

U.S. Alaska Road Commission

ANNUAL REPORT OF THE CHIEF OF ENGINEERS, 1927

EXTRACT

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

BOARD OF ROAD COMMISSIONERS  
FOR ALASKA



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## EXPENDITURES IN DETAIL.

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

Acct. No.	Name of Route	Construction	Maintenance	Total
3A	Haines-Wells	\$ 2,000.00	\$ 6,368.77	\$ 8,368.77
3E	Pleasant Camp Extension		1,180.22	1,180.22
3C	Porcupine Extension		480.00	480.00
3D	Haines-Mud Bay		173.00	173.00
3E	Haines-Chilkoot		200.00	200.00
3F	Haines-Jones Point		25.00	25.00
4BA	Valdez-Ptarmigan Drop, 1st Sec.	14,300.00	5,620.00	19,920.00
4BA	Valdez-Ptarmigan Drop, 2nd Sec.	16,210.00	3,670.00	19,880.00
4BA	Valdez-Ptarmigan Drop, 3rd Sec.	15,475.00	3,500.00	18,975.00
4BA	Valdez-Ptarmigan Drop, 4th Sec.	6,260.49	5,810.00	12,070.49
4BB	Ptarmigan Drop-Ernestine, 1st Sec.	12,500.00	5,200.00	17,700.00
4BB	Ptarmigan Drop-Ernestine, 2nd Sec.	12,350.00	5,750.00	18,100.00
4BB	Ptarmigan Drop-Ernestine, 3rd Sec.	9,487.72	6,350.00	15,837.72
4C	Ernestine-Willow Creek, 1st Sec.	11,274.96	8,720.00	19,994.96
4C	Ernestine-Willow Creek, 2nd Sec.	11,300.00	8,680.00	19,980.00
4D	Willow Creek-Gulkana, 1st Sec.	7,500.00	10,120.00	17,620.00
4D	Willow Creek-Gulkana, 2nd Sec.	6,350.00	9,870.00	16,220.00
4D	Willow Creek-Gulkana, 3rd Sec.	8,100.00	8,230.00	16,330.00
4D	Willow Creek-Gulkana, 4th Sec.	7,671.65	8,020.00	15,691.65
4E	Gulkana-Sourdough, 1st Sec.	10,500.00	4,300.00	14,800.00
4E	Gulkana-Sourdough, 2nd Sec.	10,409.00	6,350.00	16,759.00
4E	Gulkana-Sourdough, 3rd Sec.	9,100.09	1,550.00	10,650.09
4F	Sourdough-Mile 168, 1st Sec.	6,260.00	8,420.00	14,680.00
4F	Sourdough-Mile 168, 2nd Sec.	8,623.91	2,380.00	11,003.91
4G	Mile 168-Delta River	2,200.00	16,850.63	19,050.63
4H1	Delta River-Rapids, 1st Sec.	10,370.00	8,290.00	18,660.00
4H1	Delta River-Rapids, 2nd Sec.	12,600.00	7,320.00	19,920.00
4H1	Delta River-Rapids, 3rd Sec.	11,706.00	8,220.00	19,926.00
4H1	Delta River-Rapids, 4th Sec.	11,650.53	7,510.00	19,160.53
4H2	Rapids-Grundler, 1st Sec.	6,120.00	12,890.00	19,010.00
4H2	Rapids-Grundler, 2nd Sec.	8,080.00	10,308.00	18,388.00
4I	Grundler-Richardson	6,500.56	12,213.00	18,713.56
4J	Richardson-Salchaket, 1st Sec.	9,300.00	7,240.00	16,540.00
4J	Richardson-Salchaket, 2nd Sec.	9,750.00	6,900.00	16,650.00
4J	Richardson-Salchaket, 3rd Sec.	10,200.00	4,270.00	14,470.00
4J	Richardson-Salchaket, 4th Sec.	12,817.95	1,510.00	14,327.95
4K	Salchaket-Fairbanks		8,633.20	8,633.20
4KA	Salcha Bridge		7,049.27	7,049.27
5A	Dunbar-Fort Gibbon		1,643.38	1,643.38
5B	Nenana-Campbells		1,919.01	1,919.01
5C	Fish Lake-American Creek		4,342.03	4,342.03
5D	American Creek Aviation Field	550.00		550.00
6A	Willow Creek-Tonsina	2,500.00	8,031.72	10,531.72
6B	Tonsina-Chitina	2,000.00	8,447.62	10,447.62
6D	Chitina Depot		208.50	208.50
7A	Summit-Chatanika	8,234.92	5,500.00	13,734.92
7B	Fox-Olnes		431.50	431.50
7D	Ester Creek	1,412.22	4,200.00	5,612.22

Name of Route	Construction	Maintenance	Totals
St. Patricks-Happy	500.00		500.00
Fairbanks-Gilmore	2,025.87	6,425.00	8,450.87
Gilmore-Summit		433.42	433.42
Fairbanks-Chena Hot Springs		219.77	219.77
Chena River Branch	614.01		614.01
Olnes-Livengood		502.26	502.26
Fairbanks Wireless Road		17.00	17.00
Chena Hot Springs Aviation Field	1,311.58		1,311.58
Nome-Council	3,420.00	10,436.77	13,856.77
Casa de Paga	1,921.90		1,921.90
Shovel Creek		8.05	8.05
Rampart-Eureka		310.00	310.00
Seward Radio Road		89.00	89.00
Eagle-Liberty		2,041.04	2,041.04
American Summit-King Solomon	1,000.00	1,030.00	2,030.00
Liberty-Fortymile		353.55	353.55
Steel Creek-Jack Wade		15.00	15.00
Steel Creek-Jack Wade (Summer)		84.00	84.00
Steel Creek-Walker's Fork		230.50	230.50
Eagle-Seventymile	500.00	605.38	1,105.38
Jack Wade-Chicken		380.50	380.50
Dome-Steel Creek	800.00	1,031.96	1,831.96
Franklin-Chicken Creek		94.00	94.00
Jack Wade-Mouth of Walker's Fork		532.50	532.50
Lillywig Creek	909.50		909.50
Chicken Aviation Field	423.13		423.13
Nome-Bessie	2,450.00	2,385.40	4,835.40
Bessie-Banner		282.80	282.80
Bessie-Little Creek		245.18	245.18
Nome-Osborne		978.13	978.13
Bessie-Buster	2,056.60	2,550.00	4,606.60
Sitka National Monument	600.00	2,352.57	2,952.57
Sitka National Cemetery	300.00	747.62	1,047.62
Sitka Pioneer Cemetery Road	3,341.02		3,341.02
Circle-Miller House		5,903.41	5,903.41
Circle Hot Springs Aviation Field	300.00		300.00
Chatanika-Miller House, 1st Sec.	12,900.00	6,720.00	19,620.00
Chatanika-Miller House, 2nd Sec.	13,830.00	5,500.00	19,330.00
Chatanika-Miller House, 3rd Sec.	13,970.00	5,370.00	19,340.00
Chatanika-Miller House, 4th Sec.	14,205.00	5,660.00	19,865.00
Chatanika-Miller House, 5th Sec.	18,740.00		18,740.00
Chatanika-Miller House, 6th Sec.	19,301.00		19,301.00
Chatanika-Miller House, 7th Sec.	19,860.30		19,860.30
Chatanika-Miller House, 8th Sec.	11,672.42		11,672.42
Port Gibbon-Kaltag		427.68	427.68
Nulato Aviation Field	1,500.00		1,500.00
Kaltag-Nome	1,020.00	2,627.11	3,647.11
Bonanza-Kotzebue	1,230.00	2,103.41	3,333.41
Unalakleet Aviation Field	246.50		246.50
Solomon Aviation Field	95.00		95.00
Golovin Aviation Field	130.00		130.00
Moses Aviation Field	225.00		225.00
Takotna-Ophir		24.44	24.44
Unalakleet-St. Michael		546.46	546.46
Hot Springs-Sullivan Creek		1,568.13	1,568.13
Snowshoe-Beaver		422.93	422.93
Beaver-Caro		3,925.29	3,925.29
Big Creek		47.68	47.68
Caro-Flat Creek		47.69	47.69
Caro-Coldfoot	1,440.72	1,804.00	3,244.72
Chandalar Aviation Field	1,462.83		1,462.83

## 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
		\$ 2,000.00	\$ 6,368.77	\$ 8,368.77
3A	Haines-Wells		1,180.22	1,180.22
3B	Pleasant Camp Extension		480.00	480.00
3C	Porcupine Extension		173.00	173.00
3D	Haines-Mud Bay		200.00	200.00
3E	Haines-Chilkoot		25.00	25.00
3F	Haines-Jones Point			
4BA	Valdez-Ptarmigan Drop,	14,300.00	5,620.00	19,920.00
	1st Sec.			
4BA	Valdez-Ptarmigan Drop,	16,210.00	3,670.00	19,880.00
	2nd Sec.			
4BA	Valdez-Ptarmigan Drop,	15,475.00	3,500.00	18,975.00
	3rd Sec.			
4BA	Valdez-Ptarmigan Drop,	6,260.49	5,810.00	12,070.49
	4th Sec.			
4BB	Ptarmigan Drop-Ernestine,	12,500.00	5,200.00	17,700.00
	1st Sec.			
4BB	Ptarmigan Drop-Ernestine,	12,350.00	5,750.00	18,100.00
	2nd Sec.			
4BB	Ptarmigan Drop-Ernestine,	9,487.72	6,350.00	15,837.72
	3rd Sec.			
4C	Ernestine-Willow Creek,	11,274.96	8,720.00	19,994.96
	1st Sec.			
4C	Ernestine-Willow Creek,	11,300.00	8,680.00	19,980.00
	2nd Sec.			
4D	Willow Creek-Gulkana,	7,500.00	10,120.00	17,620.00
	1st Sec.			
4D	Willow Creek-Gulkana,	6,350.00	9,870.00	16,220.00
	2nd Sec.			
4D	Willow Creek-Gulkana,	8,100.00	8,230.00	16,330.00
	3rd Sec.			
4D	Willow Creek-Gulkana,	7,671.65	8,020.00	15,691.65
	4th Sec.	10,500.00	4,300.00	14,800.00
4E	Gulkana-Sourdough, 1st Sec.	10,409.00	6,350.00	16,759.00
4E	Gulkana-Sourdough, 2nd Sec.	9,100.09	1,550.00	10,650.09
4E	Gulkana-Sourdough, 3rd Sec.	6,260.00	8,420.00	14,680.00
4F	Sourdough-Mile 168, 1st Sec.	8,623.91	2,380.00	11,003.91
4F	Sourdough-Mile 168, 2nd Sec.	2,200.00	16,850.63	19,050.63
4G	Mile 168-Delta River	10,370.00	8,290.00	18,660.00
4H1	Delta River-Rapids, 1st Sec.	12,600.00	7,320.00	19,920.00
4H1	Delta River-Rapids, 2nd Sec.	11,706.00	8,220.00	19,926.00
4H1	Delta River-Rapids, 3rd Sec.	11,650.53	7,510.00	19,160.53
4H1	Delta River-Rapids, 4th Sec.	6,120.00	12,390.00	19,010.00
4H2	Rapids-Grundler, 1st Sec.	8,080.00	10,308.09	18,388.09
4H2	Rapids-Grundler, 2nd Sec.	6,500.56	12,213.00	18,713.56
4I	Grundler-Richardson			
4J	Richardson-Salchaket,	9,300.00	7,240.00	16,540.00
	1st Sec.			
4J	Richardson-Salchaket,	9,750.00	6,900.00	16,650.00
	2nd Sec.			
4J	Richardson-Salchaket,	10,200.00	4,270.00	14,470.00
	3rd Sec.			
4J	Richardson-Salchaket,	12,817.95	1,510.00	14,327.95
	4th Sec.			
4K	Salchaket-Fairbanks		8,633.20	8,633.20
4KA	Salcha Bridge		7,049.27	7,049.27
5A	Dunbar-Fort Gibbon	1,919.01	1,643.38	3,562.39
5B	Nenana-Campbells	4,342.03		4,342.03
5C	Fish Lake-American Creek			
5D	American Creek Aviation	550.00		550.00
	Field	2,500.00	8,031.72	10,531.72
6A	Willow Creek-Tonsina	2,000.00	8,447.62	10,447.62
6B	Tonsina-Chitina		208.50	208.50
6D	Chitina Depot	8,234.92	5,500.00	13,734.92
7A	Summit-Chatanika		431.50	431.50
7E	Fox-Olnes	1,412.22	4,200.00	5,612.22
7D	Ester Creek			

Acct. No.	Name of Route	Construction	Maintenance	Totals
7DC	St. Patricks-Happy	500.00		500.00
7G	Fairbanks-Gilmore	2,025.87	6,425.00	8,450.87
7I	Gilmore-Summit		433.42	433.42
7J	Fairbanks-Chena Hot Springs		219.77	219.77
7JA	Chena River Branch	614.01		614.01
7K	Olnes-Livengood		502.26	502.26
7L	Fairbanks Wireless Road		17.00	17.00
7M	Chena Hot Springs Aviation			
	Field	1,311.58		1,311.58
8	Nome-Council	3,420.00	10,436.77	13,856.77
8H	Casa de Paga	1,921.90		1,921.90
8J	Shovel Creek		8.05	8.05
8K	Rampart-Eureka		310.00	310.00
8L	Seward Radio Road		89.00	89.00
8M	Eagle-Liberty		2,041.04	2,041.04
8NA	American Summit-King			
	Solomon	1,000.00	1,030.00	2,030.00
8NB	Liberty-Fortymile		353.55	353.55
8NC	Steel Creek-Jack Wade		15.00	15.00
8CC	Steel Creek-Jack Wade			
	(Summer)		84.00	84.00
8D	Steel Creek-Walker's Fork		230.50	230.50
8E	Eagle-Seventymile	500.00	605.38	1,105.38
8F	Jack Wade-Chicken		380.50	380.50
8G	Dome-Steel Creek	800.00	1,031.96	1,831.96
8H	Franklin-Chicken Creek		94.00	94.00
8MM	Jack Wade-Mouth of Walker's			
	Fork		532.50	532.50
8N	Lillywig Creek	909.50		909.50
8P	Chicken Aviation Field	423.13		423.13
8QA	Nome-Bessie	2,450.00	2,385.40	4,835.40
8QB	Bessie-Banner		282.80	282.80
8QC	Bessie-Little Creek		245.18	245.18
8QD	Nome-Osborne		978.13	978.13
8QE	Bessie-Buster	2,056.60	2,550.00	4,606.60
8QA	Sitka National Monument	600.00	2,352.57	2,952.57
8QB	Sitka National Cemetery	300.00	747.62	1,047.62
8QC	Sitka Pioneer Cemetery Road	3,341.02		3,341.02
8QD	Circle-Miller House		5,903.41	5,903.41
8QE	Circle Hot Springs Aviation			
	Field	300.00		300.00
8R	Chatanika-Miller House,			
	1st Sec.	12,900.00	6,720.00	19,620.00
8R	Chatanika-Miller House,			
	2nd Sec.	13,830.00	5,500.00	19,330.00
8R	Chatanika-Miller House,			
	3rd Sec.	13,970.00	5,370.00	19,340.00
8R	Chatanika-Miller House,			
	4th Sec.	14,205.00	5,660.00	19,865.00
8R	Chatanika-Miller House,			
	5th Sec.	18,740.00		18,740.00
8R	Chatanika-Miller House,			
	6th Sec.	19,301.00		19,301.00
8R	Chatanika-Miller House,			
	7th Sec.	19,860.30		19,860.30
8R	Chatanika-Miller House,			
	8th Sec.	11,672.42		11,672.42
8S	Fort Gibbon-Kaltag		427.68	427.68
8T	Nulato Aviation Field	1,500.00		1,500.00
8U	Kaltag-Nome	1,020.00	2,627.11	3,647.11
8V	Bonanza-Kotzebue	1,230.00	2,103.41	3,333.41
8W	Unalakleet Aviation Field	246.50		246.50
8X	Solomon Aviation Field	95.00		95.00
8Y	Golovin Aviation Field	130.00		130.00
8Z	Moses Aviation Field	225.00		225.00
9	Takotna-Ophir		24.44	24.44
9A	Unalakleet-St. Michael		546.46	546.46
9B	Hot Springs-Sullivan Creek		1,568.13	1,568.13
9C	Snowshoe-Beaver		422.93	422.93
9D	Beaver-Caro		3,925.29	3,925.29
9E	Big Creek		47.68	47.68
9F	Caro-Flat Creek		47.69	47.69
9G	Caro-Coldfoot	1,440.72	1,804.00	3,244.72
9H	Chandalax Aviation Field	1,462.83		1,462.83

Acct. No.	Name of Route	Construction	Maintenance	Totals
25C	Nome-Wireless		612.72	612.72
25E	Submarine Paystreak		1,290.19	1,290.19
25F	Anvil-Glacier		544.18	544.18
25G	Snake River Extension		178.55	178.55
25L	Nome Aviation Field	1,022.70		1,022.70
25M	Seward Peninsula Telephone Lines		1,382.50	1,382.50
25N	Nome City Streets		672.07	672.07
26	Candle-Candle Creek	3,210.00		3,210.00
26B	Bear Creek Trail		160.00	160.00
26C	Candle-Keewalik	1,027.91		1,027.91
26D	Keewalik Aviation Field	300.00		300.00
27	Deering-Inmachuk	4,023.86	5,020.00	9,043.86
28	Shelton-Candle		711.75	711.75
28A	Nome-Taylor		1,347.39	1,347.39
29	Fort Gibbon-Bettles		522.27	522.27
29A	Bettles-Coldfoot	2,000.00	303.69	2,303.69
29C	Mile 70-Hughes	1,708.57		1,708.57
30	Hot Springs Landing-Eureka	2,100.00	5,434.69	7,534.69
30B	Manley-Hot Springs Aviation Field	200.00		200.00
31	Caribou Creek		254.25	254.25
32A	Takotna-Flat		150.00	150.00
32AA	Takotna-Flat (Winter via Moore Cr.)		5.00	5.00
32AB	Flat-Moore Creek (Summer)		5.00	5.00
32B	Iditarod-Flat	1,000.00	2,984.44	3,984.44
32C	Ophir-Iditarod (Winter)		69.67	69.67
32E	Takotna Aviation Field	252.00		252.00
32F	Takotna Depot		141.00	141.00
33C	Flat City-Flat Creek		412.28	412.28
33D	Head Flat Creek-Willow Creek		198.45	198.45
33E	Willow Creek-Chicken Creek		967.65	967.65
33F	Flat City-Otter Discovery		817.65	817.65
34A	Flat-Anvik		47.91	47.91
34B	Iditarod-Shageluk		218.31	218.31
35A	Archangel Extension		1,071.90	1,071.90
35AA	Sherry Branch		168.00	168.00
35B	Palmer-Fishhook	612.00	1,513.45	2,125.45
35D	Willow Creek Extension	500.00	6,448.85	6,948.85
35E	Wasilla-Fishhook	1,640.00	5,342.75	6,982.75
35F	Wasilla-Knik	2,411.89	1,800.00	4,211.89
35H	Wasilla-Finger Lake-Palmer		2,307.22	2,307.22
35J	Wasilla-Matanuska	2,715.67	3,100.00	5,815.67
35K	Matanuska Trunk Road		1,560.15	1,560.15
35N	Houston-Willow Creek		23.00	23.00
35S	Moose Creek Trail	2,041.01		2,041.01
35T	Werner Connection	2,771.32		2,771.32
36	Mineral Creek	4,320.00	2,422.15	6,742.15
37A	Bluff-White Mountain	160.00		160.00
38A	Ruby-Long		4,670.61	4,670.61
38B	Poorman-Cripple		94.26	94.26
38C	Ophir-Cripple		19.44	19.44
38D	Ophir-Takotna, 1st Sec.	6,200.00	4,720.00	10,920.00
38D	Ophir-Takotna, 2nd Sec.	11,514.10	1,690.67	13,204.77
38DA	Little Creek Road	1,351.65		1,351.65
38E	Long-Poorman (Summer)	13,813.55	1,200.00	15,013.55
38F	Poorman-Ophir (Summer)		466.58	466.58
38H	Ganes Creek Road	1,245.00	2,437.43	3,682.43
38M	Ophir Aviation Field	200.00		200.00
40	Douglas-Gastineau Channel		16.19	16.19
41	Kiana-Klery Creek		12.00	12.00
41A	Kotzebue-Shungnak		590.00	590.00
41B	Kotzebue-Point Barrow	1,945.83	1,430.00	3,375.83
42	St. Michael-Kotlik		40.00	40.00
44A	Skagway-Smuggler's Cove		567.46	567.46
46	Kobi-Eureka		245.67	245.67
46A	Roosevelt-Kantishna		48.70	48.70
46B	Lignite-Kantishna		394.07	394.07
46C	Nenana-Knights Roadhouse		69.66	69.66
46D	McKinley Park Road	9,968.17	7,064.85	17,033.02
46E	Diamond-Telida		791.54	791.54
46F	Nenana Cemetery		1,195.79	1,195.79

Acct. No.	Name of Route	Construction	Maintenance	Totals
46J	Kantishna Aviation Field	675.00		675.00
46K	Telida Aviation Field	600.00		600.00
47	Coldfoot-Wiseman		1,693.83	1,693.83
47A	Wiseman Aviation Field	500.00		500.00
47B	Nolan Branch	4,757.74		4,757.74
47C	Wiseman-Hammond	3,967.07		3,967.07
48	Iliamna Bay-Iliamna Lake	5,001.76	1,540.00	6,541.76
49	Davidson's Landing-Taylor		895.00	895.00
51	Talkeetna-Cache Creek	6,509.86	8,750.00	15,259.86
51C	Yentna-Mills Creek	3,114.27		3,114.27
51E	Mills Creek-Cache Creek	1,307.45		1,307.45
53	Eagle-Circle	942.72	1,100.00	2,042.72
53A	Circle-Fort Yukon		26.21	26.21
53B	Fort Yukon Aviation Field		73.00	73.00
54	Chisana-Nizina		1,148.72	1,148.72
57	McCarthy-Nizina	12,158.05	4,250.00	16,408.05
57A	Nizina River Bridge	2,500.00	3,938.38	6,438.38
57B	Nizina-Chitina River	1,771.55		1,771.55
59A	Fairbanks Depot	7,250.00	2,504.99	9,754.99
59B	Strelina-Kuskulana		836.59	836.59
61A	Kotsina Trail	11,705.96		11,705.96
63	Dime Creek		250.50	250.50
63	Dunbar-Brooks		1,363.21	1,363.21
63B	Brooks-Amy Creek		917.00	917.00
63C	Brooks Tram	3,500.00	3,432.08	6,932.08
64A	Cripple-Cripple Mountain		5.00	5.00
65A	Gulkana-Chistochina, 1st Sec.	10,420.00	1,010.00	11,430.00
65A	Gulkana-Chistochina, 2nd Sec.	11,404.00	492.41	11,896.41
65D	Ketchumstuk-Tanana Crossing		147.00	147.00
65E	Chicken-Ketchumstuk		147.00	147.00
65F	Grundler-Tanana Crossing	4,984.14	1,500.00	6,484.14
65G	Slana-Chisana	2,083.37		2,083.37
67	Nome-Teller		1,318.62	1,318.62
67C	Teller-Mary's Igloo		191.00	191.00
68	Flagging Trails		3,540.77	3,540.77
68	Marshall Road	889.40		889.40
71A	Kotlik-Marshall		24.00	24.00
73C	Old Hamilton-Scammon Bay		242.00	242.00
75	Anchorage-Eagle River	2,300.00	4,746.94	7,046.94
75B	Anchorage-Whitney	4,800.00	2,138.35	6,938.35
75D	Anchorage Warehouse		270.45	270.45
80B	McDonald Road		489.41	489.41
80E	McGrath-Telida		605.19	605.19
80F	Takotna-Twin Peaks		20.00	20.00
80F	Medfra-Nixon Mine		38.00	38.00
80E	McGrath Aviation Field	300.00		300.00
81F	Good Creek-Salmon River		239.15	239.15
84	Fourth of July Creek		118.00	118.00
89A	Seward Peninsula Railroad, 1st Sec.	1,350.00	8,710.00	10,060.00
89A	Seward Peninsula Railroad, 2nd Sec.	6,920.00	5,093.16	12,013.16
90B	Shelter Cabins, 2nd Division	1,661.14	53.75	1,714.89
90C	Shelter Cabins, 3rd Division	3,100.00		3,100.00
90D	Shelter Cabins, 4th Division	2,647.27	1,162.18	3,809.45
92K	Bethel-Tuluksak		165.07	165.07
92L	Egegik-Kanatak	350.00		350.00
92M	Crooked Creek-Aniak		172.16	172.16
92O	Aniak-Tuluksak		82.30	82.30
92P	Tuluksak-Bear Creek		216.17	216.17
93	Holy Cross-Kaltshak		50.55	50.55
93A	Chuitna Trail		86.00	86.00
94	Bull River Trail	800.00	241.42	1,041.42
96	Kodiak-Abberts	10,519.37	1,200.00	11,719.37
96A	Chickaloon-King River		25.87	25.87
96B	Chickaloon Cable	271.29		271.29
98	Neichina Reconnaissance		122.83	122.83
98A	Homer Project	10,261.59	1,400.00	11,661.59
100	Nuka Bay	111.48		111.48
100	Juneau Office and General Overhead	12,751.50	15,001.58	27,753.08
TOTALS		\$706,792.46	\$510,374.43	\$1,217,166.89

Acct. No.	Name of Route	Construction	Maintenance	Totals
			612.72	612.72
25C	Nome-Wireless		1,290.19	1,290.19
25E	Submarine Paystreak		544.18	544.18
25F	Anvil-Glacier		178.55	178.55
25G	Snake River Extension	1,022.70		1,022.70
25L	Nome Aviation Field			
25M	Seward Peninsula Telephone Lines		1,382.50	1,382.50
			672.07	672.07
25N	Nome City Streets	3,210.00	3,023.89	6,233.89
26	Candle-Candle Creek		160.00	160.00
26B	Bear Creek Trail	1,027.91		1,027.91
26C	Candle-Keewalik	300.00		300.00
26D	Keewalik Aviation Field	4,023.86	5,020.00	9,043.86
27	Deering-Inmachuk		711.75	711.75
28	Shelton-Candle		1,347.39	1,347.39
28A	Nome-Taylor		522.27	522.27
29	Fort Gibbon-Bettles	2,000.00	303.69	2,303.69
29A	Bettles-Coldfoot	1,708.57		1,708.57
29C	Mile 70-Hughes	2,100.00	5,434.69	7,534.69
30	Hot Springs Landing-Eureka			
30B	Manley-Hot Springs Aviation Field	200.00		200.00
			254.25	254.25
31	Caribou Creek		150.00	150.00
32A	Takotna-Flat		5.00	5.00
32AA	Takotna-Flat (Winter via Moore Cr.)		5.00	5.00
32AB	Flat-Moore Creek (Summer)	1,000.00	2,984.44	3,984.44
32B	Iditarod-Flat		69.67	69.67
32C	Ophir-Iditarod (Winter)		252.00	252.00
32E	Takotna Aviation Field	252.00	141.00	412.28
32F	Takotna Depot		412.28	412.28
32F	Flat City-Flat Creek			
33C	Head Flat Creek-Willow Creek		198.45	198.45
33D			967.65	967.65
			817.65	817.65
33E	Willow Creek-Chicken Creek		47.91	47.91
33F	Flat City-Otter Discovery		218.31	218.31
34A	Flat-Anvik		1,071.90	1,071.90
34B	Iditarod-Shageluk		168.00	168.00
35A	Archangel Extension		2,125.45	2,125.45
35AA	Sherry Branch	612.00	6,948.85	7,560.85
35B	Palmer-Fishhook	500.00	6,448.85	6,948.85
35D	Willow Creek Extension	1,640.00	5,342.75	6,982.75
35E	Wasilla-Fishhook	2,411.89	4,211.89	6,623.78
35F	Wasilla-Knik		2,307.22	2,307.22
35H	Wasilla-Finger Lake-Palmer	2,715.67	3,100.00	5,815.67
35J	Wasilla-Matanuska		1,560.15	1,560.15
35K	Matanuska Trunk Road		23.00	23.00
35N	Houston-Willow Creek		2,041.01	2,041.01
35S	Moose Creek Trail	2,041.01	2,771.32	4,812.33
35T	Werner Connection	4,320.00	2,422.15	6,742.15
36	Mineral Creek	160.00		160.00
37A	Bluff-White Mountain		4,670.61	4,670.61
38A	Ruby-Long		94.26	94.26
38B	Poorman-Cripple		19.44	19.44
38C	Ophir-Cripple	6,200.00	4,720.00	10,920.00
38D	Ophir-Takotna, 1st Sec.	11,514.10	1,690.67	13,204.77
38D	Ophir-Takotna, 2nd Sec.	1,351.65	1,351.65	2,703.30
38DA	Little Creek Road	13,813.55	1,200.00	15,013.55
38E	Long-Poorman (Summer)		466.58	466.58
38F	Poorman-Ophir (Summer)	1,245.00	2,437.43	3,682.43
38H	Ganes Creek Road	200.00		200.00
38M	Ophir Aviation Field		16.19	16.19
40	Douglas-Gastineau Channel		12.00	12.00
41	Klana-Klery Creek		590.00	590.00
41A	Kotzebue-Shungnak	1,945.83	1,430.00	3,375.83
41B	Kotzebue-Point Barrow		40.00	40.00
42	St. Michael-Kotlik		567.46	567.46
44A	Skagway-Smugler's Cove		245.67	245.67
46	Kobi-Eureka		48.70	48.70
46A	Roosevelt-Kantishna		394.07	394.07
46B	Lignite-Kantishna		69.66	69.66
46C	Nenana-Knights Roadhouse		7,064.85	7,064.85
46D	McKinley Park Road	9,968.17	791.54	10,759.71
46E	Diamond-Telida		1,195.79	1,195.79
46F	Nenana Cemetery			

Acct. No.	Name of Route	Construction	Maintenance	Totals
46J	Kantishna Aviation Field	675.00		675.00
46K	Telida Aviation Field	600.00		600.00
47	Coldfoot-Wiseman		1,693.83	1,693.83
47A	Wiseman Aviation Field	500.00		500.00
47B	Nolan Branch	4,757.74		4,757.74
47C	Wiseman-Hammond	3,967.07		3,967.07
48	Iliamna Bay-Iliamna Lake	5,001.76	1,540.00	6,541.76
49	Davidson's Landing-Taylor		895.00	895.00
51	Talkeetna-Cache Creek	6,509.86	8,750.00	15,259.86
51C	Yentna-Mills Creek	3,114.27		3,114.27
51E	Mills Creek-Cache Creek	1,307.45		1,307.45
53	Eagle-Circle	942.72	1,100.00	2,042.72
53A	Circle-Fort Yukon		26.21	26.21
53B	Fort Yukon Aviation Field		73.00	73.00
54	Chisana-Nizina		1,148.72	1,148.72
57	McCarthy-Nizina	12,158.05	4,250.00	16,408.05
57A	Nizina River Bridge	2,500.00	3,938.38	6,438.38
57B	Nizina-Chitina River	1,771.55		1,771.55
59A	Fairbanks Depot	7,250.00	2,504.99	9,754.99
61	Strelina-Kuskulana		836.59	836.59
61A	Kotsina Trail	11,705.96		11,705.96
62	Dime Creek		250.50	250.50
63	Dunbar-Brooks		1,363.21	1,363.21
63B	Brooks-Amy Creek		917.00	917.00
63C	Brooks Tram	3,500.00	3,432.08	6,932.08
64A	Cripple-Cripple Mountain		5.00	5.00
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65A	Gulkana-Chistochina, 2nd Sec.	11,404.00	492.41	11,896.41
65D	Ketchumstuk-Tanana Crossing		147.00	147.00
65E	Chicken-Ketchumstuk		147.00	147.00
65F	Grundler-Tanana Crossing	4,984.14	1,500.00	6,484.14
65G	Siana-Chisana	2,083.37		2,083.37
67	Nome-Teller		1,318.62	1,318.62
67C	Teller-Mary's Igloo		191.00	191.00
68	Flagging Trails		3,540.77	3,540.77
73	Marshall Road	889.40		889.40
73A	Kotlik-Marshall		24.00	24.00
73C	Old Hamilton-Scammon Bay		242.00	242.00
75	Anchorage-Eagle River	2,300.00	4,746.94	7,046.94
75B	Anchorage-Whitney	4,800.00	2,138.35	6,938.35
75D	Anchorage Warehouse		270.45	270.45
75E	McDonald Road		489.41	489.41
80B	McGrath-Telida		605.19	605.19
80E	Takotna-Twin Peaks		20.00	20.00
80F	Medfra-Nixon Mine		38.00	38.00
80H	McGrath Aviation Field	300.00		300.00
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86	Fourth of July Creek		118.00	118.00
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90C	Shelter Cabins, 3rd Division	3,100.00		3,100.00
90D	Shelter Cabins, 4th Division	2,647.27	1,162.18	3,809.45
92B	Bethel-Tuluksak		165.07	165.07
92K	Egegik-Kanatak	350.00		350.00
92L	Crooked Creek-Aniak		172.16	172.16
92M	Aniak-Tuluksak		82.30	82.30
92O	Tuluksak-Bear Creek		216.17	216.17
92P	Holy Cross-Kaitshak		50.55	50.55
93	Chulitna Trail		86.00	86.00
93A	Bull River Trail	800.00	241.42	1,041.42
94	Kodiak-Abbotts	10,519.37	1,200.00	11,719.37
96A	Chickaloon-King River		25.87	25.87
96B	Chickaloon Cable	271.29		271.29
98	Neichina Reconnaissance	122.83		122.83
98A	Homer Project	10,261.59	1,400.00	11,661.59
100	Nuka Bay	111.48		111.48
	Juneau Office and General Overhead	12,751.50	15,001.58	27,753.08
	<b>TOTALS</b>	<b>\$706,792.46</b>	<b>\$510,374.43</b>	<b>\$1,217,166.89</b>

ANNUAL REPORT OF THE ALASKA ROAD COMMISSION  
FISCAL YEAR 1927 ✓

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-THIRD ANNUAL  
REPORT

1927

PART II  
OPERATIONS

BOARD OF ROAD COMMISSIONERS  
FOR ALASKA

JUNEAU, ALASKA  
1927

responsibility for all projects within or partly within the National Forests. To these projects the Territory contributes part of its funds under such cooperative agreements as may be required. The funds of the Alaska Road Commission, heretofore allotted to these projects, are thereby released for expenditure in the other 95% of the Territory.

The National Forests both lie along the sea-coast; the Tongass National Forest including most of Southeastern Alaska, the Chugach Forest including the Prince William Sound region, and the shore line of part of Kenai Peninsula. Due to the rugged character of these sections of the Territory and to the excellent system of sheltered waterways, the main transportation will always be by water. Most of the projects in the National Forests, therefore, consist of short recreational roads in the neighborhood of the principal towns, or from minor ports to agricultural or mining districts lying in the immediate hinterland. In general they do not tie into the main overland transportation system of the Territory.

### TERRITORIAL ROAD LEGISLATION.

For a resume of Territorial Road legislation, see Part II, Annual Report for 1924, beginning on page 17.

The following Territorial funds have been appropriated and expended to March 31, 1927.

#### APPROPRIATIONS:

Forest Revenues to June 30, 1926 .....	\$ 235,702.17
April 30, 1927, Shelter Cabins .....	20,000.00
May 3, 1917, Roads, Bridges, Trails and Ferries .....	400,000.00
May 3, 1917, Nizina Bridge .....	25,000.00
May 1, 1919, Shelter Cabins .....	5,000.00
May 1, 1919, Roads, etc. ....	375,000.00
May 5, 1921, Nizina River Bridge .....	25,000.00
May 5, 1921, Seward Peninsula Railway .....	24,014.00
May 7, 1921, Shelter Cabins .....	10,000.00
May 7, 1921, Roads, etc. ....	240,000.00
May 3, 1923, Tolovana Tram .....	6,425.00
May 4, 1923, Roads, etc. ....	240,000.00
May 4, 1923, Shelter Cabins .....	15,000.00
May 5, 1923, Kaltag Portage Survey .....	312.72
April 30, 1925, Roads, etc. ....	260,000.00
April 30, 1925, Shelter Cabins .....	20,000.00
April 30, 1925, Telephone Lines .....	4,000.00
April 30, 1925, Pioneer Cem. Road .....	3,341.02
Deposits from sales, 1926 .....	415.00
Total appropriated to March 31, 1927 .....	\$1,909,209.91

#### EXPENDITURES:

Expended by Territory prior to April 1, 1921 .....	\$ 684,239.64
Expended by Territory, April 1, 1921 to March 31, 1927 .....	19,139.31
Supervised by A. R. C. 1921-1927 .....	192,191.67
Cooperative with A. R. C. 1920-1927 .....	798,421.99
Cooperative with Forest Service 1920-1927 .....	202,257.89

Total expended to March 31, 1927 .....	\$1,896,250.50
Balance, April 1, 1927, Forest Revenue Fund .....	7,664.63
Balance Unexpended Telephone Lines .....	468.40
Balance on deposit with A. R. C. for authorized work.....	4,826.38
	\$1,909,209.91

### TERRITORIAL

The Territorial Board of Road tuted, is composed of the following:

Geo. A. Parks, Governor of the  
Karl Theile, Secretary of the  
Walstein G. Smith, Territorial  
Robert J. Sommers .....Te

### LOCAL COOP

For a résumé of past coopera Annual Report for 1924, beginning o

Under the authority of the Ter approved April 21, 1919, and the A 30, 1921, the Commission made ad for the prosecution of work supporte in part by funds appropriated by the first and second divisions, Sou respectively, no divisional chairme past year, all available funds being In the other two divisions, superinte appointed chairmen of the respectiv

The President of the Commissio of Public Works for the Territory a Divisional Chairmen as well as the appropriations of the Territorial Leg building organization has been maint

The following general road func Projects during the fiscal year:

#### Cooperative Projects:

Alaska Road Commission Funds	.....
Territorial Funds	.....
Miscellaneous Contributions	.....
Total	.....

#### Divisional Projects:

Chairman, Third Division	.....
Chairman, Fourth Division	.....
Total	.....







## AL STATISTICS.

conditions and transportation costs,  
for 1926, beginning on Page 29.

following gives a synopsis of the  
typical routes for the calendar year  
giving reaction from recent work per-  
formed and an astonishing aggregate of traffic  
sections.

## TRAFFIC CENSUS

District	No. Route	Station	Period 1926	No. of Persons	Autos	Wagons	Sleds	Pack Horses	Ton- nage
<b>SOUTHEASTERN</b>									
Haines-Pleasant Camp	3AB	Wells	Jan.-Dec.	8696	2555	40	621	.....	267
<b>EAGLE</b>									
Franklin-Chicken	11L	Franklin	Jan.-May	434	.....	.....	122	29	119
Steel Creek-Walker's Fork	11D	Steel Creek	Jan.-Apr.	212	.....	.....	90	.....	68
<b>VALDEZ</b>									
Valdez-Chitina-Fairbanks	.....	Valdez	May-Oct.	15030	8357	.....	.....	.....	725
Valdez-Chitina-Fairbanks	.....	Willow Cr.	May-Oct.	537	244	.....	.....	.....	118
<b>FAIRBANKS</b>									
Fairbanks-Chitina-Valdez	.....	Richardson	Apr.-Oct.	3874	1580	42	.....	.....	514
Fairbanks-Chitina-Valdez	.....	Grundler	May-Oct.	2408	1091	.....	.....	5	381
Summit-Fairbanks Cr.	7C	Meehan	Feb.-June	484	77	34	42	.....	180
Fairbanks-Chena H. S.	7J	Colorado	Feb.-Mar.	90	.....	.....	38	.....	16
Nenana-Tanana	5A	Kemperville	Jan.-Sept.	307	.....	.....	28	100	61
Central House-Circle H. S.	15A	Circle H. S.	Mar.-Oct.	218	.....	.....	26	65	5
Ruby-Poorman	38A&E	Long	Jan.-Dec.	1145	83	38	337	.....	173
Nenana-McGrath	46&80B	Knights	Jan.-Apr.) Nov.-Dec.)	398 232	.....	.....	276 15	.....	33 4
Ferry-Eva Creek	88	Ferry Station	Jan.-Dec.	.....	.....	17	.....	29	.....
<b>SOUTHWESTERN</b>									
Seward-Nash	10B	Seward	Mar.-Aug.	1188	426	179	124	.....	261
Archangel Extension	35A	Fishhook	Jan.-Dec.	962	80	135	175	3	890
Fishhook-Palmer	35B	Palmer	Jan.-Dec.	157	14	60	39	.....	34
Willow Cr. Extension	35D	Fishhook	Mar.-Dec.	973	65	530	160	30	465
Wasilla-Fishhook	35E	Wasilla	Jan.-Dec.	3108	1833	21	170	.....	805
Wasilla-Knik	35F	Wasilla	Jan.-Dec.	2503	757	201	92	63	152
Wasilla-Palmer	35H	Wasilla	Jan.-Dec.	4562	1142	705	210	14	365
Palmer-Matanuska	35L	Matanuska	Jan.-Dec.	1181	302	365	130	73	150
Bogard Road	35R	Wasilla	June-Dec.	121	32	78	15	.....	111
McKinley Park Road	46D	McKinley Sta.	Apr.-Oct.	2323	1195	80	8	.....	341
Talkeetna-Cache Cr.	51	Talkeetna	May-Sept.	526	.....	186	.....	.....	82
Kenai-Russian River	55	Kenai Lake	May-Dec.	1007	19	.....	19	21	50
Yentna-Mills Cr.	51C	Mills Cr.	May-Aug.	26	.....	.....	.....	.....	.....
Anchorage-Eagle River	75	Anchorage	Jan.-Dec.	9827	4253	.....	743	.....	3020
McDonald Branch	75E	McDonalds	Jan.-Dec.	1659	237	2	.....	.....	38
Kodiak-Abberts	94	Kodiak	Apr.-Sept.	616	2	.....	.....	171	.....
Homer Spit	98	Homer	May-Sept.	1800	42	343	.....	.....	60

District	No. Route	Station	Period 1926	No. of Persons	Autos	Wagons	Sleds	Pack Horses	Ton-nage
<b>NOME</b>									
Nome-Council	8	Safety	May-Oct.	468	157	30	.....	51	26
Nome-Teller	67	Sinrok	Jan.-Dec.	268	.....	8	100	4	14
<b>KUSKOKWIM</b>									
Takotna-Ophir	20DA	Takotna	Jan.-Dec.	654	.....	.....	387	.....	128
Ophir-Dishkakket	30DB	Ophir	Jan.-Dec.	85	.....	.....	62	.....	13
Takotna-Flat	32A	Flat	Jan.-Dec.	92	.....	.....	.....	34	1
Flat-Moore Creek	32AA	Flat	Jan.-Dec.	63	.....	.....	54	.....	8
Candle Cr.-Takotna	32AC	Takotna	Jan.-Dec.	27	.....	.....	.....	.....	.....
Iditarod-Flat	32B	Iditarod	Jan.-Dec.	1015	198	515	260	.....	800
Iditarod-Ophir	32C	Iditarod	Jan.-Dec.	274	.....	.....	183	.....	17
Flat-Crooked Cr.	32D	Flat	Jan.-Dec.	212	.....	.....	142	.....	10
Flat City-Flat Cr.	33C	Flat	Jan.-Dec.	938	42	63	47	.....	80
Flat Cr.-Willow Cr.	33D	Flat Cr.	Jan.-Dec.	427	29	37	25	.....	40
Willow Cr.-Chicken Cr.	33E	Chicken Cr.	Jan.-Dec.	403	3	45	.....	.....	30
Flat-Otter Discovery	33F	Flat	Jan.-Dec.	1526	127	156	96	.....	200
Flat-Holy Cross	34A	Flat	Jan.-Dec.	133	.....	.....	89	.....	10
Iditarod-Anvik	34B	Iditarod	Jan.-Dec.	270	.....	.....	242	.....	6
Cripple-Poorman	38B	Poorman	Jan.-Dec.	62	.....	.....	54	.....	8
Cripple-Ophir	38C	Ophir	Jan.-Dec.	158	.....	.....	83	.....	9
Ophir-Takotna	38D	Takotna	Jan.-Dec.	516	212	87	.....	.....	245
Little Creek Road	38DA	Little Cr.	Jan.-Dec.	346	137	46	25	.....	130
Poorman-Ophir	38F	Ophir	Jan.-Dec.	56	.....	.....	.....	10	.....
Cripple-Cripple Mtn.	64A	Cripple	Jan.-Dec.	65	.....	.....	.....	.....	.....
Cripple-Cripple Mtn.	64AA	Cripple	Jan.-Dec.	15	.....	.....	10	.....	.....
Ganes Cr. Road	38A	Ganes Cr.	Jan.-Dec.	427	192	75	.....	.....	113
McGrath-Telida	80B	McGrath	Jan.-Dec.	466	.....	.....	336	.....	44
McGrath-Takotna	80AA	Takotna	Jan.-Dec.	1126	.....	.....	916	.....	56
Bethel-Akiak	92B	Bethel	Jan.-Dec.	1891	.....	.....	1178	.....	144

ANNUAL REPORT ALASKA

SUBSISTEN

Location	N	Valdez
<b>Richardson Highway</b>		
Miles 9-17	.....	.....
Miles 42-62	.....	.....
Miles 27-42	.....	.....
Miles 67-80	.....	.....
Mineral Creek	.....	.....
<b>Chitina D</b>		
<b>Richardson Highway</b>		
Miles *94-117	.....	.....
Miles *126-136	.....	.....
Miles *168	.....	.....
Miles *191-216	.....	.....
Miles *222-228	.....	.....
Gakona	.....	.....
Nizina	.....	.....
Kotsina	.....	.....
*Mileage from Valdez	.....	.....
<b>Fairbanks D</b>		
<b>Richardson Highway</b>		
Miles *238-280	.....	.....
Mile *245	.....	.....
Miles *280-300	.....	.....
Miles *310-330	.....	.....
Miles *305-330	.....	.....
Charanika	.....	.....
Charanika-Circle	.....	.....
Charanika-Circle	.....	.....
Charanika-Circle	.....	.....
Charanika-Circle	.....	.....
Hot Springs	.....	.....
Long	.....	.....
Wissman	.....	.....
*Mileage from Valdez	.....	.....
<b>Southwestern</b>		
<b>Anchorage</b>		
Wasilla	.....	.....
Talkeetna	.....	.....
Mekineney Park	.....	.....
Yentna	.....	.....
Moose Creek	.....	.....
Homer	.....	.....
Iliamna	.....	.....
Kodiak	.....	.....
<b>Kuskokwim</b>		
<b>Takotna</b>		
.....	.....	.....
<b>Southeastern</b>		
<b>Haines</b>		
.....	.....	.....
<b>Eagle Di</b>		
<b>Baile</b>		
.....	.....	.....



ANNUAL REPORT ALASKA ROAD COMMISSION.

This report, except the survey to determine a permanent solution, was approved late in the fall. The pipe line was repaired and excavated for a million and a half gallons concrete reservoir started in September, 1924. The work was practically completed and water turned in on Sept. 7, 1925. The walls were raised 2½ feet and a concrete cap 4½ feet wide placed on the embankment in May, 1926. The total cost of the work to the government was \$8,578.89. Post labor and teams were used entirely and the Commanding Officer estimates the value of such labor on the work at \$21,492.50.

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 further 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

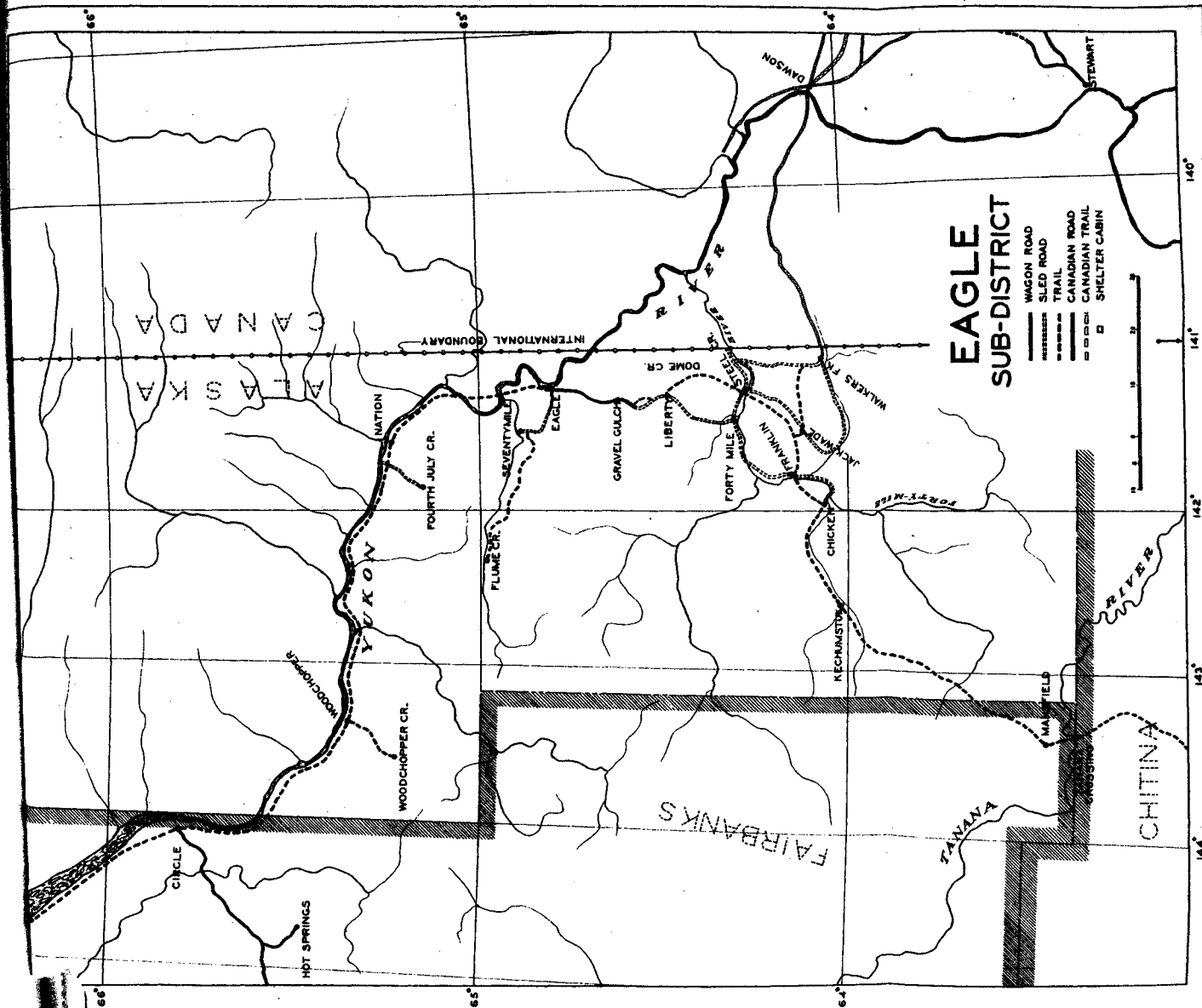
Type	Miles	Expenditure	Unit Cost Dollars per Mile
Wagon Road	81%		
Trail	5		
Totals	86%	\$18,593.25	\$214.33

EAGLE SUB-DISTRICT.

Supervised from the Juneau Office  
 Fred Price, General Foreman in Charge, Eagle  
 July 1 to Oct. 31, 1926  
 June 1 to June 30, 1927

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.



This report, except the survey to determine a permanent solution, was approved late in the fall. The pipe line was repaired and excavation for a million and a half gallons concrete reservoir started in September, 1924. The work was practically completed and water turned in on Sept. 7, 1925. The walls were raised 2½ feet and a concrete cap 4½ feet wide placed on the embankment in May, 1926. The total cost of the work to the government was \$8,578.89. Post labor and teams were used entirely and the Commanding Officer estimates the value of such labor on the work at \$21,492.50.

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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 further slight improvement.

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**DISTRIBUTION OF EXPENDITURES**

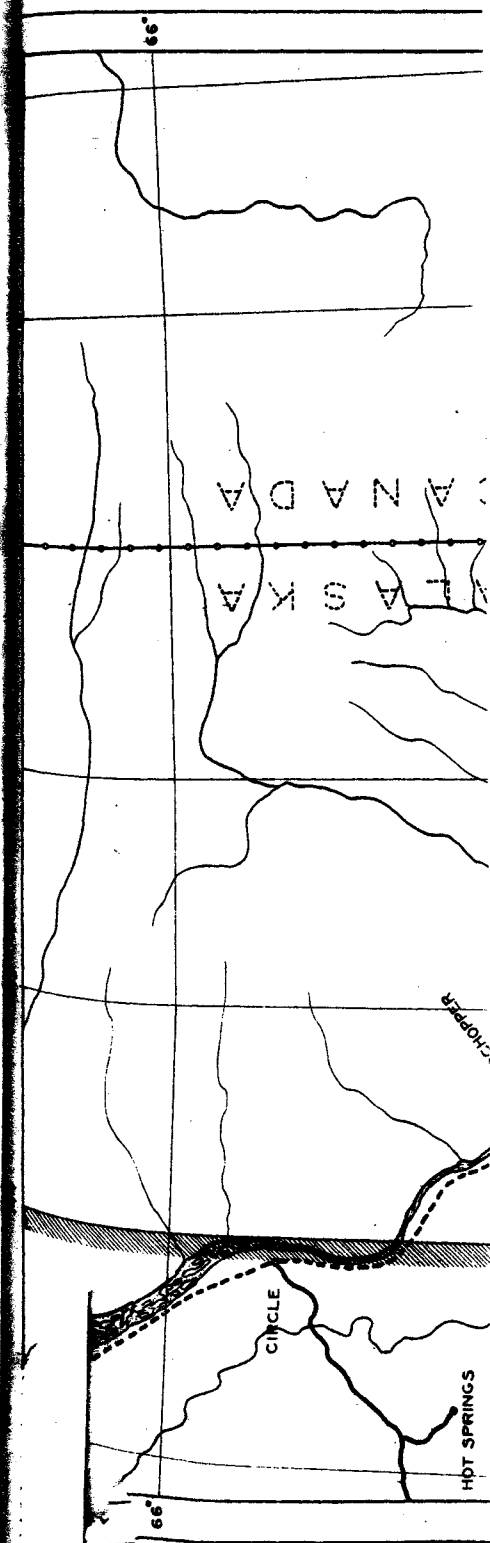
Type	Miles	Expenditure	Unit Cost Dollars per Mile
Wagon Road .....	81¾		
Trail .....	5		
Totals .....	86¾	\$18,593.25	\$214.33

**EAGLE SUB-DISTRICT.**

Supervised from the Juneau Office  
 Fred Price, General Foreman in Charge, Eagle  
 July 1 to Oct. 31, 1926  
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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
11N	Lillywig Creek .....	...	1 $\frac{1}{4}$	...	1 $\frac{1}{4}$
11P	Chicken Aviation Field .....	...	...	...	...
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	174 $\frac{1}{4}$	388	591 $\frac{1}{4}$

## 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 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.

11N—This winter sled road extends from the Fortymile River up Eagle Creek to the mouth of Lillywig Creek. It serves several quartz prospects.

11P—This aviation field is 300 by 800 feet in size. It is located on the left limit of Dennison Fork about one-half mile from its junction with Mosquito Fork and two miles from the Chicken Post Office.

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—Construction of this pack trail was completed to Liberty, consisting of side hill grading, ditching and installing culverts.

11E—Three and one-half miles new trail were constructed to avoid soft ground on the Summit. Repairs and minor improvements were made on the sled road.

11F—8,000 feet of this trail were repaired near Franklin. Wet places were corduroyed and ditched and culverts placed.

11I—9,586 feet of new trail were to the head of Flat Creek. The trail culverts placed.

11MM—A new route was grubbed blasted out for a distance of 9,000 feet to avoid the shell ice which forms at

11N—This route was grubbed and the use of bob sleds.

11P—The field was leveled with removed and a smooth surface was

53—Two sections of new trail taking the trail off the river.

90D—Shelter cabins.

Route	Location	Work Done
11A	Gravel Gulch	Corrugated iron
11A	Dome Creek	Corrugated iron
11AA	Liberty	Corrugated iron
11E	Summit	Corrugated iron
		Total

### ADDITIONAL EXAMINATION

An inspection was made of all the the summer of 1925. A definite plan was up at that time which has since been amination of the winter route from Chicken to Tanana Crossing was made in the of this examination a program of improved winter trail was initiated last season.

### PRESENT CONDITION

The summer pack trails and winter important routes in this district. The the American Summit through to Chicken a serviceable condition. The sled road mile River requires additional improvement.

### DISTRIBUTION OF EXPENDITURE

Type	Miles	Expense
Wagon Road	29	\$
Sled Road	116 1/4	
Trail	347	
Totals	492 1/4	\$



ALASKA ROAD COMMISSION.

ly described in the 1924 report. It  
k Wade postoffice following around  
and drops down to the crossing of  
n. It then climbs the ridge following  
and drops down to a fork of Chicken  
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office. The distance from Jack Wade  
2 miles and from Franklin to Chicken

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the right limit of the Fortymile River  
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IONS DURING YEAR

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ing, ditching and installing culverts.

half miles new trail were constructed  
e Summit. Repairs and minor improve-  
led road.

trail were repaired near Franklin. Wet  
ad ditched and culverts placed.

11I—9,586 feet of new trail were built across Dick Dale Creek  
to the head of Flat Creek. The trail was built 6 feet wide and 30  
culverts placed.

11MM—A new route was grubbed and graded, and large rocks  
blasted out for a distance of 9,000 feet. This will allow freighters  
to avoid the shell ice which forms at this point in Walkers Fork.

11N—This route was grubbed and graded sufficiently to allow  
the use of bob sleds.

11P—The field was leveled with grader, all moss and roots  
removed and a smooth surface was obtained.

53—Two sections of new trail totaling 15 miles were built,  
taking the trail off the river.

90D—Shelter cabins.

Route	Location	Work Done	Cost
11A	Gravel Gulch	Corrugated iron roof placed	\$ 70.00
11A	Dome Creek	Corrugated iron roof placed	108.00
11AA	Liberty	Corrugated iron roof placed	84.00
11E	Summit	Corrugated iron roof placed	78.68
Total			\$340.68

ADDITIONAL EXAMINATIONS

An inspection was made of all the routes in this district during  
the summer of 1925. A definite plan of improvement was drawn  
up at that time which has since been followed. An additional ex-  
amination of the winter route from Circle to Eagle and from Eagle  
to Tanana Crossing was made in the Spring of 1926. As a result  
of this examination a program of improvement of the Circle-Eagle  
winter trail was initiated last season.

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 maintained in  
a serviceable condition. The sled road and trail up the Seventy-  
mile River requires additional improvement.

DISTRIBUTION OF EXPENDITURES

Type	Miles	Expenditure	Unit Cost Dollars per Mile
Wagon Road	29	\$ 2,459.04	\$84.79
Sled Road	116¼	2,434.95	20.95
Trail	347	7,168.56	20.66
Totals	492¼	\$12,062.55	\$24.50

**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.

A much needed winter trail has been established extending from McGrath in the upper 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-Tuluksak .....	44
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	.....	988

**DESCRIPTION**

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

92B—Route name changed to Bethel-Tuluksak. This route is now 44 miles in length and includes 18 miles of trail on the Kuskokwim River between Akiak and Tuluksak.

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—This route extends from Akiak to the placer mines on Canyon Creek. The Kiselalik and Kushluk 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 Crooked 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:

90C—Shelter cabins.

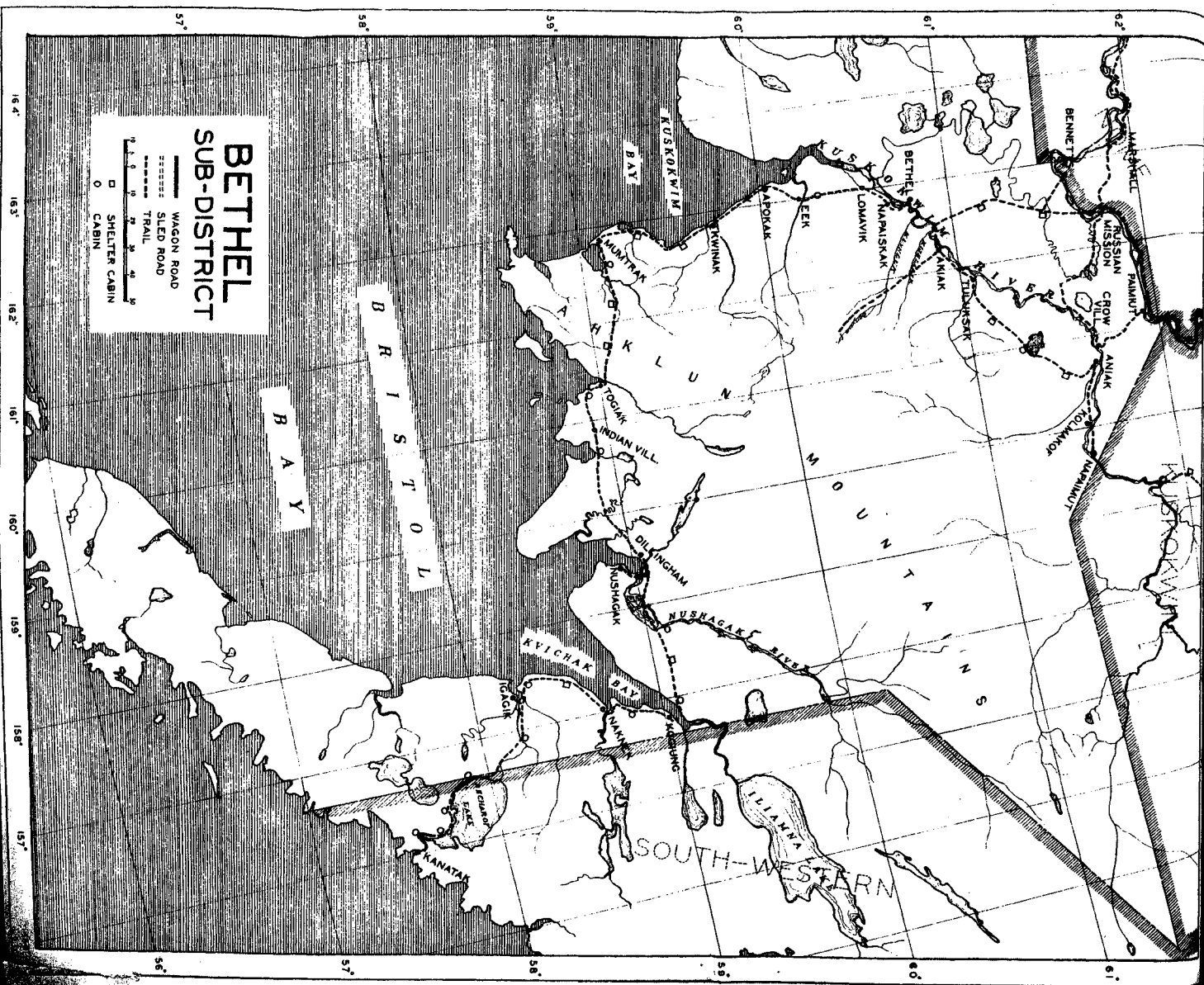
Route	Location	Work Done	Cost
92H	Birch Creek	12x14 cabin built, stove installed	\$ 40
92H	Tuklong River	12x14 cabin built, stove installed	\$ 40
92I	Portage Creek	12x14 cabin built, stove installed	\$ 40
Total			\$1,200

90D—Shelter cabins.

Route	Location	Work Done	Cost
92E	On First Portage from Yukon, 60 miles from Russian Mission	12x14 frame cabin built, stove installed	\$ 50
92E	On First Portage from Kuskokwim, 120 miles from Russian Mission	12x14 frame cabin built, stove installed	\$ 50
92L	Old Island Village	12x14 log cabin built, stove installed	\$ 275
Total			\$1,275

ADDITIONAL EXAMINATIONS

In the winter of 1924-25 an inspection trip was made over the winter route from Crooked Creek on the Kuskokwim via Bethel, Goodnews Bay and Nushagak to Kanatak. As a result of this trip the permanent marking of this route is practically complete and shelter at convenient intervals has been provided.



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.

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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:

##### 90C—Shelter cabins.

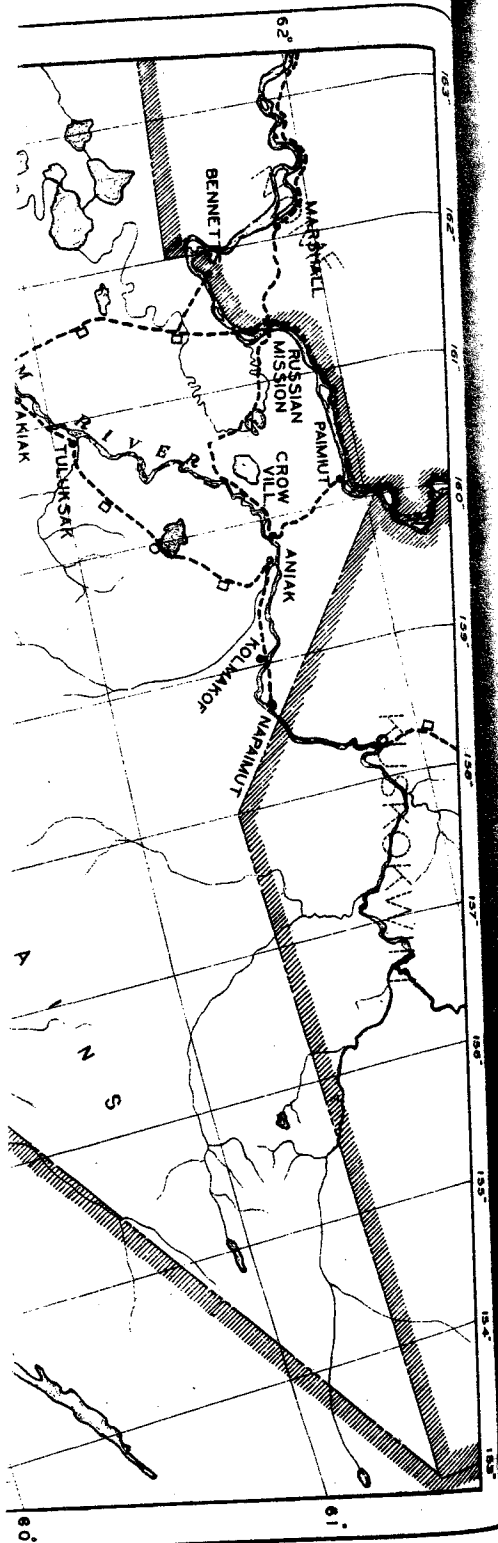
Route	Location	Work Done	Cost
92H	Birch Creek	12x14 cabin built, stove installed	\$ 400.00
92H	Tuklong River	12x14 cabin built, stove installed	\$ 400.00
92I	Portage Creek	12x14 cabin built, stove installed	\$ 400.00
Total			\$1,200.00

##### 90D—Shelter cabins.

Route	Location	Work Done	Cost
92E	On First Portage from Yukon, 60 miles from Russian Mission	12x14 frame cabin built, stove installed	\$ 500.00
92E	On First Portage from Kuskokwim, 120 miles from Russian Mission	12x14 frame cabin built, stove installed	\$ 500.00
92L	Old Island Village	12x14 log cabin built, stove installed	\$ 275.00
Total			\$1,275.00

#### ADDITIONAL EXAMINATIONS

In the winter of 1924-25 an inspection trip was made over the through winter route from Crooked Creek on the Kuskokwim via Bethel, Goodnews Bay and Nushagak to Kanatak. As a result of this trip the permanent marking of this route is practically complete and shelter at convenient intervals has been provided.



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An examination was made of a route from the Kuskokwim into the mining district on the Tuluksak River. Some improvement has been made to this route.

An examination was made of a route from Holy Cross on the Yukon to Kaltshak on the Kuskokwim. A winter dog sled trail has been constructed over this route.

PRESENT CONDITIONS AND NEEDS

The trails within this sub-district have been considerably improved within the past four years and are now generally in fairly good condition. Staking and shelter should be inspected and repaired yearly.

Additional improvements should be made to the route up the Tuluksak River to the mining operations on Bear Creek.

DISTRIBUTION OF EXPENDITURES

Type	Miles	Expenditure	Unit Cost Dollars per Mile
Trail .....	266	\$ 686.25	\$ 2.58

VALDEZ DISTRICT.

T. H. Huddleston, Supt., Valdez

This district embraces that portion of Alaska lying between 145° 10' and 147° west longitude and extending south from 61° 49' north latitude.

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

The Richardson Highway is supported by the Alaska Road Commission exclusively. The Valdez Dyke is maintained at the expense of the City of Valdez. Other expenditures in this district were either upon cooperative projects or exclusively Territorial projects.

ANNUAL REPORT ALASKA

SUMMARY OF

Sub-Project No.	Name of Route
4BA	Valdez-Ptarmigan Drop
4BB	Ptarmigan Drop-Ernestine
4C	Ernestine-Willow Creek
36	Valdez-Mineral Creek
36A*	Granby Road
36B*	South Second Street, Co
60	Valdez Dyke

Total .....

(\*).—Territorial Projects.

DESCRIPT

For detailed description see Part I. Routes 4BB and 4C will be found in the Chitina District. The following changes are noted:

36—This road extends from the Valdez, up Mineral Creek for a distance of 72 miles mining activity.

36B—This is an extension of South Second Street to the limits of Corodva.

OPERATIONS DU

The important operations, other than those mentioned above, are summarized by routes as follows:

4BA—An additional length of 1.5 miles was entirely renewed in Miles 1 and 2. (relocation) was constructed largely with 72 metal culverts were placed, renewed 900 cubic yards gravel placed as surface.

4BB—2¼ miles of new road was necessitated by the floods in the Territory in 1925. 18 miles were partly regraded and 12 miles of road through rock side cut were replaced. A 1620 linear feet from 2 to 4 span was erected at Stewart Creek and replaced.

4C—13,595 cubic yards of gravel were placed on surface over 13½ miles. The average width of road were partly regraded in 1925. 50 metal culverts were placed and renewed requiring 2,470 linear feet of logs.

made of a route from the Kuskokwim into the Tuluksak River. Some improvement has

made of a route from Holy Cross on the the Kuskokwim. A winter dog sled trail er this route.

**CONDITIONS AND NEEDS**

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ments should be made to the route up the mining operations on Bear Creek.

**DISTRIBUTION OF EXPENDITURES**

Miles	Expenditure	Unit Cost Dollars per Mile
266	\$ 686.25	\$ 2.58

**VALDEZ DISTRICT.**

Huddleston, Supt., Valdez

traverses that portion of Alaska lying between west longitude and extending south from

work within this district is the maintenance and Richardson Highway from Valdez, which is an all-year-round port in Alaska to Willow for 92 miles. This section of the Richardson through Keystone Canyon and across the summit is probably the most scenic route in Alaska most expensive construction.

Highway is supported by the Alaska Road locally. The Valdez Dyke is maintained at the of Valdez. Other expenditures in this district cooperative projects or exclusively Territorial

**SUMMARY OF ROADS**

Sub-Project No.	Name of Route	Wagon Road
4BA	Valdez-Ptarmigan Drop .....	33
4BB	Ptarmigan Drop-Ernestine .....	30
4C	Ernestine-Willow Creek .....	29
36	Valdez-Mineral Creek .....	8
36A*	Granby Road .....	5
36B*	South Second Street, Cordova .....	1/4
60	Valdez Dyke .....	.....
Total .....		105 1/4

(\*)—Territorial Projects.

**DESCRIPTION**

For detailed description see Part II, Annual Report for 1924. Routes 4BB and 4C will be found described therein under the Chitina District. The following changes and additions should be noted:

36—This road extends from the beach, about 2 miles west of Valdez, up Mineral Creek for a distance of 8 miles to an area of mining activity.

36B—This is an extension of South 2nd Street outside the city limits of Cordova.

**OPERATIONS DURING YEAR**

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

4BA—An additional length of 1135 linear feet of pile trestle was entirely renewed in Miles 1 and 2. One mile of new road (relocation) was constructed largely through solid rock side cuts, 72 metal culverts were placed, renewing old timber culverts, and 900 cubic yards gravel placed as surfacing.

4BB—2 1/4 miles of new road (relocation) were constructed, necessitated by the floods in the Tiekell River during the fall of 1925. 18 miles were partly regraded and widened. 720 linear feet of road through rock side cut were widened and the grade raised on 1620 linear feet from 2 to 4 feet. One 60-foot pony truss span was erected at Stewart Creek (renewal) and 32 metal culverts placed.

4C—13,595 cubic yards of gravel were placed providing a heavy surface over 13 1/2 miles. The average haul was 1 1/2 miles. 12 miles of road were partly regraded in preparation for the surfacing. 50 metal culverts were placed and log crib renewed in Mile 78 requiring 2,470 linear feet of logs.

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36—7,925 linear feet of new road (relocation) necessitated by the floods in the Mineral Creek Valley during the fall of 1925, were constructed, largely in side cut. Material moved consisted of 5,558 cubic yards of loose rock and earth and 971 cubic yards solid rock.

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. The construction of two and a half miles of the road relocated to avoid floods of Lowe River should be completed.

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 .....	100	\$169,200.32	\$1,692.00

CHITINA DISTRICT.

R. J. Shepard, Superintendent  
Frank Shipp, Asst. Superintendent

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 Nizina-Chitina River trail and the Strelna-Kuskulana road which are supported by the Alaska Road Commission and the Territory jointly.

SUMMARY OF ROADS

Sub-Project No.	Name of Route	Wagon Road	Trail
6D	Chitina-Depot	15	.....
6B	Chitina-Tonsina	24	.....
6A	Tonsina-Willow Creek	36	.....
4D	Willow Creek-Gulkana	21½	.....
4E	Gulkana-Sourdough	18	.....
4F	Sourdough-Mile 168	38	.....
4G	Mile 168-Delta River	25½	.....
4H	Delta River-Rapids	.....	78
4H1	Nizina-Chisana Trail	.....	60
54	Katalla-Yakataga	14	.....
56A	McCarthy-Nizina	14	.....
57	Nizina River Bridge	12½	14
57A	Nizina-Chitina River	.....	14
57B	Strelina-Kuskulana	6	12½
61	Kotsina Trail	20	20
61A	Nugget Creek Extension	.....	140
61B	Gulkana-Chestochina	.....	97
65A	Chestochina-Slate Creek	.....	.....
65B	Chestochina-Tanana Crossing	.....	.....
65C	Siana-Chisana	.....	.....
90C	Shelter Cabins, 3rd Division	.....	.....
Totals		230½	1½

DESCRIPTION

For detailed description see Part II, Annual Report for 1911. Routes 57, 57A, 54 and 56A will be found described therein in the Valdez district. The following changes and additions should be noted:

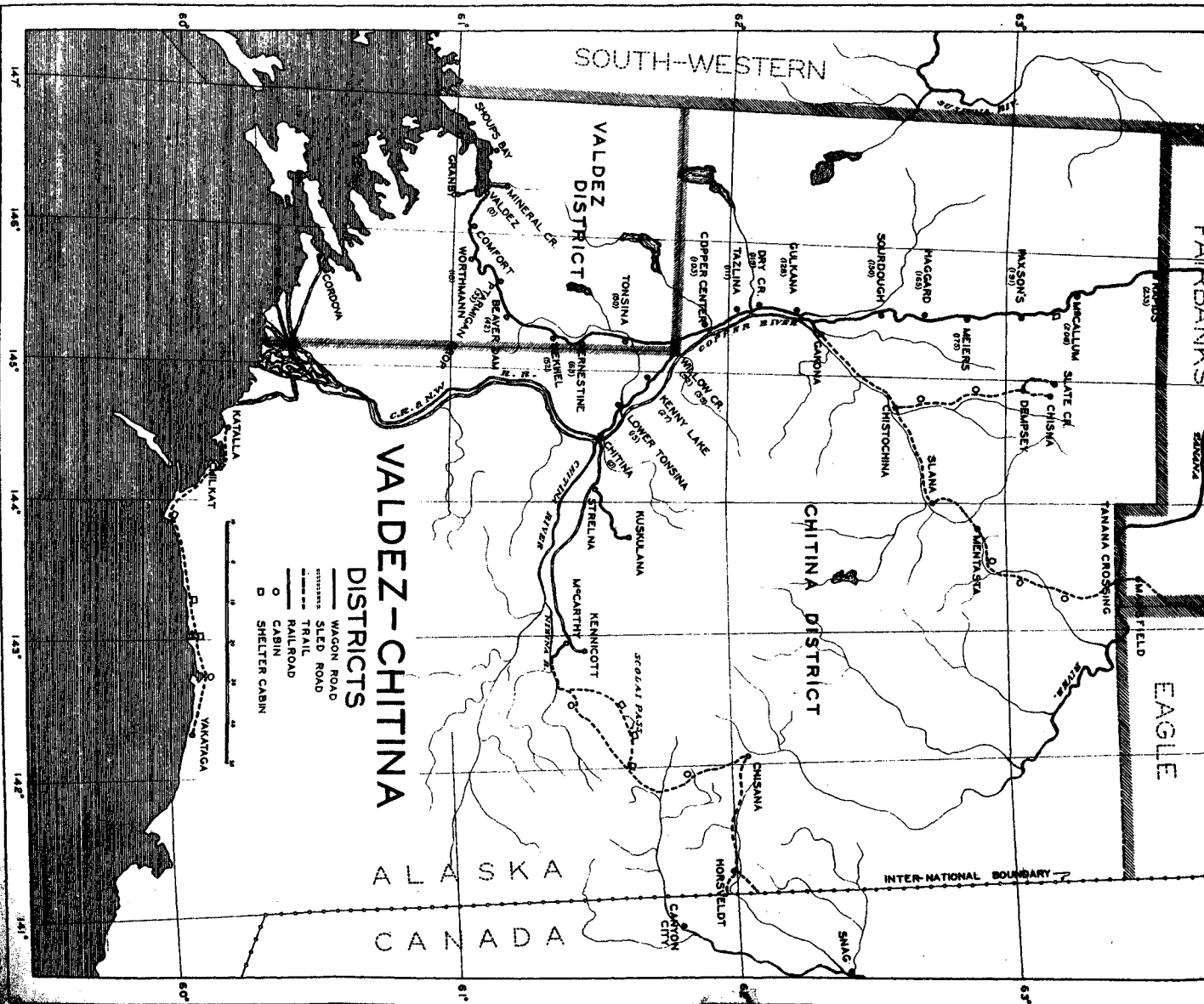
6D—This covers the headquarters buildings for this district. Storage shed for equipment and blacksmith shop were added in 1911. A large log barn was rebuilt.

57—This road extends from McCarthy to the Nizina River, where it is crossed on bridge described below. It then extends 4 miles to the left limit of the Nizina River. Further extension is contemplated.

57A—This bridge has been completed. It consists of two wooden Howe Truss spans of 130 ft. resting on concrete piers and 100 feet of pile trestle approach.

57B—This trail branches from the McCarthy-Nizina River bridge at the north end of the Nizina bridge and extends 14 miles to the left divide into the Chitina River serving prospectors in the Chitina River Valley.

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





SUMMARY OF ROADS

Sub-Project No.	Name of Route	Wagon Road	Trail	Total Miles
6D	Chitina-Depot	15	.....	15
6B	Chitina-Tonsina	24	.....	24
6A	Tonsina-Willow Creek	36	.....	36
4D	Willow Creek-Gulkana	21½	.....	21½
4E	Gulkana-Sourdough	18	.....	18
4F	Sourdough-Mile 168	38	.....	38
4G	Mile 168-Delta River	25½	.....	25½
4H1	Delta River-Rapids	.....	78	78
54	Nizina-Chisana Trail	.....	60	60
56A	Katalla-Yakataga	14	.....	14
57	McCarthy-Nizina	.....	.....	.....
57A	Nizina River Bridge	.....	14	14
57B	Nizina-Chitina River	12½	.....	12½
57B	Strelina-Kuskulana	.....	12½	12½
61	Kotsina Trail	.....	6	6
61A	Nugget Creek Extension	20	20	40
61B	Gulkana-Chestochina	.....	40	40
65A	Chestochina-Slate Creek	.....	140	140
65B	Chestochina-Tanana Crossing	.....	97	97
65C	Slana-Chisana	.....	.....	.....
65G	Shelter Cabins, 3rd Division	.....	.....	.....
90C		.....	.....	.....
Totals		230½	461½	692

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:

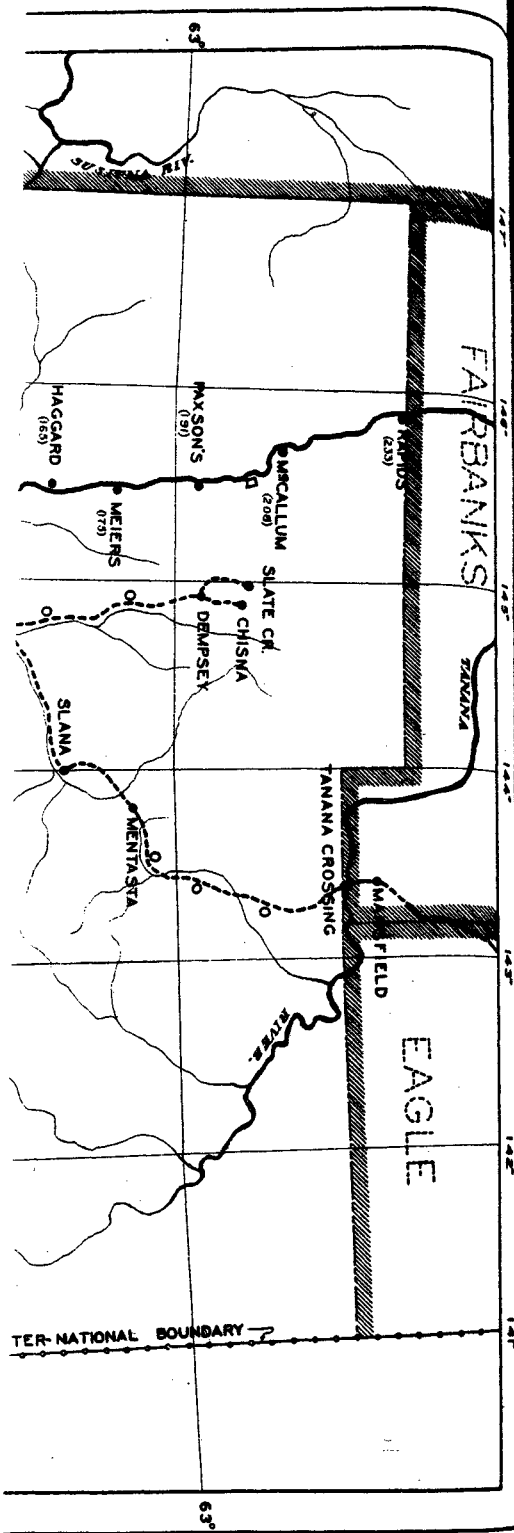
6D—This covers the headquarters buildings for this district. Storage shed for equipment and blacksmith shop were added this year. A large log barn was rebuilt.

57—This road extends from McCarthy to the Nizina River which is crossed on bridge described below. It then extends 4 miles up the left limit of the Nizina River. Further extension is contemplated.

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.

57B—This trail branches from the McCarthy-Nizina River road at the north end of the Nizina bridge and extends 14 miles over a low divide into the Chitina River serving prospectors in the upper Chitina River Valley.

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.



61A—This trail branches from the Strelna-Kuskulana road at Mile 4½. Turning to the west it extends to the Kotsina River which it follows to copper prospects in the upper Kotsina Valley. Two crossings of the Kotsina River are necessary to avoid steep slopes and heavy slides.

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

65A—The wagon road was extended during the past year so that this route now consists of 20 miles wagon road and 20 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:—23,340 cubic yards of gravel were placed as surfacing over 23 miles. 2¼ miles of new road (relocation) were constructed, 21 miles of old road were graded to standard width, 3 miles widened and 9 miles lightly regraded. 149 metal culverts were installed, one new 50' Howe truss span was erected at the lower Tonsina River crossing and 160 linear feet of the approach trestle filled. One 60-ft pony truss and 40 linear feet of approach were erected at Mile 207. At Mile 222½, two new 60-foot pony trusses, two old 60-foot trusses and 40 feet of approach were erected on the new location.

Unprecedented floods in January caused the partial destruction of the Tazlina bridge. Three 100-foot spans and one 60-foot span were washed out. One 100-foot span was salvaged and two 100-foot spans and one 80-foot span purchased. The entire bridge was reconstructed on a new location just downstream from the old location and was ready for the first traffic over the road in the spring.

54—1½ miles of trail were cut along the east side of the Nizina Glacier and ¼ mile of grading for pack horses was accomplished.

57—The road was extended 2 miles to Murie's roadhouse where traffic divides going to the placer operations on Dan Creek and

Chititu Creek. This included 3,000 feet muck along the Nizina River between bridge was erected over Young Creek on truss spans and 150 linear feet of pile timber culverts were installed.

57A—Fender piles were driven upstr in the approach trestle.

61A—The trail was constructed from Strelna road, 12½ miles to a junction trail. The work included clearing and foot width, 1½ miles side hill grading and the erection of a 140-foot suspension crossing of the Kotsina at Mile 9¼. This horse or double ender traffic.

65A—The road was extended 8 miles included clearing, grubbing and grading 1 feet and the construction of all necessary native timber. 800 feet of heavy side b to reduce the grade in Mile 1.

65G—69 miles of this route were in distance were brushed and marked for p brushed out to a width of 10 to 12 feet This latter portion is to provide cutoff Jack Creek so that open water in the small pole bridges were constructed.

90C—Shelter cabins, 3rd Division.

Route	Location
65G	Cooper Creek, 32 miles from Chisana

ADDITIONAL EXAMIN

An examination was made of feasibility and Nabesna districts, both from McCarthy Northwestern Railway and from Gulkan way. As a result of this examination s made to trails from both points and s built.

A reconnaissance was made for a River Valley from McCarthy. As a rest trail has been constructed from the wagon into the Chitina River Valley. This tra tented.

ALASKA ROAD COMMISSION.

es from the Strelna-Kuskulana road at  
rest it extends to the Kotsina River which  
ects in the upper Kotsina Valley. Two  
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g to the placer operations on Dan Creek and

Chititu Creek. This included 3,000 feet of heavy grading in frozen  
muck along the Nizina River between Miles 12 and 13. A new  
bridge was erected over Young Creek consisting of two 40-foot "A"  
truss spans and 150 linear feet of pile trestle, 11 metal and 17  
timber culverts were installed.

57A—Fender piles were driven upstream from each of the bents  
in the approach trestle.

61A—The trail was constructed from the point of leaving the  
Strelna road, 12½ miles to a junction with the old Horse Creek  
trail. The work included clearing and grubbing to an average 8  
foot width, 1½ miles side hill grading to a width of 5 to 6 feet,  
and the erection of a 140-foot suspension bridge over the first  
crossing of the Kotsina at Mile 9¼. This route is suitable for pack  
horse or double ender traffic.

65A—The road was extended 8 miles to Mile 20. The work in-  
cluded clearing, grubbing and grading to an average width of 20  
feet and the construction of all necessary bridges and culverts of  
native timber. 800 feet of heavy side hill grading were performed  
to reduce the grade in Mile 1.

65G—69 miles of this route were improved. 58 miles of this  
distance were brushed and marked for pack trail and 11 miles were  
brushed out to a width of 10 to 12 feet suitable for bob sled use.  
This latter portion is to provide cutoffs for sled travel following  
Jack Creek so that open water in the creek may be avoided. 10  
small pole bridges were constructed.

90C—Shelter cabins, 3rd Division.

Route	Location	Work Done	Cost
65G	Cooper Creek, 32 miles from Chisana.....	12x14 cabin built	\$725.00-

ADDITIONAL EXAMINATIONS

An examination was made of feasible routes into the Chisina  
and Nabesna districts, both from McCarthy on the Copper River and  
Northwestern Railway and from Gulkana on the Richardson High-  
way. As a result of this examination some improvement has been  
made to trails from both points and several shelter cabins were  
built.

A reconnaissance was made for a trail into the upper Chitina  
River Valley from McCarthy. As a result of this reconnaissance a  
trail has been constructed from the wagon road at the Nizina River  
into the Chitina River Valley. This trail will possibly later be ex-  
tended.

Additional examinations were made of feasible routes into the Kotsina. A route was selected and construction of a pack horse and single sled trail was initiated last season.

**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. Several sections along the Delta River require widening to provide suitable roadway and the entire route requires proper maintenance to prevent deterioration.

The McCarthy-Nizina road should be further improved and some work done on present temporary roads to Dan and Chititu Creeks.

The trail into the Kotsina should be completed and the trail into the Chitina River Valley should be extended.

The road should be extended from Gulkana to Chestochina.

**DISTRIBUTION OF EXPENDITURES**

Type	Miles	Expenditure	Unit Cost Dollars per Mile
Wagon Road .....	224½	\$298,620.58	\$1,330.16
Trail .....	221½	16,649.60	75.16
Totals .....	446	\$315,270.18	\$ 706.88

**FAIRBANKS DISTRICT.**

Hawley W. Sterling, Supt., Fairbanks, Alaska  
Donald MacDonald, Asst. Sup.

This district embraces that portion of the Territory between the 144th and 148 meridian 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 150 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 ROADS

Sub-Project No.	Name of Route	Wagon Road	Sled Road	Trail
4H2	Rapids-Grundler	48	.....	.....
4I	Grundler-Richardson	20½	.....	.....
4J	Richardson-Salchaket	30	.....	.....
4K	Salchaket-Fairbanks	40	.....	.....
4KA	Salcha Bridge	.....	.....	.....
7A	Summit-Chatanika	8½	.....	.....
7B*	Fox-Olmes	13	.....	.....
7D	Ester Creek	13	.....	.....
7DC*	St. Patrick's-Happy	2½	.....	.....
7G	Fairbanks-Gilmore	13	.....	.....
7I	Gilmore-Summit	7	.....	.....
7J	Fairbanks-Chena Hot Springs	.....	64	.....
7JA	Chena River Branch	.....	35	.....
7K	Olmes-Livengood	.....	.....	54
7R	Goldstream-O'Connor Creek	.....	6	.....
7V	Wireless Road	.....	¾	.....
7X	Chena Hot Springs Aviation Field	.....	.....	.....
15	Circle-Miller House	49	.....	.....
15C	Circle Hot Springs Aviation Field	.....	.....	.....
16	Chatanika-Miller House	64¾	22¾	.....
23A	Snowshoe-Beaver	.....	.....	101
23B	Beaver-Caro	75	.....	.....
23C	Big Creek Trail	.....	.....	20
23D	Caro-Flat Creek	.....	45	.....
23E	Caro-Coldfoot	.....	22	56
23F	Chandalar Aviation Field	.....	46	.....
31	Caribou Creek	.....	.....	67
53A	Circle-Ft. Yukon	.....	.....	.....
53B	Fort Yukon Aviation Field	.....	.....	.....
59	Fairbanks Bridge	.....	.....	.....
65A	Fairbanks Depot	.....	.....	.....
65F	Grundler-Tanana Crossing	.....	30	83
90D	Shelter Cabins	.....	.....	.....
Totals		384½	270¾	381

\*—Territorial Project.

## DESCRIPTION

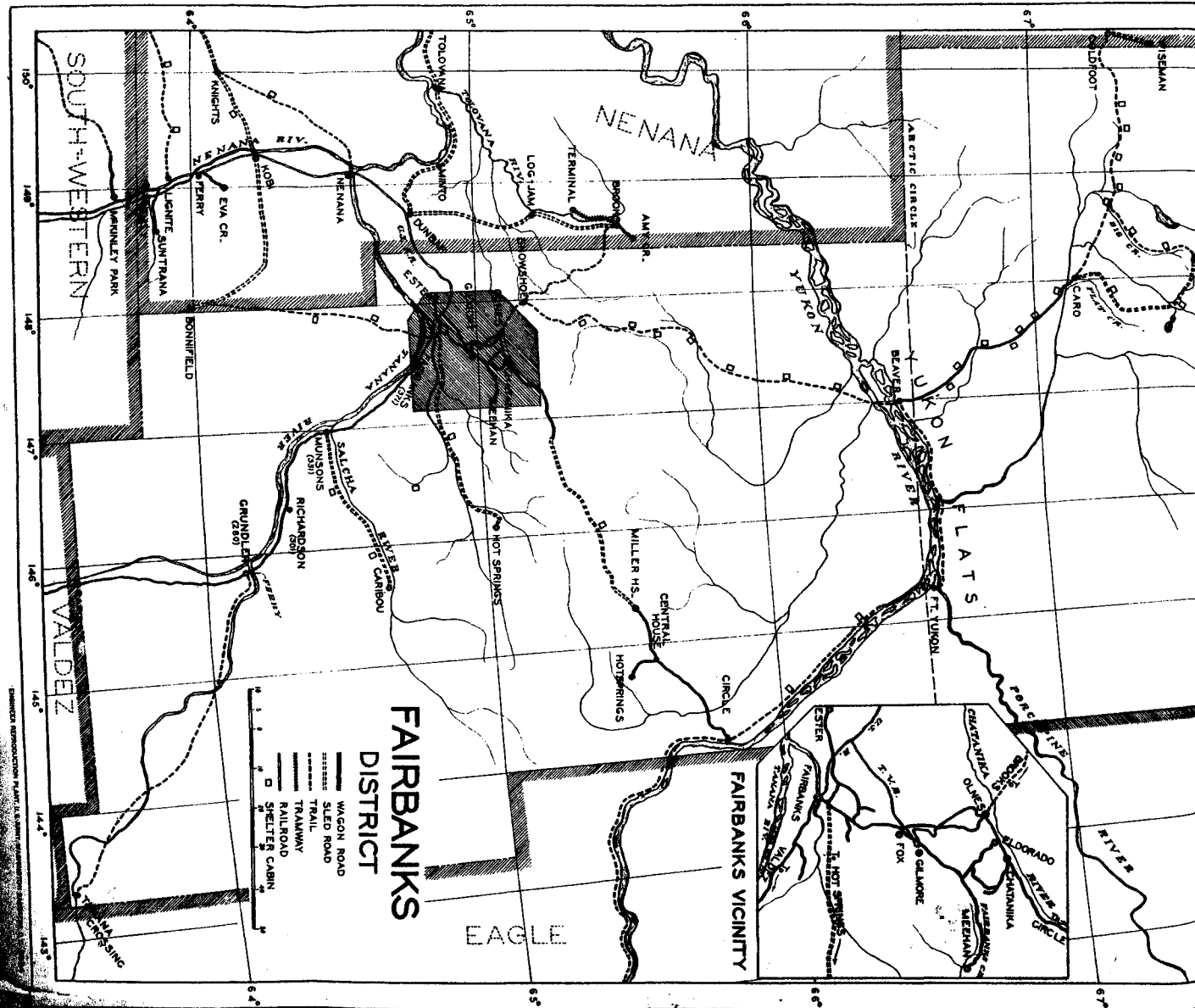
For detailed description see Part II, Annual Report, 1924.

The following changes and descriptions 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 Pratt truss span and 345 feet of pile trestle approach. It replaces the ferry formerly used at this point.

7A—Mileage corrected after completion of route to 101 miles.

7DC—This road branches from the Ester Dome road 1½ miles from the main Fairbanks-Ester road. It extends 2½ miles across St. Patrick's Creek to Happy Creek.



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 .....	.....	.....	.....	8½
7A	Summit-Chatanika .....	8½	.....	.....	13
7B*	Fox-Onles .....	13	.....	.....	13
7D	Ester Creek .....	13	.....	.....	13
7DC*	St. Patrick's-Happy .....	2½	.....	.....	2½
7D	Fairbanks-Gilmore .....	13	.....	.....	13
7G	Gilmore-Summit .....	7	.....	.....	7
7I	Fairbanks-Chena Hot Springs .....	.....	64	.....	64
7J	Chena River Branch .....	.....	35	.....	35
7JA	Onles-Livengood .....	.....	.....	54	54
7K	Goldstream-O'Connor Creek .....	.....	6	.....	6
7R	Wireless Road .....	¼	.....	.....	¼
7V	Chena Hot Springs Aviation Field .....	.....	.....	.....	49
7X	Circle-Miller House .....	49	.....	.....	87
15	Circle Hot Springs Aviation Field .....	64¾	22¼	.....	101
15C	Chatanika-Miller House .....	.....	.....	101	101
16	Snowshoe-Beaver .....	75	.....	.....	75
23A	Beaver-Caro .....	.....	.....	20	20
23B	Big Creek Trail .....	.....	45	.....	45
23C	Caro-Flat Creek .....	.....	22	56	78
23D	Caro-Coldfoot .....	.....	.....	.....	46
23E	Chandalar Aviation Field .....	.....	46	.....	67
23F	Caribou Creek .....	.....	.....	67	67
31	Circle-Ft. Yukon .....	.....	.....	.....	.....
53A	Fort Yukon Aviation Field .....	.....	.....	.....	.....
53B	Fairbanks Bridge .....	.....	.....	.....	.....
59	Fairbanks Depot .....	.....	.....	.....	.....
59A	Fairbanks-Tanana Crossing .....	30	83	.....	113
65F	Grundler-Tanana Crossing .....	.....	.....	.....	.....
90D	Shelter Cabins .....	.....	.....	.....	.....
Totals .....		384½	270¼	381	1035¾

\*—Territorial Project.

DESCRIPTION

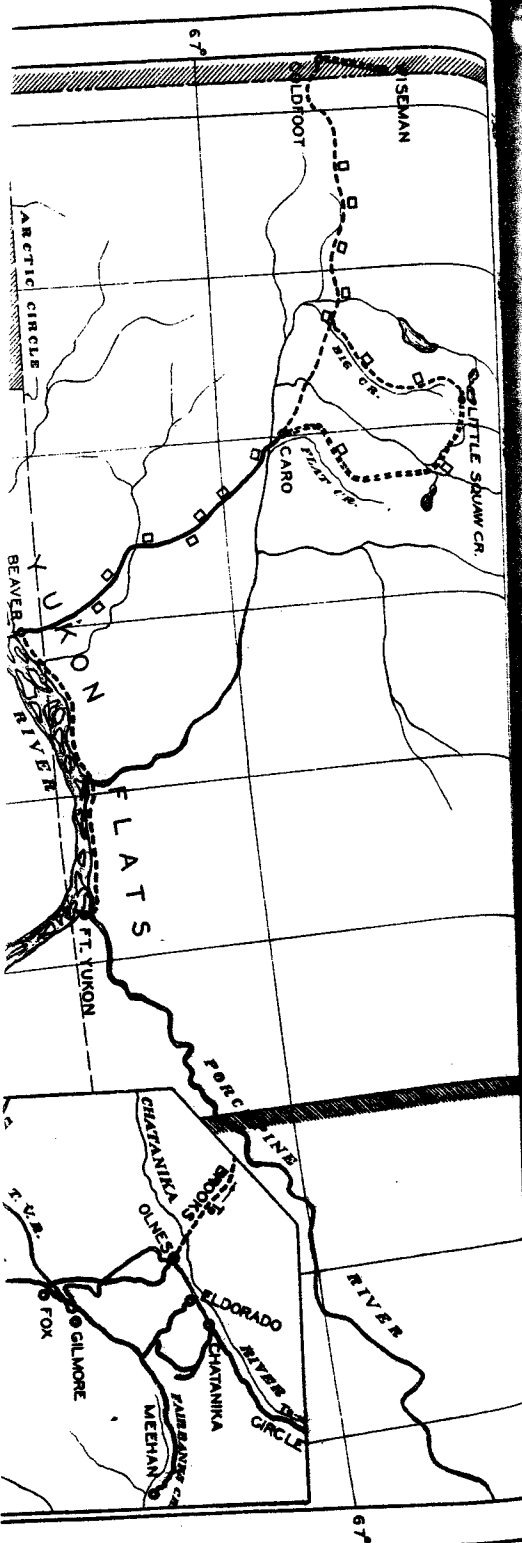
For detailed description see Part II, Annual Report, 1924.

The following changes and descriptions 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.

7A—Mileage corrected after completion of relocation to 8½ miles.

7DC—This road branches from the Ester Dome road 1½ miles from the main Fairbanks-Ester road. It extends 2½ miles across St. Patrick's Creek to Happy Creek.



7I—Corrected mileage 7 miles.

7JA—This sled road branches from the Fairbanks-Chena Hot Springs route where the latter turns from the main valley of the Chena River to the Hot Springs. It extends up the Chena River Valley serving placer operations.

7X—This landing field is located on the left limit of Monument Creek near the Chena Hot Springs. It is laid out 300 by 800 feet.

15C—This landing field is situated  $\frac{1}{2}$  mile east of the Circle Hot Springs. It is 400 feet by 1700 feet.

16—Construction of the wagon road was extended to  $64\frac{1}{4}$  miles from Chatanika, reducing the sled road mileage by this distance. The completed survey makes the total length of this route 87 miles.

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

23E—Classification changed due to improvement of the route. This route now consists of 22 miles sled road and 56 miles of trail.

23F—This landing field is situated  $\frac{1}{2}$  mile east of the Circle Hot Springs. It is 400 feet by 1700 feet.

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  $\frac{3}{4}$  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'x60', equipment sheds 20'x70', and 32'x137' oilhouse 20'x30' and a dog barn 20'x30'.

65F—30 miles of this trail were improved to sled road standard.

#### OPERATIONS DURING YEAR

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

Richardson Highway, Fairbanks to Rapids. 29,538 cubic yards of gravel were placed resulting in a heavy gravel surface over 14 miles and a light gravel surface over  $13\frac{1}{2}$  miles.  $1\frac{1}{2}$  miles of new grading (relocation) were accomplished and  $8\frac{1}{2}$  miles of road

were widened.  $14\frac{1}{2}$  miles were regraded 206 linear feet of standard post bent to replace old structures and 229 cor installed. Permanent pile driven appr the ferry crossing at Grundler.

4KA—Additional filling of brush rock was placed in the bank protection

7A— $6\frac{1}{4}$  miles of heavy gravel s Chatanika end. 2 metal culverts were

7B—Work on this project consisted old corduroy with gravel. Funds for th the Fairbanks Exploration Co. In add siderable grading on this route with the

7D—The gravel surface was extend

7DC—This road was constructed la tional Funds and is described more full below. Expenditure shown here covers mining companies interested in this ro

7J—One bridge 30 feet long was co trail (relocation) were cut 12 feet wide

7JA—One bridge of 60-foot span proaches, and 4 other short span bridge: structed of native timber.

7X—This landing field was constr It is considered adequate for the pres of the Hot Springs contributed \$378.00

15C—This landing field was cleared an area of 400 feet by 1700 feet. structed 2700 feet in length around the is an excellent landing field. The pro contributed \$1,016.50 in money and labo

16—The preliminary construction during the season. Of this distance, 20 14 feet in width while  $11\frac{3}{4}$  were grad width. This work included 86 acres of ing. 73 acres of stripping, widening road  $15\frac{1}{2}$  miles from 1 to 4 feet, grading  $20\frac{1}{2}$  grading  $11\frac{3}{4}$  miles average 8 foot width. placed, 7,488 cubic yards gravel surface 365 linear feet of native timber bridge corrugated metal culverts installed.

les.

hes from the Fairbanks-Chena Hot turns from the main valley of the gs. It extends up the Chena River s.

located on the left limit of Monument rgs. It is laid out 300 by 300 feet.

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il were improved to sled road standard.

#### WORK DONE DURING YEAR

s other than routine maintenance may follows:

airbanks to Rapids. 29,538 cubic yards ing in a heavy gravel surface over 14 ace over 13½ miles. 1½ miles of new accomplished and 8½ miles of road

were widened. 14½ miles were regraded in preparation for surfacing. 206 linear feet of standard post bent fir trestles were constructed to replace old structures and 229 corrugated metal culverts were installed. Permanent pile driven approaches were constructed for the ferry crossing at Grundler.

4KA—Additional filling of brush and cordwood covered with rock was placed in the bank protection above the steel span.

7A—6¼ miles of heavy gravel surface were placed on the Chatanika end. 2 metal culverts were installed.

7B—Work on this project consisted entirely of surfacing over old corduroy with gravel. Funds for the work were contributed by the Fairbanks Exploration Co. In addition this company did considerable grading on this route with their own forces.

7D—The gravel surface was extended one mile.

7DC—This road was constructed largely with Territorial Divisional Funds and is described more fully under Territorial projects below. Expenditure shown here covers only funds contributed by mining companies interested in this road.

7J—One bridge 30 feet long was constructed. 980 feet of new trail (relocation) were cut 12 feet wide.

7JA—One bridge of 60-foot span and 80 linear feet of approaches, and 4 other short span bridges (144 linear feet) were constructed of native timber.

7X—This landing field was constructed 150 feet by 300 feet. It is considered adequate for the present needs. The proprietor of the Hot Springs contributed \$378.00 toward the work.

15C—This landing field was cleared, grubbed and leveled over an area of 400 feet by 1700 feet. A drainage ditch was constructed 2700 feet in length around the upper end of the field. This is an excellent landing field. The proprietor of the Hot Springs contributed \$1,016.50 in money and labor toward the work.

16—The preliminary construction was advanced 32¼ miles during the season. Of this distance, 20½ miles were graded to full 14 feet in width while 11¼ were graded an average of 8 feet in width. This work included 86 acres of grubbing, 134 acres of clearing, 73 acres of stripping, widening road constructed previous season 15½ miles from 1 to 4 feet, grading 20½ miles average 14 foot width, grading 11¼ miles average 8 foot width, 8,320 linear feet of corduroy placed, 7,488 cubic yards gravel surfacing placed on 3 miles road. 355 linear feet of native timber bridges were constructed and 211 corrugated metal culverts installed.



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Seven 20'x30' log cabins and 5 tent caches were erected for storage of advance supply which is moved out on the snow.

23E—This route was improved to sled road standard from Caro to within one mile of the junction of the Big Creek trail, 22 miles. The clearing was widened and stumps removed.

23F—The field was cleared and moss stripped from an area 157 feet by 715 feet. The local citizens have contributed \$853.50 in money and labor on the field.

59A—An addition 30 feet by 30 feet was built on the garage and an equipment storage shed 32 feet by 137 feet was erected.

65F—Three pile trestles of native timber totaling 400 linear feet were constructed. The first 30 miles from Grundler were improved to sled road standard.

90D—Shelter cabins:

Route	Location	Work Done	Cost
7K	Snowshoe	Corrugated iron roof placed	\$125.00
7K	Globe Creek	Corrugated iron roof placed	100.00
7K	Tatalina	Corrugated iron roof placed	100.00
23D	Grave Creek	New pole and dirt roof	150.00
Total			\$475.00

ADDITIONAL EXAMINATIONS

Inspection trips were made over the summer trails and roads in the Beaver-Chandalar district. A winter reconnaissance was made over the Olmes-Beaver and Dunbar-Brooks trails. A reconnaissance was made for a winter trail connecting Circle and Ft. Yukon as a result of which a trail between these points has been constructed. An examination was made over routes into the upper Tanana district and improvements have been made on the Grundler-Tanana Crossing trail.

Tolovana River. The snagging of the Tolovana River, in accordance with report contained in H. Doc. No. 193, 68th Cong., 1st Sess., was authorized in the River and Harbor Act approved January 21, 1927. It involves certain cooperative features which were met by Chapter 85, Session Laws of the 1927 Legislature. Final surveys are in progress.

PRESENT CONDITION AND NEEDS

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

ANNUAL REPORT ALASKA

Fairbanks Local Roads. Increased sary the continued improvement of t drainage and some kind of surface.

Chatanika-Circle. This project sh with the Miller House-Circle Road as miles remain to be constructed to ma eight miles of old wagon road require to automobile standard throughout.

Roads and trails in various isolate improvement and must be maintained

DISTRIBUTION OF EX

Type	Miles	Ex
Wagon Road	382	\$
Sled Road	264 1/4	
Trail	381	
Totals	1027 1/4	\$

TERRITORIAL P

Territorial Road Commission  
Hawley W. Sterling, Chairman  
Jake Mutchler, Member.

SUMMARY OF I

Sub-Project No.	Name of Route
7AA	Cleary Creek Road
7C	Summit-Fairbanks Creek
7DA	College Spur
7DB	Ester Dome Road
7DC	St. Patrick's-Happy
7DD	Ester-Beegler
7GA	Lazelle Road
7H	Little Eldorado Creek
7N	Farmers-Birch Hill
7NA	Isabelle Creek
7NB	Ballaine-Rickert
7S	Graehl Bridge
7T	Farmers-Chena Slough
15A	Central House-Circle Hot Sp
16A	U. S. Creek Spur
38L	Ruby Aviation Field Road
63D	Brooks-Aviation Field Road
Totals	

DESCRIPTIC

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

Route 7AA—This route was a port

ALASKA ROAD COMMISSION.

and 5 tent caches were erected for which is moved out on the snow.

Improved to sled road standard from Caron Junction of the Big Creek trail, 22 miles. and stumps removed.

and moss stripped from an area 157 and citizens have contributed \$853.50 in

by 30 feet was built on the garage and 32 feet by 137 feet was erected.

s of native timber totaling 400 linear feet first 30 miles from Grundler were im-

Work Done	Cost
Regulated iron roof placed	\$125.00
Regulated iron roof placed	100.00
Regulated iron roof placed	100.00
Regulated iron roof placed	150.00
pole and dirt roof	
<b>Total</b>	<b>\$475.00</b>

ANNUAL EXAMINATIONS

made over the summer trails and roads in district. A winter reconnaissance was made of Dunbar-Brooks trails. A reconnaissance trail connecting Circle and Ft. Yukon as a between these points has been constructed. over routes into the upper Tanana district been made on the Grundler-Tanana. Crossing

snagging of the Tolovana River, in accordance in H. Doc. No. 193, 68th Cong., 1st Sess., River and Harbor Act approved January 21, on cooperative features which were met by of the 1927 Legislature. Final surveys

CONDITION AND NEEDS

This road is entirely suitable for auto-weather, there being short sections badly of surfacing. Several short relocations are excessive grades, and obtain safe location, tive timber bridges and culverts will require

**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. Twenty-three miles remain to be constructed to make this connection, and forty-eight miles of old wagon road require rehabilitation to bring it up to automobile standard throughout.

Roads and trails in various isolated mining communities require improvement and must be maintained each year.

DISTRIBUTION OF EXPENDITURES

Type	Miles	Expenditure	Unit Cost Dollars per Mile
Wagon Road	382	\$308,322.03	\$807.13
Sled Road	264 1/4	9,564.55	36.19
Trail	381	2,799.08	7.35
<b>Totals</b>	<b>1027 1/4</b>	<b>\$320,685.66</b>	<b>\$312.18</b>

TERRITORIAL PROJECTS.

Territorial Road Commission, Fourth Division

Hawley W. Sterling, Chairman and Secretary

Jake Mutchler, Member.

John Soll, Member.

SUMMARY OF ROADS

Sub-Project No.	Name of Route	Wagon Road
7AA	Cleary Creek Road	3
7C	Summit-Fairbanks Creek	13
7DA	College Spur	1/2
7DB	Ester Dome Road	2 1/2
7DC	St. Patrick's-Happy	2 1/2
7DD	Ester-Beegler	3/4
7GA	Lazelle Road	2 1/2
7H	Little Eldorado Creek	6
7N	Farmers-Birch Hill	9
7NA	Isabelle Creek	2
7NB	Ballaine-Rickert	1 1/4
7S	Graehl Bridge	
7T	Farmers-Chena Slough	4 1/2
15A	Central House-Circle Hot Springs	9
18A	U. S. Creek Spur	1/4
38L	Ruby Aviation Field Road	1 1/4
63D	Brooks-Aviation Field Road	1 1/2
<b>Totals</b>		<b>59 1/4</b>

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 2¼ miles to quartz mines on Ester Dome.

7DC—This road branches from the Ester Dome road 1½ miles from the main Fairbanks-Ester road and extends 2½ miles across the head of St. Patrick's Creek to Happy Creek.

7DD—This road branches from the Fairbanks-Ester road ½ mile above the town of Ester and extends ¾ mile to a stamp mill.

7NB—This road branches from the Farmers-Birch Hill road near Ballaine's farm and extends north 1¼ miles serving farm lands.

16A—This short spur branches from the Chatanika-Miller House road in Mile 30 near the crossing of U. S. Creek and extends ¼ mile to the top of the ridge.

38L—This road branches from the Ruby-Long road in Mile 2 and extends 1¼ miles east to the Ruby aviation field.

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:

7C—395 cubic yards of gravel surfacing were placed and 24 metal culverts installed.

7DC—This road was extended 1¼ miles to quartz mining operations on Happy Creek. The road was cleared, grubbed and graded to an average width of 12 feet. 39 log culverts were installed.

7DD—This old road was rehabilitated.

7NB—This new road, 1¼ miles in length, was cleared, grubbed and graded to a width of 24 feet. 11 plank culverts were installed.

7T—1¼ miles of this road were graded to width of 20 feet. 10 log culverts were installed.

16A—This spur was cleared, grubbed and graded to a width of 10 feet.

38L—This road was graded to an average width of 10 feet.

#### PRESENT CONDITION

A large part of the roads included earth type serving small farm areas only suitable for motor traffic in dry maintenance to keep them in their improvements and extensions should be roads a surface may have to be pro traffic.

#### DISTRIBUTION OF EX

Type	Miles	Ex
Wagon Road .....	57½	

#### NENANA SUB-D

Hawley W. Sterling, Superin  
H. G. Haslem, Asst. Superin

This sub-district is a part of the F. the supervision of that office. It is ro south from the Arctic Ocean between tude as far as the Arctic Circle, thenc 158° 41' west longitude to the norther National Park. It is more accurately map. It includes the important minin Livengood, Hot Springs and Bonnifield

This area is well served so fa is concerned by a number of navigabl of which are the Yukon, Tanana, Koyu These rivers and the Alaska Railroad of long roads unnecessary. A numbe built connecting important mining cen the railroad.

The district has an extensive syst trails, the most important of which through Fort Gibbon to Kaltag which the Seward Peninsula and the route to Telida and McGrath which carries t kokwim district.

Shelter cabins and aviation fields the Territory. Of the remaining p through routes are supported by the less important projects by the Alaska Territory jointly.

ka, which was abandoned in favor of a lining operations along Cleary Creek

s from the Ester Creek Road, Route 7D, miles to quartz mines on Ester Dome.

s from the Ester Dome road 1½ miles ester road and extends 2½ miles across creek to Happy Creek.

s from the Fairbanks-Ester road ½ mile d extends ¾ mile to a stamp mill.

es from the Farmers-Birch Hill road extends north 1¼ miles serving farm

branches from the Chatanika-Miller the crossing of U. S. Creek and extends ridge.

es from the Ruby-Long road in Mile 2 to the Ruby aviation field.

ts the village of Brooks with the newly ig field.

**ACTIONS DURING YEAR**

consisted chiefly of maintenance on the

rk was accomplished:

of gravel surfacing were placed and 24

extended 1¼ miles to quartz mining oper- The road was cleared, grubbed and graded 2 feet. 39 log culverts were installed.

was rehabilitated.

1¼ miles in length, was cleared, grubbed 24 feet. 11 plank culverts were installed.

road were graded to width of 20 feet. 10 d.

leared, grubbed and graded to a width of

graded to an average width of 10 feet.

**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. Minor improvements and extensions should be made as needed and on some roads a surface may have to be provided to serve the increasing traffic.

**DISTRIBUTION OF EXPENDITURES**

Type	Miles	Expenditure	Unit Cost Dollars per Mile
Wagon Road .....	57¾	\$13,759.42	\$238.26

**NENANA SUB-DISTRICT.**

Hawley W. Sterling, Superintendent, Fairbanks  
H. G. Haslem, Asst. Superintendent, Fairbanks

This sub-district is a part of the Fairbanks district and is under the supervision of that office. It 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 area 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 Fort 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.

SUMMARY OF ROADS

Sub-Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
5A	Dunbar-Ft. Gibbon	.....	115	.....	115
5B	Nenana-Campbells	.....	31	.....	31
5C*	Fish Lake-American Creek	4¾	.....	.....	4¾
5D	American Creek Aviation Field	.....	.....	.....	.....
9	Rampart-Eureka	8	19½	.....	27½
17	Ft. Gibbon-Kaltag	.....	.....	257	257
17C	Nulato Aviation Field	.....	.....	.....	.....
22	Hot Springs-Sullivan Creek	10	.....	.....	10
29	Ft. Gibbon-Bettles	.....	.....	156	156
29A	Bettles-Coldfoot	.....	52½	.....	52½
29C	Mile 70-Hughes	.....	.....	60	60
30	Hot Springs-Landing-Eureka	24	.....	.....	24
30A	Hot Springs-Tofty	.....	16	.....	16
30B	Manley Hot Springs Aviation Field	.....	.....	.....	.....
38A	Ruby-Long	28½	.....	.....	28½
38E	Long-Poorman (summer)	18½	.....	.....	18½
38EE	Long-Poorman (winter)	.....	29	.....	29
38K	Ruby Aviation Field	.....	.....	.....	.....
46	Kobi-Eureka	.....	95	.....	95
46A	Roosevelt-Kantishna	6	28	.....	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	.....	.....	.....	.....
46J	Kantishna Aviation Field	.....	.....	.....	.....
46K	Telida Aviation Field	.....	.....	.....	.....
47	Coldfoot-Wiseman	.....	11	.....	11
47A	Wiseman Aviation Field	.....	.....	.....	.....
47B	Nolan Branch	1	4½	.....	5½
47C	Wiseman-Hammond	2	4	.....	6
63	Dunbar-Brooks	.....	63	.....	63
63B	Brooks-Amy Creek	4	.....	.....	4
63C	Brooks Tram	13	.....	.....	13
63E	Livengood Aviation Field	.....	.....	.....	.....
88	Ferry-Eva Creek	11½	.....	.....	11½
90D	Shelter Cabins	.....	.....	.....	.....
Totals		133¾	513½	690	1337¾

\*—Territorial project.

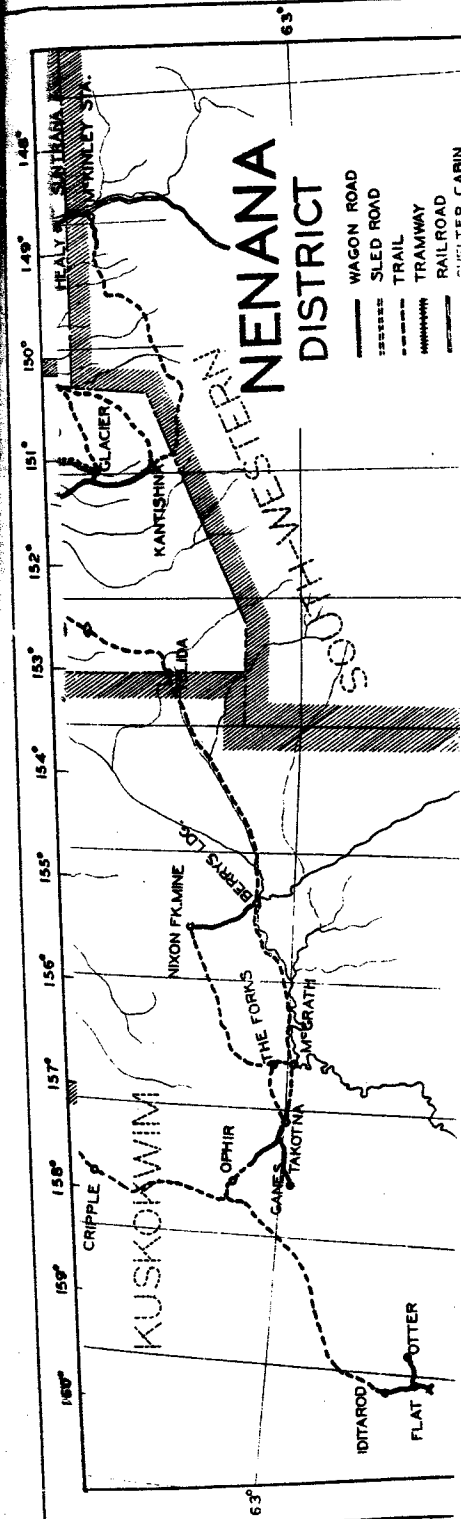
DESCRIPTION

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.

5B—This sled road extends from Nenana down the right limit of the Tanana River to Campbell's Roadhouse where it joins the Dunbar-Ft. Gibbon route. It serves as an alternate route to that from Dunbar.

5C—This road extends from the landing at Fish Lake, 4¾ miles up American Creek, serving placer operations. The Fish Lake landing is reached by gas boat from the Tanana River up Fish Creek.



ANNUAL REPORT ALASKA ROAD COMMISSION.

SUMMARY OF ROADS

Name of Route	Wagon Road	Sled Road	Trail	Total Miles
Dunbar-Ft. Gibbon	.....	115	.....	115
Nenana-Campbells	.....	31	.....	31
Fish Lake-American Creek	4%	.....	.....	4%
American Creek Aviation Field	.....	.....	.....	.....
Rampart-Eureka	8	19½	.....	27½
Ft. Gibbon-Kaltag	.....	.....	.....	.....
Nulato Aviation Field	.....	257	.....	257
Hot Springs-Sullivan Creek	.....	.....	.....	.....
Ft. Gibbon-Bettles	10	.....	.....	10
Bettles-Coldfoot	.....	156	.....	156
Mile 70-Hughes	.....	52½	.....	52½
Hot Springs Landing-Eureka	24	.....	.....	24
Hot Springs-Tofty	.....	16	.....	16
Manley Hot Springs Aviation Field	.....	.....	.....	.....
Ruby-Long	28½	.....	.....	28½
Long-Poorman (summer)	18½	.....	.....	18½
Long-Poorman (winter)	.....	.....	.....	.....
Ruby Aviation Field	29	.....	.....	29
Kobi-Eureka	.....	95	.....	95
Roosevelt-Kantishna	6	28	.....	34
Lignite-Kantishna	.....	85	.....	85
Nenana-Knight's Roadhouse	.....	42	.....	42
Diamond-Telda	.....	90	.....	90
Nenana Cemetery	2½	.....	.....	2½
Kobi-Bonnifield	.....	46	.....	46
Lake Minchumina Aviation Field	.....	.....	.....	.....
Kantishna Aviation Field	.....	.....	.....	.....
Telda Aviation Field	.....	.....	.....	.....
Coldfoot-Wiseman	11	.....	.....	11
Wiseman Aviation Field	.....	.....	.....	.....
Nolan Branch	1	4½	.....	5½
Wiseman-Hammond	2	4	.....	6
Dunbar-Brooks	.....	63	.....	63
Brooks-Amy Creek	4	.....	.....	4
Brooks Tram	13	.....	.....	13
Livenood Aviation Field	.....	.....	.....	.....
Ferret Creek	11½	.....	.....	11½
Shelter Cabins	.....	.....	.....	.....
Totals	133%	513½	690	1337%

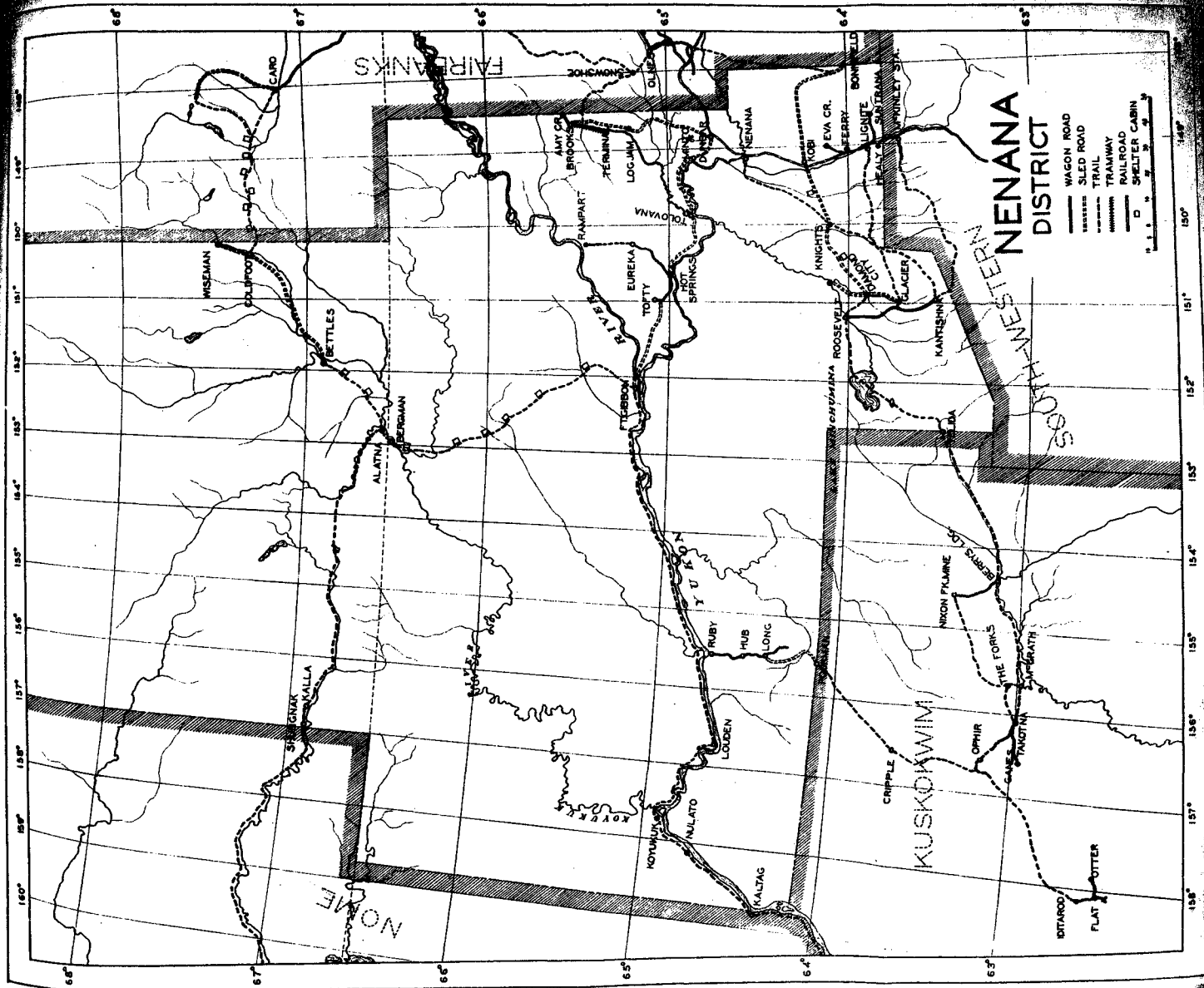
\* Territorial project.

DESCRIPTION

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

A—Mileage corrected to 115 miles sled road.  
 B—This sled road extends from Nenana down the right limit of the Tanana River to Campbell's Roadhouse where it joins the Dunbar-Ft. Gibbon route. It serves as an alternate route to that from Dunbar.

C—This road extends from the landing at Fish Lake, 4% up American Creek, serving placer operations. The Fish Lake landing is reached by gas boat from the Tanana River up Fish Lake.



5D—This landing field, 250 by 800 feet is located on the right limit of American Creek and near the road, Route 5C. It is adjacent to the camp of the American Creek Dredging Co. This company contributed labor on the field amounting to \$390.00.

9—Reclassified, 8 miles wagon road, 19½ miles trail.

17C—This landing field, 200 by 800 feet, is partly within the village of Nulato, on the north bank of the Yukon River.

22—Mileage corrected to 10 miles wagon road.

29—Mileage corrected to 156 miles trail.

29C—This is a winter dog sled trail extending from Mile 70 on the Ft. Gibbon-Bettles trail to the village of Hughes on the Koyukuk River. It serves as an outlet for miners and prospectors on the lower Koyukuk.

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.

30B—This landing field, 375 by 750 feet, is located on the right limit of Hot Springs Slough, ¾ of a mile above the village of Hot Springs and adjacent to the wagon road, Route 30. Local citizens contributed labor on the field amounting to \$90.00.

38E—This wagon road is now under construction. 18½ miles have been completed between Long and the Solatna River. The road will eventually be extended to Poorman.

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.

46A—This route formerly classified as a wagon road is now reclassified as 6 miles wagon road and 28 miles sled road. While it is possible during dry seasons to get over the entire route with a lightly loaded buckboard, in wet weather portions of the route are impassable for wheeled traffic.

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.

46J—This landing field, 200 by 600 feet is located on the left limit of Moose Creek between the creek and Wonder Lake.

46K—This landing field, 250 by 800 feet, is located on the east bank of the McKinley Fork of the Kuskokwim River 1,000 feet east of the roadhouse at New Telida.

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.

47B—This route branches from the Wiseman-Hammond Road one mile from the village of Wiseman and extends to the mining activities on Nolan Creek. It consists of 1 mile of wagon road and 4½ miles of sled road.

47C—This route extends from Wiseman to the placer diggings on Hammond River. Two miles of the route are wagon road and four miles sled road.

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 southeast 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:

5B—This sled road was improved throughout. Stumps were removed and the clearing widened.

5C—3½ miles were cleared, stumps were grubbed and road hand graded where required. 2,550 linear feet of corduroy were laid and covered. The work resulted in a passable wagon road over 4¾ miles. The American Creek Dredging Co. contributed 50% of the cost of the work.

5D—This field was cleared, grubbed and partially leveled over an area 250 by 800 feet. The American Creek Dredging Co. contributed \$300 in money and labor for the work.

17C—This field was cleared, plowed an area 200 by 800 feet.

29—9 miles of new trail were cut to avoid travel on the Koyukuk River. In the first mile out of Fort Gibbon.

29A—This sled road was improved foot. 2 miles of new trail were cleared 8 feet wide, and 6 native timber bridges linear feet.

29C—This trail was cut out 8 feet open stretches marked.

30—Piers on the new bridge were cribbed and filled with rock. Expenditure of erection of this bridge, reported last

30B—This field was plowed, disc an area 375 by 750 feet. Local citizens

38E—8 miles of new road were left the previous season. The work clearing, 23 acres grubbing, 2½ acre grading 28 feet wide. 1,848 linear feet timber culverts installed and 825 cubic One 26-foot native timber bridge was

46J—This field, 200 by 600 feet, was and leveled.

46K—This field was cleared, grubbed 250 by 800 feet. In addition the timber slashed, permitting the full use of the

47A—An area of this field, 200 dragged and leveled. A blind drain 4 the center of the field and 1,000 linear constructed.

47B—One mile new wagon road 1 acres of clearing, 1¼ acres of grubbed of hand grading. 8 timber culverts were

47C—Two miles of new wagon road 5½ acres of clearing, 3¾ acres of grubbed of hand grading. 4 native timber bridges and 6 log culverts installed.

63—Three miles of new sled road



d of Lake Minchumina. It is 1,500 feet wide.

200 by 600 feet is located on the left in the creek and Wonder Lake.

250 by 800 feet, is located on the east of the Kuskokwim River 1,000 feet east of Elda.

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#### IONS DURING YEAR

ns, other than routine maintenance, may as follows:

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leared, stumps were grubbed and road ed. 2,550 linear feet of corduroy were ork resulted in a passable wagon road an Creek Dredging Co. contributed 50%

ared, grubbed and partially leveled over The American Creek Dredging Co. con- d labor for the work.

17C—This field was cleared, plowed, harrowed and leveled over an area 200 by 800 feet.

29—9 miles of new trail were cut in the vicinity of Alatna to avoid travel on the Koyukuk River. Improvements were made over the first mile out of Fort Gibbon.

29A—This sled road was improved between Mile 41 and Cold-foot. 2 miles of new trail were cleared 16 feet wide, ¼ mile graded 8 feet wide, and 6 native timber bridges constructed totalling 110 linear feet.

29C—This trail was cut out 8 feet wide through timber and open stretches marked.

30—Piers on the new bridge over Hot Springs Slough were cribbed and filled with rock. Expenditure hereunder includes cost of erection of this bridge, reported last year.

30B—This field was plowed, disc harrowed and dragged over an area 375 by 750 feet. Local citizens contributed \$90.00 in labor.

33E—8 miles of new road were graded. This closes the gap left the previous season. The work this year included 34 acres clearing, 23 acres grubbing, 2½ acres stripping and 8 miles of grading 28 feet wide. 1,848 linear feet of corduroy were placed, 25 timber culverts installed and 825 cubic yards of surfacing placed. One 26-foot native timber bridge was constructed.

46J—This field, 200 by 600 feet, was cleared, grubbed, stripped and leveled.

46K—This field was cleared, grubbed and leveled over an area 250 by 800 feet. In addition the timber on both approaches was slashed, permitting the full use of the field.

47A—An area of this field, 200 by 400 feet, was harrowed, dragged and leveled. A blind drain 470 feet long was built across the center of the field and 1,000 linear feet of open drainage ditch constructed.

47B—One mile new wagon road was constructed including 2½ acres of clearing, 1¼ acres of grubbing and 2,500 cubic yards of hand grading. 8 timber culverts were installed.

47C—Two miles of new wagon road were constructed including 5½ acres of clearing, 3½ acres of grubbing and 1,900 cubic yards of hand grading. 4 native timber bridges totaling 80 linear feet and 6 log culverts installed.

63—Three miles of new sled road (relocation) were constructed.

63C—Two 60-foot pony truss spans and 60 feet of trestle approach were erected over the crossing of the West Fork of the Tolovana River. All lumber used was Douglas fir. The tram was maintained and operated. 58½ tons of revenue freight were handled.

90D—Shelter cabins.

Route	Location	Work Done	Cost
29	Mile 12	12x12 cabin built, stove installed	\$228.50
29	Mile 90	12x12 cabin built, stove installed	231.00
29A	Wild River	Stove installed	28.00
29A	John River	Stove installed	28.00
29C	9 miles from junction with route 29	12x14 cabin built, stove installed	275.00
46A	Bear Creek	12x14 cabin built, stove installed	137.00
Total			\$927.50

ADDITIONAL EXAMINATIONS

Inspection was made of the winter routes from Nenana to Telida and from Nenana via Tanana to Wiseman. Numerous minor improvements have been made on these winter trails and additional shelter established as a result of these inspections.

Examinations were made of local road routes from Wiseman to the placer activities on Nolan Creek and Hammond River. Suitable routes were selected and construction was started last season.

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. The road system around Wiseman should be completed in view of the present activities. Winter sled roads and trails must be maintained and improved where required. New winter routes should be opened where development and traffic warrant.

DISTRIBUTION OF EXPENDITURES

Type	Miles	Expenditure	Unit Cost Dollars per Mile
Wagon Road	199¼	\$43,476.61	\$397.95
Tramway	13	6,932.08	533.24
Sled Road	423½	10,323.49	24.38
Trail	690	3,913.79	5.67
Totals	1,235¾	\$64,645.97	\$ 52.31

SOUTHWESTERN DISTRICT

M. C. Edmunds, Superintendent, Alaska Road Commission  
 Anton Elde, Assistant Superintendent  
 Fred J. Spach, Junior Engineer,

This district includes the Kenai Peninsula, the Alaska Peninsula, Kodiak Island, and the Alaska Railroad as far north as Mt. McKinley National Park.

The Alaska Railroad, the Yentna River and other arms of the Gulf of Alaska provide this region so that only short roads are required. A system of roads serving the farms and centered about Wasilla while a good, though not a large, number of centers about Anchorage.

An especial effort has been made with a view to providing adequate roads, sled roads or trails to in order that traffic may be developed for the region.

The most important road within the district is the one constructed in cooperation with the National Park Service at Mt. McKinley National Park.

Shelter cabins are supported exclusively by the remaining projects in this district, those supported by the Alaska Road Commission, the Alaska Road Commission and the Territory exclusively local projects by the Territory exclusively.

FEDERAL PROJECTS

SUMMARY OF ROUTES

Sub-Project No.	Name of Route
10A	Seward Radio Road
20B	Susitna-Rainy Pass
20H	Nancy-Susitna
35A	Archangel Extension
35AA	Sherry Branch
35AB	Fairangel Extension
35B	Palmer-Fishhook
35D	Willow Creek Extension
35E	Wasilla-Fishhook
35F	Wasilla-Knik
35H	Wasilla-Finger Lake-Palmer
35J	Wasilla-Matanuska
35K	Matanuska Trunk Road
35N	Houston-Willow Creek
35O	Fishhook-Goldmint
35S	Moose Creek Trail
35T	Werner Connection
46D	McKinley Park Road

As a result of this examination the route from Egegik to Kanatak has been permanently marked.

An examination was made of possible routes into the Fairview mining district as a result of which two trails affording access to this district have been constructed, one giving outlet to water transportation, the other to The Alaska Railroad at Talkeetna.

Examinations were made in the Indian River and Bull River districts which were followed by trail construction and improvement.

A reconnaissance trip was made to determine if possible a route from the railroad into the south side of Mt. McKinley Park. No feasible route was found.

Examination was made of a route from the end of the Matanuska branch of The Alaska Railroad at Chickaloon into the Nelchina district.

Examination was made of the Homer district and a road located connecting this farming community with tidewater. Construction was started in the summer of 1925 and has been in progress since then.

**PRESENT CONDITION AND NEEDS.**

The local roads centering about Anchorage are in good condition for the traffic requirements and need only maintenance. The roads around 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 completion 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 .....	161½	\$114,706.34	\$710.26
Sled Road .....	54½	648.87	11.91
Trail .....	235¼	15,824.78	67.27
Totals .....	451¼	\$131,179.99	\$290.70

**TERRITORIAL**

Territorial Road Commission  
Anton Eide, Chairman  
Archie Lingo,

**SUMMARY OF**

Sub-Project No.	Name of Route
10B	Seward-Nash .....
35C	Palmer-Matanuska River .....
35G	Palmer-Springer .....
35I	Moose-Palmer .....
35L	Palmer-Matanuska .....
35Q	Edlund Road .....
35R	Bogard Road .....
75A	Anchorage-Lake Spenard .....
75C	Chester Creek Boat Land .....
	Total .....

**DESCRIPT**

For detailed description see Part I. The following additions should be made:

35I—Mileage corrected; should be 235¼.

35R—This road turns west toward the Matanuska Trunk Road. It is 8 miles in length which will serve the isolated area.

**OPERATIONS DU**

The important operations, other than those mentioned above, are summarized by routes as follows:

35G—One mile of road was graded.

35I—The grade into Moose Creek yards of material were removed. One linear foot of approaches of native Creek. Three other bridges (58 lineal feet) were constructed.

35L—1½ miles of road were widened. One side hill graded 14 feet wide and gravel surfacing over 0.4 mile.

35R—The clearing was completed. Fishhook road. The new grading was 100 feet wide.

75A—The plank road across the river was filled with sand and gravel surfacing.

ALASKA ROAD COMMISSION.

on the route from Egegik to Kanatak  
l.

of possible routes into the Fairview  
which two trails affording access to  
constructed, one giving outlet to water  
the Alaska Railroad at Talkeetna.

in the Indian River and Bull River  
l by trail construction and improve-

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ska Railroad at Chickaloon into the

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AMOUNT OF EXPENDITURES.

Miles	Expenditure	Unit Cost Dollars per Mile
161½	\$114,706.84	\$710.26
54½	648.87	11.91
235¼	15,824.78	67.27
451¼	\$131,179.99	\$290.70

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
10B	Seward-Nash .....	2½
35C	Palmer-Matanuska River .....	1½
35G	Palmer-Springer .....	3
35I	Moose-Palmer .....	8
35L	Palmer-Matanuska .....	6½
35Q	Edlund Road .....	½
35R	Bogard Road .....	5
75A	Anchorage-Lake Spenard .....	4
75C	Chester Creek Boat Landing .....	1
	Total .....	32

DESCRIPTION.

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

35I—Mileage corrected; should be 8 miles.

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:

35G—One mile of road was regraded and widened to 20 feet.

35I—The grade into Moose Creek was widened. 1,210 cubic  
yards of material were removed. One 40-foot span bridge with 50  
linear feet of approaches of native timber was erected over Moose  
Creek. Three other bridges (58 linear feet) and two log culverts  
were constructed.

35L—1½ miles of road were widened to full 30 feet, 0.33 mile  
of side hill graded 14 feet wide and 360 cubic yards gravel placed  
as surfacing over 0.4 mile.

35R—The clearing was completed 32 feet wide, through to the  
Fishhook road. The new grading was extended 2.1 miles 24 feet  
wide.

75A—The plank road across the swamp near Lake Spenard was  
filled with sand and gravel surfaced, 398 cubic yards were placed

in the fill and 362 cubic yards gravel placed as surfacing. It was necessary to haul the surfacing material 3½ miles.

75C—286 cubic yards of gravel were placed as surfacing on ½ mile of this road.

**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, other routes should be brought up to the same standard throughout and some gravel surfacing placed where most needed.

**DISTRIBUTION OF EXPENDITURES**

Type	Miles	Expenditure	Unit Cost Dollars per Mile
Wagon Road .....	32	\$13,022.15	\$406.95

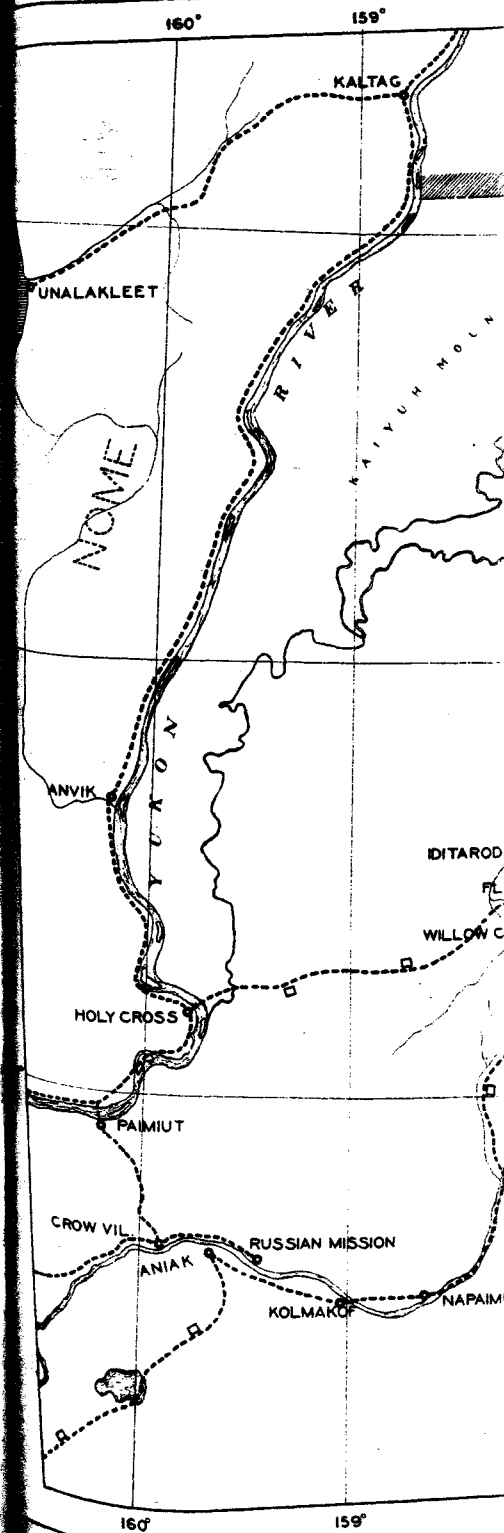
**KUSKOKWIM DISTRICT.**

Carl Lottsfeldt, Superintendent, Tokotna.

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, the Ganes Creek and Little Creek roads are supported exclusively by the Territory. The remaining projects in this district were supported exclusively by the Alaska Road Commission.



ANNUAL REPORT ALASKA ROAD COMMISSION.

he fill and 362 cubic yards gravel placed as surfacing. It was  
 ssary to haul the surfacing material 3 1/2 miles.

75C—286 cubic yards of gravel were placed as surfacing on 1/2  
 of this road.

PRESENT CONDITION AND NEEDS.

Most of the roads in this group are earth surfaced and serve  
 areas. They are adequate for the purpose though generally  
 for automobile traffic and soft in wet weather. The Bogard  
 should be completed, other routes should be brought up to  
 same standard throughout and some gravel surfacing placed  
 most needed.

DISTRIBUTION OF EXPENDITURES

Type	Miles	Expenditure	Unit Cost Dollars per Mile
in Road	32	\$12,022.16	\$406.95

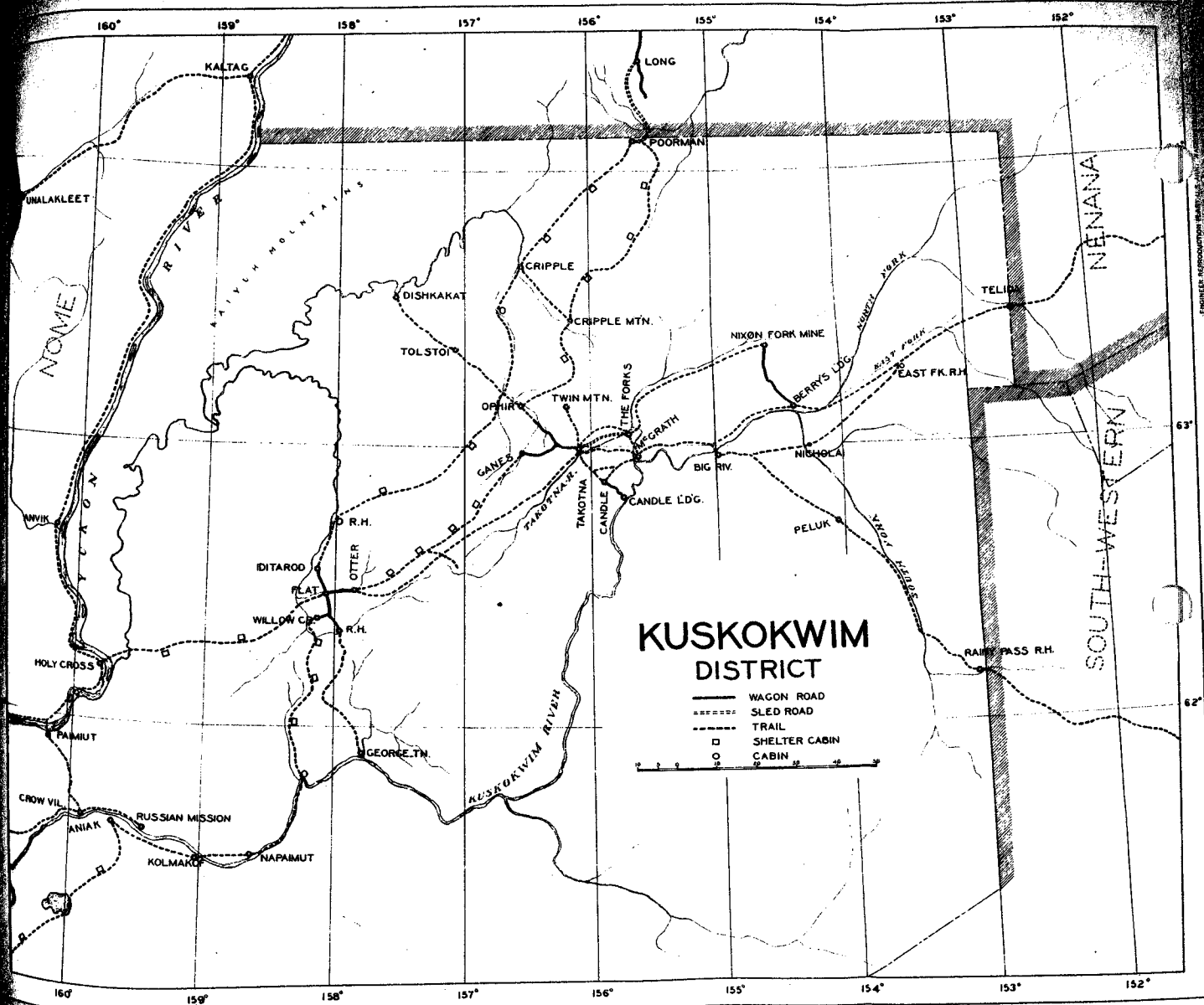
KUSKOKWIM DISTRICT.

Carl Lottsfeldt, Superintendent, Tokotna.

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 and extends west as far as the Yukon River, thus including  
 valleys of the Iditarod and Innoko Rivers. The chief mining  
 towns are centered about Iditarod, Tokotna, and Ophir.

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

Shelter cabins, aviation fields, the Ganes Creek and Little  
 roads are supported exclusively by the Territory. The re-  
 construction 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
	Rainy Pass-Big River .....	.....	.....	110	110
20C	Tokotna-Ophir .....	.....	19	.....	19
20DA	Ophir-Dishkaket .....	.....	.....	55	55
20DE	Tokotna-Flat .....	.....	.....	95	95
32A	Tokotna-Flat (via Moore Creek).....	.....	.....	93	93
32AA	Flat-Moore Creek (Summer) .....	.....	.....	7	7
32AB	Candle Creek-Tokotna .....	.....	.....	12	12
32AC	Iditarod-Flat .....	8	.....	.....	8
32B	Ophir-Iditarod .....	.....	.....	79	79
32C	Flat-Crooked Creek (Winter) .....	.....	.....	62	62
32D	Flat-Georgetown (Summer) .....	.....	.....	65	65
32DD	Tokotna Aviation Field .....	.....	.....	.....	.....
32E	Tokotna Depot .....	.....	.....	.....	.....
32F	Flat City-Flat Creek .....	5	.....	.....	5
32G	Head Flat Creek-Willow Creek .....	4½	.....	.....	4½
32H	Willow Creek-Chicken Creek .....	3	.....	.....	3
32I	Flat City-Otter Discovery .....	3	.....	.....	3
32J	Candle Landing-Candle Creek .....	9	.....	.....	9
32K	Flat Aviation Field .....	.....	.....	.....	.....
32L	Flat-Holy Cross-Anvik .....	.....	.....	80	80
32M	Iditarod-Shageluk-Anvik .....	.....	.....	75	75
32N	Poorman-Cripple .....	.....	.....	47	47
32O	Ophir-Cripple (Winter) .....	.....	.....	47	47
32P	Ophir-Tokotna .....	21¼	.....	.....	21¼
32Q	Little Creek Road .....	1½	.....	.....	1½
32RA	Poorman-Ophir .....	.....	.....	125	125
32RB	Tokotna-Tokotna Landing .....	1½	.....	.....	1½
32RC	Ganes Creek Road .....	14	.....	.....	14
32RD	Ophir Aviation Field .....	.....	.....	.....	.....
32RE	Cripple-Cripple Mt. (Summer) .....	.....	.....	12	12
32RF	Cripple-Cripple Mt. (Winter) .....	.....	20	.....	20
32RG	McGrath-Tokotna (Summer) .....	.....	.....	5	5
32RH	McGrath-Tokotna (Winter) .....	.....	.....	18	18
32RI	McGrath-Telida .....	.....	.....	94	94
32RJ	McGrath-Candle Creek .....	.....	.....	11	11
32RK	Nixon Fork-Nixon Mine .....	.....	.....	37	37
32RL	Tokotna-Twin Peaks .....	.....	.....	12	12
32RM	Medfra-Nixon Mine .....	12	.....	.....	12
32RN	Nixon Fork-Tokotna (Summer) .....	.....	.....	15½	15½
32RO	Nixon Fork-Tokotna (Winter) .....	.....	14½	.....	14½
32RP	McGrath Aviation Field .....	.....	.....	.....	.....
32RQ	Shelter Cabins .....	.....	.....	.....	.....
	Totals .....	82¾	53½	1156½	1292¾

## 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.

32M—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.

32B—This is a dog sled trail connecting Iditarod with Anvik, on the Yukon River, by way of Shageluk.

32D—This road is still under construction. It is now completed 21¼ miles from Tokotna.

38DA—This road branches from the Tokotna-Ophir road in Mile 17 and extends 1½ miles up Little Creek serving a dredge and other placer mines.

38H—This project includes the former routes 38H and 38I. Total length 14 miles wagon road.

38M—This landing field is located adjacent to the village of Ophir. It is "L" shaped, one runway being 200 by 750 feet and the other 200 by 350 feet.

64AA—This sled road branches from the Cripple-Poorman winter trail 3½ miles from Cripple and extends 20 miles up the Colorado Creek Valley to the mining operation around Cripple Mountain.

80H—This landing field, 200 by 800 feet is located on the right bank of the Kuskokwim River, upstream from and adjacent to the village of McGrath.

#### OPERATIONS DURING YEAR.

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

32A—A cable footbridge over Otter Creek, at the old townsite of Discovery was constructed. Residents of the community cooperated with labor.

32B—Additional gravel surfacing was placed.

32E—Expenditure hereunder for belated bills covering previous season's work.

38D—The road was extended to 21¼ miles from Tokotna. The work included 4 miles graded, 9,166 linear feet of corduroy placed, 3½ miles of light gravel surface placed, 33 log box culverts installed and one native timber bridge 18-foot span, constructed.

38DA—One and one-half miles of road were constructed including clearing 7,630 linear feet, grading 4,790 linear feet, 300 linear feet of brush corduroy and installing 5 log box culverts.

38M—The whole area, located on an old tailing dump was cleared of grass and willow growth and leveled. The field is in excellent condition. Residents of Ophir contributed \$190.00 in money and labor.

80H—This field was cleared, grubbed and leveled. Local citizens contributed \$300.00 in money and labor.

90D—Shelter cabins:

Route	Location	Work Done
32A	McGee Cabin	New stove pipe and
32A	Brush House	New stove pipe and iron roof on
32A	4th of July	New stove pipe and iron roof on
32A	Crater Mountain	New stove pipe and
32AA	Ruby Creek	New stove placed
32AA	Barlow Cabin	New stove placed
34A	Reindeer River	Repairs
80B	Crooked Creek	New stove placed

Total ..

#### ADDITIONAL EXAM

Inspection was made by the superintendent in the summer and winter trails in the district.

Examination of a trail route between Anvik, was made. This winter trail has

#### PRESENT CONDITION

The transportation needs of this district activity, are reasonably well served. Iditarod and Innoko Rivers, the extensive winter trails, and the few short roads. service would be greatly improved by Long road through Poorman to Ophir is now practically complete but requires some additional surfacing on corduroy sections. The winter trail system requires from Iditarod to Flat should be improved.

#### DISTRIBUTION OF EXP

Type	Miles	Exp
Wagon Road	72¼	\$8
Sled Road	19	
Trail	766	
Totals	857¼	\$8

#### NOME DISTRICT

Ross J. Kinney, Superintendent  
E. F. Bauer, Assistant Superintendent

This district embraces that portion of the 158th Meridian and north of the Y

On account of the length and severe location, and the lack of timber for profitable portion of the personnel of this district, leaving on the last boat sailing from



from the Tokotna-Ophir road in Mile Little Creek serving a dredge and

as the former routes 38H and 38I. road.

is located adjacent to the village of runway being 200 by 750 feet and

ches from the Cripple-Poorman winter and extends 20 miles up the Colorado operation around Cripple Mountain.

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**WORKS DURING YEAR.**

, other than routine maintenance, may follows:

over Otter Creek, at the old townsite ed. Residents of the community co-

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ended to 21 1/4 miles from Tokotna. The ed, 9,166 linear feet of corduroy placed, face placed, 33 log box culverts installed ge 18-foot span, constructed.

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located on an old tailing dump was w growth and leveled. The field is in ents of Ophir contributed \$190.00 in

leared, grubbed and leveled. Local citi- money and labor.

Route	Location	Work Done	Cost
32A	McGee Cabin	New stove pipe and damper	\$ 3.50
32A	Brush House	New stove pipe in cabin and corrugated iron roof on barn	93.50
32A	4th of July	New stove pipe in cabin and corrugated iron roof on barn	93.50
32A	Crater Mountain	New stove pipe and damper	3.50
32AA	Ruby Creek	New stove placed	19.00
32AA	Barlow Cabin	New stove placed	17.50
34A	Reindeer River	Repairs	50.00
30B	Crooked Creek	New stove placed	10.00
Total			\$290.50

**ADDITIONAL EXAMINATIONS.**

Inspection was made by the superintendent of practically all summer and winter trails in the district.

Examination of a trail route between Iditarod, Shageluk and Anvik, was made. This winter trail has since been constructed.

**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 is now practically complete but requires heavy maintenance and some additional surfacing on corduroy sections over one or two seasons. The winter trail system requires maintenance and the road from Iditarod to Flat should be improved.

**DISTRIBUTION OF EXPENDITURES.**

Type	Miles	Expenditure	Unit Cost Dollars per Mile
Wagon Road	72 1/4	\$35,577.42	\$492.42
Sled Road	19	24.44	1.29
Trail	766	1,706.36	2.23
Totals	857 1/4	\$37,308.22	\$ 43.52

**NOME DISTRICT.**

Ross J. Kinney, Superintendent.

E. F. Bauer, Assistant Superintendent.

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

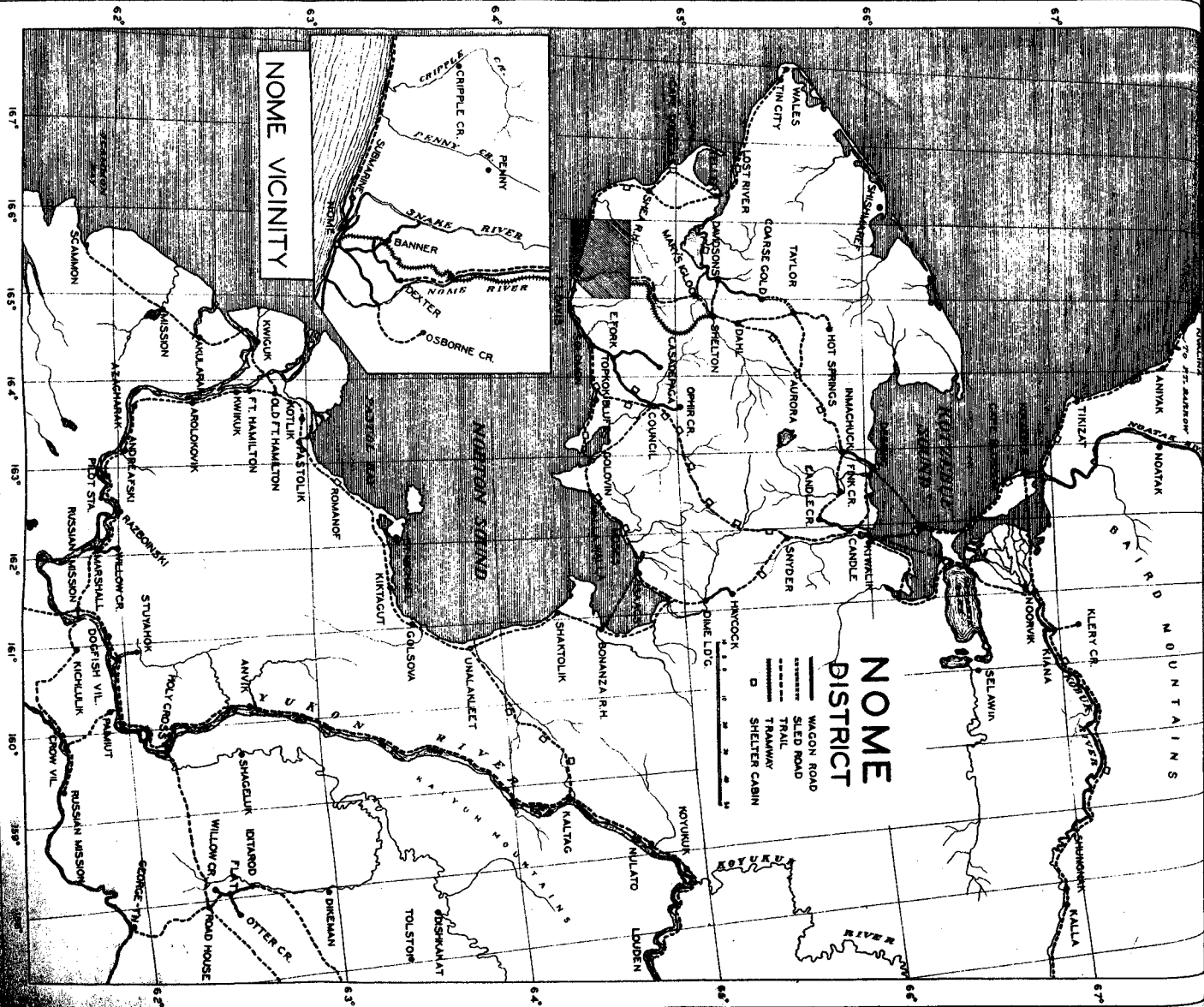
October and returning on the first boat in the Spring which arrives at Nome from the middle to the latter part of June. The bulk of the freight is landed at the nearest port and moved to its destination either over available wagon roads in summer or over sled roads in winter.

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 .....	.....	.....	280	280
18A	Bonanza-Kotzebue .....	.....	.....	240	240
18B	Golovin-Council .....	.....	.....	35	35
18D	Unalakleet Aviation Field .....	.....	.....	.....	.....
18E	Solomon Aviation Field .....	.....	.....	.....	.....
18F	Golovin Aviation Field .....	.....	.....	.....	.....
18G	Moses Aviation Field .....	.....	.....	.....	.....
21	Unalakleet-St. Michael .....	.....	.....	60	60
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 .....	.....	.....	.....	.....
25N	Nome City Streets .....	.....	.....	.....	.....
26	Candle-Candle Creek .....	6	.....	.....	6
26A	Kugruk River Approach .....	¼	.....	.....	¼
26B	Bear Creek Trail .....	.....	.....	45	45
26C	Candle-Kiwalik .....	.....	.....	18	18
26D	Kiwalik Aviation Field .....	.....	.....	.....	.....
27	Deering-Inmachuk .....	25	.....	.....	25
28	Shelton-Candle Trail .....	.....	.....	152	152
28A	Nome-Taylor .....	.....	.....	135	135
37	Topkok-Candle Winter Trail .....	.....	.....	154	154
37A	Bluff-White Mountain .....	.....	.....	15	15
41	Kiana-Cleary Creek .....	.....	.....	12	12
41A	Kotzebue-Shungnak .....	.....	.....	200	200
41B	Kotzebue-Point Barrow .....	.....	.....	517	517
42	St. Michael-Kotlik Trail .....	.....	.....	70	70
49	Davidson's Landing-Taylor .....	24	16	.....	40



Dime Creek	9	9
Nome-Teller	80	80
Teller-Cape Prince of Wales	67	67
Teller-Bluestone	18	18
Teller-Mary's Igloo	40	40
Flagging Trails	712	712
Marshall Road	4 1/2	4 1/2
Kotlik-Marshall	190	190
Stuyahok	11	11
Scammon Bay Trail	89	89
Seward Peninsula Railroad	87	87
Shelter Cabins		
Totals	280 1/2	3154

DESCRIPTION.

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

- 18D—This is an emergency landing field 200 by 1600 feet. It is situated about 1/2 mile north of Unalakleet.
- 18E—This emergency landing field, 300 by 1500 feet is situated south of Solomon lagoon on the spit 2 3/4 miles east of Solomon.
- 18F—This field is located near the village of Golovin. It has not yet been completed to uniform dimension.
- 18G—This emergency landing field, 200 x 1500 feet is situated 1/2 mile west of the Moses shelter cabin.
- 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.
- 25N—This project comprises work of city street improvement performed by this Commission with funds contributed by the City of Nome.
- 26C—This trail connects the village of Candle with the village of Kiwalik on the coast of Kotzebue Sound.
- 26D—This landing field is 200 x 1400 feet. It is situated on the Kiwalik spit near the settlement of Kiwalik.
- 37A—This is a winter trail connecting Bluff, on the DeLagatag trail with White Mountain village on the Golovin-Council Bluffs trail.
- 67A—Mileage corrected. Length of this trail is 67 miles.

.62	Dime Creek .....	9	....	9
67	Nome-Teller .....	....	80	30
67A	Teller-Cape Prince of Wales .....	....	67	67
67B	Teller-Mary's Igloo .....	....	18	18
67C	Flagging Trails .....	....	40	40
68	Marshall Road .....	....	712	712
73	Kotlik-Marshall .....	4 1/4	....	4 1/4
73A	Stuyahok .....	....	190	190
73B	Scammon Bay Trail .....	....	11	11
73C	Seward Peninsula Railroad .....	....	89	89
89A	Shelter Cabins .....	87	....	87
90B	.....	....	....	....
	Totals .....	280 1/2	27	3154
				3461 1/2

DESCRIPTION.

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

18D—This is an emergency landing field 200 by 1600 feet. It is situated about 1/2 mile north of Unalakleet.

18E—This emergency landing field, 300 by 1500 feet is situated south of Solomon lagoon on the spit 2 3/4 miles east of Solomon.

18F—This field is located near the village of Golovin. It has not yet been completed to uniform dimension.

18G—This emergency landing field, 200 x 1500 feet is situated 1/2 mile west of the Moses shelter cabin.

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.

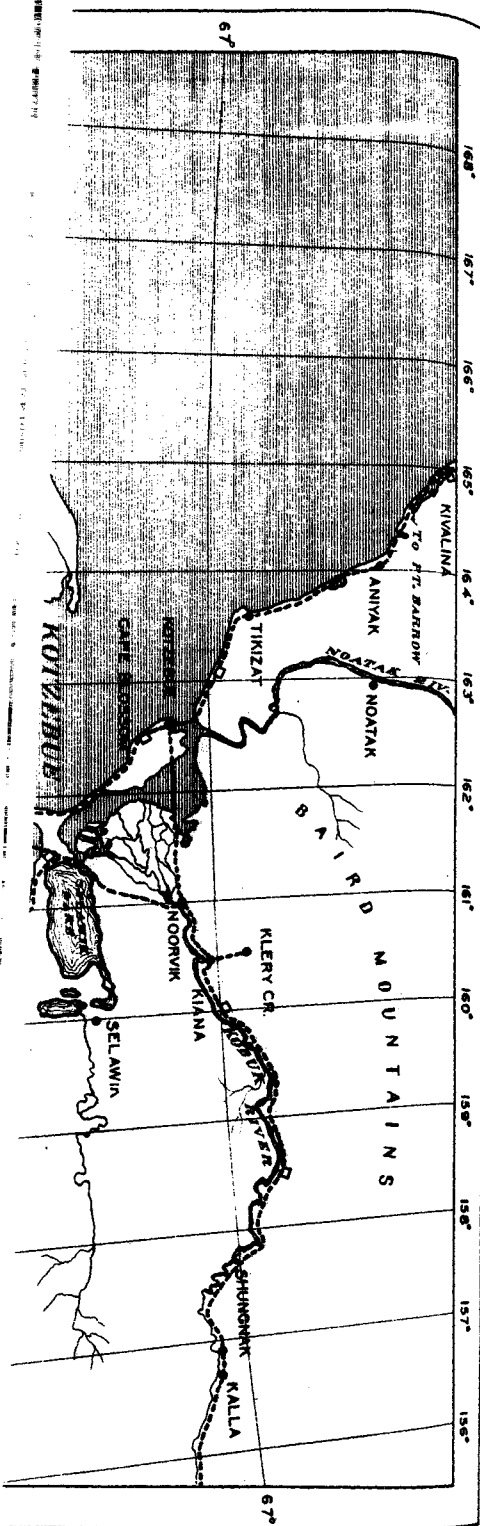
25N—This project comprises work of city street improvement performed by this Commission with funds contributed by the City of Nome.

26C—This trail connects the village of Candle with the village of Kiwalik on the coast of Kotzebue Sound.

26D—This landing field is 200 x 1400 feet. It is situated on the Kiwalik spit near the settlement of Kiwalik.

37A—This is a winter trail connecting Bluff, on the Nome-Kaltag trail with White Mountain village on the Golovin-Council trail.

67A—Mileage corrected. Length of this trail is 67 miles.



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 miles of road were surfaced, one 30-foot span bridge renewed and new scow placed on Safety Ferry.

13A—This route was completely resurfaced with material from tailing piles.

13C—One-third mile of road was surfaced with tailing material.

13K—One and one-half miles of road surfaced with gravel.

18—A light suspension bridge of 100-foot span suitable for use by dog sleds was erected over the 12 Mile crossing of the Kaltag River. Eight small pole bridges were built on the Kaltag-Unalakleet Portage.

18A—The permanent staking on this trail was entirely renewed where necessary between the mouth of the Koyuk River and Candle, 66 miles were tripoded, tripods spaced 200 feet apart, and 6 miles staked. Spruce poles were used from 9 to 12 feet long and of an average diameter of 3 inches. This is a representative winter trail marking job. The cost of tripoding was \$31.80 per mile.

18D—All obstructions were removed and holes filled. Suitable markers were set.

18E—Driftwood was cleared from the area, holes filled and markers set.

18F—Original location of this field was abandoned due to poor ground. A new site has been located but will require additional work before entirely suitable for use.

18G—This field was cleared of driftwood, holes filled and markers set.

21—Three small bridges were constructed near St. Michael.

25L—The east and west course was grubbed and graded to 200 feet by 1400 feet. The north and south course was regraded. Four dead men with large cables were placed on the field by the Nome Chamber of Commerce for use as an airship anchorage.

25M—Pole replacements were made and went over all the lines in the system was performed.

25N—Part of the streets in Nome Funds for the work were provided by the

26—Two and one-half miles of this gravel and four and one-half miles of general heavy gravel fills were made to repairment had occurred.

26C—This trail was located insofar as suitable for summer travel. Permanent out and three bridges constructed totaling

26D—Driftwood was cleared from the markers set.

27—Several short relocations were covered by the encroachment of the Inmachuk and 16-foot spans were constructed and 1 riprap placed between Miles 13 and 18.

28—Permanent stakes were distributed. Final placement will be made during the

28A—Permanent trail stakes were placed on route.

37A—Permanent trail stakes were distributed. Placed, final placement of which will be

41A—Seven miles of this trail were cleared towards Kotzebue towards Nimiuk Point.

41B—64 miles of this trail were placed on 6 miles over Krusenstern Portage, Portage and 18 miles across Cape Thom

68—313 miles of temporary trails were

89A—500 linear feet of the Dry Creek between Miles 60 and 86 the track was where thawing had allowed the track the track was blocked up and leveled. ties renewed where necessary and cut

The tram is now suitable throughout tons and speeds up to 15 miles per hour improvement a considerable increase in One company operating as a common carrier

the Kotlik-Marshall trail at Old Fort, the Delta of the Yukon River via river to Scammon Bay.

**DURING THE YEAR.**

Other than routine maintenance, may-

have surfaced, one 30-foot span bridge and on Safety Ferry.

completely resurfaced with material from

road was surfaced with tailing material.

Miles of road surfaced with gravel.

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west course was grubbed and graded to The north and south course was regraded. rge cables were placed on the field by the merce for use as an airship anchorage.

25M—Pole replacements were made where necessary. Linemen went over all the lines in the system and general maintenance was performed.

25N—Part of the streets in Nome were surfaced with gravel. Funds for the work were provided by the City of Nome.

26—Two and one-half miles of this road were surfaced with gravel and four and one-half miles of ditching accomplished. Several heavy gravel fills were made to raise the road where settlement had occurred.

26C—This trail was located insofar as possible on high ground suitable for summer travel. Permanent stakes were set throughout and three bridges constructed totaling 86 linear feet.

26D—Driftwood was cleared from the area of the field and markers set.

27—Several short relocations were constructed, made necessary by the encroachment of the Innachuk River. Two bridges of 12 and 16-foot spans were constructed and heavy gravel fills and rock riprap placed between Miles 13 and 18.

28—Permanent stakes were distributed and temporarily placed. Final placement will be made during the summer.

28A—Permanent trail stakes were placed over 38 miles of this route.

37A—Permanent trail stakes were distributed and temporarily placed, final placement of which will be made during the summer.

41A—Seven miles of this trail were permanently staked from Kotzebue towards Nimiuk Point.

41B—64 miles of this trail were permanently staked, consisting of 6 miles over Krusenstern Portage, 40 miles over the Aukaluruk Portage and 18 miles across Cape Thompson Portage.

68—313 miles of temporary trails were flagged.

89A—500 linear feet of the Dry Creek trestle were filled. Between Miles 60 and 86 the track was moved onto new location where thawing had allowed the track to settle. This portion of the track was blocked up and leveled, angle bars replaced and ties renewed where necessary and culverts and bridges rebuilt.

The tram is now suitable throughout for axle loads of four tons and speeds up to 15 miles per hour. As a result of this improvement a considerable increase in traffic has been noted. One company operating as a common carrier handled 156 through

passengers and 342 tons of through freight, besides considerable way business. The Hammon Consolidated Mines Co. operated three speeders, one converted truck and a Fordson locomotive and in addition there was considerable movement by pupmobile, or dog powered push cars.

## 90B—Shelter cabins, 2nd Division.

Route	Location	Work Done	Cost
8	Fox River	6 cords wood delivered and axe	\$ 53.75
18A	Head Choris Peninsula, 22 miles from Keewalik	Remainder bills for material and erection combination cabin and dog barn	437.42
41B	Okolikshook or Kivalina, 59 miles from Kotzebue	Dog barn built	275.00
41B	Corwin Coal Mine, 231 miles from Kotzebue	Materials and freight for dog barn	100.00
41B	Pingorarak Hill, 403 miles from Kotzebue	Materials and freight for combination cabin and dog barn	223.72
41B	Sinaru, 495 miles from Kotzebue	Combination cabin and dog barn built	625.00
Total			\$1,714.89

## ADDITIONAL EXAMINATIONS.

Inspection has been made of practically all the summer and winter trails in this district during the past three years. In the spring of 1926 the superintendent made a trip over the main winter trails, going as far north as Wainwright on the Kotzebue-Pt. Barrow Trail. As a result of this trip considerable permanent trail staking and shelter cabin construction has been authorized. During the summer of 1926 the President of the Commission made an extensive trip throughout the Seward Peninsula and into the lower Kobuk River, inspecting trails and roads.

## 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 from Nome to Little Creek, Mile 5, is suitable for ten ton loads and from Little Creek to Shelton it

is suitable for axle loads up to four tons for this latter traffic throughout.

The winter trails have not been staked and part of the permanent staking is not entirely satisfactory on account of willows were available for the purpose and be well marked with suitable stakes.

## DISTRIBUTION OF EXPENDITURES

Type	Miles	Exp.
Wagon Road	179 1/4	
Tramway	87	
Sled Road	16	
Permanent Trails	2,168	
Temporary Trails	313	
Totals	2,763 1/4	

## SPECIAL RECOMMENDATIONS

## Nome-Shelton-Kugruk River-Keewalik

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

Provided further, That not to exceed the amount shall be expended for the construction and report on the feasibility of the best and most practicable Nome-Shelton system of communication, including deposits of the Kugruk River, Keewalik mining district, whett road, tramway, trail or other means of communication.

The Commission had a preliminary report and prospective routes of communication in the fall of 1921. The investigation was completed in the summer of 1922.

Report dated December 1, 1922, and printed in House Document No. 100, fourth session. A plan of improvement is attached.

From Shelton to Dahl, extension of trail 12 miles, at \$12,500 per mile	150,000
From Dahl to Innachuk, improvement of trail standard, including bridges, 65 miles	812,500
From Innachuk to Candle Creek, construction of trail standard, including bridges, 65 miles at \$13,500 per mile	877,500
Total	1,840,000

Maintenance is to be provided for from own funds, supplemented by contributions from the State.

The above report was referred to the Committee on Commerce and Navigation on December 20, 1922. A House Joint Resolution was passed on December 20, 1922.

ALASKA ROAD COMMISSION.

of through freight, besides considerable  
 mon Consolidated Mines Co. operated  
 orted truck and a Fordson locomotive  
 s considerable movement by pupmobile,

ad Division.

	Cost
Work Done	
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Total .....	<u>\$1,714.89</u>

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 Beyond that point it follows the river bed in  
 for horse drawn vehicles only.

n tramway from Nome to Little Creek, Mile  
 ton loads and from Little Creek to Shelton it

is suitable for axle loads up to four tons. It should be maintained  
 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 .....	179 1/4	\$48,367.68	\$269.83
Tramway .....	87	22,073.16	253.72
Sled Road .....	16	160.00	10.00
Permanent Trails .....	2,168	16,927.49	7.81
Temporary Trails .....	313	3,540.77	11.31
Totals .....	<u>2,763 1/4</u>	<u>\$91,069.10</u>	<u>\$32.96</u>

SPECIAL REPORTS.

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 fore-  
 going amount shall be expended for a preliminary investiga-  
 tion 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 reconnaissance made of existing  
 and prospective routes of communications on the Seward Peninsula  
 in the fall of 1921. The investigation was completed during the  
 summer of 1922.

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

From Shelton to Dahl, extension of the Nome-Shelton tramway, 12 miles, at \$12,500 per mile .....	\$150,000
From Dahl to Inmachuk, improvement of winter trail to summer trail standard, including bridges, 65 miles, at \$3,000 per mile .....	195,000
From Inmachuk to Candle Creek, construction of a tramway, 30 miles at \$13,500 per mile .....	405,000
Total .....	<u>\$750,000</u>

Maintenance is to be provided for by the Commission with its  
 own funds, supplemented by contributions from the Territory.

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



improvement of the system of overland communications on the Seward Peninsula, Alaska, in accordance with the above report passed the House of Representatives in February 1925 and again in 1927, but each time failed to get out of the Senate Committee on the Territories before the close of the short session.

Meanwhile, partly due to this long delay, active mining has become somewhat curtailed on both the Kougarok and the Inmachuk. A large new company has taken over most of Candle Creek and expects to install additional dredges. Its problems would probably be better solved by a power plant at the coal mine on the Kugruk River and an 18 mile transmission line to its dredges rather than by the tramway proposed.

In view of the changed conditions, there appears now to be no immediate justification for the whole of the improvement as recommended five years ago, unless greatly increased funds become available for the general development of the Territory.

**Lowell Creek Survey**

At the request of the Secretary of the Interior dated May 16, 1924, the Commission made a survey of Lowell Creek to determine the works necessary and adequate to protect the Government property adjacent to the town of Seward, Alaska, from floods and overflows. This survey was made during the summer and report was submitted to the Secretary of the Interior on January 19, 1925. The cost of survey and report was \$80.75, which was paid by The Alaska Railroad.

Recommendation is made for the improvement of this locality by the United States to the extent of the construction of a rockfill dam and timber flume at an estimated cost of \$120,000 for construction. Maintenance is estimated at \$900 per year for 14 years, at which time the work will have to be renewed, the flume to be relined at the end of 7 years at an estimated cost of \$12,500.

A Resolution to authorize the expenditure of not to exceed \$125,000 for the work passed Congress in the last Session. \$25,000 of this amount is required to be contributed by local interests. The last Territorial Legislature appropriated \$10,000 and the city of Seward has agreed to furnish the remaining \$15,000. Initiation of the work awaits further Congressional action in making an appropriation of \$100,000.00.

**STATEMENT OF RECEIPTS AND DISBURSEMENTS**

This report covers vouchers received and disbursed including June 30, 1927.

**RECEIPTS**

Balance on hand July 1, 1926 .....	
Received since from:	
Transfers from Officers .....	
War Warrants .....	
Sales, etc., Alaska Fund .....	
Reimbursements .....	
Refunds .....	
Contributions .....	
<b>Total</b> .....	

**DISBURSEMENT**

Disbursed as per tabulated statement below .....	
Deposited to credit of Treasurer, United States .....	
hand at close of fiscal year 1926 .....	
Deposit of collections .....	
Balance on hand June 30, 1927, in Army Account .....	
<b>Total</b> .....	

\*—Does not include \$23.94—collections by General Land Office.  
 \*\*—Does not include \$2,580.36 charged against direct U. S. Treasury Settlement, nor transportation service, valued at \$30,194. Railroad.

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	\$ 2,000.00	\$ 6,368.77	\$ 8,368.77
3B	Pleasant Camp Extension	1,180.22	1,180.22	2,360.44
3C	Porcupine Extension	480.00	480.00	960.00
3D	Haines-Mud Bay	173.00	173.00	346.00
3E	Haines-Chilkoot	200.00	200.00	400.00
3F	Haines-Jones Point	25.00	25.00	50.00
4BA	Valdez-Ptarmigan Drop, 1st Sec.	14,300.00	5,620.00	19,920.00
4BA	Valdez-Ptarmigan Drop, 2nd Sec.	16,210.00	3,670.00	19,880.00
4BA	Valdez-Ptarmigan Drop, 3rd Sec.	15,475.00	3,500.00	18,975.00
4BA	Valdez-Ptarmigan Drop, 4th Sec.	6,260.49	5,810.00	12,070.49
4BB	Ptarmigan Drop-Ernestine, 1st Sec.	12,500.00	5,200.00	17,700.00
4BB	Ptarmigan Drop-Ernestine, 2nd Sec.	12,350.00	5,750.00	18,100.00
4BB	Ptarmigan Drop-Ernestine, 3rd Sec.	9,487.72	6,350.00	15,837.72
4C	Ernestine-Willow Creek, 1st Sec.	11,274.96	8,720.00	19,994.96
4C	Ernestine-Willow Creek, 2nd Sec.	11,300.00	8,680.00	19,980.00
4D	Willow Creek-Gulkana, 1st Sec.	7,500.00	10,120.00	17,620.00
4D	Willow Creek-Gulkana, 2nd Sec.	6,350.00	9,870.00	16,220.00
4D	Willow Creek-Gulkana, 3rd Sec.	8,100.00	8,230.00	16,330.00
4D	Willow Creek-Gulkana, 4th Sec.	7,671.65	8,020.00	15,691.65
4E	Gulkana-Sourdough, 1st Sec.	10,500.00	4,300.00	14,800.00
4E	Gulkana-Sourdough, 2nd Sec.	10,409.00	6,350.00	16,759.00
4E	Gulkana-Sourdough, 3rd Sec.	9,100.09	1,550.00	10,650.09
4F	Sourdough-Mile 168, 1st Sec.	6,260.00	8,420.00	14,680.00
4F	Sourdough-Mile 168, 2nd Sec.	8,623.91	2,380.00	11,003.91
4G	Mile 168-Delta River	2,200.00	16,850.63	19,050.63
4H1	Delta River-Rapids, 1st Sec.	10,370.00	8,290.00	18,660.00
4H1	Delta River-Rapids, 2nd Sec.	12,600.00	7,320.00	19,920.00
4H1	Delta River-Rapids, 3rd Sec.	11,706.00	8,220.00	19,926.00
4H1	Delta River-Rapids, 4th Sec.	11,650.53	7,510.00	19,160.53
4H2	Rapids-Grundler, 1st Sec.	6,120.00	12,890.00	19,010.00
4H2	Rapids-Grundler, 2nd Sec.	8,080.00	10,308.09	18,388.09
4I	Grundler-Richardson	6,500.56	12,213.00	18,713.56
4J	Richardson-Salchaket, 1st Sec.	9,300.00	7,240.00	16,540.00
4J	Richardson-Salchaket, 2nd Sec.	9,750.00	6,900.00	16,650.00
4J	Richardson-Salchaket, 3rd Sec.	10,200.00	4,270.00	14,470.00
4J	Richardson-Salchaket, 4th Sec.	12,817.95	1,510.00	14,327.95
4K	Salchaket-Fairbanks	8,633.20	8,633.20	17,266.40
4KA	Salcha Bridge	7,049.27	7,049.27	14,098.54
5A	Dunbar-Fort Gibbon	1,643.38	1,643.38	3,286.76
5B	Nenana-Campbells	1,919.01	1,919.01	3,838.02
5C	Fish Lake-American Creek	4,342.03	4,342.03	8,684.06
5D	American Creek Aviation Field	550.00	550.00	1,100.00
6A	Willow Creek-Tonsina	2,500.00	8,031.72	10,531.72
6B	Tonsina-Chitina	2,000.00	8,447.62	10,447.62
6D	Chitina Depot	208.50	208.50	417.00
7A	Summit-Chatanika	8,234.92	5,500.00	13,734.92
7B	Fox-Olmes	431.50	431.50	863.00
7D	Ester Creek	1,412.22	4,200.00	5,612.22

Acct. No.	Name of Route	Constr
7DC	St. Patricks-Happy	.....
7G	Fairbanks-Gilmore	2
7I	Gilmore-Summit	.....
7J	Fairbanks-Chena Hot Springs	.....
7JA	Chena River Branch	.....
7K	Olmes-Livengood	.....
7V	Fairbanks Wireless Road	.....
7X	Chena Hot Springs Aviation Field	1
8	Nome-Council	3
8H	Casa de Paga	1
8J	Shovel Creek	.....
9	Rampart-Eureka	.....
10A	Seward Radio Road	.....
11A	Eagle-Liberty	.....
11AA	American Summit-King Solomon	1
11B	Liberty-Fortymile	.....
11C	Steel Creek-Jack Wade	.....
11CC	Steel Creek-Jack Wade (Summer)	.....
11D	Steel Creek-Walker's Fork	.....
11E	Eagle-Seventymile	.....
11F	Jack Wade-Chicken	.....
11I	Dome-Steel Creek	.....
11L	Franklin-Chicken Creek	.....
11MM	Jack Wade-Mouth of Walker's Fork	.....
11N	Lillywig Creek	.....
11P	Chicken Aviation Field	.....
13A	Nome-Bessie	2
13B	Bessie-Banner	.....
13C	Bessie-Little Creek	.....
13F	Nome-Osborne	2
13K	Bessie-Buster	.....
14A	Sitka National Monument	.....
14B	Sitka National Cemetery	.....
14C	Sitka Pioneer Cemetery Road	3
15	Circle-Miller House	.....
15C	Circle Hot Springs Aviation Field	.....
16	Chatanika-Miller House, 1st Sec.	12
16	Chatanika-Miller House, 2nd Sec.	13
16	Chatanika-Miller House, 3rd Sec.	13
16	Chatanika-Miller House, 4th Sec.	14
16	Chatanika-Miller House, 5th Sec.	18
16	Chatanika-Miller House, 6th Sec.	19
16	Chatanika-Miller House, 7th Sec.	19
16	Chatanika-Miller House, 8th Sec.	11
17	Fort Gibbon-Kaltag	.....
17C	Nulato Aviation Field	1
18	Kaltag-Nome	1
18A	Bonanza-Kotzebue	1
18D	Unalakleet Aviation Field	.....
18E	Solomon Aviation Field	.....
18F	Golovin Aviation Field	.....
18G	Moses Aviation Field	.....
20DA	Takotna-Ophir	.....
21	Unalakleet-St. Michael	.....
22	Hot Springs-Sullivan Creek	.....
23A	Snowshoe-Beaver	.....
23B	Beaver-Caro	.....
23C	Big Creek	.....
23D	Caro-Flat Creek	.....
23E	Caro-Coldfoot	1
23F	Chandalar Aviation Field	1

S IN DETAIL.

Fund and Funds Contributed  
Alaska and Others.

Construction	Maintenance	Totals
\$ 2,000.00	\$ 6,368.77	\$ 8,368.77
.....	1,180.22	1,180.22
.....	480.00	480.00
.....	173.00	173.00
.....	200.00	200.00
.....	25.00	25.00
14,300.00	5,620.00	19,920.00
16,210.00	3,670.00	19,880.00
15,475.00	3,500.00	18,975.00
6,260.49	5,810.00	12,070.49
12,500.00	5,200.00	17,700.00
12,350.00	5,750.00	18,100.00
9,487.72	6,350.00	15,837.72
11,274.96	8,720.00	19,994.96
11,300.00	8,680.00	19,980.00
7,500.00	10,120.00	17,620.00
6,350.00	9,870.00	16,220.00
8,100.00	8,230.00	16,330.00
7,671.65	8,020.00	15,691.65
ec. 10,500.00	4,300.00	14,800.00
ec. 10,409.00	6,350.00	16,759.00
ec. 9,100.09	1,550.00	10,650.09
ec. 6,260.00	8,420.00	14,680.00
ec. 8,623.91	2,380.00	11,003.91
ec. 2,200.00	16,850.63	19,050.63
ec. 10,370.00	8,290.00	18,660.00
ec. 12,600.00	7,320.00	19,920.00
ec. 11,706.00	8,220.00	19,926.00
ec. 11,650.53	7,510.00	19,160.53
ec. 6,120.00	12,890.00	19,010.00
ec. 8,080.00	10,308.09	18,388.09
ec. 6,500.56	12,213.00	18,713.56
9,300.00	7,240.00	16,540.00
9,750.00	6,900.00	16,650.00
10,200.00	4,270.00	14,470.00
12,817.95	1,510.00	14,327.95
.....	8,633.20	8,633.20
.....	7,049.27	7,049.27
.....	1,643.38	1,643.38
.....	1,643.38	1,643.38
.....	1,919.01	1,919.01
.....	4,342.03	4,342.03
.....	550.00	550.00
.....	2,500.00	8,031.72
.....	2,000.00	8,447.62
.....	208.50	208.50
.....	5,500.00	13,734.92
.....	431.50	431.50
.....	4,200.00	5,612.22

Acct. No.	Name of Route	Construction	Maintenance	Totals
7DC	St. Patricks-Happy .....	500.00	.....	500.00
7G	Fairbanks-Gilmore .....	2,025.87	6,425.00	8,450.87
7I	Gilmore-Summit .....	.....	433.42	433.42
7J	Fairbanks-Chena Hot Springs .....	.....	219.77	219.77
7JA	Chena River Branch .....	614.01	.....	614.01
7K	Olmes-Livengood .....	.....	502.26	502.26
7V	Fairbanks Wireless Road .....	.....	17.00	17.00
7X	Chena Hot Springs Aviation Field .....	1,311.58	.....	1,311.58
8	Nome-Council .....	3,420.00	10,436.77	13,856.77
8H	Casa de Paga .....	1,921.90	.....	1,921.90
8J	Shovel Creek .....	.....	8.05	8.05
9	Rampart-Eureka .....	.....	310.00	310.00
10A	Seward Radio Road .....	.....	89.00	89.00
11A	Eagle-Liberty .....	.....	2,041.04	2,041.04
11AA	American Summit-King Solomon .....	1,000.00	1,030.00	2,030.00
11B	Liberty-Fortymile .....	.....	353.55	353.55
11C	Steel Creek-Jack Wade .....	.....	15.00	15.00
11CC	Steel Creek-Jack Wade (Summer) .....	.....	84.00	84.00
11D	Steel Creek-Walker's Fork .....	.....	230.50	230.50
11E	Eagle-Seventymile .....	500.00	605.38	1,105.38
11F	Jack Wade-Chicken .....	.....	380.50	380.50
11I	Dome-Steel Creek .....	800.00	1,031.96	1,831.96
11L	Franklin-Chicken Creek .....	.....	94.00	94.00
11MM	Jack Wade-Mouth of Walker's Fork .....	.....	532.50	532.50
11N	Lillywig Creek .....	909.50	.....	909.50
11P	Chicken Aviation Field .....	423.13	.....	423.13
13A	Nome-Bessie .....	2,450.00	2,385.40	4,835.40
13B	Bessie-Banner .....	.....	282.80	282.80
13C	Bessie-Little Creek .....	.....	245.18	245.18
13F	Nome-Osborne .....	.....	978.13	978.13
13K	Bessie-Buster .....	2,056.60	2,550.00	4,606.60
14A	Sitka National Monument .....	600.00	2,352.57	2,952.57
14B	Sitka National Cemetery .....	300.00	747.62	1,047.62
14C	Sitka Pioneer Cemetery Road .....	3,341.02	.....	3,341.02
15	Circle-Miller House .....	.....	5,903.41	5,903.41
15C	Circle Hot Springs Aviation Field .....	300.00	.....	300.00
16	Chatanika-Miller House, 1st Sec. .....	12,900.00	6,720.00	19,620.00
16	Chatanika-Miller House, 2nd Sec. .....	13,830.00	5,500.00	19,330.00
16	Chatanika-Miller House, 3rd Sec. .....	13,970.00	5,370.00	19,340.00
16	Chatanika-Miller House, 4th Sec. .....	14,205.00	5,660.00	19,865.00
16	Chatanika-Miller House, 5th Sec. .....	18,740.00	.....	18,740.00
16	Chatanika-Miller House, 6th Sec. .....	19,301.00	.....	19,301.00
16	Chatanika-Miller House, 7th Sec. .....	19,860.30	.....	19,860.30
16	Chatanika-Miller House, 8th Sec. .....	11,672.42	.....	11,672.42
17	Fort Gibbon-Kaltag .....	.....	427.68	427.68
17C	Nulato Aviation Field .....	1,500.00	.....	1,500.00
18	Kaltag-Nome .....	1,020.00	2,627.11	3,647.11
18A	Bonanza-Kotzebue .....	1,230.00	2,103.41	3,333.41
18D	Unalakleet Aviation Field .....	246.50	.....	246.50
18E	Solomon Aviation Field .....	95.00	.....	95.00
18F	Golovin Aviation Field .....	130.00	.....	130.00
18G	Moses Aviation Field .....	225.00	.....	225.00
20DA	Takotna-Ophir .....	.....	24.44	24.44
21	Unalakleet-St. Michael .....	.....	546.46	546.46
22	Hot Springs-Sullivan Creek .....	.....	1,568.13	1,568.13
23A	Snowshoe-Beaver .....	.....	422.93	422.93
23B	Beaver-Caro .....	.....	3,925.29	3,925.29
23C	Big Creek .....	.....	47.68	47.68
23D	Caro-Flat Creek .....	.....	47.69	47.69
23E	Caro-Coldfoot .....	1,440.72	1,804.00	3,244.72
23F	Chandalar Aviation Field .....	1,462.83	.....	1,462.83

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Acct. No.	Name of Route	Construction	Maintenance	Totals
25C	Nome-Wireless	612.72	612.72	612.72
25E	Submarine Paystreak	1,290.19	1,290.19	1,290.19
25F	Anvil-Glacier	544.18	544.18	544.18
25G	Snake River Extension	178.55	178.55	178.55
25L	Nome Aviation Field	1,022.70	1,022.70	1,022.70
25M	Seward Peninsula Telephone Lines	1,382.50	1,382.50	1,382.50
25N	Nome City Streets	672.07	672.07	672.07
26	Candle-Candle Creek	3,210.00	3,023.89	6,233.89
26B	Bear Creek Trail	160.00	160.00	160.00
26C	Candle-Keewalik	1,027.91	1,027.91	1,027.91
26D	Keewalik Aviation Field	300.00	300.00	300.00
27	Deering-Inmachuk	4,023.86	5,020.00	9,043.86
28	Shelton-Candle	711.75	711.75	711.75
28A	Nome-Taylor	1,347.39	1,347.39	1,347.39
29	Fort Gibbon-Bettles	522.27	522.27	522.27
29A	Bettles-Coldfoot	2,000.00	303.69	2,303.69
29C	Mile 70-Hughes	1,708.57	1,708.57	1,708.57
30	Hot Springs Landing-Eureka	2,100.00	5,434.69	7,534.69
30B	Manley-Hot Springs Aviation Field	200.00	200.00	200.00
31	Caribou Creek	254.25	254.25	254.25
32A	Takotna-Flat	150.00	150.00	150.00
32AA	Takotna-Flat (Winter via Moore Cr.)	5.00	5.00	5.00
32AB	Flat-Moore Creek (Summer)	5.00	5.00	5.00
32B	Iditarod-Flat	1,000.00	2,984.44	3,984.44
32C	Ophir-Iditarod (Winter)	69.67	69.67	69.67
32E	Takotna Aviation Field	252.00	252.00	252.00
32F	Takotna Depot	141.00	141.00	141.00
33C	Flat City-Flat Creek	412.28	412.28	412.28
33D	Head Flat Creek-Willow Creek	198.45	198.45	198.45
33E	Willow Creek-Chicken Creek	967.65	967.65	967.65
33F	Flat City-Otter Discovery	817.65	817.65	817.65
34A	Flat-Anvik	47.91	47.91	47.91
34B	Iditarod-Shageluk	218.31	218.31	218.31
35A	Archangel Extension	1,071.90	1,071.90	1,071.90
35AA	Sherry Branch	168.00	168.00	168.00
35B	Palmer-Fishhook	612.00	1,513.45	2,125.45
35D	Willow Creek Extension	500.00	6,448.85	6,948.85
35E	Wasilla-Fishhook	1,640.00	5,342.75	6,982.75
35F	Wasilla-Knik	2,411.89	1,800.00	4,211.89
35H	Wasilla-Finger Lake-Palmer	2,307.22	2,307.22	2,307.22
35J	Wasilla-Matanuska	2,715.67	3,100.00	5,815.67
35K	Matanuska Trunk Road	1,560.15	1,560.15	1,560.15
35N	Houston-Willow Creek	23.00	23.00	23.00
35S	Moose Creek Trail	2,041.01	2,041.01	2,041.01
35T	Werner Connection	2,771.32	2,771.32	2,771.32
36	Mineral Creek	4,320.00	2,422.15	6,742.15
37A	Bluff-White Mountain	160.00	160.00	160.00
38A	Ruby-Long	4,670.61	4,670.61	4,670.61
38B	Poorman-Cripple	94.26	94.26	94.26
38C	Ophir-Cripple	19.44	19.44	19.44
38D	Ophir-Takotna, 1st Sec.	6,200.00	4,720.00	10,920.00
38D	Ophir-Takotna, 2nd Sec.	11,514.10	1,690.67	13,204.77
38DA	Little Creek Road	1,351.65	1,351.65	1,351.65
38E	Long-Poorman (Summer)	1,200.00	15,013.55	15,013.55
38F	Poorman-Ophir (Summer)	466.58	466.58	466.58
38H	Ganes Creek Road	1,245.00	2,437.43	3,682.43
38M	Ophir Aviation Field	200.00	200.00	200.00
40	Douglas-Gastineau Channel	16.19	16.19	16.19
41	Kiana-Klery Creek	12.00	12.00	12.00
41A	Kotzebue-Shungnak	590.00	590.00	590.00
41B	Kotzebue-Point Barrow	1,945.83	1,430.00	3,375.83
42	St. Michael-Kotlik	40.00	40.00	40.00
44A	Skagway-Smuggler's Cove	567.46	567.46	567.46
46	Kobi-Eureka	245.67	245.67	245.67
46A	Roosevelt-Kantishna	48.70	48.70	48.70
46B	Lignite-Kantishna	394.07	394.07	394.07
46C	Nenana-Knights Roadhouse	69.66	69.66	69.66
46D	McKinley Park Road	9,968.17	7,064.85	17,033.02
46E	Diamond-Telida	791.54	791.54	791.54
46F	Nenana Cemetery	1,195.79	1,195.79	1,195.79

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Acct. No.	Name of Route	Const.
46J	Kantishna Aviation Field	4
46K	Telida Aviation Field	3
47	Coldfoot-Wiseman	.....
47A	Wiseman Aviation Field	.....
47B	Nolan Branch	4
47C	Wiseman-Hammond	3
48	Iliamna Bay-Iliamna Lake	5
49	Davidson's Landing-Taylor	.....
51	Talkeetna-Cache Creek	6
51C	Yentna-Mills Creek	3
51E	Mills Creek-Cache Creek	1
53	Eagle-Circle	.....
53A	Circle-Fort Yukon	.....
53F	Fort Yukon Aviation Field	.....
54	Chisana-Nizina	.....
57	McCarthy-Nizina	12
57A	Nizina River Bridge	2
57B	Nizina-Chitina River	1
59A	Fairbanks Depot	7
61	Strelna-Kuskulana	.....
61A	Kotsina Trail	11
62	Dime Creek	.....
63	Dunbar-Brooks	.....
63B	Brooks-Army Creek	.....
63C	Brooks Tram	3
64A	Cripple-Cripple Mountain	.....
65A	Gulkana-Chistochina, 1st Sec.	10
65A	Gulkana-Chistochina, 2nd Sec.	11
65D	Ketchumstuk-Tanana Crossing	.....
65E	Chicken-Ketchumstuk	.....
65F	Grundler-Tanana Crossing	4
65G	Slana-Chisana	2
67	Nome-Teller	.....
67C	Teller-Mary's Igloo	.....
68	Flagging Trails	.....
73	Marshall Road	.....
73A	Kotlik-Marshall	.....
73C	Old Hamilton-Scammon Bay	.....
75	Anchorage-Eagle River	2
75B	Anchorage-Whitney	4
75D	Anchorage Warehouse	.....
75E	McDonald Road	.....
80B	McGrath-Telida	.....
80E	Takotna-Twin Peaks	.....
80F	Medfra-Nixon Mine	.....
80H	McGrath Aviation Field	.....
81	Good Creek-Salmon River	.....
86	Fourth of July Creek	.....
89A	Seward Peninsula Railroad, 1st Sec.	1
89A	Seward Peninsula Railroad, 2nd Sec.	6
90E	Shelter Cabins, 2nd Division	1
90C	Shelter Cabins, 3rd Division	3
90D	Shelter Cabins, 4th Division	2
92B	Bethel-Tuluksak	.....
92K	Egegik-Kanatak	.....
92L	Crooked Creek-Aniak	.....
92M	Aniak-Tuluksak	.....
92O	Tuluksak-Bear Creek	.....
92P	Holy Cross-Kaltsnak	.....
93	Chulitna Trail	.....
93A	Bull River Trail	.....
94	Kodiak-Abbotts	10
96	Chickaloon-King River	.....
96A	Chickaloon Cable	.....
96B	Neichina Reconnaissance	.....
98	Homer Project	10
98A	Nuka Bay	.....
100	Juneau Office and General Overhead	12
TOTALS		\$706

Construction	Maintenance	Totals
.....	612.72	612.72
.....	1,290.19	1,290.19
.....	544.18	544.18
.....	178.55	178.55
1,022.70	.....	1,022.70
.....	1,382.50	1,382.50
.....	672.07	672.07
3,210.00	3,023.89	6,233.89
.....	160.00	160.00
1,027.91	.....	1,027.91
300.00	.....	300.00
4,023.86	5,020.00	9,043.86
.....	711.75	711.75
.....	1,347.39	1,347.39
.....	522.27	522.27
2,000.00	303.69	2,303.69
1,708.57	.....	1,708.57
2,100.00	5,434.69	7,534.69
.....	200.00	200.00
.....	254.25	254.25
.....	150.00	150.00
.....	5.00	5.00
.....	5.00	5.00
1,000.00	2,984.44	3,984.44
.....	69.67	69.67
252.00	.....	252.00
.....	141.00	141.00
.....	412.28	412.28
.....	198.45	198.45
.....	967.65	967.65
.....	817.65	817.65
.....	47.91	47.91
.....	218.31	218.31
.....	1,071.90	1,071.90
.....	168.00	168.00
612.00	1,513.45	2,125.45
500.00	6,448.85	6,948.85
1,640.00	5,342.75	6,982.75
2,411.89	1,800.00	4,211.89
.....	2,307.22	2,307.22
.....	3,100.00	5,815.67
.....	1,560.15	1,560.15
.....	23.00	23.00
2,041.01	.....	2,041.01
2,771.32	.....	2,771.32
4,320.00	2,422.15	6,742.15
160.00	.....	160.00
.....	4,670.61	4,670.61
.....	94.26	94.26
.....	19.44	19.44
6,200.00	4,720.00	10,920.00
11,514.10	1,690.67	13,204.77
1,351.65	.....	1,351.65
13,813.55	1,200.00	15,013.55
.....	466.58	466.58
1,245.00	2,437.43	3,682.43
200.00	.....	200.00
.....	16.19	16.19
.....	12.00	12.00
.....	590.00	590.00
1,945.83	1,430.00	3,375.83
.....	40.00	40.00
.....	567.46	567.46
.....	245.67	245.67
.....	48.70	48.70
.....	394.07	394.07
.....	69.66	69.66
9,968.17	7,064.85	17,033.02
.....	791.54	791.54
.....	1,195.79	1,195.79

Acct. No.	Name of Route	Construction	Maintenance	Totals
.....	Kantishna Aviation Field.....	675.00	.....	675.00
46J	Telida Aviation Field .....	600.00	.....	600.00
46K	Coldfoot-Wiseman .....	.....	1,693.83	1,693.83
47	Wiseman Aviation Field .....	500.00	.....	500.00
47A	Nolan Branch .....	4,757.74	.....	4,757.74
47B	Wiseman-Hammond .....	3,967.07	.....	3,967.07
47C	Iliamna Bay-Iliamna Lake .....	5,001.76	1,540.00	6,541.76
48	Davidson's Landing-Taylor .....	.....	895.00	895.00
49	Talkeetna-Cache Creek .....	6,509.86	8,750.00	15,259.86
51	Yentna-Mills Creek .....	3,114.27	.....	3,114.27
51C	Mills Creek-Cache Creek .....	1,307.45	.....	1,307.45
51E	Eagle-Circle .....	942.72	1,100.00	2,042.72
53	Circle-Fort Yukon .....	.....	26.21	26.21
53A	Fort Yukon Aviation Field .....	.....	73.00	73.00
53B	Chisana-Nizina .....	1,148.72	.....	1,148.72
54	McCarthy-Nizina .....	12,158.05	4,250.00	16,408.05
57	Nizina River Bridge .....	2,500.00	3,938.38	6,438.38
57A	Nizina-Chitina River .....	1,771.55	.....	1,771.55
57B	Fairbanks Depot .....	7,250.00	2,504.99	9,754.99
59A	Strelina-Kuskulana .....	.....	836.59	836.59
61	Kotsina Trail .....	11,705.96	.....	11,705.96
61A	Dime Creek .....	.....	250.50	250.50
62	Dunbar-Brooks .....	.....	1,363.21	1,363.21
63	Brooks-Amy Creek .....	.....	917.00	917.00
63B	Brooks Tram .....	3,500.00	3,432.08	6,932.08
64	Cripple-Cripple Mountain .....	.....	5.00	5.00
64A	Gulkana-Chistochina, 1st Sec. ....	10,420.00	1,010.00	11,430.00
65A	Gulkana-Chistochina, 2nd Sec. ....	11,404.00	492.41	11,896.41
65D	Ketchumstuk-Tanana Crossing .....	.....	147.00	147.00
65E	Chicken-Ketchumstuk .....	.....	147.00	147.00
65F	Grundler-Tanana Crossing .....	4,984.14	1,500.00	6,484.14
65G	Slana-Chisana .....	2,083.37	.....	2,083.37
67	Nome-Teller .....	.....	1,318.62	1,318.62
67C	Teller-Mary's Igloo .....	.....	191.00	191.00
68	Flagging Trails .....	.....	3,540.77	3,540.77
73	Marshall Road .....	889.40	.....	889.40
73A	Kotlik-Marshall .....	.....	24.00	24.00
73C	Old Hamilton-Scammon Bay .....	.....	242.00	242.00
75	Anchorage-Eagle River .....	2,300.00	4,746.94	7,046.94
75B	Anchorage-Whitney .....	4,800.00	2,138.35	6,938.35
75D	Anchorage Warehouse .....	.....	270.45	270.45
75E	McDonald Road .....	.....	489.41	489.41
80B	McGrath-Telida .....	.....	605.19	605.19
80E	Takotna-Twin Peaks .....	.....	20.00	20.00
80F	Medfra-Nixon Mine .....	.....	38.00	38.00
80H	McGrath Aviation Field .....	300.00	.....	300.00
81	Good Creek-Salmon River .....	.....	239.15	239.15
86	Fourth of July Creek .....	.....	118.00	118.00
89A	Seward Peninsula Railroad, 1st Sec. ....	1,350.00	8,710.00	10,060.00
89A	Seward Peninsula Railroad, 2nd Sec. ....	6,920.00	5,093.16	12,013.16
90B	Shelter Cabins, 2nd Division .....	1,661.14	53.75	1,714.89
90C	Shelter Cabins, 3rd Division .....	3,100.00	.....	3,100.00
90D	Shelter Cabins, 4th Division .....	2,647.27	1,162.18	3,809.45
92B	Bethel-Tuluksak .....	.....	165.07	165.07
92K	Egegik-Kanatak .....	350.00	.....	350.00
92L	Crooked Creek-Aniak .....	.....	172.16	172.16
92M	Aniak-Tuluksak .....	.....	82.30	82.30
92O	Tuluksak-Bear Creek .....	.....	216.17	216.17
92P	Holy Cross-Kaltshak .....	.....	50.55	50.55
93	Chuhitna Trail .....	.....	86.00	86.00
93A	Bull River Trail .....	800.00	241.42	1,041.42
94	Kodiak-Abberts .....	10,519.37	1,200.00	11,719.37
96	Chickaloon-King River .....	.....	25.87	25.87
96A	Chickaloon Cable .....	271.29	.....	271.29
96B	Nelchina Reconnaissance .....	122.83	.....	122.83
98	Homer Project .....	10,261.59	1,400.00	11,661.59
98A	Nuka Bay .....	111.48	.....	111.48
100	Juneau Office and General Overhead .....	12,751.50	15,001.58	27,753.08
TOTALS .....		\$706,792.46	\$510,374.43	\$1,217,166.89

**EXPENDITURES IN DETAIL—COOPERATIVE FUND**  
(Included in Preceding Table.)

**FIRST DIVISION.**

Acct. No.	Name of Route	Federal	Territorial	Totals
3A	Haines-Wells .....	\$ 4,448.77	\$ 3,920.00	\$ 8,368.77
3B	Pleasant Camp Extension .....	288.22	892.00	1,180.22
3C	Porcupine Extension .....	220.00	260.00	480.00
3D	Haines-Mud Bay .....	123.00	50.00	173.00
3E	Haines-Chilkoot .....	.....	200.00	200.00
3F	Haines-Jones Point .....	.....	25.00	25.00
14A	Sitka National Monument .....	869.30	2,083.27 (a)	2,952.57
14B	Sitka National Cemetery .....	947.62 (b)	100.00	1,047.62
14C	Sitka-Pioneer Cemetery Road .....	.....	3,341.02	3,341.02
40	Douglas-Gastineau Channel .....	5.19	11.00	16.19
44A	Skagway-Smuggler's Cove .....	205.46	362.00	567.46
81	Good Creek-Salmon River .....	79.15	160.00	239.15
<b>TOTALS .....</b>		<b>\$ 7,186.71</b>	<b>\$ 11,404.29</b>	<b>\$ 18,591.00</b>

(a)—Includes \$513.65 contributed by the Sitka Commercial Club and \$549.62 by the National Park Service.

(b)—Includes \$812.00 allotted by the Quartermaster General.

**SECOND DIVISION.**

Acct. No.	Name of Route	Federal	Territorial	Totals
8	Nome-Council .....	\$ 3,513.74	\$ 10,343.03 (c)	\$ 13,856.77
8H	Casa de Paga Road .....	1,913.90	8.00	1,921.90
8J	Shovel Creek .....	5.05	3.00	8.05
13A	Nome-Bessie .....	1,185.40	3,650.00	4,835.40
13B	Bessie-Banner .....	72.80	210.00	282.80
13C	Bessie-Little Creek .....	65.18	180.00	245.18
13F	Nome-Osborne .....	278.13	700.00	978.13
13K	Bessie-Buster .....	2,706.60	1,900.00	4,606.60
18	Kaitag-Nome .....	2,197.11	1,450.00	3,647.11
18A	Bonanza-Kotzebue .....	2,933.41	400.00	3,333.41
18D	Unalakleet Aviation Field .....	.....	246.50	246.50
18E	Solomon Aviation Field .....	.....	95.00	95.00
18F	Golovin Aviation Field .....	.....	130.00	130.00
18G	Moses Aviation Field .....	.....	225.00	225.00
21	Unalakleet-St. Michael .....	539.46	7.00	546.46
25C	Nome-Wireless Road .....	512.72	100.00	612.72
25E	Submarine Paystreak .....	870.19	420.00	1,290.19
25F	Anvil-Glacier .....	74.18	470.00	544.18
25G	Snake River Extension .....	153.55	25.00	178.55
25L	Nome Aviation Field .....	.....	1,022.70	1,022.70
25M	Seward Peninsula Telephone Lines .....	.....	1,382.50	1,382.50
25N	Nome City Streets .....	.....	672.07 (d)	672.07
26	Candle-Candle Creek .....	2,483.89	3,750.00	6,233.89
26B	Bear Creek Trail .....	70.00	90.00	160.00
26C	Candle-Keewalik .....	427.91	600.00	1,027.91
26D	Keewalik Aviation Field .....	.....	300.00	300.00
27	Deering-Inmachuk .....	3,523.86	5,520.00	9,043.86
28	Shelton-Candle .....	693.75	18.00	711.75
28A	Nome-Taylor .....	892.39	455.00	1,347.39
37A	Bluff-White Mountain .....	60.00	100.00	160.00
41	Kiana-Klery Creek .....	5.00	7.00	12.00
41A	Kotzebue-Shungnak .....	500.00	90.00	590.00
41B	Kotzebue-Pt. Barrow .....	1,925.83	1,450.00	3,375.83
42	St. Michael-Kotlik .....	33.00	7.00	40.00
49	Davidson's Landing-Taylor .....	145.00	750.00	895.00
62	Dime Creek .....	90.50	160.00	250.50
67	Nome-Teller .....	908.62	410.00	1,318.62
68	Flagging Trails .....	2,710.77	830.00	3,540.77
73	Marshall Road .....	863.40	26.00	889.40
73A	Kotlik-Marshall .....	9.00	15.00	24.00
89A	Seward Peninsula Railroad .....	22,073.16	.....	22,073.16
90B	Shelter Cabins .....	.....	1,714.89	1,714.89
<b>TOTALS .....</b>		<b>\$ 54,437.50</b>	<b>\$ 39,932.69</b>	<b>\$ 94,370.19</b>

(c)—Includes \$39.75 contributed by the \$23.48 miscellaneous refunds and rei improvement of Nome Harbor.

(d)—Contributed by the City of Nome.

**THIRD DIVISION.**

Acct. No.	Name of Route	Federal	Territorial	Totals
35H	Wasilla-Finger Lake-Palmer .....	.....	.....	.....
35J	Wasilla-Matanuska .....	.....	.....	.....
35K	Matanuska Trunk Road .....	.....	.....	.....
35T	Werner Connection .....	.....	.....	.....
36	Valdez-Mineral Creek .....	.....	.....	.....
57A	Nizina Bridge .....	.....	.....	.....
57B	Nizina-Chitina River .....	.....	.....	.....
61	Streina-Kuskulana .....	.....	.....	.....
75	Anchorage-Eagle River .....	.....	.....	.....
75B	Anchorage-Whitney .....	.....	.....	.....
75E	McDonald Road .....	.....	.....	.....
90C	Shelter Cabins .....	.....	.....	.....
93A	Bull River Trail .....	.....	.....	.....
98	Homer-Kachemak Bay .....	.....	.....	.....
<b>TOTALS .....</b>		<b>\$ .....</b>	<b>\$ .....</b>	<b>\$ .....</b>

**FOURTH DIVISION.**

Acct. No.	Name of Route	Federal	Territorial	Totals
5B	Nenana-Campbells .....	.....	.....	.....
5C	Fish Lake-American Creek .....	.....	.....	.....
5D	American Creek Aviation Field .....	.....	.....	.....
7B	Fox-Olnes .....	.....	.....	.....
7D	Fairbanks-Ester .....	.....	.....	.....
7DC	St. Patricks-Happy .....	.....	.....	.....
7J	Fairbanks-Chena Hot Springs .....	.....	.....	.....
7K	Olnes-Livengood .....	.....	.....	.....
7X	Chena Hot Springs Aviation Field .....	.....	.....	.....
9	Rampart-Eureka .....	.....	.....	.....
11P	Chicken Aviation Field .....	.....	.....	.....
15C	Circle Hot Springs Aviation Field .....	.....	.....	.....
17C	Nulato Aviation Field .....	.....	.....	.....
22	Hot Springs-Sullivan Creek .....	.....	.....	.....
23F	Chandalar Aviation Field .....	.....	.....	.....
30	Hot Springs Landing-Eureka .....	.....	.....	.....
30B	Manley Hot Springs Aviation Field .....	.....	.....	.....
32E	Tokotna Aviation Field .....	.....	.....	.....
38DA	Little Creek Road .....	.....	.....	.....
38H	Ganes Creek Road .....	.....	.....	.....
38M	Ophir Aviation Field .....	.....	.....	.....
46F	Nenana-Cemetery Road .....	.....	.....	.....
46J	Kantishna Aviation Field .....	.....	.....	.....
46K	Telida Aviation Field .....	.....	.....	.....
47A	Wiseman Aviation Field .....	.....	.....	.....
53B	Fort Yukon Aviation Field .....	.....	.....	.....
63	Dunbar-Brooks .....	.....	.....	.....
63B	Brooks-Amy Creek .....	.....	.....	.....
63C	Brooks Tram .....	.....	.....	.....
80H	McGrath Aviation Field .....	.....	.....	.....
90D	Shelter Cabins .....	.....	.....	.....
<b>TOTALS .....</b>		<b>\$ .....</b>	<b>\$ .....</b>	<b>\$ .....</b>

(e)—Contributed by the Northern Com  
(f)—Includes \$2,500.00 contributed by t  
(g)—Contributed by the Fairbanks Exi  
(h)—Includes \$603.39 contributed by the  
(i)—\$250.00 contributed by the Elmes ( Mohawk Mining Co.

**RAIL—COOPERATIVE FUND**  
(Preceding Table.)

**DIVISION.**

Federal	Territorial	Totals
\$ 4,448.77	\$ 3,920.00	\$ 8,368.77
288.22	892.00	1,180.22
220.00	260.00	480.00
123.00	50.00	173.00
	200.00	200.00
	25.00	25.00
869.30	2,083.27 (a)	2,952.57
947.62 (b)	100.00	1,047.62
	3,341.02	3,341.02
ad 5.19	11.00	16.19
205.46	362.00	567.46
79.15	160.00	239.15
\$ 7,186.71	\$ 11,404.29	\$ 18,591.00

by the Sitka Commercial Club and \$549.62

by the Quartermaster General.

**D DIVISION.**

Federal	Territorial	Totals
\$ 3,513.74	\$ 10,343.03 (c)	\$ 13,856.77
1,913.90	8.00	1,921.90
5.05	3.00	8.05
1,185.40	3,650.00	4,835.40
72.80	210.00	282.80
65.18	180.00	245.18
278.13	700.00	978.13
2,706.60	1,900.00	4,606.60
2,197.11	1,450.00	3,647.11
2,933.41	400.00	3,333.41
	246.50	246.50
	95.00	95.00
	130.00	130.00
	225.00	225.00
539.46	7.00	546.46
512.72	100.00	612.72
870.19	420.00	1,290.19
74.18	470.00	544.18
153.55	25.00	178.55
	1,022.70	1,022.70
one	1,382.50	1,382.50
	672.07 (d)	672.07
2,483.89	3,750.00	6,233.89
70.00	90.00	160.00
427.91	600.00	1,027.91
	300.00	300.00
3,523.86	5,520.00	9,043.86
693.75	18.00	711.75
892.39	455.00	1,347.39
60.00	100.00	160.00
5.00	7.00	12.00
500.00	90.00	590.00
1,925.83	1,450.00	3,375.83
33.00	7.00	40.00
or 145.00	750.00	895.00
90.50	160.00	250.50
908.62	410.00	1,318.62
2,710.77	830.00	3,540.77
863.40	26.00	889.40
9.00	15.00	24.00
oad 22,073.16		22,073.16
	1,714.89	1,714.89
\$ 54,437.50	\$ 39,932.69	\$ 94,370.19

(c)—Includes \$39.75 contributed by the Bangor Dredging Co. and \$2,623.48 miscellaneous refunds and reimbursements on account of the improvement of Nome Harbor.

(d)—Contributed by the City of Nome.

**THIRD DIVISION.**

Acct. No.	Name of Route	Federal	Territorial	Totals
	Wasilla-Finger Lake-Palmer	\$ 1,457.22	\$ 850.00	\$ 2,307.22
35H	Wasilla-Matanuska	3,940.68	1,874.99	5,815.67
35J	Matanuska Trunk Road	1,450.15	110.00	1,560.15
35K	Werner Connection	1,301.32	1,470.00	2,771.32
35T	Valdez-Mineral Creek	2,742.15	4,000.00	6,742.15
36	Nizina Bridge	6,438.38		6,438.38
57A	Nizina-Chitina River	1,021.55	750.00	1,771.55
57B	Strelina-Kuskulana	536.59	300.00	836.59
61	Anchorage-Eagle River	3,976.94	3,070.00	7,046.94
75	Anchorage-Whitney	4,818.35	2,120.00	6,938.35
75B	McDonald Road	369.41	120.00	489.41
75E	Shelter Cabins		3,100.00	3,100.00
90C	Bull River Trail	441.42	600.00	1,041.42
93A	Homer-Kachemak Bay	7,261.59	4,400.00	11,661.59
98				
	<b>TOTALS</b>	<b>\$ 35,755.75</b>	<b>\$ 22,764.99</b>	<b>\$ 58,520.74</b>

**FOURTH DIVISION.**

Acct. No.	Name of Route	Federal	Territorial	Totals
5B	Nenana-Campbells	\$ 1,439.01	\$ 480.00 (e)	\$ 1,919.01
5C	Fish Lake-American Creek		4,342.03 (f)	4,342.03
5D	American Creek Aviation Field		550.00	550.00
7B	Fox-Olnes		431.50 (g)	431.50
7D	Fairbanks-Ester	4,487.60	1,124.62 (h)	5,612.22
7DC	St. Patricks-Happy		500.00 (i)	500.00
7J	Fairbanks-Chena Hot Springs	69.77	150.00	219.77
7K	Olnes-Livengood	462.26	40.00	502.26
7X	Chena Hot Springs Aviation Field		1,311.58	1,311.58
9	Rampart-Eureka	185.00	125.00	310.00
11P	Chicken Aviation Field		423.13	423.13
15C	Circle Hot Springs Aviation Field		300.00	300.00
17C	Nulato Aviation Field		1,500.00	1,500.00
22	Hot Springs-Sullivan Creek	838.13	730.00	1,568.13
23F	Chandalar Aviation Field		1,462.83	1,462.83
30	Hot Springs Landing-Eureka	5,784.69	1,750.00	7,534.69
30B	Manley Hot Springs Aviation Field		200.00	200.00
32E	Tokotna Aviation Field		252.00	252.00
38DA	Little Creek Road		1,351.65	1,351.65
38H	Ganes Creek Road		3,682.43	3,682.43
38M	Ophir Aviation Field		200.00	200.00
46F	Nenana-Cemetery Road	725.79	470.00	1,195.79
46J	Kantishna Aviation Field		675.00	675.00
46K	Telida Aviation Field		600.00	600.00
47A	Wiseman Aviation Field		500.00	500.00
53B	Fort Yukon Aviation Field		73.00	73.00
63	Dunbar-Brooks	715.30	647.91	1,363.21
63B	Brooks-Amy Creek		917.00	917.00
63C	Brooks Tram	6,932.08		6,932.08
80H	McGrath Aviation Field		300.00	300.00
90D	Shelter Cabins		3,809.45	3,809.45
	<b>TOTALS</b>	<b>\$ 21,639.63</b>	<b>\$ 28,899.13</b>	<b>\$ 50,538.76</b>

(e)—Contributed by the Northern Commercial Co.  
 (f)—Includes \$2,500.00 contributed by the American Creek Dredging Co.  
 (g)—Contributed by the Fairbanks Exploration Co.  
 (h)—Includes \$603.39 contributed by the Samson Hardware Co.  
 (i)—\$250.00 contributed by the Elmes Gold Mining Co. and \$250.00 by the Mohawk Mining Co.

SUMMARY OF FUNDS EXPENDED BY DIVISIONS.

	Federal	Territorial	Totals
First Division .....	\$ 7,186.71	\$ 11,404.29	\$ 18,591.00
Second Division .....	54,437.50	39,932.69	94,370.19
Third Division .....	35,755.75	22,764.99	58,520.74
Fourth Division .....	21,639.63	28,899.13	50,538.76
<b>TOTALS .....</b>	<b>\$119,019.59</b>	<b>\$103,001.10</b>	<b>\$222,020.69</b>

SUMMARY OF FUNDS EXPENDED BY DISTRICTS.

District	Cooperative Funds		Total
	Federal	Territorial	
Southeastern .....	\$ 7,186.71(a)	\$ 11,404.29(b)	\$ 18,591.00
Eagle .....		763.81	763.81
Bethel .....		2,475.00	2,475.00
Valdez .....	2,742.15	4,000.00	6,742.15
Chitina .....	7,996.52	1,775.00(c)	9,771.52
Fairbanks .....	5,019.63	5,868.53(d)	10,888.16
Nenana .....	16,620.00	14,414.44	31,034.44
Southwestern .....	25,017.08	16,290.76	41,307.84
Kuskokwim .....		6,076.58	6,076.58
Nome .....	54,437.50	39,932.69(e)	94,370.19
<b>TOTALS .....</b>	<b>\$119,019.59</b>	<b>\$103,001.10</b>	<b>\$222,020.69</b>

- (a)—Includes \$812.00 allotted by the Quartermaster General.
- (b)—Includes \$513.65 contributed by Sitka Commercial Club and \$549.62 by the National Park Service.
- (c)—Includes \$431.50 contributed by Fairbanks Exploration Co., \$250.00 by Elmes Gold Mining Co., \$250.00 by Mohawk Mining Co., and \$603.39 by Samson Hardware Co.
- (d)—Includes \$480.00 contributed by Northern Commercial Co., \$2,500.00 by American Creek Dredging Co.
- (e)—Includes \$39.75 contributed by Bangor Dredging Co., \$672.07 by the City of Nome and \$2,623.48 miscellaneous refunds and reimbursements account of the improvement of Nome Harbor.

TOTAL FUNDS.

District	Construction	Maintenance	Total
Juneau Office and General Overhead (a) .....	\$ 12,751.50	\$ 15,001.58	\$ 27,753.08
Southeastern .....	6,241.02	12,349.98	18,591.00
Eagle .....	4,575.35	8,251.11	12,826.46
Bethel .....	2,475.00	686.25	3,161.25
Valdez .....	113,478.17	55,722.15	169,200.32
Chitina .....	180,309.11	135,794.57	316,103.68
Fairbanks .....	216,783.52	128,976.96	345,760.48
Nenana .....	43,004.47	26,288.00	69,292.47
Southwestern .....	69,805.73	51,377.61	121,183.34
Kuskokwim .....	22,062.75	16,428.87	38,491.62
Nome .....	35,305.84	59,497.35	94,803.19
<b>TOTALS .....</b>	<b>\$706,792.46</b>	<b>\$510,374.43</b>	<b>\$1,217,166.89*</b>

- (\*)—Includes \$2,580.36 General Accounting Office Settlements.
- (a)—Includes expense of sub-offices in Seattle, Washington, and Washington, D. C.

DISTRIBUTION OF EXPENDITURES

0111	Salaries .....
0112	Wages .....
0200	Stationery .....
02011	Printed Forms and Letterheads .....
02012	Other Office Supplies .....
0210	Medical and Hospital Supplies .....
0220	Scientific and Educational Supplies .....
0230	Fuel (including gasoline and oils) .....
0250	Forage and Other Supplies for Animals .....
0260	Provisions .....
0270	Powder, explosives, etc. .....
0280	Sundry Supplies (including lubricants) .....
0290	Construction Materials .....
03	Subsistence (persons) .....
04	Subsistence and care of animals .....
0500	Telephone Service .....
0510	Telephone Service .....
0520	Other Communication Service (inc. .....
06	Travel Expense (transportation of .....
07	Transportation of Freight .....
0800	Printing and Binding .....
0830	Photographing, Making Prints, etc. .....
10	Furnishing of Heat, Light, Power .....
1100	Rents (building, structure, room, etc. .....
1110	Other Rents (inc. hire of teams, etc. .....
12	Repairs and Alterations to Equipment .....
13	Miscellaneous Current Expenses (inc. .....
3010	Equipment, (furniture and fixtures) .....
3040	Livestock (horses, dogs, etc.) .....
3050	Other Equipment .....
3210	Other Structures (excavations, embankments) .....

Treasury Settlements .....

DISTRIBUTION BY APPROPRIATION

From appropriations for support of War 1	
F.Y. 1924-1925, Acts of June 7 and December 19, 1924	
F.Y. 1925-1926, Act of February 12, 1925	
F.Y. 1926-1927, Act of April 15, 1926	
F.Y. 1927-1928, Act of February 23, 1927	
National Cemeteries, 1926 .....	
National Cemeteries, 1927 .....	
From the Alaska Fund, Act of Jan. 27, 1924	
From Contributed Funds, Act of June 30, 1924	
Territory of Alaska, Roads, Bridges and Structures .....	
Aviation Fields .....	
Pioneer Cemetery Road .....	
Shelter Cabins .....	
Telephone Lines, Seward Peninsula .....	
Others, Bangor Dredging Co. ....	
Northern Commercial Co. ....	
Elmes Gold Mining Company .....	
Mohawk Mining Company .....	
National Park Service .....	
Fairbanks Exploration Co. ....	
Sitka Commercial Club .....	
American Creek Dredging Co. ....	
Samson Hardware Co. ....	
City of Nome .....	
From appropriations for support of Interior	
Roads and Trails, National Parks .....	
Total .....	



EXPENDED BY DIVISIONS.

Federal	Territorial	Totals
\$ 7,186.71	\$ 11,404.29	\$ 18,591.00
54,437.50	39,932.69	94,370.19
35,755.75	22,764.99	58,520.74
21,639.63	28,899.13	50,538.76
<u>\$119,019.59</u>	<u>\$103,001.10</u>	<u>\$222,020.69</u>

PENDING BY DISTRICTS.

Cooperative Funds		Total
Federal	Territorial	
\$ 7,186.71(a)	\$ 11,404.29(b)	\$ 18,591.00
	763.81	763.81
	2,475.00	2,475.00
2,742.15	4,000.00	6,742.15
7,996.52	1,775.00(c)	9,771.52
5,019.63	5,868.53(d)	10,888.16
16,620.00	14,414.44	31,034.44
25,017.08	16,290.76	41,307.84
	6,076.53	6,076.53
54,437.50	39,932.69(e)	94,370.19
<u>\$119,019.59</u>	<u>\$103,001.10</u>	<u>\$222,020.69</u>

Quartermaster General.  
 Sitka Commercial Club and \$549.62  
 Fairbanks Exploration Co., \$250.00  
 50.00 by Mohawk Mining Co., and  
 Northern Commercial Co., \$2,500.00

Bangor Dredging Co., \$672.07 by the  
 miscellaneous refunds and reimbursements  
 Nome Harbor.

FUNDS.

Construction	Maintenance	Total
12,751.50	\$ 15,001.58	\$ 27,753.08
6,241.02	12,349.98	18,591.00
4,575.35	8,251.11	12,826.46
2,475.00	686.25	3,161.25
113,478.17	55,722.15	169,200.32
180,309.11	135,794.57	316,103.68
216,783.52	128,976.96	345,760.48
43,004.47	26,288.00	69,292.47
69,805.73	51,377.61	121,183.34
22,062.75	16,428.87	38,491.62
35,305.84	59,497.35	94,803.19
<u>706,792.46</u>	<u>\$510,374.43</u>	<u>\$1,217,166.89*</u>

Accounting Office Settlements.  
 in Seattle, Washington, and Wash-

DISTRIBUTION OF EXPENDITURES.

0111	Salaries	\$ 57,705.22
0112	Wages	583,880.67
0200	Stationery	1,215.62
0201	Printed Forms and Letterheads	21.38
02011	Other Office Supplies	432.63
02012	Medical and Hospital Supplies	232.89
0210	Scientific and Educational Supplies	74.40
0220	Fuel (including gasoline and oils)	32,372.64
0230	Forage and Other Supplies for Animals	12,824.06
0250	Provisions	96,308.83
0260	Powder, explosives, etc.	5,370.68
0270	Sundry Supplies (including lubricants, etc.)	14,811.19
0280	Construction Materials	48,022.40
0290	Subsistence (persons)	46,646.26
03	Subsistence and care of animals	905.66
04	Telephone Service	353.03
0500	Telephone Service	885.20
0510	Other Communication Service (inc. P. O. box rent)	77.80
0520	Travel Expense (transportation of persons, etc.)	15,518.68
06	Transportation of Freight	95,772.00
07	Printing and Binding	1,088.87
0800	Photographing, Making Prints, etc.	280.24
0830	Furnishing of Heat, Light, Power and Water	1,702.80
10	Rents (building, structure, room, etc.)	1,560.00
1100	Other Rents (inc. hire of teams, rent motor equip.)	47,398.51
1110	Repairs and Alterations to Equipment, Machinery, etc.	52,584.80
12	Miscellaneous Current Expenses (inc. exchange, etc.)	2,978.99
13	Equipment, (furniture and fixtures)	2,561.59
3010	Livestock (horses, dogs, etc.)	610.00
3040	Other Equipment	66,729.71
3050	Other Structures (excavations, embankments, etc.)	23,059.78
3210		
	Treasury Settlements	\$1,214,586.53
		2,580.36
		<u>\$1,217,166.89</u>

DISTRIBUTION BY APPROPRIATIONS.

From appropriations for support of War Department:		
F.Y. 1924-1925, Acts of June 7 and December 6, 1924	\$	1,388.25
F.Y. 1925-1926, Act of February 12, 1925		357.47
F.Y. 1926-1927, Act of April 15, 1926		635,550.33
F.Y. 1927-1928, Act of February 23, 1927		252,147.60
National Cemeteries, 1926		12.00
National Cemeteries, 1927		800.00
From the Alaska Fund, Act of Jan. 27, 1905, as amended		207,909.20
From Contributed Funds, Act of June 30, 1921:		
Territory of Alaska, Roads, Bridges and Trails	\$72,996.52	
Aviation Fields	10,366.74	
Pioneer Cemetery Road	3,341.02	
Shelter Cabins	8,624.34	
Telephone Lines, Seward Peninsula	1,382.50	96,711.12
Others, Bangor Dredging Co.	39.75	
Northern Commercial Co.	480.00	
Elmes Gold Mining Company	250.00	
Mohawk Mining Company	250.00	
National Park Service	549.62	
Fairbanks Exploration Co.	431.50	
Sitka Commercial Club	513.65	
American Creek Dredging Co.	2,500.00	
Samson Hardware Co.	603.39	
City of Nome	672.07	6,289.98
From appropriations for support of Interior Dept.:		
Roads and Trails, National Parks		16,000.94
Total		<u>\$1,217,166.89</u>

90 ANNUAL REPORT ALASKA ROAD COMMISSION.

DISTRIBUTION OF WAR DEPARTMENT APPROPRIATIONS BY PROCUREMENT AUTHORITY NUMBERS.

Act of February 23, 1927 Authority No.				
"Eng. 200P-920-A1070-78"	\$	8.03	Telegrams.	
1387		52,945.78	Machinery not otherwise listed.	
3316		8,806.88	Repairs and alterations.	
4275		58,285.98	Wages—all employees.	
4568		11,757.46	Installation of roads, walks, bridges and drainage.	
4586			Construction of tramways, ferries and trails.	
4625		7,999.54	Food and lodging and miscellaneous services.	
4648		34,403.68	Provisions.	
4822		575.85	Sunday Office Supplies.	
4845		45,210.93	Supplies not listed specifically.	
4930		30,070.60	Transportation of equipment, etc.	
5070		2,073.42	Reimbursement of travel expenses (transportation of persons).	
4351		9.45	Crating and packing service.	
Total		\$252,147.60		

Act of April 15, 1926 Authority No.				
"Eng. 208 and 153P-920-A1070-67"	\$	164.51	Telegrams.	
1387		691.40	Machinery not otherwise listed.	
3316		30,431.71	Repairs and alterations.	
4275		450,952.05	Wages—all employees.	
4568		22,358.78	Installation of roads, walks, bridges and drainage.	
4586		2,219.04	Construction of tramways, ferries and trails.	
4625		29,579.80	Food and lodging and miscellaneous services.	
4648		39,705.74	Provisions.	
4822		956.85	Sundry Office Supplies.	
4845		28,694.02	Supplies not listed specifically.	
4930		22,898.52	Transportation of equipment, etc.	
5070		6,897.91	Reimbursement of travel expenses (transportation of persons).	
Total		\$635,550.33		

I. APPROPRIATIONS.

1. Construction and maintenance of Military and Post Roads, Bridges and Trails, Alaska.

Act of	Amount	Act of	Amount
June 12, 1906	\$ 150,000.00	May 2, 1917	500,000.00
June 20, 1906	35,000.00 (a)	July 9, 1918	100,000.00
Mar. 2, 1907	250,000.00	July 11, 1919	100,000.00
May 11, 1908	250,000.00	June 5, 1920	350,000.00
Mar. 3, 1909	350,000.00	June 30, 1921	425,000.00 (c)
Mar. 23, 1910	100,000.00	June 30, 1922	465,000.00
Mar. 3, 1911	150,000.00	Mar. 2, 1923	650,600.00 (d)
Aug. 24, 1912	125,000.00	June 7, 1924	725,000.00
Mar. 2, 1913	155,000.00 (b)	Dec. 6, 1924	55,000.00 (e)
April 27, 1914	125,000.00	Feb. 12, 1925	900,000.00
Mar. 4, 1915	165,000.00	April 15, 1926	900,000.00
Aug. 29, 1916	500,000.00	Feb. 23, 1927	1,022,500.00 (f)
Total	\$8,548,100.00		

ANNUAL REPORT ALASKA

- (a)—For Fairbanks-Council Survey.
- (b)—Includes \$55,000.00 for Valdez dyke.
- (c)—Includes \$10,000.00 for Nome-Keewahli.
- (d)—Includes \$600.00 for survey Juneau wharf.
- (e)—Deficiency to cover Increase of Comp.
- (f)—Includes \$22,500.00 for Juneau Wharf.

2. Construction and Maintenance of War Department "Alaska Fur

Fiscal Year	Amount	Fiscal
1905	\$ 28,000.00	1
1906	80,500.00	1
1907	123,584.00	1
1908	117,750.00	1
1909	145,200.00	1
1910	125,000.00	1
1911	155,000.00	1
1912	152,000.00	1
1913	228,000.00	1
1914	166,316.32	1
1915	171,824.31	1
1916	164,402.30	1

3. Increase of Compensation, War Department

Fiscal Year	Amount	Fiscal
1918	\$ 145.20	1
1919		1
1920		1
1921	940.00	1

4. National Cemeteries.

Fiscal Year	Amount	Fiscal
1925	\$ 302.17	1
1926	300.00	1

5. Roads and Trails, National Parks.

Act of	Amount	
March 3, 1925	\$ 80,000.00	Ja
May 10, 1926	50,000.00	

Total Federal Appropriations

II. CONTRIBUTIONS

Act of Congress approved June 30, 1906

1. By the Territory:

Act of Legislature approved April 21, 1906  
Public Roads, Bridges, Trails and Ferries

Approved May 7, 1921, Public Roads, Bridges and Ferries:

Fiscal Year:	Amount
1920	
1921	
Fiscal Year:	Amount
1921	
1922	
1923	

Approved May 5, 1921, Nizina River Bridge

Fiscal Year:	Amount
1922	
1923	

R DEPARTMENT APPROPRIATIONS  
ENT AUTHORITY NUMBERS.

.....\$	8.03	Telegrams.
.....	52,945.78	Machinery not otherwise listed.
.....	8,806.88	Repairs and alterations.
.....	58,285.98	Wages—all employees.
.....	11,757.46	Installation of roads, walks, bridges and drainage.
.....		Construction of tramways, ferries and trails.
.....	7,999.54	Food and lodging and miscellaneous services.
.....	34,403.68	Provisions.
.....	575.85	Sunday Office Supplies.
.....	45,210.93	Supplies not listed specifically.
.....	30,070.60	Transportation of equipment, etc.
.....	2,073.42	Reimbursement of travel expenses (transportation of persons).
.....	9.45	Crating and packing service.
.....	<u>\$252,147.60</u>	
7".....\$	164.51	Telegrams.
.....	691.40	Machinery not otherwise listed.
.....	30,431.71	Repairs and alterations.
.....	450,952.05	Wages—all employees.
.....	22,358.78	Installation of roads, walks, bridges and drainage.
.....	2,219.04	Construction of tramways, ferries and trails.
.....	29,579.80	Food and lodging and miscellaneous services.
.....	39,705.74	Provisions.
.....	956.85	Sundry Office Supplies.
.....	28,694.02	Supplies not listed specifically.
.....	22,898.52	Transportation of equipment, etc.
.....	6,897.91	Reimbursement of travel expenses (transportation of persons).
.....	<u>\$635,550.33</u>	

APPROPRIATIONS.

Maintenance of Military and Post Roads, Bridges and Trails, Alaska.		
	Act of	
50,000.00	May 2, 1917	500,000.00
5,000.00(a)	July 9, 1918	100,000.00
50,000.00	July 11, 1919	100,000.00
50,000.00	June 5, 1920	350,000.00
50,000.00	June 30, 1921	425,000.00(c)
50,000.00	June 30, 1922	465,000.00
50,000.00	Mar. 2, 1923	650,600.00(d)
25,000.00	June 7, 1924	725,000.00
55,000.00(b)	Dec. 6, 1924	55,000.00(e)
25,000.00	Feb. 12, 1925	900,000.00
65,000.00	April 15, 1926	900,000.00
500,000.00	Feb. 23, 1927	1,022,500.00(f)
	<b>Total</b>	<b>\$8,548,100.00</b>

- (a) For Fairbanks-Council Survey.
- (b) Includes \$55,000.00 for Valdez dyke.
- (c) Includes \$10,000.00 for Nome-Keewalik Survey.
- (d) Includes \$600.00 for survey Juneau wharf.
- (e) Deficiency to cover increase of Compensation 1925.
- (f) Includes \$22,500.00 for Juneau Wharf.

2. Construction and Maintenance of Wagon Roads, Bridges, and Trails, "Alaska Fund."

Fiscal Year	Amount	Fiscal Year	Amount
1905	\$ 28,000.00	1917	\$ 50,000.00
1906	80,500.00	1918	256,000.00
1907	128,584.00	1919	35,000.00
1908	117,750.00	1920	124,992.96
1909	145,200.00	1920 (sup.)	153,805.19
1910	125,000.00	1921	98,437.82
1911	155,000.00	1922	135,975.05
1912	152,000.00	1923	119,227.10
1913	228,000.00	1924	115,803.20
1914	166,316.32	1925	123,871.33
1915	171,824.31	1926	137,431.66
1916	164,402.30	1927	142,905.28
	<b>Total</b>		<b>\$3,156,026.52</b>

3. Increase of Compensation, War Department.

Fiscal Year	Amount	Fiscal Year	Amount
1918	\$ 145.20	1922	\$ 4,322.09
1919		1923	32,846.67
1920		1924	56,805.54
1921	940.00		
	<b>Total</b>		<b>\$ 95,059.50</b>

4. National Cemeteries.

Fiscal Year	Amount	Fiscal Year	Amount
1925	\$ 302.17	1927	\$ 800.00
1926	300.00		
	<b>Total</b>		<b>\$ 1,402.17</b>

5. Roads and Trails, National Parks.

Act of	Amount	Act of	Amount
March 3, 1925	\$ 80,000.00	January 12, 1927	\$ 16,000.00
May 10, 1926	50,000.00		
	<b>Total</b>		<b>\$ 146,000.00</b>

Total Federal Appropriations \$11,946,588.19

II. CONTRIBUTED FUNDS.

Act of Congress approved June 30, 1921, Alaska Special Fund.

1. By the Territory:

Act of Legislature approved April 21, 1919.  
Public Roads, Bridges, Trails and Ferries.

Fiscal Year:		
1920	\$115,517.94	
1921	85,746.61	\$201,264.55

Approved May 7, 1921, Public Roads, Bridges, Trails, and Ferries:

Fiscal Year:		
1921	\$ 28,000.00	
1922	43,237.28	
1923	88,512.88	159,750.16

Approved May 5, 1921, Nizina River Bridge.

Fiscal Year:		
1922	\$ 5,000.00	
1923	20,000.00	25,000.00

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Approved May 7, 1921, Shelter Cabins.		
Fiscal Year:		
1922 .....	\$ 6,500.00	
1923 .....	3,500.00	10,000.00
Approved May 4, 1923, Public Roads, Bridges, Trails and Ferries:		
Fiscal Year:		
1924 .....	\$ 91,325.35	
1925 .....	76,478.45	167,803.80
Approved May 4, 1923, Shelter Cabins:		
Fiscal Year:		
1924 .....	\$ 15,000.00	15,000.00
Approved April 30, 1925, Public Roads, Bridges, Trails and Ferries:		
Fiscal Year:		
1926 .....	\$113,850.00	
1927 .....	83,292.24	197,142.24
Approved April 30, 1925, Shelter Cabins:		
Fiscal Year:		
1925 .....	\$ 2,500.00	
1926 .....	17,500.00	20,000.00
Approved April 30, 1925, Telephone Lines, Seward Peninsula:		
Fiscal Year:		
1926 .....	\$ 2,149.10	
1927 .....	1,382.50	3,531.60
Approved April 30, 1925, Pioneers' Cemetery Road:		
Fiscal Year:		
1927 .....	\$ 3,341.02	3,341.02
Total Territory .....		
		\$802,833.37
2. By Others:		
Fiscal Year 1922:		
City of Valdez .....	\$ 220.02	
City of Wrangell .....	500.00	
City of Sitka .....	500.00	
Alpine Club of Skagway .....	463.75	\$ 1,683.77
Fiscal Year 1923:		
City of Valdez .....	\$ 601.83	
City of Juneau .....	777.71	1,379.54
Fiscal Year 1924:		
Stewart & Denhart .....	\$ 540.00	
National Park Service .....	500.00	
City of Nome .....	3,500.00	4,540.00
Fiscal Year 1925:		
The Alaska Railroad .....	\$ 80.75	
National Park Service .....	342.37	
Tanana Valley Dredging Co. ....	360.00	
P. L. McDonald .....	100.00	883.12
Fiscal Year 1926:		
The Fairbanks Exploration Co. ....	\$ 802.00	
City of Fairbanks .....	955.00	
The Alaska Railroad .....	500.00	
National Park Service .....	562.01	2,819.01

ANNUAL REPORT ALASKA

Fiscal Year 1927:	
City of Nome .....	
Bangor Dredging Co. ....	
Northern Commercial Co. of Alas	
Elmes Gold Mining Co. ....	
Mohawk Mining Company .....	
National Park Service .....	
Sitka Commercial Club .....	
Fairbanks Exploration Co. ....	
American Creek Dredging Co. ....	
Samson Hardware Co. ....	
Total, others .....	
II. Total, Contrib	

III. EXPENDITURE OF OTHERS BY THE COMMISSION

Fiscal Year 1920 and prior years .....	
Fiscal Year 1921:	
1. For the Territory of Alaska:	
Kuskulana Bridge .....	
2. For the Chief of Engineers, U. S. Army:	
Rivers and Harbors, Fish Traps, .....	
Total .....	
Fiscal Year 1922:	
1. For the Territory of Alaska:	
Chairman, 3rd Division .....	
Chairman, 4th Division .....	
2. For the Chief of Engineers, U. S. Army:	
Rivers and Harbors, Fish Traps, .....	
3. For the Quartermaster General, U. S. Army:	
Chilkoot Barracks water supply .....	
Total .....	
Fiscal Year 1923:	
1. For the Territory of Alaska:	
Chairman, 3rd Division .....	
Chairman, 4th Division .....	
Seward Peninsula Railroad .....	
2. For the Chief of Engineers, U. S. Army:	
Rivers and Harbors, Fish Traps .....	
3. For The Alaska Railroad .....	
Total .....	
Fiscal Year 1924:	
1. For the Territory of Alaska:	
Chairman, 3rd Division .....	
Chairman, 4th Division .....	
Tolovana Tram Road .....	
2. For the Chief of Engineers, U. S. Army:	
Rivers and Harbors, Fish Traps .....	
3. For the Alaska Railroad .....	
Total .....	
Fiscal Year 1925:	
1. For the Territory of Alaska:	
Chairman, 3rd Division .....	
Chairman, 4th Division .....	
Tolovana Tram Road .....	
2. For the Chief of Engineers, U. S. Army:	
Rivers and Harbors, Fish Traps .....	
3. For the Alaska Railroad .....	
4. For the National Park Service:	
Mt. McKinley National Park Road .....	
Total .....	

ALASKA ROAD COMMISSION.

ains.		
	\$ 6,500.00	10,000.00
	3,500.00	
ds, Bridges, Trails		
	\$ 91,325.36	167,303.80
	76,478.45	
bins:		
	\$ 15,000.00	15,000.00
Roads,		
	\$113,850.00	197,142.24
	83,292.24	
Cabins:		
	\$ 2,500.00	20,000.00
	17,500.00	
one		
	\$ 2,149.10	3,531.60
	1,382.50	
rs'		
	\$ 3,341.02	3,341.02
		\$802,833.37
	\$ 220.02	
	500.00	
	500.00	
y	463.75	\$ 1,683.77
	\$ 601.83	1,379.54
	777.71	
	\$ 540.00	4,540.00
	500.00	
	3,500.00	
	\$ 80.75	883.12
	342.37	
Co.	360.00	
	100.00	
tion Co.	\$ 802.00	2,819.01
	955.00	
	500.00	
	562.01	

Fiscal Year 1927:

City of Nome	\$ 138.72	
Bangor Dredging Co.	39.75	
Northern Commercial Co. of Alaska	480.00	
Elmes Gold Mining Co.	250.00	
Mohawk Mining Company	250.00	
National Park Service	549.62	
Sitka Commercial Club	513.65	
Fairbanks Exploration Co.	431.50	
American Creek Dredging Co.	2,500.00	
Samson Hardware Co.	603.39	5,756.63

Total, others ..... \$ 17,062.07

II. Total, Contributed Funds ..... \$819,895.44

III. EXPENDITURE OF OTHER FUNDS SUPERVISED BY THE COMMISSION.

Fiscal Year 1920 and prior years ..... \$1,221,574.09

Fiscal Year 1921:

1. For the Territory of Alaska:		
Kuskulana Bridge	\$ 750.00	
2. For the Chief of Engineers, U. S. Army:		
Rivers and Harbors, Fish Traps, etc.	1,602.50	
Total		2,352.50

Fiscal Year 1922:

1. For the Territory of Alaska:		
Chairman, 3rd Division	\$ 7,812.19	
Chairman, 4th Division	21,365.00	
2. For the Chief of Engineers, U. S. Army:		
Rivers and Harbors, Fish Traps, etc.	47,503.46	
3. For the Quartermaster General, U. S. Army:		
Chilkoot Barracks water supply	2,502.02	
Total		79,182.67

Fiscal Year 1923:

1. For the Territory of Alaska:		
Chairman, 3rd Division	\$ 10,855.72	
Chairman, 4th Division	15,717.11	
Seward Peninsula Railroad	24,014.00	
2. For the Chief of Engineers, U. S. Army:		
Rivers and Harbors, Fish Traps, etc.	21,145.12	
3. For The Alaska Railroad	1,590,570.09	
Total		\$1,662,302.04

Fiscal Year 1924:

1. For the Territory of Alaska:		
Chairman, 3rd Division	\$ 14,993.86	
Chairman, 4th Division	20,000.50	
Tolovana Tram Road	6,425.00	
2. For the Chief of Engineers, U. S. Army:		
Rivers and Harbors, Fish Traps, etc.	37,931.56	
3. For the Alaska Railroad	1,511,878.05	
4. For the National Park Service:		
Mt. McKinley National Park Road	700.25	
Total		\$1,591,929.22

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Fiscal Year 1925:

1. For the Territory of Alaska:			
Chairman, 3rd Division .....		\$ 11,806.14	
Chairman, 4th Division .....		9,000.00	
Kaltag Portage Survey .....		312.72	
2. For the Chief of Engineers, U. S. Army:			
Rivers and Harbors, Fish Traps, etc. ....		54,417.89	
3. For the Quartermaster General, U. S. Army:			
Chilkoot Barracks Water Supply .....		2,500.00	
Total .....			\$ 78,036.76

Fiscal Year 1926:

1. For the Territory of Alaska:			
Chairman, 3rd Division .....		\$ 9,882.86	
Chairman, 4th Division .....		12,360.00	
2. For the Chief of Engineers, U. S. Army:			
Rivers and Harbors, Fish Traps, etc. ....		47,521.95	
3. For the Quartermaster General, U. S. Army:			
Chilkoot Barracks Water Supply .....		5,000.00	
4. Miscellaneous: .....		8,276.25	
Total .....			\$ 83,041.06

Fiscal Year 1927:

1. For the Territory of Alaska:

Acct. No.	Name	Miles	Expenditure
	Overhead .....		\$ 30.00
10B	Seward-Nash .....	2½	488.45
35C	Palmer-Matanuska River .....	1½	150.00
35G	Palmer-Springer .....	3	300.00
35I	Moose-Palmer .....	8	1,906.97
35L	Palmer-Matanuska .....	6½	2,668.59
35Q	Edlund Road .....	½	49.50
35R	Bogard Road .....	5	5,970.00
75A	Anchorage-Lake Spenard .....	4	1,174.16
75C	Chester Creek Boat Landing .....	1	314.48
Total by Chairman, 3rd Division .....			\$ 13,052.15

Acct. No.

Acct. No.	Name	Miles	Expenditure
	Overhead .....		\$ 85.00
7AA	Cleary Creek .....	3	522.67
7C	Summit-Fairbanks Creek .....	13	2,300.00
7DA	College Spur .....	½	133.33
7DB	Ester Dome Road .....	2½	800.00
7DC	St. Patricks-Happy .....	2½	2,500.00
7DD	Ester-Begler .....	¾	500.00
7GA	Lazelle Road .....	2½	1,380.34
7H	Little Eldorado Creek .....	6	129.13
7N	Farmers-Birch Hill .....	9	1,000.00
7NA	Isabelle Creek .....	2	62.28
7NB	Ballaine-Rickert .....	1¼	1,800.00
7T	Farmers-Chena Slough .....	4½	1,500.00
15A	Central House-Circle Hot Springs .....	9	400.00
16A	U. S. Creek Spur .....	¼	231.67
38L	Ruby Aviation Field Road .....	1¼	500.00
Total by Chairman, 4th Division .....			\$ 13,844.42

ANNUAL REPORT ALASKA ROAD COMMISSION.

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

Improvement of Nome Harbor .....	\$
Improvement of Wrangell Harbor .....	
Improvement of Wrangell Narrows .....	
Preliminary Examination of Saxman Harbor, Tongass Narrows .....	
Survey of Port Alexander .....	
Preliminary Examination and Survey of Ketchikan Creek .....	
Preliminary Examination and Survey of Resurrection Bay .....	
Public Hearings, Fish Traps, etc. ....	
Total for Rivers and Harbors, Fish Traps, etc. ....	

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

Chilkoot Barracks Water Supply .....	
--------------------------------------	--

4. Miscellaneous:

Chandalar Aviation Field .....	
American Creek Aviation Field .....	
Chena Hot Springs Aviation Field .....	
Circle Hot Springs Aviation Field .....	
Manley Hot Springs Aviation Field .....	
Ophir Aviation Field .....	
McGrath Aviation Field .....	

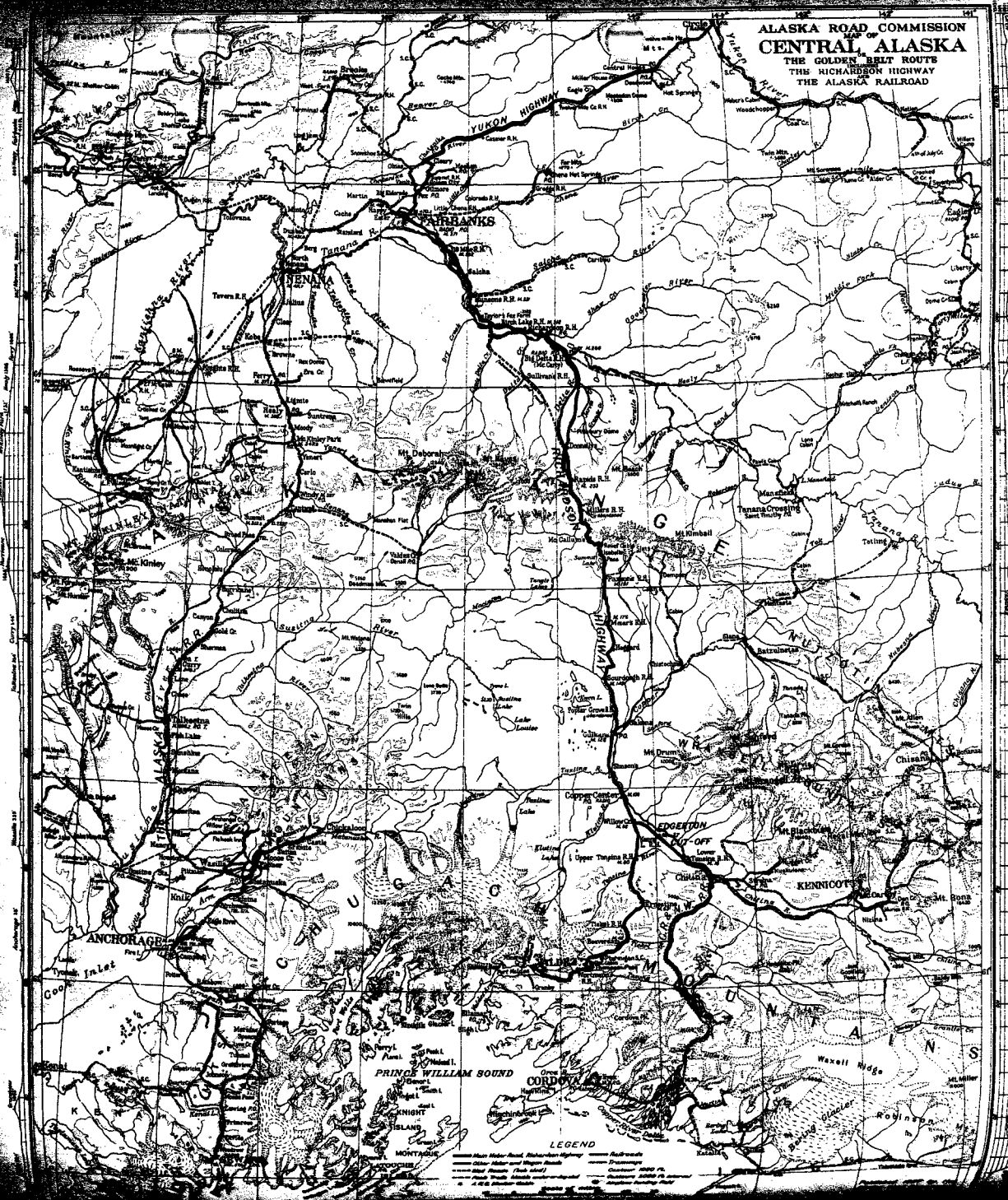
Total .....

Total Supervised Funds, F. Y. 1927 .....

III. Total Supervised Funds .....

Grand Total, All Funds .....

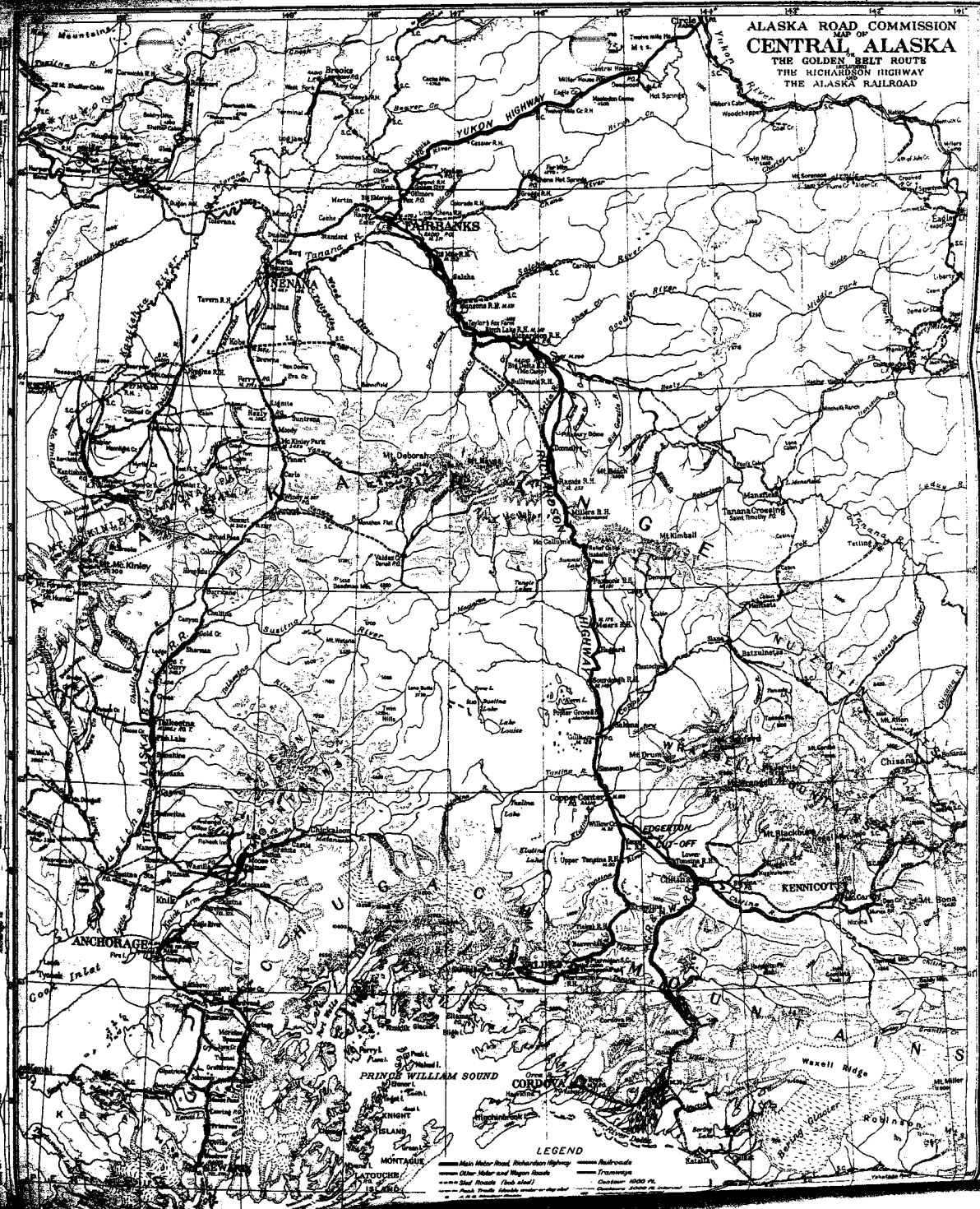
ALASKA ROAD COMMISSION  
MAP OF  
**CENTRAL ALASKA**  
THE GOLDEN BELT ROUTE  
THE HICHAMERON HIGHWAY  
THE ALASKA RAILROAD



**LEGEND**

—	Major Road	—	Alaska Railroad
—	Other Road	—	Stream
—	Water	—	Contour
—	Ice	—	Spot Elevation
—	Marsh	—	Spot Elevation
—	Swamp	—	Spot Elevation
—	Shrub	—	Spot Elevation
—	Forest	—	Spot Elevation
—	Open	—	Spot Elevation
—	Rock	—	Spot Elevation
—	Gravel	—	Spot Elevation
—	Sand	—	Spot Elevation
—	Mud	—	Spot Elevation
—	Clay	—	Spot Elevation
—	Loam	—	Spot Elevation
—	Silt	—	Spot Elevation
—	Gravel	—	Spot Elevation
—	Sand	—	Spot Elevation
—	Mud	—	Spot Elevation
—	Clay	—	Spot Elevation
—	Loam	—	Spot Elevation
—	Silt	—	Spot Elevation

ALASKA ROAD COMMISSION  
MAP OF  
**CENTRAL ALASKA**  
THE GOLDEN BELT ROUTE  
THE RICHARDSON HIGHWAY  
THE ALASKA RAILROAD



**LEGEND**  
Main Motor Road Richardson Highway  
Other Motor and Highways  
Railroads  
Passenger  
Crests 1000 Ft.  
Peak Points (black circles or triangles)  
Contours 500 Ft.

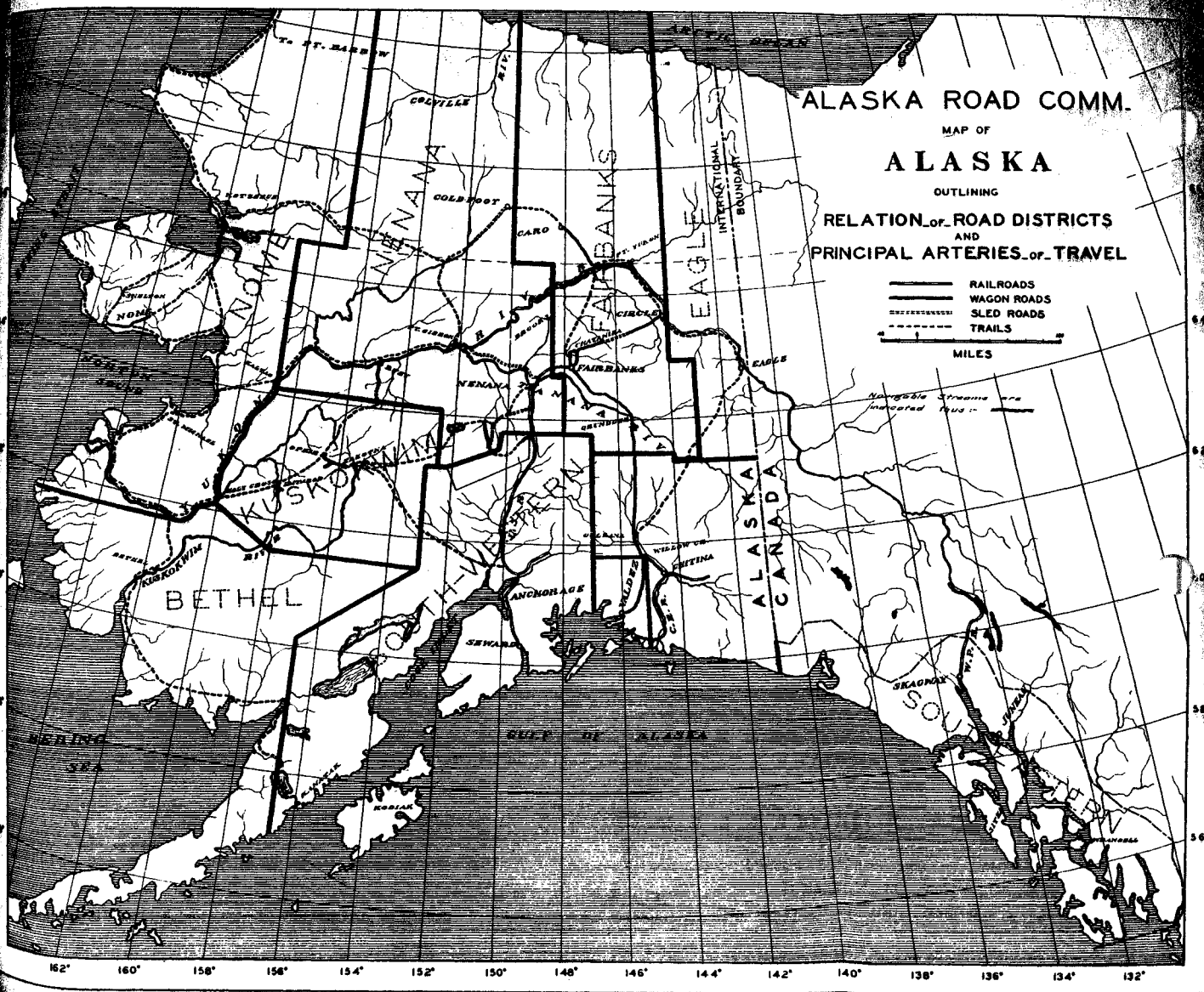


ALASKA ROAD COMM.

MAP OF  
**ALASKA**

OUTLINING  
RELATION OF ROAD DISTRICTS  
AND  
PRINCIPAL ARTERIES OF TRAVEL

- RAILROADS
  - WAGON ROADS
  - - - SLED ROADS
  - · · TRAILS
- 0 10 20 30 40 50  
MILES



guss spans and 60 feet of trestle. The crossing of the West Fork of the river was Douglas fir. The tram was 3½ tons of revenue freight were

Work Done	Cost
bin built, stove installed .....	\$228.50
bin built, stove installed .....	231.00
stalled .....	28.00
stalled .....	28.00
bin built, stove installed .....	275.00
bin built, stove installed .....	137.00
Total .....	\$927.50

**L EXAMINATIONS**

the winter routes from Nenana to Tanana to Wiseman. Numerous minor on these winter trails and additional of these inspections.

of local road routes from Wiseman to Creek and Hammond River. Suitable truction was started last season.

**ADDITION AND NEEDS**

were built for wagon traffic for which te. The road from Long southward an. The Brooks tram requires further tem around Wiseman should be com- nt activities. Winter sled roads and and improved where required. New ened where development and traffic.

**AMOUNT OF EXPENDITURES**

Classes	Expenditure	Unit Cost Dollars per Mile
1/4	\$43,476.61	\$397.95
1/2	6,932.08	533.24
3/4	10,323.49	24.38
1	3,913.79	5.67
1 1/4	\$64,645.97	\$ 52.31

**SOUTHWESTERN DISTRICT.**

M. C. Edmunds, Superintendent, Anchorage, Alaska  
 Anton Eide, Assistant Superintendent, Seward, Alaska  
 Fred J. Spach, Junior Engineer, Anchorage, Alaska

This district includes the Kenai Peninsula, the northern part of the Alaska Peninsula, Kodiak Island, and all the territory tributary to The Alaska Railroad as far north as the northern boundary of Mt. McKinley National Park.

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

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

The most important road within the district is that now being constructed 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
10A	Seward Radio Road .....	1	---	---	1
20B	Susitna-Rainy Pass .....	---	---	127	127
20H	Nancy-Susitna .....	---	---	25	25
35A	Archangel Extension .....	5½	---	---	5½
35AA	Sherry Branch .....	---	---	½	½
35AB	Fairangel Extension .....	1½	---	---	1½
35B	Palmer-Fishhook .....	8½	---	---	8½
35D	Willow Creek Extension .....	11	---	---	11
35E	Wasilla-Fishhook .....	16	---	---	16
35F	Wasilla-Knik .....	14½	---	---	14½
35H	Wasilla-Finger Lake-Palmer .....	12	---	---	12
35J	Wasilla-Matanuska .....	7¾	---	---	7¾
35K	Matanuska Trunk Road .....	8	---	---	8
35N	Houston-Willow Creek .....	30	30	---	30
35O	Fishhook-Goldmint .....	---	6	---	6
35S	Moose Creek Trail .....	---	---	12	12
35T	Werner Connection .....	1¾	---	---	1¾
46D	McKinley Park Road .....	22	---	65	87

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48	Iliamna Bay-Iliamna Lake .....			12	12
51	Talkeetna-Cache Creek .....	23½	18	12	41½
51A	Cache Creek Trail .....			11½	11½
51B	Peters Creek Trail .....			14¾	14¾
51C	Yentna-Mills Creek .....			19	19
51D	Mile 32-Spruce Creek .....		7½		7½
51E	Mills Creek-Cache Creek .....			23	23
55	Kenai-Russian River .....		60		60
75	Anchorage-Eagle River .....	14½			14½
75B	Anchorage-Whitney .....	5			5
75D	Anchorage Warehouse .....				
75E	MacDonald Branch .....	1¾			1¾
76	Cantwell-Valdez Creek .....		55		55
79	Seward Warehouse .....				
90C	Shelter Cabins, 3rd Div. ....				
90D	Shelter Cabins, 4th Div. ....				
92K	Egegik-Kanatak .....			85	85
93	Chulitna Trail .....			3	3
93A	Bull River Trail .....			12	12
93B	Indian River Footbridge .....				
94	Kodiak-Abberts .....	2½		2½	5
95	Kanatak-Becharof Lake .....	8¾			8¾
96	Chickaloon-King River .....		6½		6½
96A	Chickaloon Cable .....				
96B	Neichina Reconnaissance .....				
98	Homer Spit .....	6¾			6¾
98A	Nuka Bay Trail .....			1¼	1¼
	Totals .....	170%	183	413½	767¼

DESCRIPTION

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

10A—This road extends from Mile 1 on the Seward-Kenai Lake Road, to the Government Radio Station. The road was constructed with funds contributed by the Navy Department and has been maintained by that Department. The radio station has recently been transferred to the War Department and the maintenance of this road is now being performed by the Commission.

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.

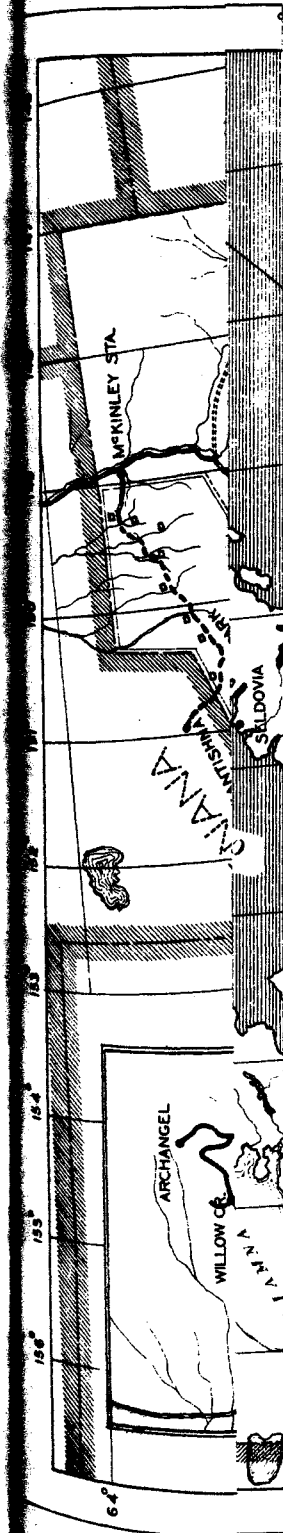
35AB—Leaving the Archangel Extension road, route 35A, at Mile 4 this road crosses Fairangel Creek and extends to the workings of the Talkeetna Mining Co.

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

35H—Mileage corrected to 14½ miles.

35J—Length of road 7¾ miles instead of 10.

35S—This trail extends from Mile 6 on the Moose Creek Spur of The Alaska Railroad, 12 miles up the Moose Creek Valley. It serves a number of coal and quartz prospects.



ALASKA ROAD COMMISSION.

Lake	.....	12	12	12
.....	23½	18	41½	11½
.....	.....	.....	11½	14%
.....	.....	.....	19	7½
.....	7½	23	60	14½
.....	14½	60	6	1¼
.....	5	.....	66	.....
.....	1¾	.....	85	.....
.....	.....	.....	3	.....
.....	.....	.....	12	.....
.....	.....	.....	.....	.....
.....	2½	.....	8	.....
.....	8%	.....	8%	.....
.....	.....	6½	.....	.....
.....	6%	.....	6%	.....
.....	.....	1¾	1¾	.....
.....	170%	183	413½	767½

DESCRIPTION

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

from Mile 1 on the Seward-Kenai Lake Radio Station. The road was constructed by the Navy Department and has been maintained by the Alaska Road Commission. The radio station has recently been repaired and the maintenance of this road is now the responsibility of the Alaska Road Commission.

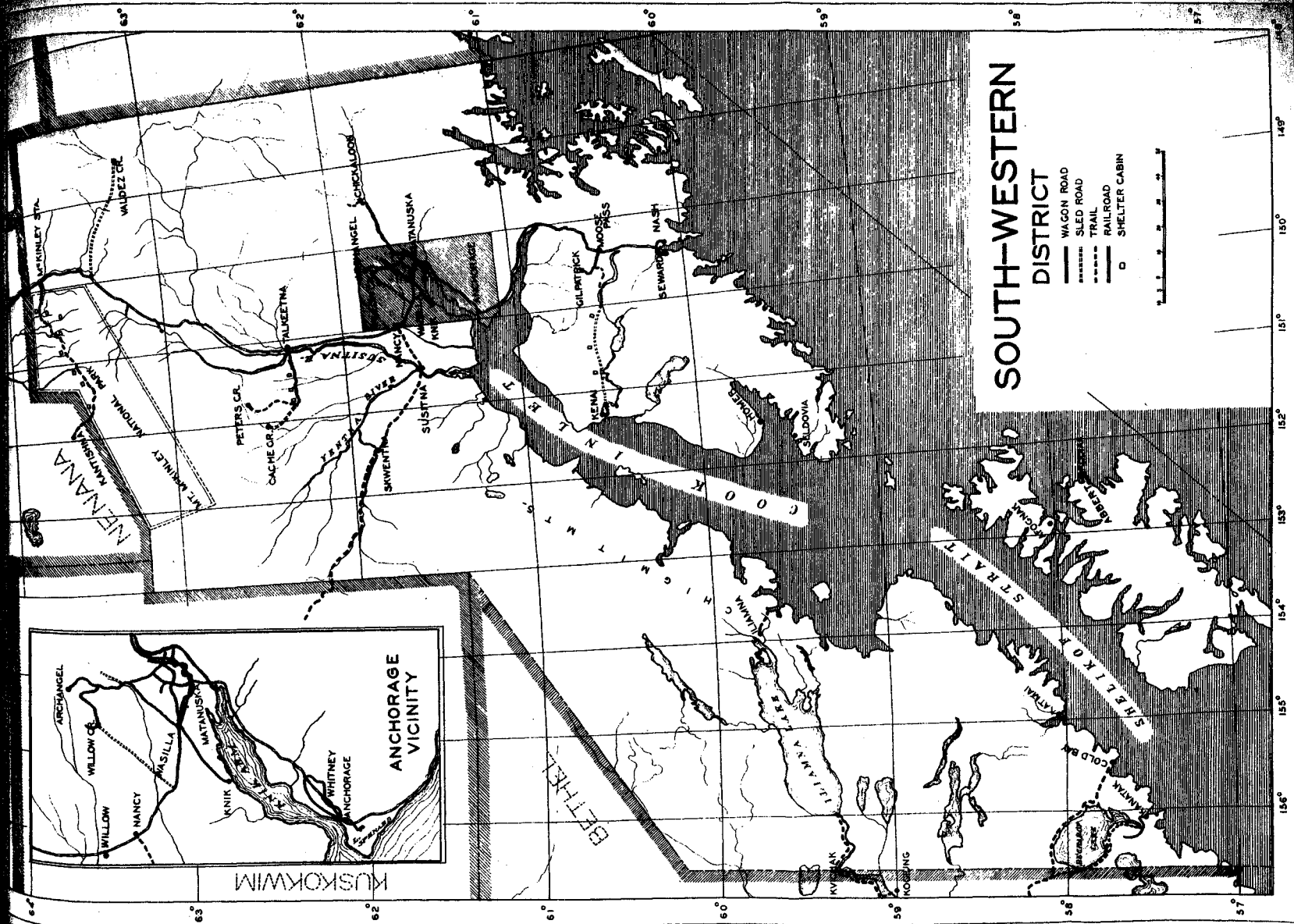
Archangel Extension road, route 35A, at Anchorage Creek one-half mile to a point near the mouth of the creek.

Archangel Extension road, route 35A, at Anchorage Creek and extends to the work camp at the mouth of the creek.

Palmer-Fishhook since this route commences with the Wasilla-Fishhook road, to 14½ miles.

14 miles instead of 10.

from Mile 6 on the Moose Creek Spur 14 miles up the Moose Creek Valley. It contains quartz prospects.



SOUTH-WESTERN DISTRICT

- WAGON ROAD
- SLED ROAD
- TRAIL
- RAILROAD
- SHELTER CABIN



35T—This route connects the Palmer-Fishhook road with the Moose-Palmer road at a point  $2\frac{1}{2}$  miles north of Palmer. It serves several farms in this section.

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  $23\frac{1}{2}$  miles. The sled road was partially relocated 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 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.

51C—This trail extends from the Yentna River at the mouth of Clearwater River, into the Fairview mining district where placer mining and prospecting are in progress.

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

51E—This trail connects the Fairview mining district with the Cache Creek district and provides an outlet for foot travel to the railroad at Talkeetna.

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

75B—Length of route 5 miles.

75E—This road branches from the Anchorage-Eagle River road at Mile  $2\frac{1}{4}$ , extending  $1\frac{1}{4}$  miles and serving several farms.

92K—This winter trail extends from Egegik on Kvichak Bay, up the Egegik River, around the southwest side of Becharof Lake to Kanatak. This is a part of the through route from Bethel to Kanatak.

93A—Length of route 12 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.

.....	\$ 11,806.14	
.....	9,000.00	
.....	312.72	
<b>U. S. Army:</b>		
h Traps, etc. ....	54,417.89	
eral, U. S. Army:		
er Supply .....	2,500.00	
.....		\$ 78,036.75

.....	\$ 9,882.86	
.....	12,360.00	
<b>U. S. Army:</b>		
h Traps, etc. ....	47,521.95	
eral, U. S. Army:		
er Supply .....	5,000.00	
.....	8,276.25	
.....		\$ 83,041.06

	Miles	Expenditure	
.....		\$ 30.00	
.....	2½	488.45	
er .....	1½	150.00	
.....	3	300.00	
.....	8	1,906.97	
.....	6½	2,668.59	
.....	½	49.50	
.....	5	5,970.00	
rd .....	4	1,174.16	
inding .....	1	314.48	
ivision .....	32		\$ 13,052.15

	Miles	Expenditure	
.....		\$ 85.00	
.....	3	522.67	
ek .....	13	2,300.00	
.....	½	133.33	
.....	2¼	800.00	
.....	2½	2,500.00	
.....	¾	500.00	
.....	2½	1,380.34	
.....	6	129.13	
.....	9	1,000.00	
.....	2	62.28	
.....	1¼	1,800.00	
.....	4½	1,500.00	
ot Springs .....	9	400.00	
oad .....	¼	231.67	
oad .....	1¼	500.00	
ivision .....	57¼		\$ 13,844.42

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

Improvement of Nome Harbor .....	\$ 26,349.43
Improvement of Wrangell Harbor .....	92.60
Improvement of Wrangell Narrows .....	92,114.80
Preliminary Examination of Saxman Har- bor, Tongass Narrows .....	14.00
Survey of Port Alexander .....	500.00
Preliminary Examination and Survey of Ketchikan Creek .....	1,008.53
Preliminary Examination and Survey of Resurrection Bay .....	507.70
Public Hearings, Fish Traps, etc. ....	8,581.22

Total for Rivers and Harbors. Fish  
Traps, etc. .... \$ 129,169.18

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

Chilkoot Barracks Water Supply .....	\$ 1,078.89
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4. Miscellaneous:

Chandalar Aviation Field .....	\$ 853.50
American Creek Aviation Field .....	390.00
Chena Hot Springs Aviation Field .....	378.00
Circle Hot Springs Aviation Field .....	1,016.50
Manley Hot Springs Aviation Field .....	90.00
Ophir Aviation Field .....	190.00
McGrath Aviation Field .....	300.00

Total ..... \$ 3,218.00  
Total Supervised Funds, F. Y. 1927 ..... 160,362.64

III. Total Supervised Funds ..... \$4,878,780.97

Grand Total, All Funds ..... \$17,645,264.60

94—The first 2½ miles out of Kodiak were improved to wagon road standard the past season. The remaining 2½ mile stretch is only a good pack horse or double ender trail.

95—This project comprises 8¾ miles wagon road.

96A—This project consists of a cable tram across the Matanuska River, just below the mouth of the Chickaloon River. It provides access to the Coal Creek coal prospects from the railroad.

98—This is a project begun in 1925 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:

35A—1.35 miles of road were surfaced requiring 1,184 cubic yards of material.

35AA—This trail was widened for a distance of 600 feet along a steep side hill. 200 cubic yards of loose rock were excavated.

35B—This road was regraded and widened to width of 20 feet for a distance of 4½ miles, ½ mile road was gravel surfaced, 1 metal culvert installed and 57 linear feet of bridges renewed.

35D—1 mile road was surfaced requiring 510 cubic yards of gravel. The road from the Summit to the Lucky Shot Mine was widened in places and rocks blasted from the roadway.

35E—1,782 cubic yards of gravel were placed as surfacing over 2.6 miles. 5 metal and 5 timber culverts were installed. A new 60-ft. span was erected over the Little Susitna River, replacing the old bridge which had become unsafe.

35F—Grading of this road was completed during the past season. The work included 12 acres grubbed, 3.4 miles graded 30 feet wide, .35 miles gravel surfaced, 7 metal and 2 timber culverts installed.

35H—800 cubic yards gravel were placed as surfacing on 1 mile of road, 250 cubic yards hand grading on side hill cuts and 2 metal culverts installed.

35J—A 1¼ mile relocation was route with the Matanuska Trunk Road and removing the route from the over-cluded 7.29 acres cleared, 5.09 acres graded 24 feet wide. 1 metal culvert was installed and surfaced.

35K—438 cubic yards of gravel were placed on 0.21 miles of road. Considerable maintenance on this road by the force of the Experiment of Agriculture.

35S—This new trail was opened up 3 miles cleared 8 feet wide and 360 cubic yards of rock hand grading. The trail is suitable for double ender travel.

35T—This new connection was completed. Work included 6.5 acres cleared, 4.33 acres graded 20 feet wide.

46D—The McKinley Park Scenic Project was initiated as a cooperative project between the Alaska Road Commission and the National Park Commission. The Alaska Road Commission had been utilized for the purpose of survey, location, purchase and accumulation of equipment, etc., so that when the National Park section of the Act of April 9, 1924, provided for the National Parks. It provides for the construction of road and 70 miles of trail within a total cost of \$272,700. The first National Park fund was appropriated by the Act of March 3, 1907, for the purpose of carrying on activities of the Interior Department. Funds were allotted to this project for the fiscal year 1926, and \$16,000 for the fiscal year 1927.

Due to curtailment of appropriations and the unavailability of funds in consolidating uncompleted structures, maintaining uncompleted structures, and getting uncompleted structures completed. A severe cloudburst in August greatly damaged the uncompleted road. Aside from the uncompleted road and the work on this partially completed road and the cloudburst, the work during the year included the grading and installing of facing wet portions and installing additional yards of gravel were placed as surfacing and 2 metal culverts were installed.

The total expenditures to date are classified as follows:

Office Building .....	\$ 1,777.66
Warehouse .....	3,441.86
Cabins (Savage and Sanctuary Rivers) .....	2,463.78
Trail Tents .....	732.50
Trail Construction .....	2,821.93
Reconnaissance .....	500.00
Road Construction .....	139,539.49
Road Maintenance .....	11,574.01
Expendable Supplies on Hand .....	1,500.00
<b>Total .....</b>	<b>\$164,351.23</b>
<b>Fiscal Year</b>	<b>1922 .....</b>
	\$ 500.00
	1923 .....
	2,528.90
	1924 .....
	4,961.74
	1925 .....
	86,788.17
	1926 .....
	52,539.40
	1927 .....
	17,033.02
<b>Total .....</b>	<b>\$164,351.23</b>
National Park Service .....	\$146,020.94
Territory of Alaska .....	732.50
Contributed .....	700.25
Alaska Road Commission .....	16,897.54
<b>Total .....</b>	<b>\$164,351.23</b>

For the current working season (F. Y. 1928), \$60,000 of Park Road funds have been allotted. A \$500,000 program of work, contemplating extending the road entirely across the Park to connect with the Alaska Road Commission projects in the Kantishna Mining District, was drawn up for inclusion in the revised project of the National Park Service for roads and trails in all the National Parks.

48—1 mile of trail was graded by hand 5 feet wide requiring the removal of 1,131 cubic yards of material, partly solid rock. Several trestle bridges were constructed totaling 288 linear feet, and 12 log culverts were installed.

51—4,549 cubic yards of gravel were placed as surfacing on 3.78 miles, largely old corduroy, 580 linear feet of new corduroy were laid, 4 log bridges (71 linear feet) constructed and 12 log culverts placed.

51C—19 miles of trail were cleared 6 feet wide, 55 cubic yards of hand grading performed, 3 log bridges (60 linear feet) and 4 log culverts constructed.

51E—Three cable trams suitable for transferring foot travelers over dangerous streams were erected. They were of 300, 200 and 100 foot spans respectively.

75—The road was widened between Miles 2 and 3 and between Miles 5½ and 8. 3,449 cubic yards of gravel were placed as surfacing over these 3½ miles. 1 metal culvert was installed.

75B—4.2 miles of road were graded completing the widening of this route. 4,000 cubic yards of gravel were placed as surfacing on 4½ miles, 1 mile in line change in Mile 3 and 5 meters.

75E—442 cubic yards of gravel were placed on 0.75 mile of this road.

#### 90C—Shelter Cabins, Third Division

Route	Location	Work Done
48	On Iliamna Bay	12'x14' frame cabin
51C	Mouth of Clearwater	12'x14' log cabin
92K	Upper End Becharof Lake	10'x12' frame cabin
92K	Lower End Becharof Lake	10'x12' frame cabin
<b>Total</b>		

#### 90D—Shelter Cabins, Fourth Division

Route	Location	Work Done
76	20 miles from Cantwell	12'x14' cabin building

92K—4 miles of trail were staked around Becharof Lake, 36 miles around the 2 miles staked around gas rocks.

93A—8 miles of trail were widened on side hill grading requiring the removal of material were accomplished, 6 pole bridges and log culverts were constructed.

94—Work consisted in widening rock side hill to width of 12 to 14 feet. 4,436 cubic yards solid rock, 1,847 cubic yards earth were removed. 24

96A—A new ¾" main cable was installed and new dead haul back line installed and new dead

98—The road was extended 2½ miles. 14.55 acres cleared, 8.58 acres grubbed, 3,235 cubic yards excavation and 18 metal and 18 log culverts installed and constructed.

#### ADDITIONAL EXAMINATIONS

A special examination was made in the Kuskokwim district to the coast at the mouth of the river, placing a permanently marked winter trail to some point on the winter boat route.



o date are classified as follows:

.....	\$ 1,777.66
.....	3,441.86
.....	2,463.78
.....	732.50
.....	2,821.93
.....	500.00
.....	139,539.49
.....	11,574.01
.....	1,500.00
.....	\$164,351.23
.....	\$ 500.00
.....	2,528.90
.....	4,961.74
.....	86,788.17
.....	52,539.40
.....	17,033.02
.....	\$164,351.23
.....	\$146,020.94
.....	732.50
.....	700.25
.....	16,897.54
.....	\$164,351.23

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p for inclusion in the revised project of  
for roads and trails in all the National

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bic yards of material, partly solid rock.  
ere constructed totaling 288 linear feet,  
e installed.

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orduroy, 580 linear feet of new corduroy  
(71 linear feet) constructed and 12 log cul-

l were cleared 6 feet wide, 55 cubic yards  
ed, 3 log bridges (60 linear feet) and 4

ams suitable for transferring foot travelers  
were erected. They were of 300, 200 and  
ly.

idened between Miles 2 and 3 and between  
cubic yards of gravel were placed as sur-  
iles. 1 metal culvert was installed.

75E—4.2 miles of road were graded to 32 feet in width, com-  
pleting the widening of this route. 4,088 cubic yards of gravel were  
placed as surfacing on 4½ miles, 1200 cubic yards were moved  
in line change in Mile 3 and 5 metal culverts were installed.

75E—442 cubic yards of gravel were placed as surfacing on  
0.75 mile of this road.

90C—Shelter Cabins, Third Division:

Route	Location	Work Done	Cost
48	On Iliamna Bay	12'x14' frame cabin partially complete	\$220.00
51C	Mouth of Clear-	water	
		12'x14' log cabin built	455.00
92K	Upper End Bech-	arof Lake	
		10'x12' frame cabin built	250.00
92K	Lower End Bech-	arof Lake	
		10'x12' frame cabin built	250.00
Total			\$1,175.00

90D—Shelter Cabins, Fourth Division:

Route	Location	Work Done	Cost
76	20 miles from Cantwell	12'x14' cabin built	\$500.77

92K—4 miles of trail were staked west of the lower end of  
Becharof Lake, 36 miles around the lake were brushed out and  
2 miles staked around gas rocks.

93A—8 miles of trail were widened to 6 feet. 900 linear feet  
of side hill grading requiring the removal of 500 cubic yards of  
material were accomplished, 6 pole bridges (103 linear feet) and 6  
log culverts were constructed.

94—Work consisted in widening 2½ miles of trail along steep  
rock side hill to width of 12 to 14 feet suitable for wagon traffic.  
4,436 cubic yards solid rock, 1,847 cubic yards loose rock and 1,109  
cubic yards earth were removed. 24 metal culverts were installed.

96A—A new ¾" main cable was placed, a new manila rope  
haul back line installed and new dead men placed on the west end.

98—The road was extended 2½ miles. This work included  
14.55 acres cleared, 8.58 acres grubbed, 2½ miles graded 28 feet  
wide, 3,235 cubic yards excavation and fills with slip scrapers, 24  
metal and 18 log culverts installed and one 14-foot span bridge  
constructed.

ADDITIONAL EXAMINATIONS.

A special examination was made of a route from the lower  
Kuskokwim district to the coast at Kanatak with a view of estab-  
lishing a permanently marked winter trail from the Bethel district  
to some point on the winter boat route down the Alaska Peninsula.

of Kodiak were improved to wagon  
The remaining 2½ mile stretch is  
ble ender trail.

8¾ miles wagon road.

of a cable tram across the Matanuska  
f the Chickaloon River. It provides  
prospects from the railroad.

n in 1925 to consist of 16½ miles of  
It extends up Homer Spit from  
area of farm lands.

om tidewater at Nuka Bay, situated  
l, up the left limit of Nuka River to  
serving this property and other lode  
ble for pack horses or double enders.

WORKS DURING YEAR.

s, other than routine maintenance, may  
s follows:

d were surfaced requiring 1,184 cubic

widened for a distance of 600 feet along  
ic yards of loose rock were excavated.

graded and widened to width of 20 feet  
es, ½ mile road was gravel surfaced, 1  
d 57 linear feet of bridges renewed.

s surfaced requiring 510 cubic yards of  
he Summit to the Lucky Shot Mine was  
ocks blasted from the roadway.

is of gravel were placed as surfacing over  
5 timber culverts were installed. A new  
ver the Little Susitna River, replacing the  
ome unsafe.

road was completed during the past sea-  
12 acres grubbed, 3.4 miles graded 30 feet  
surfaced, 7 metal and 2 timber culverts in-

ards gravel were placed as surfacing on 1  
c yards hand grading on side hill cuts and  
lled.

35J—A 1¼ mile relocation was constructed connecting this  
route with the Matanuska Trunk Road near the Experimental Farm  
and removing the route from the overflow bottoms. The work in-  
cluded 7.29 acres cleared, 5.09 acres grubbed and 1.73 miles graded  
24 feet wide. 1 metal culvert was installed and 0.15 miles gravel  
surfaced.

35K—438 cubic yards of gravel were placed as surfacing on  
0.21 miles of road. Considerable maintenance work is performed  
on this road by the force of the Experimental Station of the De-  
partment of Agriculture.

35S—This new trail was opened up for 12 miles. This included  
3 miles cleared 8 feet wide and 360 cubic yards loose and solid  
rock hand grading. The trail is suitable for pack horse or double  
ender travel.

35T—This new connection was completed the past season. The  
work included 6.5 acres cleared, 4.33 acres grubbed and 1.73 miles  
graded 20 feet wide.

46D—The McKinley Park Scenic Road was maintained. 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 reconnais-  
sance, surveys, location, purchase and freighting of supplies, ac-  
cumulation 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 Con-  
gress 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. \$30,000 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.

Due to curtailment of appropriations it was necessary to ex-  
pend available funds in consolidating previous work to safeguard  
uncompleted structures, maintaining the mileage completed the  
previous year and getting uncompleted road into passable shape.  
A severe cloudburst in August greatly damaged weak sections of  
the uncompleted road. Aside from heavy maintenance necessary  
on this partially completed road and repair of damage due to the  
cloudburst, the work during the year consisted principally in sur-  
facing wet portions and installing additional culverts. 5678 cubic  
yards of gravel were placed as surfacing on 3.35 miles and 65  
metal culverts were installed.