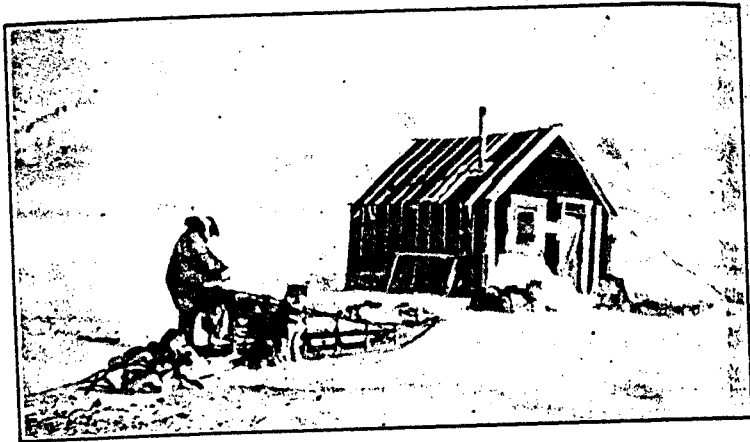
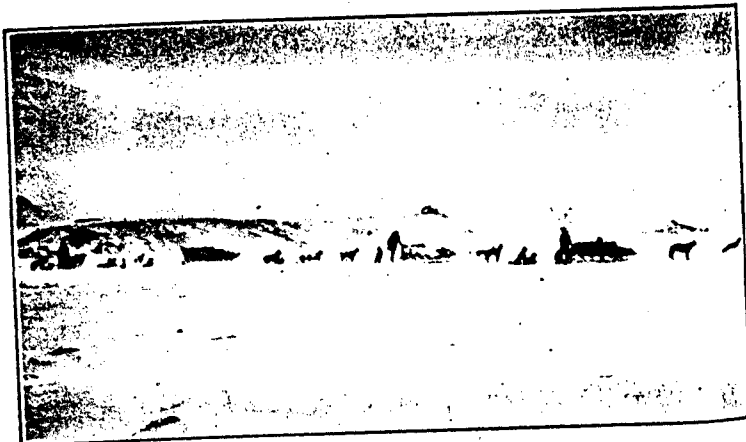


WINTER FREIGHTING WITH HORSES AND TRACTORS



PORTAGE CREEK CABIN, ON TELLER-SHISHMAREF TRAIL



HAULING TRAIL STAKES FOR DISTRIBUTION ON TELLER-SHISHMAREF TRAIL

ANNUAL REPORT OF THE CHIEF OF ENGINEERS, 1928

EXTRACT

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

BOARD OF ROAD COMMISSIONERS
FOR ALASKA



UNITED STATES
GOVERNMENT PRINTING OFFICE
WASHINGTON

1928

EXPENDITURES IN DETAIL.

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

Acct. No.	Name of Route	Construction	Maintenance and Improvement	Totals
			\$ 365.00	\$ 365.00
2E	Gastineau Channel Bar	21,971.23		21,971.23
2H	Juneau Wharf		13,345.23	13,345.23
3A	Haines-Wells	5,000.00	2,040.60	7,040.60
3B	Pleasant Camp Extension		1,851.22	1,851.22
3D	Haines-Mud Bay		200.00	200.00
3F	Haines-Jones Point			
4BA	Valdez-Ptarmigan Drop, 1st Sec.		17,324.00	17,324.00
4BA	Valdez-Ptarmigan Drop, 2nd Sec.		16,310.00	16,310.00
4BA	Valdez-Ptarmigan Drop, 3rd Sec.		16,472.00	16,472.00
4BA	Valdez-Ptarmigan Drop, 4th Sec.		15,592.85	15,592.85
4BB	Ptarmigan Drop-Ernestine, 1st Sec.		16,720.00	16,720.00
4BB	Ptarmigan Drop-Ernestine, 2nd Sec.		16,432.00	16,432.00
4BB	Ptarmigan Drop-Ernestine, 3rd Sec.		15,075.10	15,075.10
4C	Ernestine-Willow Creek		15,490.38	15,490.38
4D	Willow Creek-Gulkana, 1st Sec.		18,309.00	18,309.00
4D	Willow Creek-Gulkana, 2nd Sec.		13,812.46	13,812.46
4E	Gulkana-Sourdough, 1st Sec.		19,820.00	19,820.00
4E	Gulkana-Sourdough, 2nd Sec.		19,645.00	19,645.00
4E	Gulkana-Sourdough, 3rd Sec.		18,547.60	18,547.60
4F	Sourdough-Mile 168		15,723.63	15,723.63
4G	Mile 168-Delta River, 1st Sec.		19,372.00	19,372.00
4G	Mile 168-Delta River, 2nd Sec.		17,223.55	17,223.55
4H1	Delta River-Rapids, 1st Sec.		16,827.00	16,827.00
4H1	Delta River-Rapids, 2nd Sec.		14,379.00	14,379.00
4H1	Delta River-Rapids, 3rd Sec.		12,788.63	12,788.63
4H2	Rapids-Grundler, 1st Sec.		15,471.00	15,471.00
4H2	Rapids-Grundler, 2nd Sec.		13,358.84	13,358.84
4I	Grundler-Richardson, 1st Sec.		16,463.00	16,463.00
4I	Grundler-Richardson, 2nd Sec.		13,618.49	13,618.49
4J	Richardson-Salchaket, 1st Sec.		15,719.00	15,719.00
4J	Richardson-Salchaket, 2nd Sec.		16,325.00	16,325.00
4J	Richardson-Salchaket, 3rd Sec.		14,055.72	14,055.72
4JA	Lake Harding Road	2,600.75	500.00	3,100.75
4K	Salchaket-Fairbanks		15,717.81	15,717.81
4KA	Salcha Bridge	1,200.00	5,729.09	6,929.09
5A	Dunbar-Ft. Gibbon		2,173.39	2,173.39
5B	Nenana-Campbells		83.00	83.00
5C	Fish Lake-American Creek	1,424.50	950.00	2,374.50
5E	Tanana Aviation Field		1,488.99	1,488.99
6A	Willow Creek-Tonsina		1,101.60	1,101.60
6A	Tonsina-Chitina		17,275.74	17,275.74
6B	Chitina Depot		3,349.25	3,349.25
6D	Chitina Native School		495.06	495.06
6E	Summit-Chatanika		2,680.73	2,680.73
7A	Ester Creek		7,432.20	7,432.20
7D	Fairbanks-Gilmore		11,406.09	11,406.09
7G	Gilmore-Summit		2,027.25	2,027.25
7JB	Palmer Creek Aviation Field	575.00		575.00
7K	Olmes-Livengood		143.25	143.25
7V	Fairbanks Wireless Road		86.46	86.46
7Y	Fairbanks Aviation Field	3,889.90		3,889.90
8	Nome-Council	5,215.97	14,300.00	19,515.97
8D	Council-Ophir Creek		1,180.40	1,180.40
			617.00	617.00

Acct. No.	Name of Route	Construction	Maintenance and Improvement	Totals
8K	Council Aviation Field	504.60		504.60
8L	Port Safety Aids		136.50	136.50
9	Rampart-Eureka		6,280.18	6,280.18
10D	Seward Aviation Field	571.20		571.20
11A	Eagle-Liberty	1,000.00	4,971.34	5,971.34
11AA	American Summit-King Solomon		474.00	474.00
11B	Liberty-Forty Mile		330.25	330.25
11C	Steel Creek-Jack Wade		189.50	189.50
11D	Steel Creek-Walker's Fork		342.50	342.50
11E	Eagle-Seventy Mile		1,175.25	1,175.25
11F	Jack Wade-Chicken		142.28	142.28
11G	Steel Creek-Canyon Creek		57.00	57.00
11I	Dome-Steel Creek		414.30	414.30
11L	Franklin-Chicken Creek		1,061.25	1,061.25
11MM	Jack Wade-Walker's Fork		113.00	113.00
11Q	Eagle Aviation Field	455.36		455.36
13A	Nome-Bessie		4,011.23	4,011.23
13B	Bessie-Banner		3,224.90	3,224.90
13C	Bessie-Little Creek		93.74	93.74
13F	Nome-Osborne		3,190.01	3,190.01
13K	Bessie-Buster		6,715.79	6,715.79
14	Sitka-Indian River		270.76	270.76
14A	Sitka National Monument		2,057.00	2,057.00
14B	Sitka National Cemetery	800.00	799.78	1,599.78
14C	Sitka-Pioneer Cemetery Road		375.84	375.84
15	Circle-Miller House, 1st Sec.	14,322.00	4,730.00	19,052.00
15	Circle-Miller House, 2nd Sec.	14,630.00	3,510.00	18,140.00
15	Circle-Miller House, 3rd Sec.	17,972.00		17,972.00
15	Circle-Miller House, 4th Sec.	17,530.00		17,530.00
15	Circle-Miller House, 5th Sec.	17,871.00		17,871.00
15	Circle-Miller House, 6th Sec.	16,917.00		16,917.00
15	Circle-Miller House, 7th Sec.	17,311.00		17,311.00
15	Circle-Miller House, 8th Sec.	17,944.10		17,944.10
15C	Circle-Hot Springs Aviation Field		20.00	20.00
15D	Leech Cutoff	224.75		224.75
16	Chatanika-Miller House, 1st Sec.	10,130.00	9,737.00	19,867.00
16	Chatanika-Miller House, 2nd Sec.	10,627.00	9,324.00	19,951.00
16	Chatanika-Miller House, 3rd Sec.	15,903.35	3,248.00	19,151.35
17	Ft. Gibbon-Kaitag		214.79	214.79
17C	Nulato Aviation Field	2,011.98		2,011.98
17D	Tanana-Koyukuk Telephone Line		1,742.54	1,742.54
18	Kaitag-Nome		2,946.66	2,946.66
18A	Bonanza-Kotzebue		498.47	498.47
18D	Unalakleet Aviation Field		3.60	3.60
18E	Solomon Aviation Field		3.60	3.60
18F	Golovin Aviation Field	297.30		297.30
18H	Koyukuk Sta.-Unalakleet Tel. Line		1,358.75	1,358.75
20DA	Takotna-Ophir		105.55	105.55
20H	Nancy-Susitna		1,689.86	1,689.86
20J	Susitna-Tyonek	1,931.98		1,931.98
20K	Susitna Sta. Aviation Field	521.60		521.60
20L	Skwentna Crossing Aviation Field	527.30		527.30
21	Unalakleet-St. Michael		628.49	628.49
22A	Snowshoe-Beaver		271.83	271.83
22B	Beaver-Caro		367.50	367.50
22C	Big Creek	5,260.00	1,712.88	6,972.88
22D	Caro-Flat Creek		3,515.54	3,515.54
22E	Caro-Coldfoot		1,532.80	1,532.80
22F	Chandalar Aviation Field	2,363.17		2,363.17
22G	Nome Wireless		41.40	41.40
22H	Mouth of Center Creek		182.85	182.85
22I	Submarine Paystreak		910.45	910.45
22J	Anvil-Glacier		2,528.34	2,528.34
22K	Snake River Extension		1,858.19	1,858.19
22L	Nome Aviation Field		648.25	648.25
22M	Telephone Lines, Seward			

Acct. No.	Name of Route	Maintenance and Improvement		Totals
		Construction		
25P	Nome Harbor Lights		160.00	160.00
26	Candle-Candle Creek		5,473.42	5,473.42
26D	Kiwalik Aviation Field		4.60	4.60
27	Deering-Inmachuk		9,724.59	9,724.59
28	Shelton-Candle		873.68	873.68
28A	Nome-Taylor		654.87	654.87
29	Ft. Gibbon-Bettles		261.30	261.30
29A	Bettles-Coldfoot		53.90	53.90
29C	1 Mile 70-Hughes		458.45	458.45
29D	Wild River Trail		1,425.76	1,425.76
30	Hot Springs Landing-Eureka		3,639.39	3,639.39
31	Caribou Creek	413.94		413.94
32A	Takotna-Flat (Summer)		425.67	425.67
32B	Iditarod-Flat	2,008.37	2,340.00	4,348.37
32C	Ophir-Iditarod (Winter)		399.24	399.24
32D	Flat-Crooked Creek (Winter)	600.00	659.29	1,259.29
32E	Takotna Aviation Field		25.00	25.00
32F	Takotna Depot	653.94		653.94
33F	Flat City-Otter Discovery		1,463.30	1,463.30
34A	Flat-Holy Cross-Anvik		772.94	772.94
34E	Iditarod-Shageluk-Anvik		315.56	315.56
35A	Archangel Extension		233.50	233.50
35B	Palmer-Fishhook		1,581.99	1,581.99
35D	Willow Creek Extension		15,118.21	15,118.21
35E	Wasilla Fishhook		3,534.39	3,534.39
35F	Wasilla-Knik		484.50	484.50
35H	Wasilla-Finger Lake-Palmer		2,155.57	2,155.57
35J	Wasilla-Matanuska		3,589.04	3,589.04
35K	Matanuska Trunk Road		4,501.00	4,501.00
35O	Fishhook-Goldmint	600.00	638.00	1,238.00
35S	Moose Creek Trail		77.43	77.43
35T	Werner Connection		373.00	373.00
35U	Moose Creek Aviation Field	461.50		461.50
35V	Fishhook Aviation Field	848.74		848.74
35W	Wasilla Aviation Field	459.50		459.50
36	Mineral Creek	3,500.00	1,060.65	4,560.65
37A	Bluff-White Mountain		2,135.68	2,135.68
38A	Ruby-Long Creek		5,127.64	5,127.64
38C	Ophir-Cripple		381.25	381.25
38D	Ophir-Takotna	5,661.00	8,703.63	14,364.63
38DA	Little Creek Road	5,102.39	870.00	5,972.39
38E	Long-Poorman, 1st Sec.	3,240.00	6,730.00	9,970.00
38E	Long-Poorman, 2nd Sec.	13,888.32		13,888.32
38H	Ganes Creek Road		241.87	241.87
38M	Ophir Aviation Field	425.00		425.00
40	Douglas-Gastineau Channel		998.51	998.51
41	Klana-Klery Creek		43.20	43.20
41A	Kotzebue-Shungnak		55.51	55.51
41B	Kotzebue-Pt. Barrow		40.00	40.00
41D	Kotzebue Aviation Field	20.60		20.60
42	St. Michael-Kotlik		492.27	492.27
44A	Skagway-Smuggler's Cove		100.00	100.00
46	Kobl-Eureka		56.00	56.00
46C	Nenana-Knight's Roadhouse		586.47	586.47
46D	McKinley Park Road, 1st Sec.	3,240.00	7,328.00	10,568.00
46D	McKinley Park Road, 2nd Sec.	9,317.00	2,611.75	11,928.75
46D	McKinley Park Road, 3rd Sec.	19,236.00		19,236.00
46D	McKinley Park Road, 4th Sec.	19,858.14		19,858.14
46E	Diamond-Telida		125.50	125.50
46F	Nenana Cemetery Road		1,340.70	1,340.70
46H	Lake Minchumina Aviation Field		50.00	50.00
46L	Knight's-Eureka	215.64		215.64
46M	Nenana Aviation Field	540.00		540.00
46N	Knight's Aviation Field	75.00		75.00
47	Coldfoot-Wiseman		11.13	11.13
47A	Wiseman Aviation Field		350.00	350.00
47B	Nolan Branch	4,012.00	460.74	4,472.74
47C	Wiseman-Hammond		503.21	503.21
48	Iliamna Bay-Iliamna Lake		509.33	509.33
51	Talkeetna-Cache Creek		8,253.83	8,253.83
51A	Cache Creek Trail		726.18	726.18
51B	Peters Creek Trail		151.70	151.70
51E	Mills Creek-Cache Creek		237.86	237.86

Acct. No.	Name of Route	Maintenance and Improvement		Totals
		Construction		
51F	Cache Creek Aviation Field	179.90		179.90
53	Eagle-Circle		497.50	497.50
53A	Circle-Ft. Yukon		656.91	656.91
55	Kenal-Russian River		189.46	189.46
55A	Kenal Aviation Field	901.51		901.51
57	McCarthy-Nizina	6,744.20	7,220.00	13,964.20
57A	Nizina River Bridge		3,048.38	3,048.38
57B	Nizina-Chitina River	939.72	500.00	1,439.72
57C	McCarthy-Kennecott River		264.35	264.35
57D	Chititu Branch	2,654.85		2,654.85
59	Fairbanks Bridge		389.08	389.08
59A	Fairbanks Depot	2,670.00	902.37	3,572.37
60	Valdez Dyke		6,364.05	6,364.05
60A	Valdez Aviation Field	759.37		759.37
61	Strelina-Kuskulana		157.54	157.54
61A	Kotsina Trail	2,389.66	800.00	3,189.66
62	Dime Creek		2,616.22	2,616.22
62A	Haycock-Bear Creek	216.00		216.00
63	Dunbar-Brooks		649.50	649.50
63B	Brooks-Amy Creek		5.40	5.40
63C	Brooks Tram		12,263.00	12,263.00
63E	Livengood Aviation Field	660.00		660.00
64AA	Cripple-Cripple Mountain		200.00	200.00
65A	Gulkana-Chistochina	11,500.95	6,098.00	17,598.95
65F	Grundler-Tanana Crossing	2,001.28	200.00	2,201.28
67	Nome-Teller		734.53	734.53
67A	Teller-Cape Prince of Wales		40.79	40.79
67B	Teller-Bluestone	2,230.00	1,740.81	3,970.81
67C	Teller-Mary's Igloo		270.28	270.28
67D	Teller-American River	849.67		849.67
67E	Teller Aviation Field	223.30		223.30
68	Flagging Trails (712 miles)		2,126.92	2,126.92
73	Marshall Road		60.00	60.00
73A	Kotlik-Marshall		1,785.00	1,785.00
75	Anchorage Loop		6,097.06	6,097.06
75D	Anchorage Warehouse		242.60	242.60
75E	McDonald Road		327.01	327.01
75H	Lake Spenard Aviation Field	177.45		177.45
76	Cantwell-Valdez Creek	2,126.00	2,120.44	4,246.44
78	Valdez Depot		550.00	550.00
79	Seward Depot		3.00	3.00
80A	McGrath-Takotna (Summer)		29.76	29.76
80AA	McGrath-Takotna (Winter)	1,850.00	815.18	2,665.18
80B	McGrath-Telida		805.96	805.96
80C	McGrath-Candle Creek		29.47	29.47
80H	McGrath Landing Field	3,179.66		3,179.66
80J	Medfra Aviation Field		285.00	285.00
81	Good Creek-Salmon River	500.00	870.85	1,370.85
88	Ferry-Eva Creek		49.00	49.00
89A	Seward Peninsula Railroad		10,184.00	10,184.00
90B	Shelter Cabins, 2nd Division	5,330.00	457.42	5,787.42
90C	Shelter Cabins, 3rd Division	2,806.42	34.80	2,841.22
90D	Shelter Cabins, 4th Division	8,407.01	433.91	8,840.92
92A	Bethel-Quinhagak		420.11	420.11
92B	Bethel-Tuluksak		93.10	93.10
92E	Yukon-Kuskokwim Portage		435.85	435.85
92F	Quinhagak-Good News Bay		78.64	78.64
92G	Good News-Togiak		71.54	71.54
92H	Togiak-Nushagak		156.25	156.25
92I	Lewis Point-Naknek		113.80	113.80
92J	Naknek-Egegik		66.50	66.50
92K	Egegik-Kanatak		17.50	17.50
92O	Tuluksak-Foothills		42.85	42.85
92P	Holy Cross-Kaitshak		99.60	99.60
92Q	Upper Landing-Bear Creek	2,700.00	998.00	3,698.00
93	Chulitna Trail		53.00	53.00
93B	Indian River	6,366.23		6,366.23
93C	Curry Aviation Field		876.60	876.60
94	Kodiak-Abbotts	8,522.13	2,300.00	10,822.13
96	Chickaloon-King River		108.00	108.00
96A	Chickaloon Cable		1.98	1.98
96B	Chickaloon-Nelchina	869.13		869.13

ANNUAL REPORT OF THE ALASKA ROAD COMMISSION
FISCAL YEAR 1928 ✓

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-FOURTH ANNUAL
REPORT

1928

PART II
OPERATIONS

BOARD OF ROAD COMMISSIONERS
FOR ALASKA

J U N E A U . A L A S K A

1928

THE ELMER E. RASMUSON LIBRARY
UNIVERSITY OF ALASKA

ing the entire road and trail situation, rehabilitating or abandoning the projects which have fallen into disrepair or disuse, drawing up a progressive and comprehensive plan of operations covering a period of years, and extending the road and trail system to meet actual needs.

The total mileage of roads and trails constructed by the Commission during its first sixteen years of existence (1905-1920) aggregated 5602 miles, consisting of 1,031 miles of wagon road, 636 miles of sled road, and 3,223 miles of trail, and some 712 miles of temporary flagged trail.

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

The specific routes included in this 5,602 miles are enumerated in Tables I and IV, Annual Report for 1921. The following table summarizes the status of the work of investigation and rehabilitation begun eight years ago and now practically completed.

STATUS	MILEAGE					Grand Total
	Wagon Road	Sled Road	Trail	Total	Flagged	
1920 Report:	1031	636	3223	4890	712	5602
ADDITIONS:						
New Mileage	6821 ¹ / ₂	809 ³ / ₄	4972 ¹ / ₂	6464 ¹ / ₂		6464 ¹ / ₂
Reclassified	161	239 ¹ / ₂	80	480 ¹ / ₂		480 ¹ / ₂
GRAND TOTAL	1874¹/₂	1685¹/₄	8275¹/₂	11835	712	12547
DEDUCTIONS:						
Transferred to other Bureaus	116 ³ / ₄	9	45 ¹ / ₂	171 ¹ / ₄		171 ¹ / ₄
Reclassified	33 ¹ / ₂	173 ¹ / ₂	273 ¹ / ₂	480 ¹ / ₂		480 ¹ / ₂
Abandoned or dropped account duplication of routes	100 ³ / ₄	127 ¹ / ₂	912	1140 ¹ / ₄		1140 ¹ / ₄
NET TOTAL	1623¹/₄	1375¹/₄	7044¹/₂	10943	712	10755
Territorial Work 1928	99 ³ / ₄			99 ³ / ₄		99 ³ / ₄
No. Work 1928	123 ¹ / ₂	453 ¹ / ₄	2016	2592 ³ / ₄	404	2996 ³ / ₄
A. R. C. Work 1928	1400 ³ / ₄	922	5028 ¹ / ₂	7350 ¹ / ₂	308	7658 ¹ / ₂

From the above table it will be noted that the present system aggregates 10,755 miles, consisting of 1,523¹/₄ miles of wagon road, 100 miles of tramroad, 1,375¹/₄ miles of sled road, 7,044¹/₂ miles of trail and 712 miles of temporary flagged trail. The net gain in mileage for the seven year period has been 5,153 miles, including 492¹/₄ miles of wagon road, 100 miles of tramroad, 739¹/₄ miles of sled road, and 3,821¹/₂ miles of trail.

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

DISTRICT

Southeastern Alaska	.....
Eagle	.....
Bethel	.....
Valdez	.....
Chitina	.....
Fairbanks	.....
Nenana	.....
Southwestern Alaska	.....
Kuskokwim	.....
Nome	.....

TOTALS

The Commission has expended in carrying on road and trail dev

F.Y.	W.D. Acts	Ab.
1905	\$	\$
1906	118,172.09	
1907	197,930.91	
1908	244,857.18	
1909	236,674.97	
1910	237,498.50	
1911	100,000.00	
1912	150,103.58	
1913	125,010.91	
1914	153,174.43	
1915	126,852.28	
1916	165,011.73	
1917	500,031.75	
1918	325,000.00	
1919	246,651.95	
1920	132,426.73	
1921	350,000.00	
1922	426,807.34	
1923	555,613.67	
1924	730,423.17	
1925	775,665.02	
1926	1,013,577.53	
1927	889,443.65	
1928	860,192.90	

TOTALS \$5,661,120.29

- (a)—To October 31st.
- (b)—To September 30th.
- (c)—U. S. Treasury Adjust

*—Other Funds—Includes t priations.

F.Y.	Increase of Compensation
1918	\$ 145.20
1920	
1921	940.00
1922	4,322.09
1923	28,857.72
1924	45,675.36
1925	15,136.08
1926	
1927	
1928	

TOTALS \$95,076.45

Total War Department Appropriation Balance unexpended July

Amount expended
Add Navy Department reimbursements
Add Repayments and vouchers
Add Repayments and vouchers

Total Expenditures

rehabilitating or abandoning repair or disuse, drawing up a plan of operations covering a period of one year and a trail system to meet actual

rails constructed by the Commission of existence (1905-1920) aggregated 31 miles of wagon road, 638 miles of trail, and some 712 miles of

maintained year by year, some available for many years and a few other routes or methods of detail below.

These 5,602 miles are enumerated below for 1921. The following table of investigation and rehabilitation is practically completed.

MILEAGE			
Trail	Total	Flagged	Grand Total
3223	4890	712	5602
4972½	6464½	.....	6464½
80	480½	.....	480½
9275½	11835	712	12547
45½	171½	.....	171½
273½	480½	.....	480½
912	1140½	.....	1140½
7044½	10043	712	10755
.....	99¾	.....	99¾
2016	2592¾	404	2996¾
5028½	7350½	308	7658½

noted that the present system consists of 1,523¼ miles of wagon road, 7,044½ miles of sled road, 7,044½ miles of sled trail. The net gain in miles has been 5,153 miles, including 1,739¼ miles of

expenditures were distributed

DISTRICT	Wagon Road	Sled Road	Trails	Flagged Trails	Total
Southeastern Alaska	57¾	.....	5	.....	62¾
Eagle	24	110	249	.....	383
Bethel	.....	26	716	.....	742
Valdez	100	.....	.....	.....	100
Chitina	233	.....	68	.....	301
Fairbanks	289½	182	385	.....	956½
Nenana	121¾	387½	662	.....	1171¼
Southwestern Alaska	178¾	154½	267½	.....	600¼
Kuskokwim	49	39	585	.....	673
Nome	246¾	23	2091	308	2668¾
TOTALS	1400	922	5028½	308	7658½

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

F.Y.	W.D. Acts	Alaska Fund	Other Funds*	Total
1905	\$	\$ 25,000.00	\$	\$ 25,000.00 (a)
1906	118,172.09	57,420.77	.....	175,592.86 (a)
1907	197,930.91	148,814.79	.....	346,745.70 (b)
1908	244,857.18	120,772.72	.....	365,629.90 (b)
1909	236,874.97	146,971.92	.....	383,846.89 (b)
1910	237,498.50	192,898.29	.....	430,396.79 (b)
1911	100,000.00	166,777.95	.....	266,777.95
1912	150,193.58	167,302.49	.....	317,496.07
1912	.....	17,052.23 (c)	.....	17,052.23
1913	125,010.91	225,117.56	.....	350,128.47
1914	153,174.43	170,688.37	.....	323,862.80
1915	126,852.28	157,915.84	.....	284,768.12
1916	165,011.73	135,708.89	.....	300,720.62
1917	500,031.75	76,716.15	.....	576,747.90
1918	325,000.00	272,020.18	145.20	597,165.38
1919	246,651.95	52,372.31	.....	299,024.26
1920	132,426.73	124,992.96	101,184.56	358,604.25
1921	350,000.00	218,247.21	98,551.98	666,799.19
1922	426,807.34	173,029.19	83,411.15	683,247.68
1923	555,613.67	34,398.23	150,070.59	740,082.49
1924	730,423.17	67,683.67	138,000.81	936,107.65
1925	775,665.02	168,518.01	194,164.61	1,138,347.64
1926	1,013,577.53	115,035.11	182,705.05	1,311,317.69
1927	589,143.65	207,909.20	119,814.04	1,217,166.89
1928	860,192.90	134,593.11	258,882.17	1,253,668.18
TOTALS	\$8,661,120.29	\$3,293,957.15	\$1,326,930.16	\$13,282,007.60

(a)—To October 31st.
(b)—To September 30th.
(c)—U. S. Treasury Adjustment.

F.Y.	Increase of Compensation	Quartermaster General	Funds Contributed	National Park Service
1918	\$ 145.20	\$	\$	\$
1920	.....	.....	101,184.56	.....
1921	940.00	.....	97,611.98	.....
1922	4,322.09	.....	79,089.06	.....
1923	28,857.72	.....	121,212.87	.....
1924	45,675.36	.....	92,325.45	.....
1925	15,136.08	300.00	98,708.53	80,020.00
1926	.....	290.17	132,414.88	50,000.00
1927	.....	812.09	103,001.10	16,000.94
1928	.....	792.83	198,089.34	60,000.00
TOTALS	\$95,076.45	\$2,195.00	\$1,023,637.77	\$206,020.94

Total War Department Appropriations	\$ 9,473,100.00
Balance unexpended July 1, 1928	835,218.42
Amount expended	\$ 8,637,881.58
Add Navy Department reimbursement	3,976.19
Add Repayments and voucher corrections, 1920	420.82
Add Repayments and voucher corrections, 1921-1928	18,841.70
Total Expenditures	\$ 8,661,120.29

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Total Alaska Fund	\$ 3,229,680.16
Balance unexpended July 1, 1928	55,517.80
Amount expended	\$ 3,174,162.36
Add Receipts from sales, 1905-20	\$49,448.09
Add Voucher Corrections, 1905-20	1,462.63
Add Sales, refunds, etc. 1921-28	68,884.02
	119,794.79
Total Expenditures	\$ 3,293,957.15

These expenditures are summarized as follows:

FEDERAL APPROPRIATIONS:

Alaska Fund, 1905-1920	\$ 2,157,491.19
War Dept. Acts, 1905-1920	3,059,397.01
Increase of Compensation, 1918-1920	145.20
U. S. Treasury Adjustment, 1912	17,052.23
Alaska Fund, 1921-1928	1,119,413.73
War Dept. Acts, 1921-1928	5,601,723.28
Increase of Compensation, 1921-1925	94,931.25
Quartermaster General, 1925-1928	2,195.00
National Park Service, 1925-1928	206,020.94
Total	\$12,258,369.83

CONTRIBUTED FUNDS:

Territory of Alaska, 1920	\$ 101,184.56
Territory of Alaska, 1921-1928	887,701.99
Miscellaneous, 1922-1928	34,751.22
Total	\$ 1,023,637.77
Grand Total	\$13,282,007.60

In addition to the above funds, disbursed through the U. S. Treasury, the Commission has supervised the expenditure of the following funds disbursed by other agencies for road and trail development:

Road tax, labor, and miscellaneous contributions, 1905-1920	\$ 200,000.00
Department of Agriculture, 1920	202,702.67
Quartermaster General, 1901-1902	100,000.00*
Chief of Engineers, 1904-1905	34,631.78*
Territorial Funds and Forest Revenues Prior to 1921	684,239.64**
Territorial Divisional Commissioners, 1921-1927	161,439.95
Territorial Divisional Commissioners, 1927	31,545.75
Seward Peninsula Tramway, 1923	24,014.00
Tolovana Tramway, 1924	6,425.00
Mt. McKinley National Park, 1924	700.25
Kaliag Portage Survey, 1925	312.72
Miscellaneous, 1926-27	11,494.25
Miscellaneous, 1925	3,795.00
Total	\$1,461,301.01

*Expended prior to organization of the Alaska Road Commission.

**Expended prior to supervision by the Alaska Road Commission.

COST OF MAINTENANCE.

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

ANNUAL REPORT

Classification
Wagon Roads
Sled Roads
Trails
Flagged Trails
Totals

The above does not p
The intermediate, or inter
need improvement to the
entire route may be used t
necessity of breaking loa
extensions must be provid
velopments. This has or
at the expense of needed

The magnitude of the
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Commission is responsible.

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communication, governmen
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was made in June, 1928, by
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and Mr. R. J. Sommers. T
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ruary 28, 1919. The Fe
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The extension of the
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Federal aid idea was adop

a ton of freight one mile by town by the table on page summer movement of 60c by generally follows that for isolated in the remote interior the roads is not warranted.

on to construct sled roads and es from the nearest point on

If developments warrant, the into a wagon road. Supplies n summer must be delivered at eceding summer and freighted winter. The small amount of ight can be moved during sum-

iderable magnitude and around tion of wagon roads is war- he increased travel.

TION.

a rather slow and expensive ated, timber cut and removed, tion removed, drainage ditches es a period of three or four und water level to be lowered reach a stage of equilibrium. heavy loads and maintenance t is impossible at any reason- e roadway and corduroy must ub timber generally available, ve timber has heretofore been durable, hence fir has been Improvements in methods of attempted which if successful ta hemlock for structural pur-

ally available within a reason- s necessary for practically es. Concrete or other forms arranted in the present stage

aced to replace the culverts ie latter rot very rapidly and es them quite expensive.

Sled roads are located on low ground, often swampy, and fol- low streams or lakes whenever this is advantageous. Clearing of timber, removal of stumps and niggerheads, construction of bridges across deep gullies and grading down of steep approaches are the general requirements in the construction of a sled road. Winter trails for dog teams are constructed on the same principles but require less in the way of bridges or grading of approaches.

Summer trails follow the driest—or the least wet—ground avail- able. If grades are not excessive they are susceptible of later de- velopment into wagon roads.

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

COMMERCIAL STATISTICS.

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

The data thus collected indicates that the annual saving in cost of transportation of freight due to the construction of roads by the Commission is in excess of \$2,000,000. It is doubtful, how- ever, if anything like that amount of freight would have been trans- ported without the roads and trails and the indirect loss that would have been occasioned by the restriction on output and development if the roads did not exist cannot be estimated.

The traffic census table on pages — and — gives a synopsis of the traffic reported upon a few typical routes for the calendar year 1927. It shows a very gratifying reaction from recent work performed by this Commission, and an astonishing aggregate of traf- fic upon trails lying in remote sections.

In the interior, the great cost of moving freight by teaming or packing together with the difficulty and uncertainty of moving it at all, constitutes the main obstacle to the growth and develop- ment of the district.

During the opening of the diggings in the Chisana region a few years ago, beans, coffee, sugar, hay, candles, bacon, grain, etc., were sold at \$1.50 a pound. The freight charges were almost a dollar a pound so that the original cost of the article was of relatively

The average cost of transporting a ton of freight one mile by bobsled on a winter sled road, as shown by the table on page is 90c as compared with a cost for summer movement of 60c by auto truck or \$1.50 by wagon. It generally follows that for isolated mines and small mining communities in the remote interior the construction of wagon and automobile roads is not warranted.

It is the policy of this Commission to construct sled roads and summer pack trails to such localities from the nearest point on navigable water or on the railroad. If developments warrant, the summer trail can later be improved into a wagon road. Supplies for such points for use during a certain summer must be delivered at the head of navigation during the preceding summer and freighted over the snow during the preceding winter. The small amount of necessary perishable or emergency freight can be moved during summer over pack trails.

Where the operations are of considerable magnitude and around the larger communities the construction of wagon roads is warranted and necessary on account of the increased travel.

CONSTRUCTION.

Road construction in Alaska is a rather slow and expensive process. After the road has been located, timber cut and removed, stumps grubbed out, moss and vegetation removed, drainage ditches dug and grading completed it requires a period of three or four years for the subsoil to thaw, the ground water level to be lowered to its new level and the subsoil to reach a stage of equilibrium. Meantime the road is unsuitable for heavy loads and maintenance charges are high. In many places it is impossible at any reasonable expense to grade and drain the roadway and corduroy must be resorted to. Fortunately the scrub timber generally available, makes good corduroy. Available native timber has heretofore been of insufficient strength and not very durable, hence fir has been imported for all important bridges. Improvements in methods of timber production have recently been attempted which if successful will make possible some use of Alaska hemlock for structural purposes.

Gravel for road surfacing is generally available within a reasonable hauling distance. Graveling is necessary for practically all roads which are used by automobiles. Concrete or other forms of hard surfaced roads are nowhere warranted in the present stage of development of the Territory.

Metal culverts are being introduced to replace the culverts of native timber heretofore used. The latter rot very rapidly and the frequent replacement required makes them quite expensive.

Sled roads are located low streams or lakes where timber, removal of stumps across deep gullies and general requirements in the trails for dog teams are require less in the way of

Summer trails follow the same route. If grades are not developed into wagon roads

It is the general policy of the Commission, to make gradual improvements on the trails. If extensive improvements cannot be advantageously made, the routes are so improved.

COMMENTS.

A traffic census was being made by comparing the expenditures for transportation with the cost of transportation rates prevailing before the construction of the roads which represents the cost of transportation served by the construction

The data thus collected show the cost of transportation of freight by the Commission is in excess of the cost reported without the roads and have been occasioned by the construction of the roads if the roads did not exist

The traffic census table of the traffic reported upon for the year 1927. It shows a very marked increase performed by this Commission upon trails lying in the interior

In the interior, the goods are packed together with the same material, it at all, constitutes the main element of the district.

During the opening of the season, beans, coffee, sugar, etc. were sold at \$1.50 a pound. The price of a pound so that the original

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 on by the table on page ...
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 ment of the district.

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 years ago, beans, coffee, sugar, hay, candles, bacon, grain, etc., were
 sold at \$1.50 a pound. The freight charges were almost a dollar
 a pound so that the original cost of the article was of relatively

little importance. And even at that, the supply could not keep pace with the demand. Recently the freight charges for transporting supplies from Dawson, in the Klondike, to some mines about one hundred miles away in the American 40-Mile District was greater than the original cost of the supplies plus the freight from the United States to the Klondike. (Dawson is 1,700 miles from Seattle.)

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

	Per Ton-Mile
Winter:	
Bob-sled (sled road).....	\$ 0.90
Double-ender (trail).....	1.30
Dog-team (trail).....	6.30
Summer:	
Truck (wagon road).....	.60
Wagon (wagon road).....	1.50
Pack train (trail).....	4.80
Man (no trail).....	26.67*

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

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

The traffic census table following gives a synopsis of the traffic reported upon a few typical routes for the calendar year 1927. It shows a very gratifying reaction from recent work performed by the Commission, and an astonishing aggregate of traffic upon trails lying in remote sections.

TRAFFIC CENSUS.

District	No. Route	Station	Period	No. of Persons	Autos	Wagons	Sleds	Pack Horses	Ton-nage
SOUTHEASTERN	3A&H	Wells	Jan.-Dec.	5613	1841	127	298	.....	251
			May-Oct.	18670	5281	.....	.....	.....	527
VALDEZ	Valdez	Willow Creek	May-Oct.	709	221	.....	.....	.....	78
			Mar.-Dec.	3173	1954	34	35	34	490
FAIRBANKS	5A	Richardson	May-Oct.	2181	923	.....	.....	29	247
			Mar.-Apr.	135	4*	.....	.....	.....	74
			Feb.-Apr.	2280	609	295	123	.....	863
			Mar.-Dec.	1174	1	28	239	8	100
			Jan.-Dec.	125	2	42	153	.....	61

the supply could not keep the freight charges for trans-
 -londike, to some mines about
 in 40-Mile District was great-
 -es plus the freight from the
 -son is 1,700 miles from Se-

usual modes of transport
 table:

Per Ton-Mile

.....	\$ 0.90
.....	1.30
.....	6.30
.....	.60
.....	1.50
.....	4.80
.....	26.67*

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 -per, groceries, etc., carried on
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 -per ton—over 1 cent per ton-

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 -s are the same, but the actual
 -use of lower costs of above

gives a synopsis of the traffic
 -r the calendar year 1927. It
 -recent work performed by the
 -ate of traffic upon trails lying

TRAFFIC CENSUS.

District	No. Route	Station	Period	No. of Persons	Autos	Wagons	Sleds	Pack Horses	Ton- nage
SOUTHEASTERN									
Haines-Pleasant Camp	3A&B	Wells	Jan.-Dec.	5643	1841	127	298		251
VALDEZ									
Valdez-Chitina-Fairbanks		Valdez	May-Oct.	18670	5281				527
Valdez-Chitina-Fairbanks		Willow Creek	May-Oct.	709	221				78
FAIRBANKS									
Fairbanks-Chitina-Valdez		Richardson	Mar.-Dec.	3173	1254	31	35	34	490
Fairbanks-Chitina-Valdez		Grundler	May-Oct.	2181	923			29	247
Dunbar-Fairbanks	5A	Chamberlains	Feb.-Apr.	135			86		74
Summit-Fairbanks Creek	7C	Fairbanks Creek	Feb.-Dec.	2280	609	295	123		863
Circle-Miller House	15	Miller House	Jan.-Dec.	1174	1	28	239	8	100
Central House-Hot Springs	15A	Hot Springs	Jan.-Dec.	425	2	42	153		50
P.L. Gibbon-Bettles	23	Tanana	Feb.-Apr.	348			192		63
Hot Springs-Tofty	30A	Hot Springs	Jan.-Dec.	455	1	51	112		107
Ituby-Poorman	38A&E	Long	Jan.-Dec.	1241	59	89	383		2765
Senana-McGrath	46C	Knights	Jan.-Dec.	363			268		40
Dunbar-Brooks	63	Lydens	Jan.-Dec.	448	18°	1	249		320
Perry-Eva Creek	88	Ferry	Feb.-Dec.	202	13	28	16		7
SOUTHWESTERN									
Seward-Nash	10B	Seward	May-Nov.	1250	471	223			350
Archangel Extension	36A	Fishhook	May-Nov.	730	80	170	30	10	240
Palmer-Fishhook	36B	Palmer	May-Nov.	156	56	51			37
Willow Creek Extension	36D	Fishhook	May-Nov.	1436	180	706		115	494
Wasilla-Fishhook	36E	Wasilla	May-Nov.	2998	1921	212			982
Wasilla-Knuik	36F	Wasilla	May-Nov.	2437	592	209			120
Wasilla-Matanuska	36J	Wasilla	May-Nov.	2956	943	601			170
NOME									
Wasilla-Finger Lake-Palmer	35HD	Palmer	May-Nov.	896	251	297			86
Palmer-Matanuska	35L	Wasilla	May-Nov.	131	58	108			110
Bogard Road	35R	Park Station	Mar.-Oct.	2635	1345	100	40	150	475
McKinley Park Road	46D	Kodiak	May-Nov.	1006	36			198	29
Kodiak Road	94	Hommer	May-Nov.	1866		354			71
Hommer Road	98								
NOME									
Nome-Council	8	Safety	June-Dec.	571	180	21	164		27
Nome-Feller	67	Shrook	June-Dec.	333					18

Alaskan affairs before various other bureau chiefs in Washington maintains a sub-office in each winter.

ENGINEER OFFICE.

District Engineer, U. S. Engineer purchasing agent of the Commission and canvasses bids, inspects, secures information, and, in Seattle. For this service the actual time of such of his engaged in this work. This accounting to the United States, he is compelled, during the busy representative in Seattle and to clerical help, etc.

Commission through such purchase. The low prices obtained have been an important factor in

practically everything from subsistence and heavy road equipment, and stationery. During the period used and the cost for the entire project, acceptance, inspection and thereunto, were as indicated in

Seattle Office Charge	Per Cent
\$ 3,048.17	1.67
3,933.91	2.05
3,647.97	1.46
3,343.28	2.16
3,390.34	2.05

DISTRICT.

Juneau Office
July 1, 1927-March 31, 1928.
April 1 to June 30, 1928.
Foreman, Haines.
Foreman, Sitka.

territory east of the 141st meridian.

and the excellent system of transportation will always be by

All road expenditures in this district were upon co-operative projects supported by the Territory and the Alaska Road Commission, with the exception of the Haines-Chilkoot, Haines-Jones Point and Sitka-Pioneer Cemetery Roads which are exclusively Territorial projects.

SUMMARY OF SUB-PROJECTS.

Sub-Project No.	Name of Sub-Project	Wagon Road	Trail	Total Miles
2E	Gastineau Channel Bar .....	.....	.....	.....
2H	Juneau Wharf .....	.....	.....	.....
3A	Haines-Wells	24 $\frac{1}{2}$	.....	24 $\frac{1}{2}$
3B	Pleasant Camp Extension	17 $\frac{1}{2}$	.....	17 $\frac{1}{2}$
3C	Porcupine Extension	5	15	20
3D	Haines-Mud Bay	10	.....	10
3E*	Haines-Chilkoot	3	.....	3
3F*	Haines-Jones Point	1 $\frac{1}{2}$	.....	1 $\frac{1}{2}$
14	Sitka-Indian River	3 $\frac{1}{4}$	2	23 $\frac{3}{4}$
14A	Sitka National Monument .....	.....	.....	.....
14B	Sitka National Cemetery .....	.....	.....	.....
14C*	Sitka Pioneer Cemetery .....	.....	.....	.....
14D	National Cemetery Road .....	.....	.....	.....
40	Douglas-Gastineau Channel	2	.....	2
44A	Skagway-Smuggler's Cove .....	.....	3	3
81	Good Creek-Salmon River	11 $\frac{1}{2}$	.....	11 $\frac{1}{2}$
Totals		66 $\frac{3}{4}$	20	86 $\frac{3}{4}$

(*—Territorial Projects.

DESCRIPTION.

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

2E—This project comprises the shoal portion at the head of Gastineau Channel through which a shallow channel was dredged by the Territory several years ago. Funds for properly marking this channel for use by small boats were provided by the Territory.

2H—Construction of this wharf was authorized by the Act of Congress approved May 28, 1926. It consists of an approach 20 feet wide by 620 feet long and the main wharf 40 by 400 feet.

3C—Due to the completion of the new road on the left limit of the Klehini, 15 miles of this old route on the right limit are no longer maintained as a wagon road but are carried as summer trail.

3F—This road branches from the Haines-Wells Road in Mile 1 and extends to the beach of Chilkat Inlet at Jones Point.

14—This project includes the road from the city limits of Sitka through the National Monument and trails within the Monument.

14C—This road extends from the city limits of the City of Sitka to the new Pioneers' Cemetery and forms a loop around a portion of the cemetery.

14D—This road extends from the city limits of Sitka to the National Cemetery.

44A—This trail extends from the town of Skagway across Skagway River and up the mountain a distance of 3 miles. The Skagway River is crossed by means of a 175-foot suspension bridge.

OPERATIONS DURING YEAR.

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

2E—Pole markers were set at intervals of 100 feet over a total distance of 7500 feet and provisions made for their replacement when any were destroyed.

2H—Contract was awarded for the construction of the wharf and approach. Work was completed during the fiscal year. The City of Juneau contributed funds for rebuilding the portion of approach to the wharf over the old structure and provided the Government with a perpetual easement for the approach.

3A—Further improvement was made to this route. 3600 cu. yards of gravel were placed as resurfacing between Miles 10 and 20. 97 corrugated metal culverts were installed, replacing old timber culverts, and 1400 linear feet of river bank were ripped.

3B—Encroachment of the Klehini River made necessary the relocation of 1½ miles of this route. One mile of this relocation was constructed during the past season and required the removal of 1800 cu. yds. of rock and 4200 cu. yds. of earth.

3D—4100 linear feet of this route were gravel surfaced.

14—Additional gravel was placed for surfacing.

14A—The boundary lines of the Monument were brushed out, a timber bulkhead was constructed along Indian River to protect the Witch Tree from damage due to erosion of the bank. Three totem poles were backed with new cedar logs and others received minor repairs. Driftwood accumulated in the channel of Indian River was removed and additional piling was placed in the bulkhead protecting the footbridge across Indian River.

14B—An area of one-half acre was cleared of brush and stumps. Grading of the new road inside the Cemetery providing a turn around was partially completed. Two main entrance posts and fifteen intermediate fence posts were placed. The posts are of concrete and will support a cable.

14C—Additional surfacing was placed.

SUMMARY OF SUB-PROJECTS.

Sub-Project No.	Name of Sub-Project	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' Fork.....	.....	12	.....	12
11N	Lillywig Creek .....	.....	11 $\frac{1}{2}$	.....	11 $\frac{1}{2}$
11P*	Chicken Aviation Field .....	.....	.....	.....	.....
11Q*	Eagle 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 $\frac{1}{2}$	388	591 $\frac{1}{2}$

(*)—Territorial Projects.

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 300 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.

11Q—This aviation field is 350 by 900 feet. It is located on the grounds of old Fort Egbert adjacent to the town of Eagle on the bank of the Yukon River.

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:

11A—1¼ miles of new road (relocation), were constructed. This relocation was necessary to avoid steep side-hill section subject to slides.

11AA—Additional corduroy was placed in several sections and trail ditched. A number of small culverts were installed.

11E—The sled road was extended one-half mile, 10 culverts were installed and a cable tram erected over the Seventymile River at the mouth of Nugget Gulch. This tram provides a crossing for foot travellers.

11I—Several culverts were installed. A new tower was erected for the Steel Creek Ferry over the Fortymile River.

11L—All narrow sections were widened making this sled road easily passable for four-horse team and sled.

11Q—This aviation field was cleared of debris and leveled. The area available for landing is 350 by 900 feet.

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 Seventymile River requires additional improvement.

DISTRIBUTION OF EXPENDITURES.

Type	Miles	Expenditure	Unit Cost Dollars per Mile
Wagon Road	24	\$ 6,546.59	\$272.77
Sled Road	110	2,436.50	22.15
Trail	249	1,785.08	7.17
Totals	383	\$10,768.17	\$ 28.12

BETHEL SUB-DISTRICT.

Carl Lottsfeldt, Superintendent, Takotna.

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, and the Bear Creek sled road which was a cooperative project.

SUMMARY OF SUB-PROJECTS.

Sub-Project No.	Name of Sub-Project	Sled Road	Trail	Total Miles
90C*	Shelter Cabins-3d Division .....	.....	.....	.....
90D*	Shelter Cabins-4th Division .....	.....	.....	.....
92A	Bethel-Quimbagak .....	.....	90	90
92B	Bethel-Tuluksak .....	.....	44	44
92C	Akiak-Russian Mission .....	.....	75	75
92D	Bennett's Cutoff	18	18
92E	Yukon-Kuskokwim Portage	120	120

AL REPORT ALASKA ROAD COMMISSION

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week Ferry over the Fortymile River.

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PRESENT CONDITION AND NEEDS.

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additional improvement.

DISTRIBUTION OF EXPENDITURES.

Miles	Expenditure	Unit Cost Dollars per Mile
24	\$ 6,546.59	\$272.77
110	2,436.50	22.16
249	1,785.08	7.17
383	\$10,768.17	\$ 28.12

BETHEL SUB-DISTRICT.

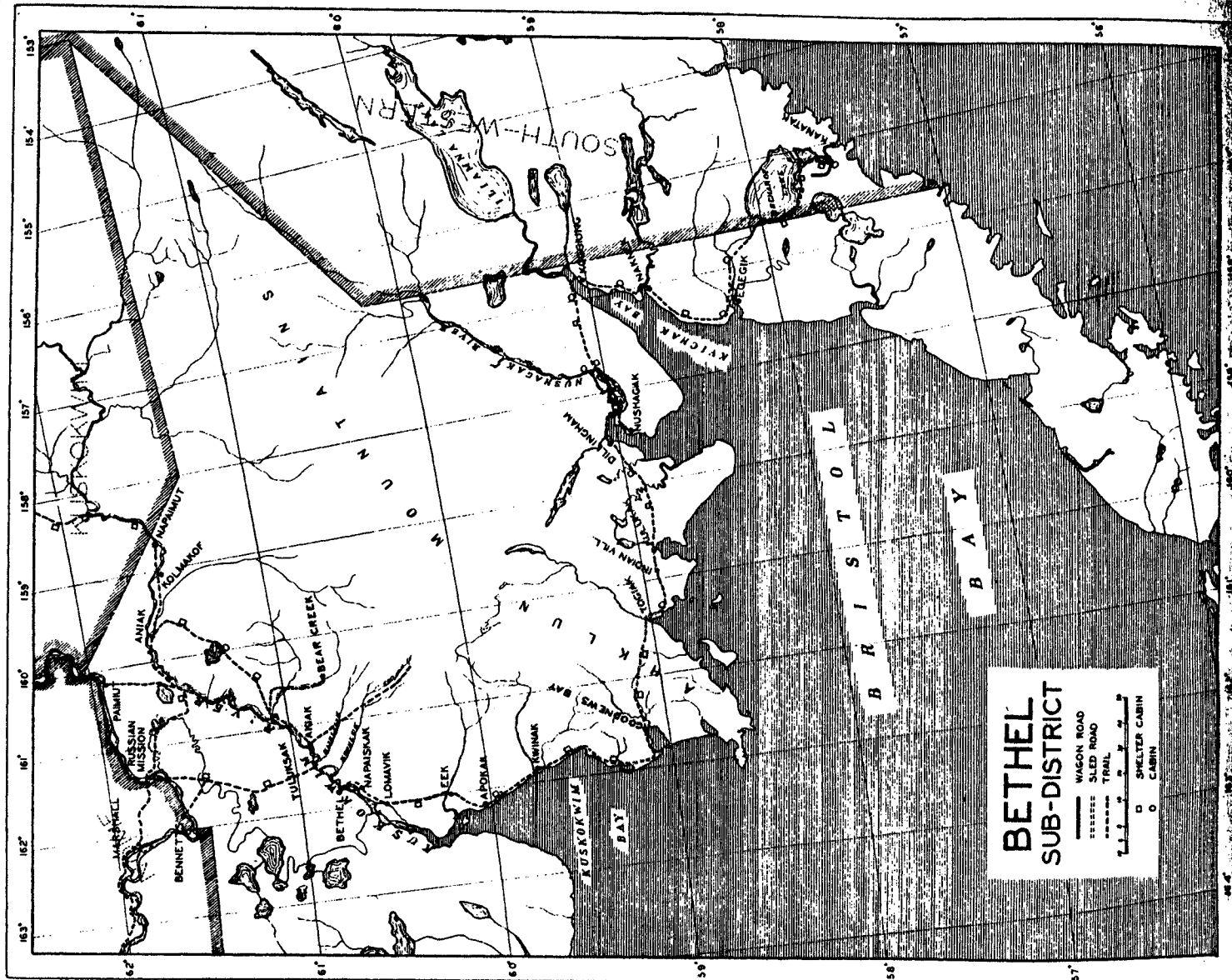
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ak, Dillingham and Naknek to Kamatak.

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on exclusively, with the exception of shelter cabins
ported by the Territory exclusively, and the Bear
l which was a cooperative project.

SUMMARY OF SUB-PROJECTS.

of Sub-Project	Sled Road	Trail	Total Miles
abins-3d Division
abins-4th Division
bingak	90	90
ukak	44	44
sup Mission	75	75
utoff	18	18
uskokwim Portage	120	120



**BETHEL
SUB-DISTRICT**

WAGON ROAD
SLED ROAD
TRAIL

SHelter CABIN
CABIN

92F	Quinhagak-Goodnews Bay	60	60
92G	Goodnews Bay-Togiak	53	53
92H	Togiak-Nushagak	125	125
92I	Lewis Point-Naknek	86	86
92J	Naknek-Egegik	50	50
92L	Crooked Creek-Aniak	74	74
92M	Aniak-Tuluksak	60	60
92N	Akiak-Canyon Creek	45	45
92O	Tuluksak-Foothills	32	32
92P	Holy Cross-Kaltshak	56	56
92Q	Upper Landing-Bear Creek	26	26
	Totals	26	988 1,014

(*)—Territorial Projects.

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 foothills where it joins the sled road from Upper Landing to Bear Creek.

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.

92Q—This winter sled road extends from the upper landing on the Tuluksak River, the head of navigation to mining operations on Bear Creek.

OPERATIONS DURING YEAR.

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

90C—Shelter Cabins 3rd Division.

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Route	Location	Work Done	Cost
92J	24 miles from Nak- nek	Stove installed	\$ 30.00

90D—Shelter Cabins 4th Division.

Route	Location	Work Done	Cost
92A	29 miles from Bethel	12x14 cabin built, stove installed	\$ 800.00
92A	68 miles from Bethel	12x14 cabin built, stove installed	800.00
92F	16 miles from Quinhagak	Stove installed	15.00
92F	36 miles from Quinhagak	Stove installed	15.00
92O	Foothills, 32 miles from Tuluksak	12x14 cabin built, stove installed	324.00
			<u>\$1,954.00</u>

92Q—The route was located, selecting the best ground obtainable. Necessary clearing and grubbing were performed and short sections corduroyed. A bridge was constructed over the Tuluksak River at the foothills. The route is suitable for tractors and trailers in summer and for bob-sleds in winter.

PRESENT CONDITION AND NEEDS.

The trails within this sub-district have been considerably improved within the past few 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
Sled Road	26	\$3,698.00	\$142.23
Trail	716	1,578.24	2.20
Totals	742	\$5,276.24	\$ 7.72

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

ANNUAL REPORT

of the Coast Range is pro
and has required the most

The Richardson High
Commission exclusively.
expense of the City of Val
were either upon cooper
projects.

SUMMARY

Sub- Project No.	Name of
4BA	Valdez-Ptarmig
4BB	Ptarmigan Dr
4C	Ernestine-Will
36	Valdez-Mineral
36A*	Granby Road
36B*	South Second
60	Valdez Dyke
60A*	Valdez Aviatio
78	Valdez Depot

Total

(*)—Territorial Projects.

For detailed descripti
Routes 4BB and 4C will
Chitina District. The fo
noted:

36—This road extends
Valdez, up Mineral Cree
mining activity.

36B—This is an exten
limits of Cordova.

60A—This aviation fi
townsite of Valdez and in

OPERATIONS

The important operat
be summarized by routes

4BA—Construction of
completed and surfaced
earth, 2,147 cu. yds. rock
lin. ft. of pile trestle we
were installed.

4BB—18.7 miles were
gravel were placed as su

one	Cost
.....	\$ 30.00
one	Cost
ft. stove installed	\$ 900.00
ft. stove installed	800.00
.....	15.00
.....	15.00
ft. stove installed	324.00
	<u>\$1,954.00</u>

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ing were performed and short
constructed over the Tuluksak
suitable for tractors and trail-
winter.

N AND NEEDS.

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nd are now generally in fairly
er should be inspected and re-

be made to the route up the
ions on Bear Creek.

EXPENDITURES.

Expenditure	Unit Cost Dollars per Mile
\$3,698.00	\$142.23
1,578.24	2.20
<u>\$5,276.24</u>	<u>\$ 7.72</u>

STRICT.

Supt., Valdez.

rtion of Alaska lying between
d extending south from 61° 49'

istrict is the maintenance and
ghway from Valdez, which is
nd port in Alaska, to Willow
his section of the Richardson
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.

SUMMARY OF SUB-PROJECTS.

Sub- Project No.	Name of Sub-Project	Wagon Road Miles
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	.....
60A*	Valdez Aviation Field	.....
78	Valdez Depot	.....
	Total	<u>105 1/4</u>

(*)—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.

60A—This aviation field is located in the northeast part of the
townsite of Valdez and inside the dyke.

OPERATIONS DURING YEAR.

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

4BA—Construction of the 2 1/4 mile relocation Mile 5 3/4 to 8 was
completed and surfaced requiring the removal of 18,100 cu. yds. of
earth, 2,147 cu. yds. rock and 7,348 cu. yds. gravel surfacing. 979
lin. ft. of pile trestle were built (renewal) and 43 metal culverts
were installed.

4BB—18.7 miles were regraded and widened, 13,190 cu. yds. of
gravel were placed as surfacing over 9 miles of road. 151 lin. ft.

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of trestle bridges were built (renewal) and 22 metal culverts installed.

4C—4,464 cu. yds. of gravel surfacing were placed over 6 miles of road, 144 lin. ft. of trestle bridges were built (renewal) and 17 metal culverts installed.

36—The road was relocated between Miles 3½ and 4½, to avoid a section partly destroyed by high water. Three-fourths mile of road was constructed requiring the removal of 4,220 cu. yds. of loose rock and earth.

60—The dyke was strengthened at several weak points. Considerable work was necessary to hold the dyke during the high water period.

60A—An area 300 by 2300 feet was cleared of small brush and all large stones removed. The area was partially leveled with the grader and some filling was done. 849 cu. yds. were placed in filling holes. 20 tons of boulders removed and 3 small houses moved off the area. The field is 60% complete. The City of Valdez contributed \$800.00 in cash toward the work.

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.

General improvements including widening, regrading, gravelling and construction of culverts, are required over the section Miles 23 to 50 in order to bring this portion of the highway up to the standard of other parts. Widening narrow sections in the canyon Miles 9 to 17 is necessary to place the roadbed on solid foundation. Several short relocations should be made to avoid bad glacier stream crossings.

The Mineral Creek road should be placed on the permanent location throughout.

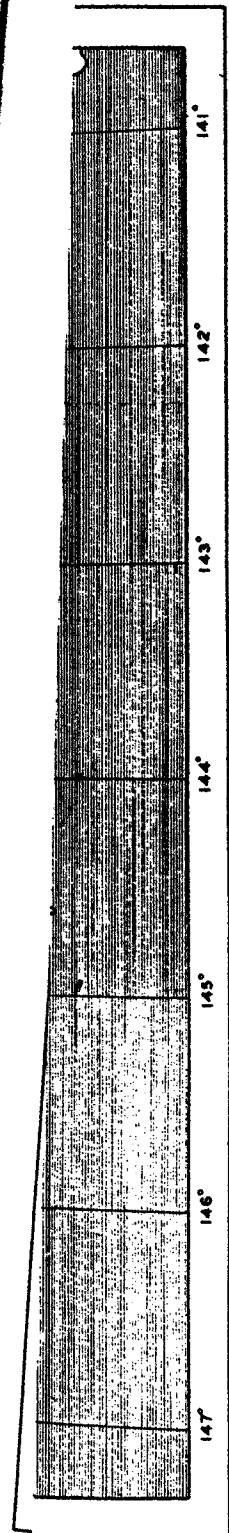
DISTRIBUTION OF EXPENDITURES

Type	Miles	Expenditure	Unit Cost
	100		Dollars per Mile
Wagon Road	\$153,976.96	\$1,539.77

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



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... (renewal) and 22 metal culverts in-
 yds. ... level surfacing were placed over 6 miles
 ft. of trestle bridges were built (renewal) and 17
 filled.

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... Creek road should be placed on the permanent lo-
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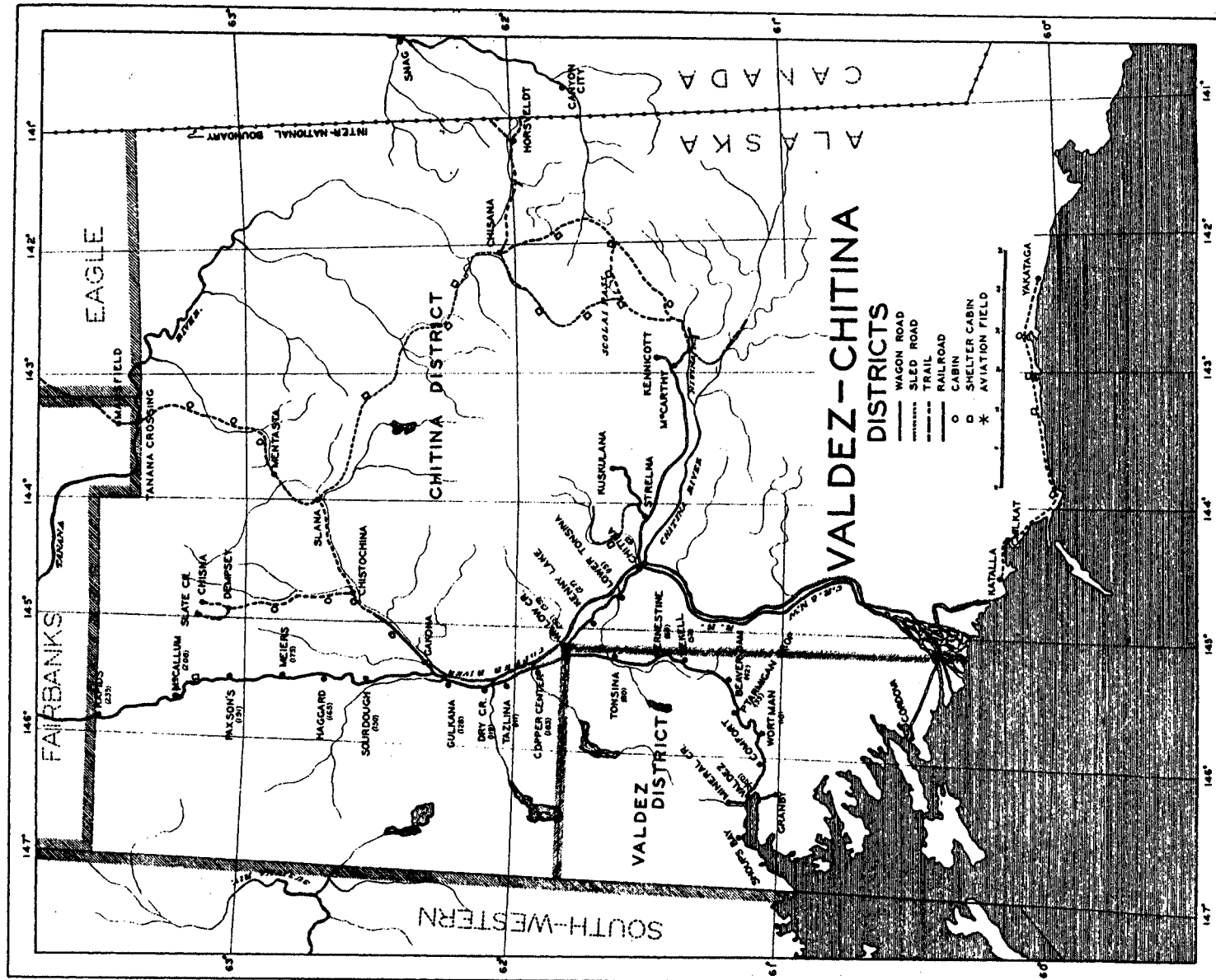
DISTRIBUTION OF EXPENDITURES

Miles	Expenditure	Unit Cost
100	\$153,976.98	Dollars per Mile
		\$1,539.77

CHITINA DISTRICT.

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

... includes that part of Alaska lying between the
 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 which is supported by the Alaska Road Commission and the Territory jointly, and the Strelina-Kuskulana road and the Chitina-Native School road which are supported by the Territory exclusively.

SUMMARY OF SUB-PROJECTS.

Sub-Project No.	Name of Sub-Project	Wagon Road	Trail	Total Miles
6D	Chitina Depot .....	....	....	....
6E*	Chitina-Native School	1	....	1
6B	Chitina-Tonsina	15	....	15
6A	Tonsina-Willow Creek	24	....	24
4D	Willow Creek-Gulkana	36	....	36
4E	Gulkana-Sourdough	21½	....	21½
4F	Sourdough-Mile 168	18	....	18
4G	Mile 168-Delta River	38	....	38
4H1	Delta River-Rapids	25½	....	25½
54	Nizina-Chisana Trail .....	....	78	78
56A	Katalla-Yakataga .....	....	60	60
57	McCarthy-Nizina	14	....	14
57A	Nizina River Bridge .....	....	....	....
57B	Nizina-Chitina River .....	....	24	24
57C	McCarthy-Kennecott River	½	....	½
57D	Chititu Branch	1	....	1
61*	Strelina-Kuskulana	12½	....	12½
61A	Kotsina Trail .....	....	30	30
61B*	Nugget Creek Extension	6	....	6
65A	Gulkana-Chestochina	26	14	40
65B	Chestochina-Slate Creek .....	....	40	40
65C	Chestochina-Tanana Crossing .....	....	140	140
65G	Slana-Chisana .....	....	97	97
90C*	Shelter Cabins, 3rd Division .....	....	....	....
Totals		239	483	722

(*)—Territorial Projects.

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.

57—This road extends from McCarthy across the Nizina River to the mines on Dan and Chititu Creeks. Construction is in progress.

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.

57C—This route crosses the bar of the Kennicott River and connects farms on the right limit with McCarthy.

57D—This road branches from the main road 57A at Mile 13 and extends up Chititu Creek to placer operations.

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

61A—This trail branches from the Strelna-Kuskulana road at Mile 2½. 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 26 miles wagon road and 14 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:—15,025 cu. yds. of gravel were placed as surfacing over 13½ miles. 17 miles were regraded and widened to standard and 7 miles were lightly regraded.

300 lin. ft. of pile trestle were filled, replacing 900 lin. ft. of 15. 94 lin. ft. of frame bent one 60-ft. span bridge was re-lina bridge were cribbed and stream control were constructed 223 corrugated metal culverts

6D—A garage 30x40 feet

6E—One mile of road was largely of machine grading to

57—The road was regraded 9 and 300 cu. yds. of surfacing road was constructed bet to utilize the bars of the Nizina location were cleared 24 feet was constructed (renewal) of one 60-ft. span and 56

57B—This trail was extended Valley.

57C—Boulders were removed from Kennicott River and the route over Banks at the approaches to

57D—One mile of road was grubbing and frozen ground road constructed makes the wagon, using natural gravel

61A—The trail was extended on Copper Creek, Mile 30, and grubbed where necessary for use by pack-horses to Kotsina River in Mile 22.

65A—The road was extended clearing 30 feet in width, 8 feet wide. 55 log culverts, timber stringer bridges constructed widened and 5,000 lin. ft. between Miles 3 and 12.

90C—

Route	Location
61A	198 miles from Strelna .....Loc

leted. It consists of two wooden on concrete piers and 1680 feet

the McCarthy-Nizina River road ge and extends 14 miles over a erving prospectors in the upper

ar of the Kennicott River and ith McCarthy.

the main road 57A at Mile 13 cer operations.

a on the C. R. and N. W. Rail- ulana River to Mile 11 where it s to Bergs Mill. A substantial r built by the Territory gives limit.

the Strelna-Kuskulana road at : extends to the Kotsina River s in the upper Kotsina Valley. r are necessary to avoid steep

ed as part of Route 61. Strelna- r route at its Mile 10 and ex- : Creek. It was built by one of since been maintained by the

ended during the past year so miles wagon road and 14 miles

C, 25 miles east of Chestochina. ds over a low divide into the and another divide are crossed crossing this valley the Chisana

RING YEAR.

than routine maintenance, may

o Rapids:—15,025 cu. yds. of er 13½ miles. 17 miles were d 7 miles were lightly regraded.

300 lin. ft. of pile trestle were constructed and 675 lin. ft. of trestle filled, replacing 900 lin. ft. of old trestle and one 75-ft. span in Mile 15. 94 lin. ft. of frame bent trestle were constructed (renewal) and one 60-ft. span bridge was renewed in Mile 221. Piers in the Taz- lina bridge were cribbed and rockfilled. 1,165 lin. ft. of dyke for stream control were constructed in Miles 222 and 223. A total of 223 corrugated metal culverts was placed.

6D—A garage 30x40 feet was constructed.

6E—One mile of road was constructed. The work consisted largely of machine grading to width of 12 feet.

57—The road was regraded and widened between Miles 4 and 9 and 300 cu. yds. of surfacing placed. One-half mile of temporary road was constructed between Mile 13 and Dan Creek in order to utilize the bars of the Nizina River. Three miles on permanent location were cleared 24 feet wide between these points. A bridge was constructed (renewal) over McCarthy Creek in Mile 1 consist- ing of one 60-ft. span and 56 lin. ft. of frame bent trestle approach.

57B—This trail was extended 10 miles up the Chitina River Valley.

57C—Boulders were removed from the fords across the Kenni- cott River and the route over the bar was cleared of large stones. Banks at the approaches to the fords were graded.

57D—One mile of road was constructed on this route. Heavy grubbing and frozen ground were encountered. The section of road constructed makes the operations on this creek accessible by wagon, using natural gravel bars beyond the end of construction.

61A—The trail was extended from Mile 17 to mining operations on Copper Creek, Mile 30. The route was cleared 14 feet wide and grubbed where necessary. One 160-ft. suspension span, suit- able for use by pack-horses or double enders was erected over the Kotsina River in Mile 22.

65A—The road was extended six miles. The work included clearing 30 feet in width, grubbing 28 feet in width and grading 24 feet wide. 55 log culverts were placed and 147 lin. ft. of native timber stringer bridges constructed. The grade in Mile 3 was widened and 5,000 lin. ft. of lateral ditches were constructed be- tween Miles 3 and 12.

90C—

Route	Location	Work Done	Cost
61A	198 miles from Strelna	Log cabin 15'x15' and log barn 15'x24' built	\$1,004.84

PRESENT CONDITIONS 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	233	\$246,057.79	\$1,056.04
Trail	68	4,929.38	72.48
Totals	301	\$250,987.17	\$ 833.84

FAIRBANKS DISTRICT.

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

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

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

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

FEDEF

Sub-Project No.	Name of Sub-Project
4H2	Rapids-Grundler
4I	Grundler-Richardson
4J	Richardson-Salchaket
4JA	Lake Harding Road
4K	Salchaket-Fairbanks
4KA	Salcha Bridge
7A	Summit-Chatanika
7D	Ester Creek
7G	Fairbanks-Gilmore
7I	Gilmore-Summit
7J	Fairbanks-Chena Hot Sp
7JA	Chena River Branch
7JB*	Palmer Aviation Field
7K	Olmes-Livengood
7R	Goldstream-O'Connor Cr
7V	Wireless Road
7X*	Chena Hot Springs Avi
7Y*	Fairbanks Aviation Field
15	Circle-Miller House
15C*	Circle Hot Springs Avi
15D	Leech Cutoff
16	Chatanika-Miller House
16C	Chatanika-Miller House
23A	Snowshoe-Beaver
23B	Beaver-Caro
23C	Big Creek Trail
23D	Caro-Flat Creek
23E	Caro-Coldfoot
23F*	Chandalar Aviation Field
31	Caribou Creek
53A	Circle-Ft. Yukon
53B*	Fort Yukon Aviation Field
59	Fairbanks Bridge
59A	Fairbanks Depot
65F	Grundler-Tanana Cross
90D*	Shelter Cabins

Totals

(*)—Territorial Projects.

For detailed description following changes and descr

4KA—This bridge over banks on the Richardson Pratt truss span and 345 feet the ferry formerly used at t

4JA—This is a new project 325, Richardson Highway. Proximately twenty-five hours of Fairbanks.

7A—Mileage corrected miles.

ISSUES AND NEEDS.

Chitina to Rapids is suitable for ton trucks. Many stretches are in first class condition. Several are being widened to provide suitable roads and proper maintenance to prevent

to be further improved and some roads to Dan and Chittitu Creeks.

to be completed and the trail into extended. from Gulkana to Chestochina.

EXPENDITURES.

Expenditure	Unit Cost Dollars per Mile
\$246,057.79	\$1,056.04
4,929.38	72.48
<u>\$250,987.17</u>	<u>\$ 833.84</u>

DISTRICT.

at, Fairbanks, Alaska.
and, Asst. Supt.

division of the Territory between the Yukon and the Yukon River on the south; also that territory north to the 150th meridian.

Within this district is the Richardson Highway and its extension to Circle and Fairbanks. The maintenance and development of the stem around Fairbanks serving communities of some importance. A number of small communities.

supported exclusively by the Alaska Road Commission and aviation fields exclusively by projects in this district, the Alaska Road Commission, less the Alaska Road Commission and the Territory projects by the Territory ex-

FEDERAL PROJECTS.

SUMMARY.

Sub-Project No.	Name of Sub-Project	Wagon Road	Sled Road	Trail	Total Miles
4H2	Rapids-Grundler	48	.....	.....	48
4I	Grundler-Richardson	20½	.....	.....	20½
4J	Richardson-Salchaket	30	.....	.....	30
4JA	Lake Harding Road	1¾	.....	.....	1¾
4K	Salchaket-Fairbanks	40	.....	.....	40
4KA	Salcha Bridge .....	.....	.....	.....	.....
7A	Summit-Chatanika	8½	.....	.....	8½
7D	Ester Creek	9½	.....	.....	9½
7G	Fairbanks-Gilmore	13	.....	.....	13
7I	Gilmore-Summit	7	.....	.....	7
7J	Fairbanks-Chena Hot Springs .....	.....	64	.....	64
7JA	Chena River Branch .....	.....	35	.....	35
7JB*	Palmer Aviation Field .....	.....	.....	.....	.....
7K	Olmes-Livengood .....	.....	.....	54	54
7R	Goldstream-O'Connor Creek .....	.....	6	.....	6
7V	Wireless Road .....	.....	¼	.....	¼
7X*	Chena Hot Springs Aviation Field .....	.....	.....	.....	.....
7Y*	Fairbanks Aviation Field .....	.....	.....	.....	.....
15	Circle-Miller House	49	.....	.....	49
15C*	Circle Hot Springs Aviation Field .....	.....	.....	.....	.....
15D	Leech Cutoff .....	.....	10	.....	10
16	Chatanika-Miller House	87	.....	.....	87
16C	Chatanika-Miller House .....	.....	87	.....	87
23A	Snowshoe-Beaver .....	.....	.....	126	126
23B	Beaver-Caro	75	.....	.....	75
23C	Big Creek Trail .....	.....	24	.....	24
23D	Caro-Flat Creek .....	.....	45	.....	45
23E	Caro-Coldfoot .....	.....	23	55	78
23F*	Chandalar Aviation Field .....	.....	.....	.....	.....
31	Caribou Creek .....	.....	50	.....	50
53A	Circle-Ft. Yukon .....	.....	.....	67	67
53B*	Fort Yukon Aviation Field .....	.....	.....	.....	.....
59	Fairbanks Bridge .....	.....	.....	.....	.....
59A	Fairbanks Depot .....	.....	.....	.....	.....
65F	Grundler-Tanana Crossing .....	.....	30	83	113
90D*	Shelter Cabins .....	.....	.....	.....	.....
Totals		389½	374	385	1,148½

(*)—Territorial Projects.

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.

4JA—This is a new project extending east 1¾ miles from Mile 325, Richardson Highway, Route 4J, to Lake Harding where approximately twenty-five homesites have been taken up by people of Fairbanks.

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

7D—Correct mileage of this road is 9½ miles.

7I—Correct 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.

7JB—This new field is 200 feet wide and 800 feet long and is located on the left limit of the main fork of the Chena River, two miles above the mouth of Palmer Creek. It serves the Chena River placer district.

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.

7Y—Plans were formulated and survey made for the construction of a modern airport on Weeks Field adjacent to the town of Fairbanks. When completed the field will consist of two 400 by 2000 feet runways crossing in the center at an angle of 41 degrees.

15C—This landing field is situated ½ mile east of the Circle Hot Springs. It is 400 feet by 1700 feet.

15D—This winter sled road connects the Circle Hot Springs with the Miller House-Circle Road at Mile 25 from Circle, providing a short cut for travel from Circle to the Hot Springs in winter.

16—Construction of the wagon road was extended to Miller House, 87 miles from Chatanika.

16C—This is the winter sled road between Chatanika and Miller House. While a wagon road has been constructed between these points, the sled road route is still necessary in winter and will be maintained.

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.

23C—This trail was improved to sled road standard and extended 4 miles. Classification now 24 miles sled road.

23E—Classification changed due to improvement of the route. This route now consists of 23 miles sled road and 55 miles of trail.

23F—This landing field is situated ½ mile east of the Circle Hot Springs. It is 400 feet by 1700 feet.

31—This sled road was extended 4 miles making the total length 50 miles.

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—14,119 cu. yds. of gravel were placed resulting in a heavy gravel surface over 8.11 miles and a light gravel surface over 8.14 miles. 4.25 miles of new road (relocation) were cleared, grubbed and graded. 21.07 miles of road were regraded and widened in preparation for surfacing. 312 metal culverts were installed, 46 linear feet of pile driven fir trestle bridge and 223 linear feet of frame bent trestle bridge were constructed, all being renewals except 98 linear feet of frame trestle on new road. 14,870 linear feet of lateral ditches were constructed in certain wet sections of the road. The north tower of the Ferry at Grundler was moved downstream 36 feet to place the cable at right angles to the direction of the current, which has shifted during the past few years. The old U. S. Signal Corps Telegraph line was maintained as a telephone line.

4JA— $1\frac{1}{4}$ miles new road, 24 feet wide, were constructed and 10 metal culverts installed.

4KA—The revetment was repaired and strengthened. 100 lin. ft. were renewed. 1,592 cu. yds. of rock fill were placed.

7A—3 metal culverts were installed.

7D—3.66 miles of road were regraded and widened an average of 12 feet, 2.86 miles were surfaced with 1,455 cu. yds. of gravel and 38 metal culverts were installed.

7G—One frame bent fir trestle bridge 16 feet wide and 22 feet long was constructed over Engineer Creek as a replacement and 10 metal culverts were installed.

71—One frame mudsill fir bridge 12 feet wide and 8 feet long was constructed over a mining ditch and 6 metal culverts were installed.

7JB—This landing field, size 200 by 800 feet, was built by contract on the left limit of the main fork of the Chena River, 2 miles above the month of Palmer Creek.

7Y—5,598 cu. yds. of earth were moved in levelling this field and 12 acres of clearing accomplished, completing approximately one-third of the field according to the plans outlined. The city of Fairbanks contributed \$1,944.95 cash towards the work.

15—2 miles of new road cleared 60 feet wide, grubbed, stripped and graded 10 feet wide were built on the hillside connecting with Route 16; 7.3 miles of old wagon road cleared 60 feet wide, grubbed and stripped preparatory to grading next year and an additional 23.9 miles were cleared 60 feet wide, completing the clearing to within 14 miles of Circle. 80 linear feet of pile driven native peeled timber trestle were completed except for laying stringers and decking. 390 cu. yds. of gravel were placed on .15 miles of road. 700 lin. ft. of corduroy were laid and 1 metal culvert was installed. All freight for next season was landed in log caches for storage purposes.

15D—This route was cleared and stumps grubbed where necessary providing for winter sled traffic.

16—22¼ miles of new road were graded, 17¼ miles being 14 feet wide or more and 5½ miles being 10 feet wide, including clearing, grubbing and stripping. This completes the major work on this road. In connection with the new work, 4,621 cu. yds. of gravel were placed on short sections requiring gravel. 14,490 lin. ft. of corduroy were laid, 286 metal culverts were installed, one large native timber log culvert built and 273 lin. ft. of frame bent fir trestle bridges constructed. The section of the old road up to Mile 56. (principally in Miles 0 to 13). received 23,000 cu. yds. of gravel surfacing.

23C—24 miles of this trail were improved to sled road standard; work consisted of widening, straightening, grading pitches and tripodding.

23D—6½ miles were cleared 10 feet wide and 1¾ miles were grubbed 10 feet wide.

23E—An additional mile was improved to sled road standard, work consisting of clearing and grubbing.

23F—A triangular addition consisting of 1.60 acres, was operated with labor to the v

31—4 miles of new sled project to new operations u

59A—An addition, size for the storage of car parts

90D—Shelter Cabins, 4t

Route	Location
7JC	15 miles from Colorado R. H. Instal
7K	Snowshoe, Globe and Tatalina Rema
23B	24 miles from Beaver 12x14
23B	46 miles from Beaver 13x15
23B	55 miles from Beaver 13x15
23D	16 miles from Caro 13x15
65F	Mile 80, Sam Creek 13x15

PRESENT C

Richardson Highway. mobile travel only in dry v Several short relocations ar and a few short sections re

Fairbanks Local Roads sary the continued improv age and some kind of surf

Chatanika-Circle. Co used to automobile standard eight miles of old wagon re bring it up to automobile

Roads and trails in va improvement and must be

DISTRIBUT

Type	
Wagon Road	.....
Sled Road	.....
Trail	.....
Totals	.....

feet wide and 8 feet long and 6 metal culverts were

300 feet, was built by con- of the Chena River, 2 miles

oved in levelling this field mpleting approximately one- ns outlined. The city of urds the work.

feet wide, grubbed, stripped he hillside connecting with eared 60 feet wide, grubbed year and an additional 23.9 ting the clearing to within pile driven native peeled laying stringers and deck- l on .15 miles of road, 700 ul culvert was installed. All n log caches for storage

umps grubbed where neces-

aded, 17¼ miles being 14 0 feet wide, including clear- etes the major work on this rk, 4,621 cu. yds. of gravel g gravel. 14,490 lin. ft. of ere installed, one large : lin. ft. of frame bent fir on of the old road up to received 23,000 cu. yds. of

oved to sled road standard; g, grading pitches and tri-

wide and 1¼ miles were

ved to sled road standard,

23F—A triangular addition on the north side of this field, con- sisting of 1.60 acres, was made this season. Local citizens co- operated with labor to the value of \$615.00.

31—4 miles of new sled road were constructed extending this project to new operations up the Salcha River.

59A—An addition, size 22 by 36 feet, was put on the garage for the storage of car parts. All buildings were painted.

90D—Shelter Cabins, 4th Division.

Route	Location	Work Done	Cost
7JC	15 miles from Colorado R. H.	Installed stove	\$ 17.57
7K	Snowshoe, Globe and Tatalina	Remaining bills for roofs on 3 cabins	91.55
23B	24 miles from Beaver	12x14 cabin partly complete	224.91
23B	46 miles from Beaver	13x15 cabin built; installed stove	285.50
23B	55 miles from Beaver	13x15 cabin built; installed stove	442.47
23D	16 miles from Caro	13x15 cabin built; installed stove	258.89
65F	Mile 80, Sam Creek	13x15 cabin built; installed stove	542.98
			<u>\$1,863.87</u>

PRESENT CONDITION AND NEEDS.

Richardson Highway. This road is entirely suitable for auto- mobile travel only in dry weather, and is passable in wet weather. Several short relocations are necessary to eliminate excessive grades, and a few short sections require additional surfacing.

Fairbanks Local Roads. Increased motor traffic makes neces- sary the continued improvement of these roads to provide good drain- age and some kind of surface.

Chatanika-Circle. Construction of this road should be contin- ued to automobile standard and additional surfacing provided. Forty- eight miles of old wagon road require rehabilitation and surfacing 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	389½	\$355,256.38	\$912.08
Sled Road	182	13,551.19	74.46
Trail	385	2,371.99	6.16
Totals	956½	\$371,179.56	\$388.06

TERRITORIAL PROJECTS.

Territorial Road Commission, Fourth Division.
 Hawley W. Sterling, Chairman and Secretary.
 Jake Mutchler, Member. Chris Abel, Member.

SUMMARY.

Sub-Project No.	Name of Sub-Project	Wagon Road Miles
7AA	Cleary Creek Road	2
7B	Fox-Olmes	13
7C	Summit-Fairbanks Creek	13
7CA	Lower Fish Creek	2 $\frac{1}{4}$
7DA	College Spur	$\frac{1}{2}$
7DB	Ester Dome Road	2
7DC	St. Patrick's-Happy	3 $\frac{3}{4}$
7DD	Ester-Beegler	$\frac{1}{2}$
7GA	Lazelle Road	2 $\frac{1}{4}$
7H	Little Eldorado Creek	6
7N	Farmers-Birch Hill	8 $\frac{1}{4}$
7NA	Isabelle Creek	1 $\frac{1}{4}$
7NB	Ballaine-Rickert	1
7S	Graehl Bridge .....	.....
7T	Farmers-Chena Slough	5
15A	Central House-Circle Hot Springs	9
15E	Miller House Spur	$\frac{1}{4}$
16A	U. S. Creek Spur	$\frac{1}{4}$
16B	Eagle Creek Spur	1
38L	Ruby Aviation Field Road	1 $\frac{1}{4}$
63D	Brooks Aviation Field Road	1 $\frac{1}{4}$
Total		74 $\frac{1}{4}$

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.

7CA—This new road, extending from the end of the road on Fish Creek built by the Fish Creek Dredging Co., follows the sidehill on the left limit of Fish Creek for 1 $\frac{1}{4}$ miles and there turns to the right, crosses Fish Creek and goes up the left limit of Last Chance Creek, a tributary of Fish Creek, for 1 mile; total length of road 2 $\frac{1}{4}$ miles. Road serves hydraulic mining operators on Last Chance Creek.

7DB—This route branches from the Ester Creek Road, Route 7D, at Mile 11 and extends 2 miles to quartz mines on Ester Dome.

7DC—This road branches from the Ester Dome road 1 $\frac{1}{2}$ miles from the main Fairbanks-Ester road and extends 3 $\frac{3}{4}$ miles across the head of St. Patrick's Creek and Happy Creek to within $\frac{1}{4}$ mile of Happy Station on The Alaska Railroad.

7DD—This road branch mile above the town of Es

7GA—Correct mileage

7N—Correct mileage is

7NA—Correct mileage

7NB—This road branch near Ballaine's farm and ex

7T—This road extended

15E—This road branch Mile 87.5 and extends to M

16A—This short spur b road in Mile 30 near the cr to the top of the ridge.

16B—This road branch road and extends 1 mile to

38L—This road branch and extends 1 $\frac{1}{4}$ miles east

63D—This road connect landing field; distance 1 $\frac{1}{4}$

OPERAT

Work the past season Fairbanks local roads.

The following new wor

7CA—This new road v 1600 lin. ft. of swampy gro and landed at the site by will be placed and covered

7DC—This road was c Happy Station on The Alas grubbed and graded 30 feet ructured were widened to surfacing was placed on s

7GA—325 cu. yds. of mile of this road.

7N—1,929 cu. yds. of miles of road. 5 metal c

JECTS.

Fourth Division.
and Secretary.
Chris Abel, Member.

Wagon Road
Miles

.....	2
.....	13
.....	13
.....	2 1/4
.....	1/2
.....	2
.....	3 3/4
.....	1/2
.....	2 1/4
.....	6
.....	8 1/4
.....	1 3/4
.....	1
.....	5
ings	9
.....	1/4
.....	1/4
.....	1
.....	1 1/4
.....	1 1/4
.....	74 1/4

I. Annual Report for 1924.

n of road formerly included
as abandoned in favor of a
ations along Cleary Creek

the end of the road on Fish
Co., follows the sidehill on
iles and there turns to the
he left limit of Last Chance
mile; total length of road
g operators on Last Chance

Esther Creek Road, Route
artz mines on Esther Dome.

Esther Dome road 1 1/2 miles
d extends 3 3/4 miles across
ppy Creek to within 1/4 mile
oad.

7DD—This road branches from the Fairbanks-Ester road 1/2 mile above the town of Ester and extends 1/2 mile to a stamp mill.

7GA—Correct mileage is 2 1/4.

7N—Correct mileage is 8 1/4.

7NA—Correct mileage is 1 3/4.

7NB—This road branches from the Farmers-Birch Hill road near Ballaine's farm and extends north 1 1/4 miles serving farm lands.

7T—This road extended 1/2 mile. Correct length is 5 miles.

15E—This road branches from the Chatanika-Circle Road at Mile 87.5 and extends to Miller House.

16A—This short spur branches from the Chatanika-Miller House road in Mile 30 near the crossing of U. S. Creek and extends 1/4 mile to the top of the ridge.

16B—This road branches from Mile 77 of the Chatanika-Circle road and extends 1 mile to hydraulic operations on Eagle Creek.

38L—This road branches from the Ruby-Long road in Mile 2 and extends 1 1/4 miles east to the Ruby aviation field.

63D—This road connects the village of Brooks with the airplane landing field; distance 1 1/4 miles.

OPERATIONS DURING YEAR.

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

The following new work was accomplished:

7CA—This new road was graded 8 to 10 feet wide, except for 1600 lin. ft. of swampy ground. Corduroy for this section was cut and landed at the site by the operators on Last Chance Creek. It will be placed and covered next season.

7DC—This road was extended 1 1/4 miles to within 1/4 mile of Happy Station on The Alaska Railroad. The new road was cleared, grubbed and graded 30 feet wide. The 2 1/2 miles previously constructed were widened to an average width of 20 feet and gravel surfacing was placed on sections where needed.

7GA—325 cu. yds. of additional surfacing were placed over 1/2 mile of this road.

7N—1,929 cu. yds. of surfacing material were placed over 2 miles of road. 5 metal culverts were installed.

7S—The hand rail and guard rail on this bridge were painted.

7T—Additional grubbing and grading to full width was performed.

15E—A new road was cleared, grubbed and graded 10 feet wide for ¼ mile and a 40-foot post bent trestle erected over Mastodon Creek.

16B—This road was graded 8 to 10 feet wide along a barren hillside. Hand grading on the location was performed by the Eagle Creek Hydraulic Mining Co. as a preliminary for machine grader work.

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. In some instances traffic is becoming so heavy that a gravel surface will have to be provided.

Further improvements should be made to several roads in this group to bring them up to the standard required. Extensions should be provided as needed.

DISTRIBUTION OF EXPENDITURES.

Type	Miles	Expenditure	Unit Cost Dollars per Mile
Wagon Road	65½	\$17,515.41	\$267.41

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.

REPORT ALASKA ROAD COMMISSION

all and guard rail on this bridge were painted.
 grub and grading to full width was per-
 was graded, grubbed and graded to feet wide
 foot post bent trestle erected over Mastodon
 was graded 8 to 10 feet wide along a barren
 grading on the location was performed by the
 the Mining Co. as a preliminary for machine

PRESENT CONDITION AND NEEDS.

The roads included in this group are of graded
 small farm areas or mines. These roads are
 for traffic in dry weather, but need yearly
 up them in their present condition. In some
 becoming so heavy that a gravel surface will

Improvements should be made to several roads in this
 up to the standard required. Extensions should
 be made.

DISTRIBUTION OF EXPENDITURES.

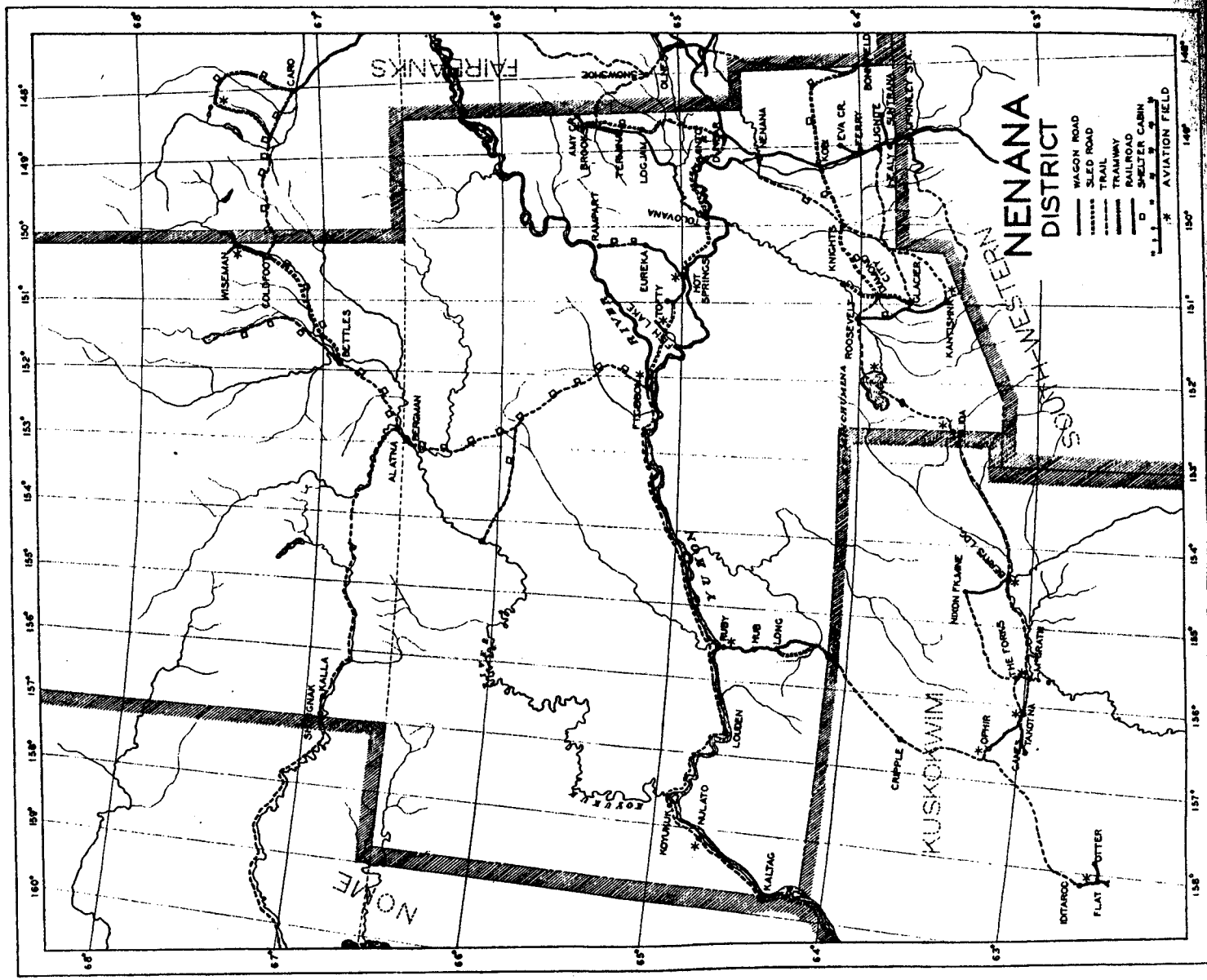
Miles	Expenditure	Unit Cost Dollars per Mile
104.2	\$17,615.41	\$267.41

NENANA SUB-DISTRICT.

Station, Superintendent, Fairbanks.
 Station, Asst. Superintendent, Fairbanks.

This is a part of the Fairbanks district and is under
 its office. It is roughly described as extending
 from the Ocean between 150° 11' and 157° west longi-
 tudinal Circle, thence south between 148° 30' and
 150° to the northern boundary of Mt. McKinley
 and is more accurately shown on the accompanying
 map. The important mining districts of the Kantishna,
 Kuskowim and Bonfield.

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



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, aviation fields and telephone lines 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.

Sub-Project No.	Name of Sub-Project	Wagon Road	Sled Road	Trail	Total Miles
5A	Dunbar-Ft. Gibbon	2	109	....	111
5B	Nenana-Campbells .....	....	31	....	31
5C*	Fish Lake-American Creek	4¾	....	....	4¾
5D*	American Creek Aviation Field.....	....	....	....	....
5E*	Tanana Aviation Field .....	....	....	....	....
9	Rampart-Eureka	4½	23	....	27½
17	Ft. Gibbon-Kaltag .....	....	....	257	257
17C*	Nulato Aviation Field .....	....	....	....	....
17D*	Tanana-Koyukuk Station Telephone Line .....	....	....	....	....
22	Hot Springs-Sullivan Creek	10	....	....	10
29	Ft. Gibbon-Bettles .....	....	....	156	156
29A	Bettles-Coldfoot .....	....	52½	....	52½
29C	Mile 70-Hughes .....	....	....	60	60
29D	Wild River Trail .....	....	....	57	57
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 .....	....	....	....	....
46L	Toklat Reconnaissance .....	....	....	....	....
46M*	Nenana Aviation Field .....	....	....	....	....
46N*	Knight's Aviation Field .....	....	....	....	....
47	Coldfoot-Wiseman .....	....	11	....	11
47A*	Wiseman Aviation Field .....	....	....	....	....
47B	Nolan Branch	2½	3	....	5½
47C	Wiseman-Hammond	6	....	....	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	137¾	505½	747	1,390¾

(*)—Territorial project.

DESCRIPTION.

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

5A—Reclassified, 2 miles wagon road, 109 miles sled road. 4 miles of this route common to Route 22 have been dropped.

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, $4\frac{1}{4}$ miles up American Creek, serving placer operations. The Fish Lake landing is reached by gas boat from the Tanana River up Fish Creek.

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.

5E—This landing field, 250 by 800 feet, is situated on the north bank of the Tanana River one mile east of the town of Tanana.

9—Reclassified, $4\frac{1}{2}$ miles wagon road, 23 miles sled road.

17C—This landing field, 225 by 950 feet, is partly within the village of Nulato, on the north bank of the Yukon River.

17D—This is a section of the abandoned Signal Corps telegraph line between Tanana and Koyukuk Station, now maintained by funds contributed by the Territory of Alaska.

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.

29D—This trail extends from Bettles up the right limit of the Koyukuk River to the mouth of Wild River, thence up the Wild River Valley.

30A—This is an alternate route to Route 22 between Hot Springs and Tofty 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 is the limit of Hot Springs Slough, Hot Springs and adjacent to the

38E—This wagon road has been completed between the road will eventually be

38K—This airplane landing field is located at the limit of the town of Ruby. The field is 70 feet wide at one end to 70

46A—This route formerly reclassified as 6 miles wagon road it is possible during dry weather a lightly loaded buckboard are impassable for wheelers.

46F—This road connects the road and serves several farms and light automobile traffic.

46G—This sled road extends from Kobi to the Bonfield place and foot trail for summer use.

46H—This airplane landing field is located at the east end of the roadhouse at the east end long and averages 600 feet

46J—This landing field is located at the limit of Moose Creek between

46K—This landing field is located on the bank of the McKinley River at the foot of the roadhouse at New

46M—This landing field is located at the Nenana townsite. It is 350 feet wide by 350 feet

47—Reclassified, 11 miles

47A—This airplane landing field is located at Wiseman. It is 350 feet

47B—This route branches off one mile from the village of Nolan Creek activities on Nolan Creek and 3 miles of sled road.

ON.

II, Annual Report for 1924.
could be noted:

oad, 109 miles sled road. 4
2 have been dropped.

Nenana down the right limit
oadhouse where it joins the
is an alternate route to that

ding at Fish Lake, 4¼ miles
operations. The Fish Lake
the Tanana River up Fish

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oad, Route 5C. It is ad-
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ounting to \$390.00.

300 feet, is situated on the
le east of the town of Tanana.

oad, 23 miles sled road.

feet, is partly within the vil-
le Yukon River.

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tion, now maintained by funds

wagon road.

trail.

all extending from Mile 70 on
lage of Hughes on the Koyu-
miners and prospectors on the

les up the right limit of the
River, thence up the Wild

oute 22 between Hot Springs
arriers in early fall and late
avel the ice of Hot Springs

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.

38E—This wagon road is now under construction. 13½ 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 23 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 2¼ 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.

46M—This landing field is situated at the southeast corner of the Nenana townsite. The average dimensions of the field are 350 feet wide by 850 feet long.

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 2¼ miles of wagon road and 3 miles of sled road.

47C—This route extends from Wiseman to the placer diggings on Hammond River. The route has been improved so that wagons may be used throughout.

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 back of and adjacent to the village of Brooks. The field is 200 by 800 feet.

OPERATIONS DURING YEAR.

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

5A—2 miles of this route were improved to wagon road standard between the town of Tanana and the Mission.

5C—This route was further improved. 3½ miles were machine graded to an average width of 20 feet, 2,407 lin. ft. of corduroy were placed and covered and 13 timber culverts installed. The American Creek Dredging Company handled the work without charge for superintendence and furnished all equipment as well as supplying additional labor.

5E—This field was cleared, grubbed, stripped and partially leveled. The maximum width is 250 feet and the maximum length 800 feet.

9—554 linear feet of lightly constructed frame bent, native peeled timber trestle bridges were built as renewals.

17C—This field was completed, increasing its size by .37 acres and making the total acreage 4.03. Its longest dimension is 950 feet and its greatest width 225 feet. Work involved moving 1,000 cu. yds. earth and a considerable area had to be cleared.

17D—The entire line was covered between Tanana and Galena, a distance of 194 miles. Three miles of new line were constructed, 350 poles and tripods erected and 21 breaks repaired. Over the larger part of the line only temporary repairs were made.

29D—An old trail was rehabilitated. The trail was cleared of brush and widened.

38E—Work on this road consisted principally of covering old corduroy, grading and laying new corduroy. 10,819 linear feet of corduroy were laid, 1.85 miles covered with 4,067 cu. yds. of earth and gravel. 80 miles were graded and 32 native timber culverts constructed.

46E—Four miles of new between Miles 78 and 82. Constructed at Mile 82.

46F—232 cu. yds. of miles.

46L—A reconnaissance up the Toklat River for development.

46M—A large part of condition on the east end of A cabin located in this section acquired title to the ground valued at \$180.00.

46N—An investigation agency landing field near upon which a suitable large cost.

47B—1½ miles were grading.

63C—2 miles of track where most needed.

63E—A new field was ground back of the town ped, plowed and leveled valued at \$400.00.

90D—Shelter Cabins.

No. Route	Location
9	21 miles from Rampart .....St.
9	10½ miles from Rampart .....Ch.
29	22 miles from Tanana .....St.
29	33 miles from Tanana .....St.
29	45 miles from Tanana .....St.
29	70 miles from Tanana .....St.
29	80 miles from Tanana .....St.
29	134 miles from Tanana .....St.
29	140 miles from Tanana .....St.
29	148 miles from TananaSt.
29A	16 miles from Bettles12
29A	41 miles from Bettles12

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 en improved so that wagons

by the Territory on June 11,
 d operated by this Commis-
 duced from \$80.00 to \$20.00

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NG YEAR.
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 Mission.

d. 3½ miles were machine
 2,407 lin. ft. of corduroy were
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 its longest dimension is 950
 Work involved moving 1,000
 had to be cleared.

between Tanana and Galena,
 of new line were constructed.
 breaks repaired. Over the
 repairs were made.

The trail was cleared of

principally of covering old
 uroy. 10,819 linear feet of
 with 4,067 cu. yds. of earth
 2 native timber culverts con-

46E—Four miles of new trail (relocation) were constructed between Miles 78 and 82. One 30-foot native timber bridge was constructed at Mile 82.

46F—232 cu. yds. of gravel were placed as surfacing over 0.4 miles.

46L—A reconnaissance was made over the route from Knights up the Toklat River for a sled road to serve prospective mineral development.

46M—A large part of this field is on the old ball park. An addition on the east end of 200 by 500 feet was plowed and leveled. A cabin located in this section was removed and the City of Nenana acquired title to the ground. The citizens cooperated with labor valued at \$180.00.

46N—An investigation was made of proposed sites for an emergency landing field near Knight's Roadhouse. No site was found upon which a suitable landing field could be built at a reasonable cost.

47B—1½ miles were improved to wagon road standard by hand grading.

63C—2 miles of track were renewed, consisting of small sections where most needed.

63E—A new field was located adjacent to and on the high ground back of the town of Brooks. The field was grubbed, stripped, plowed and leveled. Local citizens cooperated with labor valued at \$400.00.

90D—Shelter Cabins, 4th Division.

No. Route.	Location	Work Done	Cost
9	21 miles from Rampart	Stove installed	\$ 20.26
9	10½ miles from Rampart	Cabin built, stove installed	200.00
29	22 miles from Tanana	Stove installed	20.71
29	33 miles from Tanana	Stove installed	20.71
29	45 miles from Tanana	Stove installed	20.71
29	70 miles from Tanana	Stove installed	20.71
29	80 miles from Tanana	Stove installed	23.80
29	134 miles from Tanana	Stove installed	23.80
29	140 miles from Tanana	Stove installed	23.81
29	148 miles from Tanana	Stove installed	23.81
29A	16 miles from Bettles	12'x12' cabin built, stove installed	208.40
29A	41 miles from Bettles	12'x14' cabin built, stove installed	227.21

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29C	9 miles from junction with Route 29	Remaining bills for cabin	75.00
29D	30 miles from Bettles	12'x14' cabin built, stove installed	223.76
29D	40 miles from Bettles	12'x14' cabin built, stove installed	223.78
46	43 miles from Kobi	Stove pipe installed	.86
46G	17 miles from Kobi	Stove installed	18.25
46G	30½ miles from Kobi	Stove installed	18.26
46L	12 miles from Knights	12'x14' cabin built	100.00
46L	18 miles from Knights	12'x14' cabin built	100.00
46L	26 miles from Knights	12'x14' cabin built	100.00
46L	38 miles from Knights	12'x14' cabin built	189.96
63	50 miles from Dunbar	12'x14' cabin built, stove installed	298.29
Total			\$2,182.09

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	108¾	\$48,151.08	\$442.77
Tramway	13	12,263.00	943.33
Sled Road	387½	3,726.92	9.62
Trail	662	3,072.27	4.64
Totals	1171¼	\$67,213.27	\$ 57.39

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

ANNUAL REPORT

this region so that only short system of roads serving the centers about Wasilla which centers about Anchorage.

An especial effort has been made to furnish adequate roads, sled routes in order that traffic may be maintained.

The most important roads have been constructed in cooperation with the McKinley National Park.

Shelter cabins and aviation routes in the Territory. Of the most important through routes are supported by the Territory jointly, and the purpose is to be carried out conclusively.

FEDERAL

Sub-Project No.	Name of Sub-Project
10D*	Seward Aviation Field
20B	Susitna-Rainy Pass
20H	Nancy-Susitna
20J	Susitna-Tyonek
20K*	Susitna Aviation Field
20L*	Skwentna Aviation Field
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
35J	Wasilla-Matanuska
35K	Matanuska Trunk Road
35N	Houston-Willow Creek
35O	Fishhook-Goldmint
35S	Moose Creek Trail
35T	Werner Connection
35U*	Moose Creek Aviation Field
35V*	Fishhook Aviation Field
35W*	Wasilla Aviation Field
46D	McKinley Park Road
48	Iliamna Bay-Iliamna
51	Talkeetna-Cache Creek
51A	Cache Creek Trail
51B	Peters Creek Trail
51C	Yentna-Mills Creek
51D	Mile 32-Spruce Creek
51E	Mills Creek-Cache Creek
51F*	Cache Creek Aviation Field
55	Kenai-Russian River
55A*	Kenai Aviation Field
75	Anchorage Loop
75D	Anchorage Warehouse
75E	McDonald Branch
75H*	Spenard Aviation Field
76	Cantwell-Valdez Creek

ROAD COMMISSION

for cabin	75.00
lt, stove installed	223.76
lt, stove installed	223.78
lled .....	.86
.....	18.25
.....	18.26
ilt	100.00
ilt	100.00
ilt	100.00
ilt	189.96
ilt, stove installed	298.29
.....	\$2,182.09

WAGON AND NEEDS.

Trail for wagon traffic for which the road from Long southward to the Brooks tram requires further work around Wiseman should be provided. Winter sled roads and trails where required. New trails for development and traffic

EXPENDITURES.

Expenditure	Unit Cost Dollars per Mile
\$48,151.08	\$442.77
12,263.00	943.33
3,726.92	9.62
3,072.27	4.64
\$67,213.27	\$ 57.39

WAGON DISTRICT.

Trail, Anchorage, Alaska.
Trail, Seward, Alaska.
Trail, Anchorage, Alaska.
Peninsula, the northern part of which and all the territory tributary to the northern boundary of Mt. McKinley National Park, and Cook Inlet and 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 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, less important projects by the Alaska Road Commission and the Territory jointly, and the purely local projects by the Territory exclusively.

FEDERAL PROJECTS.

SUMMARY.

Sub-Project No.	Name of Sub-Project	Wagon Road	Sled Road	Trail	Total Miles
10D*	Seward Aviation Field .....	.....	.....	.....	.....
20B	Susitna-Rainy Pass .....	.....	.....	127	127
20H	Nancy-Susitna .....	.....	.....	22	22
20J	Susitna-Tyonek .....	.....	.....	10	10
20K*	Susitna Aviation Field .....	.....	.....	.....	.....
20L*	Skwentna Aviation Field .....	.....	.....	.....	.....
35A	Archangel Extension	5½	.....	.....	5½
35AA	Sherry Branch .....	.....	.....	½	½
35AB	Fairangel Extension	½	.....	.....	½
35B	Palmer-Fishhook	8½	.....	.....	8½
35D	Willow Creek Extension	12½	.....	.....	12½
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
35O	Fishhook-Goldmint .....	.....	6	.....	6
35S	Moose Creek Trail .....	.....	.....	12	12
35T	Werner Connection	1¾	.....	.....	1¾
35U*	Moose Creek Aviation Field .....	.....	.....	.....	.....
35V*	Fishhook Aviation Field .....	.....	.....	.....	.....
35W*	Wasilla Aviation Field .....	.....	.....	.....	.....
46D	McKinley Park Road	34	.....	53	87
48	Iliamna Bay-Iliamna Lake .....	.....	.....	12	12
51	Talkeetna-Cache Creek	23½	18	.....	41½
51A	Cache Creek Trail .....	.....	.....	11½	11½
51B	Peters Creek Trail .....	.....	.....	14¾	14¾
51C	Yentna-Mills Creek .....	.....	.....	19	19
51D	Mill 32-Spruce Creek .....	.....	7½	.....	7½
51E	Mills Creek-Cache Creek .....	.....	.....	23	23
51F*	Cache Creek Aviation Field .....	.....	.....	.....	.....
55	Kenai-Russian River .....	.....	60	.....	60
55A*	Kenai Aviation Field .....	.....	.....	.....	.....
75	Anchorage Loop	19½	.....	.....	19½
75D	Anchorage Warehouse .....	.....	.....	.....	.....
75E	McDonald Branch	1¾	.....	.....	1¾
75H*	Spenard Aviation Field .....	.....	.....	.....	.....
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 .....	....	9	....	9
93C*	Curry Aviation Field .....	....	....	....	5
94	Kodiak-Abberts	5	....	....	5
95	Kanatak-Becharof Lake	8¾	....	....	8¾
96	Chickaloon-King River .....	....	6½	....	6½
96A	Chickaloon Cable .....	....	....	....	....
96B	Chickaloon-Nelchina .....	....	....	20	20
98	Homer Spit	8½	....	....	8½
98A*	Nuka Bay Trail .....	....	....	1¼	1¼
Totals		187¼	192	426	805¼

DESCRIPTION.

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

10D—This landing field is 200 by 1000 feet situated on the grounds of the radio station 1½ miles from Seward.

20J—This winter trail route follows the right limit of the Susitna River and the north shore of Cook Inlet connecting the villages of Susitna and Tyonek. Only a portion of the route was improved during the past season.

20K—This landing field is located near Susitna Station on the Susitna River at the head of Cook Inlet.

20L—This landing field is located on an old river bar of the Skwentna River 6 miles above Skwentna Roadhouse. It is laid out 200 by 1000 feet.

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.

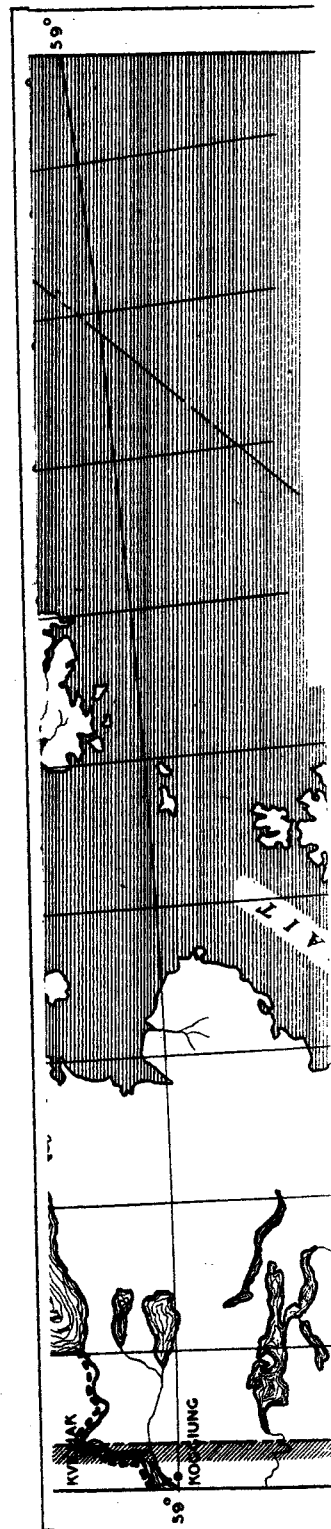
35AB—Leaving the Archangel Extension road, Route 35A, at Mile 4 this road crosses Fairangel Creek and extends to the workings of the Talkeetna Mining Co.

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

35D—This road is now 12½ miles in length having been extended 1½ miles this year.

35F—Mileage corrected to 14½ miles.

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



ROAD COMMISSION

.....	85	86
.....	12	12
.....	9	9
.....	8 1/2	6
.....	6 1/2	8 3/4
.....	20	20
.....	1 1/4	8 1/2
.....	1 3/4	1 1/4
.....	37 1/2	192
.....	426	806 1/4

N. Annual Report for 1924. should be noted:

1000 feet situated on the from Seward.

the right limit of the Susilna Inlet connecting the villages of the route was improved

near Susitna Station on the t.

on a river bar of the via house. It is laid

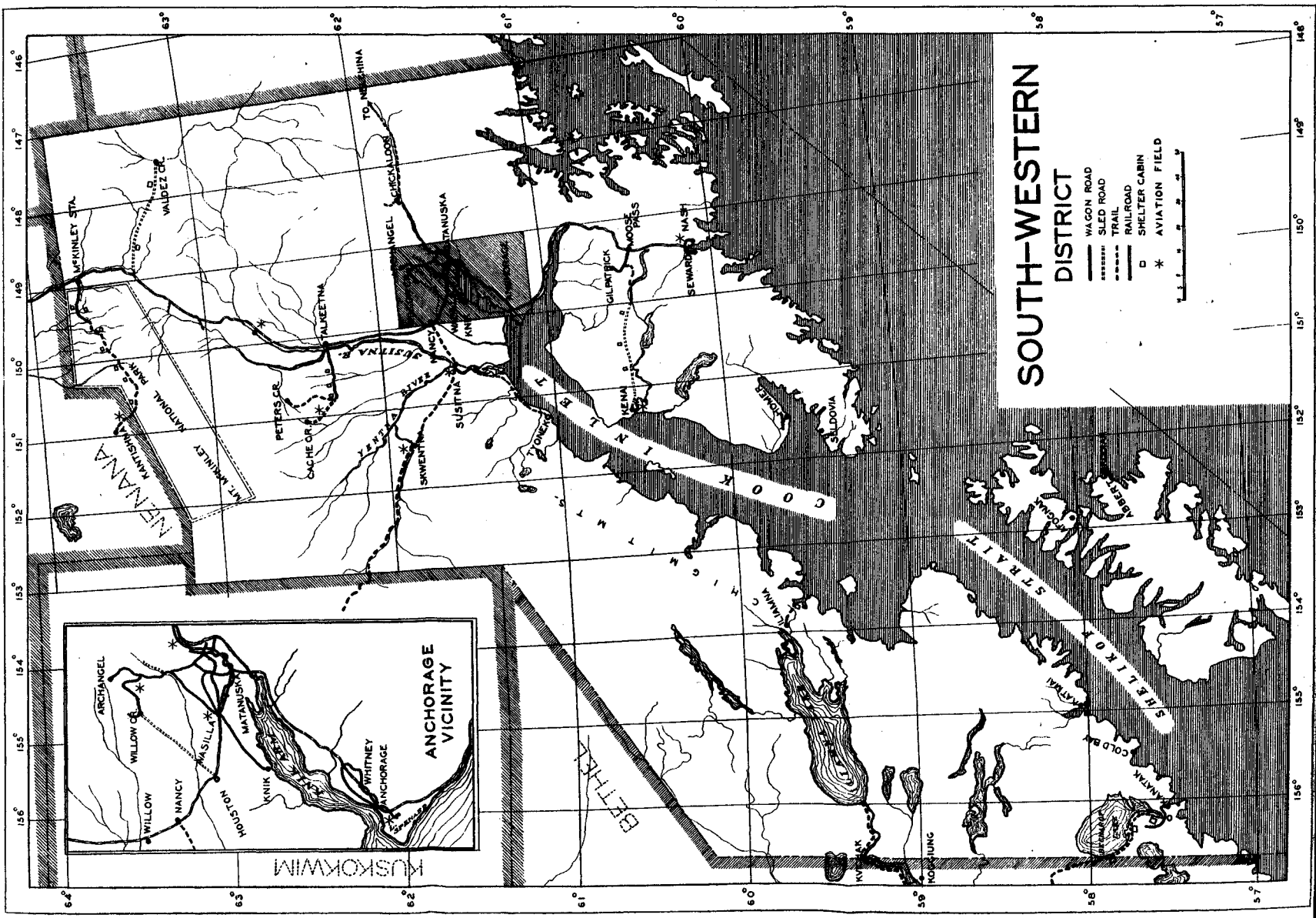
extension road, Route 35A, at rock one-half mile to a point

extension road, Route 35A, at k and extends to the work-

hook since this route con- the Wasilla-Fishhook road.

n length having been ex-

ed of 19.



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.

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.

35U—This field is located on the right limit of Moose Creek $\frac{1}{2}$ mile south of the Premier Coal Mine. It is 900 feet long by 200 feet wide.

35V—This field is located along the road from Fishhook Inn to the Willow Creek mines, 4 miles from Fishhook Inn. The field is 150 by 930 feet.

35W—This field 200 by 1000 feet is located on the north side of The Alaska Railroad 1 mile west of Wasilla station.

46D—This road extended to a total length of 34 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.

51F—This field, 200 by 1000 feet, is located on the divide between Peters and Cache Creeks near Mile 33 of the Talkeetna-Cache Creek road.

55A—This field, 200 by 1200 feet, is located about $\frac{1}{4}$ mile north of the town of Kenai.

75—Length of route $19\frac{1}{2}$ miles. This project now includes that section of road formerly carried as project 75B, Anchorage-Whitney.

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.

75H—This field is located on the northwest shore of Lake Spenard, 4 miles from Anchorage. The field is 200 by 1000 feet.

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

93A—Length of route 12 miles.

93B—This sled road extends east from Chulitna Station, Mile 274 on The Alaska Railroad, to the mining operations on Portage Creek.

93C—This field, 200 by 1100 feet, is located at Curry Station on The Alaska Railroad.

94—This entire route is now improved to wagon road standard.

95—This project comprises $8\frac{3}{4}$ 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.

96B—This route extends from Chickaloon, the terminus of the Matanuska branch of The Alaska Railroad, to placer mines in the Nelchina district, distant 60 miles. During the past season improvements were made over the first 20 miles of the route.

98—This is a project begun in 1925 to consist of $16\frac{1}{2}$ 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.

OPERAT

The important operations be summarized by routes:

10D—The field was cleared and leveled. The City of Anchorage is now toward the work.

20H—The trail was cleared over all lake crossings. Tripods were erected over open stretches. One native trail was used. This trail is now passing.

20J—Four miles of trail were cleared wide from Susitna Station. Tripods were erected across open stretches over the entire route.

20K—A reconnaissance trip was made to locate suitable fields for farming. One was located but it was not cleared this season.

20L—This site was located as mentioned above. A contract was made but was not completed last season.

35B— $\frac{1}{2}$ mile of this road was cleared. Trunk road to the Werner was cleared, grubbing and regrading.

35D—The road was extended for mining operations. The road was cleared of earth and loose rock, and the installation of 23 metal culverts.

35E—A 60-foot pony road was constructed (renewal).

35J—The road was widened and was constructed on the north side of two railroad crossings.

35K—The road was widened and 8,000 lin. ft. of gravel was placed on flat near Matanuska.

35S—A bridge was built over the river of one 30-, and 20- and 10-foot spans.

35U—This field is located near a farm and had been cleared.

is located about $\frac{1}{4}$ mile north

This project now includes
ed as project 75B, Anchorage-

ne Anchorage-Eagle River road
l serving several farms.

the northwest shore of Lake
The field is 200 by 1000 feet.

from Egegik on Kvichak Bay,
uthwest side of Becharof Lake
through route from Bethel to

st from Chulitna Station, Mile
mining operations on Portage

et, is located at Curry Station

proved to wagon road standard.

miles wagon road.

able tram across the Matanuska
Chickaloon River. It provides
ects from the railroad.

Chickaloon, the terminus of the
railroad, to placer mines in the

During the past season im-
t 20 miles of the route.

925 to consist of $16\frac{1}{2}$ miles of
extends up Homer Spit from
of farm lands.

water at Nuka Bay, situated 80
left limit of Nuka River to the
s property and other lode pros-
ack horses or double enders.

OPERATIONS DURING YEAR.

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

10D—The field was cleared of trees, stumps grubbed and the area leveled. The City of Seward contributed \$142.80 in cash toward the work.

20H—The trail was cleared 8 feet wide through timber around all lake crossings. Tripods were erected and signs placed across open stretches. One native timber bridge, 70 lin. ft., was constructed. This trail is now passable in summer.

20J—Four miles of trail were cut out through timber 8 feet wide from Susitna Station to the crossing of the Susitna River and tripods erected across open stretches. A reconnaissance was made over the entire route.

20K—A reconnaissance of this district was made in an effort to locate suitable fields for emergency landings. A suitable site was located but it was not feasible to initiate construction this season.

20L—This site was located, and staked out on the trip mentioned above. A contract was let for the construction but the work was not completed last season.

35B— $\frac{1}{2}$ mile of this road from the junction of the Matanuska Trunk road to the Werner connection was improved consisting of clearing, grubbing and regrading to a width of 20 feet.

35D—The road was extended up Craigie Creek $1\frac{1}{2}$ miles to new mining operations. The work consisted in removing 4067 cu. yds. of earth and loose rock, 1590 cu. yds. gravel surfacing and installation of 23 metal culverts.

35E—A 60-foot pony truss span with 36 lin. ft. of approaches was constructed (renewal) over Little Susitna River.

35J—The road was widened, Miles 4 to 6. A $\frac{3}{4}$ mile relocation was constructed on the north side of The Alaska Railroad eliminating two railroad crossings.

35K—The road was regraded and widened between Miles $4\frac{1}{2}$ and 8. 1200 lin. ft. of brush corduroy were laid and surfaced with gravel on flat near Matanuska. 4 metal culverts were installed.

35S—A bridge was built over Moose Creek at Mile 4, consisting of one 30-, and 20- and one 10-foot span, all of native timber.

35U—This field is located on ground that was formerly part of a farm and had been cleared and grubbed. The area was leveled.

35V—The area was cleared and grubbed, 30 cu. yds. of large stones were removed and 147 cu. yds. of gravel placed on wet portions. Holes were filled and 780 lin. ft. of drainage ditch constructed.

35W—This field is located on part of an abandoned farm on ground that had been cultivated. The entire area was plowed, harrowed and dragged.

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

The National Park section of the project was adopted by Congress in the Act of April 9, 1924, providing for a 3-year road program for the National Parks. It provides for the construction of 33 miles of road and 70 miles of trail within the Park at a first cost of \$272,700. The first National Park funds to become available were appropriated by the Act of March 3, 1925, for the support of the activities of the Interior Department. \$80,000 of Park Road funds were allotted to this project for the fiscal year 1925, \$50,000 for the fiscal year 1926, \$16,000 for the fiscal year 1927, and \$65,000 for the fiscal year 1928.

A new program for National Park roads was adopted by Congress in the Act of March 7, 1928. It provides for the extension of the McKinley Park road to Copper Mountain.

During the past season the road was opened up 12 miles to Igloo Creek, Mile 34. The section from the railroad to the Sanctuary River was widened and improved. This section was maintained in good condition.

New work included 10 miles cleared, grubbed and stripped, 11 miles graded, 2½ miles gravel surfaced, 4 frame bent bridges constructed (71 lin. ft.) and 64 metal culverts installed.

The coach road up Savage River, branching from the main road in Mile 11, was improved. This provides a 9-mile side trip into an excellent game section.

A garage, 16 feet by 28 feet, was constructed adjoining the warehouse, and a 14 by 16 foot cabin for storage of supplies was erected at Igloo Creek, Mile 34.

The total expenditures to date are classified as follows:

Office Building
 Warehouse and Gar-
 Cabins (Savage, San-
 Trail Tents
 Trail Construction
 Reconnaissance
 Road Construction
 Road Maintenance

Total
 Fiscal Year 1922.....
 1923.....
 1924.....
 1925.....
 1926.....
 1927.....
 1928.....
 Total
 National Park Service
 Territory of Alaska
 Contributed
 Alaska Road Commis

Total
 For the current work
 funds have been allotted.

51—1870 cu. yds. of g
 of old corduroy.

51F—The field was cl
 removed.

55A—This field is loc
 Kenai Agricultural Statio
 and length was performed

75—3740 cu. yds. of g
 of road.

75H—The field was
 sary. One-third of the
 cality, the latter work be

90C—Shelter Cabins,

Route No.	Location
20H	11 miles from Nancy .....12'
48	On Iliamna Bay...Co
51E	Between Lake and Treasure Creeks .....12'
92K	On Becharof Lake, one mile east of Gas Rock .....10'
92K	21 miles from Egegik .....Pl
92K	57 miles from Egegik .....Pl

ROAD COMMISSION

grubbed, 30 cu. yds. of large of gravel placed on wet por. in. ft. of drainage ditch con.

art of an abandoned farm on e entire area was plowed, har-

a cooperative project between he National Park Service in t had been utilizing its funds urchase and freighting of sup- , so that upon National Park be aggressively pushed ahead.

project was adopted by Con- oviding for a 3-year road pro- ovides for the construction of within the Park at a first cost rk funds to become available ch 3, 1925, for the support of ment. \$80,000 of Park Road r the fiscal year 1925, \$50,000 e fiscal year 1927, and \$65,000

k roads was adopted by Con- t provides for the extension of ountain.

l was opened up 12 miles to rom the railroad to the Sanc- ved. This section was main-

ared, grubbed and stripped, 11 ed, 4 frame bent bridges con- verts installed.

branching from the main road ovides a 9-mile side trip into

onstructed adjoining the ware- storage of supplies was erected

e classified as follows:

ANNUAL REPORT ALASKA ROAD COMMISSION

Office Building	\$ 1,777.66
Warehouse and Garage	4,016.97
Cabins (Savage, Sanctuary and Igloo)	3,295.13
Trail Tents	732.50
Trail Construction	4,526.08
Reconnaissance	500.00
Road Construction	189,580.02
Road Maintenance	21,513.76
Total	\$225,942.12
Fiscal Year 1922	\$ 500.00
1923	2,528.90
1924	4,961.74
1925	86,788.17
1926	52,539.40
1927	17,033.62
1928	61,590.89
Total	\$225,942.12
National Park Service	\$206,020.94
Territory of Alaska	732.50
Contributed	700.25
Alaska Road Commission	18,488.43
Total	\$225,942.12

For the current working season (f.y. 1929) \$65,000 of Park Road funds have been allotted.

51—1870 cu. yds. of gravel were placed as surfacing on sections of old corduroy.

51F—The field was cleared of brush, low places filled and rocks removed.

55A—This field is located on a part of what was formerly the Kenai Agricultural Station. Clearing to provide additional width and length was performed and the area leveled.

75—3740 cu. yds. of gravel were placed as surfacing on 3 miles of road.

75H—The field was cleared, grubbed and leveled where necessary. One-third of the area was prepared by residents of the locality, the latter work being valued at \$100.00.

90C—Shelter Cabins, 3rd Division.

Route No.	Location	Work Done	Cost
20H	11 miles from Nancy	12'x14' cabin built	\$ 587.46
48	On Iliamna Bay	Completed partially constructed 12'x14' cabin	340.80
51E	Between Lake and Treasure Creeks	12'x14' cabin built	595.00
92K	On Becharof Lake, one mile east of Gas Rock	10'x12' cabin built	250.00
92K	21 miles from Egegik	Placing stove	2.40
92K	57 miles from Egegik	Placing stove	2.40

96B	20 miles from Chickaloon	.....12'x14' cabin built	585.10
Total			\$2,363.16

90D—Shelter Cabins, 4th Division.

Route No.	Location	Work Done	Cost
76	20 miles from Cantwell	.....Roof on cabin repaired and 16'x20' barn built	\$ 610.00
76	43 miles from Cantwell	.....12'x14' cabin and 16'x20' barn built	1,196.38
Total			\$1,806.38

93B—This winter sled road was constructed during the past season. It is cleared 12 feet wide, and grubbed 8 feet wide. Necessary grading was done along side slopes and one 60-foot truss span with 45 lin. ft. of approach erected.

93C—The area was cleared, grubbed and leveled. Considerable work was required to provide a reasonably level surface. The work was performed by The Alaska Railroad under contract. The Alaska Railroad also cooperated with labor and equipment at an estimated value of \$1,200.00.

94—Grading of this road over the last 2½ miles to Abberts' ranch was completed. The work involved the removal of 4250 cu. yds. of earth, 585 cu. yds. rock. A 120-lin. ft. frame bent trestle was constructed over the Buskin River. 19 metal and 14 timber culverts were installed.

96B—Six miles of trail were cut out 6 feet wide through timber up Boulder Creek.

98—The road was extended 1¾ miles. One 22-ft. span bridge of native timber was constructed and 31 metal culverts installed.

Lowell Creek.

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 was 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 be relined at the end of 7 years.

A Resolution to authorize \$125,000 for the work passed and this amount is required.

An appropriation of \$100,000 was made available by the act of March 2, 1928, by the Territory of Alaska. The work was awarded in June, 1928, and the project and work is now in progress.

PRESENT CONDITIONS

The local roads centering on the Mill Bay are in poor condition for the traffic requirements. In places they show signs of decay and require gravel surfacing to improve them.

The completion of the road to Mill Bay is very desirable. The road at Homer Spit to Seward should help to make the Paigow Pass a more desirable outlet for the promising mill industry.

DISTRIBUTION

Type	
Wagon Road	
Sled Road	
Trail	
Totals	

TERRITORIAL ROAD

Anton Elde,
Garrit Snider, Member

Sub-Project No.	Name of Sul
10B	Seward-Nash
35C	Palmer-Matani
35G	Palmer-Spring
35I	Moose-Palmer
35L	Palmer-Matani
35Q	Edlund Road
35R	Bogard Road
75A	Anchorage-Lal
75C	Chester Creek

Total

It 585.10
 \$2,363.16

ne Cost
 repaired and 16'x20' barn \$ 610.00
 16'x20' barn built 1,196.38
 \$1,806.38

constructed during the past
 and grubbed 8 feet wide. Neces-
 sities and one 60-foot truss span

ed and leveled. Considerable
 reasonably level surface. The
 Railroad under contract. The
 labor and equipment at an

he last 2½ miles to Abberts'
 involved the removal of 4250
 c. A 120-lin. ft. frame bent
 skin River. 19 metal and 14

out 6 feet wide through timber

miles. One 22-ft. span bridge
 31 metal culverts installed.

week.

of the Interior dated May 16,
 of Lowell Creek to determine
 protect the Government proper-
 Alaska, from floods and over-
 ing the summer and report was
 terior on January 19, 1925. The
 0.75, which was paid by The

he improvement of this locality
 of the construction of a rockfill
 ated cost of \$120,000 for con-
 l 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.

An appropriation of \$100,000.00 for this work was made avail-
 able by the act of March 23, 1928, and \$25,000 have been deposited
 by the Territory of Alaska and the City of Seward. A contract
 was awarded in June, 1928, for the construction of the entire pro-
 ject and work is now in progress.

PRESENT CONDITION AND NEEDS.

The local roads centering about Anchorage are in good condi-
 tion for the traffic requirements and need only maintenance. The
 roads around Wasilla are in fair condition for the traffic require-
 ments. 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. The
 completion of this route through the Park would also provide an
 outlet for the promising mineralized area in the Kantishna district.

DISTRIBUTION OF EXPENDITURES.

Type	Miles	Expenditure	Unit Cost Dollars per Mile
Wagon Road	178¼	\$128,173.11	\$719.06
Sled Road	154½	12,648.13	81.86
Trail	267½	8,098.58	30.28
Totals	600¼	\$148,919.82	\$248.09

TERRITORIAL PROJECTS.

Territorial Road Commission, Third Division.

Anton Elde, Chairman and Secretary.

Garrit Snider, Member.

Harry Morrison, Member.

SUMMARY.

Sub- Project No.	Name of Sub-Project	Wagon Road
10B	Seward-Nash	2½
35C	Palmer-Matanuska River	1¼
35G	Palmer-Springer	3
35I	Moose-Palmer	8
35L	Palmer-Matanuska	6¼
35Q	Edlund Road	¾
35R	Bogard Road	7½
75A	Anchorage-Lake Spenard	4
75C	Chester Creek Boat Landing	1
	Total	34¼

DESCRIPTION.

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

35C—Mileage corrected; should be 1¼ miles.

35I—Mileage corrected; should be 8 miles.

35L—Mileage corrected; should be 6¼ miles.

35Q—Road extended ¼ mile, now ¾ mile long.

35R—This road turns west toward a group of farms from Mile 6 of the Matanuska Trunk Road, serving 13 farms. It connects with the Wasilla-Fishhook road just outside of the village of Wasilla.

OPERATIONS DURING YEAR.

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

35G—The road was cleared and graded 14 feet wide between Mile 1½ and 3.

35I—Three miles of this road out of Palmer were cleared and grubbed and graded to a width of 30 feet.

35L—The road was regraded and widened for 3¼ miles from Mile 3 to Palmer. Four metal and one timber culverts were installed.

35Q—The grade leading from the railroad to the flat was widened and the grade reduced. 105 cu. yds. of gravel were placed as surfacing over wet ground and 2 metal culverts installed.

35R—The grubbing and grading 24 feet wide were completed between Mile 4½ and the end, Mile 7½.

75A—696 cu. yds. of gravel were placed as repairs to surface.

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. These 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	34¼	\$13,905.34	\$406.00

KUSKO

Carl Lottsfeld

This district embraces and extends west as far as the valleys of the Iditarod and the Yukon. The routes are centered about 100 miles from the coast.

This district comprises the following routes: Alaska. Freight for Tokotna to Seattle to Bethel and then to Iditarod and Seward, thence by rail to Fairbanks. Freight for smaller boats and sent up the Yukon. Mail is sent by this route. The last described route, a walk overland via Long and people enter and leave McGrath, Telida, Diamond Lake. Limited activities within the district. The great expense of road construction of any through wagon roads.

Shelter cabins, aviation projects in this district. Road Commission.

SU

Sub-Project No.	Name of Sub-Project
20C	Rainy Pass-Big River
20DA	Tokotna-Ophir
20DB	Ophir-Dishkaket
32A	Tokotna-Flat
32AA	Tokotna-Flat (via Y)
32AB	Flat-Moore Creek (G)
32AC	Candle Creek-Tokotna
32B	Iditarod-Flat
32C	Ophir-Iditarod
32D	Flat-Crooked Creek
32DD	Flat-Georgetown (G)
32E*	Tokotna Aviation Field
32F	Tokotna Depot
33C	Flat City-Flat Creek
33D	Head Flat Creek-W
33E	Willow Creek-Chick
33F	Flat City-Otter I
33G	Candle Landing-Candle
33H*	Flat Aviation Field
34A	Flat-Holy Cross-A
34B	Iditarod-Shageluk
38E	Poorman-Cripple
38C	Ophir-Cripple (Win)
38D	Ophir-Tokotna
38DA*	Little Creek Road
38F	Poorman-Ophir
38G	Tokotna-Tokotna I

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.

SUMMARY OF ROADS.

Sub-Project No.	Name of Sub-Project	Wagon Road	Sled Road	Trail	Total Miles
20C	Rainy Pass-Big River	....	....	110	110
20DA	Tokotna-Ophir	....	19	....	19
20DB	Ophir-Dishkaket	....	....	55	55
32A	Tokotna-Flat	....	....	95	95
32AA	Tokotna-Flat (via Moore Creek)	....	....	93	93
32AB	Flat-Moore Creek (Summer)	....	....	7	7
32AC	Candle Creek-Tokotna	....	....	12	12
32B	Iditarod-Flat	8	....	....	8
32C	Ophir-Iditarod	....	....	79	79
32D	Flat-Crooked Creek (Winter)	....	....	54	54
32DD	Flat-Georgetown (Summer)	....	....	65	65
32E*	Tokotna Aviation Field	....	....	....	....
32F	Tokotna Depot	....	....	....	....
33C	Flat City-Flat Creek	5	....	....	5
33D	Head Flat Creek-Willow Creek	4½	....	....	4½
33E	Willow Creek-Chicken Creek	3	....	....	3
33F	Flat City-Otter Discovery	3	....	....	3
33G	Candle Landing-Candle Creek	9	....	....	9
33H*	Flat Aviation Field	....	....	....	....
34A	Flat-Holy Cross-Anvik	....	....	106	106
34B	Iditarod-Shageluk-Anvik	....	....	75	75
38E	Poorman-Cripple	....	....	47	47
38C	Ophir-Cripple (Winter)	....	....	47	47
38D	Ophir-Tokotna	22	....	....	22
38DA*	Little Creek Road	2	....	....	2
38F	Poorman-Ophir	....	....	125	125
38G	Tokotna-Tokotna Landing	1½	....	....	1½

SECTION.
Part II, Annual Report for 1924.
noted:

be 1¼ miles.

be 8 miles.

be 6¼ miles.

low ¾ mile long.

ard a group of farms from Mile
serving 13 farms. It connects
just outside of the village of

URING YEAR.

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ad graded 14 feet wide between

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and one timber culverts were in-

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al culverts installed.

g 24 feet wide were completed
e 7½.

re placed as repairs to surface.

ION AND NEEDS.

up are earth surfaced and serve
or the purpose though generally
oft in wet weather. These routes
standard throughout and some
needed.

EXPENDITURES.

Expenditure	Unit Cost Dollars per Mile
\$13,905.34	\$406.00

38H*	Ganes Creek Road	14	....	....	14
38M*	Ophir-Aviation Field .....	....	....	....	....
64A	Cripple-Cripple Mt. (Summer) .....	....	....	12	12
64AA	Cripple-Cripple Mt. (Winter) .....	....	20	....	20
80A	McGrath-Tokotna (Summer) .....	....	....	5	5
80AA	McGrath-Tokotna (Winter) .....	....	....	17	17
80B	McGrath-Telida .....	....	....	96	96
80C	McGrath-Candle Creek .....	....	....	11	11
80D	Nixon Fork-Nixon Mine .....	....	....	37	37
80E	Tokotna-Twin Peaks .....	....	....	12	12
80F	Medfra-Nixon Mine	12	....	....	12
80G	Nixon Fork-Tokotna (Summer) .....	....	....	15½	15½
80GG	Nixon Fork-Tokotna (Winter) .....	....	14½	....	14½
80H*	McGrath Aviation Field .....	....	....	....	....
80J*	Medfra Aviation Field .....	....	....	....	....
90D*	Shelter Cabins .....	....	....	....	....
	Totals	84	53½	1175½	1313

(*)—Territorial Projects.

DESCRIPTION.

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

32D—This trail was relocated in part. The correct length is now 54 miles.

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

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

34A—This trail was improved through to Holy Cross. Correct length is 106 miles.

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

38D—This road is now completed between Ophir and Tokotna. Length is 22 miles.

38DA—This road branches from the Tokotna-Ophir road in Mile 17 and extends 2 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.

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Week Road	14	14
Aviation Field	12
Cripple Mt. (Summer)	12	12
Cripple Mt. (Winter)	20	20
Tokotna (Summer) .....	.....	5	.....	5
Tokotna (Winter) .....	.....	17	.....	17
Tulda .....	.....	96	.....	96
Candle Creek .....	.....	11	.....	11
PH-Nixon Mine .....	.....	37	.....	37
Pin Peaks .....	.....	12	.....	12
Nixon Mine	12	.....	.....	12
Tokotna (Summer) .....	.....	15½	.....	15½
Tokotna (Winter) .....	.....	14½	.....	14½
Aviation Field .....	.....	.....	.....	.....
Aviation Field .....	.....	.....	.....	.....
Aviation Field .....	.....	.....	.....	.....
Aviation Field .....	.....	.....	.....	.....
Aviation Field	84	53½	1175½	1313

and Projects.

DESCRIPTION.

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

Trail was relocated in part. The correct length is

airplane landing field is located on a hill just back Tokotna. It is 500 feet wide by 1,000 feet long.

landing field is situated 1½ miles northeast of the Tokotna. The field is 400 feet wide and 1,400 feet long and in good condition.

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dog sled trail connecting Iditarod with Anvik, on the way of Shageluk.

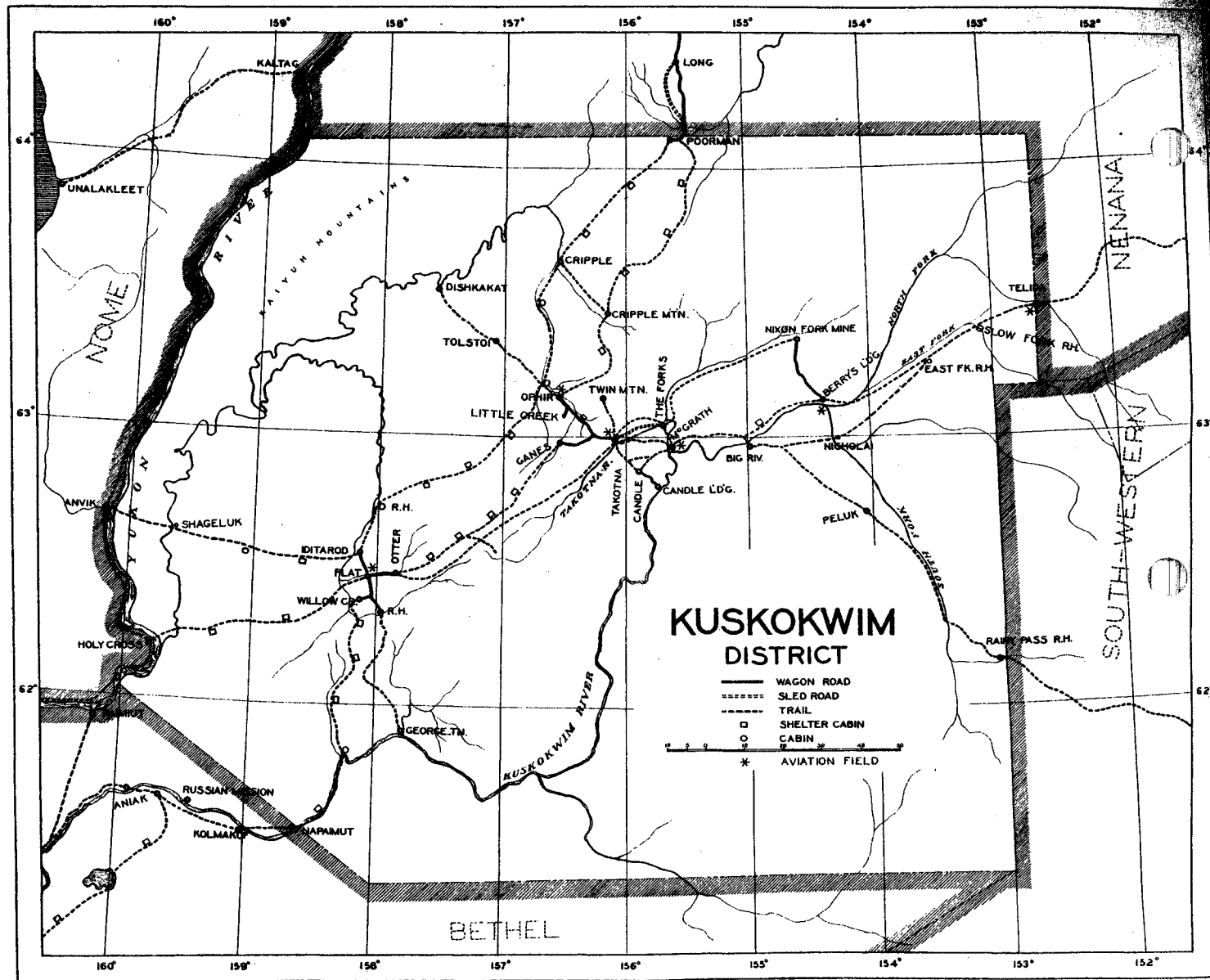
road is now completed between Ophir and Tokotna.

road branches from the Tokotna-Ophir road in Mile 2 miles up Little Creek serving a dredge and other

project includes the former routes 38H and 38I. Total length of wagon road.

landing field is located adjacent to the village of Aniak, one runway being 200 by 750 feet and the other 150 feet.

road branches from the Cripple-Poorman winter road from Cripple and extends 20 miles up the Colorado River to the mining operation around Cripple Mountain.



80H—This landing field, 400 by 1000 feet, is located on the left bank of the Tokotna River, one-quarter mile upstream from its confluence with the Kuskokwim River and adjacent to the village of McGrath.

80J—This field is located on a bar on the left limit of the Kuskokwim river directly opposite Medfra roadhouse and post office. It is 400 by 1000 feet.

OPERATIONS DURING YEAR.

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

20DA—This sled road was relocated for 11½ miles, crossing the divide by a different route than that used in summer.

32D—This trail was relocated and constructed for 18 miles to avoid winter glaciers on the old route and shorten the distance 5 miles.

33F—Additional improvement was made to the section of this road leading to dredging operations on Otter Creek. 110 lin. ft. of corduroy were laid and 925 lin. ft. gravel surfaced.

34A—This trail was brushed out and straightened in many sections. All open stretches were tripoded and two small bridges constructed.

34B—The section of this trail between Shageluk and Anvik was cut out twelve feet wide through timber and four miles of open country were tripoded.

38D—The last mile of this road into Ophir was constructed and additional gravel surfacing placed. This work comprised 1690 lin. ft. of brush corduroy, 3000 lin. ft. of grading and 4½ miles gravel surfaced. 18 timber culverts were installed.

38DA—Grading on this route was extended ½ mile to the 2-mile point. The right of way was cleared and grubbed and stripped to Mile 3 in preparation for grading next season.

38M—This field was lengthened 168 feet and 1850 lin. ft. of drainage ditches constructed.

80AA—A suspension bridge of 78-foot span was constructed over the Tatalina River. The trail from this bridge to the Tokotna River was relocated for 4 miles.

80H—A new location for this field was selected. The entire area was cleared and stumps pulled. An area 200 by 700 feet was partially leveled with the grader.

80J—All driftwood and stumps were removed from the area and the field was dragged and leveled.

90D—Shelter Cabins, 4th Division.

Route	Location	Work Done	Cost
32C	18 miles from Ophir	New damper	\$.50
32C	Fritz's, 33 miles from Ophir	New stove and timber bunks installed	67.80
32AA	16 miles from Flat	Stove pipe and damper	4.75
32AA	32 miles from Flat	Stove pipe and damper	4.75
34B	15 miles from Iditarod, Little Yentna River	12'x14' cabin built, stove installed	400.00
Total			\$ 477.80

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 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	49	\$27,115.56	\$553.38
Sled Road	39	305.55	7.83
Trail	585	7,084.32	12.11
Totals	673	\$34,505.43	\$ 51.27

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 vicinity 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 the freight is landed at the navigation and moved to roads in summer or over

The most important serving the extensive m Shelton Tram and connection Deering and Candle, the Paga, and the system of tire District.

Shelter cabins and av the Territory—the Seward Alaska Road Commission. supported jointly by the sion.

SUMMA

Sub-Project No.	Name of Sub-Project
8	Nome-Council
8D	Council-Ophir Creek
8H	Casa de Paga Road
8J	Shovel Creek
8K*	Council Aviation Field
8L	Port Safety Aids
13A	Nome-Bessie
13B	Bessie-Banner
13C	Bessie-Little Creek
13F	Nome-Osborne
13K	Bessie-Buster
18	Kaltag-Nome
18A	Bonanza-Kotzebue
18B	Golovin-Council
18D*	Unalakleet Aviation
18E*	Solomon Aviation Field
18F*	Golovin Aviation Field
18G*	Moses Aviation Field
18H*	Koyukuk Station-Telephone Line
21	Unalakleet-St. Michael
25C	Nome-Wireless
25D	Mouth of Center Creek
25E	Submarine Paystreak
25F	Anvil-Glacier
25G	Snake River Extension
25K	Nome City Wharf
25L*	Nome Aviation Field
25M*	Telephone Lines, Section
25N	Nome City Streets
25P	Nome Harbor Light
26	Candle-Candle Creek
26A	Kugruk River Approach
26B	Bear Creek Trail
26C	Candle-Kiwalik
26D*	Kiwalik Aviation
26E*	Candle Aviation Field
27	Deering-Inmachuk
28	Shelton-Candle
28A	Nome-Taylor
37	Topkok-Candle
37A	Bluff-White Mountain
41	Kiana-Klery Creek

re removed from the area and

	Cost
.....	\$ 50
limber bunks installed	67.80
lamper	4.75
lamper	4.75
stove installed	400.00
.....	\$ 477.80

LAND NEEDS.

district, in view of the limited by the Kuskokwim, Yukon, ensive system of summer and Summer mail and passenger by the extension of the Ruby-ir. The Tokotna-Ophir road aintenance and some additional ne or two seasons. The winter nd the road from Iditarod to

EXPENDITURES.

Expenditure	Unit Cost Dollars per Mile
\$27,115.56	\$553.33
305.55	7.83
7,084.32	12.11
\$34,505.43	\$ 51.27

DISTRICT.

Superintendent.

Superintendent.

on of Alaska lying west of the n River.

erty of the winter, the isolated rotection and fuel, a consider- vicinity spend the winter out- from Nome the latter part of at 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 during the open season of navigation 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 SUB-PROJECTS.

Sub-Project No.	Name of Sub-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
8K*	Council Aviation Field .....	.....	.....	.....	.....
8L	Port Safety Aids .....	.....	.....	.....	.....
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 .....	.....	.....	.....	.....
18H*	Koyukuk Station-Unalakleet Telephone Line .....	.....	.....	.....	.....
21	Unalakleet-St. Michael .....	.....	.....	60	60
25C	Nome-Wireless	¼	.....	.....	¼
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, Seward Peninsula .....	.....	.....	.....	.....
25N	Nome City Streets .....	.....	.....	.....	.....
25P	Nome Harbor Lights .....	.....	.....	.....	.....
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 .....	.....	.....	.....	.....
26E*	Candle Aviation Field .....	.....	.....	.....	.....
27	Deering-Inmachuk	25	.....	.....	25
28	Shelton-Candle .....	.....	.....	152	152
28A	Nome-Taylor .....	.....	.....	135	135
37	Topkok-Candle .....	.....	.....	154	154
37A	Bluff-White Mountain .....	.....	.....	15	15
41	Kiana-Klery Creek .....	.....	.....	12	12

41A	Kotzebue-Shungnak .....	.....	200	200
41B	Kotzebue-Point Barrow .....	.....	517	517
41D*	Kotzebue Aviation Field .....	.....	.....	.....
42	St. Michael-Kotlik .....	.....	63	63
49	Davidson's Landing-Taylor	24	16	40
62	Dime Creek	9	.....	9
62A	Haycock-Bear Creek .....	.....	22	22
67	Nome-Teller .....	.....	80	80
67A	Teller-Cape Prince of Wales .....	.....	67	67
67B	Teller-Bluestone .....	.....	18	18
67C	Teller-Mary's Igloo .....	.....	40	40
67D	Teller-American River .....	.....	35	35
67E*	Teller Aviation Field .....	.....	.....	.....
68	Flagging Trails .....	.....	712	712
73	Marshall Road .....	.....	5	5
73A	Kotlik-Marshall .....	.....	148	148
73B	Stuyahok .....	.....	11	11
73C	Scammon Bay Trail .....	.....	89	89
89A	Seward Peninsula Railroad	87	.....	87
90E*	Shelter Cabins .....	.....	.....	.....
Totals		276	50	3144
.....		.....	.....	3470

(*)—Territorial Projects.

DESCRIPTION.

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

8K—This landing field is located near the village of Council. It is 150 by 1000 feet.

8L—The installation of buoys marking the channel at Port Safety was performed at the request of the Lighthouse Service with funds provided by that service.

18D—This is an emergency landing field 200 by 1600 feet. It is situated about $\frac{1}{2}$ mile north of Unalakleet.

18E—This emergency landing field, 300 by 1500 feet is situated south of Solomon lagoon on the spit $2\frac{1}{4}$ miles east of Solomon.

18F—This field is located near the village of Golovin. It is 200 by 1000 feet.

18G—This emergency landing field, 200x1500 feet is situated $\frac{1}{2}$ mile west of the Moses shelter cabin.

18H—This is the old abandoned Signal Corps telegraph line between Koyukuk station on the Yukon River and Unalakleet on the coast.

25C—Correct length $\frac{1}{4}$ mile.

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 1400 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 200x1400 feet. It is situated on the Kiwalik spit near the settlement of Kiwalik.

26E—This landing field, 200 by 1200 feet, is located on an island $\frac{1}{2}$ mile downstream from the village of Candle.

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

41D—This landing field, 200 by 1200 feet, is located near the village of Kotzebue.

62A—This trail extends north from Haycock up the Peace River to mining operations on Bear Creek. It is passable for tractor-drawn sleds in winter.

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

67B—Sufficient improvement was made to this route to change the classification to sled road.

67D—This is a winter dog-sled trail extending from Teller to Budd Creek on American River. It is proposed to extend this trail to Shismaref. There is an existing trail over the latter portion of the route fairly well defined.

67E—This landing field is located on the beach near the village of Teller.

73—A new location has been adopted on this project and constructed to sled road standard. The old corduroy section was abandoned.

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—Improvement of this route was continued during the season. 3½ miles were surfaced with gravel, 197 lin. ft. of trestle bridges constructed over Shovel Creek and Solomon River and ¼ mile new road (relocation) constructed.

8K—This field was cleared of all brush, stripped and leveled with a grader. The field is complete and suitable for use.

8L—Four oil drums were painted and placed as buoys marking the entrance channel to Port Safety.

13K—1½ miles of heavy gravel surfacing placed. One 32-foot span bridge (renewal) 20 feet wide, constructed.

18—36 miles of this trail were marked with new tripods, 90 lin. ft. of bridges constructed from native timber.

18F—The field was cleared of brush and partially leveled.

18H—This old telegraph line was maintained for service as a telephone line with funds appropriated by the Territory of Alaska.

25L—The east and west course was regraded and smoothed. The entire field was gone over with a grader and rolled. Necessary drainage ditches were constructed. The City of Nome contributed \$250.00 cash toward the work.

25M—A new line was constructed from Solomon to Bluff, a distance of 20 miles. Material was purchased and delivered at the site for the extension of this line to White Mountain. The poles and tripods on the line serve also as excellent marking for the winter trail which it parallels.

25P—Range lights were maintained in the harbor. The work was supervised by the Alaska Road Commission at the request of the Lighthouse Service.

26—1340 cu. yds. of gravel surfacing were placed on 2 miles of this road.

26E—Contract was awarded and the work on this field is about 35% complete. Willows were cut, debris removed and the area partially leveled.

27—Extensive improvements were made on this route. Between Miles 12 and 16 considerable brush corduroy was placed on wet sections and gravel surfaced. The road was rebuilt between Miles 16 and 21. One 36-foot bridge was constructed (renewal).

41D—A contract was awarded for the construction of this field. The work is not yet complete.

62—Extensive repairs been damaged by fire.

62A—This route was through timber section.

67B—This route was constructed where necessary and wagons in summer.

67D—Permanent station. The trail is well marked.

67E—The area was field is in good condition are required.

68—308 miles of trail.

73A—The trail was and slough crossings were open stretches.

89A—All low sections replaced and a turn foot cable suspension end of the line over erected at Hot Springs 140 tons of freight bet condition to the above three speeders, one corner was also some movement.

90B—Shelter Cabin

Route	Location
18	Topkok, 48 miles from Nome
18	Chiukuk, 66 miles from Nome
18	Walla Walla, 96 miles from Nome
18	Moses, 115 miles from Nome
18A	McCoys, 19 miles from Haycock ..
18A	Choris Peninsula, 20 miles from Kiwalik
18A	Arctic Circle, 34 miles from Kiwalik
21	Coal Mine, 12 miles from Unalakleet
28	Dahl, 12 miles from Shelton ..

continued during the season. 197 lin. ft. of trestle bridges Solomon River and 3/4 mile new

brush, stripped and leveled and suitable for use.

and placed as buoys marking

surfacing placed. One 32-foot onstructed.

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ing were placed on 2 miles

e work on this field is about bris removed and the area

nade on this route. Between orduroy was placed on wet d was rebuilt between Miles nstructed (renewal).

he construction of this field.

62—Extensive repairs were made to the corduroy which had been damaged by fire.

62A—This route was staked through open country and cleared through timber sections.

67B—This route was improved. Bridges and culverts were constructed where necessary. The route is now passable for tractors and wagons in summer.

67D—Permanent stakes were set over 29 miles of this route. The trail is well marked from Teller to Budd Creek.

67E—The area was cleared of drift and leveled. While this field is in good condition for landing, further minor improvements are required.

68—308 miles of temporary trails were flagged.

73A—The trail was brushed out through timber and all river and slough crossings well marked. Permanent stakes were set on open stretches.

89A—All low sections of track were raised and relined, 1000 ties replaced and a turning wye laid at the end of the line. A 125-foot cable suspension bridge was erected for foot travelers at the end of the line over the Kuzitrin River. A 12'x14' station was erected at Hot Springs. Two carriers handled 398 passengers and 140 tons of freight between Nome, Shelton and way points. In addition to the above the Hammon Consolidated Mines Co. operated three speeders, one converted truck and a Fordson locomotive. There was also some movement by dog powered push cars.

90B—Shelter Cabins, 2nd Division.

Route	Location	Work Done	Cost
18	Topkok, 48 miles from Nome	Repairs and wood	\$ 43.00
18	Chiukuk, 66 miles from Nome	Combination cabin and dog barn constructed	791.93
18	Walla Walla, 96 miles from Nome	Repairs and wood	20.00
18	Moses, 115 miles from Nome	Repairs and wood	36.00
18A	McCoys, 19 miles from Haycock	Log cabin and dog barn built	500.00
18A	Choris Peninsula, 20 miles from Kiwalik	Additional bills for construction	16.31
18A	Arctic Circle, 34 miles from Kiwalik	Furnishing wood	25.00
21	Coal Mine, 12 miles from Unalakleet	Stove and pipe	6.68
28	Dahl, 12 miles from Shelton	Windows	8.64

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Route	Location	Work Done	Cost
28A	Iron Creek, 60 miles from Nome	Combination cabin and dog barn built	563.90
28A	Hot Springs, 77 miles from Nome	Cabin built	279.45
28A	Shelton, 85 miles from Nome	Combination cabin and dog barn built	630.25
28A	Windy, 19 miles from Shelton	Combination cabin and dog barn built	1,146.00
41A	Kobuk, 30 miles from Kotzebue	Repairs, stove renewed, 5 cords wood placed	84.00
41A	Hunt River, 161 miles from Kotzebue	Stove and pipe renewed	24.00
41B	Aukalurik, 196 miles from Kotzebue	Repairs	25.00
41B	Pingorarak, 403 miles from Kotzebue	Remaining bills for material and erection combination cabin and dog barn	402.76
42	Pt. Romanoff, 35 miles from St. Michael	Repairs and placing wood	72.00
67	Woolley, 44 miles from Nome	Repairs and wood	35.00
67	Douglas, 59 miles from Nome	Repairs and wood	35.00
67A	Lost River, 27 miles from Teller	Combination cabin and dog barn built	725.30
67A	York, 47 miles from Teller	Rebuilding into separate cabin and dog barn	293.20
73A	Harnden, 20 miles from Marshall	Stove and pipe placed	24.00
Total			\$5,787.42

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. They all should have additional surfacing to provide an all-weather road.

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. Continued improvement of the Solomon River section is believed justified.

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. It should be maintained for this latter traffic throughout.

The winter trails have not all been permanently staked throughout and part of the permanent staking which has been accomplished

ANNUAL REPORT

is not entirely satisfactory willows were available for well marked with suitable

DISTRIBUTION

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

STATEMENT OF RECEIPTS

This report covers your income

Balance on hand July 1, 19	.....
Received since from:	.....
Transfers from Office	.....
War Warrants	.....
Sales, Refunds, etc	.....
Reimbursements	.....
Contributions	.....
TOTAL	.....

Disbursed as per tabulated	.....
Deposited to credit of Treasury at close of fiscal year	.....
Deposit of collections	.....
Balance on hand June 30, 19	.....
TOTAL	.....

*—Does not include \$2,961. direct U. S. Treasury

ROAD COMMISSION

one	Cost
bin and dog barn built	563.90
.....	279.45
bin and dog barn built	630.25
bin and dog barn built	1,146.00
renewed, 5 cords wood	84.00
renewed	24.00
.....	25.00
for material and erection cabin and dog barn	402.76
icing wood	72.00
od	35.00
od	35.00
bin and dog barn built	725.30
separate cabin and dog	293.20
placed	24.00
.....	\$5,787.42

AND NEEDS.

usable by automobiles in dry continued wet weather. They all provide an all-weather road.

condition for the traffic to be y be used by automobiles as far t follows the river bed in part cles only. Continued improve- is believed justified.

m Nome to Little Creek, Mile from Little Creek to Shelton it tons. It should be maintained

en permanently staked through- g 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	159¾	\$61,634.50	\$385.82
Tramway	87	10,184.00	117.06
Sled Road	23	4,030.81	175.25
Permanent Trails	2091	12,515.10	5.98
Temporary Trails	308	2,126.92	6.91
Totals	2668¾	\$90,491.33	\$ 33.91

STATEMENT OF RECEIPTS AND DISBURSEMENTS.

This report covers vouchers received and placed in the account including June 30, 1928.

RECEIPTS:

Balance on hand July 1, 1927	\$ 115,027.02
Received since from:	
Transfers from Officers	1,361,191.55
War Warrants	0.00
Sales, Refunds, etc.	11,636.51
Reimbursements	4,025.40
Contributions	25,133.15
TOTAL	\$1,517,013.63

DISBURSEMENTS:

Disbursed as per tabulated statement below	\$1,254,003.53*
Deposited to credit of Treasurer, United States, balance on hand at close of fiscal year 1927	115,027.06
Deposit of collections	40,795.02
Balance on hand June 30, 1928 in Army Account of Advances....	107,188.02
TOTAL	\$1,517,013.63

*—Does not include \$2,961.34 charged against available Appropriations by direct U. S. Treasury settlement.

EXPENDITURES IN DETAIL.

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

Acct. No.	Name of Route	Construction	Maintenance and Improvement	Totals
2E	Gastineau Channel Bar	\$	\$ 365.00	\$ 365.00
2H	Juneau Wharf	21,971.23		21,971.23
3A	Haines-Wells		13,345.23	13,345.23
3B	Pleasant Camp Extension	5,000.00	2,040.60	7,040.60
3D	Haines-Mud Bay		1,851.22	1,851.22
3F	Haines-Jones Point		200.00	200.00
4BA	Valdez-Ptarmigan Drop, 1st Sec.		17,324.00	17,324.00
4BA	Valdez-Ptarmigan Drop, 2nd Sec.		16,310.00	16,310.00
4BA	Valdez-Ptarmigan Drop, 3rd Sec.		16,472.00	16,472.00
4BA	Valdez-Ptarmigan Drop, 4th Sec.		15,592.85	15,592.85
4BB	Ptarmigan Drop-Ernestine, 1st Sec.		16,720.00	16,720.00
4BB	Ptarmigan Drop-Ernestine, 2nd Sec.		16,432.00	16,432.00
4BB	Ptarmigan Drop-Ernestine, 3rd Sec.		15,075.10	15,075.10
4C	Ernestine-Willow Creek		15,490.38	15,490.38
4D	Willow Creek-Gulkana, 1st Sec.		18,309.00	18,309.00
4D	Willow Creek-Gulkana, 2nd Sec.		13,812.46	13,812.46
4E	Gulkana-Sourdough, 1st Sec.		19,820.00	19,820.00
4E	Gulkana-Sourdough, 2nd Sec.		19,645.00	19,645.00
4E	Gulkana-Sourdough, 3rd Sec.		18,547.60	18,547.60
4F	Sourdough-Mile 168		15,723.63	15,723.63
4G	Mile 168-Delta River, 1st Sec.		19,372.00	19,372.00
4G	Mile 168-Delta River, 2nd Sec.		17,223.55	17,223.55
4H1	Delta River-Rapids, 1st Sec.		16,827.00	16,827.00
4H1	Delta River-Rapids, 2nd Sec.		14,379.00	14,379.00
4H1	Delta River-Rapids, 3rd Sec.		12,788.63	12,788.63
4H2	Rapids-Grundler, 1st Sec.		15,471.00	15,471.00
4H2	Rapids-Grundler, 2nd Sec.		13,358.84	13,358.84
4I	Grundler-Richardson, 1st Sec.		16,453.00	16,453.00
4I	Grundler-Richardson, 2nd Sec.		13,618.49	13,618.49
4J	Richardson-Salchaket, 1st Sec.		15,719.00	15,719.00
4J	Richardson-Salchaket, 2nd Sec.		16,325.00	16,325.00
4J	Richardson-Salchaket, 3rd Sec.		14,055.72	14,055.72
4JA	Lake Harding Road	2,600.75	500.00	3,100.75
4K	Salchaket-Fairbanks		15,717.81	15,717.81
4KA	Salcha Bridge		5,729.09	5,729.09
5A	Dunbar-Ft. Gibbon	1,200.00	2,173.39	3,373.39
5B	Nenana-Campbells		83.00	83.00
5C	Fish Lake-American Creek	1,424.50	950.00	2,374.50
5E	Tanana Aviation Field	1,488.99		1,488.99
6A	Willow Creek-Tonsina		1,101.60	1,101.60
6B	Tonsina-Chitina		17,275.74	17,275.74
6D	Chitina Depot	3,349.25		3,349.25
6E	Chitina Native School	495.06		495.06
7A	Summit-Chatanika		2,680.73	2,680.73
7C	Esther Creek		7,432.20	7,432.20
7D	Fairbanks-Gilmore		11,406.09	11,406.09
7I	Gilmore-Summit		2,027.25	2,027.25
7JB	Palmer Creek Aviation Field	575.00		575.00
7K	Olmes-Livengood		143.25	143.25
7V	Fairbanks Wireless Road		86.46	86.46
7Y	Fairbanks Aviation Field	3,889.90		3,889.90
8	Nome-Council	5,215.97		5,215.97
8D	Council-Ophir Creek		1,180.40	1,180.40
8H	Casa de Paga		617.00	617.00

Acct. No.	Name of Route
8K	Council Aviation
8L	Port Safety Aids
9	Rampart-Eureka
10D	Seward Aviation
11A	Eagle-Liberty
11AA	American Summit Solomon
11B	Liberty-Forty Mile
11C	Steel Creek-Jack
11D	Steel Creek-Walk
11E	Eagle-Seventy Mile
11F	Jack Wade-Chicke
11G	Steel Creek-Canyo
11I	Dome-Steel Creek
11L	Franklin-Chicken C
11MM	Jack Wade-Walke
11Q	Eagle Aviation Fi
13A	Nome-Bessie
13B	Bessie-Banner
13C	Bessie-Little Cree
13F	Nome-Osborne
13K	Bessie-Buster
14	Sitka-Indian Rive
14A	Sitka National M
14B	Sitka National Ce
14C	Sitka-Pioneer Cen
15	Circle-Miller Hou
15	Circle-Miller Hou
15	Circle-Miller Hou
15	Circle-Miller Hou
15	Circle-Miller Hou
15	Circle-Miller Hou
15	Circle-Miller Hou
15C	Circle-Hot Springs Field
15D	Leech Cutoff
16	Chatanika-Miller 1st Sec.
16	Chatanika-Miller 2nd Sec.
16	Chatanika-Miller 3rd Sec.
17	Ft. Gibbon-Kalta
17C	Nulato Aviation F
17D	Tanana-Koyukuk Line
18	Kaltag-Nome
18A	Bonanza-Kotzebue
18D	Unalakleet Aviatio
18E	Solomon Aviation
18F	Golovin Aviation
18H	Koyukuk Sta.-Un Tel. Line
20DA	Takotna-Ophir
20H	Nancy-Susitna
20J	Susitna-Tyonek
20K	Susitna Sta. Avia
20L	Skwentna Crossin Field
21	Unalakleet-St. M
23A	Snowshoe-Beaver
23B	Beaver-Caro
23C	Big Creek
23D	Caro-Flat Creek
23E	Caro-Coldfoot
23F	Chandalar Aviatio
25C	Nome Wireless
25D	Mouth of Center
25E	Submarine Payst
25F	Anvil-Glacier
25G	Snake River Ext
25L	Nome Aviation F
25M	Telephone Lines,

IN DETAIL.

Funds Contributed by the
and Others.

Construction	Maintenance and Improvement	Totals
	\$ 365.00	\$ 365.00
21,971.23	13,345.23	21,971.23
5,000.00	2,040.60	13,345.23
	1,851.22	7,040.60
	200.00	1,851.22
		200.00
	17,324.00	17,324.00
	16,310.00	16,310.00
	16,472.00	16,472.00
	15,592.85	15,592.85
	16,720.00	16,720.00
	16,432.00	16,432.00
	15,075.10	15,075.10
	15,490.38	15,490.38
	18,309.00	18,309.00
	13,812.46	13,812.46
	19,820.00	19,820.00
	19,645.00	19,645.00
	18,547.60	18,547.60
	15,723.63	15,723.63
	19,372.00	19,372.00
	17,223.55	17,223.55
	16,827.00	16,827.00
	14,379.00	14,379.00
	12,788.63	12,788.63
	15,471.00	15,471.00
	13,358.84	13,358.84
	16,453.00	16,453.00
	13,618.49	13,618.49
	15,719.00	15,719.00
	16,325.00	16,325.00
	14,055.72	14,055.72
2,600.75	500.00	3,100.75
	15,717.81	15,717.81
	5,729.09	5,729.09
1,200.00	2,173.39	3,373.39
	83.00	83.00
1,424.50	950.00	2,374.50
1,488.99		1,488.99
	1,101.60	1,101.60
	17,275.74	17,275.74
3,349.25		3,349.25
495.06		495.06
	2,680.73	2,680.73
	7,432.20	7,432.20
	11,406.09	11,406.09
	2,027.25	2,027.25
575.00		575.00
	143.25	143.25
	86.46	86.46
3,889.90		3,889.90
5,215.97	14,300.00	19,515.97
	1,180.40	1,180.40
	617.00	617.00

Acct. No.	Name of Route	Construction	Maintenance and Improvement	Totals
8K	Council Aviation Field	504.60		504.60
8L	Port Safety Aids		136.50	136.50
9	Rampart-Eureka		6,280.18	6,280.18
10D	Seward Aviation Field	571.20		571.20
11A	Eagle-Liberty	1,000.00	4,971.34	5,971.34
11AA	American Summit-King Solomon		474.00	474.00
11B	Liberty-Forty Mile		330.25	330.25
11C	Steel Creek-Jack Wade		189.50	189.50
11D	Steel Creek-Walker's Fork		342.50	342.50
11E	Eagle-Seventy Mile		1,175.25	1,175.25
11F	Jack Wade-Chicken		142.28	142.28
11G	Steel Creek-Canyon Creek		57.00	57.00
11H	Dome-Steel Creek		414.30	414.30
11L	Franklin-Chicken Creek		1,061.25	1,061.25
11MM	Jack Wade-Walker's Fork		113.00	113.00
11Q	Eagle Aviation Field	455.36		455.36
13A	Nome-Bessie		4,011.23	4,011.23
13B	Bessie-Banner		3,224.90	3,224.90
13C	Bessie-Little Creek		93.74	93.74
13F	Nome-Osborne		3,190.01	3,190.01
13K	Bessie-Buster		6,715.79	6,715.79
14	Sitka-Indian River		270.76	270.76
14A	Sitka National Monument		2,057.00	2,057.00
14B	Sitka National Cemetery	800.00	799.78	1,599.78
14C	Sitka-Pioneer Cemetery Road		375.84	375.84
15	Circle-Miller House, 1st Sec.	14,322.00	4,730.00	19,052.00
15	Circle-Miller House, 2nd Sec.	14,630.00	3,510.00	18,140.00
15	Circle-Miller House, 3rd Sec.	17,972.00		17,972.00
15	Circle-Miller House, 4th Sec.	17,530.00		17,530.00
15	Circle-Miller House, 5th Sec.	17,871.00		17,871.00
15	Circle-Miller House, 6th Sec.	16,917.00		16,917.00
15	Circle-Miller House, 7th Sec.	17,311.00		17,311.00
15	Circle-Miller House, 8th Sec.	17,944.10		17,944.10
15C	Circle-Hot Springs Aviation Field		20.00	20.00
15D	Leech Cutoff	224.75		224.75
16	Chatanika-Miller House, 1st Sec.	10,130.00	9,737.00	19,867.00
16	Chatanika-Miller House, 2nd Sec.	10,627.00	9,324.00	19,951.00
16	Chatanika-Miller House, 3rd Sec.	15,903.35	3,248.00	19,151.35
17	Ft. Gibbon-Kaltag		214.79	214.79
17C	Nulato Aviation Field	2,011.98		2,011.98
17D	Tanana-Koyukuk Telephone Line		1,742.54	1,742.54
18	Kaltag-Nome		2,946.66	2,946.66
18A	Bonanza-Kotzebue		498.47	498.47
18D	Unalakleet Aviation Field		3.60	3.60
18E	Solomon Aviation Field		3.60	3.60
18F	Golovin Aviation Field	297.30		297.30
18H	Koyukuk Sta.-Unalakleet Tel. Line		1,358.75	1,358.75
20DA	Takotna-Ophir		105.55	105.55
20H	Nancy-Susitna		1,689.86	1,689.86
20J	Susitna-Tyonek	1,931.98		1,931.98
20K	Susitna Sta. Aviation Field	521.60		521.60
20L	Skwentna Crossing Aviation Field	527.30		527.30
21	Unalakleet-St. Michael		628.49	628.49
23A	Snowshoe-Beaver		271.83	271.83
23B	Beaver-Caro		367.50	367.50
23C	Big Creek	5,260.00	1,712.88	6,972.88
23D	Caro-Flat Creek		3,515.54	3,515.54
23E	Caro-Coldfoot		1,532.80	1,532.80
23F	Chandalar Aviation Field	2,363.17		2,363.17
25C	Nome Wireless		41.40	41.40
25D	Mouth of Center Creek		182.85	182.85
25E	Submarine Paystreak		910.45	910.45
25F	Anvil-Glacier		2,528.34	2,528.34
25G	Snake River Extension		1,858.19	1,858.19
25L	Nome Aviation Field		648.25	648.25
25M	Telephone Lines, Seward Pen.	1,700.00	1,564.57	3,264.57

Acct. No.	Name of Route	Construction	Maintenance and Improvement	Totals
25P	Nome Harbor Lights		160.00	160.00
26	Candle-Candle Creek		5,473.42	5,473.42
26D	Kiwalik Aviation Field		4.60	4.60
27	Deering-Inmachuk		9,724.59	9,724.59
28	Shelton-Candle		873.68	873.68
28A	Nome-Taylor		654.87	654.87
29	Ft. Gibbon-Bettles		261.30	261.30
29A	Bettles-Coldfoot		53.90	53.90
29C	Mile 70-Hughes		458.45	458.45
29D	Wild River Trail		1,425.76	1,425.76
30	Hot Springs Landing-Eureka		3,639.39	3,639.39
31	Caribou Creek	413.94		413.94
32A	Takotna-Flat (Summer)		425.67	425.67
32B	Iditarod-Flat	2,008.37	2,340.00	4,348.37
32C	Ophir-Iditarod (Winter)		399.24	399.24
32D	Flat-Crooked Creek (Winter)	600.00	659.29	1,259.29
32E	Takotna Aviation Field		25.00	25.00
32F	Takotna Depot	653.94		653.94
33F	Flat City-Otter Discovery	725.00	1,463.30	2,188.30
34A	Flat-Holy Cross-Anvik		772.94	772.94
34B	Iditarod-Shageluk-Anvik		315.56	315.56
35A	Archangel Extension		233.50	233.50
35B	Palmer-Fishhook		1,581.99	1,581.99
35D	Willow Creek Extension		15,118.21	15,118.21
35E	Wasilla Fishhook		3,534.39	3,534.39
35F	Wasilla-Knik		484.50	484.50
35H	Wasilla-Finger Lake-Palmer		2,155.57	2,155.57
35J	Wasilla-Matanuska		3,589.04	3,589.04
35K	Matanuska Trunk Road		4,501.00	4,501.00
35O	Fishhook-Goldmint	600.00	638.00	1,238.00
35S	Moose Creek Trail		77.43	77.43
35T	Werner Connection		373.00	373.00
35U	Moose Creek Aviation Field	461.50		461.50
35V	Fishhook Aviation Field	848.74		848.74
35W	Wasilla Aviation Field	459.50		459.50
36	Mineral Creek	3,500.00	1,060.65	4,560.65
37A	Bluff-White Mountain	2,135.68		2,135.68
38A	Ruby-Long Creek		5,127.64	5,127.64
38C	Ophir-Cripple		381.25	381.25
38D	Ophir-Takotna	5,661.00	8,703.63	14,364.63
38DA	Little Creek Road	5,102.39	870.00	5,972.39
38E	Long-Poorman, 1st Sec.	3,240.00	6,730.00	9,970.00
38E	Long-Poorman, 2nd Sec.	13,888.32		13,888.32
38H	Ganes Creek Road		241.87	241.87
38M	Ophir Aviation Field	425.00	425.00	850.00
40	Douglas-Gastineau Channel		998.51	998.51
41	Kiana-Klery Creek		43.20	43.20
41A	Kotzebue-Shungnak		55.51	55.51
41B	Kotzebue-Pt. Barrow		40.00	40.00
41D	Kotzebue Aviation Field	20.60		20.60
42	St. Michael-Kotlik		492.27	492.27
44A	Skagway-Smuggler's Cove		100.00	100.00
46	Kobi-Eureka		56.00	56.00
46C	Nenana-Knight's Roadhouse		586.47	586.47
46D	McKinley Park Road, 1st Sec.	3,240.00	7,328.00	10,568.00
46D	McKinley Park Road, 2nd Sec.	9,317.00	2,611.75	11,928.75
46D	McKinley Park Road, 3rd Sec.	19,236.00		19,236.00
46D	McKinley Park Road, 4th Sec.	19,858.14		19,858.14
46E	Diamond-Telida		125.50	125.50
46F	Nenana Cemetery Road		1,340.70	1,340.70
46H	Lake Minchumina Aviation Field		50.00	50.00
46L	Knight's-Eureka	215.64		215.64
46M	Nenana Aviation Field	540.00		540.00
46N	Knight's Aviation Field	75.00		75.00
47	Coldfoot-Wiseman		11.13	11.13
47A	Wiseman Aviation Field		350.00	350.00
47E	Nolan Branch	4,012.00	460.74	4,472.74
47C	Wiseman-Hammond		503.21	503.21
48	Iliamna Bay-Iliamna Lake		509.33	509.33
51	Talkeetna-Cache Creek		8,253.83	8,253.83
51A	Cache Creek Trail		726.18	726.18
51B	Peters Creek Trail		151.70	151.70
51E	Mills Creek-Cache Creek		237.86	237.86

Acct. No.	Name of Route
51F	Cache Creek Aviation Field
53	Eagle-Circle
53A	Circle-Ft. Yukon
55	Kenai-Russian River
55A	Kenai Aviation Field
57	McCarthy-Nizina
57A	Nizina River Bridge
57B	Nizina-Chitina River
57C	McCarthy-Kennecott
57D	Chititu Branch
59	Fairbanks Bridge
59A	Fairbanks Depot
60	Valdez Dyke
60A	Valdez Aviation Field
61	Strelina-Kuskulana
61A	Kotsina Trail
62	Dime Creek
62A	Haycock-Bear Creek
63	Dunbar-Brooks
63B	Brooks-Amy Creek
63C	Brooks Tram
63E	Livelihood Aviation
64AA	Cripple-Cripple Mountain
65A	Gulkana-Chistochina
65F	Grunder-Tanana Creek
67	Nome-Teller
67A	Teller-Cape Prince of Wales
67B	Teller-Bluestone
67C	Teller-Mary's Igloo
67D	Teller-American River
67E	Teller Aviation Field
68	Flagging Trails (712)
73	Marshall Road
73A	Kotlik-Marshall
75	Anchorage Loop
75D	Anchorage Warehouse
75E	McDonald Road
75H	Lake Spendar Aviation
76	Cantwell-Valdez Creek
78	Valdez Depot
79	Seward Depot
80A	McGrath-Takotna
80AA	McGrath-Takotna
80B	McGrath-Telida
80C	McGrath-Candle Creek
80H	McGrath Landing Field
80J	Medfra Aviation Field
81	Good Creek-Salmon
88	Ferry-Eva Creek
89A	Seward Peninsula
90B	Shelter Cabins, 2nd
90C	Shelter Cabins, 3rd
90D	Shelter Cabins, 4th
92A	Bethel-Quinhagak
92B	Bethel-Tulksak
92E	Yukon-Kuskokwim
92F	Quinhagak-Good News
92G	Good News-Togiak
92H	Togiak-Nushagak
92I	Lewis Point-Naknek
92J	Naknek-Egegik
92K	Egegik-Kanatak
92O	Tulksak-Foothills
92P	Holy Cross-Kaltsha
92Q	Upper Landing-Bear
93	Chulitna Trail
93B	Indian River
93C	Curry Aviation Field
94	Kodiak-Abberts
96	Chickaloon-King
96A	Chickaloon Cable
96B	Chickaloon-Nelchik

ROAD COMMISSION

ANNUAL REPORT ALASKA ROAD COMMISSION

Construction	Maintenance and Improvement	Totals
.....	160.00	160.00
.....	5,473.42	5,473.42
.....	4.60	4.60
.....	9,724.59	9,724.59
.....	873.68	873.68
.....	654.87	654.87
.....	261.30	261.30
.....	53.90	53.90
.....	458.45	458.45
.....	1,425.76	1,425.76
.....	3,639.39	3,639.39
413.94	413.94	413.94
.....	425.67	425.67
1,008.37	2,340.00	4,348.37
.....	399.24	399.24
600.00	659.29	1,259.29
.....	25.00	25.00
653.94	653.94	653.94
725.00	1,463.30	2,188.30
.....	772.94	772.94
.....	315.56	315.56
.....	233.50	233.50
.....	1,581.99	1,581.99
.....	15,118.21	15,118.21
.....	3,534.39	3,534.39
.....	484.50	484.50
.....	2,155.57	2,155.57
.....	3,589.04	3,589.04
.....	4,501.00	4,501.00
600.00	638.00	1,238.00
.....	77.43	77.43
.....	373.00	373.00
461.50	461.50	461.50
848.74	848.74	848.74
459.50	459.50	459.50
3,500.00	1,060.65	4,560.65
2,135.68	2,135.68	2,135.68
.....	5,127.64	5,127.64
.....	381.25	381.25
5,661.00	8,703.63	14,364.63
5,102.39	870.00	5,972.39
3,240.00	6,730.00	9,970.00
3,888.32	241.87	13,888.32
.....	425.00	425.00
425.00	998.51	998.51
.....	43.20	43.20
.....	55.51	55.51
.....	40.00	40.00
20.60	20.60	20.60
.....	492.27	492.27
.....	100.00	100.00
.....	56.00	56.00
.....	586.47	586.47
3,240.00	7,328.00	10,568.00
9,317.00	11,928.75	11,928.75
19,236.00	19,236.00	19,236.00
19,858.14	19,858.14	19,858.14
.....	125.50	125.50
.....	1,340.70	1,340.70
.....	50.00	50.00
215.64	215.64	215.64
540.00	540.00	540.00
75.00	75.00	75.00
.....	11.13	11.13
.....	350.00	350.00
4,012.00	480.74	4,472.74
.....	503.21	503.21
.....	509.33	509.33
.....	8,253.83	8,253.83
.....	726.18	726.18
.....	151.70	151.70
.....	237.86	237.86

Acct. No.	Name of Route	Construction	Maintenance and Improvement	Totals
51F	Cache Creek Aviation Field....	179.90	.....	179.90
53	Eagle-Circle .....	.....	497.50	497.50
53A	Circle-Ft. Yukon .....	.....	656.91	656.91
55	Kenai-Russian River .....	.....	189.46	189.46
55A	Kenai Aviation Field	901.51	.....	901.51
57	McCarthy-Nizina	6,744.20	7,220.00	13,964.20
57A	Nizina River Bridge .....	.....	3,048.38	3,048.38
57B	Nizina-Chitina River	939.72	500.00	1,439.72
57C	McCarthy-Kennecott River .....	.....	264.35	264.35
57D	Chititu Branch	2,654.85	.....	2,654.85
59	Fairbanks Bridge .....	.....	389.08	389.08
59A	Fairbanks Depot	2,670.00	902.37	3,572.37
60	Valdez Dyke .....	.....	6,364.05	6,364.05
60A	Valdez Aviation Field	759.37	.....	759.37
61	Strelina-Kuskulana .....	.....	157.54	157.54
61A	Kotsina Trail	2,389.66	800.00	3,189.66
62	Dime Creek .....	.....	2,616.22	2,616.22
62A	Haycock-Bear Creek	216.00	.....	216.00
63	Dunbar-Brooks .....	.....	649.50	649.50
63B	Brooks-Amy Creek .....	.....	5.40	5.40
63C	Brooks Tram .....	.....	12,263.00	12,263.00
63E	Livengood Aviation Field	660.00	.....	660.00
64A.A	Cripple-Cripple Mountain .....	.....	200.00	200.00
65A	Gulkana-Chistochina	11,500.95	6,098.00	17,598.95
65F	Grundler-Tanana Crossing	2,001.28	200.00	2,201.28
67	Nome-Teller .....	.....	734.53	734.53
67A	Teller-Cape Prince of Wales....	.....	40.79	40.79
67B	Teller-Bluestone	2,230.00	1,740.81	3,970.81
67C	Teller-Mary's Igloo .....	.....	270.28	270.28
67D	Teller-American River	849.67	.....	849.67
67E	Teller Aviation Field	223.30	.....	223.30
68	Flagging Trails (712 miles) .....	.....	2,126.92	2,126.92
73	Marshall Road .....	.....	60.00	60.00
73A	Kotlik-Marshall .....	.....	1,785.00	1,785.00
75	Anchorage Loop .....	.....	6,097.06	6,097.06
75D	Anchorage Warehouse .....	.....	242.60	242.60
75E	McDonald Road .....	.....	327.01	327.01
75H	Lake Spenard Aviation Field	177.45	.....	177.45
76	Cantwell-Valdez Creek	2,126.00	2,120.44	4,246.44
78	Valdez Depot .....	.....	550.00	550.00
79	Seward Depot .....	.....	3.00	3.00
80A	McGrath-Takotna (Summer) .....	.....	29.76	29.76
80A.A	McGrath-Takotna (Winter)	1,850.00	815.18	2,665.18
80B	McGrath-Telida .....	.....	805.96	805.96
80C	McGrath-Candle Creek .....	.....	29.47	29.47
80H	McGrath Landing Field	3,179.66	.....	3,179.66
80J	Medfra Aviation Field	285.00	.....	285.00
81	Good Creek-Salmon River	500.00	870.85	1,370.85
88	Ferry-Eva Creek .....	.....	49.00	49.00
89A	Seward Peninsula Railroad .....	.....	10,184.00	10,184.00
90B	Shelter Cabins, 2nd Division....	5,330.00	457.42	5,787.42
90C	Shelter Cabins, 3d Division....	2,806.42	34.80	2,841.22
90D	Shelter Cabins, 4th Division....	8,407.01	433.91	8,840.92
92A	Bethel-Quinhagak .....	.....	420.11	420.11
92B	Bethel-Tuluksak .....	.....	93.10	93.10
92E	Yukon-Kuskokwim Portage .....	.....	435.85	435.85
92F	Quinhagak-Good News Bay.....	.....	78.64	78.64
92G	Good News-Togiak .....	.....	71.54	71.54
92H	Togiak-Nushagak .....	.....	156.25	156.25
92I	Lewis Point-Naknek .....	.....	113.80	113.80
92J	Naknek-Egegik .....	.....	66.50	66.50
92K	Egegik-Kanatak .....	.....	17.50	17.50
92O	Tuluksak-Foothills .....	.....	42.85	42.85
92P	Holy Cross-Kaltshak .....	.....	99.60	99.60
92Q	Upper Landing-Bear Creek	2,700.00	998.00	3,698.00
93	Chulitna Trail .....	.....	53.00	53.00
93B	Indian River	6,366.23	.....	6,366.23
93C	Curry Aviation Field	876.60	.....	876.60
94	Kodiak-Abberts	8,522.13	2,300.00	10,822.13
96	Chickaloon-King River .....	.....	108.00	108.00
96A	Chickaloon Cable .....	.....	1.98	1.98
96B	Chickaloon-Nelchina	869.13	.....	869.13

Acct. No.	Name of Route	Construction	Maintenance and Improvement	Totals
98	Homer Spit	7,905.99	2,605.00	10,510.99
98A	Nuka Bay Trail	630.00	704.61	1,334.61
100	Juneau Office and General Overhead	9,696.03	18,590.00	28,286.03
	Totals	\$430,923.16	\$822,745.02	*\$1,253,668.18

*—Includes \$2,961.34 charged against available appropriations by direct U. S. Treasury Settlement. Does not include \$3,296.69 reimbursements.

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

FIRST DIVISION.

Acct. No.	Name of Route	Federal	Territorial	Totals
2E	Gastineau Channel Bar	\$	\$ 365.00	\$ 365.00
2H	Juneau Wharf	14,921.23	7,050.00(a)	21,971.23
3A	Haines-Wells	3,321.07	10,024.16	13,345.23
3B	Wells-Pleasant Camp	1,580.60	5,460.00	7,040.60
3D	Haines-Mud Bay	201.22	1,650.00	1,851.22
3F	Haines-Jones Point		200.00	200.00
14	Sitka-Indian River	70.76	200.00	270.76
14A	Sitka National Monument	1,345.04	711.96(b)	2,057.00
14C	Pioneer Cemetery Road		375.84	375.84
40	Douglas-Gastineau Channel	98.51	900.00	998.51
44A	Skagway-Smuggler's Cove	10.00	90.00	100.00
81	Good Creek-Salmon River	170.85	1,200.00	1,370.85
	Totals	\$ 21,719.28	\$ 28,226.96	\$ 49,946.24

(a)—Contributed by the City of Juneau.
(b)—Includes \$5.20 contributed by the Sitka Commercial Club and \$706.76 by the National Park Service.

SECOND DIVISION.

Acct. No.	Name of Route	Federal	Territorial	Totals
8	Nome-Council	\$ 5,314.58	\$ 14,200.39(c)	\$ 19,515.97
8D	Council-Ophir Creek	380.40	800.00	1,180.40
8H	Casa de Paga Road	217.00	400.00	617.00
8K	Council Aviation Field		504.60	504.60
8L	Port Safety Aids		136.50(d)	136.50
13A	Nome-Bessie	1,411.23	2,600.00	4,011.23
13B	Bessie-Banner	1,124.90	2,100.00	3,224.90
13C	Bessie-Little Creek	33.74	60.00	93.74
13F	Nome-Osborne	1,130.01	2,060.00	3,190.01
13K	Bessie-Buster	1,695.79	5,020.00	6,715.79
18	Kaltag-Nome	986.66	1,960.00	2,946.66
18A	Bonanza-Kotzebue	178.47	320.00	498.47
18D	Unalakleet Aviation Field		3.60	3.60
18E	Solomon Aviation Field		3.60	3.60
18F	Golovin Aviation Field		297.30	297.30
18H	Koyukuk Sta.-Unalakleet Telephone Line		768.75	768.75
21	Unalakleet-St. Michael	158.49	470.00	628.49
25C	Nome-Wireless	13.40	28.00	41.40
25D	Mouth of Center Creek	56.85	126.00	182.85
25E	Submarine Paystreak	273.45	637.00	910.45
25F	Anvil-Glacier	758.34	1,770.00	2,528.34
25G	Snake River Extension	578.19	1,280.00	1,858.19
25L	Nome Aviation Field		648.25(e)	648.25
25M	Telephone Lines, Seward Peninsula		3,264.57	3,264.57
25P	Nome Harbor Lights		160.00(d)	160.00
26	Candle-Candle Creek	1,643.42	3,830.00	5,473.42
26D	Kiwalik Aviation Field		4.60	4.60
27	Deering-Inmachuk	2,414.59	7,310.00	9,724.59

28	Shelton-Candle
28A	Nome-Taylor
37A	Bluff-White Mountain
41	Klana-Klery Creek
41A	Kotzebue-Shungnak
41B	Kotzebue-Pt. Barrow
41D	Kotzebue Aviation Field
42	St. Michael-Kotlik
62	Dime Creek
62A	Haycock-Bear Creek
67	Nome-Teller
67A	Teller-Cape Prince of
67B	Teller-Bluestone
67C	Teller-Mary's Igloo
67D	Teller-American River
67E	Teller Aviation Field
68	Flagging Trails
73	Marshall Road
73A	Kotlik-Marshall
89A	Seward Peninsula Rail
90B	Shelter Cabins
	Totals

(c)—Includes \$2.24 miscellane
(d)—Contributed by the U. S.
(e)—Includes \$250.00 contribu

Acct. No.	Name of Route
6E	Chitina-Native School
10D	Seward Aviation Field
20K	Susitna Aviation Field
20L	Skwentna Aviation Field
35B	Palmer-Fishhook
35H	Wasilla-Finger Lake
35J	Wasilla-Matanuska
35K	Matanuska Trunk Road
35T	Werner Connection
35U	Moose Creek Aviation
35V	Fishhook Aviation Field
35W	Wasilla Aviation Field
36	Valdez-Mineral Creek
51F	Cache Creek Aviation
55A	Kenai Aviation Field
57A	Nizina River Bridge
57B	Nizina-Chitina River
60	Valdez Dyke
60A	Valdez Aviation Field
61	Strelina-Kuskulana
75	Anchorage Loop
75E	McDonald Branch
75H	Lake Spendar Aviation
90C	Shelter Cabins
93B	Indian River-Portage
93C	Curry Aviation Field
98	Homer Spit
98A	Nuka Bay Trail
	Totals

(f)—Includes \$142.80 contrib
(g)—Includes \$75.00 contribu
(h)—Includes \$400.00 contribu

Acct. No.	Name of Route
5C	Fish Lake-American
5E	Tanana Aviation Field
7D	Fairbanks-Ester
7JB	Palmer Creek Aviation
7K	Olmes-Livengood

ROAD COMMISSION

Function	Maintenance and Improvement	Totals
905.99	2,605.00	10,510.99
630.00	704.61	1,334.61
696.03	18,590.00	28,286.03
923.16	\$822,745.02	*\$1,253,668.18

Available appropriations by direct include \$3,296.69 reimbursements.

-COOPERATIVE FUND.

(See following Table.)

FUNCTION.

Federal	Territorial	Totals
4,921.23	\$ 365.00	\$ 365.00
3,321.07	7,050.00(a)	21,971.23
1,580.60	10,024.16	13,345.23
201.22	5,469.00	7,040.60
70.76	1,650.00	1,851.22
1,345.04	200.00	200.00
98.51	200.00	270.76
10.00	711.96(b)	2,057.00
170.85	375.84	375.84
2,179.28	900.00	998.51
	90.00	100.00
	1,200.00	1,370.85
	\$ 28,226.96	\$ 49,946.24

Sitka Commercial Club and \$706.76

FUNCTION.

Federal	Territorial	Totals
5,314.58	\$ 14,200.39(c)	\$ 19,515.97
380.40	800.00	1,180.40
217.00	400.00	617.00
	504.60	504.60
	136.50(d)	136.50
1,411.23	2,600.00	4,011.23
1,124.90	2,100.00	3,224.90
33.74	60.00	93.74
1,130.01	2,060.00	3,190.01
1,695.79	5,020.00	6,715.79
986.66	1,960.00	2,946.66
178.47	320.00	498.47
	3.60	3.60
	3.60	3.60
	297.30	297.30
	768.75	768.75
158.49	470.00	628.49
13.40	28.00	41.40
56.85	126.00	182.85
273.45	637.00	910.45
758.34	1,770.00	2,528.34
578.19	1,280.00	1,858.19
	648.25(e)	648.25
	3,264.57	3,264.57
	160.00(d)	160.00
1,643.42	3,830.00	5,473.42
	4.60	4.60
2,414.59	7,310.00	9,724.59

ANNUAL REPORT ALASKA ROAD COMMISSION

28	Shelton-Candle	264.68	609.00	873.68
28A	Nome-Taylor	194.87	460.00	654.87
37A	Bluff-White Mountain	645.68	1,490.00	2,135.68
41	Kiana-Klery Creek	13.20	30.00	43.20
41A	Kotzebue-Shungnak	17.51	38.00	55.51
41B	Kotzebue-Pt. Barrow	12.00	28.00	40.00
41D	Kotzebue Aviation Field		20.60	20.60
42	St. Michael-Kotlik	152.27	340.00	492.27
62	Dime Creek	786.22	1,830.00	2,616.22
62A	Haycock-Bear Creek	66.00	150.00	216.00
67	Nome-Teller	214.53	520.00	734.53
67A	Teller-Cape Prince of Wales.....	12.79	28.00	40.79
67B	Teller-Bluestone	1,190.81	2,780.00	3,970.81
67C	Teller-Mary's Igloo	80.28	190.00	270.28
67D	Teller-American River	249.67	600.00	849.67
67E	Teller Aviation Field		223.30	223.30
68	Flagging Trails	636.92	1,490.00	2,126.92
73	Marshall Road	18.00	42.00	60.00
73A	Kotlik-Marshall	535.00	1,250.00	1,785.00
89A	Seward Peninsula Railroad	10,184.00		10,184.00
90B	Shelter Cabins		5,787.42	5,787.42
	Totals	\$ 33,644.94	\$ 68,669.48	\$102,314.42

(c)—Includes \$2.24 miscellaneous refunds.
 (d)—Contributed by the U. S. Lighthouse Service.
 (e)—Includes \$250.00 contributed by the City of Nome.

THIRD DIVISION.

Acct. No.	Name of Route	Federal	Territorial	Totals
6E	Chitina-Native School	\$	\$ 495.06	\$ 495.06
10D	Seward Aviation Field		571.20(f)	571.20
20K	Susitna Aviation Field		521.60	521.60
20L	Skwentna Aviation Field		527.30	527.30
35B	Palmer-Fishhook	781.99	800.00	1,581.99
35H	Wasilla-Finger Lake-Palmer	1,180.57	975.00(g)	2,155.57
35J	Wasilla-Matanuska	1,889.04	1,700.00	3,589.04
35K	Matanuska Trunk Road	2,201.00	2,300.00	4,501.00
35T	Werner Connection	223.00	150.00	373.00
35U	Moose Creek Aviation Field.....		461.50	461.50
35V	Fishhook Aviation Field		848.74	848.74
35W	Wasilla Aviation Field		459.50	459.50
36	Valdez-Mineral Creek	2,060.65	2,500.00	4,560.65
51F	Cache Creek Aviation Field		179.90	179.90
55A	Kenai Aviation Field		901.51	901.51
57A	Nizina River Bridge	3,048.38		3,048.38
57B	Nizina-Chitina River	839.72	600.00	1,439.72
60	Valdez Dyke		6,364.05	6,364.05
60A	Valdez Aviation Field		759.37(h)	759.37
61	Strelina-Kuskulana		157.54	157.54
75	Anchorage Loop	3,107.06	2,990.00	6,097.06
75E	McDonald Branch	177.01	150.00	327.01
75H	Lake Spenard Aviation Field		177.45	177.45
90C	Shelter Cabins		3,398.00	3,398.00
93B	Indian River-Portage Creek	2,766.23	3,600.00	6,366.23
93C	Curry Aviation Field		876.60	876.60
98	Homer Spit	5,510.99	5,000.00	10,510.99
98A	Nuka Bay Trail	609.71	724.90	1,334.61
	Totals	\$ 24,395.35	\$ 38,189.22	\$ 62,584.57

(f)—Includes \$142.80 contributed by the City of Seward.
 (g)—Includes \$75.00 contributed by E. P. Marion.
 (h)—Includes \$400.00 contributed by the City of Valdez.

FOURTH DIVISION.

Acct. No.	Name of Route	Federal	Territorial	Totals
5C	Fish Lake-American Creek	\$	\$ 2,374.50	\$ 2,374.50
5E	Tanana Aviation Field		1,488.99	1,488.99
7D	Fairbanks-Ester	3,611.19	3,821.01(i)	7,432.20
7JB	Palmer Creek Aviation Field		575.00	575.00
7K	Olmes-Livengood	43.25	100.00	143.25

7Y	Fairbanks Aviation Field		3,889.90(j)	3,889.90
9	Rampart-Eureka	3,280.18	3,000.00	6,280.18
11Q	Eagle Aviation Field		455.36	455.36
15C	Circle Hot Springs Aviation Field		20.00	20.00
16	Chatanika-Circle	52,969.35	6,000.00(k)	58,969.35
17C	Nulato Aviation Field		2,011.98	2,011.98
17D	Tanana-Koyukuk Telephone Line		1,742.54	1,742.54
18H	Koyukuk-Unalakleet Telephone Line		590.00	590.00
23A	Snowshoe-Beaver	131.83	140.00	271.83
23F	Chandalar Aviation Field		2,363.17	2,363.17
30	Hot Springs Landing-Eureka	1,639.39	2,000.00	3,639.39
32E	Takotna Aviation Field		25.00	25.00
38D	Ophir-Takotna	5,593.79	8,770.84	14,364.63
38DA	Little Creek		5,972.39	5,972.39
38H	Ganes Creek		241.87	241.87
38M	Ophir Aviation Field		425.00	425.00
46F	Nenana Cemetery Road	620.70	720.00	1,340.70
46H	Lake Minchumina Aviation Field		50.00	50.00
46M	Nenana Aviation Field		540.00	540.00
46N	Knight's Aviation Field		75.00	75.00
47A	Wiseman Aviation Field		350.00	350.00
63	Dunbar-Brooks	299.50	350.00	649.50
63B	Brooks-Amy Creek		5.40	5.40
63C	Brooks Tram	11,766.07	496.93(l)	12,263.00
63E	Livengood Aviation Field		660.00	660.00
80H	McGrath Aviation Field		3,179.66	3,179.66
80J	Medfra Aviation Field		285.00	285.00
90D	Shelter Cabins		8,284.14	8,284.14
92Q	Upper Landing-Bear Creek	1,698.00	2,000.00	3,698.00
Totals		\$ 81,653.25	\$ 63,003.68	\$144,656.93

(i)—Includes \$24.00 contributed by the Fairbanks Airplane Corporation, \$195.01 by the Fairbanks Telephone Co., \$72.00 by Bennett and Rodebaugh, and \$30.00 by the City of Fairbanks.

(j)—Includes \$1,944.95 contributed by the City of Fairbanks.

(k)—Contributed by the Fairbanks Exploration Co.

(l)—Contributed by citizens of Brooks.

SUMMARY OF FUNDS EXPENDED BY DIVISIONS.

	Federal	Territorial	Totals
First Division	\$ 21,719.28	\$ 28,226.96	\$ 49,946.24
Second Division	33,644.94	68,669.48	102,314.42
Third Division	24,395.35	38,189.22	62,584.57
Fourth Division	81,653.25	63,003.68	144,656.93
Totals	\$161,412.82	\$198,089.34*	\$359,502.16

*—Includes \$17,689.15 contributed by others.

SUMMARY OF FUNDS EXPENDED BY DISTRICTS.

District	Federal	Cooperative Funds		Total
		Territorial	Total	
Southeastern	\$ 21,719.28	\$ 28,226.96(a)	\$ 49,946.24	
Eagle		455.36	455.36	
Bethel	1,698.00	3,984.00	5,682.00	
Valdez	2,060.65	9,623.42(b)	11,684.07	
Chitina	3,888.10	2,257.44	6,145.54	
Fairbanks	56,755.62	18,772.95(c)	75,528.57	
Nenana	17,605.84	18,047.43(d)	35,653.27	
Southwestern	18,446.60	28,084.74(e)	46,531.34	
Kuskokwim	5,593.79	19,377.56	24,971.35	
Nome	33,644.94	69,259.48(f)	102,904.42	
Totals	\$161,412.82	\$198,089.34	\$359,502.16	

(a)—Includes \$7,050.00 contributed by the Sitka Commercial Club and \$400.00 contributed by Fairbanks Telephone Co.
 (b)—Includes \$400.00 contributed by the City of Fairbanks.
 (c)—Includes \$24.00 contributed by the City of Fairbanks.
 (d)—Includes \$496.93 contributed by Marion.
 (e)—Includes \$142.80 contributed by Marion.
 (f)—Includes \$296.50 contributed by the City of Nome.

District	Juneau Office and General Overhead (a)
Southeastern	
Eagle	
Bethel	
Valdez	
Chitina	
Fairbanks	
Nenana	
Southwestern	
Kuskokwim	
Nome	

Totals

(a)—Includes expenses of Sitka, D. C.
 (*)—Includes \$2,961.34 General Overhead and \$3,296.69 miscellaneous.

DISTRIBUTION

0111	Salaries
0112	Wages
0200	Stationery
02011	Printed Forms and
0210	Medical and Hospital
0220	Scientific and Educa
0230	Fuel (including gaso
0240	Wearing Apparel an
0250	Forage and Other S
0260	Provisions
0270	Powder, explosives,
0280	Sundry Supplies (inc
0290	Construction Mater
03	Subsistence (persons
04	Subsistence and car
0500	Telegraph Service
0510	Telephone Service
0520	Other Communicatio
06	Travel Expense (tra
07	Transportation of Fre
0800	Printing and Bind
0810	Lithographing, engr
0830	Photographing, Mak
10	Furnishing of Heat,
1100	Rents (building, str
1110	Other Rents (inc. hi
12	Repairs and Alterat
13	Miscellaneous Curre
3010	Equipment (furnitu
3040	Livestock (horses, c
3050	Other Equipment
3210	Other Structures (c

Treasury Ser

.....	3,889.90(j)	3,889.90
280.18	3,000.00	6,280.18
.....	455.36	455.36
.....	20.00	20.00
969.35	6,000.00(k)	58,969.35
.....	2,011.98	2,011.98
.....	1,742.54	1,742.54
.....	590.00	590.00
131.83	140.00	271.83
.....	2,363.17	2,363.17
639.39	2,000.00	3,639.39
.....	25.00	25.00
593.79	8,770.84	14,364.63
.....	5,972.39	5,972.39
.....	241.87	241.87
.....	425.00	425.00
620.70	720.00	1,340.70
.....	50.00	50.00
.....	540.00	540.00
.....	75.00	75.00
.....	350.00	350.00
299.50	350.00	649.50
.....	5.40	5.40
766.07	496.93(l)	12,263.00
.....	660.00	660.00
.....	3,179.66	3,179.66
.....	285.00	285.00
.....	8,284.14	8,284.14
698.00	2,000.00	3,698.00
.....	653.25	\$ 63,003.68
.....	.....	\$144,656.93

Fairbanks Airplane Corporation, Co., \$72.00 by Bennett and Rodeirbanks.
 City of Fairbanks.
 ration Co.

NEDED BY DIVISIONS.

deral	Territorial	Totals
1,719.28	\$ 28,226.96	\$ 49,946.24
1,644.94	68,669.48	102,314.42
1,395.35	38,189.22	62,584.57
1,653.25	63,003.68	144,656.93
1,412.82	\$198,089.34*	\$359,502.16

NEDED BY DISTRICTS.

deral	Cooperative Funds	Territorial	Total
1,719.28	\$ 28,226.96(a)	\$ 49,946.24	
.....	455.36	455.36	
1,698.00	3,984.00	5,682.00	
1,060.65	9,623.42(b)	11,684.07	
1,888.10	2,257.44	6,145.54	
1,755.62	18,772.95(c)	75,528.57	
1,605.84	18,047.43(d)	35,653.27	
1,446.60	28,084.74(e)	46,531.34	
1,593.79	19,377.56	24,971.35	
1,644.94	69,259.48(f)	102,904.42	
1,412.82	\$198,089.34	\$359,502.16	

- (a)—Includes \$7,050.00 contributed by the City of Juneau, \$5.20 by the Sitka Commercial Club and \$706.76 by the National Park Service.
- (b)—Includes \$400.00 contributed by the City of Valdez, \$195.01 by the Fairbanks Telephone Co., \$72.00 by Bennett and Rodebaugh.
- (c)—Includes \$24.00 contributed by the Fairbanks Airplane Corp., \$1974.95 by the City of Fairbanks and \$6000.00 by the Fairbanks Exploration Co.
- (d)—Includes \$496.93 contributed by citizens of Brooks.
- (e)—Includes \$142.80 contributed by the City of Seward and \$75.00 by E. P. Marion.
- (f)—Includes \$296.50 contributed by the U. S. Lighthouse Service, \$250.00 by the City of Nome, and \$2.24 miscellaneous refunds.

TOTAL FUNDS.

District	Construction	Maintenance and Improvement	Total
Juneau Office and General Overhead (a)	\$ 9,696.03	\$ 18,590.00	\$ 28,286.03
Southeastern	28,271.23	23,274.79	51,546.02
Eagle	1,455.36	9,768.17	11,223.53
Bethel	4,654.00	2,606.24	7,260.24
Valdez	4,259.37	137,391.03	141,650.40
Chitina	29,078.53	222,913.48	251,992.01
Fairbanks	192,911.09	190,950.86	383,861.95
Nenana	30,691.43	45,838.08	76,529.51
Southwestern	90,292.64	68,569.60	158,862.24
Kuskokwim	20,890.36	18,661.47	39,551.83
Nome	18,723.12	84,181.30	102,904.42
Totals	\$430,923.16	\$822,745.02	\$1,253,668.18*

(a)—Includes expenses of sub-offices in Seattle, Washington, and Washington, D. C.
 (*)—Includes \$2,961.34 General Accounting Office settlements. Does not include \$3,296.69 miscellaneous reimbursements.

DISTRIBUTION OF EXPENDITURES.

0111	Salaries	\$ 53,763.82
0112	Wages	625,917.56
0200	Stationery	1,846.58
02011	Printed Forms and Letterheads	13.50
0210	Medical and Hospital Supplies	337.50
0220	Scientific and Educational Supplies	108.75
0230	Fuel (including gasoline and oils)	57,718.84
0240	Wearing Apparel and Sewing Supplies	77.75
0250	Forage and Other Supplies for Animals	12,965.03
0260	Provisions	94,949.24
0270	Powder, explosives, etc.	8,633.56
0280	Sundry Supplies (including lubricants, etc.)	7,806.35
0290	Construction Materials	47,602.80
03	Subsistence (persons)	41,613.18
04	Subsistence and care of animals	396.59
0500	Telegraph Service	648.96
0510	Telephone Service	1,225.45
0520	Other Communication Service (inc. P. O. box rent)	110.25
06	Travel Expense (transportation of persons, etc.)	19,232.00
07	Transportation of Freight	68,547.70
0800	Printing and Binding	1,260.36
0810	Lithographing, engraving and engrossing	159.72
0830	Photographing, Making Prints, etc.	394.64
10	Furnishing of Heat, Light, Power and Water	2,139.84
1100	Rents (building, structure, room, etc.)	1,560.00
1110	Other Rents (inc. hire of teams, rent motor equip.)	48,608.78
12	Repairs and Alterations to Equipment, Machinery, etc.	53,192.07
13	Miscellaneous Current Expenses (inc. exchange, etc.)	3,407.80
3010	Equipment (furniture and fixtures)	2,658.27
3040	Livestock (horses, dogs, etc.)	249.60
3050	Other Equipment	55,762.61
3210	Other Structures (excavations, embankments, etc.)	41,234.43
	Treasury Settlements	\$1,254,003.53
		2,961.34
		\$1,256,964.87

DISTRIBUTION BY APPROPRIATIONS.

From appropriations for support of War Department:		
F. Y. 1925-26, Act of February 12, 1925 .....	\$	.11
F. Y. 1926-27, Act of April 15, 1926		47.96
F. Y. 1927-28, Act of February 23, 1927		762,722.10
F. Y. 1928-29, Act of March 23, 1928		97,422.73
National Cemeteries, 1928		792.83
From the Alaska Fund, Act of Jan. 27, 1905, as amended		134,593.11
From Contributed Funds, Act of June 30, 1921:		
Territory of Alaska, Roads, Bridges and Trails	\$128,188.89	
Aviation Fields	21,646.83	
Shelter Cabins	17,469.56	
Telephone Lines, Seward Peninsula	3,264.57	
Telephone Lines, Tanana-Kaltag-Unalakleet, 4th Division	2,332.54	
Telephone Lines, Tanana-Kaltag-Unalakleet, 2nd Division	768.75	
Valdez Dyke	6,364.05	
Gastineau Bar	365.00	180,400.19
Others, City of Juneau (Juneau Wharf)	7,050.00	
National Park Service	706.76	
Fairbanks Airplane Corporation	24.00	
Fairbanks Telephone Company	195.01	
Bennett and Rodebaugh	72.00	
Fairbanks Exploration Company	6,000.00	
Sitka Commercial Club	5.20	
City of Valdez	400.00	
Citizens of Brooks	496.93	
City of Fairbanks	1,974.95	
City of Seward	142.80	
City of Nome	250.00	
U. S. Lighthouse Service	296.50	
E. P. Marion	75.00	17,689.15
From appropriations for support of Interior Department:		
Roads and Trails, National Parks		60,000.00
Total		\$1,253,668.18*

*—Not including \$3,296.69 reimbursements.

DISTRIBUTION OF WAR DEPARTMENT APPROPRIATIONS BY PROCUREMENT AUTHORITY NUMBERS.

Act of February 23, 1927		
Authority No.		
"Eng. 200P-920-A1070-78"	\$	173.02
1387		703.21
3316		19,414.70
4275		489,749.95
4568		19,252.20
4586		175.00
4625		27,930.47
4648		52,345.18
4822		1,797.84
4845		111,216.37
4930		12,866.81
5070		12,238.50
"Eng. 1P-4592-A5075-N"		14,858.85
Total		\$762,722.10
Act of March 23, 1928		
Authority No.		
"Eng. 194P-920-A1070-89"	\$	42,807.24
1387		853.10
3316		

4275	
4568	
4586	
4625	
4648	
4822	
4845	
4930	
5070	
Total	

I. A

1. Construction and maint

Act of		
June 12, 1906	\$	15
June 20, 1906		3
Mar. 2, 1907		21
Mar. 3, 1909		21
May 11, 1908		31
Mar. 3, 1909		1
Mar. 23, 1910		1
Mar. 3, 1911		1
Aug. 24, 1912		1
Mar. 2, 1913		11
April 27, 1914		1
Mar. 4, 1915		1
Aug. 29, 1916		5
May 2, 1917		5

- (a)—For Fairbanks-Council
- (b)—Includes \$55,000.00 for
- (c)—Includes \$10,000.00 for
- (d)—Includes \$600.00 for su
- (e)—Deficiency to cover In
- (f)—Includes \$22,500.00 for
- (g)—Includes \$100,000.00 fo

2. Construction and Main

Fiscal Year	
1905	
1906	
1907	
1908	
1909	
1910	
1911	
1912	
1913	
1914	
1915	
1916	
1917	

3. Increase of Compensa

Fiscal Year	
1918	
1919	
1920	
1921	

APPROPRIATIONS.

Department:		
25 .....	\$	.11
.....		47.96
27		762,722.10
.....		97,422.73
.....		792.83
1905, as amended		134,593.11
1921:		
and Trails	\$128,188.89	
.....		21,646.83
.....		17,469.56
.....		3,264.57
Unalakleet,		2,332.54
Unalakleet,		768.75
.....		6,364.05
.....		365.00
.....	180,400.19	
(f)	7,050.00	
.....	706.76	
.....	24.00	
.....	195.01	
.....	72.00	
.....	6,000.00	
.....	5.20	
.....	400.00	
.....	496.93	
.....	1,974.95	
.....	142.80	
.....	250.00	
.....	296.50	
.....	75.00	17,689.15
War Department:		60,000.00
.....		\$1,253,668.18*

WAR DEPARTMENT APPROPRIATIONS
PRIORITY NUMBERS.

Telegrams.
Machinery not otherwise listed.
Repairs and alterations.
Wages—all employees.
Installation of roads, walks,
bridges and drainage.
Construction of tramways, ferries
and trails.
Food and lodging and miscellan-
eous services.
Provisions.
Sundry Office Supplies.
Supplies not listed specifically.
Transportation of equipment, etc.
Reimbursement of travel expenses
(transportation of persons).
Wharf, Juneau, Alaska.

Telegrams.
Machinery not otherwise listed.
Repairs and alterations.

4275	13,634.06	Wages—all employees.
4568	2,279.49	Installation of roads, walks, bridges and drainage.
4586		Construction of tramways, ferries and trails.
4625	931.43	Food and lodging and miscellan- eous services.
4648	18,929.87	Provisions.
4822	389.84	Sundry Office Supplies.
4845	16,335.90	Supplies not listed specifically.
4930	266.85	Transportation of equipment, etc.
5070	995.76	Reimbursement of travel expenses (transportation of persons).
Total	\$ 97,422.73	

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	July 9, 1918	100,000.00
June 20, 1908	35,000.00(a)	July 11, 1919	100,000.00
Mar. 2, 1907	250,000.00	June 5, 1920	350,000.00
May 11, 1908	250,000.00	June 30, 1921	425,000.00(c)
Mar. 3, 1909	350,000.00	June 30, 1922	465,000.00
Mar. 23, 1910	100,000.00	Mar. 2, 1923	650,600.00(d)
Mar. 3, 1911	150,000.00	June 7, 1924	725,000.00
Aug. 24, 1912	125,000.00	Dec. 6, 1924	55,000.00(e)
Mar. 2, 1913	155,000.00(b)	Feb. 12, 1925	900,000.00
April 27, 1914	125,000.00	April 15, 1926	900,000.00
Mar. 4, 1915	165,000.00	Feb. 23, 1927	1,022,500.00(f)
Aug. 29, 1916	500,000.00	Mar. 23, 1928	925,000.00(g)
May 2, 1917	500,000.00	Total	\$9,473,100.00

- (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.
- (g)—Includes \$100,000.00 for Flood Control, Lowell Creek.

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

Fiscal Year	Amount	Fiscal Year	Amount
1905	\$ 23,000.00	1918	256,000.00
1906	80,500.00	1919	35,000.00
1907	123,584.00	1920	124,992.96
1908	117,750.00	1920 (sup.)	153,805.19
1909	145,200.00	1921	98,437.82
1910	125,000.00	1922	135,975.05
1911	155,000.00	1923	119,227.10
1912	152,000.00	1924	115,803.20
1913	223,000.00	1925	123,871.33
1914	166,316.32	1926	137,431.66
1915	171,824.31	1927	142,905.28
1916	164,402.30	1928	73,653.64
1917	50,000.00	Total	\$3,229,680.16

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	Total	\$ 95,059.50

4. National Cemeteries.

Fiscal Year	Amount	Fiscal Year	Amount
1925	\$ 302.17	1927	\$ 800.00
1926	300.00	1928	800.00
		Total	\$ 2,202.17

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	March 7, 1928	60,000.00
		Total	\$ 206,000.00
Total Federal Appropriations			\$13,006,041.83

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

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, Tele Lines, Seward Peninsula:
Fiscal Year:

1926	
1927	
1928	

Approved April 30, 1925, Pio Cemetery Road:
Fiscal Year:

1927	
------	--

Approved May 2, 1927, Public and Ferries.
Fiscal Year:

1928	
------	--

Approved May 2, 1927, Shelter Cabins:
Fiscal Year:

1928	
------	--

Approved May 2, 1927, Tele Lines, Seward Peninsula:
Fiscal Year:

1928	
------	--

Total Territory

2. By Others:

Fiscal Year 1922	
Fiscal Year 1923	
Fiscal Year 1924	
Fiscal Year 1925	
Fiscal Year 1926	
Fiscal Year 1927	
Fiscal Year 1928:	

National Park Serv
Fairbanks Airplane
Fairbanks Telephone
Bennett and Rodeb
Fairbanks Explorat
Sitka Commercial
Citizens of Brooks
City of Valdez
City of Seward
City of Fairbanks
City of Nome
U. S. Lighthouse S
Otto Halla
E. P. Marion
City of Juneau

Total others

3. Funds contributed for

Territory of Alaska
City of Seward

II. Total

Fiscal Year	Amount
1927	\$ 800.00
1928	800.00
Total	\$ 2,202.17

Act of	Amount
January 12, 1927	\$ 16,000.00
March 7, 1928	60,000.00
Total	\$ 206,000.00
Grants	\$13,006,041.83

DED FUNDS.

0, 1921, Alaska Special Fund.

1919	\$115,517.94	
Carries	85,746.61	\$201,264.55

Bridges, Trails,	\$ 28,000.00	
	43,237.28	
	88,512.88	159,750.16

Bridge,	\$ 5,000.00	
	20,000.00	25,000.00

	\$ 6,500.00	
	3,500.00	10,000.00

Bridges, Trails	\$ 91,325.35	
	76,478.45	167,803.80

	\$ 15,000.00	15,000.00
--	--------------	-----------

Bridges, Trails	\$113,850.00	
	83,292.24	197,142.24

	\$ 2,500.00	
	17,500.00	20,000.00

Approved April 30, 1925, Telephone Lines, Seward Peninsula:

Fiscal Year:		
1926	\$ 2,149.10	
1927	1,382.50	
1928	467.60	3,999.20

Approved April 30, 1925, Pioneers' Cemetery Road:

Fiscal Year:		
1927	\$ 3,341.02	3,341.02

Approved May 2, 1927, Public Roads, Bridges, Trails and Ferries:

Fiscal Year:		
1928	\$163,099.02	163,099.02

Approved May 2, 1927, Shelter Cabins:

Fiscal Year:		
1928	\$ 25,000.00	25,000.00

Approved May 2, 1927, Telephone Lines, Seward Peninsula:

Fiscal Year:		
1928	\$ 2,796.97	2,796.97

Total Territory\$ 994,196.96

2. By Others:

Fiscal Year 1922	\$ 1,683.77
Fiscal Year 1923	1,379.54
Fiscal Year 1924	4,540.00
Fiscal Year 1925	883.12
Fiscal Year 1926	2,819.01
Fiscal Year 1927	5,756.63
Fiscal Year 1928:	

National Park Service	\$ 706.76	
Fairbanks Airplane Corporation	24.00	
Fairbanks Telephone Co.	195.01	
Bennett and Rodebaugh	72.00	
Fairbanks Exploration Co.	6,000.00	
Sitka Commercial Club	5.20	
Citizens of Brooks	496.93	
City of Valdez	1,200.00	
City of Seward	142.80	
City of Fairbanks	1,974.95	
City of Nome	250.00	
U. S. Lighthouse Service	296.50	
Otto Halla	1,000.00	
E. P. Marion	75.00	
City of Juneau	7,050.00	19,489.15

Total others\$ 36,551.22

3. Funds contributed for Flood Control Lowell Creek:

Territory of Alaska	\$ 10,000.00	
City of Seward	15,000.00	25,000.00

II. Total, Contributed Funds\$1,055,748.18

III. EXPENDITURE OF OTHER FUNDS SUPERVISED BY THE COMMISSION AND THE JUNEAU, ALASKA, RIVER AND HARBOR DISTRICT.

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

Total \$ 71,731.95

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 National Park Service:
Mt. McKinley National Park Road 700.25

Total \$ 80,051.17

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 Engin
Rivers and Harbor

3. For the Quartermaster
Chilkoot Barracks

Total

Fiscal Year 1926:

1. For the Territory of A
Chairman, 3rd Div
Chairman, 4th Div

2. For the Chief of Engin
Rivers and Harbor

3. For the Quartermaster
Chilkoot Barracks

4. Miscellaneous:

Total

Fiscal Year 1927:

1. For the Territory of A
Chairman, 3rd Div
Chairman, 4th Div

2. For the Chief of Engin
Rivers, Harbors, I

3. For the Quartermaster
Chilkoot Barracks

4. Miscellaneous:

Total

Fiscal Year 1928:

1. For the Territory of A

Acct. No.	Name
	Overhead
10B	Seward-Nash
35C	Palmer-Matanuska
35G	Palmer-Springer
35I	Moose-Palmer
35L	Palmer-Matanuska
35Q	Eglund Road
35R	Bogard Road
75A	Anchorage-Lake
75C	Chester Creek Bo

Total by Chairma

Acct. No.	Name
	Overhead
7AA	Cleary Creek Road
7B	Olnes-Dome Creel
7C	Summit-Fairbanks
7CA	Lower Fish Creek
7DA	College Spur
7DB	Ester Dome Road
7DC	St. Patrick's-Happ
7DD	Ester-Beegler
7GA	Lazelle Road
7N	Farmer's-Birch H
7NA	Isabelle Creek
7NB	Ballaine-Rickert

**ER FUNDS SUPERVISED
AND THE JUNEAU,
AND HARBOR
T.**

.....\$1,221,574.09

.....\$ 750.00

my:
etc. 1,602.50

.....\$ 2,352.50

.....\$ 7,812.19
..... 21,365.00

my:
etc. 47,503.46

Army:
..... 2,502.02

.....\$ 79,182.67

.....\$ 10,855.72
..... 15,717.11
..... 24,014.00

my:
etc. 21,145.12

.....\$ 71,731.95

.....\$ 14,993.86
..... 20,000.50
..... 6,425.00

my:
etc. 37,931.56

..... 700.25

.....\$ 80,051.17

.....\$ 11,806.14
..... 9,000.00
..... 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		\$ 78,936.75

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		\$ 83,041.96

Fiscal Year 1927:

1. For the Territory of Alaska:		
Chairman, 3rd Division	\$ 13,052.15	
Chairman, 4th Division	13,844.42	
2. For the Chief of Engineers, U. S. Army:		
Rivers, Harbors, Fish Traps, etc.	129,169.18	
3. For the Quartermaster General, U. S. Army:		
Chilkoot Barracks Water Supply	1,078.89	
4. Miscellaneous:	3,218.00	
Total		\$ 160,362.64

Fiscal Year 1928:

1. For the Territory of Alaska:

Acct. No.	Name	Miles	Expenditure
	Overhead		\$ 70.00
10B	Seward-Nash	2 1/2	500.00
35C	Palmer-Matanuska River	1 1/4	153.50
35G	Palmer-Springer	3	427.51
35I	Moose-Palmer	8	3,625.50
35L	Palmer-Matanuska	6 1/4	2,866.17
35Q	Edlund Road	3/4	1,468.00
35R	Bogard Road	7 1/2	3,970.00
75A	Anchorage-Lake Spenard	4	864.66
75C	Chester Creek Boat Landing	1	30.00
	Total by Chairman, 3rd Division	34 1/4	\$ 13,975.34

Acct. No.	Name	Miles	Expenditure
	Overhead		\$ 55.00
7AA	Cleary Creek Road	2	500.00
7B	Olmes-Dome Creek	5	500.00
7C	Summit-Fairbanks Creek	13	1,360.41
7CA	Lower Fish Creek Road	2 1/4	2,776.16
7DA	College Spur	1 1/2	83.79
7DB	Ester Dome Road	2	3.85
7DC	St. Patrick's-Happy	3 3/4	3,569.47
7DD	Ester-Beegler	1/2	500.00
7GA	Lazelle Road	2 1/4	500.00
7N	Farmer's-Birch Hill	8 1/4	2,731.35
7NA	Isabelle Creek	1 3/4	99.93
7NB	Ballaine-Rickert	1	97.86

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7S	Graehl Bridge	21.84
7T	Farmer's-Chena Slough	5	2,730.03
15A	Central House-Circle Hot Springs	9	400.00
15E	Miller House Spur	¼	1,559.55
16B	Eagle Creek Spur	1	81.17
Total by Chairman, 4th Division			57½ \$ 17,570.41

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

Improvement of Nome Harbor	\$ 22,627.59
Improvement of Wrangell Harbor	74.83
Improvement of Wrangell Narrows	340,057.15
Preliminary Examination of Afognak	250.00
Preliminary Examination and Survey of Nome Harbor	350.00
Preliminary Examination and Survey of Dry Pass	1,077.47
Preliminary Examination of Cordova Harbor	217.63
Preliminary Examination of Fort Frederick and adjacent bays	250.00
Preliminary Examination of Sitka Harbor	235.37
Preliminary Examination of Anchorage Harbor	150.00
Preliminary Examination and Survey of Gastineau Channel	1,020.61
Preliminary Examination of William Henry Bay	250.00
Removing Sunken Vessels	99.34
Public Hearings, Fish Traps, etc.	8,980.14
Total for Rivers and Harbors, Fish Traps, etc.	\$ 375,890.13

3. Miscellaneous:

Lake Spenard Aviation Field	\$ 100.00
Curry Aviation Field	2,500.00
Livengood Aviation Field	400.00
Chandalar Aviation Field	615.00
Nenana Aviation Field	180.00
Total	\$ 3,795.00
Total Supervised Funds F. Y. 1928	411,230.88
III. Total Supervised Funds	\$ 2,187,563.71
Grand Total, All Funds	\$16,249,353.72

REPORT ALASKA ROAD COMMISSION

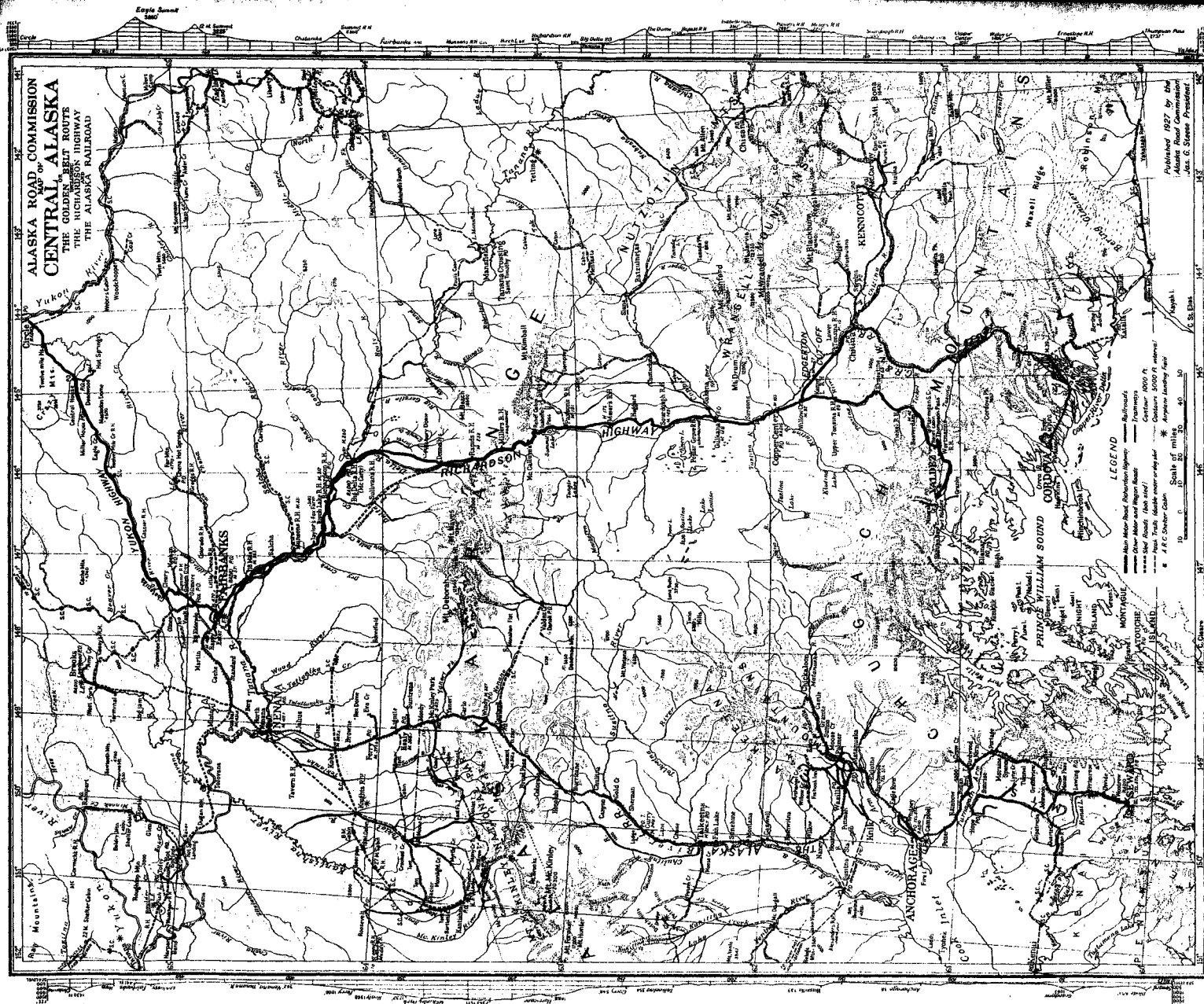
Slough	5	21.84
Circle Hot Springs	9	2,730.03
Qu	1 1/4	400.00
ur	1	1,559.55
.....		81.17
nan, 4th Division	57 1/2	\$ 17,570.41

Engineers, U. S. Army:

Nome Harbor	\$ 22,627.59
Wrangell Harbor	74.83
Wrangell Narrows	340,057.15
Examination of Afognak	250.00
Examination and Survey of	350.00
Examination and Survey of	1,077.47
Examination of Cordova Harbor	217.63
Examination of Fort Frederick	250.00
Examination of Portage Bay and	250.00
Examination of Sitka Harbor	235.37
Examination of Anchorage Har-	150.00
Examination and Survey of	1,020.61
Examination of William Henry	250.00
Examination of Vessels	99.34
Examination of Fish Traps, etc.	8,980.14
Rivers and Harbors, Fish	\$ 375,890.13

Navigation Field	\$ 100.00
Construction Field	2,500.00
Operation Field	400.00
Maintenance Field	615.00
Administration Field	180.00
.....	\$ 3,795.00

Approved F. Y. 1928	411,230.88
Revised Funds	\$ 2,187,563.71
Total, All Funds	\$16,249,353.72



Published 1927 by the Alaska Road Commission
 Gen. G. Steyer, President

