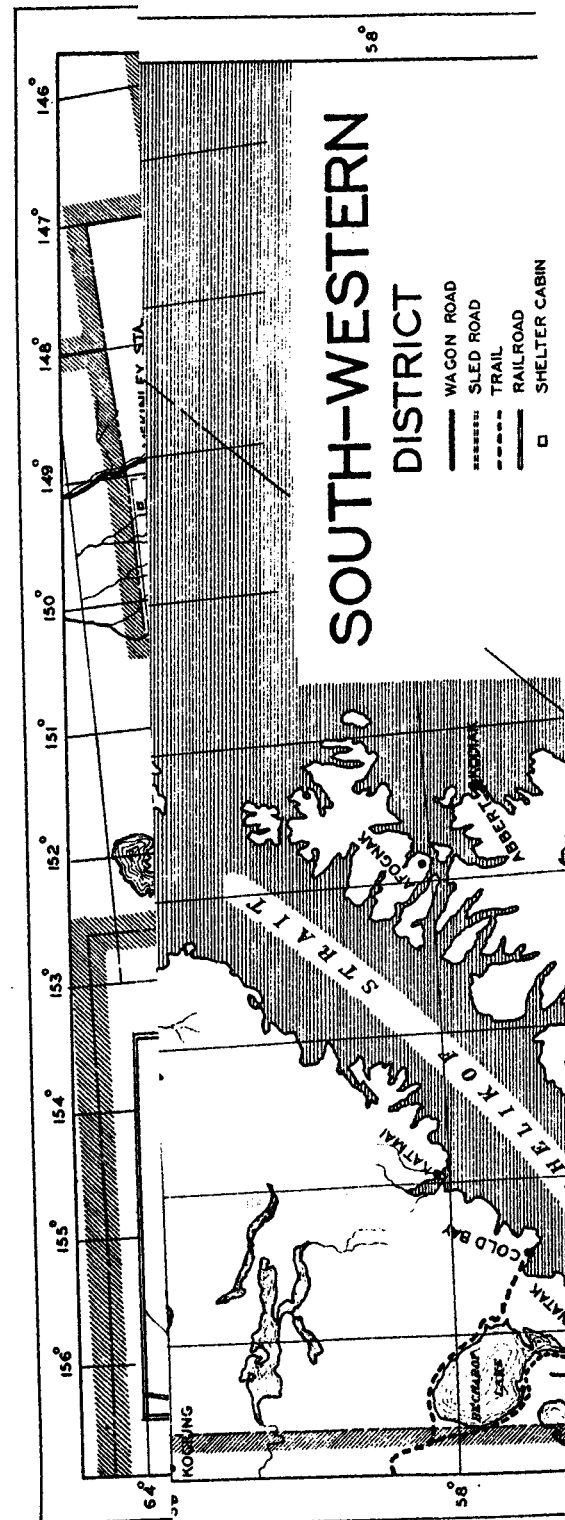
35F—Three miles of this road were standard graded.

35I—1600 lineal feet of side hill grading performed and one native timber bridge constructed over Moose Creek.

35J—One mile road widened and one half mile gravel surfaced. Part of the cost of this work was covered by Divisional funds, Territory of Alaska.

46D—The McKinley Park Scenic Road was extended 8 miles. This project was initiated as a cooperative project between the Alaska Road Commission and the National Park Service in 1922. The Alaska Road Commission has been utilizing its funds in reconnaissance, surveys, location, purchase and freighting of supplies, accumulation of equipment, etc., so that upon National Park funds becoming available, work could be aggressively pushed ahead.

The National Park section of the project was adopted by Congress in the Act of April 9, 1924, providing for a 3-year road pro-



gram for the National Parks. It provides for the construction of 33 miles of road and 70 miles of trail within the Park at a first cost of \$272,700. The first National Park funds to become available were appropriated by the Act of March 3, 1925, for the support of the activities of the Interior Department. \$80,000 were allotted to this project for the fiscal year.

At the close of the fiscal year an office building 24x26 feet, a one story frame structure painted and containing 4 rooms, was erected at McKinley Park Station; also a one story frame warehouse 30x45 feet with a railway unloading platform and with a warm storage addition 15x24 feet. A powder house 10x12 feet was erected at Mile 4, and two 14x16 ft. log cabins facing each other with an 8 ft. roofed over space between at the Savage River Crossing, Mile 13, were completed.

Eight Army tents 10x10 feet with 3 rounds of logs below, had been erected on the 86 mile trail across the Park to Kantishna post office. This trail had been brushed out, tripodded, and signs erected during the fiscal year 1923.

Final location has been run for the entire 36½ miles of road, 14 miles have been cleared and grubbed, 10 miles graded, and a total of 8 miles from McKinley Park Station partially surfaced. All supplies for the current season's operations have been purchased, landed at McKinley Park Station and about 500 tons of bridge lumber, forage, provisions, corrugated iron culverts, and other supplies freighted over the snow to Savage River Camp, and some bridge lumber and forage have been freighted on to the Sanctuary River crossing at Mile 21. At the end of the fiscal year there were expendable supplies on hand valued at \$9,017.80.

Expenditures for the fiscal year, including supplies on hand and cost of freighting over the snow; National Park Service \$80,020; Alaska Road Commission \$6,565.67, and the Territory of Alaska (shelter cabin fund) \$202.50; total \$86,788.17.

51—The wagon road section was extended 1½ miles to Peters Creek from which point a sled road and summer trails serve the mining district.

51A—A start was made toward the rehabilitation of this old trail which had been allowed to become almost impassable. The first four miles were rebuilt.

51B—This new route was cut out 10 feet wide and following dry ground insofar as possible for a distance of 10 miles.

55—Seven miles of this trail were relocated to take the route off Moose Creek which is subject to overflow and 2½ miles on the east end were graded.