

U.S. Alaska Road Commission.

ANNUAL REPORT OF THE ALASKA ROAD COMMISSION
FISCAL YEAR 1926 ✓

"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-SECOND ANNUAL
REPORT

1926

PART II

OPERATIONS

BOARD OF ROAD COMMISSIONERS
FOR ALASKA

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JUNEAU, ALASKA

1926

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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:

Winter:	Per Ton-Mile
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 pounds, 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.

Some typical commercial transportation costs are listed below:

From	To	Method	Miles	Cost Per Pound Cents	Cost Per Ton-Mile
Seattle	Valdez	Steamship	1,698	1 1/2	\$0.00889
Valdez	Wortman	Truck	19	3 1/2	1.57895
Valdez	Beaver Dam	Truck	42	7 1/2	1.66687
Valdez	Copper Center	Truck	102	9	1.47089
Valdez	Sourdough	Truck	149	13	1.26805
Valdez	McCallum	Truck	207	12	1.25604
Seattle	Cordova	Steamship	1,603	2 1/2	0.00942
Seattle	Chitina	Steamship and Railroad	1,754	2 1/2	0.03316
Cordova	McCarthy	Railroad	191	2 1/2	0.29319
Cordova	Chitina	Railroad	131	4	0.32366
Chitina	Gulkana	Truck	75	7 1/2	1.06667
Chitina	Chistochina	Double Ender (winter)	120	12	1.25000
Chitina	Grundler	Truck	218	1	1.00000
McCarthy	Nizina	Truck	10	30	2.00000
McCarthy	Chisana	Dog Sled (winter)	78	2	7.69231
Seattle	Fairbanks	Steamship and Railroad	2,336	3	0.01765
Fairbanks	Circle	Steamship and Railroad	759	1	0.07905
Fairbanks	Chatanika	Truck	30	1	0.66667
Fairbanks	Chatanika	Railroad	39	1	0.51282
Fairbanks	Grundler	Truck	91	3	0.65934
Fairbanks	Rapids	Truck	91		

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1.30
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 less because of lower costs of above
 transportation costs are listed below:

From	To	Method	Miles	Cost per Pound Cents	Cost per Ton-Mile
Seattle	Valdez	Steamship	1,698	¾	\$0.00889
Valdez	Wortman	Truck	19	1½	1.57895
Valdez	Beaver Dam	Truck	42	3¼	1.66667
Valdez	Copper Center	Truck	102	7½	1.47059
Valdez	Sourdough	Truck	149	9	1.20805
Valdez	McCallum	Truck	207	13	1.25604
Seattle	Cordova	Steamship	1,603	¾	0.00942
Seattle	Chitina	Steamship and Railroad	1,734	2¾	0.03316
Cordova	McCarthy	Railroad	191	2¾	0.29319
Cordova	Chitina	Railroad	131	2¾	0.32356
Chitina	Gulkana	Truck	75	4	1.06667
Chitina	Chistochina	Double Ender (winter)	120	7½	1.25000
Chitina	Grundler	Truck	218	12	1.10092
McCarthy	Nizina	Truck	10	1	2.00000
McCarthy	Chisana	Dog Sled (winter)	78	30	7.69231
Seattle	Fairbanks	Steamship and Railroad	2,336	2	0.01755
Fairbanks	Circle	Steamship and Railroad	759	3	0.07905
Fairbanks	Chatanika	Truck	30	1	0.66667
Fairbanks	Chatanika	Railroad	39	1	0.51282
Fairbanks	Grundler	Truck	91	3	0.65934
Fairbanks	Rapids	Truck	138	5	0.72464
Fairbanks	Tanana Crossing	Boat	350	11	0.62857
Fairbanks	Tanana Crossing	Dog Sled (winter)	204	20	1.96078
Fairbanks	Beaver	Dog Sled (winter)	129	15	2.32558
Olnes	Caro	Bob Sled (winter)	75	7	1.86667
Beaver	Caro	Wagon (summer)	75	11	2.93333
Beaver	Fort Yukon	Dog Sled (winter)	67	13	3.88060
Circle	Central House	Bob Sled (winter)	34	2	1.17647
Circle	Central House	Wagon (summer)	34	2½	1.47059
Circle	Miller House	Sled (winter)	49	5	2.04082
Circle	Miller House	Wagon (summer)	49	3	1.22449
Chatanika	Faith Creek	Sled (winter)	42	4	1.90476
Chatanika	Miller House	Sled (winter)	90	10	2.22222
Chatanika	Circle	Sled (winter)	130	15	2.30769
Seattle	Nenana	Steamship and Railroad	2,278	2	0.01800
Seattle	Holy Cross	Steamship and Railroad	3,001	3½	0.02366
Seattle	Fort Yukon	Steamship and Railroad	2,799	3½	0.02536
Nenana	Holy Cross	Riverboat	723	4/5	0.02213
Nenana	Fort Yukon	Riverboat	521	1½	0.06758

From	To	Method	Miles	Cost per Pound Cents	Cost per Ton-Mile
Nenana	Bettles	Riverboat	1,171	4	0.06917
Nenana	Roosevelt	Riverboat	184	2	0.21739
Bettles	Wiseman	Horse Scow	80	7	1.75000
Hot Springs	Rampart	Sled (winter)	51½	7	2.71845
Dunbar	Brooks	Bob Sled (winter)	63	5	1.58730
Brooks	Terminal	Tram	13	1	1.53846
Nenana	Terminal	Tram and Boat	205	3	0.29268
Seattle	Eagle	Steamship and Railroad (via Seward)	3,074	4	0.02602
		(via Skagway)	1,809	4½	0.04975
Eagle	Fortymile	Pack Horse (summer)	60	15	5.00000
Eagle	Fortymile	Sled (winter)	60	6	2.00000
Fortymile, Y. T.	Steel Creek	Poling Boat (summer)	45	10	4.44444
Fortymile, Y. T.	Steel Creek	Sled (winter)	45	2	0.88888
Dawson	Eagle	Boat (summer)	100	½	0.10000
Dawson	Eagle	Dogteam (winter)	100	8	1.60000
Eagle	Circle	Boat (summer)	190	¾	0.07368
Eagle	Circle	Dogteam (winter)	190	15	1.57895
Eagle	Chicken	Pack Horse (summer)	90	25	5.55555
Eagle	Chicken	Sled (winter)	90	15	3.33333
Eagle	Seventymile	Pack Horse (summer)	60	15	5.00000
Eagle	Seventymile	Sled (winter)	60	6	2.00000
Seattle	Seward	Steamship	1,866	¾	0.00804
Seattle	McKinley Park	Steamship and Railroad	2,214	2	0.01852
Seattle	Kodiak	Steamship	2,183	¾	0.00779
McKinley Park	Sanctuary	Sled (winter)	21	1¼	1.18000
Talkeetna	Cache Creek	Sled (winter)	44	3¼	1.44000
Wasilla	Fishhook	Truck	16	½	0.62500
Seattle	Bethel	Steamship	2,465	1½	0.00937
Seattle	McGrath	Steamship	2,965	3¼	0.02246
Seattle	Tokotna	Steamship	3,040	4¾	0.03134
Seattle	Nome	Steamship	2,621	1½	0.01126
Nome	Unalakleet	Dogteam (winter)	207	20	1.93237
Nome	Unalakleet	Gas Boat (summer)	144	1	0.13888
Nome	Solomon	Dogteam (winter)	33	3	1.81818
Nome	Solomon	Horse team (winter)	33	2	1.21212
Nome	Solomon	Horse team (summer)	33	2	1.21212
Nome	Solomon	Gas Boat (summer)	36	½	0.27777
Nome	Council	Dogteam (winter)	81	10	2.46913

From	To	Method	Miles	Cost per Pound Cents	Cost per Ton-Mile
Nome	Council	Horse team (summer)	81	6	1.48148
Nome	Candle	Dogteam (winter)	228	25	2.19298
Nome	Candle	Gas Boat (summer)	360	2	0.11111
Nome	Deering	Dogteam (winter)	266	30	2.25564
Nome	Deering	Gas Boat (summer)	330	1¾	0.08333
Nome	Shelton	Dogmobile (summer)	86	10	2.32558
Nome	Shelton	Gas Car (summer)	86	2	0.46512
Nome	Shelton	Dogteam (winter)	90	10	2.22222
Nome	Teller	Dogteam (winter)	86	10	2.32558
Nome	Teller	Gas Boat (summer)	103	¾	0.14564
Nome	Kotzebue	Dogteam (winter)	310	50	3.22581
Nome	Kotzebue	Gas Boat (summer)	320	1¾	0.11719
Nome	St. Michael	Dogteam (winter)	272	30	2.20588
Nome	St. Michael	Gas Boat (summer)	130	1	0.15385
Kaitag	Unalakleet	Dogteam (winter)	74	10	2.70270
St. Michael	Holy Cross	Dogteam (winter)	300	30	2.00000
St. Michael	Holy Cross	Riverboat (summer)	350	2	0.11429

Fortymile, Y. T.	Steel Creek	Poling Boat (summer)	45	10	2.00000
Fortymile, Y. T.	Steel Creek	Sled (winter)	45	2	4.44444
Dawson	Eagle	Boat (summer)	100	1/2	0.88888
Dawson	Eagle	Dogteam (winter)	100	8	1.60000
Eagle	Circle	Boat (summer)	190	3/4	0.07368
Eagle	Circle	Dogteam (winter)	190	15	1.57895
Eagle	Chicken	Pack Horse (summer)	90	25	5.55555
Eagle	Chicken	Sled (winter)	90	15	3.33333
Eagle	Seventymile	Pack Horse (summer)	60	15	5.00000
Eagle	Seventymile	Sled (winter)	60	6	2.00000
Seattle	Seward	Steamship	1,866	3/4	0.00804
Seattle	McKinley Park	Steamship and Railroad	2,214	2	0.01852
Seattle	Kodiak	Steamship	2,183	7/8	0.00779
McKinley Park	Sanctuary	Sled (winter)	21	1 1/4	1.18000
Talkeetna	Cache Creek	Sled (winter)	44	3 1/4	1.44000
Wasilla	Fishhook	Truck	16	1/2	0.62500
Seattle	Bethel	Steamship	2,465	1 1/4	0.00937
Seattle	McGrath	Steamship	2,965	3 1/4	0.02246
Seattle	Tokotna	Steamship	3,040	4 1/4	0.03134
Seattle	Nome	Steamship	2,621	1 1/2	0.01126
Nome	Unalakleet	Dogteam (winter)	207	20	1.93237
Nome	Unalakleet	Gas Boat (summer)	144	1	0.13888
Nome	Solomon	Dogteam (winter)	33	3	1.81818
Nome	Solomon	Horse team (winter)	33	2	1.21212
Nome	Solomon	Horse team (summer)	33	2	1.21212
Nome	Solomon	Gas Boat (summer)	36	1/2	0.27777
Nome	Council	Dogteam (winter)	81	10	2.46913

RT ALASKA ROAD COMMISSION.

From	To	Method	Miles	Cost per Pound Cents	Cost per Ton-Mile
Nome	Council	Horse team (summer)	81	6	1.48148
Nome	Candle	Dogteam (winter)	228	25	2.19298
Nome	Candle	Gas Boat (summer)	360	2	0.11111
Nome	Deering	Dogteam (winter)	266	30	2.25564
Nome	Deering	Gas Boat (summer)	330	1 1/2	0.08333
Nome	Shelton	Dogmobile (summer)	86	10	2.32558
Nome	Shelton	Gas Car (summer)	86	2	0.46512
Nome	Shelton	Dogteam (winter)	90	10	2.22222
Nome	Teller	Dogteam (winter)	86	10	2.32558
Nome	Teller	Gas Boat (summer)	103	3/4	0.14564
Nome	Kotzebue	Dogteam (winter)	310	50	3.22581
Nome	Kotzebue	Gas Boat (summer)	320	1 1/4	0.11719
Nome	St. Michael	Dogteam (winter)	272	30	2.20588
Nome	St. Michael	Gas Boat (summer)	130	1	0.15385
Kaltag	Unalakleet	Dogteam (winter)	74	10	2.70270
St. Michael	Holy Cross	Dogteam (winter)	300	30	2.00000
St. Michael	Holy Cross	Riverboat (summer)	350	2	0.11429

ANNUAL REPORT ALASKA ROAD COMMISSION.

TRAFFIC CENSUS

District	No. Route	Station	Period 1925	No. of Persons	Autos	Wagons	Sleds	Pack Horses	Ton-nage
HAINES									
Haines-Pleasant Camp	3A&B	Wells	May-Dec.	7691	2191	23	148	.....	297
EAGLE									
Eagle-Liberty	11A	Eagle	June-Dec.	1190	.....	78	436	381	281
Eagle-Seventymile	11E	Eagle	Oct.-Dec.	225	.....	.....	105	25	87
Jack Wade-Chicken	11F	Jack Wade	June-Nov.	232	.....	.....	.....	237	10
Steel Creek-Walker's Fork	11D&G	Steel Creek	June-Sept.	155	.....	.....	.....	158	7
Franklin-Chicken	11L	Franklin	June-Dec.	517	.....	.....	29	215	73
Eagle-Circle	53	Eagle	Nov.-Dec.	56	.....	.....	28	.....	6
Chicken-Tanana Crossing	65D&E	Chicken	June-Sept.	261	.....	.....	.....	86	5
CHITINA									
Chitina-Valdez-Fairbanks	.....	Chitina	Jan.-Dec.	2097	982	72	479	6	1274
FAIRBANKS									
Fairbanks-Chitina-Valdez	.....	Richardson	May-Nov.	3111	1171	67	.....	.....	430
Fairbanks-Chitina-Valdez	.....	Grundler Ferry	May-Oct.	2149	854	4	.....	.....	246
Gilmore-Fairbanks Creek	7C	Meehan	May-June	375	97	32	26	.....	157
Gilmore-Fairbanks Creek	7C	Meehan	Oct.-Dec.	108	4	.....	43	.....	72
Fairbanks-Chena Hot Springs	7J	Colorado R. H.	Jan.-Dec.	310	.....	.....	155	.....	131
Chatanika-Circle	15&16	Miller House	Jan.-Nov.	1123	.....	136	315	5	139
Chatanika-Circle	15&16	12 Mile R. H.	Jan.-Apr.	174	.....	.....	198	.....	40
Beaver-Caro	23B	Beaver	May-Dec.	75	.....	2	27	10	27
Circle-Ft. Yukon	53A	Ft. Yukon	Jan.-Apr.	150	.....	.....	68	.....	14
Grundler-Tanana Crossing	65F	Grundler	Jan.-Apr.	108	.....	.....	66	.....	14
NENANA									
Rampart-Eureka	9	Rampart	June	49	.....	1	.....	.....	1
Kobi-Diamond	46	Kobi	Jan.-Apr.	76	.....	.....	65	.....	12
Nenana-McGrath	.....	Knight's R. H.	Jan.-Dec.	390	.....	.....	275	.....	30
Ruby-Poorman	38A&E	Long	Jan. Dec.	610	58	48	239	.....	155
Ferry-Eva Creek	38	Ferry	May-Dec.	265	.....	46	25	.....	21
SOUTHWESTERN									
Archangel Extension	35A	Fishhook	Jan.	57	.....	.....	36	.....	30
Wasilla-Fishhook	35E	Wasilla	Jan.-Dec.	3646	937	46	215	.....	1112
Wasilla-Knik	35F	Wasilla	Jan.-Dec.	2591	258	156	98	78	140
Wasilla-Palmer	35H	.....	.....	.....	.....	.....	.....	.....	.....
and Wasilla-Matanuska	35J	Wasilla	Jan.-Dec.	4249	394	359	181	53	259

District	Route No.	Station	Period 1925	No. of Persons	Autos	Wagons	Sleds	Pack Horses	Ton-nage
McKinley Park Road	46D	McKinley	Jan.-Apr.	207	.....	.....	175	.....	411
Iliamna Bay-Iliamna	48	Iliamna	Mar.-Oct.	242	.....	.....	71	110	13
Talkeetna-Cache Creek	51	Moose Creek	Jan.-May	409	.....	.....	193	.....	201
Kenai-Russian River	55	Cooper's Landing	Jan.-Dec.	674	.....	.....	113	.....	23
Anchorage-Eagle River	75	6 Mile R. H.	Jan.-Nov.	7509	3213	2	43	.....	100
Anchorage-Lake Separd	75A	Spenard	Jan.-June	931	245	.....	37	.....	518
Cantwell-Valdez Creek	76	Cantwell	Jan.	40	.....	.....	19	.....	2
Kanatak-Becharof Lake	94	Kanatak	Jan.-Apr.	338	27	9	88	60	72
KUSKOKWIM									
Tokotna-Flat	32A	Tokotna	May-Nov.	96	.....	.....	.....	36	3
Flat-Moose Creek	32AB	Flat	May-Nov.	44	.....	.....	.....	24	2
Candle Creek-Tokotna	32AC	Tokotna	May-Oct.	64	.....	.....	.....	.....	.....
Iditarod-Flat	32B	Flat	Jan.-Dec.	700	120	200	300	30	799
Flat City-Flat Creek	33C	Flat	Jan.-Dec.	600	100	40	100	20	175
Flat Creek-Willow Creek	33D	Willow Creek	Jan.-Dec.	300	90	30	50	15	125
Flat City-Otter Discovery	33F	Flat	Jan.-Dec.	600	40	100	40	70	325
Ophir-Tokotna	38D	Ganes Creek	June-Sept.	267	89	36	.....	54	70
Poorman-Ophir	38F	Ophir	May-Oct.	30	.....	.....	.....	6	.....
Ganes Creek Road	38H	Ganes Creek	June-Oct.	473	154	182	.....	25	241
Cripple-Cripple Mt.	54A	Cripple	Jan.-Dec.	80	.....	.....	40	.....	3
McGrath-Tokotna	30AA	McGrath	Nov.-Dec.	528	.....	.....	373	.....	20
McGrath-Candle Creek	30C	McGrath	May-Nov.	60	.....	.....	.....	.....	.....

FAIRBANKS									
Chitina-Valdez-Fairbanks		Richardson	May-Nov.	3111	1171	67			430
Fairbanks-Chitina-Valdez		Grundler Ferry	May-Oct.	2149	854	4			246
Gilmore-Fairbanks Creek	7C	Meehan	May-June	375	97	32	26		157
Gilmore-Fairbanks Creek	7C	Meehan	Oct-Dec.	108	4		43		72
Fairbanks-Chena Hot Springs	7J	Colorado R. H.	Jan-Dec.	310			155		131
Chatanika-Circle	15&16	Miller House	Jan-Nov.	1123		136	315	5	139
Chatanika-Circle	15&16	12 Mile R. H.	Jan-Apr.	174			198		40
Beaver-Caro	23B	Beaver	May-Dec.	75			27	10	27
Circle-Ft. Yukon	53A	Ft. Yukon	Jan-Apr.	150			68		14
Grundler-Tanana Crossing	65F	Grundler	Jan-Apr.	108			66		14
NENANA									
Rampart-Eureka	9	Rampart	June	49		1			1
Kobi-Diamond	46	Kobi	Jan-Apr.	76			65		12
Nenana-McGrath		Knight's R. H.	Jan-Dec.	390			275		30
Ruby-Poorman	38A&E	Long	Jan-Dec.	610	58	48	239		155
Ferry-Eva Creek	88	Ferry	May-Dec.	265		46	25		21
SOUTHWESTERN									
Archangel Extension	35A	Fishhook	Jan.	57			36		30
Wasilla-Fishhook	35E	Wasilla	Jan-Dec.	3646	937	46	215		1112
Wasilla-Knik	35F	Wasilla	Jan-Dec.	2591	258	156	98	78	140
Wasilla-Palmer	35H	Wasilla	Jan-Dec.	4249	394	359	181	53	259
and Wasilla-Matanuska	35J								

District	Route No.	Station	Period 1925	No. of Persons	Autos	Wagons	Sleds	Pack Horses	Tonnage
McKinley Park Road	46D	McKinley	Jan-Apr.	207			175		411
Iliamna Bay-Iliamna	48	Iliamna	Mar-Oct.	242			71	110	13
Talkeetna-Cache Creek	51	Moose Creek	Jan-May	409			193		201
Kenai-Russian River	55	Cooper's Landing	Jan-Dec.	674			113		23
Anchorage-Eagle River	75	6 Mile R. H.	Jan-Nov.	7509	3213	2	43		100
Anchorage-Lake Separd	75A	Spenard	Jan-June	931	245		37		518
Cantwell-Valdez Creek	76	Cantwell	Jan.	40			19		2
Kanatak-Becharof Lake	94	Kanatak	Jan-Apr.	338	27	9	88	60	72
KUSKOKWIM									
Tokotna-Flat	32A	Tokotna	May-Nov.	96				36	3
Flat-Moose Creek	32AB	Flat	May-Nov.	44				24	2
Candle Creek-Tokotna	32AC	Tokotna	May-Oct.	64					
Iditarod-Flat	32B	Flat	Jan-Dec.	700	120	200	300	30	799
Flat City-Flat Creek	33C	Flat	Jan-Dec.	600	100	40	100	20	175
Flat Creek-Willow Creek	33D	Willow Creek	Jan-Dec.	300	90	30	50	15	125
Flat City-Otter Discovery	33F	Flat	Jan-Dec.	600	40	100	40	70	325
Ophir-Tokotna	38D	Ganes Creek	June-Sept.	267	89	36		54	70
Poorman-Ophir	38F	Ophir	May-Oct.	30				6	
Ganes Creek Road	38H	Ganes Creek	June-Oct.	473	154	182		25	241
Cripple-Cripple Mt.	54A	Cripple	Jan-Dec.	80			40		3
McGrath-Tokotna	80AA	McGrath	Nov-Dec.	528			373		20
McGrath-Candle Creek	80C	McGrath	May-Nov.	60					
Tokotna-Twin Peaks	80E	Tokotna	May-Oct.	25				8	1/2
Medfra-Nixon Mine	80F	Medfra	June-Oct.	80		20			8
Tokotna-Nixon Fork	80G	Tokotna	May-Oct.	30					
NOME									
Nome-Council	8	Safety	June-Oct.	260	75	49			29
Nome-Teller	57	Sinrock	Jan-Dec.	380			156		17

is district were upon cooperative projects
y and the Alaska Road Commission, with
nes-Chilkoot road which is an exclusively

SUMMARY OF ROADS

	Wagon Road	Trail	Total Miles
.....	24½	.....	24½
ision	17½	.....	17½
.....	20	.....	20
.....	10	.....	10
.....	3	.....	3
ment .....	.....	2	2
ery	½	.....	½
hannel	2	.....	2
Cove .....	.....	3	3
River	1½	.....	1½
.....	79	5	84

RY OF EXPENDITURES

Territorial	Construction	Maintenance	Total
\$ 1,200.00	\$ 2,060.00	\$ 6,025.14	\$ 8,085.14
19,435.50(a)	36,061.69	5,120.00	41,181.69
15.00	.....	25.00	25.00
150.00	.....	261.75	261.75
64.50	.....	64.50	64.50
962.01(b)	300.00	1,272.65	1,572.65
250.00	150.00	631.82	781.82
1,200.00	2,102.16	800.00	2,902.16
200.00	.....	558.80	558.80
1,100.00	1,493.32	300.00	1,793.32
\$24,577.01	\$42,167.17	\$15,059.66	\$57,226.83

sale of Territorial property.
tributed by the National Park Service.
itted by the Quartermaster General.

DESCRIPTION

on see Part II, Annual Report for 1924.
ould be noted.

nds from the town of Skagway across
ne mountain a distance of 3 miles. The
by means of a 175 foot suspension bridge.

TIONS DURING YEAR

ons other than routine maintenance may

his road was completed to the Canadian
ew grade were constructed, 1 mile of the
d with minor repairs. The distance from
s 42 miles. The length of this route is

14A—A footpath was cleared along the park boundary. Additional gravel was placed on footpaths and all totem poles with one exception were painted and repaired. The gravel fill approaches to the Indian River foot bridge were completed. The beach was cleared of all debris and the grounds kept in a neat condition.

14B—The boundary was cleared and marked. Additional gravel was placed on footpaths.

40—All bridges were repaired or renewed. Additional drainage was provided, brush cleared from sides of roadway and the entire route surfaced with gravel.

81—The contract to ditch and grade the road was completed. Drainage ditches were dug along both sides of the road and the material placed in the roadway, providing a sufficient crown for good drainage.

The landing float was provided with new anchor cables and a riding light. This float has proved very useful to the residents of this section.

PRESENT CONDITION AND NEEDS

The most important project in this district, the Haines-Pleasant Camp road, is now completed to the boundary and requires proper maintenance. The section from Haines to Wells requires slight improvement.

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	79		
Trail	5		
Totals	84	\$57,226.83	\$ 681.04

EAGLE SUB-DISTRICT.

Supervised from the Juneau Office
Fred Price, General Foreman in Charge, Eagle
July 1 to Oct. 31, 1925
March 15 to June 30, 1926

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.

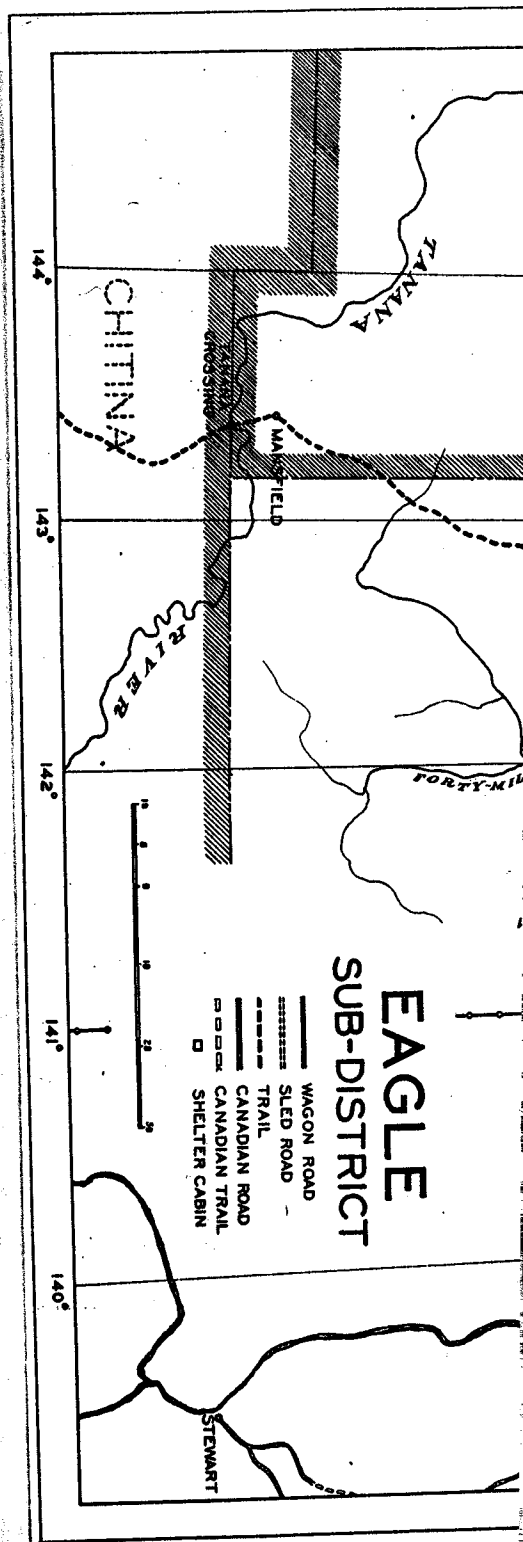
All projects in this sub-district were supported by the Alaska Road Commission exclusively, with the exception of shelter cabins which were supported by the Territory exclusively.

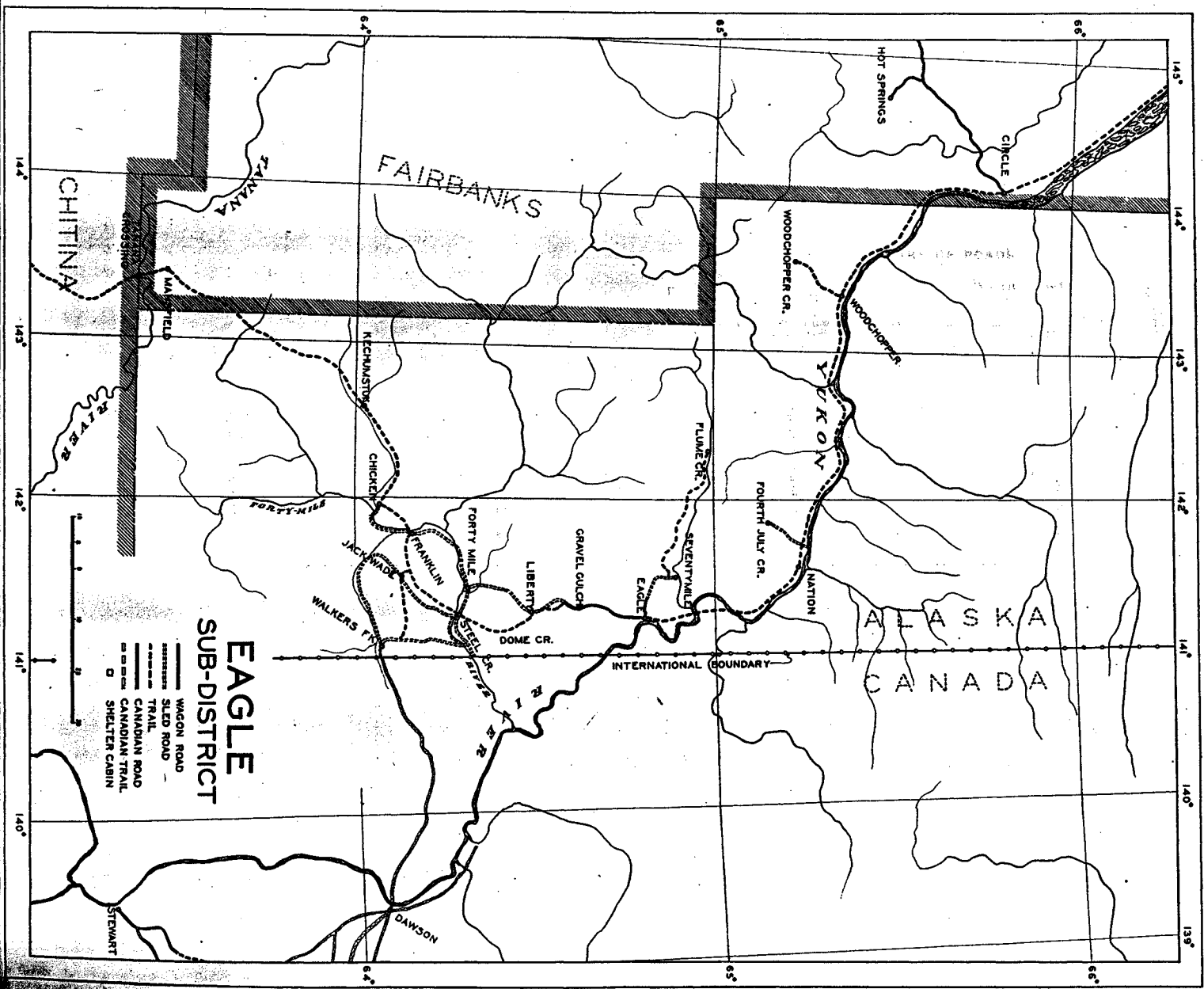
SUMMARY OF ROADS

Sub-Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
11A	Eagle-Liberty	20	7	...	27
11AA	American Summit-Liberty	...	...	12	12
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-Boundary	...	...	18	18
11MM	Jack Wade-Mouth Walker's Fork	...	12	...	12
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
90D	Shelter Cabins 4th Division	...	...	...	...
Totals		29	173	388	590

SUMMARY OF EXPENDITURES

Sub-Project Number	Federal	Territorial	Construction	Maintenance	Total*	
11A	\$ 1,835.80	.....	.....	\$ 1,835.80	\$ 1,835.80
11AA	6,429.14	.....	5,429.14	1,000.00	6,429.14
11B	171.50	.....	.....	171.50	171.50
11C	325.25	.....	.....	325.25	325.25
11CC	162.50	.....	.....	162.50	162.50
11D	308.20	.....	.....	308.20	308.20
11E	2,211.80	.....	910.00	1,301.80	2,211.80
11F	814.20	.....	.....	814.20	814.20
11G	92.00	.....	.....	92.00	92.00
11H	77.15	.....	.....	77.15	77.15
11I	1,985.49	.....	500.00	1,485.49	1,985.49
11J	.....	.....	.....	.....	.....
11K	.....	.....	.....	.....	.....
11L	156.50	.....	.....	156.50	156.50
11LL	.....	.....	.....	.....	.....
11M	125.00	.....	.....	125.00	125.00
11MM	114.50	.....	.....	114.50	114.50
53	1,683.78	.....	742.00	941.78	1,683.78
65D	807.00	.....	.....	807.00	807.00
65E	144.50	.....	.....	144.50	144.50
86	1,040.39	.....	600.00	440.39	1,040.39
87	.....	.....	.....	.....	.....
90D	.....	845.13	845.13	.....	845.13
Totals.....		\$ 18,484.70	\$ 845.13	\$ 9,026.27	\$ 10,303.56	\$ 19,329.83





ANNUAL REPORT ALASKA ROAD COM

DESCRIPTION

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

11A—Route name changed to Eagle-Liberty. The 7 miles of this route from Eagle are suitable for wagon traffic. The 7 miles into Liberty are winter sled road.

11AA—This summer pack trail now extends 7 miles into Liberty with the wagon road at the American Summit trail. It connects with the route to Dome and Steel Creek.

11B—Name changed to Liberty-Fortymile.

11CC—This summer pack trail lies to the west of the winter sled road instead of the northeast as reported.

11D—This winter sled road is an extension of Steel Creek. It follows the bed of the Fortymile of Canyon Creek, up the latter to its head, over the right limit of Walker's Fork to within 5 miles of National Boundary.

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

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

11G—This is a summer pack trail, consisting of 5 miles which extends from the mouth of Steel Creek to the mouth 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 the sled road leading from Jack Wade postoffice down Walker's Fork and down the latter to its confluence with the Fortymile River. It serves as an alternate route from Jack Wade to Chicken.

53—Numerous cutoffs have reduced the length of the sled road to 160 miles.

86—This route now consists of 5 miles of sled road for wagon traffic and 5 miles of winter sled road.

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 first 20 miles of this route from Eagle are suitable for wagon traffic. The last 7 miles into Liberty are winter sled road.

11AA—This summer pack trail, now extends from its junction with the wagon road at the American Summit to Liberty where it connects with the route to Dome and Steel Creeks.

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.

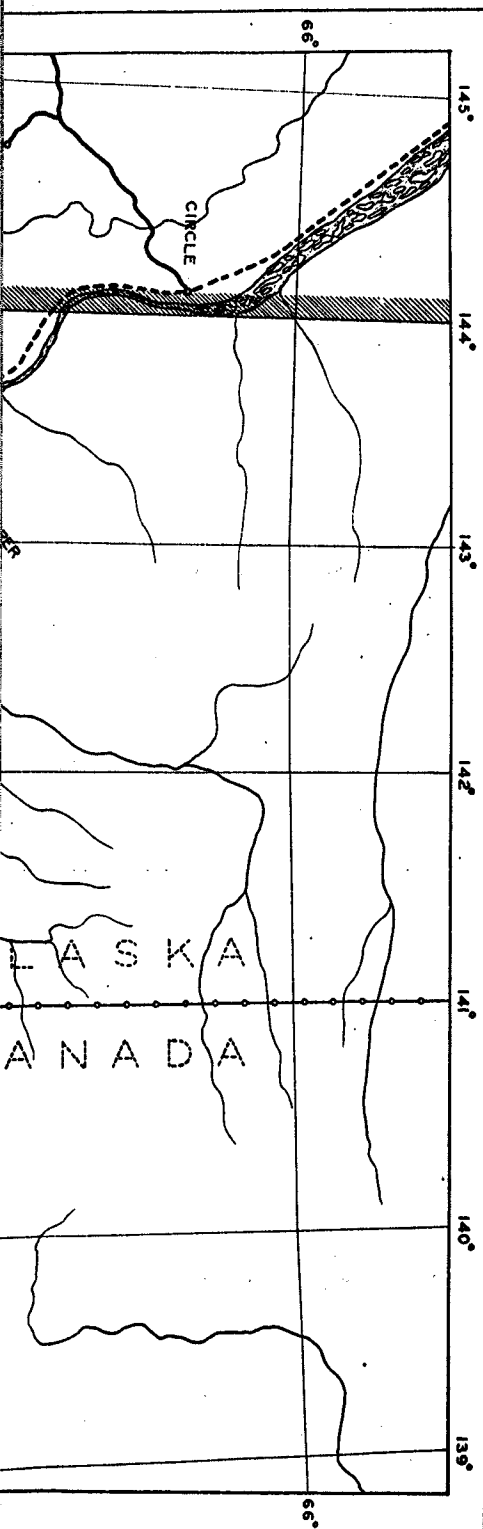
11F—This trail is incorrectly described in the 1924 report. It climbs the ridge west of Jack Wade postoffice following around the head of Napoleon Creek and drops down to the crossing of the Fortymile River at Franklin. It then climbs the ridge following the right limit of Kettle Gorge and drops down 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 down the latter to its confluence with the Fortymile River. It serves as an alternate route from Steel Creek via Jack Wade to Chicken.

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

86—This route now consists of 5 miles suitable for wagon traffic and 5 miles of winter sled road.



OPERATIONS DURING YEAR

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

11AA—Work was started on the construction of the extension of this pack trail to Liberty. 5½ miles of new trail were built including some side hill grading and ¼ mile of corduroy over wet ground.

11E—Work was continued on the improvement of the sled road portion of this route. A cable tram for passengers was installed over the Seventymile River.

11M—This trail was extended 2 miles beyond the hydraulic plant on Walker's Fork up Poker Creek to the Canadian boundary.

11I—A current ferry was installed over the Fortymile River at the mouth of Steel Creek.

90D—Shelter cabins.

Route	Location	Work Done	Cost
11A	Gravel Gulch	Floor, bunks and stove in cabin; floor in barn, roof repaired	\$150.00
11AA	Liberty	Floor and stove in cabin, roof repaired	135.13
11H	Dome	Cabin and barn built	560.00
Total			\$845.13

PRESENT CONDITION AND NEEDS

The summer pack trails and winter sled roads are the most important routes in this district. The summer pack trail from the American Summit through to Chicken should be brought up to serviceable condition and maintained. The sled road and trail up the Seventymile River requires additional improvement.

DISTRIBUTION OF EXPENDITURES

Type	Miles	Expenditure	Unit Cost Dollars per Mile
Wagon Road	29	\$ 3,135.80	\$ 108.13
Sled Road	115	1,916.34	16.66
Trail	380	13,432.56	36.37
Totals	524	\$18,484.70	\$ 35.30

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 three years this Commission has established a much needed winter trail extending from McGrath in the upper

Kuskokwim Valley, via Aniak, Bethel, Gham and Naknek to Kanatak.

All projects in this sub-district were handled by the Road Commission exclusively, with the exception of those which were supported by the Territory

SUMMARY OF

Sub-Project No.	Name of Route
90C	Shelter Cabins—3d Division
90D	Shelter Cabins—4th Division
92A	Bethel-Quinhagak
92B	Bethel-Akiak
92C	Akiak-Russian Mission
92D	Bennett's Cutoff
92E	Yukon-Kuskokwim Portage
92F	Quinhagak-Goodnews Bay
92G	Goodnews Bay-Togiak
92H	Togiak-Nushagak
92I	Lewis Point-Naknek
92J	Naknek-Egegik
92L	Crooked Creek-Aniak
92M	Aniak-Tuluksak
92N	Akiak-Canyon Creek
92O	Tuluksak-Bear Creek
92P	Holy Cross-Kaltshak
Totals	

SUMMARY OF EXPENDITURES

Sub-Project Number	Federal	Territorial	Contingent
90C			
90D		\$ 440.00	
92A	\$ 112.60		
92B	522.77		
92C			
92D			
92E			
92F			
92G			
92H			
92I			
92J			
92L	277.42		
92M	25.00		
92N	308.00		
92O	1,185.13		
92P	500.00		
Totals	\$ 2,928.91	\$ 440.00	

DESCRIPTION

For detailed description see Part I of this report. The following changes and additions are noted:

92I—Route name changed to Lewis Point.

92J—Distance should be 50 miles instead of 40.

92L—Route name changed to Crooked Creek. This route now connects the Bethel

ALASKA ROAD COMMISSION.

WORK DONE DURING YEAR

Work, other than routine maintenance, may

be done on the construction of the extension of 1/2 miles of new trail were built including 1/2 mile of corduroy over wet ground.

Work done on the improvement of the sled trail. A cable tram for passengers was installed on the Fortymile River.

Work extended 2 miles beyond the hydraulic dam at Poker Creek to the Canadian boundary.

Work was installed over the Fortymile River.

Work Done	Cost
Bunks and stove in cabin; floor in	
Roof repaired	\$150.00
Stove in cabin, roof repaired	135.13
and barn built	560.00
Total	\$845.13

CONDITION AND NEEDS

Summer and winter sled roads are the most important in this district. The summer pack trail from Chicken to Chickin should be brought up to standard. The sled road and trail up to Chicken needs additional improvement.

SUMMARY OF EXPENDITURES

Miles	Expenditure	Unit Cost Dollars per Mile
29	\$ 3,135.80	\$ 108.13
115	1,916.34	16.66
380	13,432.56	36.37
524	\$18,484.70	\$ 35.30

WORK DONE IN SUB-DISTRICT.

Work done from the Juneau Office by the Superintendent, Bureau of Education, and the District Inspector.

Work done in the lower Kuskokwim Valley and the Bethel routes. It contains no road projects. Work is located along the coast line or the interior. Summer transportation is by boat, sub-district. Winter transportation is by dog sled.

Work done in this Commission has established a trail extending from McGrath in the upper

ANNUAL REPORT ALASKA ROAD COMMISSION. 55

Kuskokwim Valley, via Aniak, Bethel, Goodnews Bay, Togiak, Dillingham and Naknek to Kanatak.

All projects in this sub-district were supported by the Alaska Road Commission exclusively, with the exception of shelter cabins which were supported by the Territory exclusively.

SUMMARY OF ROADS

Sub-Project No.	Name of Route	Trail
90C	Shelter Cabins—3d Division	....
90D	Shelter Cabins—4th Division	....
92A	Bethel-Quinhagak	90
92B	Bethel-Akiak	26
92C	Akiak-Russian Mission	75
92D	Bennett's Cutoff	18
92E	Yukon-Kuskokwim Portage	120
92F	Quinhagak-Goodnews Bay	60
92G	Goodnews Bay-Togiak	53
92H	Togiak-Nushagak	125
92I	Lewis Point-Naknek	86
92J	Naknek-Egegik	50
92L	Crooked Creek-Aniak	74
92M	Aniak-Tuluksak	60
92N	Akiak-Canyon Creek	45
92O	Tuluksak-Bear Creek	32
92P	Holy Cross-Kaltshak	56
Totals		970

SUMMARY OF EXPENDITURES

Sub-Project Number	Federal	Territorial	Construction	Maintenance	Total
90C					
90D		\$ 440.00	\$ 340.00	\$ 100.00	\$ 440.00
92A	\$ 112.60			112.60	112.60
92B	522.77		300.00	222.77	522.77
92C					
92D					
92E					
92F					
92G					
92H					
92I					
92J					
92L	277.42			277.42	277.42
92M	25.00			25.00	25.00
92N	306.00			306.00	306.00
92O	1,185.12		1,185.12		1,185.12
92P	500.00		500.00		500.00
Totals	\$ 2,928.91	\$ 440.00	\$ 2,325.12	\$ 1,043.79	\$ 3,368.91

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 to Crooked Creek-Aniak, 74 miles. This route now connects the Bethel system of trails with the

Iditarod system by way of the Flat-Crooked Creek trail. The route is largely on the Kuskokwim River but improvements have been made on several important portages.

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

92O—This route leads from the mouth of the Tuluksak River on route 92M up the Tuluksak to the mining operations on Bear Creek, one of its tributaries.

92P—This winter trail connects Holy Cross on the Yukon River with the Bethel system of trails, striking the Kuskokwim River at Kaltshak. It follows closely the Paimiut portage.

OPERATIONS DURING YEAR

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

90D—Shelter Cabins, 4th Division.

Route	Location	Work Done	Cost
92M	Ophir Creek	Cabin built, stove installed	\$290.00
92M	Bogus Creek	Corrugated iron roof placed	50.00
92O	Tinhouse cabin	Corrugated iron roof placed	50.00
92O	Foothills Cabin	Corrugated iron roof placed	50.00
Total			\$440.00

92B—A bridge consisting of one 30-foot center span and two 35-foot approaches was built over Bethel Slough. All portages were improved and staked.

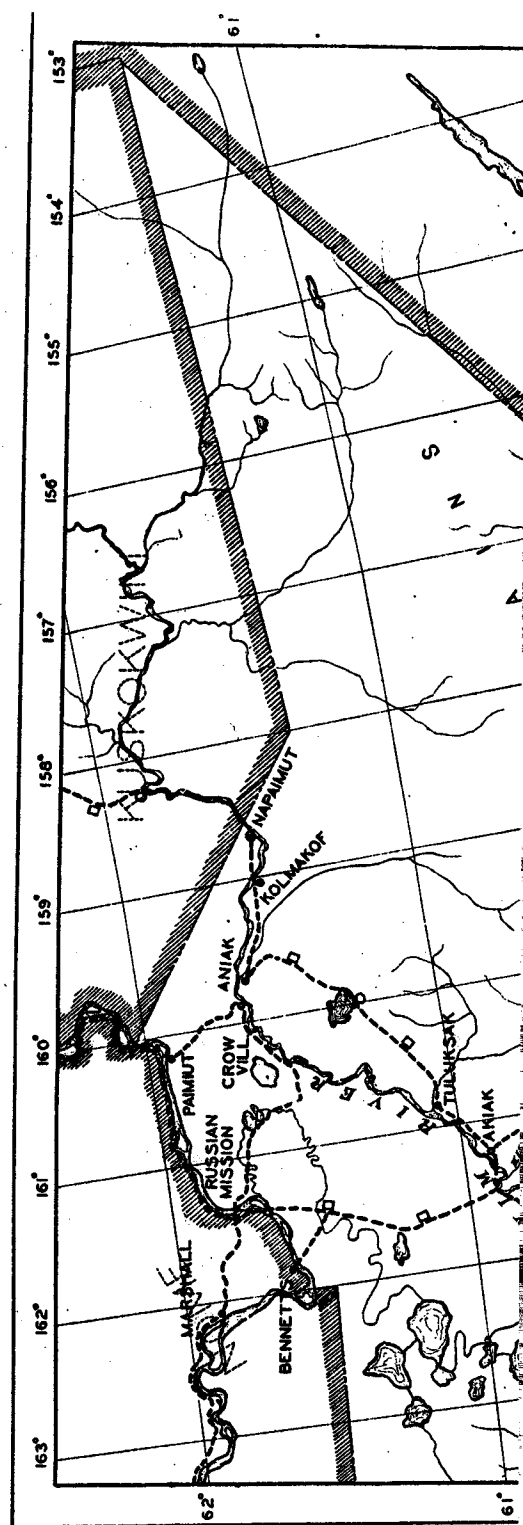
92H—Shelter cabins have been built and stoves installed at Tuklong River and Birch Creek, but bills had not been paid at close of fiscal year.

92I—A shelter cabin has been built and stove installed at the mouth of Portage Creek, but bills had not been paid at the close of the fiscal year.

92L—Banks at slough crossings between Kolmakof and Aniak were graded to allow easy approach.

92N—Two ferry boats were provided for crossing the Kiselakik and Kuskluk Rivers on this route.

92O—This trail was cut out ten feet wide through timber and was marked with tripods through the open country and over lakes. A sixty-four foot trestle bridge was built over Birch Creek Slough in cooperation with the New York Alaska Gold Dredging Company. This Company is hauling 900 tons of freight over this route.



ALASKA ROAD COMMISSION.

the Flat-Crooked Creek trail. The route
wim River but improvements have been
portages.

ek (45 mi trail). This route extends
mines on Canyon Creek. The Kiselakik
crossed enroute by ferries.

from the mouth of the Tuluksak River
uksak to the mining operations on Bear
es.

connects Holy Cross on the Yukon River
of trails, striking the Kuskokwim River
osely the Paimut portage.

CTIONS DURING YEAR

ons, other than routine maintenance, may
as follows:

Work Done	Cost
Cabin built, stove installed	\$280.00
Corrugated iron roof placed	50.00
Corrugated iron roof placed	50.00
Corrugated iron roof placed	50.00
Total	\$440.00

ing of one 30-foot center span and two
built over Bethel Slough. All portages

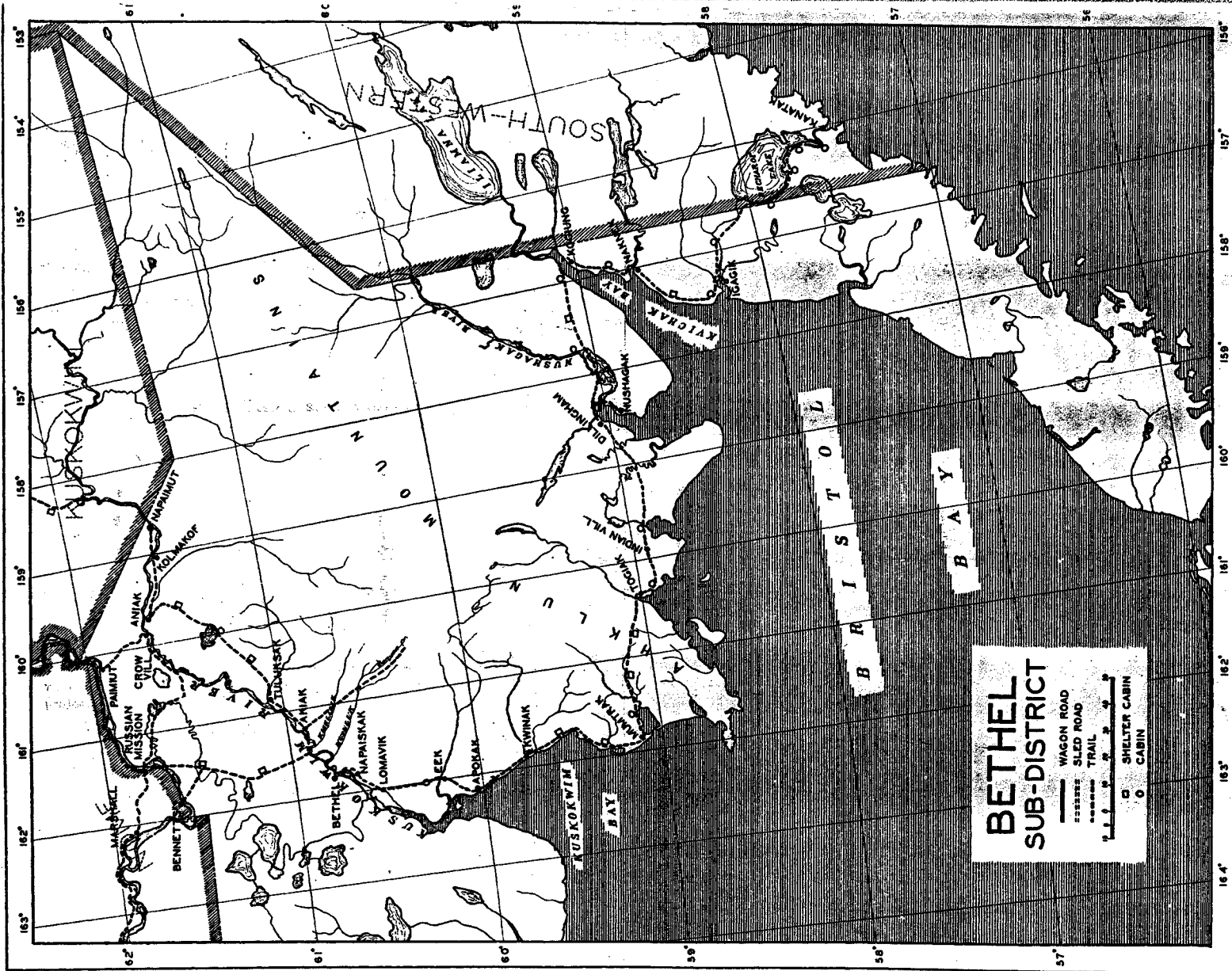
have been built and stoves installed at
Creek, but bills had not been paid at

has been built and stove installed at the
but bills had not been paid at the close

crossings between Kolmakof and Aniak
approach.

were provided for crossing the Kiselakik
this route.

cut out 200 feet wide through timber and
through the open country and over lakes.
bridge was built over Birch Creek Slough
New York Alaska Gold Dredging Company.
900 tons of freight over this route.



**BETHEL
SUB-DISTRICT**

WAGON ROAD
SLED ROAD
TRAIL
SHELTER CABIN
CABIN

ALASKA ROAD COMMISSION.

OF EXPENDITURES

Territorial	Construction	Maintenance	Total
.....	\$60,725.68	\$32,560.00	\$93,285.68
.....	25,047.69	28,172.00	53,219.69
.....	22,260.31	14,725.00	36,985.31
7,200.56	6,817.01	3,341.00	10,158.01
349.44	.....	349.44	349.44
.....	.....	.....	(a).....
7,550.00	\$114,850.69	\$79,147.44	\$193,998.13

City of Valdez, \$4,638.00, not included in

DESCRIPTION

see Part II, Annual Report for 1924. be found described therein under the wing changes and additions should be

from the beach, about 2 miles west of or a distance of 8 miles to an area of

on of South 2nd Street outside the city

WORKS DURING YEAR

s, other than routine maintenance, may follows:

road (relocation) was completed and of road (relocation) completed to new d the Bear Creek bridge, a 150-foot ed at the new site. Extensive repairs tream bridges near Valdez, consisting 1,500 linear feet pile trestle, renewal ; additional stringers. Extreme high encroachment on the road in a number ning, 2,500 cubic yards rock removed. were placed.

oad (relocation) completed and gravel ve flood water of the Tsaina River. l and 3½ miles surfaced with gravel. ts installed.

surfaced, 1 mile regraded and widened,

graded 8 feet wide, one culvert and onstructed.

60—375 linear feet of dyke, destroyed by extreme high water in the fall of 1925, were rebuilt by the City of Valdez. The same type of construction as in the original dyke was used, consisting of a gravel fill protected on the outside with brush held down by wire netting covered with rock. Total expenditure by the City of Valdez, \$4,638.00.

PRESENT CONDITION AND NEEDS

The section of the Richardson Highway through this district is now in fair condition throughout the summer months for the operation of motor vehicles not heavier than the one ton truck. From the early part of October to the latter part of June the road is closed to auto traffic by snow at Thompson Pass. Two and a half miles of the road require relocation to avoid floods of Lowe River. General improvements throughout, including widening, regrading, gravelling and construction of culverts, are required in order to bring this portion of the highway up to the standard of other parts.

DISTRIBUTION OF EXPENDITURES

Type	Miles	Expenditure	Unit Cost Dollars per Mile
Wagon Road	105	\$193,998.13	\$1,847.60

CHITINA DISTRICT.

Frank Shipp, Superintendent, July 1, 1925 to Dec. 31, 1925
Asst. Supt. Jan. 1, 1926 to June 30, 1926

R. J. Shepard, Superintendent, Jan. 1, 1926 to June 30, 1926

J. G. Truitt, Junior Engineer, McCarthy, July 1 to Sept. 15, 1925

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 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.

The Richardson Highway and all other projects in this district are supported by the Alaska Road Commission exclusively with the exception of the Territorial projects out of Strelina. Shelter cabins are supported by the Territory exclusively.

SUMMARY OF ROADS

Sub-Project No.	Name of Route	Wagon Road	Trail	Total Miles
6D	Chitina Depot	.....	.....	.....
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
4HI	Delta River-Rapids	25½	.....	25½
54	Nizina-Chisana Trail	.....	78	78
56A	Katalla-Yakataga	.....	60	60
57	McCarthy-Nizina	12	.....	12
57A	Nizina River Bridge	.....	.....	.....
61*	Strelina-Kuskulana	12½	.....	12½
61B*	Nugget Creek Extension	6	.....	6
65A	Gulkana-Chestochina	12	28	40
65B	Chestochina-Slate Creek	.....	40	40
65C	Chestochina-Tanana Crossing	.....	140	140
65G	Slana-Chisana Recon.	.....	.....	.....
90C	Shelter Cabins, 3rd Division	.....	.....	.....
Totals		220½	346	566½

(*)—Territorial Projects.

SUMMARY OF EXPENDITURES

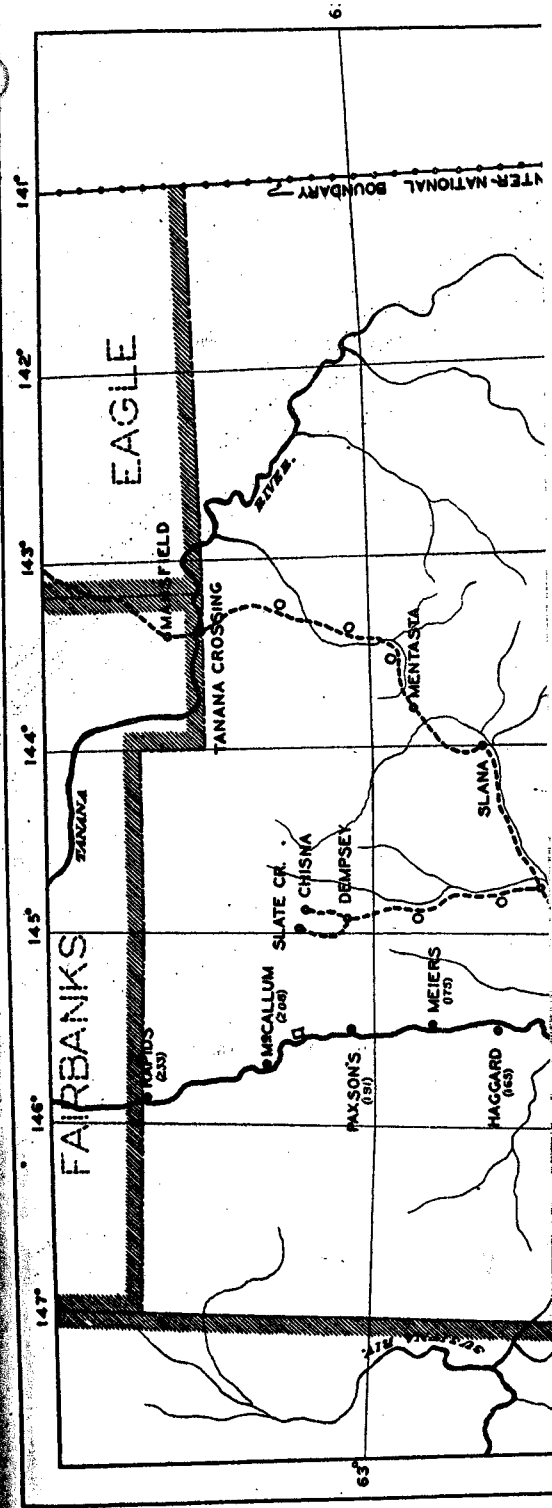
Sub-Project Number	Federal	Territorial	Construction	Maintenance	Total
6D	\$ 4,130.78	.....	3,380.78	750.00	\$ 4,130.78
6B	12,440.08	.....	5,220.08	7,220.00	12,440.08
6A	21,385.85	.....	15,635.85	5,750.00	21,385.85
4D	54,704.39	.....	39,504.39	15,200.00	54,704.39
4E	8,316.20	.....	500.00	7,816.20	8,316.20
4F	14,154.59	.....	8,754.59	5,400.00	14,154.59
4G	30,911.00	.....	11,711.00	19,200.00	30,911.00
4HI	50,971.57	.....	24,651.57	26,320.00	50,971.57
54	770.19	.....	770.19	.....	770.19
56A	.....	.....	.....	.....	.....
57	15,581.83	.....	9,291.83	6,290.00	15,581.83
57A	6,876.35	.....	3,000.00	3,876.35	6,876.35
61	.....	1,321.44	.....	1,321.44	1,321.44
61B	.....	.....	.....	.....	.....
65A	21,285.06	.....	19,100.06	2,185.00	21,285.06
65B	.....	.....	.....	.....	.....
65C	.....	.....	.....	.....	.....
65G	385.04	.....	385.04	.....	385.04
90C	.....	2,961.78	2,544.48	417.30	2,961.78
Totals.....		\$ 4,283.22	\$144,449.91	\$101,746.29	\$246,196.20

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:

6D—This covers the headquarters buildings for this district. Storage shed for equipment and blacksmith shop were added this year. A large log barn was rebuilt.

57—This road extends from McCarthy to the Nizina River which is crossed on bridge described below. It then extends 2 miles up the left limit of the Nizina River. Further extension is contemplated.



REPORT ALASKA ROAD COMMISSION.

SUMMARY OF ROADS

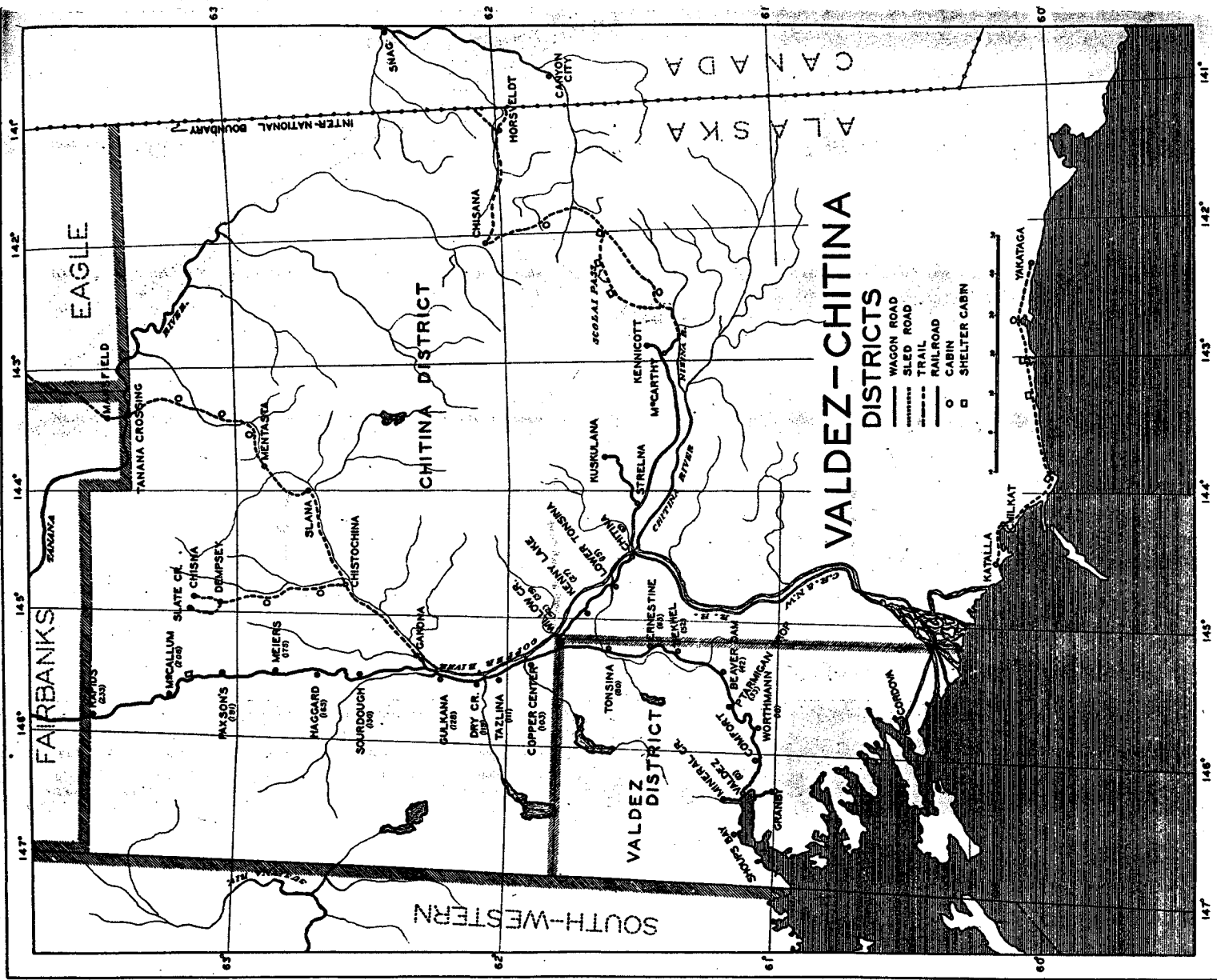
Location	Wagon Road	Trail	Total Miles
.....	15	.....	15
.....	24	.....	24
.....	36	.....	36
.....	21½	.....	21½
.....	18	.....	18
.....	38	.....	38
.....	25½	.....	25½
.....	78	.....	78
.....	60	.....	60
.....	12	.....	12
.....	12½	.....	12½
.....	6	.....	6
.....	12	28	40
.....	.....	40	40
.....	.....	140	140
.....
.....
.....	220½	346	566½

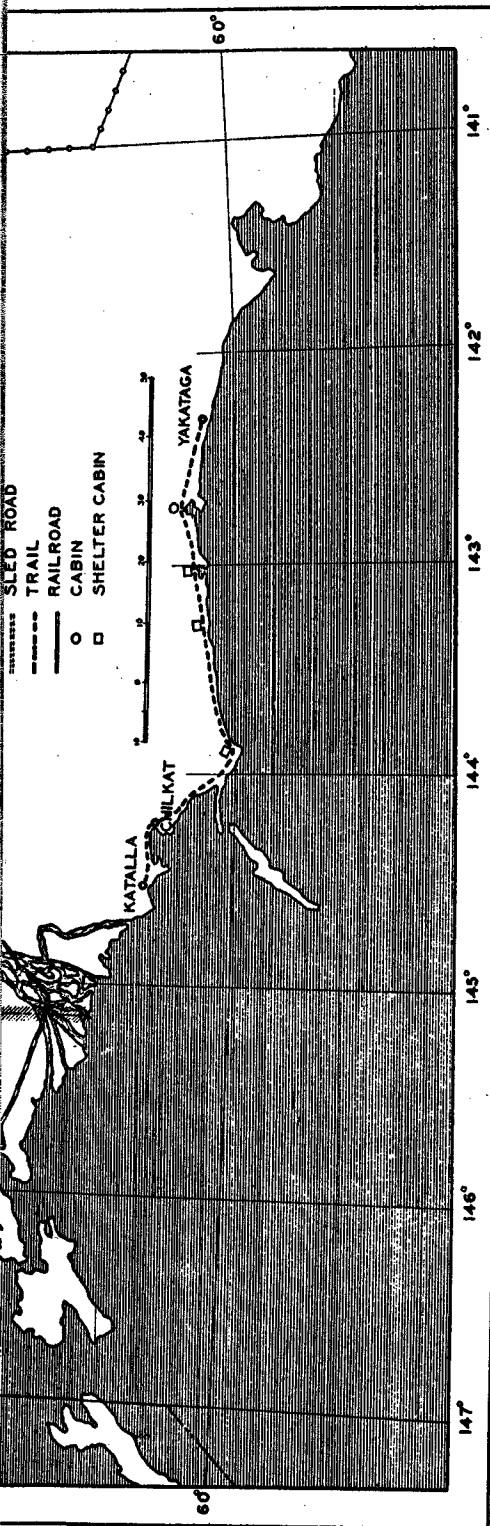
SUMMARY OF EXPENDITURES

Category	Territorial	Construction	Maintenance	Total
.....	3,380.78	750.00	\$ 4,130.78
.....	5,320.08	7,220.00	12,440.08
.....	15,635.85	5,750.00	21,385.85
.....	39,504.39	15,200.00	54,704.39
.....	500.00	7,816.20	8,316.20
.....	8,754.59	5,400.00	14,154.59
.....	11,711.00	19,200.00	30,911.00
.....	24,661.57	26,320.00	50,971.57
.....	770.19	.....	770.19
.....	9,291.88	6,290.00	15,581.88
.....	3,000.00	3,876.35	6,876.35
.....	1,321.44	.....	1,321.44	1,321.44
.....	19,100.06	2,185.00	21,285.06
.....	385.04	.....	385.04
.....	2,961.78	2,544.48	417.80	2,961.78
.....	\$ 4,283.22	\$144,449.91	\$101,746.29	\$246,196.20

DESCRIPTION

Description see Part II, Annual Report for 1924. Sections 56A and 56B will be found described therein under the heading of "New Roads". The following changes and additions should be noted: The headquarters buildings for this district, the equipment shed and blacksmith shop were added this year. The barn was rebuilt. The road extends from McCarthy to the Nizina River which was described below. It then extends 2 miles up the Nizina River. Further extension is contemplated.





ANNUAL REPORT ALASKA ROAD COMMISSION. 61

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 Strelina 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, Strelina-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.

65A—The wagon road was extended during the past year so that this route now consists of 12 miles wagon road and 28 miles trail.

65G—This route leaves route 65C, 25 miles east of Chestochina. Crossing the Slana River it extends over a low divide into the Nabesna River valley. This valley and another divide are crossed into the Chisana River valley. Crossing this valley the Chisana post office is reached.

OPERATIONS DURING YEAR

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

Richardson Highway, Chitina to Rapids:—New bridges consisting of 447 linear feet of pile trestle were built over the two crossings of the Klutina River. Bridges were renewed at 5 and 10 Mile consisting of 80 linear feet framed bent trestle. 104 metal culverts were installed, 30½ miles of road surfaced with gravel and 13 miles of road regraded. One mile of road along the Delta River was removed from bar and placed on new location above high water. This work was partially completed. The dyke at Gun Creek was raised and widened sufficiently to allow its use as the roadway.

6D—Log barn was rebuilt. Shed for equipment 18'x142', blacksmith shop 22'x30' and repair shop 16'x26' were added this year.

57—Road was widened and ditched Miles 3 to 9. Short sections were corduroyed and wet spots gravel surfaced. The road was graded 2 miles beyond the Nizina River bridge to the crossing of Young Creek.

65A—This road was cleared, grubbed and partially graded to the 12 Mile post. Three miles of additional clearing were accomplished. Forty-five timber culverts were constructed.

65G—A reconnaissance was made over this proposed route in connection with Route 54. Two boats to be used as a ferry were placed at the crossing of the Slana River.

90C—Shelter cabins.

Route	Location	Work Done	Cost
54	Homestead, Scolai and Frederika	Roofs covered with corrugated iron, repairs, and stoves installed	\$ 417.30
54	On Rohn Glacier 16 miles from foot of Nizina Glacier	10x12 frame cabin with stove and corrugated iron roof	989.10
54	Solo Mountain	10x12 log cabin with stove and corrugated iron roof	939.11
65G	Cooper Pass	Purchase stove and corrugated iron roof	56.27
65G	Jack Lake	12x14 log cabin with stove and corrugated iron roof	560.00
Total			\$2,961.78

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 completed along the Delta River where the road is now partly on the river gravel and subject to overflow.

The McCarthy-Nizina road should be extended to Dan Creek.

Some improvement should be made on the trail system into the Chisana and Nabesna regions.

DISTRIBUTION OF EXPENDITURES

Type	Miles	Expenditure	Unit Cost Dollars per Mile
Wagon Road	214½	\$241,964.23	\$1,182.04
Trail	106	1,270.19	11.98
Totals	320½	\$243,234.42	\$ 758.93

FAIRBANKS DISTRICT.

M. C. Edmunds, Supt.

Donald MacDonald, 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.

The Richardson Highway is supported exclusively by the Alaska Road Commission; shelter cabins and aviation fields exclusively by the Territory. Of the remaining projects in this district, the through routes are supported by the Alaska Road Commission, less important projects by the Alaska Road Commission and the Territory jointly, and the purely local projects by the Territory exclusively.

FEDERAL PROJECTS

SUMMARY OF

Sub-Project No.	Name of Route
4H2	Rapids-Grundler
4I	Grundler-Richardson
4J	Richardson-Salchaket
4K	Salchaket-Fairbanks
4KA	Salcha Bridge
7A	Summit-Chatanika
7D	Ester Creek
7G	Fairbanks-Gilmore
7I	Gilmore-Summit
7J	Fairbanks-Chena Hot Springs
7R	Goldstream-O'Connor Creek
7V	Wireless Road
15	Circle-Miller House
16	Chatanika-Miller House
23A	Snowshoe-Beaver
23B	Beaver-Caro
23C	Big Creek Trail
23D	Caro-Flat Creek
23E	Caro-Coldfoot
31	Caribou Creek
53A	Circle-Ft. Yukon
53A	Fort Yukon Aviation Field
59	Fairbanks Bridge
59A	Fairbanks Depot
65F	Grundler-Tanana Crossing
90D	Shelter Cabins

Totals

SUMMARY OF EXPENDITURES

Sub-Project Number	Federal	Territorial	Contribution
4H2	\$38,717.69		\$1
4I	25,110.00		1
4J	47,292.64		2
4K	28,307.92		1
4KA	14,932.89		1
7A	12,854.40		
7D	1,142.01	2,057.00(a)	
7G	84,430.87		2
7I	7,614.38		
7J	1,403.06	300.00	
7R			
7V	15.00		
15	3,135.91		
16	156,439.48		14
23A	516.81	400.00	
23B	14,470.10		
23C	1,967.57		
23D	529.32		
23E			
31	125.71		
53A	1,219.65		
53B		1,190.89	
59	13.85		
59A	3,043.09		
65F	602.26		
90D		1,092.65	
Totals	\$393,884.61	\$ 5,040.54	\$286

(a)—Includes \$802.00 from Fairbanks and the City of Fairbanks on account of furnishing materials.
 (b)—\$600.00 money and labor contributed by the Territory, not included in expenditures.

ALASKA ROAD COMMISSION.

Work Done	Cost
Roofs covered with corrugated iron, repairs, and stoves installed	\$ 417.30
10x12 frame cabin with stove and corrugated iron roof	989.10
10x12 log cabin with stove and corrugated iron roof	939.11
Purchase stove and corrugated iron roof	56.27
12x14 log cabin with stove and corrugated iron roof	560.00
Total	\$2,961.78

CONDITION AND NEEDS

Way from Chitina to Rapids is suitable for one ton trucks. Many stretches are in first class condition. About half is in rock, must be completed along the trail is now partly on the river gravel and

Road should be extended to Dan Creek. Work should be made on the trail system into the regions.

STATEMENT OF EXPENDITURES

Miles	Expenditure	Unit Cost Dollars per Mile
214½	\$241,964.23	\$1,182.04
106	1,270.19	11.98
320½	\$243,234.42	\$ 758.93

FAIRBANKS DISTRICT.

Edmunds, Supt.
MacDonald, Asst. Supt.
Kinnon, Asst. Supt.
That portion of the Territory between Fairbanks and between the Yukon River on the Range on the south; also that territory from the 144th to the 150th meridian. Subject within this district is the Richardson to Fairbanks and its extension to Circle, now in progress. The maintenance and road system around Fairbanks serving the of extreme importance. A number of mining communities. is supported exclusively by the Alaska cabins and aviation fields exclusively remaining projects in this district, the ed by the Alaska Road Commission, the Alaska Road Commission and the purely local projects by the Territory

ANNUAL REPORT ALASKA ROAD COMMISSION.

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
7D	Ester Creek	13	.....	.....	13
7G	Fairbanks-Gilmore	13	.....	.....	13
7I	Gilmore-Summit	6	.....	.....	6
7J	Fairbanks-Chena Hot Springs .....	.....	64	.....	64
7R	Goldstream-O'Connor Creek .....	.....	6	.....	6
7V	Wireless Road	¼	.....	.....	¼
15	Circle-Miller House	49	.....	.....	49
16	Chatanika-Miller House	32½	48½	.....	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
53A	Fort Yukon Aviation Field .....	.....	.....	.....	.....
59	Fairbanks Bridge .....	.....	.....	.....	.....
59A	Fairbanks Depot .....	.....	.....	113	113
65F	Grundler-Tanana Crossing .....	.....	.....	.....	.....
90D	Shelter Cabins .....	.....	.....	.....	.....
Totals		338¼	209½	386	933¾

SUMMARY OF EXPENDITURES

Sub-Project Number	Federal	Territorial	Construction	Maintenance	Total
4H2	\$38,717.69	.....	\$19,517.69	\$19,200.00	\$38,717.69
4I	25,110.00	.....	15,190.00	9,920.00	25,110.00
4J	47,292.64	.....	29,082.64	18,210.00	47,292.64
4K	28,307.92	.....	15,077.92	13,230.00	28,307.92
4KA	14,932.89	.....	12,207.89	2,725.00	14,932.89
7A	12,854.40	.....	8,354.40	4,500.00	12,854.40
7D	1,142.01	2,057.00(a)	920.00	2,279.01	3,199.01
7G	34,430.87	.....	27,930.87	6,500.00	34,430.87
7I	7,614.38	.....	4,514.38	3,100.00	7,614.38
7J	1,403.06	300.00	500.00	1,203.06	1,703.06
7R	.....	.....	.....	.....	.....
7V	15.00	.....	.....	15.00	15.00
15	3,135.91	.....	.....	3,135.91	3,135.91
16	156,439.48	.....	141,300.43	15,139.00	156,439.48
23A	516.81	400.00	.....	916.81	916.81
23B	14,470.10	.....	5,250.00	9,220.10	14,470.10
23C	1,967.57	.....	1,060.00	907.57	1,967.57
23D	529.32	.....	.....	529.32	529.32
23E	.....	.....	.....	.....	.....
31	125.71	.....	.....	125.71	125.71
53A	1,219.65	.....	.....	1,219.65	1,219.65
53B	.....(b)	1,190.89	1,190.89	.....	1,190.89
59	13.85	.....	.....	13.85	13.85
59A	3,043.09	.....	3,043.09	.....	3,043.09
65F	602.26	.....	602.26	.....	602.26
90D	.....	1,092.65	972.45	120.20	1,092.65
Totals.....	\$393,884.61	\$ 5,040.54	\$236,714.46	\$112,210.19	\$398,925.15

(a)—Includes \$802.00 from Fairbanks Exploration Co. and \$955 from the City of Fairbanks on account of furnishing gravel from dragline.

(b)—\$600.00 money and labor contributed by the citizens of Fort Yukon, not included in expenditures.

DESCRIPTION

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

The following changes and description of new routes will be noted:

4KA—This bridge over the Salcha River 40 miles south of Fairbanks on the Richardson Highway consists of one 180-foot steel Pratt truss span and 345 feet of pile trestle approach. It replaces the ferry formerly used at this point.

16—Construction of the wagon road was extended to 32½ miles from Chatanika, reducing the sled road mileage by this distance.

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

53A—This winter trail 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.

53B—This landing field is located ¾ miles from the village of Fort Yukon and is 300 feet by 1,400 feet.

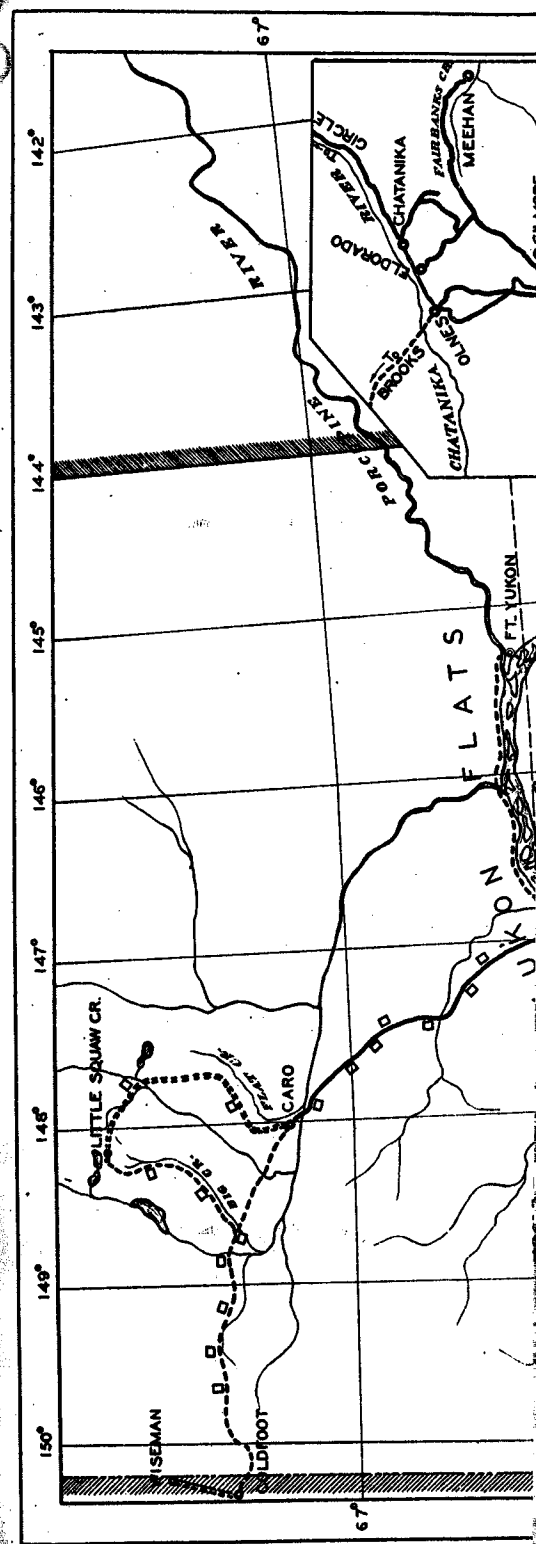
59A—This comprises the district headquarters buildings including a combination warehouse, office and warm storage 30'x100', garage and repair shop 30'x30', equipment shed 20'x70', oilhouse 20'x30' and a dog barn 20'x30'.

OPERATIONS DURING YEAR

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

Richardson Highway, Fairbanks to Rapids. 22,602 cu. yds. of gravel were placed resulting in a heavy gravel surface over 11½ miles and a light gravel surface over 9 miles. 1,990 cu. yds. of gravel were placed repairing surface over 4 miles. 4 miles of new road (relocation) were cleared, grubbed and graded. 13 miles of road were regraded and widened in preparation for surfacing. 119 metal culverts were installed, 86 linear feet of frame bent trestle bridge, 120 linear feet of pile trestle bridge and one 100-foot Howe truss span were constructed, all being renewals. Six 10'x12' oilhouses were erected at different points in this section for the safe storage of oil and gas for use by the Commission's vehicles. The ferry at Grundler was entirely renewed.

4KA—The revetment and bank protection were reinforced and extended to protect the south abutment to the steel span.



REPORT ALASKA ROAD COMMISSION.

DESCRIPTION

Description see Part II, Annual Report, 1924.

Changes and description of new routes will be

Over the Salcha River 40 miles south of Richardson Highway consists of one 180-foot steel trestle bridge 345 feet of pile trestle approach. It replaces the old bridge used at this point.

The wagon road was extended to 32 1/2 miles including the sled road mileage by this distance.

The road extends from the old Snowshoe Roadhouse, 14 miles from the Olmes-Livengood trail, route 7K, to Beaver Creek.

The trail extends from Circle at the end of Route 10 to the center of Ft. Yukon. The route parallels the left bank of the river within 16 miles of Ft. Yukon from the village to the river ice.

The field is located 1/4 miles from the village of Ft. Yukon, 100 feet by 1,400 feet.

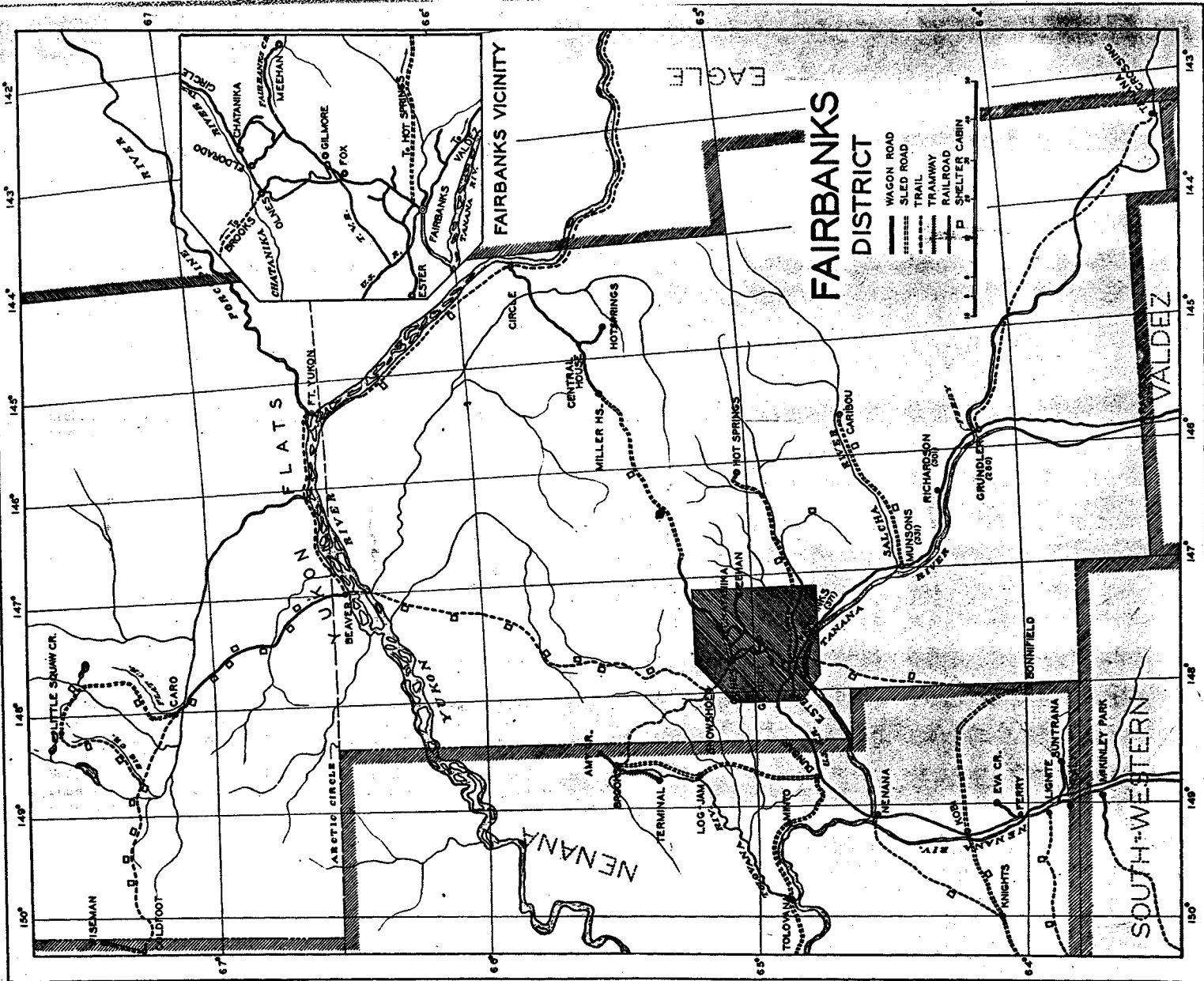
The district headquarters buildings include a warehouse, office and warm storage 30'x100', a workshop 30'x30', equipment shed 20'x70', oilhouse 20'x30'.

OPERATIONS DURING YEAR

Operations other than routine maintenance may be summarized as follows:

On the highway, Fairbanks to Rapids. 22,602 cu. yds. of gravel were used resulting in a heavy gravel surface over 11 1/2 miles. 1,990 cu. yds. of gravel surface over 9 miles. 1,990 cu. yds. of gravel surface over 4 miles. 4 miles of new gravel were cleared, grubbed and graded. 13 miles of gravel were installed and widened in preparation for surfacing. 119 miles of gravel were installed, 86 linear feet of frame bent trestle bridge and one 100-foot Howe truss bridge were constructed, all being renewals. Six 10'x12' oil drums were placed at different points in this section for the safe storage of fuel by the Commission's vehicles. The bridge was entirely renewed.

The trestle and bank protection were reinforced and the south abutment to the steel span.



7A—5 miles were regraded and widened, $2\frac{1}{4}$ miles surfaced, 15 metal culverts installed and one 16-foot span bridge renewed.

7D—One bridge of two 15-foot spans was renewed, 400 linear feet of new road (relocation) constructed, and 2 metal culverts installed.

7G—20,428 cu. yds. of surfacing material were placed resulting in heavy gravel surface over 10 miles and repairs to surface over 2 miles. The average haul for this material was 3 miles. 12 miles were regraded in preparation for the surfacing. 59 metal culverts were installed.

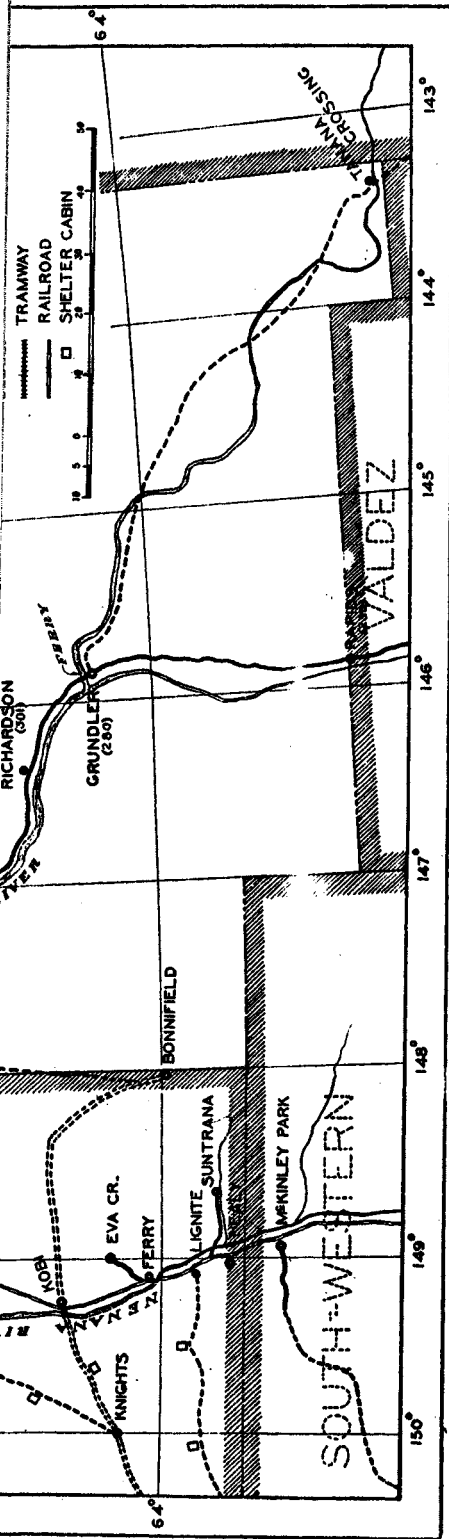
7I—900 linear feet of new road (relocation) consisting of 1,020 cu. yds. of fill were built. 30 linear feet of trestle bridge were constructed, all renewal, 3 metal and 3 timber culverts installed.

16— $11\frac{1}{4}$ miles of new road were constructed including clearing, grubbing, grading and the installation of necessary culverts and bridges. 3,332 cu. yds. of gravel were placed as surfacing on 4 miles of road previously constructed including new surface and repairs to old surface, 1,566 cu. yds. of gravel surfacing placed on short sections of new road, 1,000 linear feet of corduroy were placed, 84 linear feet of native timber stringer bridges constructed and 111 metal culverts installed. Clearing was completed $13\frac{1}{2}$ miles and grubbing 3 miles beyond the present end of the road. A definite location was completed through to Miller House. The distance from Chatanika to Miller House on the located line is $87\frac{1}{4}$ miles.

23B—This entire route was improved. 7 miles of new road (relocation) were cleared and grubbed, sufficient hand grading being performed to level up the road. Stumps were grubbed from portions of old road, 180 linear feet of corduroy were placed and covered and 38 timber culverts installed.

53B—A landing field suitable for airplanes now in service was constructed three quarters of a mile from the village of Fort Yukon. This field was cleared and grubbed $300' \times 1400'$, uneven places leveled and the whole area plowed, harrowed and rolled. Several days' work will be required to complete this field and grass seed will be sown. The citizens of Fort Yukon cooperated in the construction to the extent of \$600 in money and labor.

59A—Heating plants were installed for the office and warm storage and for the garage and blacksmith shop. A spur track was laid from The Alaska Railroad yards to the oilhouse and warehouse, a well and well pump were placed under the warehouse. The entire area around the buildings was covered with gravel.



ENGINEER REPRODUCTION BY AIR MAIL TO S. ARMY WASHINGTON FEBRUARY 22, 1934

90D—Shelter Cabins.

Röute	Location	Work Done	Cost
7K	Globe Creek	12'x13' cabin built, stove installed	\$ 220.90
7K	Tatalina Creek	16'x7' cabin built, stove installed	221.00
23A	Mile 40	14'x16' cabin built	200.00
23A	Mile 84	Roof renewed	100.00
23A	Mile 91	Stove installed	20.20
53A	Mile 34	12'x14' cabin built, stove installed	330.55
Total			\$1,092.65

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 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. Fifty-five miles remain to be constructed to make this connection.

DISTRIBUTION OF EXPENDITURES

Type	Miles	Expenditure	Unit Cost Dollars per Mile
Wagon Road	338 1/4	\$385,522.29	\$1,149.75
Sled Road	203 1/2	3,356.09	16.49
Trail	301	4,706.29	15.63
Totals	842 1/2	\$393,584.67	\$ 467.02

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	Trail	Total Miles
7AA	Cleary Creek Road	3	....	3
7B	Fox-Olnes	13	....	13
7C	Summit-Fairbanks Creek	13	....	13
7DA	College Spur	1/2	....	1/2
7DB	St. Patrick's Creek	2 1/2	....	2 1/2
7GA	Lazelle Road	2 1/2	....	2 1/2
7H	Little Eldorado Creek	6	....	6
7K	Olnes-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
63D	Brooks-Aviation Field Road	1 1/2	....	1 1/2
Totals		66 1/2	54	120 1/2

SUMMARY OF EXP

Sub-Project Number	Construction	Main
7AA	\$ 665.46	\$
7B	1,200.00	2
7C	3,603.73	....
7DA	....	....
7DB	....	....
7GA	....	....
7H	....	....
7K	....	....
7N	....	....
7NA	....	....
7S	....	....
7T	296.14	....
15A	....	....
63D	488.00(a)	....
Totals		\$ 6,253.33

(a)—In addition, the citizens of Brook

DESCRIPTI

For detailed description see Part The following changes will be noted:

Route 7AA—This route was a port in Route 7A, Summit-Chatanika, which new location. It serves mining operations above the town of Cleary.

7DB—This route branches from the at Mile 11 and extends 1 1/2 miles to a branch of this road 3/4 miles long head of St. Patrick's Creek.

63D—This road connects the village constructed airplane landing field.

OPERATIONS DURI

Work the past season consisted of Fairbanks local roads.

The following new work was acco

7DB—One and three quarters miles grubbed and graded, leading to the local maximum grade of 6% was obtained. of a mile in length was cleared, grubbed mill at the head of St. Patrick's Creek installed and 200 linear feet of corduroy

63D—An old road was rehabilitated 320 linear feet of corduroy laid and corduroy installed. Citizens of the village of labor.

Work Done	Cost
.12'x13' cabin built, stove installed....	\$ 220.90
.16'x7' cabin built, stove installed.....	221.00
.14'x16' cabin built	200.00
Roof renewed	100.00
Stove installed	20.20
.12'x14' cabin built, stove installed....	330.55
Total	\$1,092.65

CONDITION AND NEEDS

This road is entirely suitable for auto-weather, there being sections badly in need of facing. Several short relocations are necessary on steep grades, and a number of old bridges require renewal.

Increased motor traffic makes necessar-y of these roads to provide good road surface.

This project should be pushed to connection with the Ester Creek Road as fast as possible. Fifty-five miles need to be made this connection.

SUMMARY OF EXPENDITURES

Miles	Expenditure	Unit Cost Dollars per Mile
338 1/4	\$385,522.29	\$1,149.75
203 1/2	3,356.09	16.49
301	4,706.29	15.63
842 1/4	\$393,584.67	\$ 467.02

ROAD PROJECTS.

Commission, Fourth Division.
Chairman and Secretary.
John Soll, Member.

SUMMARY OF ROADS

Wagon Road	Trail	Total Miles
3	---	3
13	---	13
13	---	13
1/2	---	1/2
2 1/2	---	2 1/2
2 1/2	---	2 1/2
6	---	6
54	---	54
9	---	9
2	---	2
4 1/2	---	4 1/2
Springs 9	---	9
ad 1 1/2	---	1 1/2
66 1/2	54	120 1/2

SUMMARY OF EXPENDITURES

Territorial Divisional Funds

Sub-Project Number	Construction	Maintenance	Total
7AA	\$ 665.46	\$ 200.00	\$ 865.46
7B	-----	164.50	164.50
7C	1,200.00	2,687.83	3,887.83
7DA	-----	98.00	98.00
7DB	3,603.73	-----	3,603.73
7GA	-----	186.33	186.33
7H	-----	847.67	847.67
7K	-----	513.25	513.25
7N	-----	814.59	814.59
7NA	-----	10.00	10.00
7S	-----	-----	-----
7T	296.14	200.00	496.14
15A	-----	299.50	299.50
63D	488.00 (a)	-----	488.00
Totals	\$ 6,253.33	\$ 6,021.67	\$12,275.00

(a)—In addition, the citizens of Brooks contributed \$225 in labor.

DESCRIPTION

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

Route 7AA—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.

7DB—This route branches from the Ester Creek Road, Route 7D, at Mile 11 and extends 1 1/4 miles to quartz mines on Ester Dome. A branch of this road 3/4 miles long serves a quartz mill at the head of St. Patrick's Creek.

63D—This road connects the village of Brooks with the newly constructed airplane landing field.

OPERATIONS DURING YEAR

Work the past season consisted chiefly of maintenance on the Fairbanks local roads.

The following new work was accomplished:

7DB—One and three quarters miles of new road were cleared, grubbed and graded, leading to the lode mines on Ester Dome. A maximum grade of 6% was obtained. A branch road three quarters of a mile in length was cleared, grubbed and graded to the quartz mill at the head of St. Patrick's Creek. 14 timber culverts were installed and 200 linear feet of corduroy built.

63D—An old road was rehabilitated. One-half mile was graded, 320 linear feet of corduroy laid and covered and 3 timber culverts installed. Citizens of the village of Brooks contributed \$225 in labor.

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 Nome and Fish Creeks should be constructed provided cooperation is secured from the mining companies benefitted. Minor improvements and extensions should be made as needed.

DISTRIBUTION OF EXPENDITURES

Type	Miles	Expenditure	Unit Cost Dollars per Mile
Wagon Road	66½	\$11,761.75	\$ 176.37
Trail	54	513.25	9.47
Totals	120½	\$12,275.00	\$ 93.56

NENANA DISTRICT.

H. G. Haslem, Superintendent, Fairbanks

This district is roughly described as extending south from the Arctic Ocean between 150° 11' and 157° 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 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.

Shelter cabins and aviation fields are supported exclusively by the Territory. Of the remaining projects in this district, the through routes are supported by the Alaska Road Commission and less important projects by the Alaska Road Commission and the Territory jointly.

REPORT ALASKA ROAD COMMISSION.

PRESENT CONDITION AND NEEDS

The roads included in this group are of graded small farm areas or mines. These roads are for traffic in dry weather, but need only yearly repairs in their present condition. The roads in creeks should be constructed provided cooperation of mining companies benefitted. Minor improvements should be made as needed.

DISTRIBUTION OF EXPENDITURES

Miles	Expenditure	Unit Cost Dollars per Mile
66½	\$11,761.75	\$ 176.87
54	513.25	9.47
120½	\$12,275.00	\$ 93.56

NENANA DISTRICT.

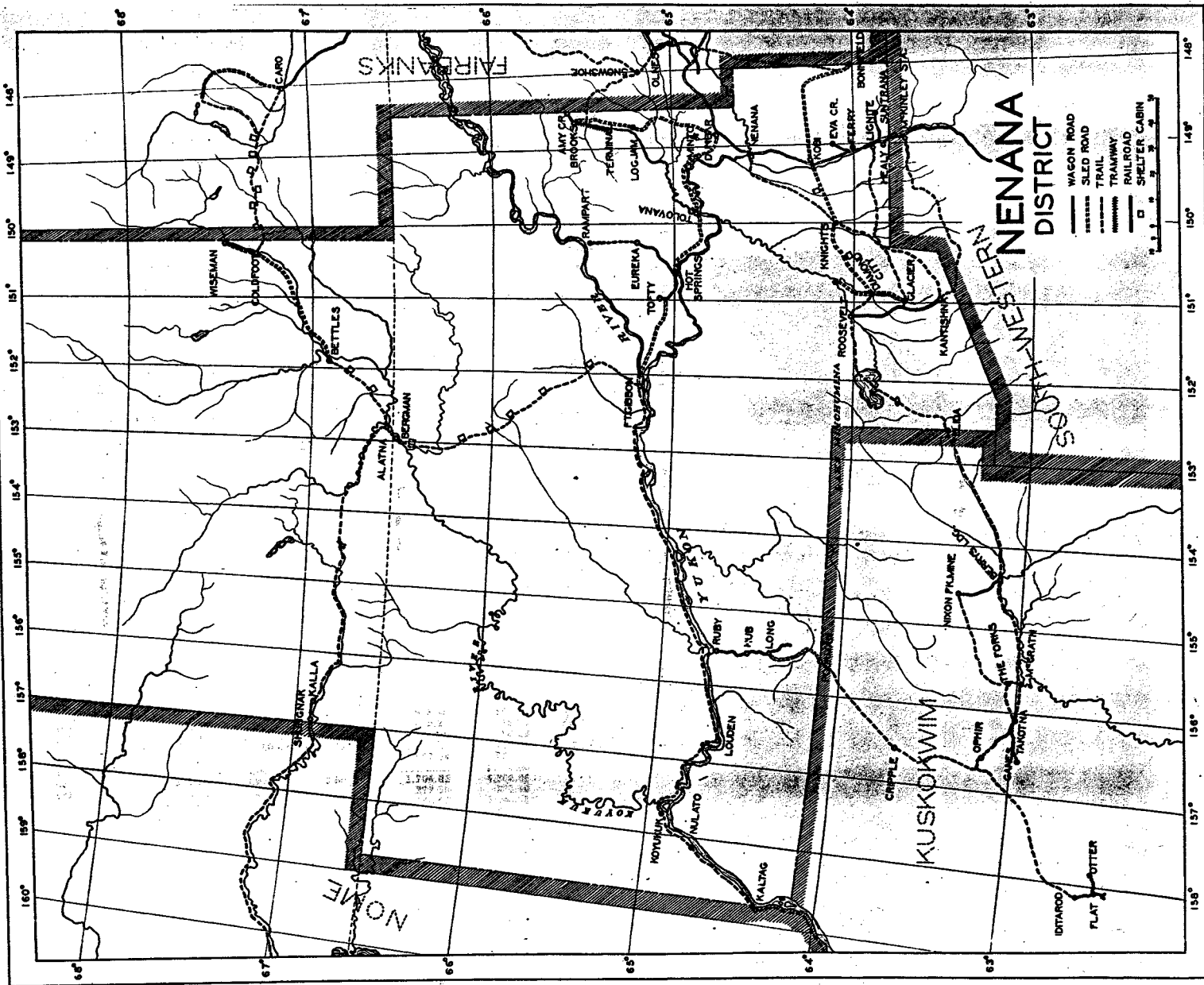
Haslem, Superintendent, Fairbanks

roughly described as extending south from the 150° 11' and 157° west longitude as far as hence south between 148° 30' and 158° 41' west northern boundary of Mt. McKinley National Park. It is shown on the accompanying map. It includes the following districts of the Kantishna, Livengood, Hot Springs, and Kuskokwim.

The district is well served so far as summer transportation is concerned. A number of navigable rivers, the most important being the Koyuk, Tanana, Koyukuk, Tolovana and Kantishna. The Alaska Railroad have made the construction of roads necessary. A number of short roads have been constructed to important mining centers with navigable water or ice.

There is an extensive system of winter sled roads and trails, many of which are the route from Dunbar to Kaitag which carries the winter traffic to the coast and the route from Kobi through Roosevelt to Grath which carries the winter traffic to the coast.

Landings and aviation fields are supported exclusively by the Alaska Road Commission. The remaining projects in this district, the projects supported by the Alaska Road Commission and the projects by the Alaska Road Commission and the



SUMMARY OF ROADS

Sub-Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
5A	Dunbar-Ft. Gibbon	115	.....	.....	115
9	Rampart-Eureka	8	19½	.....	27½
17	Ft. Gibbon-Kaltag	.....	.....	257	257
22	Hot Springs-Sullivan Creek	10	.....	.....	10
29	Ft. Gibbon-Bettles	.....	.....	156	156
29A	Bettles-Coldfoot	.....	52½	.....	52½
30	Hot Springs Landing-Eureka	24	.....	.....	24
30A	Hot Springs Tofty	.....	16	.....	16
38A	Ruby-Long	28½	.....	.....	28½
38E	Long-Poorman (summer)	10	.....	.....	10
38EE	Long-Poorman (winter)	.....	29	.....	29
38K	Ruby Aviation Field	.....	.....	.....	95
46	Kobi-Eureka	.....	95	.....	95
46A	Roosevelt-Kantishna	34	.....	.....	34
46B	Lignite-Kantishna	.....	.....	85	85
46C	Nenana-Knight's Roadhouse	.....	.....	42	42
46E	Diamond-Telida	.....	.....	90	90
46F	Nenana Cemetery	2½	.....	.....	2½
46G	Kobi-Bonnifield	.....	45	.....	45
46H	Lake Minchumina Aviation Field	.....	.....	11	11
47	Coldfoot-Wiseman	.....	11	.....	11
47A	Wiseman Aviation Field	.....	.....	.....	63
63	Dunbar-Brooks	.....	63	.....	63
63B	Brooks-Amy Creek	4	.....	.....	4
63C	Brooks Tram	13	.....	.....	13
63E	Livengood Aviation Field	.....	.....	.....	.....
80	Minchumina Portage Recon.	.....	.....	.....	.....
88	Ferry-Eva Creek	11½	.....	.....	11½
90D	Shelter Cabin	.....	.....	.....	.....
Totals		145½	446	630	1221½

SUMMARY OF EXPENDITURES

Sub-Project Number	Federal	Territorial	Construction	Maintenance	Total	
5A	\$ 1,440.48	.....	.....	\$ 1,440.48	\$ 1,440.48
9	.....	.....	.....	.....	514.00
17	514.00	.....	.....	514.00	514.00
22	484.80	2,591.15	.....	3,075.95	3,075.95
29	780.75	.....	.....	780.75	780.75
29A	130.75	.....	.....	130.75	130.75
30	2,973.77	4,000.00	1,500.00	5,473.77	6,973.77	
30A	1,258.47	.....	600.00	658.47	1,258.47
38A	4,183.79	.....	.....	4,183.79	4,183.79
38E	13,925.88	.....	11,725.88	2,200.00	13,925.88
38EE	.....	.....	.....	.....	600.00
38K	.....	(a) 600.00	600.00	.....	600.00
46	659.75	.....	.....	659.75	659.75
46A	.....	.....	.....	.....	.....
46B	.....	.....	.....	.....	.....
46C	.....	.....	.....	.....	.....
46E	968.89	.....	.....	968.89	968.89
46F	219.20	400.00	.....	619.20	619.20
46G	60.90	.....	.....	60.90	60.90
46H	.....	750.00	750.00	.....	750.00
47	657.24	.....	.....	657.24	657.24
47A	.....	(b) 2,000.00	2,000.00	.....	2,000.00
63	233.12	3,972.90	2,500.00	1,706.02	4,206.02	
63B	.....	277.10	.....	277.10	277.10
63C	4,190.59	.....	.....	4,190.59	4,190.59
63E	.....	294.00	294.00	.....	294.00
80	500.00	.....	500.00	.....	500.00
88	11,555.79	.....	10,155.79	1,400.00	11,555.79
90D	.....	350.00	350.00	.....	350.00
Totals.....		\$44,738.17	\$15,235.15	\$30,975.67	\$28,997.65	\$59,973.32

(a)—\$600 money and labor contributed by the citizens of Ruby, not included in expenditures.

(b)—\$1,613.25 money and labor contributed by the citizens of Wiseman, not included in expenditures.

DESCRIPTION

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

- 5A—Mileage corrected to 115 miles sled road.
- 9—Reclassified, 8 miles wagon road, 19½ miles trail.
- 22—Mileage corrected to 10 miles wagon road.
- 29—Mileage corrected to 156 miles trail.

30A—This is an alternate route to route 22 between Hot Springs and Tofly and is used by the mail carriers in early fall and late spring when it is not possible to travel the ice of Hot Springs Slough.

38E—This wagon road is now under construction. 10 miles have been completed and the road will be extended toward Poorman during the season of 1926.

38K—This airplane landing field is situated 1¼ miles southeast of the town of Ruby. The field is 1,500 feet long and varies from 350 feet wide at one end to 700 feet wide at the other.

46F—This road connects the town of Nenana with its cemetery and serves several farms enroute. It is suitable for wagon and light automobile traffic.

46G—This sled road gives access from The Alaska Railroad at Kobi to the Bonnifield placer district. It also serves as a pack and foot trail for summer use.

46H—This airplane landing field is situated 2½ miles south of the roadhouse at the east end of Lake Minchumina. It is 1,500 feet long and averages 600 feet wide.

47—Reclassified, 11 miles sled road, no wagon road.

47A—This airplane landing field is situated near the village of Wiseman. It is 350 feet wide and 1,400 feet long.

63C—This tramway was purchased by the Territory on June 11, 1924, and has since been maintained and operated by this Commission. The freight rates have been reduced from \$80.00 to \$20.00 per ton.

63E—This airplane landing field is situated 1½ miles southwest of the village of Brooks. An old grain field was used in part. This field has been quite largely used by planes operating from Fairbanks.

OPERATIONS DURING YEAR

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

5A—6,200 linear feet of new road between Creek and Baker Bluff where old road crosses the Tanana River.

22—146 linear feet of native timber culverts installed (renewal), 15 timber culverts of pole corduroy laid and covered.

30—61 linear feet of native timber culverts installed (renewal) and 4 culverts installed. 2 bridges installed at Springs Slough at the town of Hot Springs in the spring of 1925. A new bridge with 100-foot Howe truss span and 139 linear feet of native timber for the span and deck of the bridge installed at Seattle.

30A—Five bridges totaling 101 linear feet installed.

38E—Construction of this wagon road between Solatna Bridge, 18½ miles from Longview, Alaska, was confined largely to the last 6 miles over heavy moss and wet ground. A road passable for wagons was used the past season to the 12½ Mile post. It is planned to be completed during the season of 1926.

Work the past season included 2 bridges partially covered, 5 bridges of native timber constructed and 34 culverts built.

38K—This landing field is 1,500 feet long and 700 feet wide at the other end. It is drained and was then disc-harrowed and is in excellent condition. Citizens of the town of Ruby contributed money and labor to the extent of \$600.

46H—This landing field is 1,500 feet long and 700 feet wide at the other end. It is leveled and is in very good condition. Citizens of the town of Ruby contributed money and labor to the extent of \$600.

47A—This landing field 1400 by 350 feet is drained and leveled. Several landing fields on the route from Fairbanks to Wiseman are in first class condition with the exception of one across the field that is soft in wet weather. It is drained and covered with gravel. Citizens of the town of Wiseman contributed \$1,613.25 in money and labor.

63E—A cultivated field was used for the airplane landing field. An additional area 300 by 400 feet was used for the runway. Numerous landings have been made and the field is in excellent condition.

DESCRIPTION

see Part II, Annual Report for 1924.
 Additions should be noted:

115 miles sled road.
 wagon road, 19½ miles trail.
 10 miles wagon road.
 156 miles trail.

route to route 22 between Hot Springs
 the mail carriers in early fall and late
 able to travel the ice of Hot Springs

is now under construction. 10 miles
 road will be extended toward Poorman

ing field is situated 1¼ miles southeast
 field is 1,500 feet long and varies from
 700 feet wide at the other.

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access from The Alaska Railroad at
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 d of Lake Minchumina. It is 1,500 feet
 wide.

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g field is situated 1½ miles southwest
 old grain field was used in part. This
 ed by planes operating from Fairbanks.

WORKS DURING YEAR

other than routine maintenance, may
 follows:

5A—6,200 linear feet of new road was cut between Duggan
 Creek and Baker Bluff where old road had been washed away by
 the Tanana River.

22—146 linear feet of native timber trestle bridges were con-
 structed (renewal), 15 timber culverts placed and 1,000 linear feet
 of pole corduroy laid and covered.

30—61 linear feet of native timber bridges were constructed
 (renewal) and 4 culverts installed. The old pile trestle over Hot
 Springs Slough at the town of Hot Springs was taken out by ice
 in the spring of 1925. A new bridge was erected consisting of one
 100-foot Howe truss span and 139 linear feet of trestle approaches.
 Timber for the span and deck of the approaches was shipped from
 Seattle.

30A—Five bridges totaling 101 linear feet were constructed.

38E—Construction of this wagon road was extended to the
 Solatna Bridge, 18½ miles from Long. The work the past season
 was confined largely to the last 6 miles of this section which is
 over heavy moss and wet ground. A section of old road which was
 passable for wagons was used the past season from the 4 Mile to
 the 12½ Mile post. It is planned to close up this gap during the
 season of 1926.

Work the past season included 2 miles of corduroy laid and
 partially covered, 5 bridges of native timber (218 linear feet) con-
 structed and 34 culverts built.

38K—This landing field is 1,500 feet long, 350 feet wide at one
 end and 700 feet wide at the other. It was cleared, grubbed and
 drained and was then disc-harrowed and rolled. The field is in
 excellent condition. Citizens of the town of Ruby cooperated with
 money and labor to the extent of \$600.

46H—This landing field is 1,500 feet long, 500 feet wide at one
 end and 700 feet wide at the other. It was cleared, grubbed and
 leveled and is in very good condition. It is used as an emergency
 landing on the route from Fairbanks to Tokotna.

47A—This landing field 1400 by 350 feet was cleared, grubbed,
 drained and leveled. Several landings have been made on it and
 it is in first class condition with the exception of a narrow strip
 across the field that is soft in wet weather. This area should be
 drained and covered with gravel. Citizens of Wiseman and vicinity
 contributed \$1,613.25 in money and labor to this work.

63E—A cultivated field was used in part for this landing field.
 An additional area 300 by 400 feet was cleared, grubbed and drained.
 Numerous landings have been made on this field and it is in
 excellent condition.

80—A reconnaissance was made during the summer of 1925 by the Engineer Officer to determine the feasibility of a summer portage route between the Kantishna and Kuskokwim rivers by way of Lake Minchumina. It was found that a route is feasible but not advisable unless the postal authorities desire to route the mail to the Kuskokwim Valley this way.

88—This wagon road was completed to the lode properties on Eva Creek during the past season. 8 miles were cleared, grubbed and graded, clearing and grubbing being very light. 3 frame bent bridges of Douglas fir (63 linear feet) and 37 timber culverts were constructed.

90D—

Route	Location	Work Done	Cost
46G	Totatlanika River	Cabin built	\$175.00
46G	Totatlanika River	Cabin built	175.00
Total			\$350.00

PRESENT CONDITION AND NEEDS

The roads in this district were built for wagon traffic for which they are, in general, adequate. 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 has been investigated and found feasible.

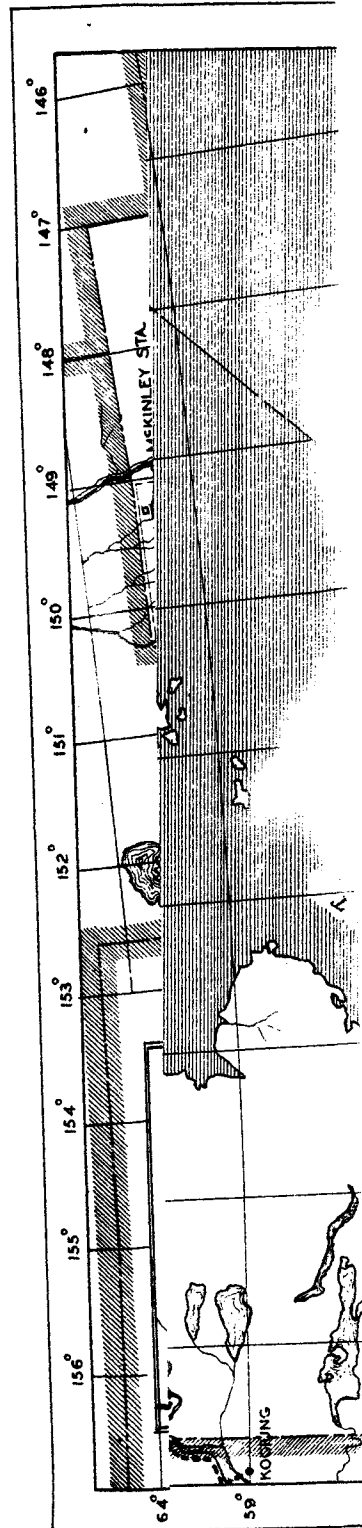
DISTRIBUTION OF EXPENDITURES

Type	Miles	Expenditure	Unit Cost Dollars per Mile
Wagon Road	90½	\$40,611.48	\$ 448.75
Tramway	13	4,190.59	322.35
Sled Road	397½	8,413.61	21.17
Trail	503	2,263.64	4.50
Totals	1,004	\$55,479.32	\$ 55.26

SOUTHWESTERN DISTRICT.

Hawley W. Sterling, Superintendent, Anchorage, Alaska
 Anton Eide, Assistant Superintendent, Seward, Alaska.
 Anton Anderson, Junior Engineer, July 1 to Dec. 11, 1925.

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.



MISSION.

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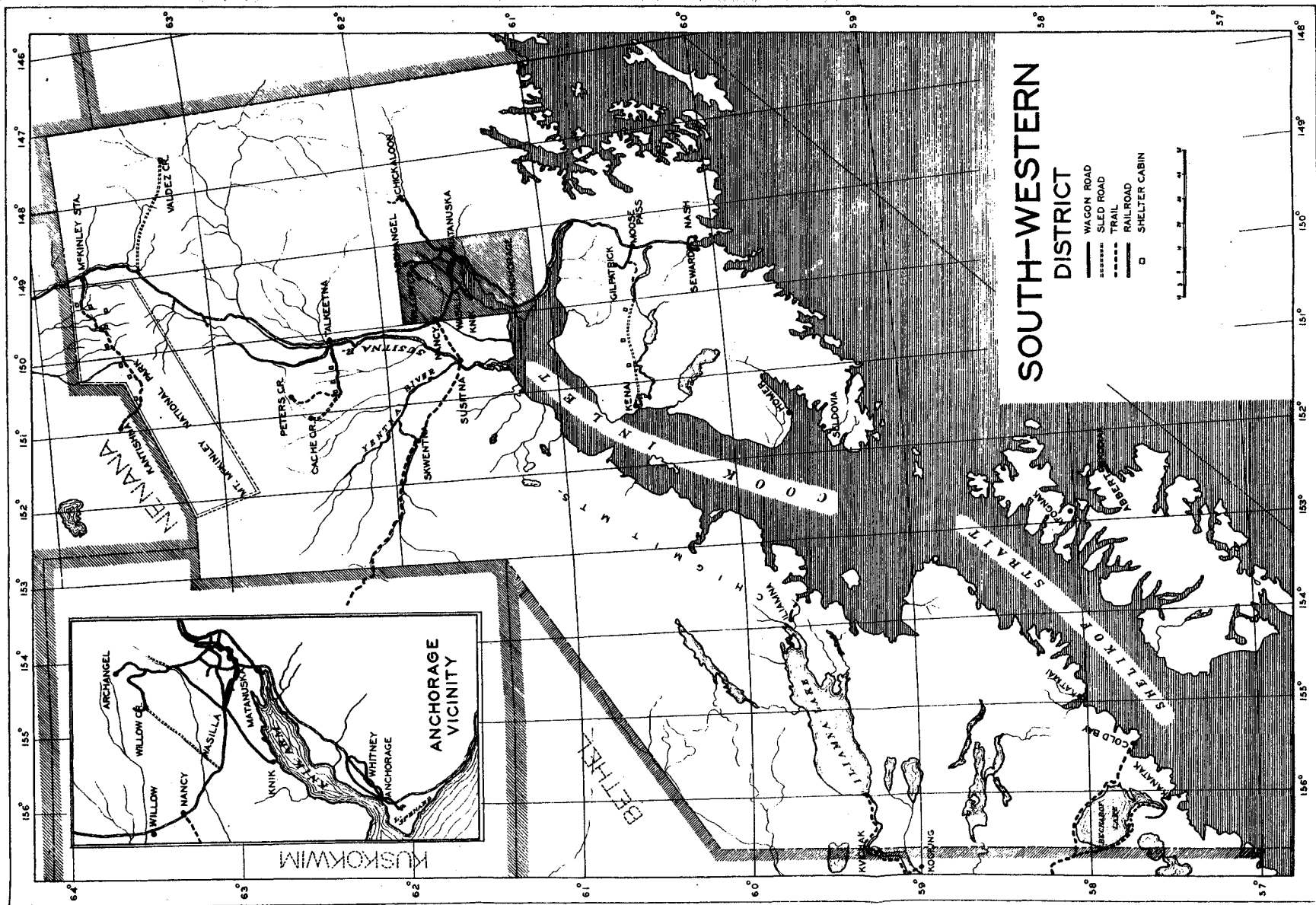
E.

Unit Cost
Dollars per Mile
\$ 448.75
322.35
21.17
4.50
\$ 55.26

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 Dec. 11, 1925.

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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 in cooperation with the National Park Service in Mt. McKinley National Park.

Shelter cabins are supported exclusively by the Territory. Of the remaining projects in this district, the through routes are supported by the Alaska Road Commission, less important projects by the Alaska Road Commission and the Territory jointly, and the purely local projects by the Territory exclusively.

FEDERAL PROJECTS.

SUMMARY OF ROADS

Sub-Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
20B	Susitna-Rainy Pass .....	.....	.....	127	127
20H	Nancy-Susitna .....	.....	.....	25	25
35A	Archangel Extension	5½	.....	.....	5½
35AA	Sherry Branch .....	.....	.....	½	½
35AB	Fairangel Extension	½	.....	.....	½
35D	Willow Creek Extension	11	.....	.....	11
35E	Wasilla-Fishhook	16	.....	.....	16
35F	Wasilla-Knik	15	.....	.....	15
35H	Wasilla-Finger Lake-Palmer	12	.....	.....	12
35J	Wasilla-Matanuska	8	.....	.....	8
35K	Matanuska Trunk Road	8	.....	.....	8
35N	Houston-Willow Creek .....	.....	30	.....	30
35O	Fishhook-Goldmint .....	.....	6	.....	6
46D	McKinley Park Road	22	.....	65	87
48	Iliamna Bay-Iliamna Lake .....	.....	.....	12	12
51	Talkeetna-Cache Creek	23½	18	.....	41½
51A	Cache Creek Trail .....	.....	.....	11½	11½
51B	Peters Creek Trail .....	.....	.....	14%	14%
51C	Yentna Reconnaissance .....	.....	.....	.....	.....
51D	Mile 32-Spruce Creek .....	.....	7½	.....	7½
55	Kenai-Russian River .....	.....	60	.....	60
75	Anchorage-Eagle River	14½	.....	.....	14½
75B	Anchorage-Whitney	5	.....	.....	5
75D	Anchorage Warehouse .....	.....	.....	.....	.....
75E	MacDonald Branch	1¼	.....	.....	1¼
76	Cantwell-Valdez Creek .....	.....	55	.....	55
79	Seward Warehouse .....	.....	.....	.....	.....
90C	Shelter Cabins, 3rd Div. ....	.....	.....	.....	.....
93	Chulitna Trail .....	.....	.....	3	3
93A	Bull River Trail .....	.....	.....	4	4
93B	Indian River Footbridge .....	.....	.....	.....	.....
94	Kodiak-Abberts .....	.....	.....	5	5
95	Kanatak-Becharof Lake	8¾	.....	.....	8¾
96	Chickaloon-King River .....	.....	6½	.....	6½
98	Homer Spit	3¾	.....	.....	3¾
98A	Nuka Bay Trail .....	.....	.....	1¼	1¼
Totals		154%	183	269	606%

SUMMARY OF EXPENDITURES

Sub-Project Number	Federal	Territorial	Construction	Maintenance	Total
20B					
20H					
35A	\$ 2,967.42		\$ 1,200.00	\$ 1,767.42	\$ 2,967.42
35AA	1,119.32		1,119.32		1,119.32
35AB	104.20		104.20		104.20
35D	2,865.60			2,865.60	2,865.60
35E	4,284.58			4,284.58	4,284.58
35F	4,665.62		2,610.00	2,055.62	4,665.62
35H	220.30			220.30	220.30
35J	2,159.06	5,678.56	3,520.00	2,317.62	5,837.62
35K	391.50			391.50	391.50
35N	249.00			249.00	249.00
35O					
46D	52,539.40		52,490.24	49.16	52,539.40
48	6,495.00		5,770.00	725.00	6,495.00
51	10,229.12		2,000.00	8,229.12	10,229.12
51A	1,976.28		1,270.00	706.28	1,976.28
51B	4,427.93		3,807.93	620.00	4,427.93
51C	1,114.91		1,114.91		1,114.91
51D					
55	1,908.87	1,200.00	1,200.00	1,908.87	3,108.87
75	7,073.60	3,700.00(a)	4,973.60	5,800.00	10,773.60
75B	3,027.47	2,100.00	3,627.47	1,500.00	5,127.47
75D	427.98			427.98	427.98
75E	455.13	300.00	605.13	150.00	755.13
76	21.00			21.00	21.00
79	16.00			16.00	16.00
90C		308.25	308.25		308.25
93	116.29			116.29	116.29
93A	783.51	600.00	1,183.51	200.00	1,383.51
93B	4.00			4.00	4.00
94	14,254.29		13,754.29	500.00	14,254.29
95	50.75			50.75	50.75
96	413.66			413.66	413.66
98	3,482.57	3,900.00	7,382.57		7,382.57
98A	1,302.66	3,000.00	4,302.66		4,302.66
Totals.....	\$129,147.02	\$18,786.81	\$112,344.08	\$35,589.75	\$147,933.83

(a)—Includes \$500 reimbursement from The Alaska Railroad on account of Moose Creek road work in 1925.

DESCRIPTION

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

35AA—Leaving the Archangel Extension road, route 35A, at Mile 5 this trail extends up Archangel Creek one-half mile to a point beyond the Fern mine.

35AB—Leaving the Archangel Extension road, route 35A, at Mile 4 this road crosses Fairangel Creek and extends to the workings of the Talkeetna Mining Co.

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

46D—This road extended to a total length of 22 miles.

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

51—The wagon road has been extended to a length of 23½ miles. The sled road was partially relocated during the past season and is now 18 miles long.

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 used in summer for pack horse pass over it in late spring and

51B—This is a summer pack Cache Creek wagon road, 1 mile long, serving miners at Cache Creek and on the Taka that creek and on the Taka for double enders or dog team

51D—This is a portion of the road placed by relocation this year on Cache Creek.

75—Length of route 14½ miles

75B—Length of route 5 miles

75E—This road branches off at Mile 2¼, extending 1½ miles

93A—Length of route 4 miles

93B—This footbridge spans 274 on The Alaska Railroad in the district to the east. It is used for pack animals and double enders

95—This project comprises

98—This is a project begun on wagon road when completed at Kachemak Bay serving a large

98A—This trail leads 18 miles southwest of Sewa to the Alaska Hills Mining Co. prospects beyond. It is suitable for

OPERATIONS

The important operations are summarized by routes as follows:

35AA—A trail 9 feet wide, one-half mile. The route is suitable for weather only.

35AB—One 16-foot span

35D—One mile road suitable

35E—1.4 miles road suitable 236 linear feet cribbing 4 through the Little Susitna

35F—Three miles road suitable grubbed 30 feet wide, 2 miles linear feet of corduroy placed

EXPENDITURES

Construction	Maintenance	Total
\$ 1,200.00	\$ 1,767.42	\$ 2,967.42
1,119.32		1,119.32
104.20		104.20
	2,865.60	2,865.60
	4,284.58	4,284.58
2,610.00	2,055.62	4,665.62
	220.30	220.30
3,520.00	2,317.62	5,837.62
	391.50	391.50
	249.00	249.00
52,490.24	49.16	52,539.40
5,770.00	725.00	6,495.00
2,000.00	8,229.12	10,229.12
1,270.00	706.28	1,976.28
3,807.93	620.00	4,427.93
1,114.91		1,114.91
1,200.00	1,908.87	3,108.87
4,973.60	5,800.00	10,773.60
3,627.47	1,500.00	5,127.47
	427.98	427.98
605.13	150.00	755.13
	21.00	21.00
	16.00	16.00
308.25		308.25
	116.29	116.29
1,183.51	200.00	1,383.51
	4.00	4.00
13,754.29	500.00	14,254.29
	50.75	50.75
	413.66	413.66
7,382.57		7,382.57
4,302.66		4,302.66
112,344.08	\$35,589.75	\$147,933.83

from The Alaska Railroad on ac-

NOTES

Volume II, Annual Report for 1924. should be noted:

Extension road, route 35A, at Angel Creek one-half mile to a

Extension road, route 35A, at Angel Creek and extends to the work-

road of 10.

Total length of 22 miles.

10 miles in length.

Extended to a length of 23½ miles located during the past season

Regarding the Cache Creek road, 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 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. The trail is suitable also for double enders or dog teams in winter.

51D—This is a portion of the old Cache Creek sled road, replaced by relocation this year. It serves an area along Spruce Creek.

75—Length of route 14½ miles.

75B—Length of route 5 miles.

75E—This road branches from the Anchorage-Eagle River road at Mile 2¼, extending 1¼ miles and serving several farms.

93A—Length of route 4 miles.

93B—This footbridge 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 project comprises 8¾ miles wagon road.

98—This is a project begun last year to consist of 16½ miles of wagon road when completed. It extends up Homer Spit from Kachemak Bay serving a large area of farm lands.

98A—This trail leads from tidewater at Nuka Bay, situated 80 miles southwest of Seward, up the left limit of Nuka River to the Alaska Hills Mining Co. serving this property and other lode prospects beyond. It is suitable for pack horses or double enders.

OPERATIONS DURING YEAR

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

35AA—A trail 9 feet wide was constructed for a distance of one-half mile. The route is passable for light wagon loads in dry weather only.

35AB—One 16-foot span bridge of native timber was constructed.

35D—One mile road surfaced and 2 metal culverts installed.

35E—1.4 miles road surfaced and 4 metal culverts installed. 236 linear feet cribbing 4 feet high constructed to hold the road through the Little Susitna Canyon.

35F—Three miles road graded to standard width, 2½ miles grubbed 30 feet wide, 2 metal and 2 log culverts installed and 50 linear feet of corduroy placed.

35J—2½ miles of this road cleared, grubbed and graded to full 24 feet wide.

46D—The McKinley Park Scenic Road was extended 12 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 had 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 program 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 of Park Road funds were allotted to this project for the fiscal year 1925, \$50,000 for the fiscal year 1926, and \$16,000 for the fiscal year 1927.

This season's work included the clearing, grubbing and grading of 12 miles of road to the Sanctuary River, Mile 22. Two 60-foot pony truss spans were erected over the Savage and Sanctuary Rivers. 729 linear feet of trestle span bridges were constructed. All the above bridges were of fir. 7,613 cubic yards of gravel were placed for surfacing 3.2 miles of road and 157 metal culverts were installed.

Office and warehouse buildings were repainted, log cabin and storage tents were erected at Sanctuary River, and telephone line was extended to camp at Mile 20.

The total expenditures to date are classified as follows:

Office Building	\$ 1,777.66
Warehouse	3,441.86
Cabins (Savage and Sanctuary Rivers).....	2,426.28
Trail Tents	732.50
Trail Construction	1,998.90
Reconnaissance	500.00
Road Construction	128,310.62
Road Maintenance	4,509.16
Expendable Supplies on Hand	3,621.23
Total	\$147,318.21
Fiscal Year 1922	\$ 500.00
1923	2,528.90
1924	4,961.74
1925	86,788.17
1926	52,539.40
Total	\$147,318.21
National Park Service	\$130,020.00
Territory of Alaska	732.50
Contributed	700.25
Alaska Road Commission	15,865.46
Total	\$147,318.21

48—Heavy sidehill grad route consisting of 1,080 c yards loose rock excavati Iliamna Bay.

51—Six miles of new Windy Creek shortening bridges were constructed t

51A—The rehabilitation were cleared 8 feet wide, 47 linear feet of native tin structed. This trail suitabl use by double enders.

51B—This trail was co The past season's work in miles, partly through solid bridges and 24 timber cu suitable for pack horses in sleds in winter.

51C—A reconnaissance the placer mining operati Creeks.

55—A relocation takin structed. This included 2

75—3 miles of this roa a total width of 32 feet or 2,610 cubic yards of grave One metal culvert was ins

75B—Road was widen 6 metal culverts were inst

75E—Road was grubbe of corduroy were laid an

90C—Shelter cabins 3

One cabin was built Alaska Peninsula in the by travel over the portag Bering Sea. Cabin is 12' installed. Cost \$308.25.

93A—118 linear feet and 310 cubic yards of so

ed, grubbed and graded to full

Road was extended 12 miles. Operative project between the National Park Service in 1922. In utilizing its funds in recone and freighting of supplies, hat upon National Park funds aggressively pushed ahead.

project was adopted by Conding for a 3-year road program or the construction of 33 miles the Park at a first cost of nds to become available were 1925, for the support of the \$80,000 of Park Road funds fiscal year 1925, \$50,000 for the fiscal year 1927.

clearing, grubbing and grading River, Mile 22. Two 60-foot r the Savage and Sanctuary an bridges were constructed. 313 cubic yards of gravel were l and 157 metal culverts were

were repainted, log cabin and ary River, and telephone line

re classified as follows:

.....	\$ 1,777.66
.....	3,441.86
Rivers).....	2,426.28
.....	732.50
.....	1,998.90
.....	500.00
.....	128,310.62
.....	4,509.16
.....	3,621.23
.....	<u>\$147,318.21</u>
.....	\$ 500.00
.....	2,528.90
.....	4,961.74
.....	86,788.17
.....	52,539.40
.....	<u>\$147,318.21</u>
.....	\$130,020.00
.....	732.50
.....	700.25
.....	15,865.46
.....	<u>\$147,318.21</u>

48—Heavy sidehill grading was completed over one mile of this route consisting of 1,080 cubic yards of solid rock and 1,536 cubic yards loose rock excavation. Timber for bridges was landed at Iliamna Bay.

51—Six miles of new sled road (relocation) were built down Windy Creek shortening the route 1½ miles. 16 native timber bridges were constructed totaling 271 linear feet.

51A—The rehabilitation of this trail was completed. 4¾ miles were cleared 8 feet wide. 0.2 mile of sidehill graded 7 feet wide, 47 linear feet of native timber bridges and 38 timber culverts constructed. This trail suitable for pack horses and wide enough for use by double enders.

51B—This trail was completed to a total length of 14¾ miles. The past season's work included heavy sidehill grading over 2½ miles, partly through solid rock. 127 linear feet of native timber bridges and 24 timber culverts were constructed. This trail is suitable for pack horses in summer and for double enders or dog sleds in winter.

51C—A reconnaissance was made to determine a route into the placer mining operations in the vicinity of Mills and Twin Creeks.

55—A relocation taking this route off seven lakes was constructed. This included 3¼ miles of grading 10 feet wide.

75—3 miles of this road were widened from 4 to 12 feet, making a total width of 32 feet on the flats and 18 feet on sidehill grades. 2,610 cubic yards of gravel were placed as surfacing on 3.2 miles. One metal culvert was installed.

75B—Road was widened to standard 32 ft. width for 0.8 mile. 6 metal culverts were installed.

75E—Road was grubbed and graded for 0.4 mile. 20 linear feet of corduroy were laid and 3 metal culverts installed.

90C—Shelter cabins 3rd Division.

One cabin was built on Cold Bay at the southwest end of the Alaska Peninsula in the vicinity of Belkofsky. This cabin is used by travel over the portage between the North Pacific Ocean and Bering Sea. Cabin is 12'x12' of shiplap and tar paper, with stove installed. Cost \$308.25.

93A—118 linear feet of native timber trestle were constructed and 310 cubic yards of solid rock excavated.

94—1.6 miles heavy sidehill grading, average width 8 feet, were accomplished. 60% of this was through solid rock. 131 linear feet of sawed timber trestle, average height 18 feet were constructed and 19 metal culverts installed.

98—3¼ miles of road were cleared and 2¼ miles grubbed and graded 20 feet wide. 37 native timber culverts were installed and 90 linear feet of trestle bridges constructed.

98A—This trail was cleared, grubbed and graded 1¼ miles for an average width of 7 feet. This grading included the removal of 1,507 cubic yards of solid rock. 200 linear feet of corduroy were laid and 5 timber culverts constructed.

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 should 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	154¼	\$118,218.05	\$ 763.93
Sled Road	169½	8,021.65	47.44
Trail	117	19,822.99	169.43
Totals	441¼	\$146,062.69	\$ 331.02

TERRITORIAL PROJECTS.

Territorial Road Commission, Third Division.
Anton Eide, Chairman and Secretary.
Archie Lingo, Member.

SUMMARY OF ROADS

Sub-Project No.	Name of Route	Wagon Road	Total Miles
10B	Seward-Nash	2½	2½
35B	Palmer-Fishhook	8½	8½
35C	Palmer-Matanuska River	1½	1½
35G	Palmer-Springer	3	3
35I	Moose-Palmer	6	6
35L	Palmer-Matanuska	6½	6½
35Q	Edlund Road	½	½
35R	Bogard Road	3¼	3¼
75A	Anchorage-Lake Spenard	4	4
75C	Chester Creek Boat Landing	1	1
Totals		36%	36%

SUMMARY

Sub-Project No.	Territorial Construction
10B	.....
35B	.....
35C	.....
35G	.....
35I	.....
35L	.....
35Q	.....
35R	2,888.58
75A	3,770.00
75C	.....
Totals	.....\$ 6,658.58

DES

For detailed description see
The following additions and ch

35B—Name changed to Pa
nects the settlement of Palm
11½ miles from Wasilla, servin

35R—This road turns west
of the Matanuska Trunk Road.
8 miles in length which will
isolated.

OPERATION:

The important operations,
summarized by routes as follo

35R—3.2 miles were cleared
wide. 40 linear feet of nativ
structed and one timber culvert

75A—4,071 cubic yards of
4 miles of road. The cut on C
2 metal culverts installed. Thi
and is in excellent condition.

PRESENT COND

Most of the roads in this
farm areas. They are adequate
narrow for automobile traffic an
Road should be completed.

DISTRIBUTION

Type	Mile
Wagon Road	24

ing, average width 8 feet, were
 igh solid rock. 131 linear feet
 ight 18 feet were constructed

 ed and 2¼ miles grubbed and
 er culverts were installed and
 ructed.
 bed and graded 1¼ miles for
 ading included the removal of
 linear feet of corduroy were
 ed.

ROADS AND NEEDS

Anchorage and Wasilla are in
 ements. In places they should
 y require gravel surfacing to
 eather. The completion of the
 nd Mill Bay is very desirable
 miles of road at Homer Spit
 locality. The road into Mt.
 extended and should help to
 opping place for tourists who
 ing numbers.

EXPENDITURES

Expenditure	Unit Cost Dollars per Mile
\$118,218.05	\$ 763.93
8,021.65	47.44
19,822.99	169.43
\$146,062.69	\$ 331.02

PROJECTS.

on, Third Division.
 and Secretary.
 ember.

ROADS

Wagon Road	Total Miles
2½	2½
8½	8½
1½	1½
3	3
6	6
6½	6½
½	½
3¼	3¼
4	4
1	1
36¼	36¼

SUMMARY OF EXPENDITURES

Sub-Project No.	Territorial Divisional Funds		Total
	Construction	Maintenance	
10B		\$ 800.00	\$ 800.00
35B			
35C		411.42	411.42
35G			
35I		200.00	200.00
35L		582.86	582.86
35R	2,888.58		2,888.58
75A	3,770.00	1,200.00	4,970.00
75C			
Totals	\$ 6,658.58	\$ 3,194.28	\$ 9,852.86

DESCRIPTION

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

35B—Name changed to Palmer-Fishhook since this route connects the settlement of Palmer with the Wasilla-Fishhook road 11½ miles from Wasilla, serving a number of farms enroute.

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.

OPERATIONS DURING YEAR

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

35R—3.2 miles were cleared and 2.4 grubbed and graded 20 feet wide. 40 linear feet of native timber trestle bridges were constructed and one timber culvert installed.

75A—4,071 cubic yards of gravel were placed as surfacing on 4 miles of road. The cut on Chester Creek Hill was widened and 2 metal culverts installed. This route is now surfaced throughout and is in excellent condition.

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	24¼	\$ 9,852.86	\$ 394.34

KUSKOKWIM DISTRICT.

Ross J. Kinney, Supt., Tokotna, July 1, 1925 to Feb. 1, 1926

Carl Lottsfeldt, Supt., Feb. 1 to June 30, 1926

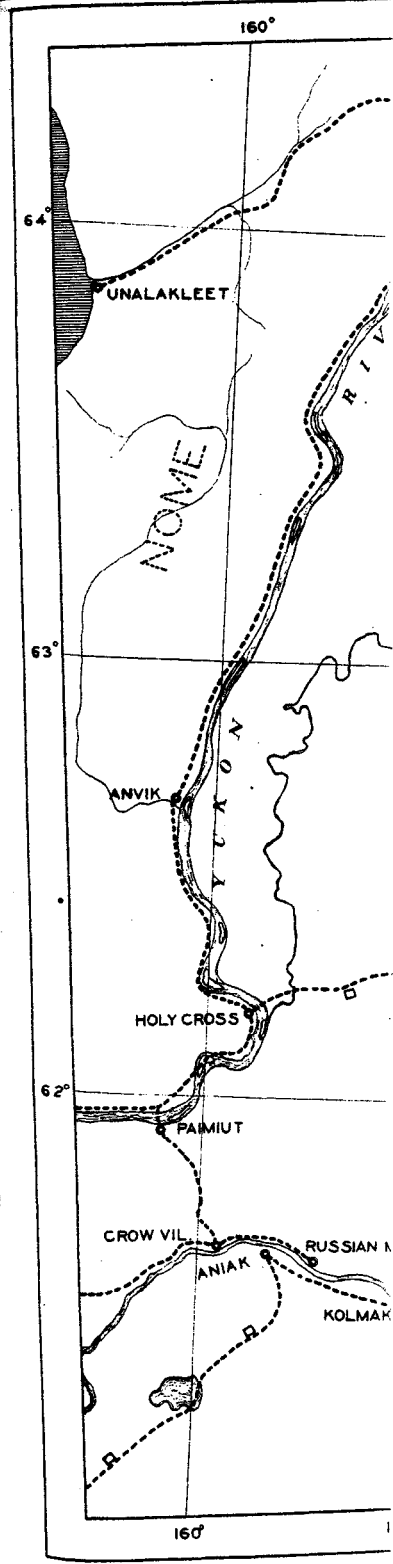
This district embraces the upper valley of the Kuskokwim River and extends west as far as the Yukon River, thus including the valleys of the Iditarod and Innoko Rivers. The chief mining operations are centered about Iditarod, Tokotna, and Ophir.

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.

Shelter cabins, aviation fields, and the Ganes Creek road are supported exclusively by the Territory. The remaining projects in this district were supported exclusively by the Alaska Road Commission.

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
32E	Tokotna Aviation Field .....	.....	.....	.....	.....
32F	Tokotna Depot .....	.....	.....	.....	.....
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
33H	Flat Aviation Field .....	.....	.....	.....	.....
34A	Flat-Holy Cross-Anvik .....	.....	.....	80	80
34B	Iditarod-Shageluk-Anvik .....	.....	.....	75	75



ANNUAL REPORT ALASKA ROAD COMMISSION.

KUSKOKWIM DISTRICT.

W. H. Inney, Supt., Tokotna, July 1, 1925 to Feb. 1, 1926
 J. L. Lottsfeldt, Supt., Feb. 1 to June 30, 1926

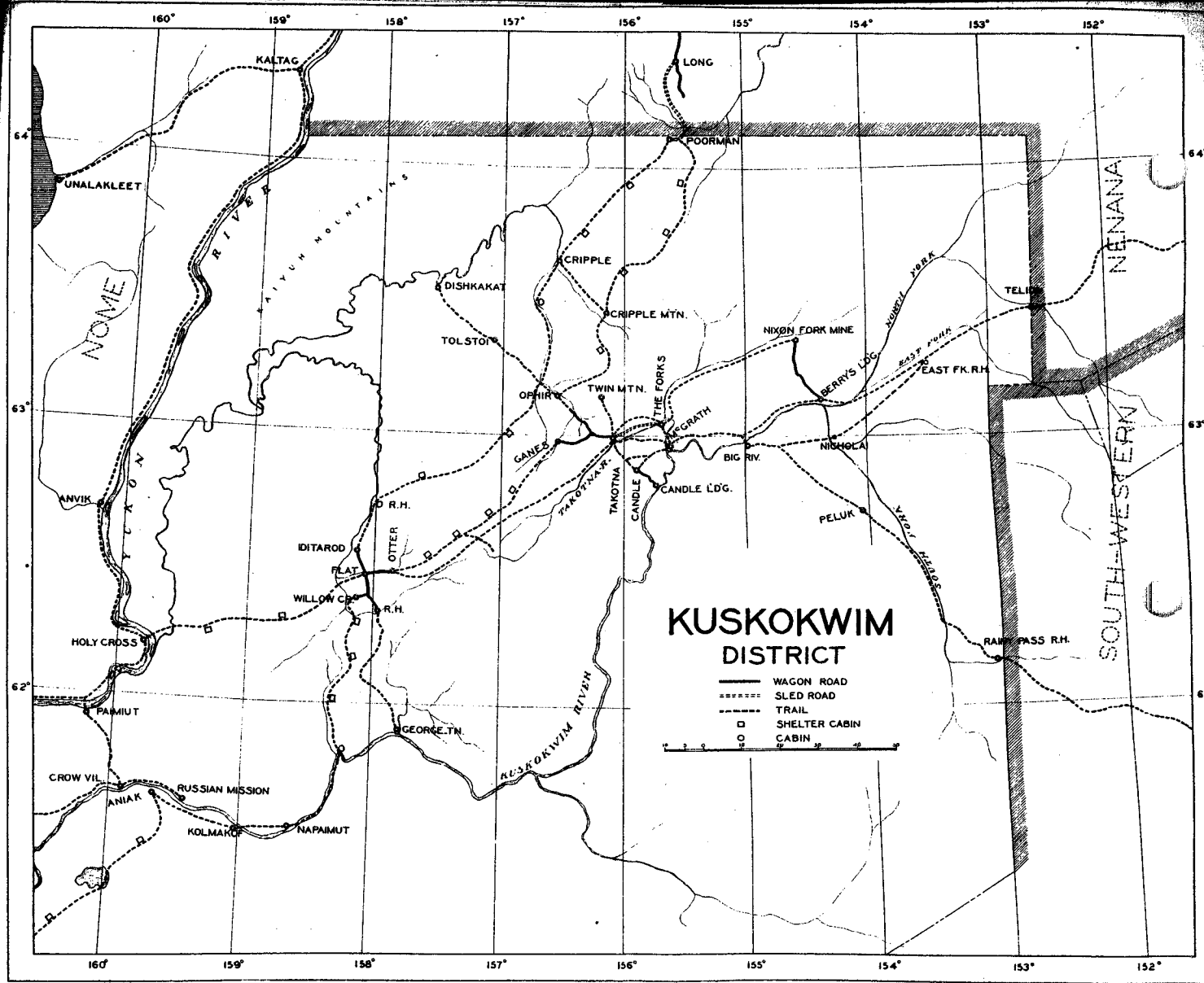
The district embraces the upper valley of the Kuskokwim River, extending west as far as the Yukon River, thus including the Iditarod and Innoko Rivers. The chief mining is centered about Iditarod, Tokotna, and Ophir.

The district comprises one of the most inaccessible parts of Alaska. Mail for Tokotna and vicinity is sent by ship from Sitka and thence by river boat up the Kuskokwim River. Mail for Iditarod and vicinity is sent by ship from Seattle to Sitka and by rail to Nenana and by river boats, owned and operated by the Territory, to Holy Cross. There it is transferred to sleds and sent up the Innoko and Iditarod Rivers. Summer mail follows this route. During the summer people go in by sled or on foot, or leave the government boat at Ruby and travel via Long and Poorman. During the winter mail and passengers leave this district over the winter trail via McDiarmid, Knights, and Kobi or Nenana. The limited development of the district together with its remoteness and the expense of road construction have prevented the construction of wagon or automobile routes.

Projects for aviation fields, and the Ganes Creek road are being actively pursued by the Territory. The remaining projects in the district are supported exclusively by the Alaska Road Commission.

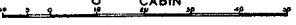
SUMMARY OF ROADS

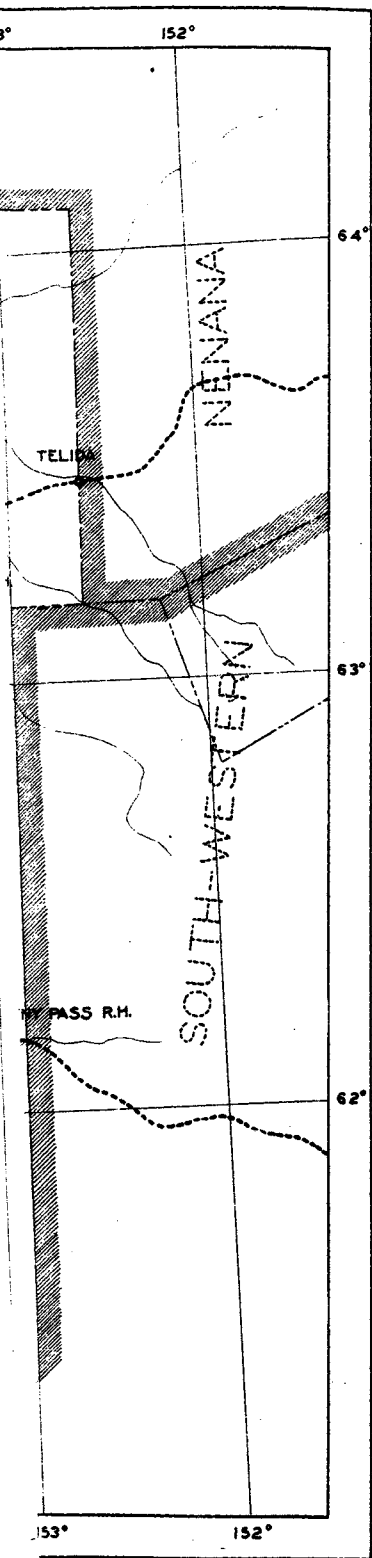
Route	Wagon Road	Sled Road	Trail	Total Miles
Big River	110	19	110	110
Iditarod	56	56	56	56
Iditarod (Summer)	93	93	93	93
Iditarod (Winter)	7	7	7	7
Iditarod (Summer)	12	12	12	12
Iditarod (Winter)	8	79	79	79
Iditarod (Summer)	62	62	62	62
Iditarod (Winter)	65	65	65	65
Iditarod (Summer)	5	5	5	5
Iditarod (Winter)	4 1/2	4 1/2	4 1/2	4 1/2
Iditarod (Summer)	3	3	3	3
Iditarod (Winter)	3	3	3	3
Iditarod (Summer)	9	9	9	9
Iditarod (Winter)	80	80	80	80
Iditarod (Summer)	75	75	75	75



KUSKOKWIM DISTRICT

— WAGON ROAD
 - - - SLED ROAD
 . . . TRAIL
 □ SHELTER CABIN
 ○ CABIN





ANNUAL REPORT ALASKA ROAD COMMISSION.

38B	Poorman-Cripple			47	47
38C	Ophir-Cripple (Winter)			47	47
38D	Ophir-Tokotna	18½		125	18½
38F	Poorman-Ophir				1½
38G	Tokotna-Tokotna Landing	1½			13
38H	Ganes Creek Road	13		12	12
64A	Cripple-Cripple Mt. (Summer)				14
64AA	Cripple-Cripple Mt. (Winter)		14	5	5
80A	McGrath-Tokotna (Summer)			18	18
80AA	McGrath-Tokotna (Winter)			94	94
80B	McGrath-Telida			11	11
80C	McGrath-Candle Creek			37	37
80D	Nixon Fork-Nixon Mine			12	12
80E	Tokotna-Twin Peaks				12
80F	Medfra-Nixon Mine	12		16½	15½
80G	Nixon Fork-Tokotna (Summer)		14½		14½
80GG	Nixon Fork-Tokotna (Winter)				
90D	Shelter Cabins				
Totals		77½	47½	1156½	1281½

SUMMARY OF EXPENDITURES

Sub-Project Number	Federal	Territorial	Construction	Maintenance	Total
20C				396.43	396.43
20DA	\$ 396.43				
20DB				463.33	463.33
32A	463.33				
32AA				74.89	74.89
32AB	74.89				
32AC	6,258.20		\$ 3,858.20	2,400.00	6,258.20
32B	225.88			225.88	225.88
32C	1,607.60		500.00	1,107.60	1,607.60
32D					
32DD		\$ 1,691.19	1,691.19		1,691.19
32E	1,950.26		1,650.26	300.00	1,950.26
32F	623.80			623.80	623.80
33C	730.95			730.95	730.95
33D					
33E	480.60			480.60	480.60
33F					
33G		(a) 1,200.00	1,200.00		1,200.00
33H					
34A	500.00		500.00		500.00
34B					
38B	475.79			475.79	475.79
38C	28,558.16		23,008.16	5,550.00	28,558.16
38D	702.59			702.59	702.59
38F					
38G		5,158.85	2,158.85	3,000.00	5,158.85
38H					
64A	611.05		611.05		611.05
64AA	60.20			60.20	60.20
80A	831.42			831.42	831.42
80AA	408.90			408.90	408.90
80B					
80C					
80D					113.16
80E	113.16		113.16		
80F				160.56	160.56
80G	160.56			108.16	108.16
80GG	108.16				1,045.52
90D		1,045.52	833.02	212.50	
Totals.....\$45,341.93		\$ 9,095.56	\$36,123.89	\$18,313.60	\$54,437.49

(a)—\$600 in money and labor contributed by the citizens of Flat, not included in expenditures.

DESCRIPTION

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

32E—This airplane landing field is located on a hill just back of the town of Tokotna. It is 500 feet wide by 1,000 feet long.

33H—This landing field is situated 1½ miles northeast of the town of Flat. The field is 400 feet wide and 1,400 feet long and is in first class condition.

34B—This is a dog sled trail connecting Iditarod with Anvik, on the Yukon River, by way of Shageluk. It was constructed the past season.

38D—This road is still under construction. It is now completed 18½ miles from Tokotna.

38H—This project includes the former routes 38H and 38L. Total length 13 miles wagon road.

64AA—This sled road branches from the Cripple-Poorman winter trail 3½ miles from Cripple and extends 14 miles up the Colorado Creek Valley to the mining operation around Cripple Mountain.

OPERATIONS DURING YEAR

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

32B—One mile of this road was surfaced. A branch road 300 feet long leading to the government radio station was repaired and surfaced.

32D—A 90-foot suspension bridge suitable for pack horses and dog sleds was constructed over Bonanza Creek.

32E—This landing field, 500 feet by 1,000 feet was cleared, grubbed and the moss removed. It was then plowed, harrowed and rolled.

33H—This landing field, 400 feet by 1,400 feet was cleared, grubbed and moss removed. It was then plowed, harrowed and rolled. The citizens of Flat and vicinity contributed \$600 in labor and money for this work.

34B—The trail from Iditarod to Shageluk was cleared through timber and staked across open places. This trail is suitable for dog sleds.

38D—The road was advanced 3½ miles during the season. The work included 3 miles graded, 2,620 linear feet pole corduroy laid and covered, two 20-foot span bridges and 36 culverts constructed, and 1,200 cubic yards gravel placed as surfacing on 2½ miles road.

38H—Two miles of road were graded and ½ mile surfaced.

64AA—This sled road suitable for use by horse

90D—Shelter cabins,

Route	Location
20DA	Yankee Creek
32AA	Fritz Roadhouse ..
32C	Brown Creek
32C	First Chance Cabin ..
32D	Donlan Creek
32D	Bonanza Creek
38B	Silver Creek
80D	Crooked Creek Hill ..

PRESENT

The transportation ne activity, are reasonably Iditarod and Innoko River winter trails, and the few service would be greatly Long road through Pool will be completed in the

DISTRIBU

Type	
Wagon Road	
Sled Road	
Trail	
Totals	

N

E. F. Bauer, Actin Assistant Ross J. Kinne

This district embrac the 158th Meridian and

On account of the le location, and the lack of able portion of the pers side, leaving on the last October and returning on at Nome from the midd the freight is landed at either up streams in he roads in winter.

ION

t II, Annual Report for 1924.
should be noted:

is located on a hill just back
et wide by 1,000 feet long.

ed 1½ miles northeast of the
wide and 1,400 feet long and

nnecting Iditarod with Anvik,
seluk. It was constructed the

struction. It is now completed

former routes 38H and 38I.

om the Cripple-Poorman winter
nds 14 miles up the Colorado
n around Cripple Mountain.

RING YEAR

han routine maintenance, may

surfaced. A branch road 300
t radio station was repaired

suitable for pack horses and
nza Creek.

t by 1,000 feet was cleared,
as then plowed, harrowed and

t by 1,400 feet was cleared,
then plowed, harrowed and
nity contributed \$600 in labor

hageluk was cleared through
s. This trail is suitable for

miles during the season. The
near feet pole corduroy laid
and 36 culverts constructed,
surfacing on 2½ miles road.

ded and ½ mile surfaced.

64AA—This sled road was cleared where necessary. It is
suitable for use by horse drawn bob sleds.

90D—Shelter cabins, 4th Division.

Route	Location	Work Done	Cost
20DA	Yankee Creek	Building barn and repairs to cabin..	\$ 486.52
32AA	Fritz Roadhouse	New stove and pipe installed	25.00
32C	Brown Creek	New stove pipe installed	5.00
32C	First Chance Cabin	New stove pipe installed	5.00
32D	Donlan Creek	Corrugated iron roof placed	77.50
32D	Bonanza Creek	12x14 cabin built, stove and bunks installed	346.50
38B	Silver Creek	Labor placing corrugated iron roof.	32.50
80D	Crooked Creek Hill	Roofing paper placed on roof	67.50
Total			\$1,045.52

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. The Tokotna-Ophir road will be completed in the season of 1926.

DISTRIBUTION OF EXPENDITURES

Type	Miles	Expenditure	Unit Cost Dollars per Mile
Wagon Road	52	\$41,810.56	\$ 804.05
Sled Road	47½	1,115.64	23.49
Trail	639½	5,624.32	8.79
Totals	739	\$48,550.52	\$ 65.70

NOME DISTRICT.

E. F. Bauer, Acting Supt., July 1, 1925 to Feb. 1, 1926

Assistant Supt., Feb. 1 to June 30, 1926

Ross J. Kinney, Supt., Feb. 1 to June 30, 1926

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

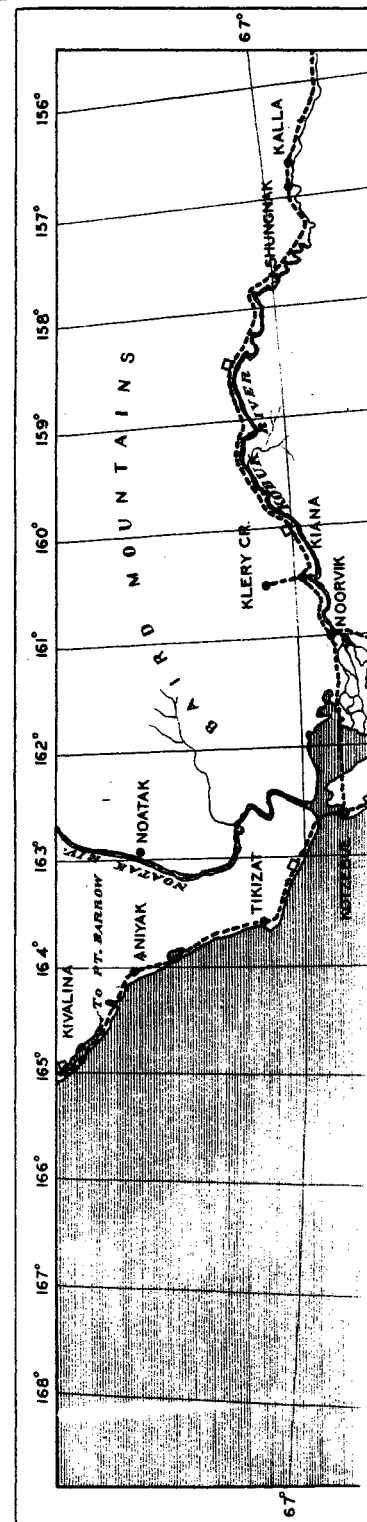
On account of the length and severity of the winter, the isolated location, and the lack of timber for protection and fuel, a considerable portion of the personnel of this District spend the winter outside, leaving on the last boat sailing from Nome the latter part of October and returning on the first 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.

Shelter cabins and aviation fields are supported exclusively by the Territory—the Seward Peninsula Railroad exclusively by the Alaska Road Commission. All other projects in this district are supported jointly by the Territory and the Alaska Road Commission.

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	3½	.....	.....	3½
13B	Bessie-Banner	3½	.....	.....	3½
13C	Bessie-Little Creek	2	.....	.....	2
13F	Nome-Osborne	5½	.....	.....	5½
13K	Bessie-Buster	5	.....	.....	5
18	Kaltag-Nome	.....	.....	.....	.....
18A	Bonanza-Kotzebue	.....	.....	280	280
18B	Golovin-Council	.....	.....	240	240
21	Unalakleet-St. Michael	.....	.....	35	35
25C	Nome-Wireless	½	.....	.....	½
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	.....	.....	.....	.....
25L	Nome Aviation Field	.....	.....	.....	.....
25M	Telephone Lines	.....	.....	.....	.....
26	Candle-Candle Creek	6	.....	.....	6
26A	Kugruk River Approach	¼	.....	.....	¼
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
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 Igloc	.....	.....	40	40
68	Flagging Trails	.....	.....	712	712
73	Marshall Road	4½	.....	.....	4½
73A	Kotlik-Marshall	.....	.....	190	190
73B	Stuyahok	.....	11	.....	11
73C	Scammon Bay Trail	.....	.....	89	89
89A	Seward Peninsula Railroad	87	.....	.....	87
90E	Shelter Cabins	.....	.....	.....	.....
Totals		280½	27	3179	3486½



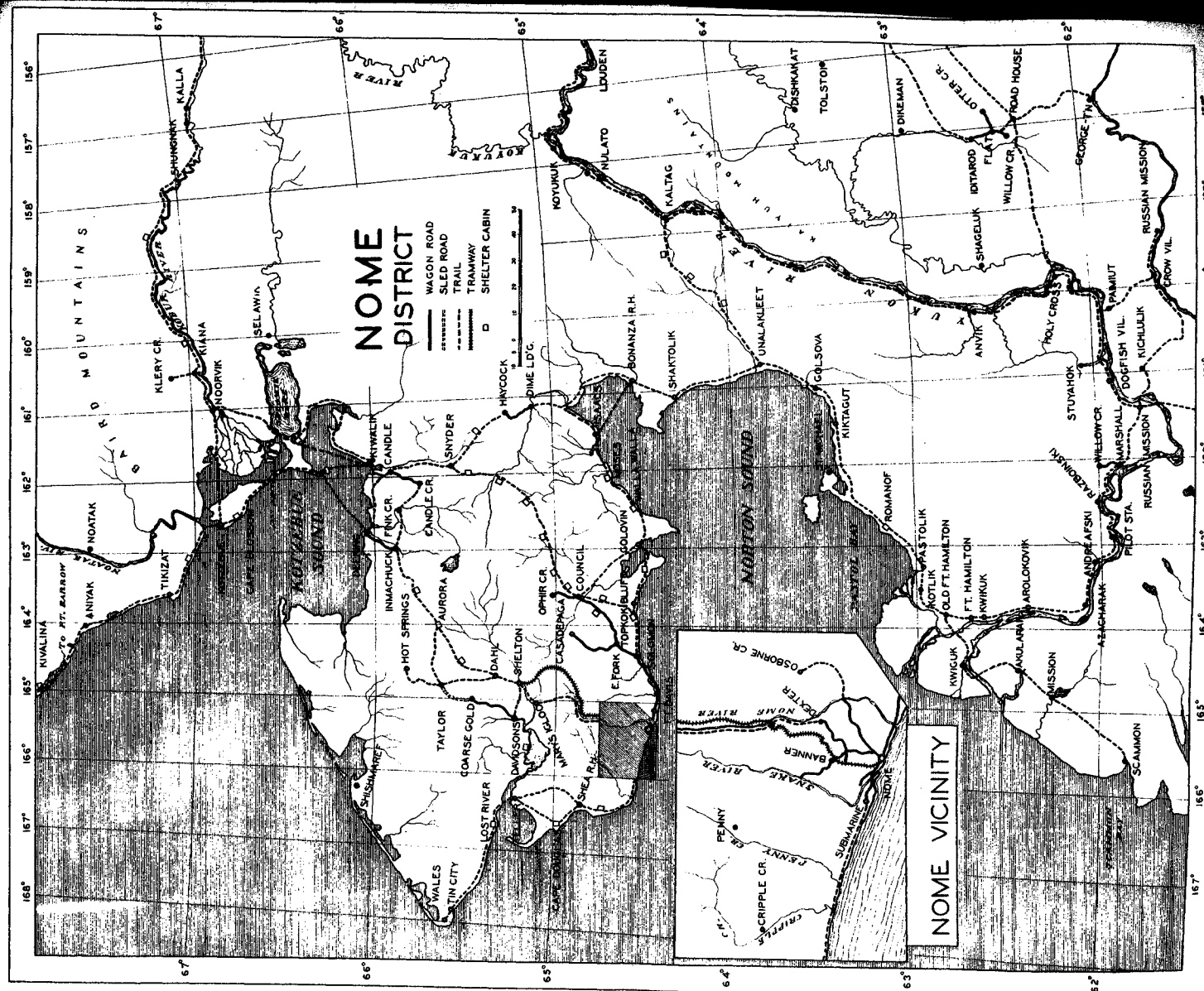
ANNUAL REPORT ALASKA ROAD COMMISSION.

Most important projects are the system of local roads extensive mining activities about Nome, the Nome and an connecting trail extending on through Dahl to the Canal. The road from Nome to Council and Casa de the system of winter trails extending throughout the district.

cabins and aviation fields are supported exclusively by the Territory—the Seward Peninsula Railroad exclusively by the Road Commission. All other projects in this district are carried jointly by the Territory and the Alaska Road Commission.

SUMMARY OF ROADS

of Route	Wagon Road	Sled Road	Trail	Total Miles
Council	57	.....	25	82
Ophir Creek	12	.....	.....	12
Paga Road	20	.....	.....	20
Creek	5	.....	.....	5
Esie	3½	.....	.....	3½
Barner	3½	.....	.....	3½
ttle Creek	2	.....	.....	2
osborne	6½	.....	.....	6½
aster	5	.....	.....	5
Nome	.....	.....	.....	.....
Kotzebue	.....	280	.....	280
Council	.....	240	.....	240
St. Michael	.....	35	.....	35
ireless	.....	60	.....	60
Center Creek	.....	.....	½	½
ife Phayakeak	.....	.....	2	2
acier	.....	.....	3	3
ver	.....	.....	3	3
ny	.....	.....	3	3
Aviation Field	.....	.....	.....	.....
ne Lines	.....	.....	.....	.....
Candle Creek	.....	.....	.....	.....
River Approach	6	.....	.....	6
ack Trail	.....	.....	¼	¼
Inmachuk	25	.....	.....	25
Candle Trail	.....	.....	.....	.....
olor	.....	152	.....	152
Candle Winter Trail	.....	135	.....	135
ary Creek	.....	164	.....	164
Shungnak	.....	12	.....	12
Point Barrow	.....	200	.....	200
et-Kotlik Trail	.....	.....	500	500
's Landing-Taylor	24	16	.....	40
Creek	9	.....	.....	9
eller	.....	.....	.....	.....
pe Prince of Wales	.....	80	.....	80
uestone	.....	142	.....	142
ey's Igloo	.....	18	.....	18
Trails	.....	40	.....	40
Road	.....	712	.....	712
arshall	4½	.....	.....	4½
Bay Trail	.....	11	.....	11
Peninsula Railroad	87	.....	.....	87
cabins	.....	.....	.....	.....
ails	280½	27	3179	3480½



SUMMARY OF EXPENDITURES.

Sub-Project Number	Federal	Territorial	Construction	Maintenance	Total
8	\$ 7,632.43	\$16,970.00(a)	\$ 8,402.43	\$16,200.00	\$24,602.43
8D					
8H					
8J	227.52	500.00		727.52	727.52
13A	2,831.90	3,500.00	4,931.90	1,400.00	6,331.90
13B	288.91	450.00		738.91	738.91
13C	641.82	900.00	500.00	1,041.82	1,541.82
13F	51.42	90.00		141.42	141.42
13K	1,821.95	2,800.00	3,121.95	1,500.00	4,621.95
18	1,169.88	1,800.00	2,000.00	969.88	2,969.88
18A	84.78	150.00		234.78	234.78
18B					
21	62.28	100.00		162.28	162.28
25C					
25D	42.15	80.00		122.15	122.15
25E	119.39	240.00		359.39	359.39
25F	1,189.41	1,200.00	1,489.41	900.00	2,389.41
25G	463.53	500.00		963.53	963.53
25K					
25L		2,500.00	2,500.00		2,500.00
25M		2,149.10		2,149.10	2,149.10
26	520.69	500.00		1,020.69	1,020.69
26A					
26B					
27	2,495.06	3,000.00	1,500.00	3,995.06	5,495.06
28					
28A	155.68	300.00		455.68	455.68
37					
41					
41A					
41B	1,041.56	859.28	1,900.84		1,900.84
42					
49	1,016.84	1,600.00		2,616.84	2,616.84
62	1.50	1.00		2.50	2.50
67	297.90	400.00		697.90	697.90
67A					
67B					
67C					
68	1,443.40	2,600.00		4,043.40	4,043.40
73					
73A					
73B					
73C	400.00	700.00	1,100.00		1,100.00
89A	25,049.25		7,649.25	17,400.00	25,049.25
90B		2,672.08	1,754.55	917.53	2,672.08
Totals	\$49,049.25	\$46,561.46(b)	\$36,850.33	\$58,760.38	\$95,610.71

(a)—Includes \$5,740.28 miscellaneous refunds and reimbursements on account of improvement of Nome Harbor.

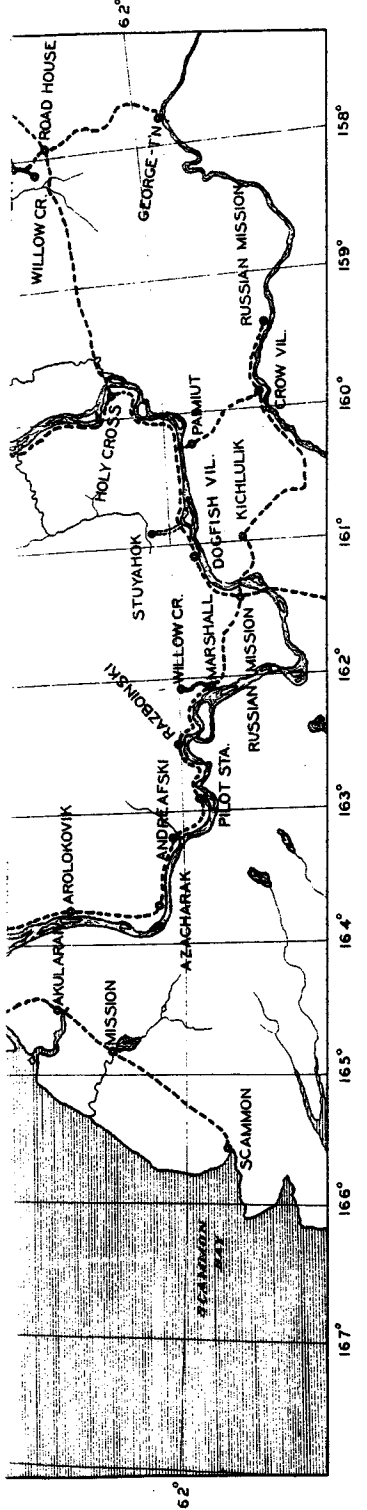
(b)—\$2,500.00 additional was appropriated for Nome Harbor and was deposited to the credit of River and Harbor funds.

DESCRIPTION

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

25K—This dock, located inside the jetties of Nome Harbor, was built during the summer of 1924 with funds contributed by the town of Nome.

25L—This airplane landing field is situated 2 miles north of Nome on the Nome-Bessie road. It is built in two perpendicular runways, each 200 feet wide and 1,400 feet long.



25M—This project includes telephone lines from Nome to various points on Seward Peninsula.

73C—This trail leaves the Kotlik-Marshall trail at Old Fort Hamilton and extends across the Delta of the Yukon River via Akularak Mission and Black River to Scammon Bay.

OPERATIONS DURING THE YEAR

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

8—Three-fourths of a mile of new road (relocation) was built north of the Bonanza River crossing, made necessary by the encroachment of Solomon River.

8H—One mile of corduroy was laid over the Ruby divide. Old railroad ties delivered the previous winter were used.

13A—Additional surfacing material was placed over the entire route.

18—Cable suspension bridges suitable for the use of foot passengers or dog sleds were erected as follows: 10 Mile crossing of Kaltag River, 100-foot span; Old Woman River, 250-foot span; South River, 200-foot span and Soroski River, 200-foot span.

25L—The north and south runway was completed to a width of 150 feet and the east and west runway to a width of 100 feet. The field is in excellent condition for landing though both runways will be widened to full 200 feet.

25M—The telephone lines from Nome to Candle, Candle to Golovin, Nome to Kougarok and from Candle to Deering and Keevalik were repaired and maintained. This work was performed under the authority of the Act of April 30, 1925 of the Territorial Legislature, which act provided funds for the above purpose.

68—368½ miles temporary trails flagged.

73C—Permanent stakes and beacons at river crossings were placed over the entire route. Fir stakes 2"x4", 8 feet high were placed between Black River and Scammon Bay, 30 miles, the remainder being staked with native timber available.

89A—The track from Nome to the dredge operations at 5 Mile was raised from 6 inches to 2 feet, ballasted and realigned. The track was moved back from the river at 30 Mile and realigned. Temporary realigning and blocking up were carried out from Mile 60 to 83 to provide for light traffic.

90B—Shelter cabins 2nd Division.

Route	Location
8	East Fork Solomo
8	Fox River
18	Topkok
18	Moses
18	Cheokuk
18	Whaleback
18	Walla Walla
18	Kaltag Mile 22
18A	Quartz Cr.
18A	Callahans
18A	Choris Pen.
18A	Arctic Circle
28A	Nome River
41A	Hunt River
41B	Aukiluk
41B	Kivalina
41B	Tulukuk
41B	Head Choris Penins
67	Cape Douglas and Woolley
67A	Lost River
67C	Agiapuk

PRESENT

The Nome local roads weather but are apt to Nome-Bessie road, which per cent of traffic, should

The Nome-Council road be carried. In favorable as far as East Fork. Be part and is passable for

The Nome-Shelton cars and gasoline speed it is suitable for ten ton Creek, Mile 60, it is suitable for tons. It should be well marked with surf

The winter trails have and part of the permanent is not entirely satisfactory willows were available be well marked with surf

DISTRIBUTION

Type	
Wagon Road	.....
Tramway	.....
Sled Road	.....
Permanent Trails	.....
Temporary Trails	.....
Totals	.....

lines from Nome to various

Marshall trail at Old Fort
ta of the Yukon River via
scammon Bay.

THE YEAR

in routine maintenance, may

road (relocation) was built
made necessary by the en-

over the Ruby divide. Old
ter were used.

was placed over the entire

e for the use of foot passen-
llows: 10 Mile crossing of
River, 250-foot span; South
, 200-foot span.

was completed to a width
way to a width of 100 feet.
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This work was performed
1 30, 1925 of the Territorial
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as at river crossings were
ces 2"x4", 8 feet high were
mon Bay, 30 miles, the re-
er available.

dredge operations at 5 Mile
llasted and realigned. The
at 30 Mile and realigned.
ere carried out from Mile 60

Route	Location	Work Done	Cost
8	East Fork Solomon	Stove	\$ 19.51
8	Fox River	Wood delivery	50.00
18	Topkok	Repairs, etc.	62.40
18	Moses	Repairs, Cabin and dog barn	117.60
18	Cheokuk	Repairs	35.00
18	Whaleback	Cabin and stove	350.00
18	Walla Walla	Cabin and dog barn reconstructed, stove, etc.	217.50
18	Kaltag Mile 22	Cabin and stove	350.00
18A	Quartz Cr.	Stove, etc.	22.45
18A	Callahans	Repairs, stove and wood	87.80
18A	Choris Pen.	Materials	5.35
18A	Arctic Circle	Stove	15.00
28A	Nome River	Outfit car	112.62
41A	Hunt River	Cabin built	298.09
41B	Aukiluk	Repairs	103.80
41B	Kivalina	General Repairs	190.00
41B	Tulukuk	Materials and Freight	175.00
41B	Head Choris Peninsula	Materials and Freight	175.00
67	Cape Douglas and Woolley	Repairs	186.00
67A	Lost River	Materials for barn	39.05
67C	Agiapuk	Repairs, Cabin and barn	150.00
Total			\$2,672.98

PRESENT CONDITION AND NEEDS

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

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 Little Creek, Mile 5, it is suitable for ten ton loads and from Little Creek to Sherrette Creek, Mile 60, it is suitable for use by vehicles with loads up to four tons. It should be made suitable for this latter traffic throughout.

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. All these trails should be well marked with suitable stakes.

DISTRIBUTION OF EXPENDITURES

Type	Miles	Expenditure	Unit Cost Dollars per Mile
Wagon Road	171½	\$51,208.68	\$ 298.59
Tramway	87	25,049.25	287.92
Sled Road	16	216.84	13.55
Permanent Trails	1,409	7,771.36	5.51
Temporary Trails	368½	4,043.40	10.97
Totals	2,052	\$88,289.53	\$ 43.03

SUMMARY OF FUNDS EXPENDED BY DISTRICTS.

District	COOPERATIVE FUNDS		Total
	Federal	Territorial	
Juneau Headquarters			
Southeastern	\$ 32,649.82 (a)	\$ 24,577.01 (b)	\$ 57,226.83
Eagle		845.13	845.13
Bethel		440.00	440.00
Valdez	2,957.45	7,550.00	10,507.45
Chitina	6,876.35	4,283.22	11,159.57
Fairbanks	3,061.88	5,040.54 (c)	8,102.42
Nenana	8,101.48	15,235.15	23,336.63
Southwestern	20,192.87	18,786.81 (d)	38,979.68
Kuskokwim		9,095.56	9,095.56
Nome	49,049.25	45,561.46 (e)	95,610.71
Totals	\$122,889.10	\$132,414.88	\$255,303.98

- (a)—Includes \$290.17 allotted by the Quartermaster General.
- (b)—Includes \$562.01 contributed by the National Park Service and \$415.00 from sale of Territorial property.
- (c)—Includes \$802.00 from the Fairbanks Exploration Co. and \$955.00 from the City of Fairbanks, on account of furnishing gravel from dragline.
- (d)—Includes \$500.00 reimbursement from Alaska Railroad on account of Moose Creed road work in 1925.
- (e)—Includes \$5,740.28 miscellaneous refunds and reimbursements on account of improvement of Nome Harbor.

TOTAL FUNDS

District	Construction	Maintenance	Total
Juneau Office and General Overhead (a)	\$ 12,217.29	\$ 22,100.00	\$ 34,317.29
Southeastern	42,167.17	15,059.66	57,226.83
Eagle	9,026.27	10,303.56	19,329.83
Bethel	2,325.12	1,043.79	3,368.91
Valdez	114,850.69	79,147.44	193,998.13
Chitina	144,449.91	101,746.29	246,196.20
Fairbanks	286,714.96	112,210.19	398,925.15
Nenana	30,975.67	28,997.65	59,973.32
Southwestern	112,344.08	35,589.75	147,933.83
Kuskokwim	36,123.89	18,313.60	54,437.49
Nome	36,850.33	58,760.38	95,610.71
Totals	\$828,045.38	\$483,272.31	\$1,311,317.69*

- *Includes \$1,047.50 General Accounting Office settlements.
- (a)—Includes expenses of sub-offices in Seattle, Wash., and Washington, D. C.

SPECIAL REPORTS.

INVESTIGATION AND REPORT REQUIRED BY THE ACT OF CONGRESS APPROVED JUNE 30, 1921.

Nome-Shelton-Kugruk River-Keewalik Reconnaissance

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

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

the Commission had a preliminary and prospective routes of construction in the fall of 1921. The summer of 1922.

Report dated December 20, 1922, and printed in House Document No. 404, fourth session. A plan of improvement from Shelton to Dahl, extending 12 miles, at \$12,500 per mile from Dahl to Inmachuk, improving trail standard, including bridge from Inmachuk to Candle Creek, at \$13,500 per mile.

Total

Maintenance is to be provided from own funds, supplemented by

The above report was issued on December 20, 1922. It covers improvement of the system on the Seward Peninsula, Alaska, introduced by Delegate Sutherland and reported out by the Commission in accordance with the recommendation that it do pass.

It passed the House of Representatives in February, 1925, but failed on the Territories before the

Delegate Sutherland reported it in the Ninth Congress. It was passed on the Territories in April, 1926.

INVESTIGATION AND REPORT REQUIRED BY THE ACT OF CONGRESS APPROVED JUNE 30, 1921.

Total

Reports dated December 20, 1922, preliminary examination required by the river and harbors, and were submitted in Document No. 193, Sixty-

Recommendation is made by the United States for improvement by snagging, and by wide beaver dam and providing water, at an estimated cost

ND DISBURSEMENTS.

and placed in the account,

.....	\$ 46,390.32
.....	103,548.29
.....	1,252,626.56
.....	11,885.47*
.....	9,279.09
.....	710.85
.....	2,672.00
.....	<u>\$1,427,112.58</u>

United	
25.....	\$46,390.32
.....	11,885.47
.....	9,279.09
.....	710.85
.....	2,672.00
	<u>70,937.73</u>
	\$1,356,174.85

TS	
.....	\$1,310,270.19**
ices	45,904.66
	<u>\$1,356,174.85</u>

General Accounting Office.
 Unst available appropriations
 or free freight and passenger
 71, furnished by The Alaska

EXPENDITURES IN DETAIL.

Federal Appropriations, Alaska Fund and Funds Contributed
 by the Territory of Alaska and Others

Acct. No.	Name of Route	Construction	Maintenance	Totals
3A	Haines-Wells	\$ 2,060.00	\$ 6,025.14	\$ 8,085.14
3B	Pleasant Camp Extension, 1st Sec.	13,050.00	5,120.00	18,170.00
3B	Pleasant Camp Extension, 2nd Sec.	15,500.00	.....	15,500.00
3B	Pleasant Camp Extension, 3rd Sec.	7,511.69	.....	7,511.69
3C	Porcupine Extension .....	.....	25.00	25.00
3D	Haines-Mud Bay .....	.....	261.75	261.75
3E	Haines-Chilkoot .....	.....	64.50	64.50
4BA	Valdez-Ptarmigan Drop, 1st Sec.	9,700.00	9,200.00	18,900.00
4BA	Valdez-Ptarmigan Drop, 2nd Sec.	11,200.00	8,000.00	19,200.00
4BA	Valdez-Ptarmigan Drop 3rd. Sec.	10,625.00	7,300.00	17,925.00
4BA	Valdez-Ptarmigan Drop, 4th Sec.	14,070.00	5,060.00	19,130.00
4BA	Valdez-Ptarmigan Drop, 5th Sec.	15,130.68	3,000.00	18,130.68
4BB	Ptarmigan Drop-Ernestine, 1st Sec.	8,300.00	8,030.00	16,330.00
4BB	Ptarmigan Drop-Ernestine, 2nd Sec.	9,520.00	10,100.00	19,620.00
4BB	Ptarmigan Drop-Ernestine, 3rd Sec.	7,227.69	10,042.00	17,269.69
4C	Ernestine-Willow Creek, 1st Sec.	10,130.00	8,520.00	18,650.00
4C	Ernestine-Willow Creek, 2nd Sec.	12,130.31	6,205.00	18,335.31
4D	Willow Creek-Gulkana, 1st Sec.	12,200.00	6,300.00	18,500.00
4D	Willow Creek-Gulkana, 2nd Sec.	14,204.39	4,900.00	19,104.39
4D	Willow Creek-Gulkana, 3rd Sec.	13,100.00	4,000.00	17,100.00
4E	Gulkana-Sourdough	500.00	7,816.20	8,316.20
4F	Sourdough-Mile 168	8,754.59	5,400.00	14,154.59
4G	Mile 168-Delta River, 1st Sec.	6,000.00	9,800.00	15,800.00
4G	Mile 168-Delta River, 2nd Sec.	5,711.00	9,400.00	15,111.00
4H1	Delta River-Rapids, 1st Sec.	7,250.00	9,100.00	16,350.00
4H1	Delta River-Rapids, 2nd Sec.	9,300.00	8,200.00	17,500.00
4H1	Delta River-Rapids, 3rd Sec.	8,101.57	9,020.00	17,121.57
4H2	Rapids-Grundler, 1st Sec.	9,210.00	10,150.00	19,360.00
4H2	Rapids-Grundler, 2nd Sec.	10,307.69	9,050.00	19,357.69
4I	Grundler-Richardson, 1st Sec.	8,500.00	4,200.00	12,700.00
4I	Grundler-Richardson, 2nd Sec.	6,690.00	5,720.00	12,410.00
4J	Richardson-Salchaket, 1st Sec.	10,500.00	5,420.00	15,920.00
4J	Richardson-Salchaket, 2nd Sec.	8,180.00	7,600.00	15,780.00
4J	Richardson-Salchaket, 3rd Sec.	10,492.64	5,190.00	15,682.64
4K	Salchaket-Fairbanks, 1st Sec. ....	.....	9,210.00	9,210.00
4K	Salchaket-Fairbanks, 2nd Sec.	15,077.92	4,020.00	19,097.92
4KA	Salcha Bridge	12,207.89	2,725.00	14,932.89
5A	Dunbar-Fort Gibbon .....	.....	1,440.48	1,440.48
6A	Willow Creek-Tonsina, 1st Sec.	7,600.00	3,275.00	10,875.00
6A	Willow Creek-Tonsina, 2nd Sec.	8,035.85	2,475.00	10,510.85
6B	Tonsina-Chitina	5,220.08	7,220.00	12,440.08
6D	Chitina Depot	3,380.78	750.00	4,130.78
7A	Summit-Chatanika	8,354.40	4,500.00	12,854.40
7D	Ester Creek	920.00	2,279.01	3,199.01
7G	Fairbanks-Gilmore, 1st Sec.	13,427.00	3,800.00	17,227.00
7G	Fairbanks-Gilmore, 2nd Sec.	14,503.87	2,700.00	17,203.87
7I	Gilmore-Summit	4,514.38	3,100.00	7,614.38
7J	Fairbanks-Chena Hot Springs.	500.00	1,203.06	1,703.06
7V	Fairbanks-Wireless Road .....	.....	15.00	15.00
8	Nome-Council, 1st Sec.	2,000.00	14,050.00	16,050.00
8	Nome-Council, 2nd Sec.	6,402.43	2,150.00	8,552.43

Acct. No.	Name of Route	Construction	Maintenance	Totals
8H	Casa de Paga		727.52	727.52
11A	Eagle-Liberty		1,835.80	1,835.80
11AA	American Summit-King Solomon	5,429.14	1,000.00	6,429.14
11B	Liberty-Fortymile		171.50	171.50
11C	Steel Creek-Jack Wade		325.25	325.25
11CC	Steel Creek-Jack Wade (Summer)		162.50	162.50
11D	Steel Creek-Walker's Fork		308.20	308.20
11E	Eagle-Seventymile	910.00	1,301.80	2,211.80
11F	Jack Wade-Chicken		814.20	814.20
11G	Steel Creek-Canyon Creek		92.00	92.00
11H	Liberty Cabin-Dome		77.15	77.15
11I	Dome-Steel Creek	500.00	1,485.49	1,985.49
11L	Franklin-Chicken Creek		156.50	156.50
11M	Jack Wade - Walker's Fork (Summer)		125.00	125.00
11MM	Jack Wade-Mouth of Walker's Fork		114.50	114.50
13A	Nome-Bessie	4,931.90	1,400.00	6,331.90
13B	Bessie-Banner		738.91	738.91
13C	Bessie-Little Creek	500.00	1,041.82	1,541.82
13F	Nome-Osborne		141.42	141.42
13K	Bessie-Buster	3,121.95	1,500.00	4,621.95
14A	Sitka National Monument	300.00	1,272.65	1,572.65
14B	Sitka National Cemetery	150.00	631.82	781.82
15	Circle-Miller House		3,135.91	3,135.91
16	Chatanika-Miller House, 1st Sec.	8,210.00	10,130.00	18,340.00
16	Chatanika-Miller House, 2nd Sec.	16,127.00	3,000.00	19,127.00
16	Chatanika-Miller House, 3rd Sec.	17,800.00	2,009.00	19,809.00
16	Chatanika-Miller House, 4th Sec.	19,725.00		19,725.00
16	Chatanika-Miller House, 5th Sec.	19,910.00		19,910.00
16	Chatanika-Miller House, 6th Sec.	19,850.00		19,850.00
16	Chatanika-Miller House, 7th Sec.	19,975.00		19,975.00
16	Chatanika-Miller House, 8th Sec.	19,703.48		19,703.48
17	Fort Gibbon-Kaltag		514.00	514.00
18	Kaltag-Nome	2,000.00	969.88	2,969.88
18A	Bonanza-Kotzebue		234.78	234.78
20DA	Tokotna-Ophir		396.43	396.43
21	Unalakleet-St. Michael		162.28	162.28
22	Hot Springs-Sullivan Creek		3,075.95	3,075.95
23A	Snowshoe-Beaver		916.81	916.81
23B	Beaver-Caro	5,250.00	9,220.10	14,470.10
23C	Big Creek	1,060.00	907.57	1,967.57
23D	Caro-Flat Creek		529.32	529.32
25D	Mouth of Center Creek		122.15	122.15
25E	Submarine Paystreak		359.39	359.39
25F	Anvil-Glacier	1,489.41	900.00	2,389.41
25G	Snake River Extension		963.53	963.53
25L	Nome Aviation Field	2,500.00		2,500.00
25M	Seward Peninsula Telephone Lines		2,149.10	2,149.10
26	Candle-Candle Creek		1,020.69	1,020.69
27	Deering-Inmachuk	1,500.00	3,995.06	5,495.06
28A	Nome-Taylor		455.68	455.68
29	Fort Gibbon-Bettles		780.75	780.75
29A	Bettles-Coldfoot		130.75	130.75
30	Hot Springs Landing-Eureka	1,500.00	5,473.77	6,973.77
30A	Hot Springs-Tofty	600.00	658.47	1,258.47
31	Caribou Creek		125.71	125.71
32A	Tokotna-Flat (Summer)		463.33	463.33
32AC	Candle Creek-Tokotna		74.89	74.89

Acct. No.	Name of Route
32B	Iditarod-Flat
32C	Ophir-Iditarod (Winter)
32D	Flat-Crooked Creek (W)
32E	Tokotna Aviation Field
32F	Tokotna Depot
33C	Flat City-Flat Creek
33D	Head Flat Creek-Willow
33F	Flat City-Otter Discover
33H	Flat Aviation Field
34B	Iditarod-Shageluk
35A	Archangel Extension
35AA	Sherry Branch
35AB	Fairangel Extension
35D	Willow Creek Extension
35E	Wasilla-Fishhook
35F	Wasilla-Knik
35H	Wasilla-Finger Lake-Pa
35J	Wasilla-Matanuska
35K	Matanuska Trunk Road
35N	Houston-Willow Creek
36	Mineral Creek
36A	Granby Road
38A	Ruby-Long
38C	Ophir-Cripple
38D	Ophir-Tokotna, 1st Sec
38D	Ophir-Tokotna, 2nd Sec
38E	Long-Poorman (Summe
38F	Poorman-Ophir
38H	Ganes Creek Road
38K	Ruby Aviation Field
40	Douglas-Gastineau Cha
41B	Kotzebue-Point Barrow
44A	Skagway-Snuggler's Co
46	Kobi-Eureka
46D	McKinley Park Road,
46D	McKinley Park Road,
46D	McKinley Park Road,
46E	Diamond-Telida
46F	Nenana Cemetery
46G	Kobi-Bonnifield
46H	Lake Minchumina
47	Field
47A	Coldfoot-Wiseman
48	Wiseman Aviation Fiel
48	Iliamna Bay-Iliamna L
49	Davidson's Landing-Ta
51	Talkeetna-Cache Creek
51A	Cache Creek Trail
51B	Peters Creek Trail
51C	Upper Yentna
53	Eagle-Circle
53A	Circle-Fort Yukon
53B	Fort Yukon Aviation F
54	Chisana-Nizina
55	Kenai-Russian River
57	McCarthy-Nizina
57A	Nizina River Bridge
59	Fairbanks Bridge
59A	Fairbanks Depot
61	Strelana-Kuskulana
62	Dime Creek
63	Dunbar-Brooks
63B	Brooks-Amy Creek
63C	Brooks Tram
63E	Livengood Aviation Fi
64AA	Cripple-Cripple Mount
65A	Gulkana-Chistochina, 1
65A	Gulkana-Chistochina, 2
65D	Ketchumstuk-Tanana
65E	Chicken-Ketchumstuk

Construction	Maintenance	Totals
.....	727.52	727.52
.....	1,835.80	1,835.80
4,291.14	1,000.00	6,429.14
.....	171.50	171.50
.....	325.25	325.25
.....	162.50	162.50
.....	308.20	308.20
910.00	1,301.80	2,211.80
.....	814.20	814.20
.....	92.00	92.00
.....	77.15	77.15
500.00	1,485.49	1,985.49
.....	156.50	156.50
.....	125.00	125.00
.....	114.50	114.50
931.90	1,400.00	6,331.90
.....	738.91	738.91
500.00	1,041.82	1,541.82
.....	141.42	141.42
1,219.95	1,500.00	4,621.95
300.00	1,272.65	1,572.65
150.00	631.82	781.82
.....	3,135.91	3,135.91
210.00	10,130.00	18,340.00
127.00	3,000.00	19,127.00
800.00	2,009.00	19,809.00
725.00	.....	19,725.00
910.00	.....	19,910.00
850.00	.....	19,850.00
975.00	.....	19,975.00
703.48	.....	19,703.48
.....	514.00	514.00
900.00	969.88	2,969.88
.....	234.78	234.78
.....	396.43	396.43
.....	162.28	162.28
.....	3,075.95	3,075.95
.....	916.81	916.81
250.00	9,220.10	14,470.10
960.00	907.57	1,967.57
.....	529.32	529.32
.....	122.15	122.15
.....	359.39	359.39
489.41	900.00	2,389.41
.....	963.53	963.53
500.00	.....	2,500.00
.....	2,149.10	2,149.10
.....	1,020.69	1,020.69
500.00	3,995.06	5,495.06
.....	455.68	455.68
.....	780.75	780.75
.....	130.75	130.75
500.00	5,473.77	6,973.77
500.00	658.47	1,258.47
.....	125.71	125.71
.....	463.33	463.33
.....	74.89	74.89

Acct. No.	Name of Route	Construction	Maintenance	Totals
32B	Iditarod-Flat	3,858.20	2,400.00	6,258.20
32C	Ophir-Iditarod (Winter) .....	.....	225.88	225.88
32D	Flat-Crooked Creek (Winter)	500.00	1,107.60	1,607.60
32E	Tokotna Aviation Field	1,691.19	.....	1,691.19
32F	Tokotna Depot	1,650.26	300.00	1,950.26
33C	Flat City-Flat Creek .....	.....	623.80	623.80
33D	Head Flat Creek-Willow Creek .....	.....	730.95	730.95
33F	Flat City-Otter Discovery .....	.....	480.60	480.60
33H	Flat Aviation Field	1,200.00	.....	1,200.00
34B	Iditarod-Shageluk	500.00	.....	500.00
35A	Archangel Extension	1,200.00	1,767.42	2,967.42
35AA	Sherry Branch	1,119.32	.....	1,119.32
35AB	Fairangel Extension	104.20	.....	104.20
35D	Willow Creek Extension .....	.....	2,865.60	2,865.60
35E	Wasilla-Fishhook .....	.....	4,284.58	4,284.58
35F	Wasilla-Knik	2,610.00	2,055.62	4,665.62
35H	Wasilla-Finger Lake-Palmer .....	.....	220.30	220.30
35J	Wasilla-Matanuska	3,520.00	2,317.62	5,837.62
35K	Matanuska Trunk Road .....	.....	391.50	391.50
35N	Houston-Willow Creek .....	.....	249.00	249.00
36	Mineral Creek	6,817.01	3,341.00	10,158.01
36A	Granby Road .....	.....	349.44	349.44
38A	Ruby-Long .....	.....	4,183.79	4,183.79
38C	Ophir-Cripple .....	.....	475.79	475.79
38D	Ophir-Tokotna, 1st Sec.	10,240.00	2,340.00	12,580.00
38D	Ophir-Tokotna, 2nd Sec.	12,768.16	3,210.00	15,978.16
38E	Long-Poorman (Summer)	11,725.88	2,200.00	13,925.88
38F	Poorman-Ophir .....	.....	702.59	702.59
38H	Ganes Creek Road	2,158.85	3,000.00	5,158.85
38K	Ruby Aviation Field	600.00	.....	600.00
40	Douglas-Gastineau Channel	2,102.16	800.00	2,902.16
41B	Kotzebue-Point Barrow	1,900.84	.....	1,900.84
44A	Skagway-Smuggler's Cove .....	.....	558.80	558.80
46	Kobi-Eureka .....	.....	659.75	659.75
46D	McKinley Park Road, 1st Sec.	15,230.00	49.16	15,279.16
46D	McKinley Park Road, 2nd Sec.	18,200.00	.....	18,200.00
46D	McKinley Park Road, 3rd Sec.	19,060.24	.....	19,060.24
46E	Diamond-Telida .....	.....	968.89	968.89
46F	Nenana Cemetery .....	.....	619.20	619.20
46G	Kobi-Bonnifield .....	.....	60.90	60.90
46H	Lake Minchumina Aviation Field	750.00	.....	750.00
47	Coldfoot-Wiseman .....	.....	657.24	657.24
47A	Wiseman Aviation Field	2,000.00	.....	2,000.00
48	Iliamna Bay-Iliamna Lake	5,770.00	725.00	6,495.00
49	Davidson's Landing-Taylor .....	.....	2,616.84	2,616.84
51	Talkeetna-Cache Creek	2,000.00	8,229.12	10,229.12
51A	Cache Creek Trail	1,270.00	706.28	1,976.28
51B	Peters Creek Trail	3,807.93	620.00	4,427.93
51C	Upper Yentna	1,114.91	.....	1,114.91
53	Eagle-Circle	742.00	941.78	1,683.78
53A	Circle-Fort Yukon .....	.....	1,219.65	1,219.65
53B	Fort Yukon Aviation Field	1,190.89	.....	1,190.89
54	Chisana-Nizina	770.19	.....	770.19
55	Kenai-Russian River	1,200.00	1,908.87	3,108.87
57	McCarthy-Nizina	9,291.88	6,290.00	15,581.88
57A	Nizina River Bridge	3,000.00	3,876.35	6,876.35
59	Fairbanks Bridge .....	.....	13.85	13.85
59A	Fairbanks Depot	3,403.09	.....	3,043.09
61	Strelna-Kuskulana .....	.....	1,321.44	1,321.44
62	Dime Creek .....	.....	2.50	2.50
63	Dunbar-Brooks	2,500.00	1,706.02	4,206.02
63B	Brooks-Amy Creek .....	.....	277.10	277.10
63C	Brooks Tram .....	.....	4,190.59	4,190.59
63E	Livengood Aviation Field	294.00	.....	294.00
64AA	Cripple-Cripple Mountain	611.05	.....	611.05
65A	Gulkana-Chistochina, 1st Sec.	13,500.00	2,185.00	15,685.00
65A	Gulkana-Chistochina, 2nd Sec.	5,600.06	.....	5,600.06
65D	Ketchumstuk-Tanana Crossing .....	.....	807.00	807.00
65E	Chicken-Ketchumstuk .....	.....	144.50	144.50

Acct. No.	Name of Route	Construction	Maintenance	Totals
65F	Grundler-Tanana Crossing	602.26		602.26
65G	Slana-Chisana Reconnaissance	385.04		385.04
67	Nome-Teller		697.90	697.90
68	Flagging Trails		4,043.40	4,043.40
73C	Old Hamilton-Scammon Bay	1,100.00		1,100.00
75	Anchorage-Eagle River	4,973.60	5,800.00	10,773.60
75B	Anchorage-Whitney	3,627.47	1,500.00	5,127.47
75D	Anchorage Warehouse		427.98	427.98
75E	McDonald Road	605.13	150.00	755.13
76	Cantwell-Valdez Creek		21.00	21.00
79	Seward Warehouse		16.00	16.00
80	Minchumina Portage Recon.	500.00		500.00
80A	McGrath-Tokotna (Summer)		60.20	60.20
80AA	McGrath-Tokotna (Winter)		831.42	831.42
80B	McGrath-Telida		408.90	408.90
80E	Tokotna-Twin Peaks	113.16		113.16
80G	Tokotna-Nixon Fork (Summer)		160.56	160.56
80GG	Tokotna-Nixon Fork (Winter)		108.16	108.16
81	Good Creek-Salmon River	1,493.32	300.00	1,793.32
86	Fourth of July Creek	600.00	440.39	1,040.39
88	Ferry-Eva Creek	10,156.79	1,400.00	11,556.79
89A	Seward Peninsula Railroad, 1st Sec.	7,649.25	4,200.00	11,849.25
89A	Seward Peninsula Railroad, 2nd Sec.		13,200.00	13,200.00
90B	Shelter Cabins, 2nd Division	1,754.55	917.53	2,672.08
90C	Shelter Cabins, 3rd Division	2,852.73	417.30	3,270.03
90D	Shelter Cabins, 4th Division	3,340.60	432.70	3,773.30
92A	Bethel-Quinhagak		112.60	112.60
92B	Bethel-Akiak	300.00	222.77	522.77
92L	Crooked Creek-Aniak		277.42	277.42
92M	Aniak-Tuluksak		25.00	25.00
92N	Akiak-Canyon Creek		306.00	306.00
92O	Tuluksak-Bear Creek	1,185.12		1,185.12
92P	Holy Cross-Kaltshak	500.00		500.00
93	Chulitna Trail		116.29	116.29
93A	Bull River Trail	1,183.51	200.00	1,383.51
93B	Indian River Footbridge		4.00	4.00
94	Kodiak-Abberts	13,754.29	500.00	14,254.29
95	Kanatak-Becharof Lake		50.75	50.75
96	Chickaloon-King River		413.66	413.66
98	Homer Project	7,382.57		7,382.57
98A	Nuka Bay	4,302.66		4,302.66
100	Juneau Office and General Overhead	12,217.29	22,100.00	34,317.29
	Totals	\$828,045.38	\$483,272.31	\$1,311,317.69

EXPENDITURES IN

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Acct. No.	Name of Route
3A	Haines-Wells
3B	Pleasant Camp Exter
3C	Porcupine Extension
3D	Haines-Mud Bay
3E	Haines-Chilkoot
14A	Sitka National Monu
14B	Sitka National Cem
40	Douglas-Gastineau C
44A	Skagway-Smuggler's
81	Good Creek-Salmon I

Totals

(a)—Includes \$415 from sa

(b)—Includes \$562.01 contri

(c)—Includes \$290.17 allotte

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Acct. No.	Name of Route
8	Nome-Council
8H	Casa de Paga Road
13A	Nome-Bessie
13B	Bessie-Banner
13C	Bessie-Little Creek
13F	Nome-Osborne
13K	Bessie-Buster
18	Kaltag-Nome
18A	Bonanza-Kotzebue
21	Unalakleet-St. Mich
25D	Mouth of Center Cr
25E	Submarine Paystrea
25F	Anvil-Glacier
25G	Snake River Extens
25L	Nome Aviation Field
25M	Telephone Lines
26	Candle-Candle Cree
27	Deering-Inmachuk
28A	Nome-Taylor
41B	Kotzebue-Pt. Barro
49	Davidson's Landings
62	Dime Creek
67	Nome-Teller
68	Flagging Trails
73C	Scammon Bay Trail
89A	Seward Peninsula P
90B	Shelter Cabins

Totals

(d)—Includes \$5,740.23 mis count of improvement

(e)—\$2,500 additional was posited to credit of R

ction	Maintenance	Totals
26	.....	602.26
04	.....	385.04
.....	697.90	697.90
.....	4,043.40	4,043.40
00	.....	1,100.00
60	5,800.00	10,773.60
47	1,500.00	5,127.47
.....	427.98	427.98
13	150.00	755.13
.....	21.00	21.00
.....	16.00	16.00
00	.....	500.00
.....	60.20	60.20
.....	831.42	831.42
.....	408.90	408.90
16	.....	113.16
.....	160.56	160.56
.....	108.16	108.16
32	300.00	1,793.32
00	440.39	1,040.39
79	1,400.00	11,555.79
25	4,200.00	11,849.25
.....	13,200.00	13,200.00
55	917.53	2,672.08
73	417.30	3,270.03
60	432.70	3,773.30
.....	112.60	112.60
00	222.77	522.77
.....	277.42	277.42
.....	25.00	25.00
.....	306.00	306.00
12	.....	1,185.12
00	.....	500.00
.....	116.29	116.29
51	200.00	1,383.51
.....	4.00	4.00
29	500.00	14,254.29
.....	50.75	50.75
.....	413.66	413.66
57	.....	7,382.57
66	.....	4,302.66
29	22,100.00	34,317.29
38	\$483,272.31	\$1,311,317.69

EXPENDITURES IN DETAIL—COOPERATIVE FUND.

(Included in Preceding Table.)

FIRST DIVISION.

Acct. No.	Name of Route	Federal	Territorial	Total
3A	Haines-Wells	\$ 6,885.14	\$ 1,200.00	\$ 8,085.14
3B	Pleasant Camp Extension	21,746.19	19,435.50(a)	41,181.69
3C	Porcupine Extension	10.00	15.00	25.00
3D	Haines-Mud Bay	111.75	150.00	261.75
3E	Haines-Chilkoot .....	.....	64.50	64.50
14A	Sitka National Monument	610.64	962.01(b)	1,572.65
14B	Sitka National Cemetery	531.82(c)	250.00	781.82
40	Douglas-Gastineau Channel	1,702.16	1,200.00	2,902.16
44A	Skagway-Smuggler's Cove	358.80	200.00	558.80
81	Good Creek-Salmon River	693.32	1,100.00	1,793.32
Totals		\$ 32,649.82	\$ 24,577.01	\$ 57,226.83

(a)—Includes \$415 from sales of Territorial property.

(b)—Includes \$562.01 contributed by the National Park Service.

(c)—Includes \$290.17 allotted by the Quartermaster General.

SECOND DIVISION.

Acct. No.	Name of Route	Federal	Territorial	Total
8	Nome-Council	\$ 7,632.43	\$ 16,970.00(d)	\$ 24,602.43
8H	Casa de Paga Road	227.52	500.00	727.52
13A	Nome-Bessie	2,831.90	3,500.00	6,331.90
13B	Bessie-Banner	288.91	450.00	738.91
13C	Bessie-Little Creek	641.82	900.00	1,541.82
13F	Nome-Osborne	51.42	90.00	141.42
13K	Bessie-Buster	1,821.95	2,800.00	4,621.95
18	Kaltag-Nome	1,169.88	1,800.00	2,969.88
18A	Bonanza-Kotzebue	84.78	150.00	234.78
21	Unalakleet-St. Michael	62.28	100.00	162.28
25D	Mouth of Center Creek	42.15	80.00	122.15
25E	Submarine Paystreak	119.39	240.00	359.39
25F	Anvil-Glacier	1,189.41	1,200.00	2,389.41
25G	Snake River Extension	463.53	500.00	963.53
25L	Nome Aviation Field .....	.....	2,500.00	2,500.00
25M	Telephone Lines .....	.....	2,149.10	2,149.10
26	Candle-Candle Creek	520.69	500.00	1,020.69
27	Deering-Inmachuk	2,495.06	3,000.00	5,495.06
28A	Nome-Taylor	155.68	300.00	455.68
41B	Kotzebue-Pt. Barrow	1,041.56	859.28	1,900.84
49	Davidson's Landing-Taylor	1,016.84	1,600.00	2,616.84
62	Dime Creek	1.50	1.00	2.50
67	Nome-Teller	297.90	400.00	697.90
68	Flagging Trails	1,443.40	2,600.00	4,043.40
73C	Scammon Bay Trail	400.00	700.00	1,100.00
89A	Seward Peninsula Railroad	25,049.25	.....	25,049.25
90B	Shelter Cabins .....	.....	2,672.08	2,672.08
Totals		\$ 49,049.25	\$ 46,561.46(e)	\$ 95,610.71

(d)—Includes \$5,740.28 miscellaneous refunds and reimbursements on account of improvement of Nome Harbor.

(e)—\$2,500 additional was appropriated for Nome Harbor and was deposited to credit of River and Harbor funds.

THIRD DIVISION.

Acct. No.	Name of Route	Federal	Territorial	Total
35J	Wasilla-Matanuska	\$ 2,159.06	\$ 3,678.56	\$ 5,837.62
36	Mineral Creek-Valdez	2,957.45	7,200.56	10,158.01
36A	Granby Road		349.44	349.44
55	Kenai-Russian River	1,908.87	1,200.00	3,108.87
57A	Nizina Bridge	6,876.35		6,876.35
61	Strelna-Kuskulana		1,321.44	1,321.44
75	Anchorage-Eagle River	7,073.60	3,700.00(f)	10,773.60
75B	Anchorage-Whitney	3,027.47	2,100.00	5,127.47
75E	McDonald Road	455.13	300.00	755.13
90C	Shelter Cabins		3,270.03	3,270.03
93A	Bull River Trail	783.51	600.00	1,383.51
98	Homer-Kachemak	3,482.57	3,900.00	7,382.57
98A	Nuka Bay	1,302.66	3,000.00	4,302.66
Totals		\$ 30,026.67	\$ 30,620.03	\$ 60,646.70

(f)—Includes \$500 reimbursement from The Alaska Railroad on account of Moose Creek road work in 1925.

FOURTH DIVISION.

Acct. No.	Name of Route	Federal	Territorial	Total
7D	Fairbanks-Ester	\$ 1,142.01	\$ 2,057.00(g)	\$ 3,199.01
7J	Fairbanks-Chena Hot Springs	1,403.06	300.00	1,703.06
22	Hot Springs-Sullivan	484.80	2,591.15	3,075.95
23A	Snowshoe-Beaver	516.81	400.00	916.81
30	Hot Springs Landing-Eureka	2,973.77	4,000.00	6,973.77
32E	Tokotna Aviation Field		1,691.19	1,691.19
33H	Flat Aviation Field		1,200.00	1,200.00
38H	Ganes Creek Road		5,158.85	5,158.85
38K	Ruby Aviation Field		600.00	600.00
46F	Nenana Cemetery	219.20	400.00	619.20
46H	Lake Minchumina Aviation Field		750.00	750.00
47A	Wiseman Aviation Field		2,000.00	2,000.00
53B	Fort Yukon Aviation Field		1,190.89	1,190.89
63	Dunbar-Brooks	233.12	3,972.90	4,206.02
63B	Brooks-Amy Creek		277.10	277.10
63C	Brooks Tram	4,190.59		4,190.59
63E	Livengood Aviation Field		294.00	294.00
90D	Shelter Cabins		3,773.30	3,773.30
Totals		\$ 11,163.36	\$ 30,656.38	\$ 41,819.74

(g)—Includes \$802 from Fairbanks Exploration Company and \$955 from the City of Fairbanks on account of furnishing gravel from dragline.

SUMMARY.

	Federal	Territorial	Total
First Division	\$ 32,649.82	\$ 24,577.01	\$ 57,226.83
Second Division	49,049.25	46,561.46	95,610.71
Third Division	30,026.67	30,620.03	60,646.70
Fourth Division	11,163.36	30,656.38	41,819.74
Totals	\$122,889.10	\$132,414.88	\$255,303.98

DISTRIBUTION

0111	Salaries
0112	Wages
0200	Stationery
02012	Other Office Supplies
0210	Medical and Hospital
0220	Scientific and Educational
0230	Fuel (including gas)
0240	Wearing Apparel
0250	Forage and Other
0260	Provisions
0270	Powder, explosives,
0280	Sundry Supplies (incl.
0290	Construction Material
03	Subsistence (personnel)
04	Subsistence and car
0500	Telegraph Service
0510	Telephone Service
0520	Other Communication
06	Travel Expense (tr
07	Transportation of
0800	Printing and Binding
0810	Lithographing, Eng
0830	Photographing, Mak
10	Furnishing of Heat,
1100	Rents (building, str
1110	Other Rents (inc. hi
12	Repairs and Alterat
13	Miscellaneous Curre
3010	Equipment, (furnitu
3040	Livestock (horses,
3050	Other Equipment
3210	Other Structures (.....

DISTRIBUTION

From appropriations for su	
F.Y. 1923-1924, Act of M	
F.Y. 1924-1925, Acts of .	
F.Y. 1925-26, Act of Fel	
F.Y. 1926-27, Act of Ap	
National Cemeteries, 19	
National Cemeteries, 19	
From the Alaska Fund, Act	
From Contributed Funds, A	
Territory of Alaska, Ro	
Aviation Fields	
Shelter Cabins	
Telephone Lines	
Others, The Alaska Ra	
National Park Serv	
Fairbanks Explorati	
City of Fairbanks	
From appropriations for su	
Roads and Trails, Nat	
Total	

ROAD COMMISSION.

DISTRIBUTION OF EXPENDITURES.

N.	Territorial	Total
3.06	\$ 3,678.56	\$ 5,837.62
7.45	7,200.56	10,158.01
.....	349.44	349.44
5.87	1,200.00	3,108.87
5.35	.....	6,876.35
.....	1,321.44	1,321.44
1.60	3,700.00(f)	10,773.60
7.47	2,100.00	5,127.47
5.13	300.00	755.13
.....	3,270.03	3,270.03
3.51	600.00	1,383.51
2.57	3,900.00	7,382.57
2.66	3,000.00	4,302.66

Alaska Railroad on account

DN.	Territorial	Total
2.01	\$ 2,057.00(g)	\$ 3,199.01
3.06	300.00	1,703.06
1.80	2,591.15	3,075.95
3.81	400.00	916.81
3.77	4,000.00	6,973.77
.....	1,691.19	1,691.19
.....	1,200.00	1,200.00
.....	5,158.85	5,158.85
.....	600.00	600.00
3.20	400.00	619.20

.....	750.00	750.00
.....	2,000.00	2,000.00
.....	1,190.89	1,190.89
3.12	3,972.90	4,206.02
.....	277.10	277.10
1.59	.....	4,190.59
.....	294.00	294.00
.....	3,773.30	3,773.30
3.36	\$ 30,656.38	\$ 41,819.74

ion Company and \$955 from
nishing gravel from dragline.

al	Territorial	Total
3.82	\$ 24,577.01	\$ 57,226.83
3.25	46,561.46	95,610.71
3.67	30,620.03	60,646.70
3.36	30,656.38	41,819.74
3.10	\$132,414.88	\$255,303.98

0111	Salaries	\$ 63,276.86
0112	Wages	574,429.35
0200	Stationery	1,414.74
02012	Other Office Supplies	413.36
0210	Medical and Hospital Supplies	163.14
0220	Scientific and Educational Supplies	16.25
0230	Fuel (including gasoline and oils)	37,315.15
0240	Wearing Apparel	37.50
0250	Forage and Other Supplies for Animals	30,499.07
0260	Provisions	134,204.55
0270	Powder, explosives, etc.	3,965.26
0280	Sundry Supplies (including lubricants, etc.)	17,453.66
0290	Construction Materials	84,163.65
03	Subsistence (persons)	47,803.37
04	Subsistence and care of animals	1,105.70
0500	Telegraph Service	222.22
0510	Telephone Service	842.45
0520	Other Communication Service (inc. P. O. box rent)	76.50
06	Travel Expense (transportation of persons, etc.)	13,265.80
07	Transportation of Freight	72,978.90
0800	Printing and Binding	1,009.00
0810	Lithographing, Engraving, etc.	0.00
0830	Photographing, Making Prints, etc.	340.79
10	Furnishing of Heat, Light, Power and Water	1,756.66
1100	Rents (building, structure, room, etc.)	2,780.00
1110	Other Rents (inc. hire of teams, rent motor equip.)	57,448.05
12	Repairs and Alterations to Equipment, Machinery, etc.	51,737.34
13	Miscellaneous Current Expenses (inc. exchange, etc.)....	4,963.56
3010	Equipment, (furniture and fixtures)	5,632.32
3040	Livestock (horses, dogs, etc.)	220.00
3050	Other Equipment	71,048.91
3210	Other Structures (excavations, embankments, etc.).....	29,681.08
	Treasury Settlements	\$1,310,270.19
		1,047.50
		\$1,311,317.69

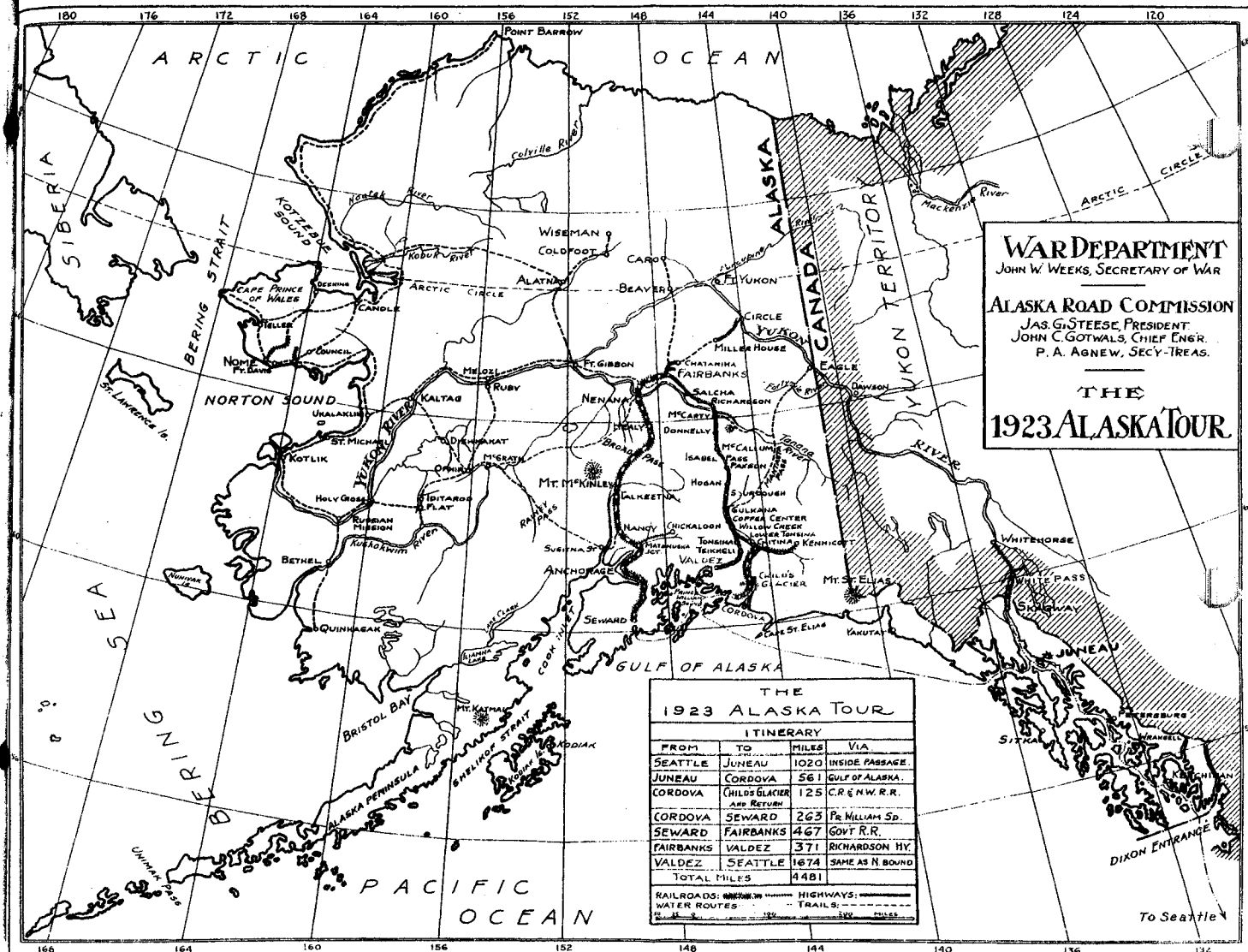
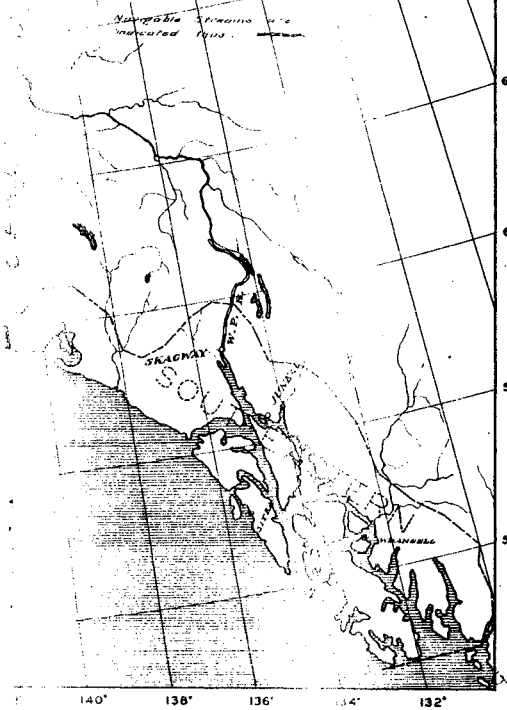
DISTRIBUTION BY APPROPRIATIONS.

From appropriations for support of War Department:		
F.Y. 1923-1924, Act of March 2, 1923	\$	161.93
F.Y. 1924-1925, Acts of June 7 and December 6, 1924		158.29
F.Y. 1925-26, Act of February 12, 1925	748,389.69	
F.Y. 1926-27, Act of April 15, 1926	264,867.62	
National Cemeteries, 1925	2.17	
National Cemeteries, 1926	288.00	
From the Alaska Fund, Act of Jan. 27, 1905, as amended	115,035.11	
From Contributed Funds, Act of June 30, 1921:		
Territory of Alaska, Roads, Bridges and Trails.....	\$107,505.28	
Aviation Fields	10,226.08	
Shelter Cabins	9,715.41	
Telephone Lines	2,149.10	129,595.87
Others, The Alaska Railroad	\$ 500.00	
National Park Service, Sitka	562.01	
Fairbanks Exploration Company	802.00	
City of Fairbanks	955.00	2,819.01
From appropriations for support of Interior Dept.:		
Roads and Trails, National Parks	50,000.00	
Total	\$1,311,317.69	

OWEN E. ANDERSON LIBRARY
UNIVERSITY OF ALASKA

ALASKA ROAD COMM.
 MAP OF
ALASKA
 OUTLINING
 RELATION OF ROAD DISTRICTS
 AND
 PRINCIPAL ARTERIES OF TRAVEL

- RAILROADS
 - WAGON ROADS
 - SLED ROADS
 - TRAILS
- MILES



WAR DEPARTMENT
 JOHN W. WEEKS, SECRETARY OF WAR

ALASKA ROAD COMMISSION
 JAS. G. STEESE, PRESIDENT
 JOHN C. GOTWALS, CHIEF ENGR.
 P. A. AGNEW, SECY.-TREAS.

THE 1923 ALASKA TOUR

THE 1923 ALASKA TOUR

ITINERARY			
FROM	TO	MILES	VIA
SEATTLE	JUNEAU	1020	INSIDE PASSAGE
JUNEAU	CORDOVA	561	GULF OF ALASKA
CORDOVA	CHILDS GLACIER	125	C.R. & N.W. R.R.
CORDOVA	SEWARD	263	FR. WILLIAM SD.
SEWARD	FAIRBANKS	467	GOVT. R.R.
FAIRBANKS	VALDEZ	371	RICHARDSON HY.
VALDEZ	SEATTLE	1674	SAME AS N. BOUND
TOTAL MILES		4481	

RAILROADS: ——— HIGHWAYS: ———
 WATER ROUTES: ——— TRAILS: ———
 SLED ROADS: ——— PHASES: ———