

ANNUAL REPORT OF THE ALASKA ROAD COMMISSION  
FISCAL YEAR 1931

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-SEVENTH ANNUAL  
REPORT  
1931

PART II  
OPERATIONS

BOARD OF ROAD COMMISSIONERS  
FOR ALASKA

JUNEAU, ALASKA  
1931

- 1 Loader, belt conveyor, portable.
- 2 Locomotives, gasoline.
- 3 Machines, mowing, horse drawn.
- 8 Machines, mowing, tractor attachment.
- 12 Maintainers, tractor drawn.
- 5 Piledrivers, complete.
- 56 Plows.
- 2 Plows, reversible backfiller attachment for 30 tractor.
- 1 Plow, reversible backfiller attachment for 60 tractor.
- 1 Plow, snow, lateral rotary type.
- 8 Rollers, road.
- 3 Saws, power driven.
- 1 Sawmill, portable.
- 1 Scarifier.
- 56 Scrapers, slip.
- 5 Scrapers, wheel.
- 1 Scraper, self-loading, tractor drawn.
- 14 Scrapers, Fresno.
- 23 Scrapers, automatic, tractor drawn.
- 1 Shovel, ¾-yd., steam.
- 10 Shovels, ½-yd., gasoline.
- 50 Sleds, bob.
- 30 Tractors, Caterpillar "30."
- 4 Tractors, Caterpillar "60."
- 2 Tractors, Monarch "35."
- 4 Tractors, Holt.
- 1 Tractor, Case.
- 7 Tractors, Fordson.
- 30 Trailers, Highway.
- 2 Trailers, crawler type.
- 9 Transits, surveying.
- 72 Wagons.
- 4 Welding Outfits.
- 14 Winches, hand.

**PROGRESS OF THE WORK.**

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

In the classification of the Com cleared, grubbed, ditched, graded, and date wagon traffic. Motor vehicles are creasing numbers. This requires a grav cost, but with an eventual saving in

Sled roads are cleared and grubbed graded. They are drained only sufficient by the summer rains. Their wear bob-sleds, drawn by two, four or more these roads as well as over the wagon the past few seasons, caterpillar tractor during the winter time, and such traffic

Trails include any construction less dog-sleds or single horse-drawn double trains in summer. Except where frozen work is always necessary to permit the

Flagged trails represent cut-offs across sea, etc. The marks are necessary to prevent lost in bad weather.

The growth of the road system is shown on page 30 of this report. Only net increase sections abandoned from time to time be included. The following table summarizes the date:

STATUS		Road	Sled	T
		1,031	Road 636	3,
1920 Report	.....	1,031	636	3,
<b>ADDITIONS:</b>				
New Mileage	.....	792½*	817¾	5,
Reclassified	.....	179	253½	
<b>GRAND TOTAL</b>	.....	<b>2,002½</b>	<b>1,707¼</b>	<b>8,8</b>
<b>DEDUCTIONS:</b>				
Transferred to other	.....			
bureaus	.....	121¼	9	
Reclassified	.....	30½	173½	
Abandoned or dropped	.....			
account duplication of	.....			
routes	.....	99	125½	
<b>NET TOTAL</b>	.....	<b>1,751¾*</b>	<b>1,399¼</b>	<b>7,3</b>
*—Includes 87 miles tramroad.				
No work 1931	.....	83½	605¼	2,8
Work 1931	.....	1,668¼	794	4,4

From the above table it will be noted that the aggregate of roads built aggregates 11,189 miles, consisting of 1,664 miles of tramroad, 1,399¼ miles of sled road, 7 miles of temporary flagged trail. The ne

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## SS OF THE WORK.

s and supplies in the Territory is a large work. The rate paid for labor varies from ard for common labor. The cost of sub-correspondingly high. Besides these high k in Alaska adds to the cost in a way to l work in the United States difficult. In aising, clearing, grubbing and construction rk done upon roads in the settled parts ioneer days. Even with this the mileage ed upon with a great deal of gratification.

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

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

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

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

The growth of the road system is shown in the diagram facing page 30 of this report. Only net increases are shown as the short sections abandoned from time to time because of disuse are not included. The following table summarizes the status of the work to date:

STATUS	MILEAGE					Grand Total
	Road	Sled Road	Trail	Total	Flagged	
1920 Report .....	1,031	636	3,223	4,890	712	5,602
<b>ADDITIONS:</b>						
New Mileage .....	792½*	817¾	5,295	6,905¼	.....	6,905¼
Reclassified .....	179	253½	80	512½	.....	512½
<b>GRAND TOTAL</b> .....	<b>2,002½</b>	<b>1,707¼</b>	<b>8,598</b>	<b>12,307¾</b>	<b>712</b>	<b>13,019¾</b>
<b>DEDUCTIONS:</b>						
Transferred to other bureaus .....	121¼	9	45½	175¾	.....	175¾
Reclassified .....	30½	173¾	308½	512½	.....	512½
Abandoned or dropped account duplication of routes .....	99	125½	918	1,142½	.....	1,142½
<b>NET TOTAL</b> .....	<b>1,751¾*</b>	<b>1,399¼</b>	<b>7,326</b>	<b>10,477</b>	<b>712</b>	<b>11,189</b>
*—Includes 87 miles tramroad.						
No work 1931 .....	83½	605¼	2,844¼	3,533	383	3,916
Work 1931 .....	1,668¼	794	4,481¼	6,944	329	7,273

From the above table it will be noted that the present system aggregates 11,189 miles, consisting of 1,664¼ miles of road, 87 miles of tramroad, 1,399¼ miles of sled road, 7,326 miles of trail and 712 miles of temporary flagged trail. The net gain in mileage for the

eleven year period has been 5,587 miles, including 633 1/4 miles of road, 87 miles of tramroad, 763 1/4 miles of sled road and 4,103 miles of trail.

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

DISTRICT	Road	Sled Road	Trail	Flagged Trail	Total
Southeastern Alaska	64 1/4	.....	23	.....	87 1/4
Eagle	21	86	119	.....	226
Valdez	105	.....	.....	.....	105
Chitina	272	.....	228	.....	500
Fairbanks	627 1/2	529 1/4	731	.....	1,888
Southwestern Alaska	248 1/4	84 1/2	236 1/4	.....	569
Kuskokwim	78 1/4	77 1/2	1,178 1/2	.....	1,334 1/4
Nome	251 1/2	16 1/2	1,966	329	2,563
Totals	1,668 1/4	794	4,481 1/4	329	7,273

SUMMARY OF ALL EXPENDITURES TO JUNE 30, 1931.

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	\$ .....	\$ 28,000.00	\$ .....	\$ 28,000.00 (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	236,674.97	146,971.92	.....	383,646.89 (b)
1910	237,498.50	102,898.29	.....	340,396.79 (b)
1911	100,000.00	166,777.95	.....	266,777.95
1912	150,103.58	167,302.49	.....	317,406.07
1912	.....	17,052.23 (c)	.....	17,052.23
1913	125,010.91	228,117.56	.....	353,128.47
1914	153,174.43	170,688.37	.....	323,862.80
1915	126,852.28	167,915.84	.....	294,768.12
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	889,443.65	207,909.20	119,814.04	1,217,166.89
1928	860,192.90	134,593.11	258,882.17	1,253,668.18
1929	997,297.64	134,371.66	315,494.61	1,447,163.91
1930	775,406.36	138,542.03	342,401.26	1,256,349.65
1931	751,366.08	202,547.78	334,359.60	1,288,273.46
TOTALS	\$11,185,190.37**	\$3,769,418.62***	\$2,319,185.63	\$17,273,794.62

(a)—To October 31st.  
 (b)—To September 30th.  
 (c)—U. S. Treasury Adjustment.  
 \*—Other Funds—Includes the following expenditures from other appropriations:

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
1926	.....	290.17
1927	.....	812.00
1928	.....	792.83
1929	.....	1,000.00
1930	.....	1,499.80
1931	.....	937.47

TOTALS .....\$95,076.45 (a) \$5,632.27

(a)—Includes refunds of \$16.95.  
 (b)—Includes refunds of \$10,571.43.  
 (c)—Includes refunds of \$20.94.

\*\*Total War Department appropriations  
 Balance unexpended July 1, 1931 .....

Amount expended .....  
 Add Navy Department reimbursements .....  
 Add repayments and voucher corrections .....  
 Add repayments and voucher corrections 1929 .....

Total expenditures .....  
 \*\*\*Total Alaska Fund .....  
 Balance unexpended July 1, 1931 .....

Amount expended .....  
 Add Receipts from Sales, 1905-20 .....  
 Add Voucher Corrections, 1905-20 .....  
 Add Sales, Refunds, etc., 1921-1929 .....

Total expenditures .....

These expenditures are summarized as

FEDERAL APPROPRIATIONS:

Alaska Fund, 1905-1920	.....
War Dept. Acts, 1905-1920	.....
Increase of Compensation, 1918-1920	.....
U. S. Treasury Adjustment, 1913	.....
Alaska Fund, 1921-1931	.....
War Dept. Acts, 1921-1931	.....
Increase of Compensation, 1921-1925	.....
Quartermaster General, 1925-1931	.....
National Park Service, 1925--1931	.....
Lowell Creek	.....

Total .....

CONTRIBUTED FUNDS:

Territory of Alaska, 1920	.....
Territory of Alaska, 1921-1931	.....
Miscellaneous, 1922-1931	.....

Total .....

Grand Total .....

In addition to the above funds, disbursed by the Commission has supervised the expenditure of funds disbursed by other agencies for road

Road tax, labor, and miscellaneous contributions, Department of Agriculture, 1920	.....
Quartermaster General, 1901-1902	.....
Chief of Engineers, 1904-1905	.....
Territorial Funds and Forest Revenues Prior to 1921	.....
Territorial Divisional Commissioners, 1921-1929	.....
Territorial Divisional Commissioners, 1930	.....
Seward Peninsula Tramway, 1923	.....
Tolovana Tramway, 1924	.....

ALASKA ROAD COMMISSION.

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87 miles, including 633 1/4 miles of road, miles of sled road and 4,103 miles of trail.

the expenditures were distributed over

Sled Road	Trail	Flagged Trail	Total
86	119	23	228
529 1/2	731	228	1,888
84 1/2	236 1/4	105	569
77 1/2	1,178 1/2	329	1,334 1/4
16 1/2	1,966	226	2,563
794	4,481 1/4	329	7,273

EXPENDITURES TO JUNE 30, 1931.

expended the following funds since the development in the Territory:

Alaska Fund.	Other Funds*	Total
28,000.00		28,000.00(a)
57,420.77		175,592.86(a)
148,814.79		346,745.70(b)
120,772.72		365,629.90(b)
146,971.92		383,646.89(b)
102,898.29		340,396.79(b)
166,777.95		266,777.95
167,302.49		317,406.07
17,052.23(c)		17,052.23
228,117.56		353,128.47
170,688.37		323,862.80
157,915.84		284,768.12
135,708.89		300,720.62
76,716.15		576,747.90
272,020.18	145.20	597,165.38
52,372.31		299,024.26
124,892.96	101,184.56	358,604.25
218,247.21	98,551.98	666,799.19
173,029.19	83,411.15	683,247.68
34,398.23	150,070.59	740,082.49
67,683.67	138,000.81	936,107.65
168,518.01	194,164.61	1,138,347.64
115,035.11	182,705.05	1,311,317.69
207,909.20	119,814.04	1,217,166.89
134,593.11	258,832.17	1,253,668.18
134,371.66	315,494.61	1,447,163.91
138,542.03	342,401.26	1,256,349.65
202,547.78	334,359.60	1,288,273.46

769,418.62\*\*\* \$2,319,185.63 \$17,273,794.62

the following expenditures from other

Quartermaster General	Funds Contributed	National Park Service
	101,184.56	
	97,611.98	
	79,089.06	
	121,212.87	
	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		812.00	103,001.10	16,000.94
1928		792.83	198,089.34	60,000.00
1929		1,000.00	249,494.61	65,000.00
1930		1,499.80	180,080.15	160,821.31
1931		937.47	165,604.86	167,817.27

TOTALS .....\$95,076.45(a) \$5,632.27 \$1,618,817.39(b) \$599,659.52(c)  
 (a)—Includes refunds of \$16.95.  
 (b)—Includes refunds of \$10,571.43.  
 (c)—Includes refunds of \$20.94.

\*\*Total War Department appropriations .....\$11,873,100.00  
 Balance unexpended July 1, 1931 ..... 711,155.26

Amount expended ..... \$11,161,944.74  
 Add Navy Department reimbursement ..... 3,976.19  
 Add repayments and voucher corrections 1920 ..... 420.82  
 Add repayments and voucher corrections 1921-1929 ..... 18,848.62

Total expenditures ..... \$11,185,190.37

\*\*\*Total Alaska Fund .....\$ 3,651,714.36  
 Balance unexpended July 1, 1931 ..... 12,478.03

Amount expended ..... \$ 3,639,236.33  
 Add Receipts from Sales, 1905-20 .....\$ 49,448.09  
 Add Voucher Corrections, 1905-20 ..... 1,462.68  
 Add Sales, Refunds, etc., 1921-1929 ..... 79,271.62

Total expenditures ..... \$ 3,769,418.62

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, 1921-1931	1,594,875.20
War Dept. Acts, 1921-1931	8,026,912.28
Increase of Compensation, 1921-1925	94,931.25
Quartermaster General, 1925-1931	5,632.27
National Park Service, 1925--1931	599,659.52
Lowell Creek	98,881.08

Total .....\$15,654,977.23

CONTRIBUTED FUNDS:

Territory of Alaska, 1920	\$ 101,184.56
Territory of Alaska, 1921-1931	1,409,173.29
Miscellaneous, 1922-1931	108,459.54

Total .....\$ 1,618,817.39  
 Grand Total .....\$17,273,794.62

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, 1921-1929	194,939.60
Territorial Divisional Commissioners, 1930	1,000.00
Seward Peninsula Tramway, 1923	24,014.00
Tolovana Tramway, 1924	6,425.00

Kaitag Portage Survey, 1925 .....	312.72
Miscellaneous, 1926-1930 .....	22,349.50
<b>Total .....</b>	<b>\$1,470,614.91</b>

\*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:

Classification	Mileage	Annual Maintenance per mile	Total
Wagon Roads .....	1,751 3/4	\$300	\$525,525
Sled Roads .....	1,399 1/2	25	34,981
Trails .....	7,326	10	73,260
Flagged Trails .....	712	3	2,136
<b>Totals .....</b>	<b>11,189</b>	<b>\$ 56.83</b>	<b>\$635,902</b>

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

**INSPECTION.**

The magnitude of the task and extent of territory covered by the wide-flung activities of this Commission may be realized from the fact that it would take two years of continuous traveling on the ground with the best facilities available for a single individual to make a complete inspection of the entire mileage for which the Commission is responsible. In view of the growing use of airplanes in Alaska more comprehensive and frequent inspections can now be made by the members of the Commission than was formerly the case. The President or Engineer Officer spends the greater part of each working season inspecting the field work and ascertaining the needs of all sections for transportation routes.

**FEDERAL AID.**

The provisions of the Federal Aid Road Acts do not apply to the Territory of Alaska. The original Federal Aid Road Act was approved July 11, 1916, and was amended by the Act approved February 28, 1919.

The Federal Highway Act of November amended, is now the basic law governin

The extension of the Federal Aid R proposed. In view of the fact that nearl aid idea was adopted, the Alaska Road C by Congress in 1905 to meet the special work well in hand; and in view of the specifications, methods, etc., of the Fed conditions in the Territory, Congress has and appropriations of the Alaska Road CC

**DEPARTMENT OF AGR**

The National Forests, administered b are provided with a road system, the wor U. S. Bureau of Public Roads. The territ tion, comprising about 5% of the area of in Southeastern Alaska and could not be t Territory by a road system. The work agencies is thus entirely distinct and no ov exists or is possible.

**TERRITORIAL ROAD LE**

The present road law in the Territory, Road Act, was passed on April 21, 1919 (Cha It was made necessary by the Federal appr Forests, which could be expended only pr were appropriated by the Territory, the D funds becoming available in the ratio of abou funds to one dollar of Territorial funds. U quent amendments the Territorial Board of sisting of the Governor, the Territorial Hi Treasurer of the Territory, are authorized agreements with the Department of Agric Commission, or other Federal bureaus, and bursing officers of such bureaus Territorial them upon the cooperative projects.

The following Territorial funds have be pended to March 31, 1931:

**APPROPRIATIONS:**

Forest Revenues to June 30, 1930 .....	
April 30, 1927, Shelter Cabins .....	
May 3, 1917, Roads, Bridges, Trails and Feri .....	
May 3, 1917, Nizina Bridge .....	
May 1, 1919, Shelter Cabins .....	
May 1, 1919, Roads, etc. ....	
May 5, 1921, Nizina River Bridge .....	



.....	312.72
.....	22,349.50
.....	\$1,470,614.91

of the Alaska Road Commission.  
the Alaska Road Commission.

**MAINTENANCE:**

ance of routes in Alaska varies con-  
range of climate being greater than  
he cost of labor varying greatly. The  
indicates that for all Alaska proper,  
ding a fair allowance for floods, etc.,  
following:

	Annual Maintenance per mile	Total
.....	\$300	\$525,525
.....	25	34,981
.....	10	73,260
.....	3	2,136
189	\$ 66.83.	\$635,902

for any improvements or extensions.  
ctions of many of the through routes  
standard as the rest so that the entire  
y the same traffic without the neces-  
n amount of new work on extensions  
to keep pace with developments. This  
the present time at the expense of

**SECTION.**

nc. extent of territory covered by the  
mission may be realized from the  
of continuous traveling on the ground  
for a single individual to make a  
e mileage for which the Commission  
growing use of airplanes in Alaska  
inspections can now be made by the  
man was formerly the case. The  
nds the greater part of each working  
and ascertaining the needs of all

**AL AID.**

Aid Road Acts do not apply to the  
Federal Aid Road Act was approved  
the Act approved February 28, 1919.

The Federal Highway Act of November 9, 1921, as supplemented and amended, is now the basic law governing Federal Aid road work.

The extension of the Federal Aid Road Acts to Alaska has been proposed. In view of the fact that nearly 12 years before the Federal aid idea was adopted, the Alaska Road Commission had been created by Congress in 1905 to meet the special conditions in Alaska, had the work well in hand; and in view of the further fact that the theory, specifications, methods, etc., of the Federal Aid do not meet the conditions in the Territory, Congress has instead increased the powers and appropriations of the Alaska Road Commission.

**DEPARTMENT OF AGRICULTURE.**

The National Forests, administered by the U. S. Forest Service, are provided with a road system, the work on which is done by the U. S. Bureau of Public Roads. The territory served by this organiza- tion, comprising about 5% of the area of the Territory, lies mostly in Southeastern Alaska and could not be tied in with the rest of the Territory by a road system. The work of the two road building agencies is thus entirely distinct and no overlapping of work or effort exists or is possible.

**TERRITORIAL ROAD LEGISLATION.**

The present road law in the Territory, known as the Cooperative Road Act, was passed on April 21, 1919 (Chapt. 11, Session Laws 1919). It was made necessary by the Federal appropriation for the National Forests, which could be expended only provided cooperative funds were appropriated by the Territory, the Department of Agriculture funds becoming available in the ratio of about three dollars of Federal funds to one dollar of Territorial funds. Under this law and subse- quent amendments the Territorial Board of Road Commissioners, con- sisting of the Governor, the Territorial Highway Engineer and the Treasurer of the Territory, are authorized to enter into cooperative agreements with the Department of Agriculture, the Alaska Road Commission, or other Federal bureaus, and to turn over to the dis- burring officers of such bureaus Territorial funds to be expended by them upon the cooperative projects.

The following Territorial funds have been appropriated and ex- pended to March 31, 1931:

**APPROPRIATIONS:**

Forest Revenues to June 30, 1930 .....	\$ 320,136.41
April 30, 1927, Shelter Cabins .....	20,000.00
May 3, 1917, Roads, Bridges, Trails and Ferries .....	400,000.00
May 3, 1917, Nizina Bridge .....	25,000.00
May 1, 1919, Shelter Cabins .....	5,000.00
May 1, 1919, Roads, etc. ....	375,000.00
May 5, 1921, Nizina River Bridge .....	25,000.00



May 5, 1921, Seward Peninsula Railway .....	24,014.00
May 7, 1921, Shelter Cabins .....	10,000.00
May 7, 1921, Roads, etc. ....	240,000.00
May 3, 1923, Tolovana Tram .....	6,425.00
May 4, 1923, Roads, etc. ....	240,000.00
May 4, 1923, Shelter Cabins .....	15,000.00
May 5, 1923, Kaltag Portage Survey .....	312.72
April 30, 1925, Roads, etc. ....	260,000.00
April 30, 1925, Shelter Cabins .....	20,000.00
April 30, 1925, Telephone Lines, Seward Peninsula .....	3,999.20
April 30, 1925, Pioneer Cem. Road .....	3,341.02
May 2, 1927, Telephone Lines, Seward Peninsula .....	4,000.00
May 5, 1927, Roads, etc. ....	460,000.00
May 5, 1927, Shelter Cabins .....	32,266.63
April 27, 1929, Telephone Lines, Seward Peninsula .....	5,000.00
May 1, 1929, Telephone Lines .....	74.00
May 2, 1929, Yukon-Kuskokwim Portage .....	7,500.00
May 2, 1929, Roads, etc. ....	320,000.00
May 2, 1929, Shelter Cabins .....	18,628.99
April 16, 1929, Flood Protection, Hyder .....	7,499.61
Deposits from sales and refunds .....	428.75
<b>Total appropriated to March 31, 1931 .....</b>	<b>\$2,848,626.23</b>

**EXPENDITURES:**

Expended by Territory prior to April 1, 1921 .....	\$ 684,239.64
Expended by Territory, April 1, 1921 to March 31, 1931 .....	82,699.13
Supervised by A. R. C. 1921-1931 .....	226,691.32
Cooperative with A. R. C. 1920-1931 .....	1,500,201.42
Cooperative with Forest Service 1920-1931 .....	333,199.50
<b>Total expended to March 31, 1931 .....</b>	<b>\$2,827,031.01</b>
Balance, April 1, 1931, Forest Reserve fund .....	7,613.22
On deposit with A. R. C. for authorized work:	
Second Division: Aviation Fields .....	2,000.00
Sunset Creek Road .....	10,000.00
Fourth Division: Aviation Fields .....	1,482.00
Takotna Aviation Field Road .....	500.00
<b>Total .....</b>	<b>\$2,848,626.23</b>

**TERRITORIAL BOARD.**

The Territorial Board of Road Commissioners, as now constituted, is composed of the following:

- Geo. A. Parks, Governor of the Territory.....Chairman.
- Walstein G. Smith, Territorial Treasurer.....Member.
- Wm. A. Hesse.....Territorial Highway Engineer and Secretary.

**LOCAL COOPERATION.**

Under the authority of the Territorial Cooperative Road Act, approved April 21, 1919, and the Act of Congress approved June 30, 1921, the Commission made additional cooperative agreements for the prosecution of work supported in part by Federal funds and in part by funds appropriated by the Territorial Legislature.

The President of the Commission continued to supervise certain public works for the Territory supported by appropriations of the Territorial Legislature. No Territorial road building organization has been maintained since March 1, 1921.

The following general road funds were expended on Territorial projects during the fiscal year:

**COOPERATIVE ROAD PROJECTS:**

Alaska Road Commission Funds .....	
Territorial Funds .....	
Miscellaneous Contributions .....	
<b>Total .....</b>	

**TERRITORIAL ROAD PROJECTS:**

Territorial Funds .....	
Miscellaneous Contributions .....	
<b>Total .....</b>	

**SPECIAL PROJECTS:**

Shelter Cabins, Territory, 2nd Division .....	
3rd Division .....	
4th Division .....	
Aviation Fields, Territory, 1st Division .....	
2nd Division .....	
3rd Division .....	
4th Division .....	
Aviation Fields, Miscellaneous Contributions .....	
Telephone Lines, Territory .....	
Nome Harbor, Territory .....	
Valdez Dyke, Territory .....	
Gastineau Bar, Territory .....	
Yukon-Kuskokwim Portage, Territory .....	
Yukon-Kuskokwim Portage, A. R. C. .....	
Seward Peninsula Tramway, A. R. C. .....	
Tolovana Tramroad, A. R. C. Funds .....	
Nizina Bridge, A. R. C. Funds .....	
<b>Total .....</b>	

**Grand Total .....**

The last biennial Legislature appropriated public works in the Territory for the commissions 1931 and 1932:

Roads, Bridges, Ferries and Trails .....	
Seward Peninsula, Telephone Lines .....	
Pacific-Yukon Highway .....	
Radio Telephones, 2nd Division .....	
Valdez Dyke, reconstruction .....	
Improvement Iditarod River .....	
<b>Total .....</b>	

From the first item for "Roads, etc." the are authorized:

Maintenance Nome Harbor .....	
Cordova Hydroplane Port .....	
Eklutna Road .....	
Iditarod River Improvement .....	
Road Survey, Prince of Wales Island .....	
Radio Telephones, 2nd Division .....	
Rampart-Eureka Telephone Line .....	
Seldovia Bridge .....	
Seward-Spruce Point Road .....	
Tanana-Unalakleet Telephone Lines .....	
Valdez Dyke, Repair .....	
<b>Total .....</b>	

Also it is provided that 30% of the total funds etc." in the Second and Fourth Divisions, and Third Divisions may be expended for airplane hydroplane moorings.

ALASKA ROAD COMMISSION.

Railway .....	24,014.00
.....	10,000.00
.....	240,000.00
.....	6,425.00
.....	240,000.00
.....	15,000.00
.....	312.72
Survey .....	260,000.00
.....	20,000.00
.....	3,999.20
Seward Peninsula .....	3,341.02
Road .....	4,000.00
Seward Peninsula .....	460,000.00
.....	32,266.63
.....	5,000.00
.....	74.00
.....	7,500.00
m Portage .....	320,000.00
.....	18,628.99
on, Hyder .....	7,499.51
nds .....	428.75
March 31, 1931 .....	\$2,848,626.23
to April 1, 1921 .....	\$ 684,239.64
1, 1921 to March 31, 1931 .....	82,699.13
1931 .....	226,691.32
1920-1931 .....	1,500,201.42
nce 1920-1931 .....	333,199.50
31, 1931 .....	\$2,827,031.01
rest Reserve fund .....	7,613.22
for authorized work:	
Fields .....	2,000.00
Creek Road .....	10,000.00
Fields .....	1,482.00
Aviation Field Road .....	500.00
	\$2,848,626.23

TERMINAL BOARD.

Road Commissioners, as now constituted,

the Territory.....Chairman.  
 Teritorial Treasurer.....Member.  
 al Highway Engineer and Secretary.

COOPERATION.

the Territorial Cooperative Road Act, ap-  
 Act of Congress approved June 30, 1921,  
 tional cooperative agreements for the  
 in part by Federal funds and in part  
 Territorial Legislature.

mission continued to supervise certain  
 y supported by appropriations of the  
 territorial road building organization has  
 1, 1921.

and funds were expended on Territorial

ANNUAL REPORT ALASKA ROAD COMMISSION.

COOPERATIVE ROAD PROJECTS:

Alaska Road Commission Funds .....	\$103,329.77
Territorial Funds .....	55,097.71
Miscellaneous Contributions .....	18,166.35
Total .....	\$176,593.83

TERRITORIAL ROAD PROJECTS:

Territorial Funds .....	\$ 40,660.70
Miscellaneous Contributions .....	150.00
Total .....	\$ 40,810.70

SPECIAL PROJECTS:

Shelter Cabins, Territory, 2nd Division .....	\$ 5,746.48
..... 3rd Division .....	1,897.42
..... 4th Division .....	2,778.26
Aviation Fields, Territory, 1st Division .....	3,185.53
..... 2nd Division .....	7,113.03
..... 3rd Division .....	9,108.93
..... 4th Division .....	5,811.96
Aviation Fields, Miscellaneous Contributions .....	1,981.97
Telephone Lines, Territory .....	5,452.64
Nome Harbor, Territory .....	2,500.00
Valdez Dyke, Territory .....	7,733.88
Gastineau Bar, Territory .....	220.00
Yukon-Kuskokwim Portage, Territory .....	500.00
Yukon-Kuskokwim Portage, A. R. C. Funds .....	3,999.50
Seward Peninsula Tramway, A. R. C. Funds .....	11,671.40
Tolovana Tramroad, A. R. C. Funds .....	6,029.01
Nizina Bridge, A. R. C. Funds .....	8,285.44
Total .....	\$ 84,015.45

Grand Total .....

The last biennial Legislature appropriated the following funds for public works in the Territory for the coming biennium, working seasons 1931 and 1932:

Roads, Bridges, Ferries and Trails .....	\$300,000.00
Seward Peninsula, Telephone Lines .....	5,000.00
Pacific-Yukon Highway .....	1,000.00
Radio Telephones, 2nd Division .....	7,000.00
Valdez Dyke, reconstruction .....	10,000.00
Improvement Iditarod River .....	5,000.00
Total .....	\$328,000.00

From the first item for "Roads, etc." the following special projects are authorized:

Maintenance Nome Harbor .....	\$ 5,000.00
Cordova Hydroplane Port .....	3,000.00
Eklutna Road .....	25,000.00
Iditarod River Improvement .....	5,000.00
Road Survey, Prince of Wales Island .....	1,500.00
Radio Telephones, 2nd Division .....	5,000.00
Rampart-Eureka Telephone Line .....	600.00
Seldovia Bridge .....	12,500.00
Seward-Spruce Point Road .....	15,000.00
Tanana-Unalakleet Telephone Lines .....	7,000.00
Valdez Dyke, Repair .....	10,000.00
Total .....	\$ 89,600.00

Also it is provided that 30% of the total funds available for "Roads, etc." in the Second and Fourth Divisions, and 50% in the First and Third Divisions may be expended for airplane landing fields and hydroplane moorings.



Construction must generally be provided to prevent side roads to serve as detours. The tools and their equipment is often needed to get over rough or soft places.

Attention must be given in Alaska to coordination of all means of transportation. While in well-developed all railroads and waterways may be given in Alaska first attention must be given to roads or waterways.

Attention must be given with the railroads and waterways, to the location of facilities by connecting two or three main axis of transportation is deferred until they have been served.

#### CONSTRUCTION METHODS.

Construction and maintenance methods are emphasized. If practicable, it is necessary to vary them because of special physical and climatic conditions.

Attention to the subsoil and the constant thawing during winter precautions for drainage. Intercepting water on the road are frequently necessary and the road is stripped from the roadway the ground is leveled and consolidated for several months and applying the surfacing. Frequently required for such drainage and consolidation traffic during this period corduroy must be used to thawing of the subsurface ice frozen and block the roads.

Stream and stream control must be used to prevent floods of sudden and frequent freshets and heavy rains in the mountains or the release of water from glaciers. The most suitable type of road is built of brush weighted down with wire mesh to prevent its washing away.

Materials are generally available within reasonable distances necessary for practically all roads. Concrete or other forms of hard material are not granted in the present stage of development.

Timber or imported timber or steel, depending on the location, has been found to be the most suitable material.

Material for timber bridges but improvements in methods of local timber production now in progress will, if successful, make possible some use of Alaska hemlock for structural purposes. Metal culverts are being introduced to replace the culverts of native timber heretofore used.

Modern road building machinery is used. The Commission is well equipped with graders, maintainers, power shovels, tractors, etc.

#### TRAFFIC STATISTICS.

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

The data thus collected indicates a considerable annual saving in cost of transportation of freight due to the construction of roads by the Commission. It is doubtful, however, if a large portion of the freight would have been transported 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.

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 development of the district.

The cost of transportation by the usual modes of transport in Alaska is 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*

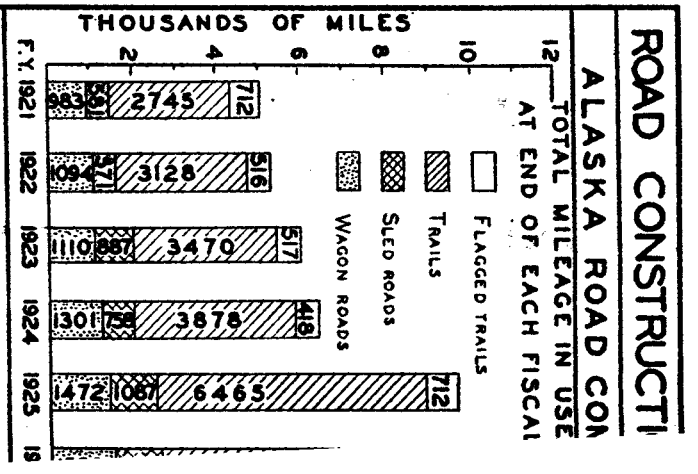
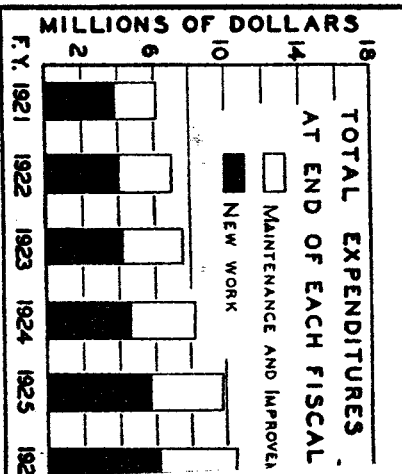
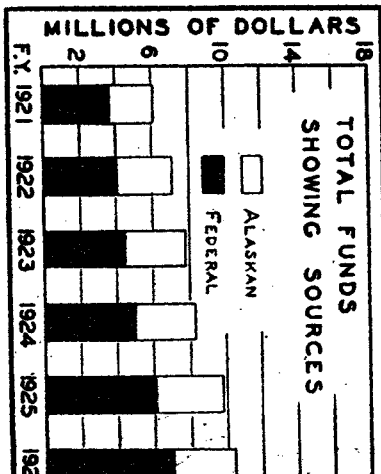
(\*—Average from very widely varying figures. At Lisianski Inlet, in Southeastern Alaska, lumber, pipe, tar paper, groceries, etc., carried on the backs of Indians from the beach up a slippery mountain trail about 7,500 feet long to a new gold strike in a little basin at about 800 feet elevation cost 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





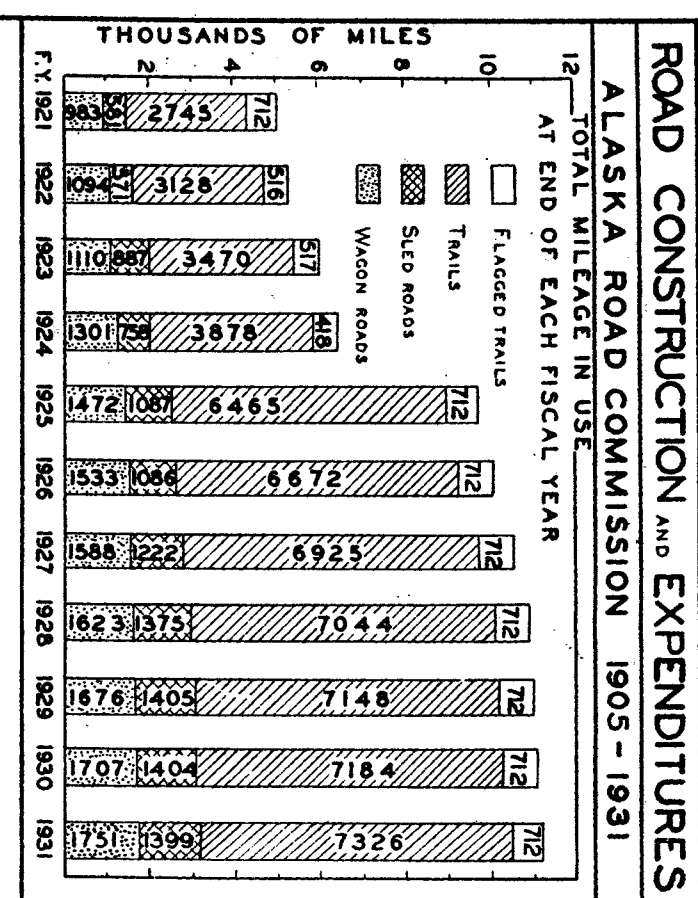
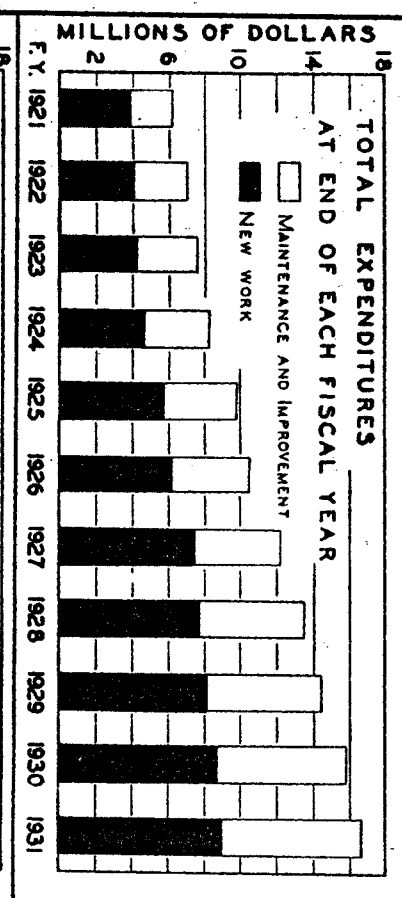
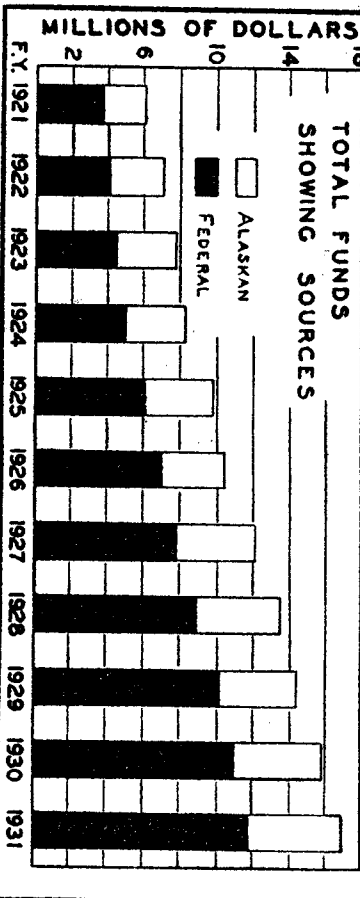
District	No. Route	Station	Period	No. of Persons	Motor Vehicles	Wagons	Sleds	Pack Horses	Tonnage
Abbert Highway	94	Kodiak	Jan.-Dec.	2,100	520	480	230	48	100
Homer Spit Road	98	Homer	Jan.-Dec.	8,370	210	270	.....	.....	305
<b>NOME</b>									
Nome-Council	8	Safety	June-Oct.	519	168	20	.....	48	33
Nome-Bessie	13A	Nome	May-Nov.	33,100	14,600	.....	.....	.....	3,338
Bessie-Snake River	13B	Bessie	May-Nov.	2,850	1,500	200	.....	.....	250
Candle-Candle Creek	26	Candle	May-Oct.	6,000	1,000	.....	.....	.....	565
Seward Peninsula Railroad	89A	Nome	Jan.-Oct.	416	200	.....	.....	.....	177
<b>KUSKOKWIM</b>									
Ophir-Dishkaket	20DB	Ophir	Jan.-Dec.	72	.....	.....	43	.....	4
Takotna-Flat	32A	Takotna	June-Oct.	54	.....	.....	.....	.....	700
Iditarod-Flat	32B	Flat	Jan.-Dec.	982	346	45	275	.....	18
Iditarod-Ophir	32C	Ophir	Jan.-Dec.	107	.....	.....	96	.....	7
Flat-Crooked Creek	32D	Flat	Jan.-Dec.	178	.....	.....	126	.....	120
Head Flat Creek-Willow Creek	33C	Flat	Jan.-Dec.	746	163	43	14	.....	32
Flat-Otter Discovery	33E	Flat	Jan.-Dec.	396	103	26	18	.....	185
Flat-Holy Cross-Anvik	34A	Flat	Jan.-Dec.	326	85	184	46	.....	12
Iditarod-Anvik	34B	Flat	Jan.-Dec.	310	.....	.....	206	.....	6
Cripple-Poorman	38B	Iditarod	Jan.-Dec.	146	.....	.....	92	.....	18
Ophir-Cripple	38C	Cripple	Jan.-Dec.	152	.....	.....	112	.....	21
Ophir-Takotna	38D	Ophir	Jan.-Dec.	175	.....	.....	32	.....	246
Little Creek Road	38DA	Ophir	Jan.-Dec.	1,298	273	45	603	.....	24
Poorman-Ophir	38F	Takotna	June-Oct.	146	124	5	.....	.....	.....
Ganes Creek Road	38H	Little Creek	May-Oct.	83	.....	.....	.....	.....	85
Cripple-Cripple Mt.	64A	Ophir	May-Oct.	148	83	38	84	23	20
McGrath-Takotna	80A	Takotna	Jan.-Dec.	161	.....	.....	491	.....	46
McGrath-Telida	80B	Cripple	Jan.-Dec.	621	.....	.....	315	.....	40
McGrath-Candle Creek	80C	Takotna	Jan.-Dec.	408	.....	.....	64	.....	7
Medfra-Nixon Mine	80F	McGrath	Jan.-Dec.	86	.....	.....	49	.....	32
Bethel-Quinhagak	92A	McGrath	Jan.-Dec.	396	.....	.....	136	.....	8
Tuluksak-Bethel	92B	Medfra	Jan.-Dec.	215	.....	.....	1,396	.....	48
Quinhagak-Goodnews Bay	92G	Bethel	Jan.-Dec.	1,845	.....	.....	94	.....	14
Goodnews Bay-Togiak	92H	Bethel	Jan.-Dec.	118	.....	.....	9	.....	18
Togiak-Nushagak	92I	Quinhagak	Jan.-Dec.	12	.....	.....	176	.....	21
Lewis Point-Naknek	92J	Togiak	Jan.-Dec.	218	.....	.....	314	.....	7
Naknek-Egegik	92K	Nushagak	Jan.-Dec.	394	.....	.....	172	.....	24
Crooked Creek-Aniak	92L	Naknek	Jan.-Dec.	237	.....	.....	358	.....	.....
Aniak-Tuluksak	92M	Egegik	Jan.-Dec.	474	.....	.....	256	.....	.....
Tuluksak-Foothills	92O	Aniak	Jan.-Dec.	315	.....	.....	14	.....	.....
Holy Cross-Kaltshak	92P	Aniak	Jan.-Dec.	18	.....	.....	244	.....	14
		Tuluksak	Jan.-Dec.	346	.....	.....	.....	.....	.....
		Holy Cross	Jan.-Dec.	.....	.....	.....	.....	.....	.....



Flat-Holy Cross-Anvik	34A
Iditarod-Anvik	34B
Cripple-Poorman	38B
Ophir-Cripple	38C
Ophir-Takotna	38D
Little Creek Road	38DA
Poorman-Ophir	38F
Ganes Creek Road	38H
Cripple-Cripple Mt.	64A
McGrath-Takotna	80A
McGrath-Telida	80B
McGrath-Candle Creek	80C
Medfra-Nixon Mine	80F
Bethel-Quinhagak	92A
Tuluksak-Bethel	92B
Quinhagak-Goodnews Bay	92F
Goodnews Bay-Togiak	92G
Togiak-Nushagak	92H
Lewis Point-Naknek	92I
Naknek-Egegik	92I
Crooked Creek-Aniak	92L
Aniak-Tuluksak	92M
Tuluksak-Foothills	92O
Holy Cross-Kaltshak	92P

Flat	Jan.-Dec.	326	85	46	185
Iditarod	Jan.-Dec.	310	184	206	12
Cripple	Jan.-Dec.	146	92	92	6
Ophir	Jan.-Dec.	152	112	112	18
Takotna	Jan.-Dec.	175	32	32	21
Little Creek	June-Oct.	1,298	273	45	246
Ophir	May-Oct.	146	124	5	24
Takotna	May-Oct.	83	83	38	85
Cripple	Jan.-Dec.	148	161	84	20
Takotna	Jan.-Dec.	621	491	491	46
McGrath	Jan.-Dec.	408	315	315	40
McGrath	Jan.-Dec.	86	64	64	7
Medfra	Jan.-Dec.	396	18	49	32
Bethel	Jan.-Dec.	215	136	136	8
Bethel	Jan.-Dec.	1,845	1,396	94	48
Quinhagak	Jan.-Dec.	118	94	9	14
Togiak	Jan.-Dec.	12	12	176	18
Nushagak	Jan.-Dec.	218	394	314	21
Naknek	Jan.-Dec.	394	237	172	7
Egegik	Jan.-Dec.	237	474	358	24
Aniak	Jan.-Dec.	474	315	256	18
Aniak	Jan.-Dec.	315	18	14	14
Tuluksak	Jan.-Dec.	18	346	244	14
Holy Cross	Jan.-Dec.	346	244	244	14

ALASKA ROAD COMMISSION.



ALASKA ROAD COMMISSION 1905 - 1931

ROAD CONSTRUCTION AND EXPENDITURES



dump in Gastineau Channel. The road is 500 feet in length and the float 156 feet in length.

3E—This road was relocated. The route now follows the shore line, well above high tide, around the peninsula north of Haines. It is suitable for light motor traffic.

40—This road was included in the Forest Road system on Feb. 7, 1930 and has accordingly been dropped from the summary of sub-projects.

44B—This aviation field is located in the north end of the Skagway townsite. It is 310 ft. by 1960 ft.

#### OPERATIONS DURING THE YEAR.

Important operations other than routine maintenance are summarized by subprojects as follows:

2J—500 lin. feet of road were graded along the side of the rock dump. A float 156 feet long and 12 feet wide was constructed, connected by a 50-foot gang plank to a landing dock 12 feet by 20 feet. Creosoted fir piles were used in the float. Funds for construction of the float and landing platform were contributed by the U. S. Forest Service, the U. S. Bureau of Fisheries and the Alaska Game Commission.

3E—One-half mile of road was surfaced and 22 metal culverts installed.

14B—A fence, constructed of concrete posts connected by cable, was completed around the cemetery.

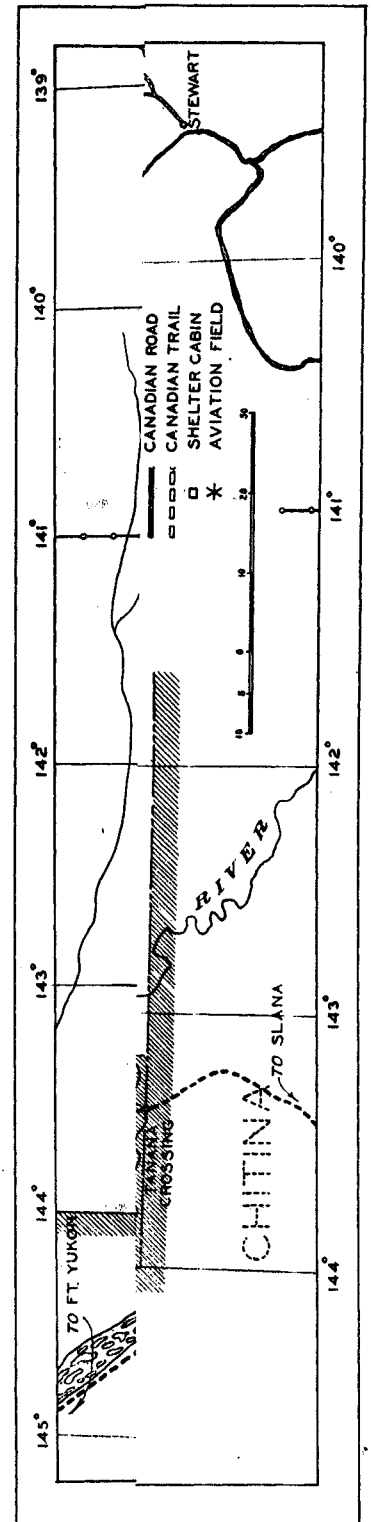
44B—The area was cleared, leveled and sowed to grass. Leveling required the moving of 9,000 cu. yds. of material. A brush dyke was constructed along a part of the west side of the field to prevent encroachment by the Skagway River.

#### EAGLE SUB-DISTRICT.

Supervised from the Juneau Office.

D. F. Millard, General Foreman in Charge, Eagle.  
July 1 to October 31, 1930.  
June 1 to June 30, 1931.

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



**ALASKA ROAD COMMISSION.**

The road is 500 feet in length and the  
 ted. The route now follows the shore  
 und the peninsula north of Haines. It  
 fic.

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 en dropped from the summary of sub-

is located in the north end of the Skag-  
 ay 1960 ft.

**WORKS DURING THE YEAR.**

er than the maintenance are summar-  
 s:

were graded along the side of the rock  
 g and 12 feet wide was constructed, con-  
 ank to a landing dock 12 feet by 20 feet.  
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 y River.

**THE SUB-DISTRICT.**

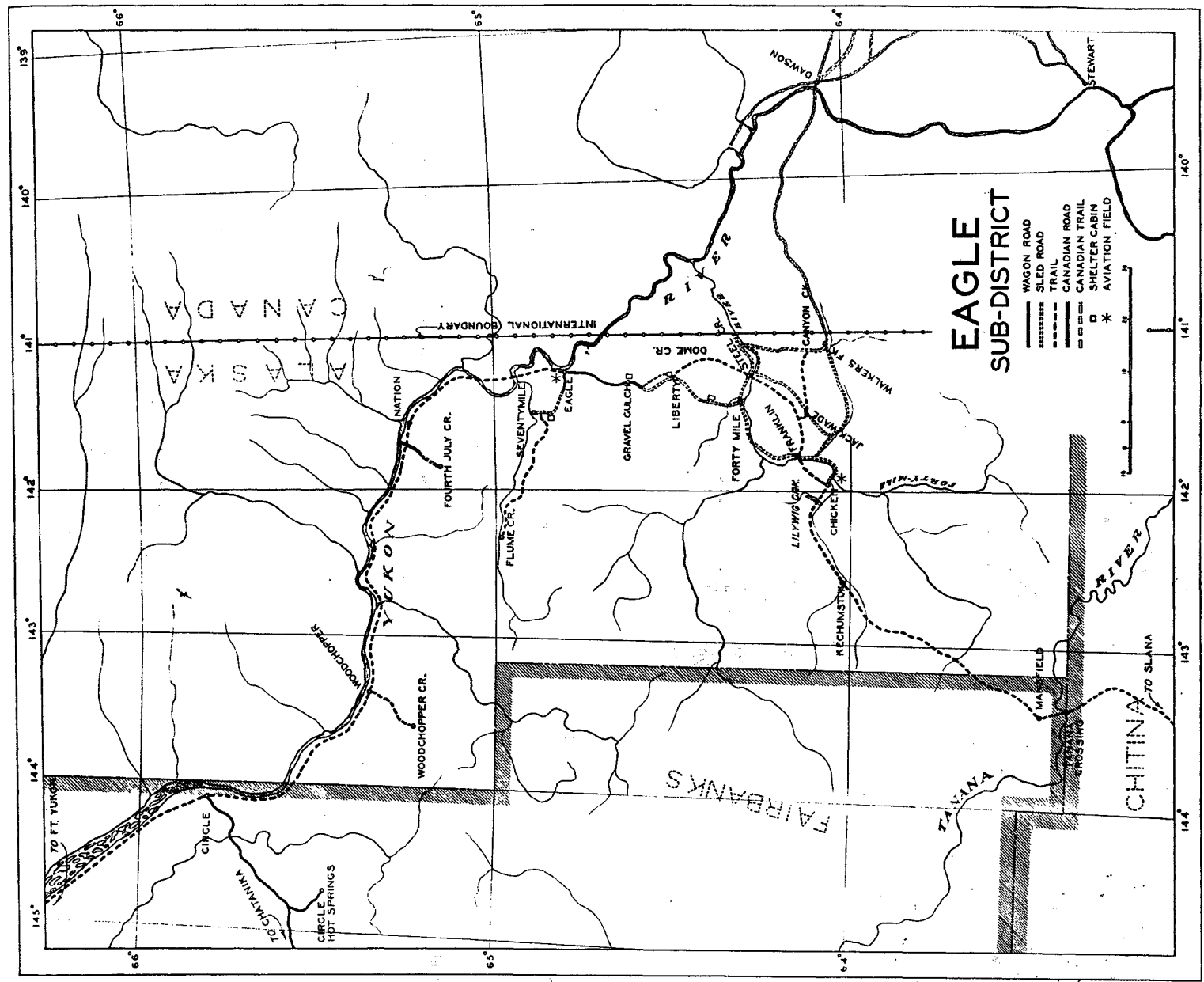
d from the Juneau Office.

General in Charge, Eagle.

1 to October 31, 1930.

1 to June 30, 1931.

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 east of the 144th meridian. It includes a  
 at in the history of Alaska. During the past  
 evelopment has occurred. The system of win-  
 ner trails giving access from Eagle to the



Fortymile and Seventymile districts, includes the most important projects within the sub-district.

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

#### SUMMARY OF SUB-PROJECTS.

Sub-Project No.	Name of Sub-Project	Road	Sled Road	Trail	Total Miles
11A	Eagle-Liberty .....	17	10	.....	27
11AA	American Summit-Liberty .....	.....	.....	12	12
11B	Liberty-Fortymile .....	.....	23	.....	23
11C	Steel Creek-Jack Wade .....	.....	15	.....	15
11CC	Steel Creek-Jack Wade .....	.....	.....	15	15
11D	Steel Creek-Walker's Fork .....	.....	27	.....	27
11E	Eagle-Seventymile .....	4	16	40	60
11F	Jack Wade-Chicken .....	.....	.....	20	20
11G	Steel Creek-Canyon Creek .....	.....	.....	5	5
11H	Liberty-Dome .....	.....	.....	10	10
11I	Dome-Steel Creek .....	.....	.....	12	12
11J	Fortymile-Franklin .....	.....	30	.....	30
11K	Fortymile-Steel Creek .....	.....	8	.....	8
11L	Franklin-Chicken .....	.....	10	.....	10
11LL	Franklin-Chicken .....	.....	20	.....	20
11M	Jack Wade-Walker's Fork-Boundary .....	.....	.....	18	18
11MM	Jack Wade-Mouth Walker's Fork .....	.....	12	.....	12
11N	Lillywig Creek .....	.....	1 1/4	.....	1 1/4
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 .....		26	177 1/4	388	591 1/4

(\*\*) Entirely supported by Territorial Funds.

#### DESCRIPTION.

For detailed description see Part II Annual Report for 1929. The following additions and changes should be noted:

11A—Classification of mileage on this route changed to 17 miles road, 10 miles sled road.

11P—The area was enlarged to total length of 1,200 ft., width varying from 187 ft. to 320 ft.

11Q—The area was enlarged to length 1650 ft., width varying from 350 ft. to 720 ft.

#### OPERATIONS DURING THE YEAR.

The operations other than routine maintenance are summarized by sub-projects as follows:

11A—Three bridges, totaling 108 lin. ft. were rebuilt.

11P—This field was extended 200 ft. and widened to 320 ft. at center.

11Q—Two buildings were removed from the area, the ground leveled and cellars under buildings filled. The additional area provides for a diagonal runway of 1,100 ft.

### 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 60° 49' north latitude.

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

The Richardson Highway is supported by the Alaska Road Commission exclusively. 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	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 .....	....
60B**	Upper Tonsina Aviation Field .....	....
78	Valdez Depot .....	....
	Total .....	105 1/4

(\*) Cooperative with Territory of Alaska.  
 (\*\*) Entirely supported by Territorial Funds.

#### DESCRIPTION.

For detailed description see Part III Annual Report for 1929. The following changes and additions should be noted:

60B—This landing field, 250 ft. by 1,000 ft., is located along the Richardson Highway west of the Upper Tonsina Roadhouse, Mile 80 from Valdez.

### OPERATIONS DUR

The important operations other summarized by sub-projects as follo

4BA—Two and three-fourths mile er, one-half mile by gas shovel and 1 yds. of gravel were placed as surfac sheet pile control dyke were construc trestle built. 80 metal culverts were

4BB—1,650 lin. ft. of road (reloc 34. 3,480 cu. yds. solid rock and 1,71 One 38-ft. "A" truss was erected and

4C—12 metal culverts were instal

60—784 lin. ft. of 30-foot fascine portion of dyke to protect sections s stream. 1,127 lin. ft. of brush and ro closed in wire were placed to stop so of material were placed to raise low of Valdez cooperated in the latter wo terial.

60A—An area 250 ft. by 600 ft. w together with existing field affords a for winter landing. The town of Vald 40 ft. by 50 ft.

### CHITINA DIS

R. J. Shepard, Superint

Frank Shipp, Asst. Superi

Wm. J. Niemi, Asst. En

This district includes that part of and 147th meridians, west longitude, an with the exception of the area west c south of 61° 49' north latitude which c

The most important projects within Highway extending from Chitina on the ern Railway up the Copper and Gulkana the Alaska Range through Isabelle Pass and the Gulkana-Chisana route now t

The Richardson Highway and all of supported by the Alaska Road Commiss ion of the-McCarthy-Dan Creek R Chitina River trails which are supporte

extended 200 ft. and widened to 320 ft. at  
 re removed from the area, the ground lev-  
 ildings filled. The additional area provides  
 1,100 ft.

**VALDEZ DISTRICT.**

Huddleston, Supt., Valdez.

that portion of Alaska lying between 145°  
 e and extending south from 60° 49' north

within this district is the maintenance and  
 rdson Highway from Valdez, which is the  
 r-round port in Alaska, to Willow Creek, a  
 section of the Richardson Highway passing  
 and across the summit of the Coast Range  
 route in Alaska and has required the most

way is supported by the Alaska Road Com-  
 r expenditures in this district were either  
 or exclusively Territorial projects.

**LIST OF SUB-PROJECTS.**

Sub-Project	Road Miles
Man Drop .....	33
Ep-Ernestine .....	30
W Creek .....	29
Creek .....	8
.....	5
Street, Cordova .....	¼
.....	.....
Field .....	.....
Aviation Field .....	.....
.....	.....
.....	105¼
ive with Territory of Alaska. supported by Territorial Funds.	

**DESCRIPTION.**

see Part II Annual Report for 1929. The  
 ions should be noted:

250 ft. by 1,000 ft., is located along the  
 of the Upper Tonsina Roadhouse, Mile 80

**OPERATIONS DURING THE YEAR.**

The important operations other than routine maintenance are  
 summarized by sub-projects as follows:

4BA—Two and three-fourths miles of road were widened by grad-  
 er, one-half mile by gas shovel and 1160 feet in solid rock. 12,083 cu.  
 yds. of gravel were placed as surfacing on 8½ miles. 402 lin. ft. of  
 sheet pile control dyke were constructed and 66 lin. ft. of frame bent  
 trestle built. 80 metal culverts were placed.

4BB—1,650 lin. ft. of road (relocation) were constructed in Mile  
 34. 3,480 cu. yds. solid rock and 1,718 cu. yds. earth were excavated.  
 One 38-ft. "A" truss was erected and 9 metal culverts installed.

4C—12 metal culverts were installed.

60—784 lin. ft. of 30-foot fascine mattress was placed on upper  
 portion of dyke to protect sections subject to attack by the glacier  
 stream. 1,127 lin. ft. of brush and rock rolls 2 feet in diameter en-  
 closed in wire were placed to stop scour at toe of dyke. 976 cu. yds.  
 of material were placed to raise low sections of dyke. The town  
 of Valdez cooperated in the latter work, placing 687 cu. yds. of ma-  
 terial.

60A—An area 250 ft. by 600 ft. was cleared and grubbed. This  
 together with existing field affords a cross runway 250 ft. by 940 ft.  
 for winter landing. The town of Valdez constructed a public hangar  
 40 ft. by 50 ft.

**CHITINA DISTRICT.**

R. J. Shepard, Superintendent, Chitina.

Frank Shipp, Asst. Superintendent, Chitina.

Wm. J. Niemi, Asst. Engineer, Chitina.

This district includes that part of Alaska lying between the 141st  
 and 147th meridians, west longitude, and south 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 projects within the district are the Richardson  
 Highway extending from Chitina on the Copper River and Northwest-  
 ern Railway up the Copper and Gulkana River Valleys and then across  
 the Alaska Range through Isabelle Pass to Rapids on the Delta River,  
 and the Gulkana-Chisana route now under construction.

The Richardson Highway and all other projects in this district are  
 supported by the Alaska Road Commission exclusively with the excep-  
 tion of the McCarthy-Dan Creek Road, the Kotsina and Nizina-  
 Chitina River trails which are supported by the Alaska Road Commis-

sion and the Territory jointly, and the Strelna-Kuskulana Road, the Chitina Native School Road, Aviation Fields and Shelter Cabins which are supported by the Territory exclusively.

SUMMARY OF SUB-PROJECTS.

Sub-Project No.	Name of Sub-Projects	Road	Trail	Total Miles
6D	Chitina Depot	1	.....	1
6E**	Chitina-Native School	.....	.....	.....
6F**	Lower Tonsina Aviation Field	.....	.....	.....
6G**	Copper Center Aviation Field	.....	.....	.....
6H**	Chitina Aviation Field	15	.....	15
6B	Chitina-Tonsina	24	.....	24
6A	Tonsina-Willow Creek	36	.....	36
4D	Willow Creek-Gulkana	21½	.....	21½
4E	Gulkana-Sourdough	18	.....	18
4F	Sourdough-Mile 168	38	.....	38
4G	Mile 168-Delta River	25½	.....	25½
4H1	Delta River-Rapids	.....	78	78
36CA**	Cordova Aviation Field	.....	.....	.....
54	Nizina-Chisana	.....	.....	.....
54A**	Chisana Aviation Field	.....	60	60
54B**	Nabesna Aviation Field	20	.....	20
56A	Katalla-Yakataga	.....	.....	.....
57*	McCarthy-Dan Creek	.....	25	25
57A	Nizina River Bridge	½	.....	½
57B*	Nizinia-Chitina River	6	.....	6
57C	McCarthy-Kennecott River	15	.....	15
57D	Chititu Branch	.....	.....	.....
57E	Green Butte Road	.....	3	3
57F**	McCarthy Aviation Field	.....	.....	.....
57G	Copper Creek Trail	.....	.....	12½
57H**	Upper Chitina Aviation Field	12½	.....	12½
61**	Strelna-Kuskulana	.....	30	30
61A*	Kotsina Trail	6	.....	6
61B**	Nugget Creek Extension	.....	10	10
61E	Farnan Trail	.....	30	30
61F	Bremner Trail	37	.....	37
65A	Gulkana-Chistochina	.....	40	40
65B	Chistochina-Slate Creek	6	134	140
65C	Chistochina-Tanana Crossing	.....	97	97
65G	Slana-Chisana	.....	.....	.....
65K**	Chistochina Aviation Field	.....	.....	.....
90C**	Shelter Cabins, 3rd Division	282	507	789
Totals		.....	.....	.....

(\*) Cooperative with Territory of Alaska.  
 (\*\*) Entirely supported by Territorial Funds.

DESCRIPTION.

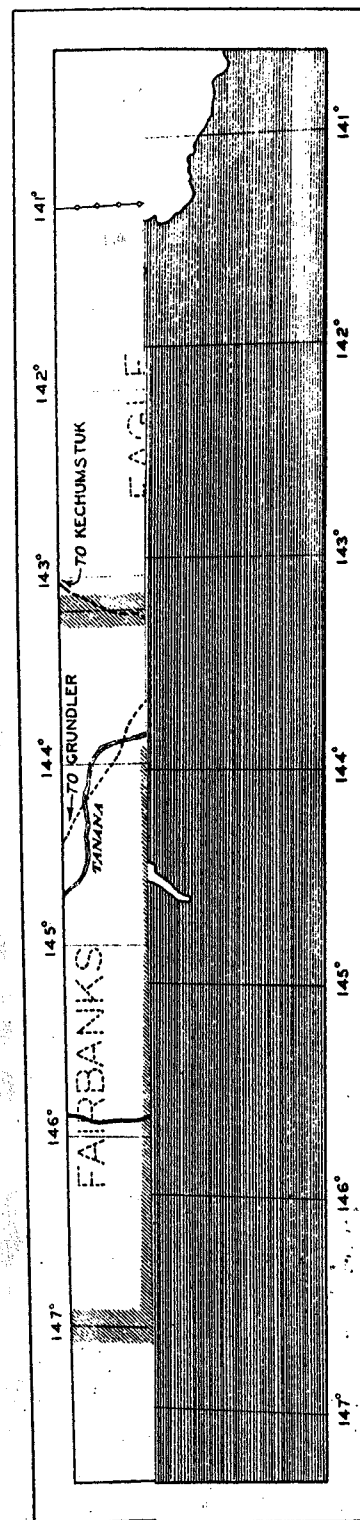
For detailed description see Part II Annual Report for 1929. The following changes and additions should be noted:

54A—This landing field, 150 ft. by 1,000 ft., is located just north of the village of Chisana.

54B—This landing field, 200 ft. by 900 ft., is located on the west side of the Nabesna River opposite the mouth of Jack River.

57D—Length of this road extended to 6 miles.

57F—This landing field, located on the high bench ½ mile east



ALASKA ROAD COMMISSION.

y, and the Strelna-Kuskulana Road, the Aviation Fields and Shelter Cabins which are to be constructed exclusively.

OF SUB-PROJECTS.

	Road	Trail	Total Miles
.....	1	.....	1
Field	.....	.....	.....
Field	.....	.....	.....
.....	15	.....	15
.....	24	.....	24
.....	36	.....	36
.....	21½	.....	21½
.....	18	.....	18
.....	38	.....	38
.....	25½	.....	25½
.....	78	.....	78
.....	68	.....	60
.....	29	.....	20
.....	25	.....	25
.....	6½	.....	½
.....	15	.....	15
.....	.....	.....	.....
Field	.....	.....	.....
.....	12½	.....	12½
.....	30	.....	30
.....	6	.....	6
.....	10	.....	10
.....	30	.....	30
.....	37	.....	37
.....	40	.....	40
.....	6	134	140
.....	.....	97	97
.....	.....	.....	.....
.....	282	507	789

Territory of Alaska.  
 ed by Territorial Funds.

DESCRIPTION.

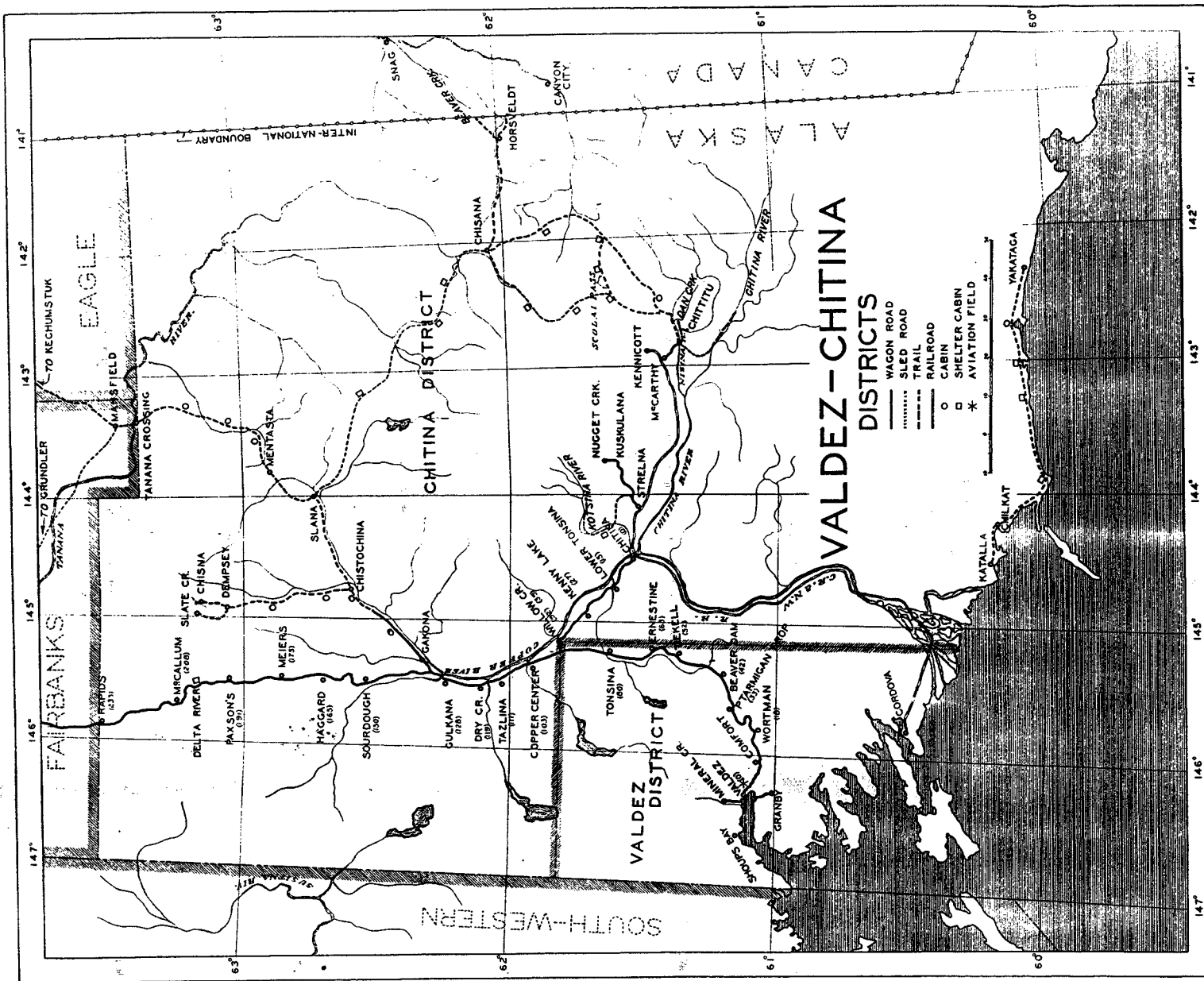
see Part II Annual Report for 1929. The conditions should be noted:

150 ft. 000 ft., is located just north

200 ft. by 900 ft., is located on the west opposite the mouth of Jack River.

and extended to 6 miles.

, located on the high bench ½ mile east



of McCarthy, has one main runway 400 ft. by 1200 ft. and a cross runway 200 ft. by 800 ft.

57G—This summer trail extends from Dan Creek over a ridge to mining operations on Copper Creek.

57H—This landing field, 180 ft. by 1000 ft., is located on a bar in the upper Chitina River opposite the mouth of Marble Creek.

61F—This trail extended. Total length 30 miles.

65A—This road is under construction. Length of usable road is 37 miles.

65K—This landing field is located adjacent to the Gulkana-Chistochina road at Mile 34. It is an irregular shaped area 1325 ft. on west side, 1150 ft. on east side, 375 ft. on north end and 200 ft. on south end.

#### OPERATIONS DURING THE YEAR.

The important operations other than routine maintenance are summarized by sub-projects as follows:

4D—1276 cu. yds. of gravel were placed as resurfacing and 7 metal culverts installed.

4E—5 metal culverts were installed.

4G—7.8 miles of road were regraded and widened to standard. 19,256 cu. yds. of gravel were placed as surfacing and filling over 11 miles. 3420 cu. yds. of material were end hauled by scraper and 72 metal culverts installed.

4H1—6.7 miles of road were regraded and widened to standard. 6094 cu. yds. of surfacing material were placed and 7817 cu. yds. of bank material were overcast by shovel in widening. 2300 cu. yds. of material were handled by power scrapers and 43 metal culverts installed. Three 38-ft. "A" truss spans and one 20 ft. stringer span were erected.

6B—The brush dyke for bank protection on the south bank of the Tonsina River was extended upstream 1390 ft.

6G—This field was widened to 300 feet on the north end.

6H—A detailed survey and map were made of the site of this proposed aviation field.

54A—Timber was cut on the north approach and additional leveling performed.

54B—Large stones were removed and depressions filled.



57—6.5 miles of road were regraded, 3247 cu. yds. of surfacing were placed on 5.3 miles, 12 metal and 5 timber culverts were installed.

57D—1500 lin. ft. of road (relocation) were constructed in Mile 2, ½ mile of new road graded in Mile 5 and ¼ mile of right of way was cleared in Mile 6 in preparation for grading .

57F—A cross runway 200 ft. by 1000 ft. was cleared and grubbed. Of this area 200 ft. by 400 ft. was leveled. An extension to the original field 200 ft. by 200 ft. was cleared and leveled.

57G—2700 lin. ft. of trail were cleared and graded 4 feet wide along a steep mountainside, connecting Dan Creek with an old trail to Copper Creek.

57H—An area 180 ft. by 1000 ft. was leveled. Markers were placed.

65A—4 miles of new road (relocation) were constructed partly along steep sidehill. 15½ miles were regraded and ditches deepened and 13½ miles were regraded and widened. Widening was performed on 2½ miles in mud sidehill between Miles 26 and 29 but this work was not completed. Sags were raised by end haul, a total of 24,925 cu. yds. being moved. 2971 lin. ft. of corduroy were placed. 100 metal and 27 timber culverts were installed.

65B—8.7 miles were cleared and grubbed 16 ft. wide suitable for winter tractor use.

65C—14.2 miles of right of way were cleared 60 ft. wide, 9 miles were grubbed 32 ft. wide and 4 miles graded to standard width. Grading on 5 miles was 60% complete. 160 lin. ft. of pile trestle were constructed, 19 metal and 11 timber culverts were installed. A log cache 24 ft. by 40 ft. and mess house 18 ft. by 24 ft. were constructed.

65G—Final road location was completed over 36 miles.

65K—The entire area was cleared, stripped and leveled.

INVESTIGATION AND SURVEYS.

A survey was made of Scolai Creek at its confluence with the Nizina River, thirty miles above the bridge over that stream, with a view to determining the feasibility of preventing the formation of a lake at that point. The lake so formed by the Nizina Glacier breaks annually and causes damage to the bridge below.

It was determined that any corrective measures would be doubtful of success.

FAIRBANKS

Frank Nash, Superin

C. E. Buglin, Asst. F

This district embraces that port 144th and 152nd meridian north of t 152nd and 158th meridia north of th

The most important projects with son Highway from Rapids to Fairban ly named the Steese Highway. The r the local road system around Fairban is also of extreme importance. A r isolated mining communities.

The area is also well served so f concerned by a number of navigable which are the Yukon, Tanana, Koyu These rivers and The Alaska Railroad cation from which a number of sh important mining centers.

The district has an extensive syst trails, the most important of which are t Fort Gibbon to Kaltag which carries th Péninsula, and the route from Kobi th McGrath which carries the winter traff

The through routes are supported ex Commission, less important projects by and the Territory jointly and purely lo exclusively. Shelter cabins and aviation the Territory exclusively.

SUMMARY OF SUB-F

Sub-Project No.	Name of Sub-Project
4AA**	Richardson-Democrat Creek
4H2	Rapids-Grundler
4F	Grundler-Richardson
4J	Richardson-Salchaket
4JA	Lake Harding Road
4K	Salchaket-Fairbanks
4KA	Salcha Bridge
5A	Dunbar-Tanana
5B	Nenana-Campbells
5C**	Fish Lake-American Creek
5D**	American Creek Aviation Field
5E**	Tanana Aviation Field
5F	Illinois Creek-Moran Creek
7A	Summit-Chatanika
7AA**	Cleary Creek
7B**	Fox-Olmes
7BA**	Dome-Spauding Mine

## FAIRBANKS DISTRICT.

Frank Nash, Superintendent, Fairbanks.

C. E. Burglin, Asst. Engineer, Fairbanks.

This district embraces that portion of the Territory between the 144th and 152nd meridian north of the Alaska Range and between the 152nd and 158th meridian north of the 64th parallel.

The most important projects within this district are the Richardson Highway from Rapids to Fairbanks and the road to Circle, recently named the Steese Highway. 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 area is also 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 are the main lines of communication from which a number of short roads have been built to important mining centers.

The district has an extensive system of winter sled roads and trails, the most important of which are the route from Nenana 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.

The through routes are supported exclusively by the Alaska Road Commission, less important projects by the Alaska Road Commission and the Territory jointly and purely local projects by the Territory exclusively. Shelter cabins and aviation fields are also supported by the Territory exclusively.

## SUMMARY OF SUB-PROJECTS.

Sub-Project No.	Name of Sub-Project	Road	Sled Road	Trail	Total Miles
4AA**	Richardson-Democrat Creek .....	1	3	.....	4
4H2	Rapids-Grundler .....	48	.....	.....	48
4T	Grundler-Richardson .....	20½	.....	.....	20½
4J	Richardson-Salchaket .....	30	.....	.....	30
4JA	Lake Harding Road .....	1¾	.....	.....	1¾
4K	Salchaket-Fairbanks .....	40	.....	.....	40
4KA	Salcha Bridge .....	.....	.....	.....	.....
5A	Dunbar-Tanana .....	2	111	.....	113
5B	Nenana-Campbells .....	.....	30¾	.....	30¾
5C**	Fish Lake-American Creek .....	4¾	.....	.....	4¾
5D**	American Creek Aviation Field .....	.....	.....	.....	.....
5E**	Tanana Aviation Field .....	.....	.....	.....	.....
5F	Illinois Creek-Moran Creek .....	.....	.....	24	24
7A	Summit-Chatanika .....	9¾	.....	.....	9¾
7AA**	Cleary Creek .....	2¾	.....	.....	2¾
7B**	Fox-Olnes .....	13	.....	.....	13
7BA**	Dome-Spaulling Mine .....	1¾	.....	.....	1¾

## ALASKA ROAD COMMISSION.

re graded, 3247 cu. yds. of surfacing were  
1 and 5 timber culverts were installed.

ad (relocation) were constructed in Mile 2,  
in Mile 5 and ¼ mile of right of way was  
ration for grading .

00 ft. by 1000 ft. was cleared and grubbed.  
ft. was leveled. An extension to the orig-  
was cleared and leveled.

rall were cleared and graded 4 feet wide  
, connecting Dan Creek with an old trail to

by 1000 ft. was leveled. Markers were placed.

ad (relocation) were constructed partly along  
were regraded and ditches deepened and  
and widened. Widening was performed on  
between Miles 26 and 29 but this work was  
raised by end haul, a total of 24,925 cu. yds.  
of corduroy were placed. 100 metal and 27  
lled.

leared and grubbed 16 ft. wide suitable for

ht of way were cleared 60 ft. wide, 9 miles  
and 4 miles graded to standard width. Grad-  
complete. 160 lin. ft. of pile trestle were con-  
timber culverts were installed. A log cache  
house 18 ft. by 24 ft. were constructed.

tion was completed over 36 miles.

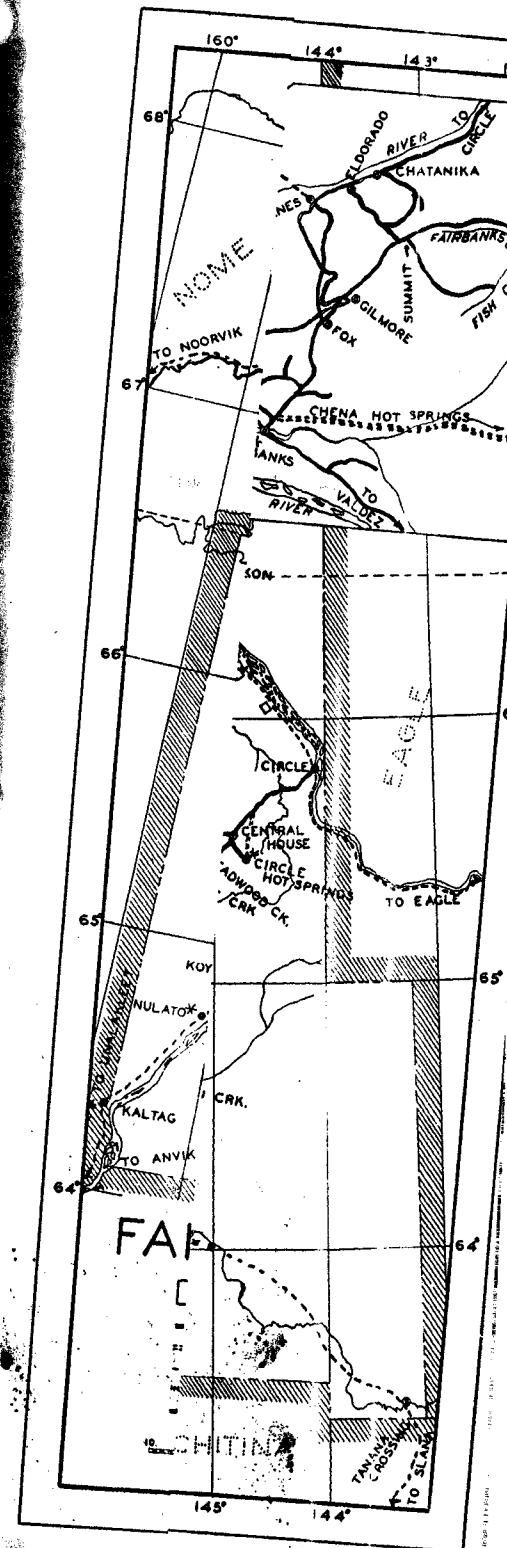
was cleared, stripped and leveled.

## IGATION AND SURVEYS.

of Scolai Creek at its confluence with the  
s above the bridge over that stream, with a  
feasibility of preventing the formation of a  
lake so formed by the Nizina Glacier breaks  
age to the bridge below.

at any corrective measures would be doubtful

7C**	Summit-Fairbanks Creek	13	13
7CA**	Summit-Fish Creek	8 1/4	8 1/4
7D*	Ester Creek	9 1/2	9 1/2
7DA**	College Spur	1/2	1/2
7DB**	Ester Dome	2 1/4	2 1/4
7DC**	St. Patricks-Happy	3 3/4	3 3/4
7DD**	Ester-Beegler	1 1/2	1 1/2
7G	Fairbanks-Gilmore	13	13
7GA**	Lazelle Road	2 1/4	2 1/4
7H**	Little Eldorado	6	6
7I	Gilmore-Summit	7	7
7J*	Fairbanks-Chena Hot Springs	64	64
7JA*	Chena River Branch	35	35
7JB**	Palmer Aviation Field		
7JC**	Colorado Creek-South Fork	1 1/2	1 1/2
7K*	Olmes-Livengood	54	54
7N**	Farmers-Birch Hill	8 3/4	8 3/4
7NA**	Isabelle Creek	1 3/4	1 3/4
7NB**	Ballaine-Rickert	1	1
7R	Goldstream-O'Connor Creek	6	6
7S**	Graehl Bridge		
7T**	Farmers-Chena Slough	7 1/2	7 1/2
7V	Wireless Road	1/4	1/4
7X**	Chena Hot Springs Aviation Field		
7Y	Fairbanks Aviation Field		
7Z	Fairbanks Aviation Field Road	1/2	1/2
9*	Rampart-Eureka	23	27 1/2
15	Circle-Miller House	47	47
15A*	Central House-Circle Hot Springs	8 1/2	8 1/2
15B	Deadwood Creek	2 1/2	2 1/2
15C**	Circle Hot Springs Aviation Field		
15D	Leech Cutoff	10	10
15E**	Miller House Spur	1/4	1/4
16	Chatanika-Miller House	87	87
16A**	U. S. Creek Branch	7	7
16B**	Eagle Creek Spur	1	1
16C	Chatanika-Miller House	87	87
16D**	Sourdough Creek Branch	4 3/4	4 3/4
17	Tanana-Kaltag	257	257
17C**	Nulato Aviation Field		
17D**	Tanana-Koyukuk Station Telephone Line		
22*	Hot Springs-Sullivan Creek	10	10
23A*	Snowshoe-Beaver	117	117
23B	Beaver-Caro	75	75
23C	Big Creek	24	24
23D	Caro-Flat Creek	45	45
23E	Caro-Coldfoot	23	78
23F**	Chandalar Aviation Field		
29	Tanana-Bettles	156	156
29A	Bettles-Coldfoot	52 1/2	52 1/2
29C	Mile 70-Hughes	60	60
29D	Wild River Trail	57	57
29E**	Bettles River Aviation Field		
30*	Hot Springs Landing-Eureka	24	24
30A	Hot Springs-Tofty	16	16
30B**	Manley Hot Springs Aviation Field		
31	Caribou Creek	50	50
38A	Ruby-Long	28 1/2	28 1/2
38E	Long-Poorman (summer)	28	28
38EE	Long-Poorman (winter)	29	29
38K**	Ruby Aviation Field		
38L**	Ruby Aviation Field Road	1 1/4	1 1/4
46	Kobi-Eureka	95	95
46A	Roosevelt-Kantishna	6	34
46B	Lignite-Kantishna	85	85
46C	Nenana-Knight's Roadhouse	41	41
46E	Diamond-Telida	93	93
46F*	Nenana Cemetery Road	2 1/2	2 1/2
46G	Kobi-Bonnifield	45	45
46H**	Lake Minchumina Aviation Field		
46J**	Kantishna Aviation Field		
46K**	Telida Aviation Field		
46M**	Nenana Aviation Field		





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45

47	Coldfoot-Wiseman .....	11	11
47A**	Wiseman Aviation Field .....		
47B	Nolan Branch .....	4¾	¾
47C	Wiseman-Hammond .....	6	6
53A	Circle-Ft. Yukon .....		67
53B**	Fort Yukon Aviation Field .....		
59	Fairbanks Bridge .....		
59A	Fairbanks Depot .....		
63*	Dunbar-Brooks .....		60
63B**	Brooks-Livengood Creek .....	6½	6½
63BA**	Amy Creek Branch .....	1	1
63C	Brooks Tram .....	13	13
63D**	Brooks Aviation Field Road .....	1¼	1¼
63E**	Livengood Aviation Field .....		
65F	Grundler-Tanana Crossing .....	30	94
65H**	Tanana Crossing Aviation Field .....		
88	Ferry-Eva Creek .....	11½	11½
97A**	Healy Aviation Field .....		
90D**	Shelter Cabins .....		
Totals .....		642½	880 1160 2682¼

(\*) Cooperative with Territory of Alaska.  
 (\*\*) Entirely supported by Territorial Funds.

DESCRIPTION.

For detailed description see Part II Annual Report for 1929, under Fairbanks District and Nenana Sub-District. The following changes and additions should be noted:

5E—This field has been enlarged to approximately 300 ft. by 1100 ft.

7T—Length this route now 7½ miles road.

7Y—This landing field has been enlarged by the addition of an area 1500 ft. square for use by lighter-than-air craft.

7Z—This road, ½ mile in length, leads from the city limits of Fairbanks along the east side of the enlarged airport.

15B—This route branches from route 15A at Mile 2.5 and extends up the left limit of Deadwood Creek to mining operations. 2½ miles of the route have been improved to road standard.

16A—This road branches from the Steese Highway at Mile 57.4 from Fairbanks, follows up the left limit of U. S. Creek, over the divide and down to Nome Creek, serving the Nome Creek Dredging Co. The road is 7 miles in length.

16D—This road branches from the Steese Highway at Mile 66.8 from Fairbanks and extends up the left limit of Sourdough Creek.

17C—This field has been enlarged to 325 ft. by 1100 ft.

30B—This field has been enlarged to 350 ft. by 1150 ft.

38E—28 miles of this route are now improved to road standard.

53B—An additional runway, 150 ft. by 600 ft. on the south side of the original runway was provided.

65H—This landing field is located on the left limit of the Tanana River opposite the village of Tanana Crossing. It is 300 ft. by 800 ft. with a cross runway 300 ft. by 600 ft.

#### OPERATIONS DURING THE YEAR.

The important operations other than routine maintenance are summarized by sub-projects as follows:

4H2—Miles 233 to 236 were regraded and widened. 4600 cu. yds. were excavated, 866 cu. yds. of surfacing material were placed on 1½ miles, one 15-foot trestle bridge constructed and 210 lin. ft. of metal culverts installed.

4K—Four 38-ft. "A" truss spans were constructed (renewal).

4KA—300 ft. of bank revetment were constructed replacing section damaged by high water and the revetment was extended 150 ft. upstream.

7B—This road was improved. 3 miles were regraded and widened, 5630 cu. yds. of surfacing material were placed on 4¼ miles and 11 timber culverts installed.

7C—320 lin. ft. of metal culverts were installed.

7G—9 miles were regraded, 2225 cu. yds. of surfacing material placed on 2½ miles and 300 lin. ft. of metal culverts installed.

7H—1 mile was regraded and widened.

7S—A suspension footbridge of 300-ft. span was erected across the head of Noyes Slough.

7T—2½ miles of road were grubbed and graded to narrow standard, one 60-ft. trestle bridge constructed and 3 timber culverts installed.

15—30 miles were regraded and shaped, 21,951 cu. yds. of gravel surfacing were placed on 19¼ miles, and 800 lin. ft. of metal culverts were installed.

15A—7 miles were regraded, 6574 cu. yds. of gravel were placed as surfacing on 8 miles, and 180 lin. ft. of metal culverts were installed.

15B—2½ miles were grubbed and graded to 24-ft. standard.

16—510 lin. ft. of metal culverts were installed.

16D—4½ miles were cleared, grubbed and graded to narrow standard. 1294 lin. ft. of corduroy were laid and 369 cu. yds. of surfacing placed. 18 timber culverts were installed.

30—Rehabilitation of this road included: Regrading 20 miles, plac-

ing 1429 cu. yds. of surfacing material ft. of metal culverts.

38A—800 lin. ft. of metal culverts

38E—5 miles were stripped and gr laid and covered and 760 lin. ft. of me

38K—An addition 200 ft. by 400 leveled.

59A—A parts shed 37 ft. by 38 ft. garage and a platform 27 ft. by 36 ft. constructed adjoining the oil house.

63C—1.87 miles of new track (rene

63E—An area was cleared and gr length for winter landing.

90D—The following work was acco

Route No.	Name and Location
16	Montana, 83 miles from Fairbanks
23A	Snowshoe, 13 miles from Olnes. Repa
23B	32 miles from Beaver
23B	46 miles from Beaver
29	45 miles from Tanana
29	70 miles from Tanana
29	106 miles from Tanana
29	135 miles from Tanana
29D	8 miles from Bettles
29D	45 miles from Bettles
31	98 Creek, 29 miles from Salcha
53	22 miles from Eagle
53A	Halfway, 34 miles from Circle

#### SOUTHWESTERN

M. C. Edmunds, Superintendent

Anton Eide, Assistant Superintendent

Fred J. Spach, Asst. Engineer

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

The Alaska Railroad, the Yentna River of the Gulf of Alaska provide through so that only short roads are required.

s located on the left limit of the Tanana  
Tanana Crossing. It is 300 ft. by 800 ft.  
y 600 ft.

### WORKS DURING THE YEAR.

ns other than routine maintenance are  
as follows:

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of surfacing material were placed on 1½  
dge constructed and 210 lin. ft. of metal

ss spans were constructed (renewal).

evetment were constructed replacing sec-  
and the revetment was extended 150 ft.

oved. 3 miles were regraded and widened,  
material were placed on 4¼ miles and 11

culverts were installed.

ded, 2225 cu. yds. of surfacing material  
lin. ft. of metal culverts installed.

l and widened.

dge of 300-ft. span was erected across the

ere grubbed and graded to narrow stand-  
constructed and 3 timber culverts installed.

ded and shaped, 21,951 cu. yds. of gravel  
¼ miles, and 800 lin. ft. of metal culverts

ded, 6574 cu. yds. of gravel were placed as  
80 lin. ft. of metal culverts were installed.

bbbed and graded to 24-ft. standard.

culverts were installed.

red, grubbed and graded to narrow stand-  
x were laid and 369 cu. yds. of surfacing  
ere installed.

s road included: Regrading 20 miles, plac-

ing 1429 cu. yds. of surfacing material and the installation of 200 lin.  
ft. of metal culverts.

38A—800 lin. ft. of metal culverts were installed.

38E—5 miles were stripped and graded, 2190 lin. ft. of corduroy  
laid and covered and 760 lin. ft. of metal culverts placed.

38K—An addition 200 ft. by 400 ft. was cleared, grubbed and  
leveled.

59A—A parts shed 37 ft. by 38 ft. was constructed adjoining the  
garage and a platform 27 ft. by 36 ft. for storage of oil drums was  
constructed adjoining the oil house.

63C—1.87 miles of new track (renewal) were constructed.

63E—An area was cleared and grubbed to provide additional  
length for winter landing.

90D—The following work was accomplished:

Route No.	Name and Location	Work Done	Cost
16.	Montana, 83 miles from Fair-		
	banks	New stove installed	\$ 18.00
23A	Snowshoe, 13 miles from Olnes.	Repairs and new stove	58.00
23B	32 miles from Beaver	New stove pipe	1.33
23B	46 miles from Beaver	New stove pipe	1.39
29	45 miles from Tanana	New stove pipe	3.00
29	70 miles from Tanana	Freight and labor installing stove	20.00
29	106 miles from Tanana	Freight and labor installing stove	25.00
29	135 miles from Tanana	Freight and labor installing stove	35.00
29D	8 miles from Bettles	Cabin built	300.00
29D	45 miles from Bettles	Cabin built	300.00
31	98 Creek, 29 miles from Salcha.	Cabin built	318.00
53	22 miles from Eagle	Stove installed	41.00
53A	Halfway, 34 miles from Circle.	Stove installed	18.00
Total			\$1,138.77

### SOUTHWESTERN DISTRICT.

M. C. Edmunds, Superintendent, Anchorage, Alaska.

Anton Eide, Assistant Superintendent, Seward, Alaska.

Fred J. Spach, Asst. Engineer, Anchorage, Alaska.

This district includes the Kenai Peninsula, the northern part of the Alaska Peninsula, Kodiak Island, and all of 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, Cook Inlet and other arms of the Gulf of Alaska provide through transportation for this region so that only short roads are required. A very excellent system of

ANNUAL REPORT ALASKA ROAD COMMISSION.

roads serving the farms and mines of that vicinity is centered about Wasilla while a good, though less extensive system, centers about Anchorage.

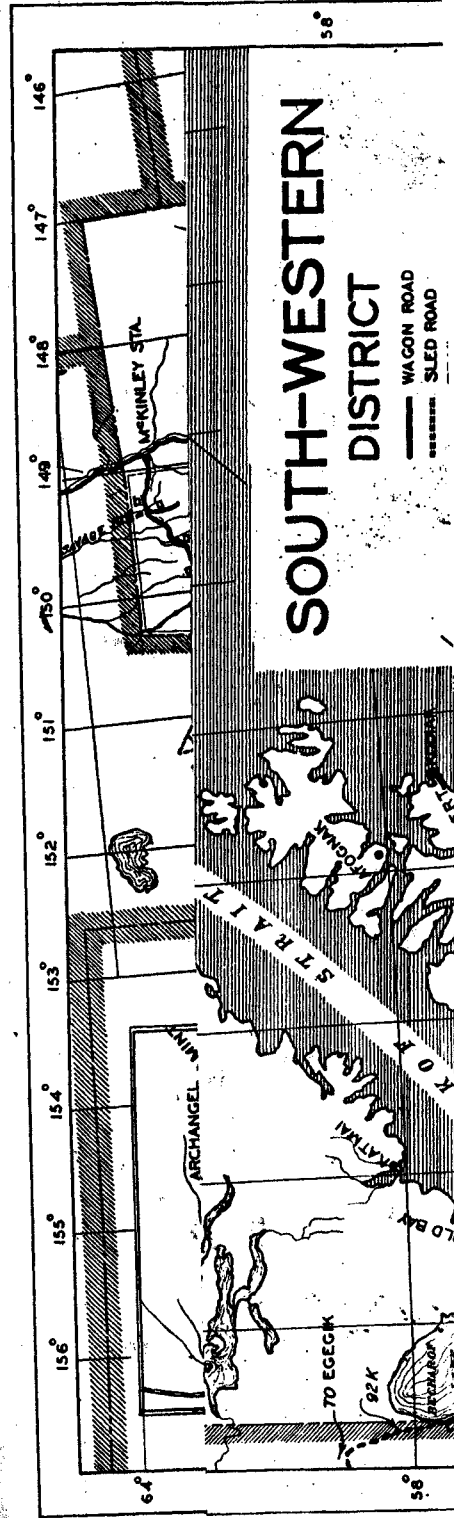
An especial effort has been made within this district to furnish adequate roads, sled roads or trails to all points of development in order that traffic may be developed for The Alaska Railroad.

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.

SUMMARY OF SUB-PROJECTS.

Sub-Project No.	Name of Sub-Project	Road	Sled Road	Trail	Total Miles
10C*	Lowell Creek Flood Control	.....	.....	.....	.....
10D**	Seward Aviation Field	.....	.....	127	127
20B	Susitna-Rainy Pass	.....	.....	22	22
20H	Nancy-Susitna	.....	.....	46	46
20J	Susitna-Tyonek	.....	.....	.....	5½
20K**	Susitna Aviation Field	5½	.....	1	1
35A	Archangel Extension	.....	.....	.....	9¼
35AA	Sherry Branch	9¼	.....	.....	1¼
35B*	Palmer-Fishhook	1¼	.....	.....	13
35C*	Palmer-Matanuska River	13	.....	.....	2
35D	Willow Creek Extension	2	.....	.....	6
35DA*	Gold Chord Branch	6	.....	.....	16
35DB*	Lucky Shot-Willow Station	6	.....	.....	14½
35E	Wasilla-Fishhook	14½	.....	.....	3
35F	Wasilla-Knik	3	.....	.....	12
35G**	Palmer-Springer	12	.....	.....	5½
35H*	Wasilla-Finger Lake-Palmer	5½	.....	.....	7¾
35I**	Moose-Palmer	7¾	.....	.....	8
35J*	Wasilla-Matanuska	8	.....	.....	6¼
35K*	Matanuska Trunk Road	6¼	.....	.....	30
35L**	Palmer-Matanuska	.....	30	.....	4¼
35N	Houston-Willow Creek	4¼	.....	.....	¾
35O*	Fishhook-Goldmint	¾	.....	.....	7½
35Q**	Edlund Road	7½	.....	.....	¾
35R**	Bogard Road	¾	.....	12	12
35RA**	Engstrom Road	.....	.....	12	½
35S	Moose Creek Trail	½	.....	.....	.....
35T**	Werner Branch	.....	.....	.....	.....
35U**	Moose Creek Aviation Field	.....	.....	.....	¾
35V**	Fishhook Aviation Field	.....	.....	40½	87
35W**	Wasilla Aviation Field Road	¾	.....	12	12
35X**	Wasilla Aviation Field Road	46½	.....	.....	41½
46D	McKinley Park Road	.....	.....	18	16
48	Iliamna Bay-Iliamna Lake	23½	.....	.....	14¾
51	Talkeetna-Cache Creek	.....	.....	.....	16
51A	Cache Creek Trail	.....	.....	.....	19
51B	Peters Creek Trail	.....	.....	7½	19
51C	Yentna-Mills Creek	.....	.....	.....	35
51D	Mile 32-Spruce Creek	.....	.....	.....	35
51E	Mille Creek-Cache Creek	.....	.....	.....	60
51F**	Cache Creek Aviation Field	.....	.....	60	.....
55	Kenai-Russian River	.....	.....	.....	.....





COMMISSION.

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orted exclusively by the s district, the through mission, less important d the Territory jointly, exclusiv

ECTS.

Road	Sled Road	Trail	Total Miles
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.....	.....	22	22
.....	.....	46	46
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5½	.....	7	12½
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## ANNUAL REPORT ALASKA ROAD COMMISSION.

49

55A**	Kenai Aviation Field .....	.....	.....	.....
75*	Anchorage Loop .....	19½	.....	19½
75A**	Anchorage-Lake Spenard .....	4	.....	4
75C**	Chester Creek Boat Landing .....	1	.....	1
75D	Anchorage Depot .....	.....	.....	.....
75E*	McDonald Branch .....	1¼	.....	1¼
75H**	Spenard Aviation Field .....	.....	.....	.....
75I**	Oilwell Road .....	2¼	.....	2¼
75J**	Anchorage Aviation Field .....	.....	.....	.....
75L**	Eklutna Road .....	.....	.....	.....
75M	Anchorage Radio Road .....	¼	.....	¼
76	Cantwell-Valdez Creek .....	.....	55	55
76A**	Valdez Creek Aviation Field .....	.....	.....	.....
79	Seward Depot .....	.....	.....	.....
90C**	Shelter Cabins, 3rd Division .....	.....	.....	.....
90D**	Shelter Cabins, 4th Division .....	.....	.....	.....
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 .....	.....	.....	.....
93D	Chulitna Tram .....	.....	.....	.....
94	Kodiak-Abberts .....	5	.....	5
95	Kanatak-Becharof Lake .....	8¾	.....	8¾
95B	Larsen Bay-Karluk River .....	.....	3	3
96	Chickaloon-King River .....	.....	6½	6½
96A	Chickaloon Cable .....	.....	.....	.....
96B	Chickaloon-Nelchina .....	.....	63	63
98*	Homer Spit .....	13½	.....	13½
98A*	Nuka Bay Trail .....	.....	1¼	1¼
98E**	Ninilchik Aviation Field .....	.....	.....	.....
98C**	Kasilof Aviation Field .....	7	.....	7
98D**	Kasilof Road .....	.....	.....	.....
Totals .....		257	189	509½
				955½

(\*) Cooperative with Territory of Alaska.

(\*\*) Entirely supported by Territorial Funds.

## DESCRIPTION.

For detailed description see Part II Annual Report for 1929. The following changes and additions should be noted:

10B—This sub-project was included in the Forest Road System on Feb. 7, 1930 and has accordingly been dropped from the summary of sub-projects.

10D—This landing field is located north of the Radio Station Road and one mile from Seward. The field consists of two runways, the north-south runway being 200 ft. by 1400 ft. and the east-west runway 200 ft. by 1200 ft.

35B—This road extends from Palmer to Mile 11.5 from Wasilla on the Wasilla-Fishhook road. Its length is 9¼ miles. This sub-project includes 5 miles originally carried under 35B, 1¼ miles originally carried as 35T and 2½ miles of 35I.

35D—Length changed to 13 miles. ½ mile formerly part of this route now included in 35DB.

35DA—This road branches from the Willow Creek Extension, Route 35D, at Mile 3.4. It follows the left limit of Gold Chord Creek for ½ mile, thence crossing to the right limit it follows to the head

of the creek. It serves three mines, only one of which is now producing.

**35DB**—This new road extends down Willow Creek from the Lucky Shot mine to a sawmill at St. Peters. It is suitable for teams or tractors. An extension to Willow Station is under construction.

**35I**—Length this road  $5\frac{1}{2}$  miles. First  $2\frac{1}{2}$  miles from Palmer now included in sub-project 35B.

**35RA**—This road branches from the Bogard Road  $\frac{1}{2}$  mile from the junction of the Bogard and Matanuska Trunk Roads. It extends to the Engstrom Farm distant  $1\frac{1}{4}$  miles.

**35T**—This road branches from the Fishhook-Palmer road  $3\frac{1}{2}$  miles from Palmer and extends  $\frac{1}{2}$  mile to cultivated farms.

**46D**—This road extended to a total length of  $46\frac{1}{2}$  miles.

**51E**—Correct length is 35 miles.

**75J**—This landing field is located south of the Oilwell Road,  $\frac{1}{2}$  mile east of the Anchorage townsite. It consists of two runways, the north-south leg being 400 ft. by 2260 ft. and the east-west leg, 400 ft. by 1600 ft.

**75L**—This proposed road branches from the Anchorage Loop road 7 miles from Anchorage and extends along the foothills above the railroad to Eklutna.

**75M**—This road leads from the railroad reserve to the Anchorage Radio Station.

**76A**—This landing field is located on the bench on the right limit of Valdez Creek opposite discovery claim. The field consists of one 200 ft. by 1000 ft. runway.

**93D**—This cable passenger tram is located over the Chulitna River 25 miles below the suspension bridge on Route 93.

**96B**—Trail extended to 63 miles in length.

**98D**—This road extends from the cannery at the mouth of the Kaslof River, up the right limit of the river for a distance of 7 miles, serving a group of fur farmers. It is passable for wagon traffic.

#### OPERATIONS DURING THE YEAR.

The important operations, other than routine maintenance, are summarized by sub-projects as follows:

**10D**—Clearing and grubbing were completed. The north-south runway was leveled and the east-west runway 50% completed. Timber

was slashed for 500 feet on both approaches in leveling.

**35B**— $1\frac{1}{4}$  miles were regraded and work of surfacing were placed on wet sections stalled.

**35D**— $\frac{1}{2}$  mile was widened and 1743 between Miles 6 and 9. 10 metal culverts

**35DB**— $5\frac{1}{2}$  miles were cleared, grubbed. 1508 lin. ft. of corduroy were laid and 3 material placed. 54 lin. ft. of bridges were and 24 timber culverts installed. The tributed one-fourth the cost of the work.

**35E**—5476 cu. yds. of surfacing were installed.

**35G**— $\frac{1}{2}$  mile was regraded and widened.

**35K**— $\frac{1}{2}$  mile of road was regraded. 500 cu. yds. of surfacing were placed between

**35O**—1 mile was widened. 586 cu. yds.

**35RA**— $\frac{3}{4}$  mile was cleared, grubbed and performed to only 10-ft. width.

**35T**— $\frac{1}{2}$  mile was grubbed and graded. Interested farmers.

**46D**—This project is cooperative with that Service providing the larger part of the work. During the past season grading was 75% complete from Mile 47.25 to Mile 56. Grubbing and drainage was performed in Mile 43.5. 23,837 cu. yds. of earth, 23,837 cu. yds. loose rock was excavated. 18,425 cu. yds. of surfacing was placed. 11 $\frac{1}{4}$  miles of road. The East Fork bridge frame bent trestle, was completed, the 16-ft. and one 16-ft. frame trestle constructed. Maintenance was performed on 10 bridges. work involved repairs of extensive stalled bridges.

Necessary maintenance of the road, was performed.

Expenditures to date are classified as

the mines, only one of which is now pro-

tends down Willow Creek from the Lucky  
St. Peters. It is suitable for teams or  
Willow Station is under construction.

1/2 miles. First 2 1/2 miles from Palmer now

from the Bogard Road 1/2 mile from  
and Matanuska Trunk Roads. It extends  
1 1/4 miles.

from the Fishhook-Palmer road 3 1/2 miles  
1/2 mile to cultivated farms.

to a total length of 4 1/2 miles.

35 miles.

is located south of the Oilwell Road, 1/2  
townsite. It consists of two runways, the  
t. by 2260 ft. and the east-west leg, 400 ft.

branches from the Anchorage Loop road  
and extends along the foothills above the

from the railroad reserve to the Anchorage

is located on the bench on the right limit  
discovery claim. The field consists of one

single tram is located over the Chulitna  
suspension bridge on Route 93.

63 miles in length.

is from the cannery at the mouth of the  
right limit of the river for a distance of 7  
for farmers. It is passable for wagon traffic.

#### WORK DONE DURING THE YEAR.

operations, other than routine maintenance, are  
as follows:

grubbing were completed. The north-south  
the east-west runway 50% completed. Timber

was slashed for 500 feet on both approaches. 2100 cu. yds. were moved  
in leveling.

35B—1 1/4 miles were regraded and widened to 32 ft. 800 cu. yds.  
of surfacing were placed on wet sections and 9 metal culverts in-  
stalled.

35D—1/2 mile was widened and 1743 cu. yds. surfacing placed be-  
tween Miles 6 and 9. 10 metal culverts were placed.

35DB—5 1/2 miles were cleared, grubbed and graded 24 ft. wide.  
1508 lin. ft. of corduroy were laid and 3420 cu. yds. of surfacing ma-  
terial placed. 54 lin. ft. of bridges were constructed and 17 metal  
and 24 timber culverts installed. The Willow Creek Mines Co. con-  
tributed one-fourth the cost of the work.

35E—5476 cu. yds. of surfacing were placed and 17 metal culverts  
installed.

35G—1/2 mile was regraded and widened.

35K—1/2 mile of road was regraded and widened to 32 feet. 1441  
cu. yds. of surfacing were placed between Miles 3 and 5.

35O—1 mile was widened. 586 cu. yds. of surfacing were placed.

35RA—3/4 mile was cleared, grubbed and graded. Grading was  
performed to only 10-ft. width.

35T—1/2 mile was grubbed and graded. Clearing had been done by  
interested farmers.

46D—This project is cooperative with the National Park Service,  
that Service providing the larger part of the funds for its construc-  
tion. During the past season grading was completed to Mile 46.6 and  
75% complete from Mile 47.25 to Mile 58.75. Some preliminary strip-  
ping and drainage was performed in Mile 62. The grading included  
heavy sidehill work between Miles 43.5 and 46.6. A total of 16,814 cu.  
yds. of earth, 23,837 cu. yds. loose rock and 16,285 cu. yds. solid rock  
was excavated. 18,425 cu. yds. of surfacing material were placed over  
11 1/4 miles of road. The East Fork bridge, 162 lin. ft. of pile and  
frame bent trestle, was completed, the Teklinika bridge lengthened 75  
ft. and one 16-ft. frame trestle constructed. 194 metal culverts were  
installed. Maintenance was performed over 43 1/4 miles of road. This  
work involved repairs of extensive storm damage to roadbed and  
bridges.

Necessary maintenance of the road, coach road and trails was  
performed.

Expenditures to date are classified as follows:

Office building .....	\$ 1,777.66
Warehouse and garage, Headquarters .....	6,777.16
Cabins and caches .....	7,151.22
Trail tents .....	732.50
Trail construction .....	10,099.53
Trail maintenance .....	1,255.01
Reconnaissance .....	500.00
Road construction .....	536,181.68
Road maintenance .....	61,457.33
<b>Total .....</b>	<b>\$625,932.09</b>
Fiscal year 1922 .....	\$ 500.00
1923 .....	2,528.90
1924 .....	4,961.74
1925 .....	86,788.17
1926 .....	52,539.40
1927 .....	17,033.02
1928 .....	61,590.89
1929 .....	71,351.39
1930 .....	160,821.31
1931 .....	167,817.27
<b>Total .....</b>	<b>\$625,932.09</b>
National Park Service .....	\$599,659.52
Territory of Alaska .....	732.50
Alaska Road Commission .....	24,839.82
Contributed .....	700.25
<b>Total .....</b>	<b>\$625,932.09</b>

For the current season (fiscal year 1932) \$60,000 of Park Road Funds have been allotted.

48—One mile of road from the boat landing was constructed. The work involved the excavation of 1420 cu. yds. of earth, 4666 cu. yds. loose rock and 3800 cu. yds. solid rock.

51—950 cu. yds. of surfacing material were placed.

75J—The area was again leveled and seeded to grass. Contract, for the erection of pole lines to carry light and telephone lines from the city system to the field, was completed.

75L—A definite location survey was completed over 21¼ miles. 3000 lin. ft. of right-of-way were cleared 60 ft. wide.

75R—¼ mile was grubbed and graded. 364 cu. yds. surfacing material were placed and 1 metal culvert installed.

76A—The field was cleared, stripped, plowed and partially leveled.

90C—The following work was accomplished:

Route No.	Location	Work Done	Cost
20H	11 miles from Nancy	Repairs .....	\$ 10.00
55	46 miles from Kenai	New roof and repairs .....	300.00
96B	Trail Creek, 46 miles from Chickaloon	12 ft. x 14 ft. log cabin built .....	244.42
	At the mouth of the Susitna River	12 ft. x 14 ft. frame cabin built .....	500.00
		<b>Total .....</b>	<b>\$1,054.42</b>

96B—5 miles of trail were cleared.

98D—This road was cleared, graded, and surfaced with approx. 172 cu. yds. surfacing material and 7 metal culverts installed.

## SURVEY

A survey was made for a trail to the coast where an experiment station for the Yukon River, thus including the valley located. Due to the station having been located, this trail has been indefinitely postponed.

## KUSKOKWIM

Carl Lottsfeldt, Superintendent

This district embraces the valley of the Yukon River, extending eastward along the coast to Bristol Bay, including the valleys of the Yukon River, thus including the valleys of the Yukon River, thus including the valleys of the Yukon River. The chief mining operations are at Takotna, and Ophir.

This district comprises one of the most remote and isolated in Alaska. Freight for Takotna and vicinity is carried by river boat up to Bethel and thence by river boat up to Iditarod and vicinity is sent by ship for Iditarod and vicinity is sent by ship by rail to Nenana and by river boats, Alaska Railroad, to Holy Cross. The boats and sent up the Innoko and Iditarod sent by this route. During the summer months the described route, or leave the government land via Long and Poorman. During the winter months enter and leave this district over the winter route via Diamond, Knights, and Kobi or Nenana. The district together with its remoteness and lack of construction have prevented the development of or automobile routes. An important winter route is the McGrath in the upper Kuskokwim Valley, including news Bay, Togiak, Dillingham, and Nakatna.

Shelter cabins, aviation fields, the roads are supported exclusively by the Territory and Alaska Road Commission projects exclusively by the Alaska Road Commission.

## ALASKA ROAD COMMISSION.

.....	\$ 1,777.66
ge, Headquarters .....	6,777.16
.....	7,151.22
.....	732.50
.....	10,099.53
.....	1,255.01
.....	500.00
.....	536,181.68
.....	61,457.33
.....	\$625,932.09
.....	\$ 500.00
.....	2,528.90
.....	4,961.74
.....	86,788.17
.....	52,539.40
.....	17,033.02
.....	61,590.89
.....	71,351.39
.....	160,821.31
.....	167,817.27
.....	\$625,932.09
ce .....	\$599,659.52
.....	732.50
ission .....	24,839.82
.....	700.25
.....	\$625,932.09

on (fiscal year 1932) \$60,000 of Park Road

from the boat landing was constructed. The  
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ls. solid rock.

urfacing material were placed.

gain leveled and seeded to grass. Contract,  
lines to carry light and telephone lines from  
ld, was completed.

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bed and graded. 364 cu. yds. surfacing ma-  
metal culvert installed.

leared, stripped, plowed and partially leveled.  
ork was accomplished:

Work Done	Cost
.....Repairs .....	\$ 10.00
.....New roof and repairs .....	300.00
es from	
.....12 ft. x 14 ft. log cabin built..	244.42
Susitna	
.....12 ft. x 14 ft. frame cabin	
.....built .....	500.00
Total .....	\$1,054.42

96B—5 miles of trail were cleared through timber, 8 ft. wide.

98D—This road was cleared, grubbed and graded to 24-ft. stand-  
ard. 172 cu. yds. surfacing material were placed. One 18-ft. bridge was  
constructed and 7 metal culverts installed.

## SURVEYS.

A survey was made for a trail to connect Kodiak with Kalsin Bay  
where an experiment station for the Department of Agriculture was  
located. Due to the station having been discontinued, construction of  
this trail has been indefinitely postponed.

## KUSKOKWIM DISTRICT.

Carl Lottsfeldt, Superintendent, Takotna.

This district embraces the valley of the Kuskokwim River, extend-  
ing eastward along the coast to Bristol Bay and 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,  
Takotna, and Ophir.

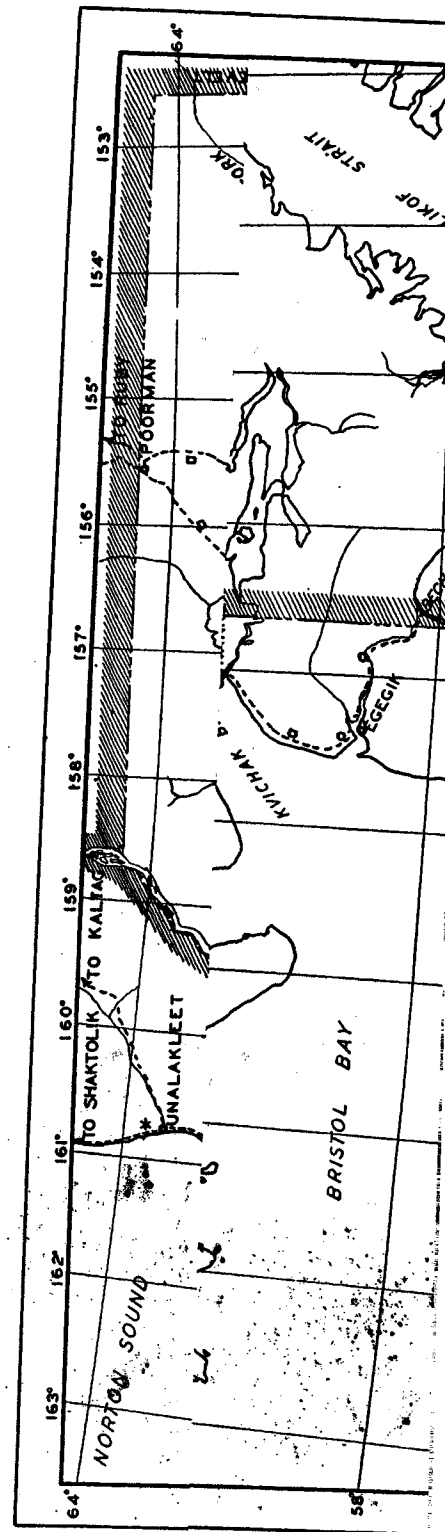
This district comprises one of the most inaccessible parts of Alas-  
ka. Freight for Takotna and vicinity is sent by ship from Seattle  
to Bethel and thence by river boat up the Kuskokwim River. Freight  
for Iditarod and vicinity is sent by ship from Seattle to Seward, thence  
by rail to Nenana and by river boats, owned and operated by The  
Alaska 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 over-  
land 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. An important winter trail route extends from  
McGrath in the upper Kuskokwim Valley via Aniak, Bethel, Good-  
news Bay, Togiak, Dillingham, and Naknek to Kanatak.

Shelter cabins, aviation fields, the Ganes Creek and Little Creek  
roads are supported exclusively by the Territory, the Iditarod-Flat and  
Ophir-Takotna Roads and the Yukon-Kuskokwim Portage by the  
Territory and Alaska Road Commission jointly, and the remaining  
projects exclusively by the Alaska Road Commission.

SUMMARY OF SUB-PROJECTS.

Sub-Project No.	Name of Sub-Project	Road	Sled Road	Trail	Total Miles
20C	Rainy Pass-Big River	.....	.....	110	110
20DA	Takotna-Ophir	.....	20	.....	20
20DB	Ophir-Dishkaket	.....	.....	55	55
32A	Takotna-Flat	.....	.....	95	95
32AA	Takotna-Flat (via Moore Creek)	.....	.....	93	93
32AB	Moore Creek	.....	.....	7	7
32AC	Candle Creek-Takotna	.....	.....	12	12
32B*	Iditarod-Flat	8	.....	.....	8
32BA**	Iditarod River Reconnaissance	.....	.....	.....	76
32C	Ophir-Iditarod	.....	.....	76	76
32D	Flat-Crooked Creek (Winter)	.....	.....	54	54
32DD	Flat-Georgetown (Summer)	.....	.....	65	65
32E**	Takotna Aviation Field	.....	.....	.....	.....
32F	Takotna 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	.....	.....	103	103
34B	Iditarod-Shageluk-Anvik	.....	.....	85	85
38B	Poorman-Cripple	.....	.....	47	47
38C	Ophir-Cripple (Winter)	.....	.....	47	47
38D*	Ophir-Takotna	22	.....	.....	22
38DA**	Little Creek Road	3	.....	.....	3
38F	Poorman-Ophir	.....	.....	125	125
38G	Takotna-Takotna Landing	1½	.....	.....	1½
38H**	Ganes Creek Road	15¾	.....	.....	15¾
38M**	Ophir Aviation Field	.....	.....	.....	.....
64A	Cripple-Cripple Mt. (Summer)	.....	.....	12	12
64AA	Cripple-Cripple Mt. (Winter)	.....	.....	20	20
80A	McGrath-Takotna (Summer)	.....	.....	5	5
80AA	McGrath-Takotna (Winter)	.....	.....	17	17
80B	McGrath-Telida	.....	.....	92	92
80C	McGrath-Candle Creek	.....	.....	11	11
80D	Nixon Fork-Nixon Mine	.....	.....	37	37
80E	Takotna-Twin Peaks	.....	.....	12	12
80F	Medfra-Nixon Mine	12	.....	.....	12
80G	Nixon Fork-Takotna (Summer)	.....	.....	15½	15½
80GG	Nixon Fork-Takotna (Winter)	.....	.....	14½	14½
80H**	McGrath Aviation Field	.....	.....	.....	.....
80J**	Medfra Aviation Field	.....	.....	.....	.....
90C**	Shelter Cabins-3rd Division	.....	.....	.....	.....
90D**	Shelter Cabins-4th Division	.....	.....	.....	.....
92A	Bethel-Quinhagak	.....	.....	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
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	.....	.....	53	53
92Q*	Upper Landing-Bear Creek	.....	26	.....	26
Totals		86%	108½	2132½	2327¾

(\*) Cooperation with Territory of Alaska.  
 (\*\*) Entirely supported by Territorial Funds.



SUB-PROJECTS.

Route	Sited Road	Trail	Total Miles
1	20	110	130
2	0	65	65
3	0	85	85
4	0	97	97
5	0	12	12
6	0	16	16
7	0	76	76
8	0	34	34
9	0	62	62
10	0	103	103
11	0	85	85
12	0	47	47
13	0	47	47
14	0	22	22
15	0	22	22
16	0	15	15
17	0	12	12
18	0	5	5
19	0	12	12
20	0	12	12
21	0	12	12
22	0	11	11
23	0	37	37
24	0	12	12
25	0	15	15
26	0	14	14
27	0	90	90
28	0	44	44
29	0	78	78
30	0	18	18
31	0	120	120
32	0	60	60
33	0	63	63
34	0	53	53
35	0	128	128
36	0	88	88
37	0	86	86
38	0	89	89
39	0	70	70
40	0	60	60
41	0	46	46
42	0	32	32
43	0	53	53
44	0	26	26
45	0	90	90
46	0	44	44
47	0	78	78
48	0	18	18
49	0	120	120
50	0	60	60
51	0	63	63
52	0	53	53
53	0	128	128
54	0	88	88
55	0	86	86
56	0	89	89
57	0	70	70
58	0	60	60
59	0	46	46
60	0	32	32
61	0	53	53
62	0	26	26
63	0	90	90
64	0	44	44
65	0	78	78
66	0	18	18
67	0	120	120
68	0	60	60
69	0	63	63
70	0	53	53
71	0	128	128
72	0	88	88
73	0	86	86
74	0	89	89
75	0	70	70
76	0	60	60
77	0	46	46
78	0	32	32
79	0	53	53
80	0	26	26
81	0	90	90
82	0	44	44
83	0	78	78
84	0	18	18
85	0	120	120
86	0	60	60
87	0	63	63
88	0	53	53
89	0	128	128
90	0	88	88
91	0	86	86
92	0	89	89
93	0	70	70
94	0	60	60
95	0	46	46
96	0	32	32
97	0	53	53
98	0	26	26
99	0	90	90
100	0	44	44
101	0	78	78
102	0	18	18
103	0	120	120
104	0	60	60
105	0	63	63
106	0	53	53
107	0	128	128
108	0	88	88
109	0	86	86
110	0	89	89
111	0	70	70
112	0	60	60
113	0	46	46
114	0	32	32
115	0	53	53
116	0	26	26
117	0	90	90
118	0	44	44
119	0	78	78
120	0	18	18
121	0	120	120
122	0	60	60
123	0	63	63
124	0	53	53
125	0	128	128
126	0	88	88
127	0	86	86
128	0	89	89
129	0	70	70
130	0	60	60
131	0	46	46
132	0	32	32
133	0	53	53
134	0	26	26
135	0	90	90
136	0	44	44
137	0	78	78
138	0	18	18
139	0	120	120
140	0	60	60
141	0	63	63
142	0	53	53
143	0	128	128
144	0	88	88
145	0	86	86
146	0	89	89
147	0	70	70
148	0	60	60
149	0	46	46
150	0	32	32
151	0	53	53
152	0	26	26
153	0	90	90
154	0	44	44
155	0	78	78
156	0	18	18
157	0	120	120
158	0	60	60
159	0	63	63
160	0	53	53
161	0	128	128
162	0	88	88
163	0	86	86
164	0	89	89
165	0	70	70
166	0	60	60
167	0	46	46
168	0	32	32
169	0	53	53
170	0	26	26
171	0	90	90
172	0	44	44
173	0	78	78
174	0	18	18
175	0	120	120
176	0	60	60
177	0	63	63
178	0	53	53
179	0	128	128
180	0	88	88
181	0	86	86
182	0	89	89
183	0	70	70
184	0	60	60
185	0	46	46
186	0	32	32
187	0	53	53
188	0	26	26
189	0	90	90
190	0	44	44
191	0	78	78
192	0	18	18
193	0	120	120
194	0	60	60
195	0	63	63
196	0	53	53
197	0	128	128
198	0	88	88
199	0	86	86
200	0	89	89
201	0	70	70
202	0	60	60
203	0	46	46
204	0	32	32
205	0	53	53
206	0	26	26
207	0	90	90
208	0	44	44
209	0	78	78
210	0	18	18
211	0	120	120
212	0	60	60
213	0	63	63
214	0	53	53
215	0	128	128
216	0	88	88
217	0	86	86
218	0	89	89
219	0	70	70
220	0	60	60
221	0	46	46
222	0	32	32
223	0	53	53
224	0	26	26
225	0	90	90
226	0	44	44
227	0	78	78
228	0	18	18
229	0	120	120
230	0	60	60
231	0	63	63
232	0	53	53
233	0	128	128
234	0	88	88
235	0	86	86
236	0	89	89
237	0	70	70
238	0	60	60
239	0	46	46
240	0	32	32
241	0	53	53
242	0	26	26
243	0	90	90
244	0	44	44
245	0	78	78
246	0	18	18
247	0	120	120
248	0	60	60
249	0	63	63
250	0	53	53
251	0	128	128
252	0	88	88
253	0	86	86
254	0	89	89
255	0	70	70
256	0	60	60
257	0	46	46
258	0	32	32
259	0	53	53
260	0	26	26
261	0	90	90
262	0	44	44
263	0	78	78
264	0	18	18
265	0	120	120
266	0	60	60
267	0	63	63
268	0	53	53
269	0	128	128
270	0	88	88
271	0	86	86
272	0	89	89
273	0	70	70
274	0	60	60
275	0	46	46
276	0	32	32
277	0	53	53
278	0	26	26
279	0	90	90
280	0	44	44
281	0	78	78
282	0	18	18
283	0	120	120
284	0	60	60
285	0	63	63
286	0	53	53
287	0	128	128
288	0	88	88
289	0	86	86
290	0	89	89
291	0	70	70
292	0	60	60
293	0	46	46
294	0	32	32
295	0	53	53
296	0	26	26
297	0	90	90
298	0	44	44
299	0	78	78
300	0	18	18
301	0	120	120
302	0	60	60
303	0	63	63
304	0	53	53
305	0	128	128
306	0	88	88
307	0	86	86
308	0	89	89
309	0	70	70
310	0	60	60
311	0	46	46
312	0	32	32
313	0	53	53
314	0	26	26
315	0	90	90
316	0	44	44
317	0	78	78
318	0	18	18
319	0	120	120
320	0	60	60
321	0	63	63
322	0	53	53
323	0	128	128
324	0	88	88
325	0	86	86
326	0	89	89
327	0	70	70
328	0	60	60
329	0	46	46
330	0	32	32
331	0	53	53
332	0	26	26
333	0	90	90
334	0	44	44
335	0	78	78
336	0	18	18
337	0	120	120
338	0	60	60
339	0	63	63
340	0	53	53
341	0	128	128
342	0	88	88
343	0	86	86
344	0	89	89
345	0	70	70
346	0	60	60
347	0	46	46
348	0	32	32
349	0	53	53
350	0	26	26
351	0	90	90
352	0	44	44
353	0	78	78
354	0	18	18
355	0	120	120
356	0	60	60
357	0	63	63
358	0	53	53
359	0	128	128
360	0	88	88
361	0	86	86
362	0	89	89
363	0	70	70
364	0	60	60
365	0	46	46
366	0	32	32
367	0	53	53
368	0	26	26
369	0	90	90
370	0	44	44
371	0	78	78
37			



## DESCRIPTION.

For detailed description see Part II Annual Report for 1929 under Kuskokwim District and Bethel Sub-District. The following changes and additions should be noted:

38H—This road was extended up Ganes Creek to total length of 15½ miles.

38M—A new location was selected for this landing field southwest of the village of Ophir .

92E—This summer portage is passable for poling boats and small power boats between the Yukon and Kuskokwim Rivers. Two portages are crossed by steel rail trams aggregating 5934 ft. Derricks and winches are provided for handling boats on and off cars and over dams.

## OPERATIONS DURING THE YEAR.

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

32B—2155 cu. yds. of surfacing material were placed on 2.3 miles. 1 metal culvert was placed.

32BA—A survey was made and maps and estimates prepared of a plan to restore the Iditarod River to its former channel at the town of Iditarod. This survey was made for the Territory of Alaska.

32F—A frame building 24 by 30 ft. for headquarters office was constructed.

33E—½ mile was surfaced.

38D—1576 cu. yds. of surfacing material were placed on 1½ miles of road.

38DA—2 miles were regraded and 334 cu. yds. of surfacing material placed.

80H—This field was completed to provide a length of 1600 ft. and an average width of 200 ft. This season an extension of 400 ft. was added to the north end and one of 100 ft. to the south end.

90C—The following work was accomplished:

Route No.	Location	Work Done	Cost
92I	Lewis Point, 20 miles from Dillingham	Repairs .....	\$ 40.00
92I	Patch of Woods, 50 miles from Dillingham	Repairs and roof .....	78.00
92J	Halfway, 24 miles from Naknek	12 ft. by 14 ft. frame cabin.....	725.00
Total .....			\$ 843.00

90D—The following work was accomplished:

Route No.	Location	Work Done	Cost
32C	Fritz's, 33 miles from Ophir	12 ft. by 14 ft. cabin built	\$ 750.00
32D	Summit, 28 miles from Flat	New roof and repairs	53.81
32D	Bonanza, 14 miles from Flat	New stove pipe	2.50
34A	Reindeer River, 25 miles from Flat	New stove	25.00
38E	Hogans, 28 miles from Poor-man	12 ft. by 14 ft. cabin built	465.00
92A	Blackfish Cake, 28 miles from Bethel	New roof and stove	88.71
92A	Dahls, 18 miles from Bek	New roof and stove	88.72
92F	Jack Smith Bay, 16 miles from Quinhagak	New stove and pipe	14.00
92F	Indian River, 36 miles from Quinhagak	New stove and pipe	14.25
92L	Old Island Village, 23 miles from Crooked Creek	Repairs and new stove	137.50
Total			\$1,639.49

92E—The tram over the portage on Kuskokwim end was completed. 1634 lin. ft. of steel rail tram were placed. Ramps were constructed for loading boats on cars at end of trams, two controlling dams were constructed and derricks and winches installed for handling boats. Entrances to lakes and sloughs were marked with direction signs.

### 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 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 the 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, aviation fields and telephone lines are supported exclusively by the Territory—the Seward Peninsula Railroad exclusively

by the Alaska Road Commission.  
are supported jointly by the Territ  
sion.

### SUMMARY OF

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-Snake River
13BA*	Snake River-Monument Creek
13C*	Bessie-Little Creek
13CA*	Little Creek-Sunset Creek
13F*	Nome-Osborne
13K*	Bessie-Buster
13L	Nome Bouys
13M	Nome Depot
18*	Kaltag-Nome
18A*	Bonanza-Kotzebue
18B*	Golovin-Council
18D**	Unalakleet Aviation Field
18E**	Solomon Aviation Field
18F**	Golovin Aviation Field
18G**	Moses Aviation Field
18H**	Koyukuk Station-Unalakleet Tel phone Line
18J*	Spruce Creek
21*	Unalakleet-St. Michael
21A**	St. Michael Aviation Field
25C*	Nome-Wireless
25D*	Center Creek Road
25E*	Submarine Paystreak
25K	Nome City Wharf
25L**	Nome Aviation Field
25M**	Telephone Lines Seward Peninsula
25N	Nome City Street
25P	Nome Harbor Lights
26*	Candle-Candle Creek
26B*	Bear Creek Trail
26C*	Candle-Kiwalik
26D**	Kiwalik Aviation Field
26E**	Candle Aviation Field
26F**	Telephone Line Reconnaissance
26G*	Candle-Radio Station
27*	Deering-Inmachuk
27A**	Deering Aviation Field
28*	Shelton-Candle
28A*	Nome-Serpentine Hot Springs
37*	Topkok-Candle
37A*	Bluff-White Mountain
37B**	Bluff Aviation Field
41*	Kiana-Klery Creek
41A*	Kotzebue-Shungnak
41B*	Kotzebue-Point Barrow
41C*	Kiwalik-Noorvik
41D**	Kotzebue Aviation Field
41E**	Kobuk Aviation Field
42*	St. Michael-Kotlik
49*	Davidson's Landing-Taylor
62*	Dime Creek
62A*	Haycock-Bear Creek
62B**	Haycock Aviation Field
62C*	Koyuk Aviation Field
67*	Nome-Teller
67A*	Teller-Cape Prince of Wales

was accomplished:

Work Done	Cost
12 ft. by 14 ft. cabin built	\$ 750.00
New roof and repairs	53.31
New stove pipe	2.50
New stove	25.00
12 ft. by 14 ft. cabin built	465.00
New roof and stove	88.71
New roof and stove	88.72
New stove and pipe	14.00
New stove and pipe	14.25
Repairs and new stove	137.50
<b>Total</b>	<b>\$1,639.49</b>

portage on Kuskokwim end was com-  
 -rail tram were placed. Ramps were con-  
 -n cars at end of trams, two controlling  
 -erricks and winches installed for handling  
 -and sloughs were marked with direction

**DISTRICT.**

Superintendent.

Assistant Superintendent.

that portion of Alaska lying west of the  
 the Yukon River.

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 ber for protection and fuel, a considerable  
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 ing from Nome the latter part of October  
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 er over available wagon roads in summer

jects are the system of local roads serving  
 les about Nome, the Nome-Shelton Tram  
 ending on through Dahl to Deering and  
 e to Council and Casa de Paga, and the  
 nding throughout the entire District.

fields and telephone lines are supported  
 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 Commis-  
 sion.

**SUMMARY OF SUB-PROJECTS.**

Sub-Project No.	Name of Sub-Project	Road	Sled Road	Trall	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	3 1/4	...	...	3 1/4
13B*	Bessie-Snake River	8 3/4	...	...	8 3/4
13BA*	Snake River-Monument Creek	...	3	...	3
13C*	Bessie-Little Creek	2	...	...	2
13CA*	Little Creek-Sunset Creek	1 1/2	...	...	1 1/2
13F*	Nome-Osborne	10 1/4	...	...	10 1/4
13K*	Bessie-Buster	7 1/4	...	...	7 1/4
13L	Nome Bouys	...	...	...	...
13M	Nome Depot	...	...	...	...
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 Tele- phone Line	...	...	...	...
18J*	Spruce Creek	...	1 1/2	...	1 1/2
21*	Unalakleet-St. Michael	...	...	68	68
21A**	St. Michael Aviation Field	...	...	...	...
25C*	Nome-Wireless	1/4	...	...	1/4
25D*	Center Creek Road	3 1/2	...	...	3 1/2
25E*	Submarine Paystreak	3	...	...	3
25K*	Nome City Wharf	...	...	...	...
25L**	Nome Aviation Field	...	...	...	...
25M**	Telephone Lines Seward Peninsula	...	...	...	...
25N	Nome City Street	...	...	...	...
25P	Nome Harbor Lights	...	...	...	...
26*	Candle-Candle Creek	6	...	...	6
26B*	Bear Creek Trail	...	...	45	45
26C*	Candle-Kiwalik	...	...	18	18
26D**	Kiwalik Aviation Field	...	...	...	...
26E**	Candle Aviation Field	...	...	...	...
26F**	Telephone Line Reconnaissance	...	...	...	...
26G*	Candle-Radio Station	1/4	...	...	1/4
27*	Deering-Inmachuk	25	...	...	25
27A**	Deering Aviation Field	...	...	...	...
28*	Shelton-Candle	...	...	152	152
28A*	Nome-Serpentine Hot Springs	...	...	148	148
37*	Topkok-Candle	...	...	154	154
37A*	Bluff-White Mountain	...	...	15	15
37B**	Bluff Aviation Field	...	...	...	...
41*	Kiana-Klery Creek	...	...	12	12
41A*	Kotzebue-Shungnak	...	...	200	200
41B*	Kotzebue-Point Barrow	...	...	517	517
41C*	Kiwalik-Noorvik	...	...	100	100
41D**	Kotzebue Aviation Field	...	...	...	...
41E**	Kobuk 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
62B**	Haycock Aviation Field	...	...	...	...
62C*	Koyuk Aviation Field	...	...	...	...
67*	Nome-Teller	...	...	83	83
67A*	Teller-Cape Prince of Wales	...	...	67	67

## ANNUAL REPORT ALASKA ROAD COMMISSION.

67B*	Teller-Bluestone .....	5	13	48	18
67C*	Teller-Pilgrim Hot Springs .....			35	35
67D*	Teller-American River .....				
67E**	Teller Aviation Field .....	3			3
67F*	Tin City-Goodwin .....				
67G**	Lost River Aviation Field .....				
67H**	Wales Aviation Field .....			30	30
67J*	Woolley-Gold Run .....			712	712
68*	Flagging Trails .....	7			7
73*	Marshall Road .....			148	148
73A*	Kotlik-Marshall .....		11		11
73B*	Stuyahok .....			89	89
73C*	Scammon Bay Trail .....				
73D**	Marshall Aviation Field .....	74			74
89A	Seward Peninsula Railroad .....				
89B**	Pilgrim Aviation Field .....			12	12
89C*	Iron Creek-American Creek .....				
90E**	Shelter Cabins .....				
	Totals .....	287	44½	3318	3649½

(\*) Cooperative with Territory of Alaska.

(\*\*) Entirely supported by Territorial Funds.

## DESCRIPTION.

For detailed description see Part II Annual Report for 1929. The following changes and additions should be noted:

13BA—This tractor road extends from the Bessie-Snake River road down Glacier Creek and across Snake River to Monument Creek.

13CA—This route extends from the end of the Little Creek road across Snake River to Sunset Creek. 1½ miles are improved to road standard.

13M—This sub-project includes the district headquarters buildings at Nome.

13D—This field now has two runways, one 250 ft by 1500 ft. and the other 200 ft. by 1200 ft.

18F—An additional field to provide for cross winds, was constructed, size 200 ft. by 1500 ft.

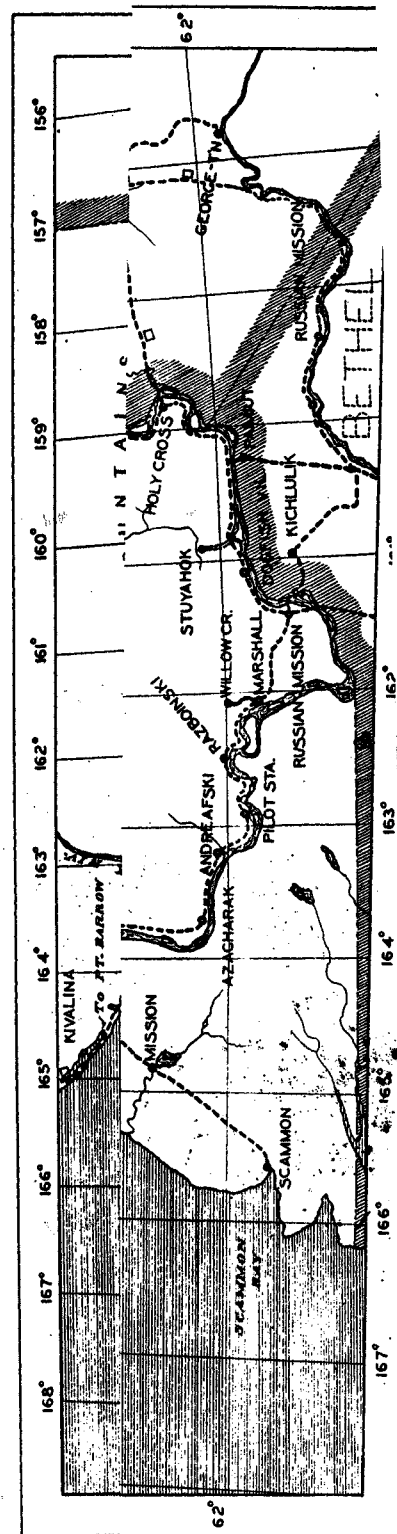
18J—This route extends from the beach, at a point 7 miles east of Solomon, 1½ miles up Spruce Creek.

21A—This is an emergency landing field 50 ft by 900 ft. and is located on the spit near St. Michael.

25D—As relocated this road branches from Route 13A at Mile 0.75 extending across the tundra to the tram, thence parallel to the tram for 1 mile, thence to dredging operations on Center Creek.

26G—This short road leads from the main street of the village of Candle to the Radio Station.

27A—This landing field is now 2,000 ft. long and varies in width from 125 to 200 ft.



LA ROAD COMMISSION.

.....	5	13	.....	18
.....	.....	.....	.....	48
.....	.....	.....	.....	35
.....	3	.....	.....	3
.....	.....	.....	.....	30
.....	7	.....	.....	712
.....	.....	.....	.....	148
.....	11	.....	.....	11
.....	.....	.....	.....	89
.....	74	.....	.....	74
.....	.....	.....	.....	12
.....	287	44½	3318	3649½

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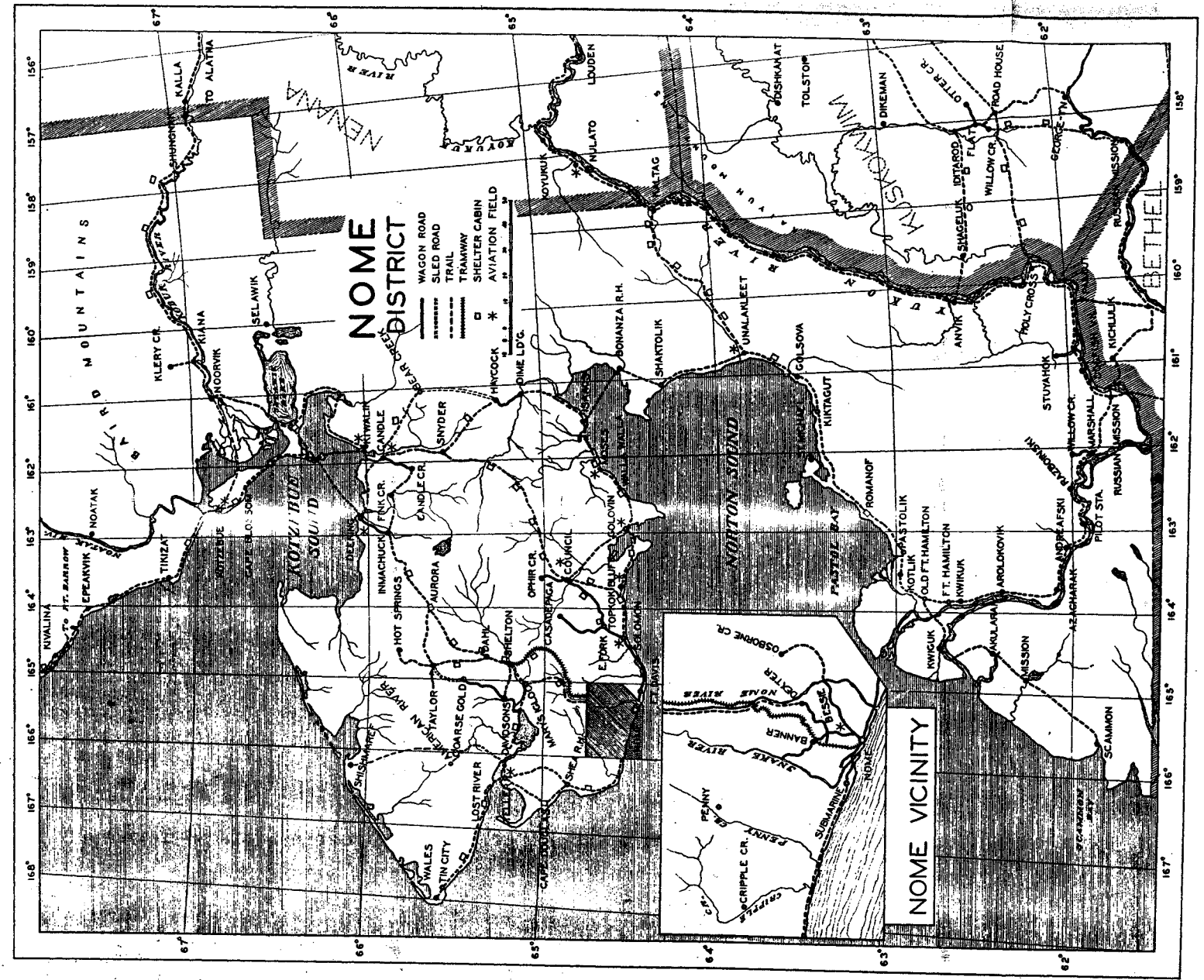
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tram, and a parallel to the tram  
trations on Center Creek.

om the main street of the village

2,000 ft. long and varies in width



37E—This landing field, 400 ft. by 900 ft., is located on the shore of Norton Sound, 3 miles east of the village of Bluff and 50 miles east of Nome.

41C—This winter trail follows the beach from Kiwalk to Elephants Point, thence along the coast and across Selawik Lake to Noorvik.

41E—This landing field is located on the Kobuk River at Kobuk Post Office, 175 miles by river above the mouth. It is 1200 ft. long and varies in width from 150 to 200 ft.

62B—This landing field is located near the village of Haycock. It is completed to 100 ft. by 925 ft. Projected field will be 150 ft. by 1400 ft.

62C—This landing field, 280 ft. by 1250 ft., is located across the Koyuk River from Koyuk Village near the outlet of the river into Norton Bay.

67B—5 miles improved to road standard, remaining 13 miles suitable for tractors only.

67C—This trail now extends from Teller to Pilgrim Hot Springs, 8 miles.

67E—A new field to provide a north and south runway 200 ft. by 200 ft., is located on the sand spit at Teller.

67G—This landing field, 250 ft. by 1250 ft., is located on the beach 1/4 mile west of the mouth of Lost River.

67H—This landing field, 250 ft. by 1000 ft., is located 1/2 mile north of the village of Wales at Cape Prince of Wales.

67J—This winter trail extends from Cape Woolley on the Nome-Teller trail to Gold Run Creek.

73—This route extends from the landing on the Yukon River, 10 miles above Marshall, to mining operations on Willow Creek. After improvement this route is classed as road and is passable for light motor traffic.

73D—This landing field located near the village of Marshall on the Yukon River is 200 ft. by 1300 ft.

89B—This landing field, 200 ft. by 1200 ft., is located 1/2 mile south of the Pilgrim Hot Springs Mission.

#### OPERATIONS DURING THE YEAR.

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

8—2 miles of road were reconstructed using the old railroad grade between Miles 44 and 46. A new ferry was constructed for use at Bonanza River crossing.

8K—A new field, 100 ft. by 800 ft., was constructed.

13A—1612 cu. yds. of surfacing material were placed.

13B—½ mile of road was widened to 16 ft. 8 new culverts were installed.

13BA—Sufficient grading was performed to prepare this route for tractor use.

13CA—1½ miles of new road were constructed. The work included construction of two 26-ft. span bridges, installing 8 culverts and placing 1606 cu. yds. of surfacing and filling.

18—21 miles of new trail (relocation) were permanently staked and 8 miles cut through timber.

18J—Sufficient clearing and leveling were performed to permit the use of tractors on this route.

21A—An area 50 ft. by 900 ft. was cleared and marked.

25D—1230 cu. yds. of surfacing material were placed between Miles 0.5 and 1.2. 2.4 miles of new road were constructed beyond Mile 1.2. This work included handling 5850 cu. yds. of material for surfacing and filling.

25L—Culverts were installed and gravel surfacing placed where runways join roads on west and south sides of field.

25N—720 cu. yds. of surfacing were placed on Main Street. Funds for this work were contributed by the City of Nome.

26G—770 lin. ft. of corduroy were laid and 207 cu. yds. of surfacing placed.

27—330 lin. ft. of brush corduroy were laid and 2220 cu. yds. of surfacing placed. 8 new culverts were installed.

27A—This field was lengthened to 2000 ft.

41C—Stakes for permanently staking 25 miles were distributed between Kiwalik and Elephants Point, to be set next season.

41E—This field was enlarged to 1200 ft. in length and from 150 ft. to 200 ft. in width.

62B—Work on this field is not complete. An area 100 ft. by 925 ft. was stripped and leveled.

67E—Additional improvements on this route included placing 1185 lin. ft. of corduroy, 288 cu. yds. of surfacing material and installing 10 culverts.

67E—The field on the spit was regraded and lengthened to 1200 ft.

67F—1000 lin. ft. of road were surfaced.

67J—10 miles of this route were permanently staked.

68—329 miles of temporary winter trails were marked with lath and flags.

73—This route was improved to wagon road standard. ½ mile of corduroy was laid and covered and 2 miles hand graded. 26 culverts were placed.

73D—This field was completed.

89E—This field was lengthened to 1200 ft.

90E—The following work was accomplished:

Route No.	Location	Work Done	Cost
18	Walla Walla, 96 miles from Nome	Repairs and wood	\$ 91.10
18	Moses, 115 miles from Nome	Repairs and wood	73.60
18	Bonanza, 156 miles from Nome	Purchase of cabin and dog barn and repairs	233.40
18	Whaleback, 230 miles from Nome	Repairs and wood	105.00
18	Old Woman, 241 miles from Nome	New stove installed and wood	46.10
18	Ten Mile, 249 miles from Nome	Repairs and wood	65.00
18	Twenty-two Mile, 264 miles from Nome	Repairs and wood	75.00
18	281 miles from Nome	Wood	20.00
18A	Choris Pen., 135 miles from Bonanza	New pipe and wood	41.00
18A	Arctic Circle, 149 miles from Bonanza	Combination cabin and dog barn built	1,010.58
18A	Riley Wreck, 169 miles from Bonanza	Repairs and wood	60.75
21	Golsovia, 32 miles from Unalakleet	Cabin purchased and repairs	271.25
28A	Windy, 104 miles from Nome	Repairs	57.15
41A	Riley Channel, 23 miles from Kotzebue	Repairs, stove and wood	109.60
41A	Pitkik, 171 miles from Kotzebue	12x14 log cabin built	253.00
41B	Aniyak, 25 miles from Kotzebue	Combination cabin and dog barn built	1,013.00
41B	Okoliksook, 59 miles from Kotzebue	Wood furnished	30.00
41B	Corwin, 230 miles from Kotzebue	Repairs to dog barn	50.00
41B	Tulukuk, 261 miles from Kotzebue	Repairs to cabin	50.00
41B	Pingarook, 403 miles from Kotzebue	Repairs to cabin	50.00

8—2 miles of road were reconstructed using the old railroad grade between Miles 44 and 46. A new ferry was constructed for use at Bonanza River crossing.

8K—A new field, 100 ft. by 800 ft., was constructed.

13A—1612 cu. yds. of surfacing material were placed.

13E—½ mile of road was widened to 16 ft. 8 new culverts were installed.

13BA—Sufficient grading was performed to prepare this route for tractor use.

13CA—1½ miles of new road were constructed. The work included construction of two 26-ft. span bridges, installing 8 culverts and placing 1606 cu. yds. of surfacing and filling.

18—21 miles of new trail (relocation) were permanently staked and 8 miles cut through timber.

18J—Sufficient clearing and leveling were performed to permit the use of tractors on this route.

21A—An area 50 ft. by 900 ft. was cleared and marked.

25D—1230 cu. yds. of surfacing material were placed between Miles 0.5 and 1.2. 2.4 miles of new road were constructed beyond Mile 1.2. This work included handling 5850 cu. yds. of material for surfacing and filling.

25L—Culverts were installed and gravel surfacing placed where runways join roads on west and south sides of field.

25N—720 cu. yds. of surfacing were placed on Main Street. Funds for this work were contributed by the City of Nome.

26G—770 lin. ft. of corduroy were laid and 207 cu. yds. of surfacing placed.

27—330 lin. ft. of brush corduroy were laid and 220 cu. yds. of surfacing placed. 8 new culverts were installed.

27A—This field was lengthened to 2000 ft.

41C—Stakes for permanently staking 25 miles were distributed between Kivalik and Elephants Point, to be set next season.

41E—This field was enlarged to 1200 ft. in length and from 150 ft. to 200 ft. in width.

62B—Work on this field is not complete. An area 100 ft. by 925 ft. was stripped and leveled.

67E—Additional improvements on this route included placing 1185 lin. ft. of corduroy, 288 cu. yds. of surfacing material and installing 10 culverts.

67E—The field on the spit was regraded and lengthened to 1200 ft.

67F—1000 lin. ft. of road were surfaced.

67J—10 miles of this route were permanently staked.

68—329 miles of temporary winter trails were marked with lath and flags.

73—This route was improved to wagon road standard. ¼ mile of corduroy was laid and covered and 2 miles hand graded. 26 culverts were placed.

73D—This field was completed.

89B—This field was lengthened to 1200 ft.

90B—The following work was accomplished:

Route No.	Location	Work Done	Cost
18	Walla Walla, 96 miles from Nome	Repairs and wood	91.10
18	Moses, 115 miles from Nome	Repairs and wood	73.60
18	Bonanza, 156 miles from Nome	Purchase of cabin and dog barn and repairs	233.40
18	Whaleback, 230 miles from Nome	Repairs and wood	105.00
18	Old Woman, 241 miles from Nome	New stove installed and wood	46.10
18	Ten Mile, 249 miles from Nome	Repairs and wood	65.00
18	Twenty-two Mile, 264 miles from Nome	Repairs and wood	75.00
18	281 miles from Nome	Wood	20.00
18A	Choris Pen., 135 miles from Bonanza	New pipe and wood	41.00
18A	Arctic Circle, 149 miles from Bonanza	Combination cabin and dog barn built	1,010.58
18A	Riley Wreck, 169 miles from Bonanza	Repairs and wood	60.75
21	Golovnia, 32 miles from Unalakleet	Cabin purchased and repairs	271.25
28A	Windy, 104 miles from Nome	Repairs	57.15
11A	Riley Channel, 23 miles from Kotzebue	Repairs, stove and wood	109.60
11A	Pitkik, 171 miles from Kotzebue	12x14 log cabin built	253.00
11B	Anlyak, 26 miles from Kotzebue	Combination cabin and dog barn built	1,013.00
11B	Okoliksook, 59 miles from Kotzebue	Wood furnished	30.00
11B	Corwin, 230 miles from Kotzebue	Repairs to dog barn	50.00
11B	Tulukuk, 261 miles from Kotzebue	Repairs to cabin	50.00
11B	Pingarorok, 403 miles from Kotzebue	Repairs to cabin	50.00



## ANNUAL REPORT ALASKA ROAD COMMISSION.

41B	Sharr, 495 miles from	Repairs to cabin	50.00
41C	Kozzebue	Repairs, new stove and coal.	290.00
41D	Calahans, 37 miles from	Repairs, new stove and coal.	244.6
41E	Kiwanik	Additional bills	24.00
41F	Noatak, 30 miles from	Repairs	6.37
41G	Wood Kozzebue	Repairs and wood	37.50
41H	Wood Kozzebue	Repairs and wood	38.00
41I	Downs, 60 miles from	Repairs and wood	30.00
41J	Lost River, 26 miles from	Repairs and wood	30.00
41K	Teller	Repairs and wood	30.00
41L	York, 54 miles from	Repairs and wood	30.00
41M	7th Div., 64 miles from	Repairs and wood	30.00
41N	Loop, 44 miles from	Repairs and wood	30.00
41O	Loop, 44 miles from	Wood furnished	30.00
41P	Shirazai, 123 miles from	Wood furnished	33.50
41Q	Teller	Wood, axe furnished	49.00
41R	Atkapuk, 21 miles from	Wood, axe furnished	49.00
41S	Dome Creek, 10 miles from	Combination cabin and dog barr built	975.00
41T	Woolley	Combination cabin and dog barr built	397.00
41U	Hendon, 128 miles from	1x14 cabin erected	13.95
41V	Iron Creek, 53 miles from	Repairs	13.95
41W	Nome	Repairs	13.95
41X	Hot Springs, 67 miles from	Repairs	13.95
41Y	Nome	Repairs	13.95
41Z	Hot Springs, 67 miles from	Repairs	13.95
42A	Nome	Repairs	13.95
42B	Shelton, 74 miles from	Repairs	13.95
	Total		\$5,746.45

## STATEMENT OF RECEIPTS AND DISBURSEMENTS.

This report covers vouchers received and placed in the account including June 30, 1931.

RECEIPTS.	
Balance on hand July 1, 1930	69,132.27
Received from:	
Federal Government	1,888,593.91
State of Alaska	2,758.89
Sales and refunds	101,978.26
Reimbursements	167,872.69
Contributions	
Total	\$1,730,336.02

## DISBURSEMENTS.

Disbursed as per tabulated statement below	\$1,295,312.15
Deposited to credit of Treasurer, United States, balance on hand at close of fiscal year 1930	69,132.27
Deposits of collections	272,699.54
Balance on hand June 30, 1931 in Army Account of Advances	93,281.10
Total	\$1,730,336.02

\* Does not include \$683.45 charged against available appropriations by direct U. S. Treasury check. Reimbursements and other adjustments totaling \$1,725.24 not included in tabulated statement.

## CONSOLIDATED COST STATEMENT.

No.	Sub-project Name	Cost 1931	Total cost to June 30, 1931	Cost Maintenance and Improvement 1931	Total cost Maintenance and Improvement to June 30, 1931	Cost Construction 1931	Total cost Construction to June 30, 1931
1*	Prince of Wales Island		63,850.26		21,038.40		42,811.86
2A*	Auk Bay Extension		60,404.43		12,300.30		48,104.13
2B*	Mendenhall Glacier Extension		15,150.21		7,444.57		7,505.64
2C*	Eagle River Extension		13,382.32		3,360.00		15,002.32
2D*	Juneau-Duck Creek		109,658.27		31,250.55		78,407.72
2E	Gastineau Channel Bar	220.00	29,767.83	220.00	1,146.00		28,621.83
2F	Gold Creek Bridge, Juneau		2,156.75				2,156.75
2G	Alaska Juneau Mine Trail		831.66				831.66
2H	Juneau Wharf	476.21	30,692.52	476.21	476.21		30,216.31
2J	Juneau Float	5,134.42	5,134.42			5,134.42	5,134.42
3A	Haines-Wells	4,214.07	237,162.07	4,214.07	113,532.08		123,629.99
3B	Pleasant Camp Extension	1,515.43	165,024.52	1,515.43	22,830.32		142,194.20
3C	Porcupine Extension		47,634.63		9,279.73		38,354.90
3D	Haines-Mud Bay	1,920.11	31,948.54	1,920.11	13,141.08		18,807.46
3E	Haines-Chilkoot	2,482.66	20,108.72	2,482.66	1,872.16	1,480.00	18,236.56
3F	Haines-Jones Point		2,318.45		765.00		1,553.45
4A*	Richardson-Democrat		33,460.06		14,594.66		18,865.40
4A*	Richardson-Democrat Creek		2,320.59				2,320.59
4AB	Donnelly Aviation Field	123.31	123.31			123.31	123.31
4BA	Valdez-Parmigan Drop	56,440.85	1,031,189.67	56,440.85	560,633.12		470,556.55
4BB	Parmigan Drop-Ernestine	2,240.82	442,137.63	2,240.82	270,910.07		171,227.56
4C	Ernestine-Willow Creek	3,623.40	358,595.03	3,623.40	181,095.13		177,499.85
4D	Willow Creek-Gulkana	9,352.74	598,784.37	9,352.74	342,389.79		246,394.58
4E	Gulkana-Sourdough	2,048.60	366,600.01	2,048.60	222,143.31		144,456.70
4F	Sourdough-Mile 168	2,170.43	304,169.76	2,170.43	167,911.47		136,258.29
4G	Mile 168-Delta River	44,358.96	518,060.61	44,358.96	359,444.72		158,615.89
4H1	Delta River-Rapids	4,385.22	682,762.13	4,385.22	422,796.53		259,965.60
4H2	Rapids-Grundler	15,842.60	368,096.81	15,842.60	247,710.69		120,386.12
4I	Grundler-Richardson	1,611.26	344,857.56	1,611.26	223,563.85		121,293.71
4J	Richardson-Salchaket	5,482.73	44,837.07	5,482.73	229,849.06		218,911.01
4JA	Lake Harding Road	289.83	5,053.23	289.83	1,952.48		3,100.75
4K	Salchaket-Fairbanks	10,952.12	536,740.73	10,952.12	281,777.86		254,962.87
4KA	Salcha Bridge	7,114.20	76,651.22	7,114.20	26,280.55		50,370.67
5**	Ester-Dunbar		19,405.18		6,781.00		12,624.18
5A	Dunbar-Tanana	1,794.21	88,433.43	1,794.21	38,163.74		50,269.69
5B	Nenana-Campbell		2,025.51		1,196.50		1,829.01
5C	Fish Lake-American Creek		7,501.43		1,734.90		5,766.53

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41B	Sinarti, 495 miles from Kotzebue	Repairs to cabin	50.00
41C	Callabans, 37 miles from Kiwalk	Repairs, new stove and coal	200.00
41F	Noatak, 30 miles from Kotzebue	Additional bills	234.60
67	Woolley, 45 miles from Nome	Repairs	24.00
67	Douglas, 60 miles from Nome	Repairs	6.25
67A	Lost River, 26 miles from Teller	Repairs and wood	37.50
67A	York, 54 miles from Teller	Repairs and wood	30.00
67A	Tin City, 64 miles from Teller	Wood furnished	30.00
67A	Lopp Lagoon, 5 miles from Teller	Wood furnished	30.00
67A	Sinrazat, 123 miles from Teller	Wood, axe furnished	33.50
67C	Aglapuk, 21 miles from Teller	Wood, axe furnished	49.00
67J	Dome Creek, 19 miles from Woolley	Combination cabin and dog barn built	875.00
67J		14x14 cabin erected	397.00
73A	Herndon, 128 miles from Kotlik		
89A	Iron Creek, 53 miles from Nome	Repairs	13.95
89A	Hot Springs, 6 miles from Nome	Repairs	13.95
89A	Shelton, 74 miles from Nome	Repairs	11.20
Total			\$5,746.48

STATEMENT OF RECEIPTS AND DISBURSEMENTS.

This report covers vouchers received and placed in the account including June 30, 1931.

RECEIPTS.

Balance on hand July 1, 1930	\$ 69,132.27
Received since from:	
War Warrants	1,388,593.91
Sales and refunds	2,758.89
Reimbursements	101,978.26
Contributions	187,872.69
Total	\$1,730,336.02

DISBURSEMENTS.

Disbursed as per tabulated statement below	\$1,295,312.15*
Deposited to credit of Treasurer, United States, balance on hand at close of fiscal year 1930	69,132.27
Deposits of collections	272,609.84
Balance on hand June 30, 1931 in Army Account of Advances	93,281.76
Total	\$1,730,336.02

\* Does not include \$685.55 charged against available appropriations by direct U. S. Treasury settlements. Reimbursements and other adjustments totaling \$7,724.24 not included in tabulated statement.

ANNUAL REPORT ALASKA ROAD COMMISSION.

CONSOLIDATED COST STATEMENT.

No.	Sub-project Name	Cost 1931	Total cost to June 30, 1931	Cost to Improvement 1931	Total cost Maintenance and Improvement to June 30, 1931	Cost to Construction 1931	Total cost Construction to June 30, 1931
1*	Prince of Wales Island		63,850.26		21,035.40		42,814.86
2A*	Auk Bay Extension		60,404.43		12,906.30		47,498.13
2B*	Mendenhall Glacier Extension		15,150.21		7,844.57		7,305.64
2D*	Eagle River Extension		18,382.32		3,260.00		15,122.32
2E*	Delta River Extension		109,658.27		31,250.55		78,407.72
2F*	Gold Creek Bridge	220.00	23,152.73	220.00	1,146.00		28,621.83
2G	Alaska Juneau Mine Trail		531.66				2,156.76
2H	Juneau Wharf		30,892.52	476.21	476.21		30,216.31
2I	Juneau Float		5,134.42			5,134.42	5,134.42
3B	Phaines-Vells		237,162.07	4,214.07	113,532.08		123,629.99
3C	Phaines-Vells Extension		165,024.52	1,515.43	22,830.32		142,194.20
3D	Forcupine Bay		31,948.53	1,920.11	9,273.73		38,354.90
3E	Haines-Chilkoot		20,108.72	1,002.66	1,871.16		18,237.56
3F	Haines-Jones Point		2,318.45		765.00	1,480.00	1,563.45
4A*	Donnelly-Washburn		32,460.06		14,594.66		18,865.40
4B*	Donnelly-Democrat Creek		2,320.59				2,320.59
4BA	Valdez-Ptarmigan Drop	121.31	1,021,128.21			121.31	1,021,128.21
4BB	Valdez-Ptarmigan Drop	56,440.81	56,440.81				56,440.81
4BC	Ptarmigan Drop-Ernestine	2,240.82	442,137.63				442,137.63
4C	Ernestine-Willow Creek	3,623.49	358,595.03				358,595.03
4D	Willow Creek-Gulkana	9,352.74	588,784.37				588,784.37
4E	Gulkana-Sourough	2,048.50	366,600.01				366,600.01
4F	Sourough-Tule River	4,176.43	394,168.76				394,168.76
4G	Delta River-Rapids	4,385.25	632,762.11				632,762.11
4H1	Rapids-Grundler	15,842.60	368,096.81				368,096.81
4H2	Grundler-Richardson	1,611.26	344,857.86				344,857.86
4I	Richardson-Sachaket	5,488.73	445,357.07				445,357.07
4J	Lake Harding Road	289.83	526,740.73				526,740.73
4K	Sachaket-Banks	10,924.12	16,405.13				16,405.13
4KA	Salcha Bridge	7,114.20	7,114.20				7,114.20
5*	Exter-Dunbar	1,194.21	1,194.21				1,194.21
5A	Dunbar-Tanana		88,433.43				88,433.43
5B	Tanana-Campbells		2,026.61				2,026.61
5C	Fish Lake-American Creek		7,501.43				7,501.43

No.	Sub-project Name	Cost 1931	Total cost to June 30, 1931	Cost Maintenance and Improvement 1931	Total cost Maintenance and Improvement to June 30, 1931	Cost Construction 1931	Total cost Construction to June 30, 1931
5D	American Creek Aviation Field		940.00		185.20		940.00
5E	Tanana Aviation Field	185.20	4,085.16	185.20	185.20		3,899.96
5F	Illinois Creek-Moran Creek		1,178.39				1,178.39
6A	Willow Creek-Tonsina	5,905.62	225,674.89	5,905.62	116,014.11		109,660.78
6B	Tonsina-Chitina	6,613.78	340,033.08	6,613.78	194,670.39		145,362.69
6D	Chitina Depot	893.26	14,462.89	893.26	2,514.23		11,938.66
6E	Chitina-Native School		599.66		104.60		495.06
6F	Lower Tonsina Aviation Field	356.99	1,587.15			356.99	1,587.15
6G	Copper Center Aviation Field	67.24	267.83	67.24	67.24		200.59
6H	Chitina Aviation Field	110.85	110.85			110.85	110.85
7A	Summit-Chatanika	1,973.51	76,189.91	1,973.51	35,427.20		40,762.71
7AA	Cleary Creek	1,126.10	8,188.75	1,126.10	3,870.94		4,317.81
7B	Fox-Olmes	14,598.02	49,800.04	14,598.02	21,708.39		28,091.65
7BA	Dome-Spauding Mine	58.80	3,220.31	58.80	380.94		2,839.37
7BB**	Fox-Steel Creek		855.75				855.75
7C	Summit-Fairbanks Creek	2,358.83	51,151.62	2,358.83	26,249.01		24,902.61
7CA	Summit-Fish Creek	703.30	16,361.39	703.30	3,580.57		12,780.82
7D	Ester Creek	2,875.88	81,874.11	2,875.88	43,217.18		38,656.93
7DA	College Spur	426.61	1,363.27	426.61	833.27		530.00
7DB	Ester-Dome	18.02	4,674.81	18.02	482.08		4,192.73
7DC	St. Patricks-Happy	83.87	6,884.86	83.87	815.39		6,069.47
7DD	Ester-Beekler		1,000.00				1,000.00
7E**	Vault Creek		4,875.20		172.37		4,702.83
7F**	Vault Creek-Treasure Creek		1,379.09		29.09		1,350.00
7G	Fairbanks-Gilmore	17,117.72	166,110.25	17,117.72	95,707.50		70,402.75
7GA	Lazelle Road	555.94	6,853.54	555.94	1,740.93		4,113.61
7H	Little Eldorado Creek	574.95	12,048.69	574.95	3,470.38		8,578.31
7I	Gilmore-Summit	1,333.79	46,819.93	1,333.79	27,156.61		19,163.32
7IA**	Gilmore Creek		1,562.00				1,562.00
7J	Fairbanks-Chena Hot Springs	1,119.05	16,804.15	1,119.05	8,771.56		8,032.59
7JA	Chena River Branch	46.00	1,471.65	46.00	857.64		614.01
7JB	Palmer Creek Aviation Field	250.00	825.00	250.00	250.00		575.00
7JC	Colorado Creek-South Fork		600.00				600.00
7K	Olmes-Livngood	323.12	14,990.87	323.12	2,170.39		12,820.48
7N	Farmers-Birch Hill	574.95	24,637.65	574.95	10,235.68		14,401.97

7NA	Isabelle Creek	33.75					
7NB	Ballaine-Rickert		2,484.38	33.75	809.38		1,675.00
7R	Goldstream-O'Connor Creek	15.53	1,926.76	15.53	126.76		1,800.00
7S	Graehl Bridge		154.64				154.64
7T	Farmers-Chena Slough	1,726.79	4,252.32				2,525.53
7V	Fairbanks-Wireless	4,679.95	15,601.04		1,374.96	1,726.79	3,050.36
7X	Chena Hot Springs Aviation Field		495.46	1,679.95	4,402.27	3,000.00	11,192.77
7Y	Fairbanks Aviation Field	284.00	1,739.58		50.00		1,689.58
7Z	Fairbanks Aviation Field		19,955.22	284.00	484.00		19,471.22
8	Nome-Council		766.66				766.66
8D	Council-Ophir Creek	8,943.84	411,817.80	8,943.84	232,434.84		179,382.96
8H	Casa de Paga	1,292.38	6,609.14	1,292.38	6,609.14		17,439.65
8J	Shovel Creek	1,741.52	32,181.77	1,741.52	14,742.12		17,439.65
8K	Council Aviation Field		66.55				66.55
8L	Fort Safety Aids	120.00	1,392.24		8.05		1,384.19
9	Rampart-Eureka		496.50			894.64	1,390.24
10*	Seward-Renal Lake	1,210.60	51,220.74	1,210.60	496.50		29,114.36
10A*	Seward-Radio		80,783.93		22,106.38		34,523.10
10B*	Seward-Nash		6,594.04				124.00
10C	Lowell Creek Flood Control		21,996.00				46,260.83
10D	Seward Aviation Field	8,265.02	133,961.83		8,753.70		6,470.04
11A	Eagle-Liberty	3,239.89	19,538.84	3,239.89	10,723.21		13,324.30
11AA	American Summit-Liberty	4,934.19	107,822.72		245.75	3,239.89	113,238.62
11B	Liberty-Forty Mile	185.50	10,023.65	4,934.19	59,659.31		9,811.09
11C	Steel Creek-Jack Wade	146.50	20,599.81	146.50	3,594.51		48,263.41
11CC	Steel Creek-Jack Wade (Summer)	158.50	6,624.16	158.50	5,348.62		6,429.14
11D	Steel Creek-Walker's Fork	654.25	1,314.75	654.25	1,314.75		15,251.19
11E	Eagle-Seventy Mile		6,196.70		2,086.70		4,632.50
11F	Jack Wade-Chicken	2,935.56	19,639.00		2,935.56		2,086.70
11G	Steel Creek-Canyon Creek	527.14	3,206.60	2,935.56	14,674.41		4,110.00
11H	Liberty Cabin-Dome		914.00		3,596.60		4,964.59
11I	Dome-Steel Creek		57.00				57.00
11J	Forty Mile-Franklin	165.00	6,420.43	165.00	2,968.14		2,714.27
11K	Forty Mile-Steel Creek		44.75		44.75		1,300.00
11L	Franklin-Chicken		80.00				80.00
11M	Jack Wade-Walker's Fork Boundary	49.00	1,726.75	49.00	1,726.75		1,726.75
11MM	Jack Wade-Mouth Walker's Fork		125.00				125.00
11N	Lilywis Creek		1,236.00		1,236.00		1,236.00
11P	Chicken Aviation Field		909.50				909.50
11Q	Eagle Aviation Field	476.01	2,700.14			476.01	2,700.14
		898.75	2,319.50	298.75	298.75	600.00	2,020.75

No.	Sub-project Name	Cost 1931	Total cost to June 30, 1931	Cost Maintenance and Improvement 1931	Total cost Maintenance and Improvement to June 30, 1931	Cost Construction 1931	Total cost Construction to June 30, 1931
5D	American Creek Aviation Field		940.00				940.00
5E	Tanana Aviation Field	185.20	4,985.16	185.20	185.20		3,899.96
5F	Illinois Creek-Moran Creek		1,178.89				1,178.89
6A	Willow Creek-Tonsina	5,905.62	225,674.89	5,905.62	116,014.11		109,660.78
6B	Tonsina-Chitina	6,613.78	340,033.08	6,613.78	194,670.39		145,362.69
6D	Chitina Depot	893.26	14,452.89	893.26	2,514.23		11,938.66
6E	Chitina-Native School		599.06				495.00
6F	Lower Tonsina Aviation Field	356.99	1,587.15			356.99	1,587.15
6G	Copper Center Aviation Field	67.24	267.83	67.24	67.24		200.59
6H	Chitina Aviation Field	110.85	110.85			110.85	110.85
7A	Summit-Chatanika	1,973.51	76,189.91	1,973.51	35,427.20		40,762.71
7AA	Cleary Creek	1,126.10	8,188.75	1,126.10	3,870.94		4,317.81
7B	Fox-Ones	14,698.02	49,800.04	14,698.02	21,708.39		28,091.65
7BA	Dome-Spaulling Mine	58.80	3,220.31	58.80	380.94		2,839.37
7BB	Fox-Steel Creek		855.75				855.75
7C	Summit-Fairbanks Creek	2,358.83	51,151.62	2,358.83	26,249.01		24,902.61
7CA	Summit-Fish Creek	703.30	16,361.39	703.30	3,580.67		12,780.82
7D	Ester Creek	2,875.88	81,874.11	2,875.88	43,217.18		38,656.93
7DA	College Spur	426.61	1,363.27	426.61	833.27		530.00
7DB	Ester-Dome	18.02	4,674.81	18.02	482.08		4,182.73
7DC	St. Patrick's Happy	83.87	6,384.86	83.87	815.39		6,069.47
7DD	Ester-Beebler		1,000.00				1,000.00
7E**	Vault Creek		4,875.20		172.37		4,702.83
7F**	Vault Creek-Treasure Creek		1,379.09		29.09		1,350.00
7G	Fairbanks-Gilmore	17,117.72	166,110.25	17,117.72	95,707.50		70,402.75
7GA	Lazelle Road	555.94	5,853.54	555.94	1,740.03		4,113.51
7H	Little Eldorado Creek	574.38	12,048.59	574.38	3,470.38		8,578.21
7I	Gilmore-Summit	1,333.79	46,319.93	1,333.79	27,156.61		19,163.32
7IA**	Gilmore Creek		1,562.00				1,562.00
7J	Fairbanks-Chena Hot Springs	1,119.05	16,804.15	1,119.05	8,771.56		8,032.59
7JA	Chena River Branch	46.00	1,471.65	46.00	867.64		614.01
7JB	Palmer Creek Aviation Field	250.00	825.00	250.00	250.00		575.00
7JC	Colorado Creek-South Fork		600.00				600.00
7K	Ones-Livengood	323.12	14,990.87	323.12	2,170.39		12,820.48
7N	Farmers-Birch Hill	574.95	24,637.65	574.95	10,235.68		14,401.97

7NA	Isabelle Creek	33.75	2,181.98	33.75	809.38		1,675.00
7NB	Ballaloo-Rickett	15.53	1,926.76	15.53	126.76		1,800.00
7R	Goldstream-O'Connor Creek		154.64				154.64
7S	Grachi Bridge	1,736.79	4,425.32		1,374.96	1,726.79	3,050.36
7T	Farmers-Chena Slough	4,679.95	16,601.04	1,679.95	4,402.27	3,000.00	11,198.77
7V	Fairbanks-Wireless		495.46		495.46		495.46
7X	Chena Hot Springs Aviation Field		1,739.58		50.00		1,689.58
7Y	Fairbanks Aviation Field	284.00	19,955.22	284.00	484.00		19,471.22
7Z	Fairbanks Aviation Field - Road		766.66				766.66
8	Nome-Council	8,943.84	411,817.80	8,943.84	232,434.84		179,382.96
8D	Council-Ophir Creek	1,292.38	6,609.14	1,292.38	6,609.14		6,609.14
8H	Casa de Faga	1,741.52	32,181.77	1,741.52	14,742.12		17,439.65
8J	Shovel Creek		66.55		8.05		58.50
8K	Council Aviation Field	894.64	1,399.24			894.64	1,399.24
8L	Port Safety Aids	120.00	496.50	120.00	496.50		496.50
9	Rampart-Eureka	1,210.60	51,220.74	1,210.60	22,106.38		29,114.36
10*	Seward-Kenal Lake		80,783.93		34,623.10		46,260.83
10A*	Seward-Radio		6,594.04		124.00		6,470.04
10B*	Seward-Nash		21,996.00		8,753.70		13,242.30
10C	Lowell Creek Flood Control	8,265.02	323,961.83	8,265.02	10,723.21		113,238.62
10D	Seward Aviation Field	3,239.89	10,056.84		245.75	3,239.89	9,811.09
11A	Eagle-Liberty	4,934.19	107,822.72	4,934.19	59,558.81		48,263.91
11AA	American Summit-Liberty	185.50	10,023.65	185.50	3,594.51		6,429.14
11B	Liberty-Forty Mile	146.50	20,599.81	146.50	5,348.62		15,251.19
11C	Steel Creek-Jack Wade	158.50	6,624.16	158.50	1,991.66		4,632.50
11CC	Steel Creek-Jack Wade (Summer)	654.25	1,314.75	654.25	1,314.75		1,314.75
11D	Steel Creek-Walker's Fork		6,196.70		2,086.70		4,110.00
11E	Eagle-Seventy Mile	2,935.56	19,639.00	2,935.56	14,674.41		4,964.59
11F	Jack Wade-Chicken	527.14	3,206.60	527.14	3,206.60		3,206.60
11G	Steel Creek-Canyon Creek		914.00		914.00		914.00
11H	Liberty Cabin-Dome	57.00	5,632.41	57.00	2,968.14		2,714.27
11I	Dome-Steel Creek	166.00	5,420.43	166.00	4,120.43		1,300.00
11J	Forty Mile-Franklin		44.75				44.75
11K	Forty Mile-Steel Creek		80.00				80.00
11L	Franklin-Chicken	49.00	1,726.75	49.00	1,726.75		1,726.75
11M	Jack Wade-Walker's Fork-Boundary		125.00		125.00		125.00
11MM	Jack Wade-Mouth Walker's Fork		1,236.00		1,236.00		1,236.00
11N	Lilywig Creek		909.50				909.50
11P	Chicken Aviation Field	476.01	2,700.14			476.01	2,700.14
11Q	Eagle Aviation Field	898.75	2,319.50	298.75	298.75	600.00	2,020.75

No.	Sub-project Name	Cost 1931	Total cost to June 30, 1931	Cost Maintenance and Improvement 1931	Total cost Maintenance and Improvement to June 30, 1931	Cost Construction 1931	Total cost Construction to June 30, 1931
12A**	Mile 34-Lynx Creek		22,192.66		8,239.03		13,953.63
13A	Nome-Bessie	134.18	85,710.66	134.18	47,168.71		38,541.95
13B	Bessie-Snake River		77,347.18		47,814.06		29,533.12
13BA	Sunset Creek	1,417.27	1,417.27			1,417.27	1,417.27
13C	Bessie-Little Creek	319.35	15,033.80	319.35	13,899.82		1,133.98
13CA	Little Creek-Sunset Creek	4,705.67	4,705.67			4,705.67	4,705.67
13D**	Bessie-Dry Creek		3,289.20		1,706.73		1,582.47
13E**	Dry Creek-Newton		623.74		223.86		393.88
13F	Nome-Osborne		56,640.71		41,246.92		15,393.79
13G**	Grass Gulch		1,125.73		338.94		786.79
13H**	Center Creek		1,538.80		1,455.15		83.65
13J**	Wonder-Flat Creek		2,803.72		2,633.22		170.50
13K	Bessie-Buster		53,272.92		35,768.94		17,503.98
13L	Nome Buoys		585.00		585.00		
13M	Nome Depot	1,452.21	4,525.20	1,452.21	4,525.20		6,274.72
14	Sitka-Indian River		9,610.88		3,336.16		3,563.00
14*	Sitka-Indian River	348.97	6,642.61	348.97	3,079.61		1,550.00
14A	Sitka National Monument	670.95	10,904.35	670.95	9,354.39	600.00	3,500.00
14B	Sitka Military Cemetery	937.47	8,160.69	337.47	4,660.69		3,341.02
14C	Pioneer Cemetery Road	327.23	4,354.16	327.23	1,013.14		697.47
14D	National Cemetery Road	446.87	1,792.89	446.87	1,095.42		420,427.03
15	Circle-Miller House		568,390.53		137,963.50		
15A	Central House-Circle Hot Springs	7,766.82	31,297.02	3,446.82	8,796.32	4,320.00	22,500.70
15B	Central House-Deadwood	1,321.21	3,890.96			1,321.21	3,890.96
15C	Circle Hot Springs Aviation Field	251.60	1,638.10	251.60	321.60		1,316.50
15D	Leech Cutoff		224.75		129.64		224.75
15E	Miller House Spur	85.94	2,000.17	85.94	175,974.87		1,870.53
16	Chatanika-Miller House	6,858.03	654,056.26	6,858.03	1,283.85		478,081.39
16A	U. S. Creek Branch	1,283.85	11,655.98	1,283.85	1,283.85		10,372.13
16B	Eagle Creek Spur	1.25	306.03	1.25	224.86		81.17
16C	Chatanika-Miller House (Winter)	125.20	23,190.33	125.20	8,575.59		14,614.74
16D	Sourdough Spur	2,764.12	2,764.12			2,764.12	2,764.12
17	Tanana-Kaltag	330.00	33,548.95	330.00	10,111.11		23,437.84
17A**	Lewis Landing-Dishkakot		483.37		250.00		483.37
17B**	Nulato-Dishkakot		735.88				485.88
17C	Nulato Aviation Field		5,011.89				5,011.89
17D	Tanana-Kaltag Station Telephone Line	2,346.60	6,683.59	2,346.60	6,683.59		
18A	Bonanza-Kotzebue	2,128.93	68,777.08	2,128.93	40,639.69		28,137.39
18B	Golovin-Council		9,023.36		7,793.36		1,230.00
18D	Unalakleet Aviation Field	100.85	373.85	100.85	373.85		
18E	Solomon Aviation Field		1,069.27		373.85		
18F	Golovin Aviation Field	323.48	452.28	323.48	27.50		1,041.67
18G	Moses Aviation Field	203.67	1,584.17		357.28		95.00
18H	Kaltag-Unalakleet Telephone Line		254.20		5.10	208.67	1,579.07
18J	Spruce Creek Road	599.65	2,454.00	599.65	2,454.00		225.00
19**	Kern Creek-Knik	287.50	287.50				
19A**	Kenai Lake-Kern Creek		13,891.95		3,615.73	287.50	287.50
19B**	Mile 27-Mile 29, A.N.R.R.		6,833.20				10,276.22
19C**	Kenai Lake-Mile 27, A.N.R.R.		741.66				6,833.20
19D**	Kern Creek-Indian Creek		1,595.81				741.66
19E*	Girdwood-Crow Creek		3,758.26				1,595.81
20A**	Knik-Susitna		3,434.15		2,542.50		3,758.26
20B	Susitna-Rainy Pass		8,437.44		629.59		891.65
20C	Rainy Pass-Big River		32,376.98		6,598.69		7,807.85
20D**	Dishkakot-Kaltag		16,436.46		1,927.39		26,278.29
20DA	Takotna-Ophir (Winter)		4,290.00		38.60		14,509.07
20DE	Ophir-Dishkakot	106.75	4,887.49	106.75	1,087.49		4,251.40
20E**	Susitna-McDougal		4,335.00		760.00		3,800.00
20F**	McDougal-Cache Creek		8,640.21				3,575.00
20G**	Lakeview-McDougal		7,350.00		347.10		8,640.21
20H	Nancy-Susitna		3,575.00				7,002.90
20I	Susitna-Tyonek	508.20	2,772.36	508.20	2,772.36		3,675.00
20K	Susitna Aviation Field	1,427.12	4,071.05	1,427.12	1,427.12		2,643.93
21	Unalakleet-St. Michael		931.10				931.10
21A	St. Michael Aviation Field		8,396.33		6,393.70		2,602.63
22	Hot Springs-Sullivan Creek	110.00	110.00			110.00	110.00
22A	Snowshoe-Beaver	2,097.70	59,814.37	2,097.70	31,990.53		27,823.84
22B	Beaver-Caro		14,836.05		3,227.58		10,608.46
22C	Big Creek	4,043.21	64,823.45	4,043.21	34,582.64		30,240.81
22D	Caro-Flat Creek		9,614.77		3,294.77		6,320.00
22E	Caro-Coldfoot	992.98	15,283.62	992.98	11,260.36		4,023.26
22F	Chandalar Aviation Field		13,167.46		5,607.59		7,559.87
24*	Mile 29, A.N.R.R.-Sunrise	120.00	8,335.74	120.00	27,134.09		8,215.74
24A*	Lynx Creek-Six Mile		57,850.94		27,123.09		30,727.85
24B*	Sunrise-Hope		10,832.40		200.00		30,727.85
25A**	Cripple Creek		1,085.00				30,727.85
25B**	Penny River		8,801.79				885.00
			1,967.08		3,743.32		5,057.97
					691.95		

No.	Sub-project Name	Cost 1931	Total cost to June 30, 1931	Cost Maintenance and Improvement 1931	Total cost Maintenance and Improvement to June 30, 1931	Cost Construction 1931	Total cost Construction to June 30, 1931
12A**	Mile 34-Lynx Creek		22,192.66		8,239.03		13,953.63
13A	Nome-Bessie	134.18	85,710.66	134.18	47,168.71		38,541.95
13B	Bessie-Snake River		77,347.18		47,814.06		29,533.12
13BA	Sunset Creek	1,417.27	1,417.27			1,417.27	1,417.27
13C	Bessie-Little Creek	319.35	15,033.80	319.35	13,899.82		1,133.98
13CA	Little Creek-Sunset Creek	4,705.67	4,705.67			4,705.67	4,705.67
13D**	Bessie-Dry Creek		3,289.20		1,706.73		1,582.47
13E**	Dry Creek-Newton		623.74		223.86		399.88
13F	Nome-Osborne		56,640.71		41,246.92		15,393.79
13G**	Grass Gulch		1,125.73		338.94		786.79
13H**	Center Creek		1,538.80		1,455.15		83.65
13I**	Wonder-Flat Creek		2,803.72		2,833.22		170.50
13K	Bessie-Buster		53,272.92		35,768.94		17,503.98
13L	Nome Buoys		585.00		585.00		
13M	Nome Depot	1,452.21	4,525.20	1,452.21	4,525.20		6,274.72
14*	Sitka-Indian River		9,610.88		3,336.16		3,563.00
14A	Sitka-Indian River	348.97	6,642.61	348.97	3,079.61		1,550.00
14B	Sitka National Monument	670.95	10,904.39	670.95	9,334.39		3,509.00
14C	Sitka Military Cemetery	937.47	8,160.69	937.47	4,660.69	600.00	1,550.00
14D	Pioneer Cemetery Road	327.23	4,354.16	327.23	1,013.14		3,341.02
14D	National Cemetery Road	446.87	1,792.89	446.87	1,095.42		697.47
15	Circle-Miller House		558,390.53		137,963.50		420,427.03
15A	Central House-Circle Hot Springs	7,766.82	31,297.02	3,446.82	8,796.32	4,320.00	22,500.70
15B	Central House-Deadwood	1,321.21	3,890.96			1,321.21	3,890.96
15C	Circle Hot Springs Aviation Field	251.60	1,638.10	251.60	321.60		1,316.50
15D	Leech Cutoff		224.75				224.75
15E	Miller House Spur	85.94	2,000.17	85.94	129.64		1,870.53
16	Chatanika-Miller House	6,858.03	654,056.26	6,858.03	175,974.87		478,081.39
16A	U. S. Creek Branch	1,283.85	11,656.98	1,283.85	1,283.85		10,372.13
16B	Eagle Creek Spur	1.25	306.03	1.25	224.86		81.17
16C	Chatanika-Miller House (Winter)	125.20	23,190.33	125.20	8,575.59	2,764.12	14,614.74
16D	Sourdough Spur	2,764.12	2,764.12				2,764.12
17	Tanana-Kaltag	330.00	33,848.93	330.00	10,111.13		23,737.80
17A**	Lewis Landing-Dishkaket		483.37				483.37
17E**	Nulato-Dishkaket		735.88				485.88
17C	Nulato Aviation Field		5,011.89				5,011.89

17D	Tanana-Kaltag Station Telephone Line	2,346.60	6,683.59	2,346.60	6,683.59		28,137.39
18	Kaltag-Nome	2,128.93	69,777.08	2,128.93	40,639.59		1,230.00
18A	Bonanza-Kotzebue		9,023.36		7,793.36		
18B	Golovin-Council	100.85	373.85	100.85	373.85		
18D	Unalakleet Aviation Field		1,069.27		27.60		1,041.67
18E	Solomon Aviation Field	323.48	452.28	323.48	357.28		95.00
18F	Golovin Aviation Field	203.67	1,584.17		5.10	203.67	1,579.07
18G	Moses Aviation Field		254.20		29.20		225.00
18H	Kaltag-Unalakleet Telephone Line	599.65	2,454.00	599.65	2,454.00		
18J	Spruce Creek Road	287.50	287.50			287.50	287.50
19**	Kern Creek-Knik		13,891.95		3,615.73		10,276.22
19A**	Kenal Lake-Kern Creek		6,833.20				6,833.20
19E**	Mile 27-Mile 29, A.N.R.R.		741.66				741.66
19C**	Kenal Lake-Mile 27, A.N.R.R.		1,595.81				1,595.81
19D**	Kern Creek-Indian Creek		3,758.26				3,758.26
19E*	Girdwood-Crow Creek		3,434.15		2,542.50		891.65
20A**	Knik-Susitna		8,437.44		629.59		7,807.85
20B	Susitna-Rainy Pass		32,876.98		6,598.69		26,278.29
20C	Rainy Pass-Big River		16,436.46		1,927.39		14,509.07
20D*	Dishkaket-Kaltag		4,290.00		35.60		4,254.40
20DA	Takotna-Ophir (Winter)	106.75	4,887.49	106.75	1,087.49		3,800.00
20DB	Ophir-Dishkaket		4,335.00		760.00		3,575.00
20E**	Susitna-McDougal		8,640.21				8,640.21
20F**	McDougal-Cache Creek		7,350.00		347.10		7,002.90
20G**	Lakeview-McDougal		3,675.00				3,675.00
20H	Nancy-Susitna	508.20	2,772.36	508.20	2,772.36		
20J	Susitna-Tyonek	1,427.12	4,071.05	1,427.12	1,427.12		2,643.93
20K	Susitna Aviation Field		931.10				931.10
21	Unalakleet-St. Michael		8,896.33		6,293.70		2,602.63
21A	St. Michael Aviation Field	110.00	110.00			110.00	110.00
22	Hot Springs-Sullivan Creek	2,097.70	59,814.37	2,097.70	31,990.53		27,823.84
23A	Snowshoe-Beaver		14,163.03		3,227.58		10,935.45
23B	Beaver-Caro	4,943.21	64,235.45	4,943.21	34,582.64		30,742.81
23C	Big Creek		9,614.77		3,294.77		6,320.00
23D	Caro-Flat Creek	992.98	15,283.62	992.98	11,260.36		4,023.26
23E	Caro-Coldfoot		13,167.46		5,607.59		7,559.87
23F	Chandalar Aviation Field	120.00	8,335.74	120.00	120.00		8,215.74
24*	Mile 29, A.N.R.R.-Sunrise		57,850.94		27,134.09		30,716.85
24A*	Lynx Creek-Six Mile		19,323.40		27,123.09		30,727.85
24B*	Sunrise-Hope		1,085.00		200.00		885.00
25A**	Cripple Creek		8,801.79		3,743.82		5,057.97
25B**	Penny River		1,967.08		691.05		1,276.03

No.	Sub-project Name	Cost 1931	Total cost to June 30, 1931	Cost Maintenance and Improvement 1931	Total cost Maintenance and Improvement to June 30, 1931	Cost Construction 1931	Total cost Construction to June 30, 1931
25C	Nome Wireless	342.48	3,436.62	342.48	1,671.71		1,764.91
25D	Mouth of Center Creek	6,962.72	29,739.49	1,762.72	18,441.72	5,210.00	11,297.77
25E	Submarine Paystreak	539.20	35,118.43	539.20	19,748.10		24,270.33
25H**	Otter Creek		1,802.52		662.98		1,149.54
25K	Nome City Dock		2,966.65				2,966.65
25L	Nome Aviation Field	1,481.04	6,920.16	1,481.04	3,397.46		3,622.70
25M	Telephone Lines, Seward Peninsula	2,656.39	13,149.20	2,656.39	11,449.20		1,700.00
25N	Nome City Streets	647.50	1,319.57	647.50	1,319.57		
25P	Nome Harbor Lights	169.35	641.48	169.35	641.48		34,994.07
26	Candle-Candle Creek	3,447.37	80,837.87	3,447.37	45,843.80		488.00
26A**	Kugruk River Approach		488.00		273.09		340.00
26B	Bear Creek Trail		613.09				1,027.91
26C	Candle-Kiwalik		1,027.91		141.10		300.00
26D	Kiwalik Aviation Field		441.10				1,355.00
26E	Candle Aviation Field		1,355.00				
26F	Telephone Line Reconnaissance		148.00		148.00	575.00	575.00
26G	Candle-Radio Road		675.00				30,891.90
27	Deering-Innachuk	4,737.34	95,259.49	4,737.34	64,367.59		1,022.00
27A	Deering Aviation Field	127.25	1,149.25	127.25	127.25		3,207.02
28	Shelton-Candle	99.47	12,268.05	99.47	4,061.03		
28A	Nome-Serpentine Hot Springs	1,631.53	13,448.57	1,631.53	8,209.57		5,239.00
29	Tanana-Bettles	114.72	12,170.77	114.72	5,158.66		7,012.11
29A	Bettles-Coldfoot	5,138.46	16,400.05	5,138.46	11,270.05		5,130.00
29B	Mile To-Hughes		2,167.02		458.45		1,708.57
29C	Wild River Trail		1,425.76		1,425.76		600.00
29D	Bettles River Aviation Field		600.00				20,425.81
29E	Hot Springs Landing-Eureka	10,509.24	70,437.05	10,509.24	50,011.24		4,309.26
30	Hot Springs-Tofty	182.74	6,583.47	182.74	2,374.21		
30A	Manley Hot Springs Aviation Field		1,165.00		25.00		1,140.00
30B	Caribou Creek		13,634.62		5,053.70		8,580.92
31	Takotna-Flat		9,247.94		3,810.65		5,437.29
32A	Takotna-Flat	15.94	60.94	15.94	60.94		
32AA	Flat-Moore Creek		15.00				
32AB	Candle Creek-Takotna		1,216.09		1,216.09		
32AC	Candle Creek-Takotna	5,812.03	116,928.99	5,812.03	61,042.72		55,886.27
32B	Iditarod-Flat						
32BA	Iditarod River Improvement	100.00	100.00				
32C	Ophir-Iditarod	348.40	7,693.35	348.40	2,693.35	100.00	100.00
32D	Flat-Crooked Creek	430.70	5,540.79	430.70	4,060.79		5,000.00
32DD	Flat-Georgetown		150.00		150.00		1,480.00
32E	Takotna Aviation Field	85.50	2,380.62	85.50	437.43		
32F	Takotna-Depot	3,710.47	9,829.11	405.40	2,219.84	3,305.07	1,943.19
33A**	Otter Creek Towpath		448.23				7,609.27
33B**	Summit-Otter Creek		5,047.66		5,047.66		448.23
33C	Flat City-Flat Creek	823.40	4,013.15	823.40	4,013.15		
33D	Head Flat Creek-Willow Creek		1,012.68				
33E	Willow Creek-Chicken Creek	2,145.69	6,085.84	2,145.69	4,585.84		1,243.00
33F	Flat City-Otter Discovery	783.44	17,161.67	783.44	7,350.59		1,500.00
33G	Candle Landing-Candle Creek		6,572.00				9,811.08
33H	Flat Aviation Field		2,900.00		975.00		5,597.00
34**	Iditarod-Dishkaket		4,830.98				2,900.00
34A	Flat-Hot Cross-Anvik	249.27	1,801.66	249.27	1,801.66		4,730.98
34B	Iditarod-Shageluk-Anvik		1,033.87		533.87		
35A	Archangel Extension	994.23	30,817.20	994.23	13,619.28		600.00
35AA	Sherry Branch		1,768.49		649.17		17,197.92
35AB**	Fairangel Extension		104.20				1,119.32
35B	Palmer-Fishhook	3,402.83	38,798.88	3,402.83	14,110.96		104.20
35C	Palmer-Matanuska River	360.49	34,671.16	360.49	11,015.00		24,867.92
35D	Willow Creek Extension	6,833.55	105,677.95	6,833.55	67,543.51		38,656.16
35DA	Gold Chord Branch	847.04	11,438.28	847.04	847.04		38,134.14
35DB	Lucky Shot-Willow Station	25,796.69	25,796.69				10,591.24
35E	Wasilla-Fishhook	9,732.12	62,102.63	9,732.12	90,134.71	25,796.69	25,796.69
35F	Wasilla-Knik	805.55	62,102.63	805.55	25,667.06		33,412.63
35G	Palmer-Springer	243.96	3,075.94	243.96	1,512.62		26,435.47
35H	Wasilla-Palmer	1,490.27	34,169.63	1,490.27	1,573.32		1,573.32
35I	Moose-Palmer	350.00	2,386.67	350.00	493.58		19,067.23
35J	Wasilla-Matanuska	1,603.46	16,034.75	1,603.46	16,490.53		1,893.09
35K	Matanuska Trunk Road	4,354.96	39,947.15	4,354.96	24,895.69		9,276.25
35L	Palmer-Matanuska	748.07	15,233.67	748.07	6,828.97		15,051.42
35N	Houston-Willow Creek		1,212.32		272.00		8,404.70
35O	Fishhook-Goldmint	1,909.17	22,574.49	1,909.17	5,087.66		940.32
35P**	Moose-Baxter		2,218.62				17,536.83
35Q	Eduard Road	30.85	3,089.29	30.85	537.60		2,218.62
35R	Bogard Road		13,423.22		1,200.64		2,561.69
35RA	Engstrom Road	1,020.00	1,020.00				12,228.68
35S	Moose Creek Trail		2,118.44		77.43	1,020.00	1,020.00
35T	Werner Connection	486.94	486.94				2,041.01
35U	Moose Creek Aviation Field		481.75			486.94	486.94
35V	Fishhook Aviation Field		917.49				20.25
							461.50
							848.74

No.	Sub-project Name	Cost 1931	Total cost to June 30, 1931	Cost Maintenance and Improvement 1931	Total cost Maintenance and Improvement to June 30, 1931	Cost Construction 1931	Total cost Construction to June 30, 1931
25C	Nome Wireless	342.48	3,436.62	342.48	1,671.71		1,764.91
25D	Mouth of Center Creek	6,962.72	29,739.49	1,752.72	18,441.72	5,210.00	11,297.77
25E	Submarine Paystreak	539.20	35,118.43	539.20	10,748.10		24,370.33
25H**	Otter Creek		1,802.52		652.98		1,149.54
25K	Nome City Dock		2,956.65				2,956.65
25L	Nome Aviation Field	1,481.04	6,920.16	1,481.04	3,397.46		3,522.70
25M	Telephone Lines, Seward Peninsula	2,656.39	13,149.20	2,656.39	11,449.20		1,700.00
25N	Nome City Streets	647.50	1,319.57		1,319.57		
25P	Nome Harbor Lights	169.35	641.48	169.35	641.48		
26	Candle-Candle Creek	3,447.37	80,837.87	3,447.37	45,843.30		34,994.07
26A**	Kugruk River Approach		488.00		488.00		
26B	Bear Creek Trail		613.09		273.09		340.00
26C	Candle-Kiwalk		1,027.91				1,027.91
26D	Kiwalk Aviation Field		441.10		141.10		300.00
26E	Candle Aviation Field		1,355.00				1,355.00
26F	Telephone Line Reconnaissance		148.00		148.00		
26G	Candle-Radio Road	575.00	575.00			575.00	575.00
27	Deering-Inmachuk	4,737.34	95,259.49	4,737.34	64,367.59		30,891.90
27A	Deering Aviation Field	127.25	1,149.25	127.25	127.25		1,022.00
28	Shelton-Candle	99.47	12,268.05	99.47	4,061.03		8,207.02
28A	Nome-Serpentine Hot Springs	1,631.53	13,448.57	1,631.53	8,209.57		5,239.00
29	Tanana-Bettles		12,472.72		114.72		7,012.11
29A	Bettles-Coldfoot	5,138.46	16,400.05	5,138.46	11,270.05		5,130.00
29C	Mile 70-Hughes		2,167.02		458.45		1,708.57
29D	Wild River Trail		1,425.76		1,425.76		
29E	Bettles River Aviation Field		500.00				500.00
30	Hot Springs Landing-Eureka	10,509.24	70,437.05	10,509.24	50,011.24		20,425.81
30A	Hot Springs-Tofu	182.74	6,683.47	182.74	2,374.21		4,309.26
30B	Manley Hot Springs Aviation Field		1,165.00		25.00		1,140.00
31	Caribou Creek		13,634.62		5,053.70		8,580.92
32A	Takotna-Flat		9,247.94		3,810.65		5,437.29
32AA	Takotna-Flat	15.94	60.94	15.94	60.94		
32AB	Flat-Moore Creek		15.00		15.00		
32AC	Candle Creek-Takotna		1,216.09		1,216.09		
32B	Iditarod-Flat	5,812.03	116,928.99	5,812.03	61,042.72		55,886.27

32BA	Iditarod River Improvement	100.00	100.00			100.00	100.00
32C	Ophiir-Iditarod	348.40	7,693.35	348.40	2,692.35		5,001.00
32D	Flat-Crooked Creek	430.70	5,540.79	430.70	4,060.79		1,480.00
32DD	Flat-Georgetown		150.00		150.00		
32E	Takotna Aviation Field	85.50	2,380.62	85.50	437.43		1,943.19
32F	Takotna-Depot	3,710.47	9,829.11	405.40	2,219.84	3,305.07	7,609.27
33A**	Otter Creek Towpath		448.23				448.23
33B**	Summit-Otter Creek		5,047.66		5,047.66		
33C	Flat City-Flat Creek	823.40	4,013.15	823.40	4,013.15		
33D	Head Flat Creek-Willow Creek	1,012.68	5,734.75	1,012.68	4,491.75		1,243.00
33E	Willow Creek-Chicken Creek	2,145.69	6,085.84	2,145.69	4,585.84		1,500.00
33F	Flat City-Otter Discovery	783.44	17,161.67	783.44	7,350.69		9,811.08
33G	Candle Landing-Candle Creek		6,572.00		975.00		5,597.00
33H	Flat Aviation Field		2,900.00				2,900.00
34**	Iditarod-Dishknaket		4,830.98		100.00		4,730.98
34A	Flat-Holy Cross-Anvik	249.27	1,801.66	249.27	1,801.66		
34B	Iditarod-Shageluk-Anvik		1,033.87		533.87		500.00
35A	Archangel Extension	994.23	30,817.20	994.23	13,619.28		17,197.92
35AA	Sherry Branch		1,768.49		649.17		1,119.32
35AB**	Fairangel Extension		104.20				104.20
35B	Palmer-Fishhook	3,402.83	33,798.93	3,402.83	14,110.95		24,687.92
35C	Palmer-Matanuska River	360.49	34,671.16	360.49	11,015.00		23,656.16
35D	Willow Creek Extension	6,833.55	105,677.95	6,833.55	67,543.81		38,134.14
35DA	Gold Chord Branch	847.04	11,438.28	847.04	847.04		10,591.24
35DB	Lucky Shot-Willow Station	25,796.69	25,796.69			25,796.69	25,796.69
35E	Wasilla-Fishhook	9,732.12	123,547.34	9,732.12	90,134.71		33,412.63
35F	Wasilla-Knik	805.55	52,102.53	805.55	26,767.06		26,435.47
35G	Palmer-Springer	243.96	243.96	243.96	1,572.62		1,572.62
35H	Wasilla-Palmer	1,490.27	34,169.53	1,490.27	15,112.30		19,057.23
35I	Moose-Palmer	350.00	2,386.67	350.00	493.58		1,893.09
35J	Wasilla-Matanuska	1,603.46	25,766.76	1,603.46	16,490.53		9,276.23
35K	Matanuska Trunk Road	4,354.96	39,947.15	4,354.96	24,895.69		15,051.46
35L	Palmer-Matanuska	748.07	15,233.67	748.07	6,828.97		8,404.70
35N	Houston-Willow Creek		1,212.32		272.00		940.32
35O	Fishhook-Goldmint	1,909.17	22,574.49	1,909.17	5,037.66		17,536.83
35P**	Moose-Baxter		2,218.62				2,218.62
35Q	Edlund Road	30.85	3,089.29	30.85	537.60		2,551.69
35R	Bogard Road		13,429.22		1,200.64		12,228.58
35RA	Engstrom Road	1,020.00	1,020.00			1,020.00	1,020.00
35S	Moose Creek Trail		2,138.44		77.43		2,061.01
35T	Werner Connection	486.94	486.94			486.94	486.94
35U	Moose Creek Aviation Field		481.75		20.25		461.50
35V	Fishhook Aviation Field		917.49		68.75		848.74



No.	Sub-project Name	Cost 1931	Total cost to June 30, 1931	Cost Maintenance and Improvement 1931	Total cost Maintenance and Improvement to June 30, 1931	Cost Construction 1931	Total cost Construction to June 30, 1931
35W	Wasilla Aviation Field		459.50				459.50
35X	Wasilla Aviation Field Road	32.72	1,168.66	32.72	32.72		1,136.94
36	Mineral Creek		60,375.73				35,315.01
36A	Granby Road		3,431.35				3,081.91
36B	South Second Street, Cordova		3,373.15				3,373.15
36C*	Eyak Lake Road		7,735.85				7,735.85
36CA	Cordova Aviation Field		941.90		15.75		926.15
36D**	Valdez-Quartz Creek		524.75				524.75
36E**	Valdez-Glacier		616.91				616.91
36F**	Shoups Bay		3,457.25		210.00		3,457.25
37	Topkok-Candle		1,026.56				3,273.23
37A	Bluff-White Mountain		3,273.23				80.00
37B	Bluff Aviation Field		80.00				132,020.35
38A	Ruby-Long	7,081.58	227,393.59	7,081.58	95,373.24		1,502.96
38B	Poorman-Cripple		3,449.84		1,946.88		1,899.00
38C	Ophir-Cripple		3,957.43	29.52	2,958.43		174,507.50
38D	Ophir-Takotna		256,941.84	4,682.52	82,434.34		10,648.04
38DA	Little Creek Road	4,582.52	13,185.52		2,537.48	1,852.00	117,192.56
38E	Long-Poorman	3,019.06	150,556.32	7,340.53	33,363.75	13,618.00	5,268.00
38EE	Long-Poorman (Winter)	20,958.53	5,378.00		110.00		22,322.69
38EEB	Tamarack-Poorman		22,322.69				
38F	Poorman-Ophir		3,030.44		3,030.44		7,374.68
38G	Takotna Landing Field Road		1,000.00		1,000.00		3,403.55
38H	Ganes Creek Road	747.62	11,415.21	747.02	8,011.36		1,200.00
38K	Ruby Aviation Field	150.37	2,074.75	150.37	874.75		500.00
38L	Ruby Aviation Field Road		500.00				1,825.12
38M	Ophir Aviation Field		1,825.12				25,390.13
39*	Juneau-Sheep Creek		45,329.40		20,539.27		12,019.88
40*	Douglas-Gastineau Channel		18,615.56		6,596.68		3,014.76
41	Kiana-Klery Creek	80.50	3,759.07	80.50	744.31		4,400.02
41A	Kotzebue-Slungnak	333.74	3,748.18	333.74	3,748.18		1,417.55
41B	Kotzebue-Point Barrow		5,918.02		1,618.00	746.95	1,999.00
41C	Kotzebue Aviation Field	746.95	1,845.05		427.50		1,999.00
41E	Kobuk Aviation Field	999.00	1,999.00		2,385.51		13,497.67
42	St. Michael-Kodlik		2,385.51		9,968.56		8,503.95
43*	Petersburg-Scow Bay		23,466.23		2,320.88		11,158.71
44*	Skagway Valley		11,124.83				
44A	Skagway Trails	200.00	15,933.88	200.00	4,775.17		

44B	Skagway Aviation Field	3,185.53	6,785.53				6,785.53
45*	Silver Bow Basin		23,466.21		17,527.59	3,185.53	6,938.62
46	Kobi-Eurcka	269.95	15,342.80		3,771.17		12,571.63
46A	Roosevelt-Kantishna		61,635.53	269.95	19,723.84		41,962.69
46B	Lignite-Kantishna		13,130.00		1,133.09		11,996.91
46C	Nenana-Knight's Roadhouse	237.11	3,493.73		1,901.15		1,592.58
46D	McKinley Park Road	167,817.27	625,199.59	237.11	62,712.34	147,129.69	56,487.25
46E	Diamond Field	166.93	10,206.70	166.93	3,396.14		6,811.56
46F	Nenana Cemetery Road	268.25	7,558.81	268.25	3,740.18		3,818.63
46G	Kobi-Bonnifield		5,767.51		60.90		5,706.61
46H	Lake Minchumina Aviation Field		900.00		150.00		750.00
46J	Kantishna Aviation Field		775.00		100.00		675.00
46K	Telida Aviation Field		850.00		250.00		600.00
46M	Nenana Aviation Field		1,942.56		322.56		720.00
47	Coldfoot-Wiseman	1,155.43	16,171.86	1,155.43	7,229.25		8,942.61
47A	Wiseman Aviation Field	281.82	6,810.69	281.82	4,456.42		4,113.25
47B	Nolan Branch	2,358.97	21,921.16	1,116.97	4,456.42	1,242.00	17,434.74
47C	Wiseman-Hammond	1,292.09	7,041.23	1,292.09	3,074.21		3,967.07
48	Hanna Bay-Hanna Lake	7,340.54	57,010.88		4,506.46		52,504.42
49	Davidson's Landing-Taylor		18,412.09		10,698.92		7,713.17
50*	Talkeetna-Cache Creek	3,285.28	2,256.75				2,256.75
51A	Cache Creek Trail		266,813.55	3,285.28	101,474.20		165,339.35
51B	Peters Creek Trail	1,112.34	12,351.63	1,112.34	2,283.11		2,270.00
51C	Yentna-Mills Creek		5,174.80		2,144.81		10,206.82
51E	Mills Creek-Cache Creek	80.25	2,146.61	80.25	44.36		5,130.44
51F	Cache Creek Aviation Field		179.90		839.16		1,307.45
52*	Ketchikan-Ward's Cove		26,120.42				179.90
52A*	Ketchikan-Charcoal Point		15,500.48		5,000.00		21,120.42
53	Eagle-Circle	100.00	5,846.59	100.00	3,000.00		12,500.48
53A	Circle-Fort Yukon	150.00	7,852.98	150.00	4,151.87		1,684.72
53B	Fort Yukon Aviation Field		3,083.89		3,686.41		4,165.87
54	Chisana-Nizina	100.00	9,966.21	100.00	543.00		2,540.89
54A	Chisana Aviation Field	250.00	1,744.63	250.00	2,638.91		7,327.30
54B	Nabesna Aviation Field	524.90	2,001.48	250.00	250.00		1,494.63
55	Kenai-Russian River	1,760.58	14,185.58	1,760.58	524.90		1,476.58
55A	Kenai Aviation Field		901.51		7,626.32		6,559.26
55*	Tasunna		1,058.14				901.51
56B**	Katalla-Chilkat		7,752.56				1,058.14
57	McCarthy-Dan Creek	18,229.06	216,901.41	18,229.06	71,549.18		7,752.56
57A	Nizina River Bridge	8,285.44	187,975.00	8,285.44	42,033.20		145,352.23
57B	Nizina-Chitina River	329.54	6,288.61	329.54	858.04		125,941.80
57C	McCarthy-Kennecott River	55.48	441.27	55.48	441.27		5,480.57
57D	Chititu Branch	1,656.62	7,644.13	466.62	1,415.65	1,200.00	6,228.48

No.	Sub-project Name	Cost 1931	Total cost to June 30, 1931	Cost Maintenance and Improvement 1931	Total cost Maintenance and Improvement to June 30, 1931	Cost Construction 1931	Total cost Construction to June 30, 1931
35W	Wasilla Aviation Field		459.50				459.50
35X	Wasilla Aviation Field Road	32.72	1,168.66	32.72	32.72		1,168.66
36	Mineral Creek		60,375.73		25,060.72		35,315.01
36A	Granby Road		3,431.35		349.44		3,081.91
36B	South Second Street, Cordova		3,373.15				3,373.15
36C*	Eyak Lake Road		7,735.85				7,735.85
36D*	Wasilla Aviation Field		911.70		15.75		927.45
36E**	Valdez-Quartz Creek		524.75				524.75
36F**	Valdez-Glacier		616.91				616.91
37	Shoups Bay		3,457.25				3,457.25
37	Topkok-Candle		1,026.56		210.00		816.56
37A	Bluff-White Mountain		3,273.23				3,273.23
37B	Bluff Aviation Field		80.00				80.00
38A	Ruby-Long	7,081.58	227,393.59	7,081.58	96,373.24		132,020.35
38B	Poorman-Cripple		3,449.84		1,946.88		1,502.96
38C	Ophir-Cripple		23.52		2,068.43		1,899.09
38D	Ophir-Takotna	4,582.52	256,941.84	4,582.52	82,434.34		174,507.50
38DA	Little Creek Road	3,010.96	13,185.52	1,158.96	2,537.48	1,852.00	10,648.04
38E	Long-Poorman	20,358.53	150,556.32	7,340.53	33,363.76	13,618.00	117,192.56
38EE	Long-Poorman (Winter)		5,378.00				5,378.00
38EEB	Tamarack-Poorman		22,322.69				22,322.69
38F	Poorman-Ophir		3,030.44		3,030.44		
38G	Takotna Landing Field Road		3,374.68		1,000.00		7,374.68
38H	Ganes Creek Road	747.02	11,415.21	747.02	8,011.36		3,403.85
38K	Ruby Aviation Field	150.37	2,074.75	150.37	874.75		1,200.00
38L	Ruby Aviation Field Road		500.00				500.00
38M	Ophir Aviation Field		1,825.12				1,825.12
39*	Juncos-Sheep Creek		45,929.40		20,539.27		25,390.13
40*	Douglas-Gastineau Channel		18,616.56		6,596.83		12,019.88
41	Kiana-Klery Creek	80.50	3,759.07	80.50	744.31		3,014.76
41A	Kotzebue-Shungnak	333.74	3,748.18	333.74	3,748.18		
41B	Kotzebue-Point Barrow		5,918.02		1,518.00		4,400.02
41D	Kotzebue Aviation Field	746.95	1,845.05		427.50	746.95	1,417.55
41E	Kobuk Aviation Field	999.00	1,999.00			999.00	1,999.00
42	St. Michael-Kotik		2,385.51		2,385.51		
43*	Petersburg-Scow Bay		23,466.23		3,968.56		13,497.67
44*	Skagway Valley		11,124.83		2,320.88		8,803.95
44A	Skagway Trails	200.00	15,933.88	200.00	4,775.17		11,158.71
44B	Skagway Aviation Field	3,185.53	6,785.53				6,785.53
45*	Silver-Bow Basin		23,466.21		17,527.59		5,938.62
46	Kobuk-Eureka	269.95	16,342.80	269.95	3,771.17		12,571.63
46A	Roosevelt-Kantishna		41,685.53		19,723.34		41,685.53
46B	Lignite-Kantishna		13,130.00		1,163.09		11,966.91
46C	Nenana-Knight's Roadhouse	237.11	3,493.73	237.11	1,901.15		1,592.58
46D	McKinley Park Road	167,817.27	625,199.59	20,687.58	62,712.34	147,129.69	562,487.25
46E	Diamond-Telida	166.93	10,206.70	166.93	3,395.14		6,811.56
46F	Nenana Cemetery Road	268.25	7,558.81	268.25	3,740.18		3,818.63
46G	Kohl-Bonfield		5,767.61		60.90		5,706.61
46H	Lake Minchumina Aviation Field		900.00		150.00		750.00
46J	Kantishna Aviation Field		775.00		100.00		675.00
46K	Telida Aviation Field		850.00		250.00		600.00
46M	Nenana Aviation Field		1,042.56		322.56		720.00
47	Coldfoot-Wiseman	1,155.43	16,171.36	1,155.43	7,229.25		8,942.61
47A	Wiseman Aviation Field	281.82	5,810.69	281.82	1,697.44		4,113.25
47B	Nolan Branch	2,358.97	21,921.16	1,116.97	4,486.42	1,242.00	17,434.74
47C	Wiseman-Hammond	1,292.09	7,041.28	1,292.09	3,074.21		3,967.07
48	Iliamna Bay-Iliamna Lake	7,340.54	57,010.88		4,506.46	7,340.54	52,504.42
49	Davidson's Landing-Taylor		18,412.09		10,698.92		7,713.17
50*	Sitkine River		2,256.75				2,256.75
51	Talkeetna-Cache Creek	8,285.28	266,813.55	8,285.28	101,474.20		165,339.35
51A	Cache Creek Trail		4,553.11		2,253.11		2,270.00
51B	Peters Creek Trail	1,112.34	12,351.63	1,112.34	2,144.81		10,206.82
51C	Yentna-Mills Creek		5,174.80		44.36		5,130.44
51E	Mills Creek-Cache Creek	80.25	2,146.61	80.25	839.16		1,307.45
51F	Cache Creek Aviation Field		179.90				179.90
52*	Ketchikan-Ward's Cove		26,128.42		5,000.00		21,128.42
52A*	Ketchikan-Charcoal Point		15,500.48		3,000.00		12,500.48
53	Eagle-Circle	100.00	5,846.59	100.00	4,161.87		1,684.72
53A	Circle-Fort Yukon	150.00	7,852.98	150.00	3,686.41		4,166.57
53B	Fort Yukon Aviation Field		3,083.89		543.00		2,540.89
54	Chilsana-Nizina	100.00	9,966.21	100.00	2,638.91		7,327.30
54A	Chilsana Aviation Field	250.00	1,744.63	250.00	250.00		1,494.63
54B	Nabesna Aviation Field	524.90	2,401.48	524.90	524.90		1,476.58
55	Kenai-Russian River	1,760.58	14,185.58	1,760.58	7,626.32		6,559.26
55A	Kenai Aviation Field		901.51				901.51
56*	Tasunna		1,058.14				1,058.14
56B**	Katalla-Chilkat		7,762.56				7,762.56
57	McCarthy-Dan Creek	18,229.06	216,901.41	18,229.06	71,549.13		145,352.28
57A	Nizina River Bridge	8,285.44	167,975.00	8,285.44	42,033.20		125,941.80
57B	Nizina-Chitina River	329.54	6,288.61	329.54	888.04		5,400.67
57C	McCarthy-Kennecott River	55.48	441.27	55.48	441.27		
57D	Chititu Branch	1,656.62	7,644.13	456.62	1,415.65	1,200.00	6,228.48

70 ANNUAL REPORT ALASKA ROAD COMMISSION.

ANNUAL REPORT ALASKA ROAD COMMISSION. 71

No.	Sub-project Name	Cost 1931	Total cost to June 30, 1931	Cost Maintenance and Improvement 1931	Total cost Maintenance and Improvement to June 30, 1931	Cost Construction 1931	Total cost Construction to June 30, 1931
57E	McCarthy-Green Butte .....	373.87	2,178.42	373.87	2,178.42		
57F	McCarthy Aviation Field .....	1,002.11	2,925.11	202.11	344.23	800.00	2,580.88
57G	Copper Creek Trail .....	301.98	301.98			301.98	301.98
57H	Chitina River Aviation Field .....	735.00	735.00			735.00	735.00
58*	Hyder-Salmon River .....		63.50				63.50
59	Fairbanks Bridge .....	92.44	73,719.89	92.44	12,020.59		61,693.00
59A	Fairbanks Depot .....	2,909.37	24,083.33	806.37	5,273.33	2,103.00	18,810.00
60	Valdez Dyke .....	7,733.88	84,651.40	7,733.88	28,585.42		56,065.98
60A	Valdez Aviation Field .....	206.59	2,568.24	206.59	206.59		2,351.65
60B	Upper Tonsina Aviation Field .....	47.50	1,747.47	47.50	47.50		1,699.97
61	Strelina-Kuskulana .....		17,106.28		4,569.73		12,536.55
61A	Kotsina Trail .....	126.19	16,095.29	126.19	1,523.74		14,571.55
61B	Nugget Creek Extension .....		1,630.00		1,630.00		
61C**	Elliott-Kotsina .....		6,858.42				6,858.42
61E	Farnan Trail .....		941.96		15.80		926.16
61F	Brommer Trail .....	46.73	3,519.98	46.73	46.73		3,473.25
62	Dime Creek .....		77,696.90		33,993.94		43,702.96
62A	Haycock-Bear Creek .....		517.82		301.82		216.00
62B	Haycock Aviation Field .....		105.00				105.00
62C	Koyuk Aviation Field .....		27.08				27.08
63	Dunbar-Brooks .....	150.50	31,410.08	150.50	12,180.49		19,229.59
63B	Brooks-Livengood Creek .....	131.17	33,032.35	131.17	12,967.52		20,064.83
63BA	Amy Creek Branch .....		2,368.45		300.00		2,068.45
63C	Brooks Tram .....	6,314.23	63,455.39	6,314.23	45,144.09		18,311.30
63D	Brooks Aviation Field Road .....		713.00				713.00
63E	Livengood Aviation Field .....	289.50	2,614.75	289.50	460.75		2,154.00
64**	Cripple-Lewis Landing .....		100.00		100.00		
64A	Cripple-Cripple Mountain .....		553.65		261.65		292.00
64AA	Cripple-Cripple Mountain (Winter) .....		851.05		240.00		611.05
65A	Gulkana-Chistochina .....	33,501.90	304,244.66	14,501.90	60,471.15	19,000.00	243,773.50
65B	Chistochina-Slate Creek .....	3,928.23	4,186.73		109.50	3,928.23	4,077.23
65C	Chistochina-Tanana Crossing .....	9,725.74	49,176.96		92.20	9,725.74	49,084.76
65D	Kechumstuk-Tanana Crossing .....		1,669.82		1,669.82		
65E	Chicken-Kechumstuk .....		1,663.50		1,663.50		
65F	Grundler-Tanana Crossing .....	163.88	11,997.27	163.88	2,621.56		9,375.71

65G	Slana-Chisana .....						
65H	Tanana Crossing Aviation Field .....	8,884.45	12,332.98		980.12	8,884.45	11,352.86
65K	Chistochina Aviation Field .....	250.00	550.00				550.00
66**	Matanuska-Chickaloon .....	2,067.97	2,067.97			2,067.97	2,067.97
67	Nome-Teller .....		1,268.30				1,268.30
67A	Teller-Cape Prince of Wales .....	793.24	10,536.80	793.24	10,236.50		1,289.30
67B	Teller-Bluestone .....		2,943.98		2,943.08		300.00
67C	Teller-Pilgrim Hot Springs .....	1,807.58	10,256.14		692.58	4,579.69	
67D	Teller-American River .....	132.78	3,116.50		132.78	1,316.50	1,215.00
67E	Teller Aviation Field .....		906.34				5,676.45
67F	Tin City-Goodwin .....	208.00	960.80	208.00	56.67		1,800.00
67G	Lost River Aviation Field .....	269.10	2,366.92	208.00	208.00		949.67
67H	Wales Aviation Field .....		121.40		269.10		752.80
67J	Woolley-Gold Run .....		25.00				2,097.82
68	Flagging Trails .....	25.00	25.00				121.40
70	Miscellaneous Surveys and Reconnaissances .....	2,481.08	96,939.18	2,481.08	25.00		121.40
72*	Wrangell Oil Dock .....	2,628.32	15,344.12		96,939.18		
72A*	Wrangell Cemetery Road .....		4,964.97	1,038.76	1,038.76	1,589.56	14,305.36
73	Marshall Road .....		8,639.22				4,964.97
73A	Kotlik-Marshall .....	1,464.75	22,407.45	1,464.75	2,350.00		6,289.22
73B	Stuyahok .....	239.56	3,532.50		7,849.40		14,558.05
73C	Old Hamilton-Scammon Bay .....		1,660.00		2,682.50		850.00
73D	Marshall Aviation Field .....		2,378.18				1,660.00
75	Anchorage Loop .....	2,000.00	2,000.00		524.73		1,533.45
75A	Anchorage-Lake Spenard .....	4,726.35	113,784.79	4,726.35	56,781.00	2,000.00	2,000.00
75C	Chester Creek Boat Landing .....	708.78	19,974.61		708.78		57,903.79
75D	Anchorage Depot .....	55.15	1,218.28		65.15		10,010.23
75E	McDonald Road .....	1,150.63	7,222.66		1,150.63		782.42
75E**	East First Street, Anchorage .....	350.33	2,654.86		350.33		3,566.36
75H	Lake Spenard Aviation Field .....		1,023.46		1,549.72		1,105.19
75I	.....		777.45				1,023.46
75L	Anchorage Aviation Field .....	977.87	6,394.78	977.87			277.45
75M	Anchorage Loop-Ektutna .....	1,009.16	4,614.00		1,804.79		4,589.99
76	Anchorage-Wireless Road .....	2,525.46	2,525.46			1,009.16	4,614.00
76A	Cantwell-Valdez Creek .....	448.09	448.09			2,525.46	448.09
76	Valdez Creek Aviation Field .....	3.15	10,793.95	3.15	2,953.75	448.09	2,525.46
78	Valdez Depot .....	734.50	1,337.10				448.09
79	Seward Depot .....	560.72	5,266.56				7,840.20
80A	McGrath-Takotna .....		4,114.05	560.72	5,266.56	734.50	1,337.10
80AA	McGrath-Takotna .....		368.05		4,114.05		
80B	McGrath-Telida .....	208.55	4,937.35		368.05		
80C	McGrath-Candle Creek .....	797.97	12,122.85		2,755.35		
80D	Nixon Fork-Nixon Mine .....		305.29		4,944.64		2,182.00
			2,348.00		305.29		7,178.21
							2,348.00

No.	Sub-project Name	Cost 1931	Total cost to June 30, 1931	Cost Maintenance and Improvement 1931	Total cost Maintenance and Improvement to June 30, 1931	Cost Construction 1931	Total cost Construction to June 30, 1931
57E	McCarthy-Green Butte .....	373.87	2,178.42	373.87	2,178.42	.....	.....
57F	McCarthy Aviation Field .....	1,002.11	2,925.11	202.11	344.23	800.00	2,580.88
57G	Copper Creek Trail .....	301.98	301.98	.....	.....	301.98	301.98
57H	Chitina River Aviation Field .....	735.00	735.00	.....	.....	735.00	735.00
58*	Hyder-Salmon River .....	.....	63.50	.....	.....	.....	63.50
59	Fairbanks Bridge .....	92.44	73,719.89	92.44	12,020.59	.....	61,699.30
59A	Fairbanks Depot .....	2,909.37	24,083.33	806.37	5,273.33	2,103.00	18,810.00
60	Valdez Dyke .....	7,733.88	84,651.40	7,733.88	28,585.42	.....	56,065.98
60A	Valdez Aviation Field .....	206.59	2,558.24	206.59	206.59	.....	2,351.65
60B	Upper Tonsina Aviation Field .....	47.50	1,747.47	47.50	47.50	.....	1,699.97
61	Strelina-Kuskulana .....	.....	17,106.28	.....	4,569.73	.....	12,536.55
61A	Kotsina Trail .....	126.19	16,096.29	126.19	1,523.74	.....	14,571.55
61B	Nugget Creek Extension .....	.....	1,530.00	.....	1,530.00	.....	.....
61C*	Elliott-Kotsina .....	.....	6,858.42	.....	.....	.....	6,858.42
61E	Farnan Trail .....	.....	941.96	.....	15.80	.....	926.16
61F	Bremner Trail .....	46.73	3,519.98	46.73	46.73	.....	3,473.25
62	Dime Creek .....	.....	77,696.90	.....	33,993.94	.....	43,702.96
62A	Haycock-Bear Creek .....	.....	517.82	.....	301.82	.....	216.00
62B	Haycock Aviation Field .....	.....	105.00	.....	.....	.....	105.00
62C	Koyuk Aviation Field .....	.....	27.08	.....	.....	.....	27.08
63	Dunbar-Brooks .....	150.50	31,410.08	150.50	12,180.49	.....	19,229.59
63B	Brooks-Livengood Creek .....	131.17	33,032.38	131.17	12,967.52	.....	20,064.86
63BA	Amy Creek Branch .....	.....	2,368.45	.....	.....	.....	2,068.45
63C	Brooks Tram .....	6,314.23	63,455.39	6,314.23	45,144.09	.....	18,311.30
63D	Brooks Aviation Field Road .....	.....	714.00	.....	.....	.....	714.00
63E	Livengood Aviation Field .....	289.50	2,614.75	289.50	460.75	.....	2,154.00
64**	Cripple-Lewis Landing .....	.....	100.00	.....	100.00	.....	.....
64A	Cripple-Cripple Mountain .....	.....	553.65	.....	261.65	.....	292.00
64AA	Cripple-Cripple Mountain (Winter) .....	.....	851.05	.....	240.00	.....	611.05
65A	Gulkana-Chistochina .....	33,501.90	304,244.66	14,501.90	60,471.15	19,000.00	243,773.50
65B	Chistochina-Slate Creek .....	3,928.23	4,186.73	.....	109.50	3,928.23	4,077.23
65C	Chistochina-Tanana Crossing .....	9,725.74	49,176.96	.....	92.20	9,725.74	49,084.76
65D	Kechumstuk-Tanana Crossing .....	.....	1,669.82	.....	1,669.82	.....	.....
65E	Chicken-Kechumstuk .....	.....	1,663.50	.....	1,663.50	.....	.....
65F	Grundler-Tanana Crossing .....	163.88	11,997.27	163.88	2,624.56	.....	9,372.71

65G	Slana-Chisana .....	8,884.45	12,332.98	.....	980.12	8,884.45	11,352.86
65H	Tanana Crossing Aviation Field .....	250.00	550.00	.....	.....	250.00	550.00
65K	Chistochina Aviation Field .....	2,067.97	2,067.97	.....	.....	2,067.97	2,067.97
66**	Matanuska-Chickaloon .....	.....	1,268.30	.....	.....	.....	1,268.30
67	Nome-Teller .....	793.24	10,536.80	793.24	10,236.80	.....	300.00
67A	Teller-Cape Prince of Wales .....	.....	2,943.08	.....	2,943.08	.....	.....
67B	Teller-Bluestone .....	1,807.58	10,256.14	592.58	4,679.69	1,215.00	5,676.45
67C	Teller-Pilgrim Hot Springs .....	132.78	3,116.50	132.78	1,316.50	.....	1,800.00
67D	Teller-American River .....	.....	906.34	.....	.....	.....	906.34
67E	Teller Aviation Field .....	208.00	960.80	.....	56.67	.....	849.67
67F	Tin City-Goodwin .....	269.10	2,366.92	.....	208.00	.....	752.80
67G	Lost River Aviation Field .....	.....	121.40	.....	269.10	.....	2,097.82
67H	Wales Aviation Field .....	.....	121.40	.....	.....	.....	121.40
67J	Woolley-Gold Run .....	25.00	121.40	.....	.....	.....	121.40
68	Flagging Trails .....	2,481.08	96,939.18	2,481.08	25.00	.....	.....
70	Miscellaneous Surveys and Reconnaissances .....	2,628.32	15,344.12	1,038.76	1,038.76	1,589.56	14,305.36
72*	Wrangell Oil Dock .....	.....	4,964.97	.....	.....	.....	4,964.97
72A*	Wrangell Cemetery Road .....	.....	8,639.22	.....	2,350.00	.....	6,289.22
73	Marshall Road .....	1,464.75	22,407.45	1,464.75	7,849.40	.....	14,558.05
73A	Kotlik-Marshall .....	239.56	3,532.50	239.56	2,682.50	.....	850.00
73B	Stuyahok .....	.....	1,560.00	.....	.....	.....	1,560.00
73C	Old Hamilton-Scammon Bay .....	.....	2,378.18	.....	524.73	.....	1,660.00
73D	Marshall Aviation Field .....	2,000.00	2,000.00	.....	.....	2,000.00	2,000.00
75	Anchorage Loop .....	4,726.35	113,784.79	4,726.35	56,781.00	.....	2,000.00
75A	Anchorage-Lake Spenard .....	708.78	19,974.61	708.78	9,964.38	.....	57,003.79
75C	Chester Creek Boat Landing .....	55.15	1,218.28	55.15	435.86	.....	782.42
75D	Anchorage Depot .....	1,150.63	7,222.66	1,150.63	3,256.31	.....	3,966.35
75E	McDonald Road .....	350.33	2,554.85	350.33	1,549.72	.....	1,105.13
75G*	East First Street, Anchorage .....	.....	1,023.46	.....	.....	.....	1,023.46
75H	Lake Spenard Aviation Field .....	977.87	6,394.78	977.87	1,804.79	.....	277.45
75I	Oilwell Road .....	1,009.16	4,614.00	.....	.....	1,009.16	4,589.89
75J	Anchorage Aviation Field .....	2,525.46	2,525.46	.....	.....	2,525.46	2,525.46
75L	Anchorage Loop-Eklutna .....	448.09	10,793.95	3.15	2,953.75	.....	448.09
75M	Anchorage-Wireless Road .....	3.15	10,793.95	.....	.....	.....	448.09
76	Cantwell-Valdez Creek .....	734.50	1,337.10	.....	.....	734.50	7,840.20
76A	Valdez Creek Aviation Field .....	560.72	5,266.56	560.72	5,266.56	.....	1,337.10
78	Valdez Depot .....	.....	4,114.06	.....	4,114.06	.....	.....
79	Seward Depot .....	208.55	4,937.35	208.55	2,756.35	.....	2,182.00
80A	McGrath-Takotna .....	797.97	12,122.85	797.97	4,944.64	.....	7,178.21
80A.A	McGrath-Takotna .....	.....	305.29	.....	305.29	.....	.....
80B	McGrath-Telida .....	.....	4,114.06	.....	4,114.06	.....	.....
80C	McGrath-Candle Creek .....	.....	368.05	.....	368.05	.....	.....
80D	Nixon Fork-Nixon Mine .....	.....	2,348.00	.....	.....	.....	2,348.00

No.	Sub-project Name	Cost 1931	Total cost to June 30, 1931	Cost Maintenance and Improvement 1931	Total cost Maintenance and Improvement to June 30, 1931	Cost Construction 1931	Total cost Construction to June 30, 1931
80E	Takotna-Twin Peaks .....		213.16		100.00		113.16
80F	Medfra-Nixon Mine .....		3,469.60		1,659.60		1,800.00
80G	Takotna-Nixon Fork .....		610.56		610.56		1,800.00
80GG	Takotna-Nixon Fork (Wint- ter) .....		183.16		183.16		14,346.43
80H	McGrath Aviation Field .....	2,449.90	14,346.43			2,449.90	225.00
80J	Medfra Aviation Field .....		346.00		60.00		9,990.14
81	Good Creek-Salmon River .....	328.91	13,728.93	328.91	3,738.79		1,580.00
81A	Brnk River .....		1,550.00				20,208.95
82*	Taku River .....		20,208.95				41,528.75
84	Fairbanks-Council Survey .....		41,528.75				1,161.23
86	Fourth of July Creek .....		4,194.66		3,033.43		62.00
87	Woodchopper Creek .....		872.00				18,359.89
88	Ferry-Eva Creek .....	391.20	21,166.88	391.20	2,806.99		4,312.11
89	Kougarok Reconnaissance .....		4,312.11				64,539.92
89A	Seward Peninsula Railroad .....	11,671.40	185,339.12	11,671.40	120,799.20		716.00
89B	Pilgrim Aviation Field .....	400.00	1,116.00		400.00		1,764.92
89C	Iron Creek-American River .....	431.25	2,135.17		431.25		340.35
90A	Shelter Cabins, 1st Division .....		340.35				31,527.97
90B	Shelter Cabins, 2nd Division .....	5,746.48	37,773.93	2,197.90	6,246.96	3,548.58	22,391.12
90C	Shelter Cabins, 3rd Division .....	1,897.42	24,698.47	428.00	2,307.35		36,204.18
90D	Shelter Cabins, 4th Division .....	2,778.26	41,195.03	645.26	4,990.55	2,133.00	60.55
91*	Yakutat .....		50.55				1,797.50
92A	Bethel-Quinhagak .....	381.00	2,711.21	381.00	913.71		1,478.48
92B	Bethel-Tuluksak .....	319.00	2,788.24	319.00	1,309.76		1,584.00
92C	Akiak-Russian Mission .....		1,584.00				396.00
92D	Bennett Cut-off .....		396.00				26,615.98
92E	Yukon-Kuskokwim Portage .....	4,499.50	27,451.93		395.95	4,499.50	2,417.77
92F	Quinhagak-Good News Bay .....		274.00	274.00	364.64		2,203.33
92G	Good News Bay-Togiak .....	153.70	2,428.67		153.70		6,098.47
92H	Togiak-Nushagak .....	3,959.34	10,399.29	1,709.34	4,300.82	2,250.00	2,632.34
92I	Lewis Point-Naknek .....	981.40	3,789.10	981.40	1,156.76		2,105.00
92J	Naknek-Egegik .....		545.00		545.00		350.00
92K	Egegik-Katatak .....	246.50	1,168.50		246.50		820.00
92L	Crooked Creek-Aniak .....	343.60	1,763.13		343.60		2,514.96
92M	Aniak-Tuluksak .....		371.00		371.00		306.00
92N	Akiak-Canyon Creek .....		1,444.14		259.02		1,185.12
92O	Tuluksak-Foothills .....		1,120.10	169.90	620.10		500.00
92P	Holy Cross-Kaltshak .....	169.90					

92Q	Upper Landing-Bear Creek .....		5,527.98		1,427.98		4,100.00
93	Chulitna Trail .....		8,827.44		1,871.00		6,956.44
93A	Bull River Trail .....	64.95	4,515.60	64.95	933.28		3,582.32
93B	Indian River .....		6,579.63				6,566.23
93C	Curry Aviation Field .....	73.20	4,217.21	73.20	13.40		3,376.60
93D	Chulitna Tram .....	281.52	520.37		840.61		520.37
95	Kodiak-Abberts .....	2,378.96	60,447.22		2,378.96	281.52	46,808.51
95B	Kanatak-Becharof Lake .....	141.50	30,276.74		141.50		23,882.31
96	Larsen Bay-Kariuk River .....		962.05		6,394.43		962.05
96A	Chickaloon-King River .....	110.62	1,833.68	110.62	1,033.68		800.00
96B	Chickaloon-Nelchina .....		384.22				272.29
97	Suntrana Footbridge .....	293.97	7,917.17		293.97		7,500.27
97A	Healy Aviation Field .....		413.80				413.80
98	Homer Spit .....		491.79				491.79
98A	Nuka Bay .....		37,224.30				32,869.75
98B	Ninilchik Aviation Field .....	9.00	5,787.75	9.00	2,106.77		3,650.98
98C	Kasilof Aviation Field .....		384.18				384.18
98D	Kasilof Road .....		274.52				674.52
100	Office and General Over- head .....	10,074.13	17,146.35			10,074.13	17,146.35
101	Territorial General Over- head .....	36,352.52	549,839.61	23,140.02	288,241.66	13,212.50	261,597.95
	Total Costs .....		71,521.31		31,584.89		39,936.42
110	Book Value of Plant .....	\$ 907,576.62	\$17,825,378.24(a)	\$ 563,660.18	\$ 7,990,772.84	\$ 343,916.44	\$ 9,834,605.40
111	Supplies and Materials on Hand .....	129,847.81	129,847.81				
	Total Expenditures .....	250,849.03	250,849.03				

Total Expenditures ... \$ 1,288,273.46 (b) \$18,206,075.08  
 \*Transferred to Department of Agriculture.  
 \*\*Abandoned.  
 (a) Includes \$932,280.46 of Supervised Funds.  
 (b) Includes \$685.55 General Accounting Office Settlements. Does not include \$7,724.24 miscellaneous reimburse-  
 ments, refunds and receipts from sales.

No.	Sub-project Name	Cost 1931	Total cost to June 30, 1931	Cost Maintenance and Improvement 1931	Total cost Maintenance and Improvement to June 30, 1931	Cost Construction 1931	Total cost Construction to June 30, 1931
80E	Takotna-Twin Peaks .....		213.16		100.00		113.16
80F	Medfra-Nixon Mine .....		3,459.60		1,659.50		1,800.00
80G	Takotna-Nixon Fork .....		610.56		610.56		
80GG	Takotna-Nixon Fork (Winter)		183.16		183.16		
80H	McGrath Aviation Field .....	2,449.90	14,346.43			2,449.90	14,346.43
80J	Medfra Aviation Field .....		345.00		60.00		285.00
81	Good Creek-Salmon River .....	328.91	13,728.93	328.91	3,738.79		2,990.14
81A	Rink River .....		1,550.00				1,550.00
82*	Taku River .....		20,208.95				20,208.95
84	Fairbanks-Council Survey .....		41,528.75				41,528.75
86	Fourth of July Creek .....		4,194.86		3,033.43		1,161.23
87	Woodchopper Creek .....		872.00		810.00		62.00
88	Ferry-Eva Creek .....	391.20	21,166.88	391.20	2,806.99		18,359.89
89	Kougarok Reconnaissance .....		4,312.11				4,312.11
89A	Seward Peninsula Railroad .....	11,671.40	185,339.13	11,671.40	120,799.20		64,539.92
89B	Pilgrim Aviation Field .....		400.00		400.00		716.00
89C	Iron Creek-American River .....	400.00	1,115.00		431.25		1,754.92
90A	Shelter Cabins, 1st Division .....	431.25	2,156.17	431.25	431.25		340.35
90A	Shelter Cabins, 2nd Division .....	5,746.48	37,773.93	2,197.90	6,245.96	3,548.58	31,527.97
90C	Shelter Cabins, 3rd Division .....	1,897.42	24,698.47	428.00	2,307.35	1,469.42	22,391.12
90D	Shelter Cabins, 4th Division .....	2,778.26	41,195.03	645.26	4,990.85	2,133.00	36,204.18
91*	Yakutat .....		50.55				50.55
92A	Bethel-Quinhagak .....	381.00	2,711.21	381.00	913.71		1,797.50
92B	Bethel-Tuluksak .....	319.00	2,788.24	319.00	1,309.76		1,478.48
92C	Akiak-Russian Mission .....		1,584.00				1,584.00
92D	Bennett Cutoff .....		396.00				396.00
92E	Yukon-Kuskokwim Portage .....	4,499.50	27,451.83		935.85	4,499.50	26,515.98
92F	Quinhagak-Good News Bay .....	274.00	2,782.41	274.00	364.64		2,417.77
92G	Good News Bay-Togiak .....	153.70	2,428.57	153.70	225.24		2,203.33
92H	Togiak-Nushagak .....	3,959.34	10,339.29	1,709.34	4,300.82	2,250.00	6,098.47
92I	Lewis Point-Naknek .....	981.40	3,789.10	981.40	1,156.76		2,632.34
92J	Naknek-Egegik .....	545.00	2,816.50	545.00	711.50		2,105.00
92K	Egegik-Kanatak .....	246.50	1,168.50	246.50	818.50		350.00
92L	Crooked Creek-Aniak .....	343.60	1,753.18	343.60	933.19		820.00
92M	Aniak-Tuluksak .....	371.00	3,722.31	371.00	1,207.35		2,514.96
92N	Akiak-Canyon Creek .....		306.00		306.00		
92O	Tuluksak-Foothills .....		1,444.14		259.02		1,185.12
92P	Holy Cross-Kaltshak .....	169.90	1,120.10	169.90	620.10		500.00

92Q	Upper Landing-Bear Creek .....		5,527.95		1,427.98		4,100.00
93	Chulitna Trail .....	64.95	8,827.44	64.95	1,871.00		6,956.44
93A	Bull River Trail .....		4,516.60		933.28		3,582.32
93B	Indian River .....		6,579.63		13.40		6,566.23
93C	Curry Aviation Field .....		4,217.21		840.61		3,376.60
93D	Chulitna Tram .....		520.37	73.20		281.52	520.37
94	Kodiak-Abberts .....	2,378.96	60,447.22	2,378.96	13,638.71		46,808.51
95	Kanatak-Becharof Lake .....	141.50	30,276.74	141.50	6,394.43		23,882.31
95B	Larsen Bay-Karluk River .....		962.05				962.05
96	Chickaloon-King River .....	110.62	1,833.68	110.62	1,033.68		800.00
96A	Chickaloon Cable .....		384.22		111.93		272.29
96B	Chickaloon-Nelchina .....	293.97	7,917.17	293.97	416.80		7,500.37
97	Suntrana Footbridge .....		413.80				413.80
97A	Healy Aviation Field .....		491.79				491.79
98	Homer Spit .....		37,224.30		4,354.55		32,869.75
98A	Nuka Bay .....	9.00	5,757.75	9.00	2,106.77		3,650.98
98B	Nimlichik Aviation Field .....		384.18				384.18
98C	Kasilof Aviation Field .....		674.52				674.52
98D	Kasilof Road .....	10,074.13	17,146.35			10,074.13	17,146.35
100	Office and General Overhead .....	36,352.52	549,839.61	23,140.02	288,241.66	13,212.50	261,597.95
101	Territorial General Overhead .....		71,521.31		31,584.89		39,936.42
	Total Costs .....	\$ 907,576.62	\$17,825,378.24 (a)	\$ 563,660.18	\$ 7,990,772.84	\$ 343,916.44	\$ 9,834,605.40
110	Book Value of Plant .....	129,847.81	129,847.81				
111	Supplies and Materials on Hand .....	250,849.03	250,849.03				
	Total Expenditures .....	\$ 1,288,273.46 (b)	\$18,206,075.08				

\*Transferred to Department of Agriculture.

\*\*Abandoned.

(a) Includes \$932,280.46 of Supervised Funds.

(b) Includes \$685.55 General Accounting Office Settlements. Does not include \$7,724.24 miscellaneous reimbursements, refunds and receipts from sales.

**COSTS IN DETAIL—TERRITORIAL AND COOPERATIVE PROJECTS.**

(Included in Preceding Table).

**FIRST DIVISION.**

Acct. No.	Name of Sub-Project	Federal	Territorial	Total
2E	Gastineau Channel Bar		\$ 220.00	\$ 220.00
2J	Juneau Float	602.42	4,532.00(a)	5,134.42
3A	Haines-Wells	884.18	3,348.89	4,233.07
3B	Pleasant Camp Extension	885.43	850.00	1,735.43
3D	Haines-Mud Bay	520.11	1,400.00	1,920.11
3E	Haines-Chilkoot		2,482.66	2,482.66
14	Sitka-Indian River	269.97	79.00	348.97
14A	Sitka National Monument		670.95(b)	670.95
14B	Sitka National Cemetery	937.47(c)		937.47
14C	Pioneer Cemetery Road		327.23	327.23
14D	National Cemetery Road	126.87	320.00	446.87
44A	Skagway Trails	30.00	170.00	200.00
44B	Skagway Aviation Field		3,185.53	3,185.53
81	Good Creek-Salmon River	32.14	296.77	328.91
<b>Totals</b>		<b>\$ 4,048.59</b>	<b>\$ 17,884.03</b>	<b>\$ 21,932.62</b>

- (a) Includes \$1,555.66 contributed by Alaska Game Commission, \$1,445.71 by U. S. Forest Service and \$1,930.63 by U. S. Bureau of Fisheries.
- (b) Contributed by National Park Service.
- (c) Allotted by Quartermaster General.

**SECOND DIVISION.**

Acct. No.	Name of Sub-Project	Federal	Territorial	Total
8	Nome-Council	2,585.54	\$ 6,358.30(a)	\$ 8,943.84
8D	Council-Ophir	592.38	700.00	1,292.38
8H	Casa de Paga Road	741.52	1,000.00	1,741.52
8K	Council Aviation Field		894.64	894.64
8L	Port Safety Aids	34.18	120.00(b)	154.18
13A	Nome-Bessie	717.27	100.00	817.27
13BA	Snake River-Monument Creek	181.85	700.00(c)	881.85
13C	Bessie-Little Creek	1,705.67	137.50(d)	1,843.17
13CA	Little Creek-Sunset Creek	529.70	3,000.00	3,529.70
18	Kaitag-Nome	60.95	1,592.23	2,153.18
18B	Golovin-Council		40.00	40.00
18E	Solomon Aviation Field		323.48	323.48
18F	Golovin Aviation Field		203.67	203.67
18H	Kaitag-Unalakleet Tel. Line		599.65	599.65
18J	Spruce Creek		287.50	287.50
21A	St. Michael Aviation Field		110.00	110.00
25C	Nome Wireless	242.48	100.00	342.48
25D	Center Creek Road	1,986.82	4,975.90(e)	6,962.72
25E	Submarine-Paystreak	89.20	450.00	539.20
25L	Nome Aviation Field		1,481.04(f)	1,481.04
25M	Telephone Lines, Seward Pen.		2,656.39(g)	2,656.39
25N	Nome City Streets		847.50(h)	847.50
25P	Nome Harbor Lights		169.35(b)	169.35
26	Candle-Candle Creek	947.37	2,500.00	3,447.37
26G	Candle Radio Road	215.00	360.00	575.00
27	Deering-Inmachuk	1,437.34	3,300.00	4,737.34
27A	Deering Aviation Field		127.25	127.25
28	Shelton-Candle	29.47	70.00	99.47
28A	Nome-Serpentine Hot Springs	531.53	1,100.00	1,631.53
41	Kiana-Klery Creek	40.50	40.00	80.50
41A	Kotzebue-Shungnak	293.74	40.00	333.74
41D	Kotzebue Aviation Field		746.95	746.95
41E	Kobuk Aviation Field		999.00	999.00
67	Nome-Teller	513.24	280.00	793.24
67E	Teller-Bluestone	607.58	1,200.00	1,807.58
67C	Teller-Pilgrim Hot Springs	117.78	15.00	132.78
67E	Teller Aviation Field		208.00	208.00

67F	Tin City-Goodwin	129.10	140.00	269.10
67J	Wooley-Gold Run	5.00	20.00	25.00
68	Flagging Trails		771.08	771.08
73	Marshall Road	564.75	900.00	1,464.75
73A	Kotlik-Marshall	129.56	110.00	239.56
73D	Marshall Aviation Field		2,000.00	2,000.00
89A	Seward Peninsula Railroad	11,671.40		11,671.40
89B	Pilgrim Aviation Field		400.00	400.00
89C	Iron Creek-American Creek	131.25	300.00	431.25
90B	Shelter Cabins		6,746.48	6,746.48
<b>Totals</b>		<b>\$ 27,603.16</b>	<b>\$ 48,966.83</b>	<b>\$ 76,569.99</b>

- (a) Includes \$270.00 contributed by Hastings Creek Dredging Co.
- (b) Contributed by the U. S. Lighthouse Service.
- (c) Includes \$500.00 contributed by the S. L. B. Development Co.
- (d) Includes \$37.50 contributed by the Dry Creek Dredging Co.
- (e) Includes \$3,196.70 contributed by the Hammon Goldfields Consolidated.
- (f) Includes \$297.00 contributed by the Alaskan Airways and \$84.00 by the Northern Air Transport.
- (g) Includes \$150.00 contributed by A. V. Cordovado.
- (h) Contributed by the City of Nome.

**THIRD DIVISION.**

Acct. No.	Name of Sub-Project	Federal	Territorial	Total
6F	Lower Tonsina Aviation Field		356.99	356.99
6G	Copper Center Aviation Field		67.24	67.24
6E	Chitina Aviation Field		110.85	110.85
10D	Seward Aviation Field		2,239.89(a)	2,239.89
35B	Palmer-Fishhook	990.00		990.00
35DA	Gold Chord Branch	2,412.83	250.00	2,662.83
35DB	Lucky Shot-Willow Station	597.04	7,500.00(b)	8,097.04
35G	Palmer-Springer	18,296.69	240.00	18,536.69
35H	Wasilla-Finger Lake-Palmer	1,250.27	200.00	1,450.27
35J	Wasilla-Matanuska	250.00	100.00	350.00
35K	Matanuska Trunk Road	1,303.46	300.00	1,603.46
35L	Palmer-Matanuska	3,082.26	1,272.70	4,354.96
35O	Fishhook-Goldmint		748.07	748.07
35Q	Edlund Road	1,509.17	400.00	1,909.17
35RA	Engstrom Branch		30.85	30.85
35T	Werner Branch		1,020.00	1,020.00
35X	Wasilla Aviation Field Road		486.94	486.94
54A	Chisana Aviation Field Road		32.72	32.72
54B	Nabeana Aviation Field		250.00	250.00
57	McCarthy-Dan Creek	13,121.50	524.90	13,646.40
57A	Nizina Bridge	8,285.44	5,179.56	13,465.00
57B	Nizina-Chitina River	239.54		239.54
57D	Chititu Branch	1,206.62	450.00	1,656.62
57F	McCarthy Aviation Field		1,002.11	1,002.11
57H	Upper Chitina River Aviation Field		735.00	735.00
60	Valdez Dyke		7,733.88	7,733.88
60A	Valdez Aviation Field		206.59	206.59
60B	Upper Tonsina Aviation Field		47.50	47.50
65K	Chitochina Aviation Field		2,067.97	2,067.97
75	Anchorage Loop	3,326.55	1,400.00	4,726.55
75A	Anchorage-Lake Spenard		798.78	798.78
75C	Chester Creek Boat Landing		55.15	55.15
75B	McDonald Branch		140.00	140.00
75I	Oilwell Road	210.33		210.33
75J	Anchorage Aviation Field		977.87	977.87
75L	Eklutna Road		1,009.16(c)	1,009.16
76A	Valdez Creek Aviation Field		2,525.46	2,525.46
90C	Shelter Cabins		734.50	734.50
93C	Curry Aviation Field		1,897.42	1,897.42
98D	Kasilof Road		73.20	73.20
<b>Totals</b>		<b>\$ 55,091.50</b>	<b>\$ 55,201.39</b>	<b>\$ 110,292.89</b>

- (a) Includes \$809.97 contributed by the City of Seward.
- (b) Contributed by Willow Creek Mines.
- (c) Includes \$507.00 contributed by the City of Anchorage.

ANNUAL REPORT ALASKA ROAD COMMISSION.

**COSTS IN DETAIL—TERRITORIAL AND COOPERATIVE PROJECTS.**

(Included in Preceding Table).

**FIRST DIVISION.**

Acct. No.	Name of Sub-Project	Federal	Territorial	Total
2E	Gastineau Channel Bar	\$ 220.00	\$ 220.00	\$ 440.00
2J	Juneau Float	602.42	4,532.00(a)	5,134.42
3A	Haines-Wells	864.18	3,349.89	4,214.07
3B	Pleasant Camp Extension	665.43	850.00	1,515.43
3D	Haines-Mud Bay	520.11	1,400.00	1,920.11
3E	Haines-Chilkoot	2,482.66	2,482.66	4,965.32
14	Sitka-Indian River	269.97	79.00	348.97
14A	Sitka National Monument	670.95(b)	670.95	1,341.90
14B	Sitka National Cemetery	937.47(c)	937.47	1,874.94
14C	Pioneer Cemetery Road	327.23	327.23	654.46
14D	National Cemetery Road	126.87	320.00	446.87
44A	Skagway Trails	30.00	170.00	200.00
44B	Skagway Aviation Field	3,185.53	3,185.53	6,371.06
81	Good Creek-Salmon River	32.14	296.77	328.91
<b>Totals</b>		<b>4,048.59</b>	<b>17,884.03</b>	<b>21,932.62</b>

- (a) Includes \$1,555.66 contributed by Alaska Game Commission, \$1,445.71 by U. S. Forest Service and \$1,930.63 by U. S. Bureau of Fisheries.
- (b) Contributed by National Park Service.
- (c) Allotted by Quartermaster General.

**SECOND DIVISION.**

Acct. No.	Name of Sub-Project	Federal	Territorial	Total
8	Nome-Council	\$ 2,585.54	\$ 6,358.30(a)	\$ 8,943.84
8D	Council-Ophir	592.38	700.00	1,292.38
8H	Casa de Paga Road	741.52	1,000.00	1,741.52
8K	Council Aviation Field	894.64	894.64	1,789.28
8L	Port Safety Aids	100.00	120.00(b)	220.00
13A	Nome-Bessie	34.18	100.00	134.18
13BA	Snake River-Monument Creek	717.27	700.00(c)	1,417.27
13C	Bessie-Little Creek	181.85	137.50(d)	319.35
13CA	Little Creek-Sunset Creek	1,705.67	3,000.00	4,705.67
18	Kaltag-Nome	529.70	1,599.23	2,128.93
18B	Golovin-Council	60.85	40.00	100.85
18E	Solomon Aviation Field	323.48	323.48	646.96
18F	Golovin Aviation Field	203.67	203.67	407.34
18H	Kaltag-Unalakleet Tel. Line	599.65	599.65	1,199.30
18J	Spruce Creek	287.50	287.50	575.00
21A	St. Michael Aviation Field	110.00	110.00	220.00
25C	Nome Wireless	342.48	100.00	442.48
25D	Center Creek Road	1,986.82	4,975.90(e)	6,962.72
25E	Submarine-Paystreak	89.20	450.00	539.20
25L	Nome Aviation Field	1,481.04(f)	1,481.04	2,962.08
25M	Telephone Lines, Seward Pen	2,656.39(g)	2,656.39	5,312.78
25N	Nome City Streets	647.50	647.50	1,295.00
25P	Nome Harbor Lights	189.35(h)	189.35	378.70
26	Center Creek	947.37	2,500.00	3,447.37
26G	Candle Radio Road	215.00	360.00	575.00
27	Deering-Inmachuk	1,437.34	3,300.00	4,737.34
27A	Deering Aviation Field	127.25	127.25	254.50
28	Shelton-Candle	29.47	70.00	99.47
28A	Nome-Serpentine Hot Springs	531.53	1,100.00	1,631.53
41A	Kiana-Ktery Creek	40.50	40.00	80.50
41B	Kotzebue-Shungnak	293.74	40.00	333.74
41D	Kotzebue Aviation Field	746.95	746.95	1,493.90
41E	Kobuk Aviation Field	998.00	998.00	1,996.00
67	Nome-Teller	513.24	280.00	793.24
67B	Teller-Bluestone	607.53	1,200.00	1,807.53
67C	Teller-Pilgrim Hot Springs	117.78	15.00	132.78
67E	Teller Aviation Field	208.00	208.00	416.00

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67F	Tin City-Goodwin	129.10	140.00	269.10
67J	Wooley-Gold Run	5.00	20.00	25.00
68	Flagging Trails	771.08	1,710.00	2,481.08
73	Marshall Road	564.75	900.00	1,464.75
73A	Kotlik-Marshall	129.56	110.00	239.56
73D	Marshall Aviation Field	2,000.00	2,000.00	4,000.00
89A	Seward Peninsula Railroad	11,671.40	11,671.40	23,342.80
89B	Pilgrim Aviation Field	400.00	400.00	800.00
89C	Iron Creek-American Creek	131.25	300.00	431.25
90B	Shelter Cabins	5,746.48	5,746.48	11,492.96
<b>Totals</b>		<b>27,603.15</b>	<b>48,966.83</b>	<b>76,569.98</b>

- (a) Includes \$270.00 contributed by Hastings Creek Dredging Co.
- (b) Contributed by the U. S. Lighthouse Service.
- (c) Includes \$800.00 contributed by the S. L. B. Development Co.
- (d) Includes \$37.50 contributed by the Dry Creek Dredging Co.
- (e) Includes \$3,196.70 contributed by the Hammon Goldfields Consolidated.
- (f) Includes \$297.00 contributed by the Alaskan Airways and \$84.00 by the Northern Air Transport.
- (g) Includes \$150.00 contributed by A. V. Cordovado.
- (h) Contributed by the City of Nome.

**THIRD DIVISION.**

Acct. No.	Name of Sub-Project	Federal	Territorial	Total
6F	Lower Tonsina Aviation Field	\$ 356.99	356.99	713.98
6H	Copper Center Aviation Field	67.24	67.24	134.48
6I	Chitina Aviation Field	110.85	110.85	221.70
10D	Seward Aviation Field	3,239.89(a)	3,239.89	6,479.78
35B	Palmer-Fishhook	2,412.83	990.00	3,402.83
35DA	Gold Chord Branch	597.04	250.00	847.04
35DB	Lucky Shot-Willow Station	18,296.69	7,500.00(b)	25,796.69
35G	Palmer-Springer	243.96	243.96	487.92
35H	Wasilla-Finger Lake-Palmer	1,250.27	240.00	1,490.27
35I	Moose-Palmer	250.00	100.00	350.00
35J	Wasilla-Matanuska	1,303.46	300.00	1,603.46
35K	Matanuska Trunk Road	3,082.26	1,272.70	4,354.96
35L	Palmer-Matanuska	748.07	748.07	1,496.14
35O	Fishhook-Goldmint	1,509.17	400.00	1,909.17
35Q	Edlund Road	30.85	30.85	61.70
35RA	Engstrom Branch	1,020.00	1,020.00	2,040.00
35T	Werner Branch	486.94	486.94	973.88
35X	Wasilla Aviation Field Road	32.72	32.72	65.44
54A	Chisana Aviation Field	250.00	250.00	500.00
54B	Nabesna Aviation Field	524.90	524.90	1,049.80
57	McCarthy-Dan Creek	13,121.50	5,170.56	18,292.06
57A	Nizina Bridge	8,285.44	8,285.44	16,570.88
57B	Nizina-Chitina River	239.54	90.00	329.54
57D	Chitina Branch	1,206.62	450.00	1,656.62
57F	McCarthy Aviation Field	1,002.11	1,002.11	2,004.22
57H	Upper Chitina River Aviation Field	735.00	735.00	1,470.00
60	Valdez Dyke	7,733.88	7,733.88	15,467.76
60A	Valdez Aviation Field	206.59	206.59	413.18
60B	Upper Tonsina Aviation Field	47.50	47.50	95.00
65K	Chitochina Aviation Field	2,067.97	2,067.97	4,135.94
75	Anchorage Loop	1,400.00	1,400.00	2,800.00
75A	Anchorage-Lake Spenard	708.78	708.78	1,417.56
75C	Chester Creek Boat Landing	55.15	55.15	110.30
75E	McDonald Branch	210.33	140.00	350.33
76I	Oilwell Road	977.87	977.87	1,955.74
76J	Anchorage Aviation Field	1,009.16(c)	1,009.16	2,018.32
76L	Eklutna Road	2,525.46	2,525.46	5,050.92
76A	Valdez Creek Aviation Field	734.50	734.50	1,469.00
90C	Shelter Cabins	1,897.42	1,897.42	3,794.84
90C	Curry Aviation Field	73.20	73.20	146.40
90C	Kaslhof Road	10,074.13	10,074.13	20,148.26
<b>Total</b>		<b>65,091.50</b>	<b>55,201.39</b>	<b>120,292.89</b>

- (a) Includes \$809.97 contributed by the City of Seward.
- (b) Contributed by Willow Creek Mines.
- (c) Includes \$507.00 contributed by the City of Anchorage.



## FOURTH DIVISION.

Acct. No.	Name of Sub-Project	Federal	Territorial	Total
4AB	Donnelly Aviation Field		123.31	123.31
5E	Tanana Aviation Field		185.20	185.20
7AA	Clary Creek Road	1,126.10	1,126.10	1,126.10
7B	Pox-Olness	14,098.02	500.00	14,598.02
7BA	Dome-Spaulding Mine		58.80	58.80
7C	Summit-Fairbanks Creek		2,358.83	2,358.83
7CA	Summit-Fish Creek		703.30	703.30
7D	Fairbanks-Ester	1,638.75	1,237.13(a)	2,875.88
7DA	College Spur		426.61	426.61
7DB	Ester Dome		18.02	18.02
7DC	St. Patrick's-Happy		83.87	83.87
7GA	Lazelle Road		555.94	555.94
7H	Little Eldorado		574.98	574.98
7J	Fairbanks-Chena Hot Springs	619.05	500.00	1,119.05
7JA	Chena River Branch	26.00	20.00	46.00
7JB	Palmer Aviation Field		250.00	250.00
7N	Farmers-Birch Hill		574.95	574.95
7NA	Isabelle Creek		33.75	33.75
7NB	Ballaine-Rickerts		15.53	15.53
7T	Græhl Bridge		1,726.79	1,726.79
7T	Farmers-Chena Slough		4,679.95	4,679.95
7Y	Fairbanks Aviation Field		284.00(b)	284.00
11P	Chicken Aviation Field		476.01	476.01
11Q	Eagle Aviation Field		898.75	898.75
15A	Central House-Circle Hot Springs	5,766.82	2,000.00	7,766.82
15C	Circle Hot Springs Aviation Field		251.60	251.60
15E	Miller House Spur		85.94	85.94
16A	U. S. Creek Branch		1,283.85	1,283.85
16B	Eagle Creek Spur		1.25	1.25
16D	Sourdough Creek Branch		2,764.12	2,764.12
17D	Tanana-Kaltag Telephone Line		2,346.60	2,346.60
22	Hot Springs-Sullivan Creek	1,597.70	500.00	2,097.70
23F	Chandalar Aviation Field		120.00	120.00
30	Hot Springs Landing-Eureka	5,420.63	2,988.61	8,409.24
32B	Flat-Iditarod	3,712.03	2,100.00	5,812.03
32BA	Iditarod River Reconnaissance		100.00	100.00
32E	Takotna Aviation Field		85.50	85.50
32F	Ophir-Takotna	3,182.52	1,400.00	4,582.52
38D	Little Creek Road		3,010.06	3,010.06
38DA	Ganes Creek Road		747.02	747.02
38H	Ruby Aviation Field		150.37	150.37
38K	Nenana Cemetery Road	178.25	90.00	268.25
46F	Wiseman Aviation Field		281.82	281.82
47A	Dunbar-Brooks	100.50	50.00	150.50
63	Livengood Creek Road		131.17	131.17
63B	Brooks Tram	6,029.01	285.22(c)	6,314.23
63C	Livengood Aviation Field		289.50	289.50
63E	Tanana Crossing Aviation Field		250.00	250.00
65H	McGrath Aviation Field		2,449.90	2,449.90
80H	Shelter Cabins		2,778.26	2,778.26
90D	Yukon-Kuskokwim Portage	3,999.50	500.00	4,499.50
92E				
	Totals	\$49,368.78	\$43,552.61	\$92,921.39

(a) Includes \$237.13 contributed by the Fairbanks Telephone Co.  
 (b) Contributed by the Fairbanks Commercial Club.  
 (c) Contributed by the citizens of Brooks.

## SUMMARY, BY DIVISIONS,—TERRITORIAL AND COOPERATIVE PROJECTS.

Division	Federal	Territorial	Total
First Division	\$4,048.59	\$17,884.03	\$21,932.62
Second Division	27,603.15	48,966.83	76,569.98
Third Division	55,091.50	55,201.39	110,292.89
Fourth Division	49,568.78	43,552.61	92,921.39
Totals	\$136,112.02	\$165,604.86*	\$301,716.88

\* Includes \$20,298.32 contributed by others.

## SUMMARY, BY DISTRICTS,—TERRITORIAL AND COOPERATIVE PROJECTS.

District	Federal	Territorial	Total
Southeastern	\$4,048.59	\$17,884.03	\$21,932.62
Eagle		1,374.76	1,374.76
Valdez		7,987.97	7,987.97
Chitina		10,762.22	10,762.22
Fairbanks		38,474.73	38,474.73
Southwestern		32,238.40	32,238.40
Kuskokwim		10,894.05	10,894.05
Nome		27,603.15	27,603.15
Totals	\$136,112.02	\$165,604.86*	\$301,716.88

\* Includes \$20,298.32 contributed by others.

## TOTAL COSTS—BY DISTRICTS.

District	Construction	Maintenance and Improvement	Total
Juneau Office and General Overhead (a)	\$13,212.50	\$23,140.02	\$36,352.52
Southeastern	10,399.95	12,008.88	22,408.83
Eagle	1,076.01	10,212.39	11,288.40
Valdez		70,853.76	70,853.76
Chitina	47,111.21	120,316.45	167,427.66
Fairbanks	31,386.43	158,019.90	189,406.33
Southwestern	202,420.59	87,466.60	289,887.19
Kuskokwim	16,396.47	25,533.37	41,929.84
Nome	21,913.38	56,108.91	78,022.29
Total cost	\$343,916.44	\$563,650.18	\$907,576.62
Plant, materials, etc. undistributed			380,696.84
Total Expenditure			\$1,288,273.46

(a) Includes expenses of sub-offices in Seattle, Washington and Washington, D. C.  
 \* Includes \$685.55 General Accounting Office settlements. Does not include reimbursements and receipts from Sales.

## CLASSIFICATION OF EXPENDITURES.

0110	Pay of civilian employees	\$732,389.99
0140	Other emoluments	1,000.00
0200	Stationery, including printed forms and letterheads	104.00
0202	Sundry office supplies	1,312.13
0203	Drafting and artists' supplies	99.15
0204	Photographic supplies	348.80
0205	Cleaning and toilet supplies	1,943.82
0210	Medical and hospital supplies	292.52
0222	Educational supplies (magazines and pamphlets)	21.07
0230	Solids, gasoline and oil, except for airplanes and motor vehicles	17,174.45
0236	Gasoline and oil for motor vehicles	55,377.33
0250	Forage, including roughage, grain, dog biscuits, meat, salt, etc.	5,885.53
0256	Horseshoes, hoof pads, collar pads, packing and dressing	1,631.73
0260	Provisions	92,114.49
0270	Explosives for blasting	8,917.02
0282	Mechanics', engineers', and electricians' supplies	8,101.04
0290	Materials not specifically allocated for use as supplies, equipment or structures at time of purchase, etc.	42,278.51
0300	Furnishing food	28,265.33
0310	Furnishing lodging	5,679.25
0320	Furnishing food and lodging (one payment)	1,302.42

ANNUAL REPORT ALASKA ROAD COMMISSION.

ANNUAL REPORT ALASKA ROAD COMMISSION.

FOURTH DIVISION.

Acct. No.	Name of Sub-Project	Federal	Territorial	Total
4AB	Donnelly Aviation Field	123.31	123.31	246.62
6E	Tannana Aviation Field	185.20	185.20	370.40
7AA	Cherry Creek Road	1,126.10	1,126.10	2,252.20
7BA	Pax-Oinos	14,098.02	500.00	14,598.02
7CA	Dome-Spaulding Mine	58.80	58.80	117.60
7CB	Summit-Fairbanks Creek	2,358.83	2,358.83	4,717.66
7CD	Summit-Fish Creek	703.30	703.30	1,406.60
7DA	Fairbanks-Ester	1,638.75	1,237.13(a)	2,875.88
7DB	Colore Spur	426.61	426.61	853.22
7DC	Ester Dome	18.02	18.02	36.04
7DD	St. Patrick's-Happy	83.87	83.87	167.74
7EA	Lazelle Road	555.94	555.94	1,111.88
7H	Little Eldorado	574.98	574.98	1,149.96
7JA	Fairbanks-Chena Hot Springs	619.05	500.00	1,119.05
7JB	Chena River Branch	26.00	20.00	46.00
7JN	Palmer Aviation Field	250.00	250.00	500.00
7NA	Farmers-Birch Hill	574.95	574.95	1,149.90
7NB	Isabelle Creek	33.75	33.75	67.50
7NC	Ballaine-Rickerts	15.53	15.53	31.06
7ND	Grachi Bridge	1,726.79	1,726.79	3,453.58
7NE	Farmers-Chena Slough	4,679.95	4,679.95	9,359.90
7NF	Fairbanks Aviation Field	284.00(b)	284.00	568.00
7NG	Chicken Aviation Field	476.01	476.01	952.02
7NH	Eagle Aviation Field	898.75	898.75	1,797.50
7NI	Central House-Circle Hot Springs	5,766.82	2,000.00	7,766.82
7NJ	Circle Hot Springs Aviation Field	251.60	251.60	503.20
7NK	Miller House Spur	85.94	85.94	171.88
7NL	U. S. Creek Branch	1,283.85	1,283.85	2,567.70
7NM	Eagle Creek Spur	1.25	1.25	2.50
7NN	Sourdough Creek Branch	2,764.12	2,764.12	5,528.24
7NO	Tanana-Kaitag Telephone Line	2,346.50	2,346.50	4,693.00
7NP	Hot Springs-Sullivan Creek	1,597.70	500.00	2,097.70
7NQ	Chandalar Aviation Field	120.00	120.00	240.00
7NR	Hot Springs Landing-Eureka	8,420.63	2,088.61	10,509.24
7NS	Plitiditarod	3,712.03	2,100.00	5,812.03
7NT	Iditarod River Reconnaissance	100.00	100.00	200.00
7NU	Takotna Aviation Field	85.50	85.50	171.00
7NV	Opphi-Takotna	3,182.52	1,400.00	4,582.52
7NW	Little Creek Road	3,010.06	3,010.06	6,020.12
7NX	Ganes Creek Road	747.02	747.02	1,494.04
7NY	Ruby Aviation Field	150.37	150.37	300.74
7NZ	Nemana Cemetery Road	178.25	90.00	268.25
7OA	Wiseman Aviation Field	281.82	281.82	563.64
7OB	Dunbar-Brooks	100.50	50.00	150.50
7OC	Livengood Creek Road	131.17	131.17	262.34
7OD	Brooks Tram	6,029.01	285.22(c)	6,314.23
7OE	Livengood Aviation Field	289.50	289.50	579.00
7OF	Tannana Crossing Aviation Field	250.00	250.00	500.00
7OG	McGrath Aviation Field	2,449.90	2,449.90	4,899.80
7OH	Shelter Cabins	2,778.26	2,778.26	5,556.52
7OI	Yukon-Kuskokwim Portage	3,999.50	500.00	4,499.50
Totals		\$ 49,368.78	\$ 43,552.61	\$ 92,921.39

(a) Includes \$237.13 contributed by the Fairbanks Telephone Co.  
 (b) Contributed by the Fairbanks Commercial Club.  
 (c) Contributed by the citizens of Brooks.

SUMMARY, BY DIVISIONS,—TERRITORIAL AND

COOPERATIVE PROJECTS.

Division	Federal	Territorial	Total
First Division	\$ 4,048.59	\$ 17,884.03	\$ 21,932.62
Second Division	27,603.15	48,966.83	76,569.98
Third Division	55,991.50	55,291.39	111,282.89
Fourth Division	49,368.78	43,552.61	92,921.39
Totals	\$136,112.02	\$165,604.86*	\$301,716.88

\* Includes \$20,298.32 contributed by others.

SUMMARY, BY DISTRICTS,— TERRITORIAL AND

COOPERATIVE PROJECTS.

District	Federal	Territorial	Total
Southeastern	\$ 4,048.59	\$ 17,884.03	\$ 21,932.62
Eagle	1,374.76	7,987.97	9,362.73
Vaidex	22,853.10	10,762.62	33,615.72
Chitina	38,474.73	30,145.88	68,620.61
Fairbanks	32,238.40	35,607.80	67,846.20
Southwestern	10,894.05	12,874.97	23,769.02
Kuskokwim	27,603.15	48,966.83	76,569.98
None			
Totals	\$136,112.02	\$165,604.86*	\$301,716.88

\* Includes \$20,298.32 contributed by others.

TOTAL COSTS—BY DISTRICTS.

District	Construction	Maintenance and Improvement	Total
Juneau Office and General Overhead (a)	\$ 13,212.50	\$ 23,140.02	\$ 36,352.52
Southeastern	10,398.95	12,008.83	22,407.78
Eagle	1,076.01	10,212.39	11,288.40
Vaidex	70,853.76	70,853.76	141,707.52
Chitina	47,111.21	120,316.46	167,427.66
Fairbanks	31,386.43	155,019.90	186,406.33
Southwestern	202,420.59	87,466.60	289,887.19
Kuskokwim	16,336.47	25,533.27	41,869.74
None	21,913.28	56,108.91	78,022.19
Total cost	\$343,916.44	\$563,660.18	\$907,576.62
Plant, materials, etc. undistributed			380,696.84
Total Expenditure			\$1,288,273.46

(a) Includes expenses of sub-offices in Seattle, Washington and Washington, D. C.  
 \* Includes \$685.55 General Accounting Office settlements. Does not include reimbursements and receipts from Sales.

CLASSIFICATION OF EXPENDITURES.

0110	Pay of civilian employees	\$ 732,389.99
0140	Other emoluments	1,000.00
0200	Stationery, including printed forms and letterheads	104.00
0202	Sundry office supplies	1,312.13
0203	Drafting and artists' supplies	92.15
0204	Photographic supplies	348.80
0205	Cleaning and toilet supplies	1,943.82
0210	Medical and hospital supplies	292.52
0222	Educational supplies (magazines and pamphlets)	21.07
0230	Solids, gasoline and oil, except for airplanes and motor vehicles	17,174.45
0236	Gasoline and oil for motor vehicles	55,377.33
0250	Forage, including roughage, grain, dog biscuits, meat, salt, etc.	5,885.53
0256	Horseshoes, hoof pads, collar pads, packing and dressing	1,631.73
0260	Provisions	92,114.49
0270	Explosives for blasting and electricians' supplies	8,917.02
0282	Mechanics', engineers', and electricians' supplies	8,101.94
0290	Materials not specifically allocated for use as supplies, equipment or structures at time of purchase, etc.	42,278.51
0300	Furnishing food	28,255.33
0310	Furnishing lodging	5,679.25
0320	Furnishing food and lodging (one payment)	1,302.42

400	Animal subsistence and care of, when not in a travel status and storage and care of vehicles, when not in a travel status .....	538.22
	.....	712.18
500	Telegraph service .....	1,332.22
510	Telephone service .....	71.00
520	Postal service (includes post office box rent) .....	
600	Commercial travel (rail, motor, water and air) includes sleeping car, chair car, excess baggage and tips to waiters .....	13,780.03
601	Local travel (street car, taxi, hack, etc.) .....	125.00
640	Subsistence, including laundry and lodging, while in a travel status .....	5,538.03
670	Freight, and express and incidental charges (other than local) .....	73,551.88
6730	Local transportation of things, includes drayage, loading and lighterage .....	3,327.72
	.....	735.12
6800	Printing and binding (job work) .....	170.06
6810	Lithographing, engraving, and engrossing .....	364.44
6830	Photographing and making photographs and prints .....	226.48
6890	Furnishing of heat .....	2,162.75
1010	Furnishing of light .....	15.14
1020	Furnishing of power .....	970.69
1030	Furnishing of electricity .....	287.09
1040	Furnishing of water .....	1,002.50
1100	Rent of office buildings .....	10,745.42
1112	Rent of motor equipment .....	11,212.58
1113	Rent of animal-drawn vehicles and animals .....	44.55
1240	Repairs to bridges, viaducts, piers and wharves .....	59,399.64
1280	Repairs to machinery and equipment .....	26.50
1373	Laundry and towel service .....	23.50
1375	Rubbish, ashes, garbage, and snow removal service .....	3,703.93
1380	Special and miscellaneous expenses .....	
3010	Furniture, furnishings, and fixtures, including chairs, desks, beds, tables, etc. ....	3,339.44
3015	Kitchen, dining room, and household utensils, including crockery and cutlery .....	1,687.16
	.....	396.13
3017	Office machines and devices .....	640.80
3019	Miscellaneous equipment .....	450.00
3041	Beasts of burden .....	2,629.58
3051	Heat, light, power, water and refrigeration equipment .....	69,787.06
3052	Production and construction equipment .....	925.57
3053	Transporting and conveying equipment .....	21,150.36
3212	Excavations, embankments, and surfacings .....	
	.....	\$1,295,312.15
	Treasury Settlements .....	687.55
	.....	1,295,999.70
	Reimbursements and Adjustments .....	7,724.24
	.....	\$1,288,273.46

BY APPROPRIATIONS.

From appropriations for support of War Department:	\$ 8,399.06
Act of March 23, 1928, Lowell Creek .....	653,002.16
F. Y. 1930-1931, Act of May 28, 1930 .....	89,963.65
F. Y. 1931-1932, Act of February 23, 1931 .....	143.92
National Cemeteries, F. Y. 1930 .....	793.55
Cemeterial Expenses, W. D. 1931 .....	202,547.78
From the Alaska fund, Act of January 27, 1905, as amended .....	
From Contributed funds, Act of June 30, 1921 .....	
Territory of Alaska, roads, bridges, trails, etc.....	\$145,306.54
Others .....	20,298.32
From appropriations for support of Interior Department:	167,817.27
Roads and trails, National Parks .....	
Total .....	\$1,288,273.46

I. APPROPRIATIONS.

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

Act of	Act of
June 12, 1906 .....	July 11, 1919 .....
June 20, 1906 .....	June 5, 1920 .....
Mar. 2, 1907 .....	June 30, 1921 .....
May 11, 1908 .....	June 30, 1922 .....
Mar. 3, 1909 .....	Mar. 2, 1923 .....
Mar. 23, 1910 .....	June 7, 1924 .....
Mar. 3, 1911 .....	Dec. 6, 1924 .....
Aug. 24, 1912 .....	Feb. 12, 1925 .....
Mar. 2, 1913 .....	April 15, 1926 .....
April 27, 1914 .....	Feb. 23, 1927 .....
Mar. 4, 1915 .....	Mar. 23, 1928 .....
Aug. 29, 1916 .....	Feb. 28, 1929 .....
May 2, 1917 .....	May 28, 1930 .....
July 9, 1918 .....	Feb. 23, 1931 .....
	Total .....

(a)—For Fairbanks-Council Survey.  
 (b)—Includes \$55,000.00 for Valdez dyke.  
 (c)—Includes \$10,000.00 for Nome-Kiwalik 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 .....	\$ 28,000.00	1919 .....	\$ 35,000.00
1906 .....	80,500.00	1920 .....	124,992.96
1907 .....	128,584.00	1921 (sup.) .....	153,805.19
1908 .....	117,750.00	1922 .....	98,437.82
1909 .....	145,200.00	1923 .....	135,975.05
1910 .....	125,000.00	1924 .....	119,227.10
1911 .....	155,000.00	1925 .....	115,800.20
1912 .....	152,000.00	1926 .....	123,877.33
1913 .....	228,000.00	1927 .....	137,431.66
1914 .....	166,316.32	1928 .....	142,905.28
1915 .....	171,824.31	1929 .....	73,653.64
1916 .....	164,402.30	1930 .....	150,432.68
1917 .....	50,000.00	1931 .....	216,767.86
1918 .....	256,000.00	1931 .....	54,843.06
	Total .....		\$3,651,724.36

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	1929 .....	\$ 1,170.00
1926 .....	300.00	1930 .....	1,460.73
1927 .....	800.00	1931 .....	800.00
1928 .....	792.83	Total .....	\$ 5,630.73

5. Roads and Trails, National Parks.

Act of	Amount	Act of	Amount
March 3, 1925 .....	\$ 80,000.00	March 4, 1929 .....	\$ 65,000.00
May 10, 1926 .....	50,000.00	May 14, 1930 .....	220,000.00

ALASKA ROAD COMMISSION  
 MAP OF  
**CENTRAL ALASKA**  
 THE GOLDEN BELT ROUTE  
 THE RICHARDSON AND STEESE HIGHWAYS  
 THE ALASKA RAILROAD

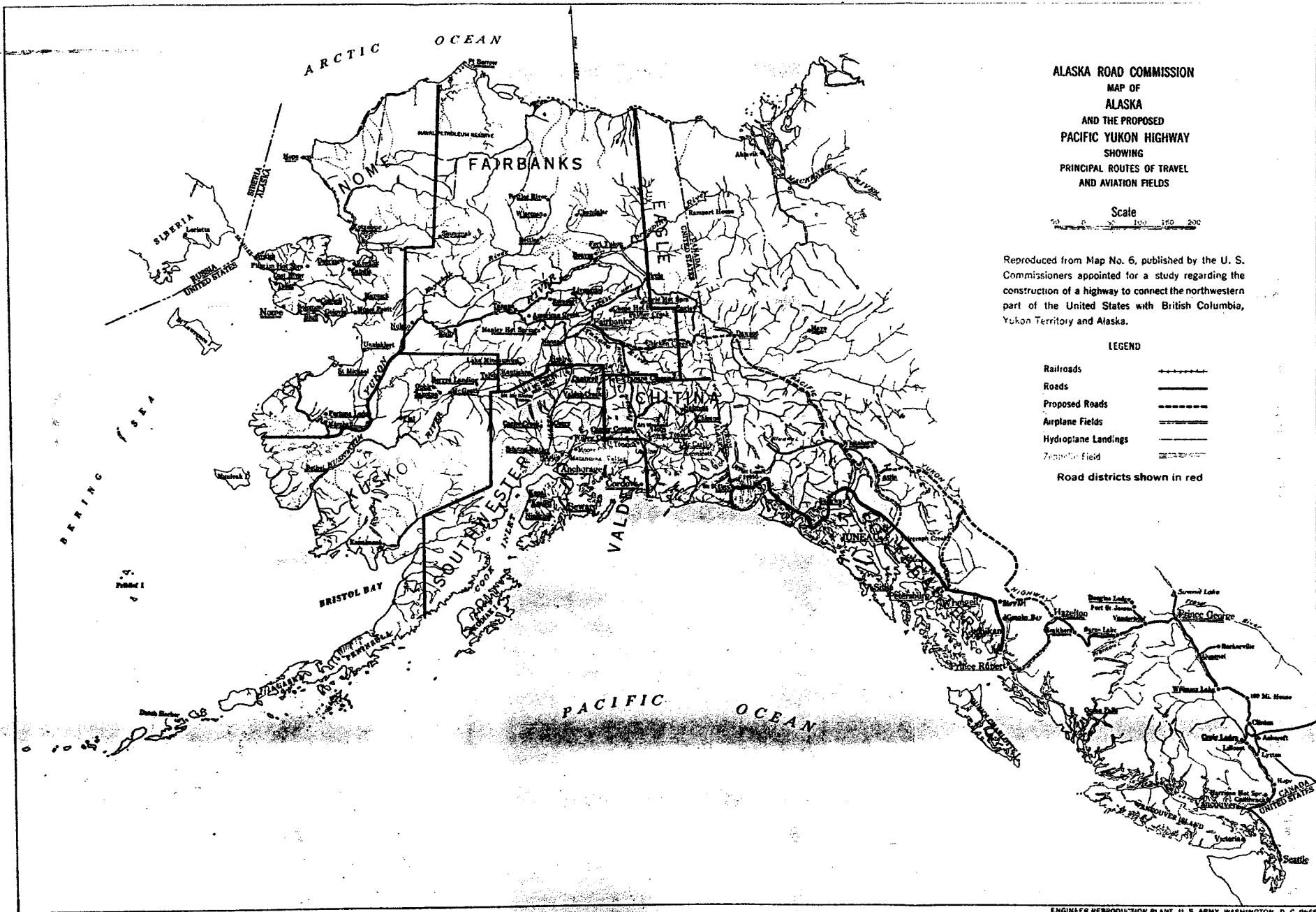


**LEGEND**

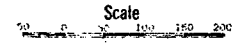
— Main Motor Road, Right-of-Way Highway	— Railroads
— Other Motor Road, Right-of-Way	— Contours 1000 Ft.
— Old Road (dash-dot)	— Contours 2000 Ft. Interval
— Past Track (dash-dot-dot)	— Airplane Landing Field
■ A.R.C. Station	—

Scale of Miles: 0 10 20 30 40 50

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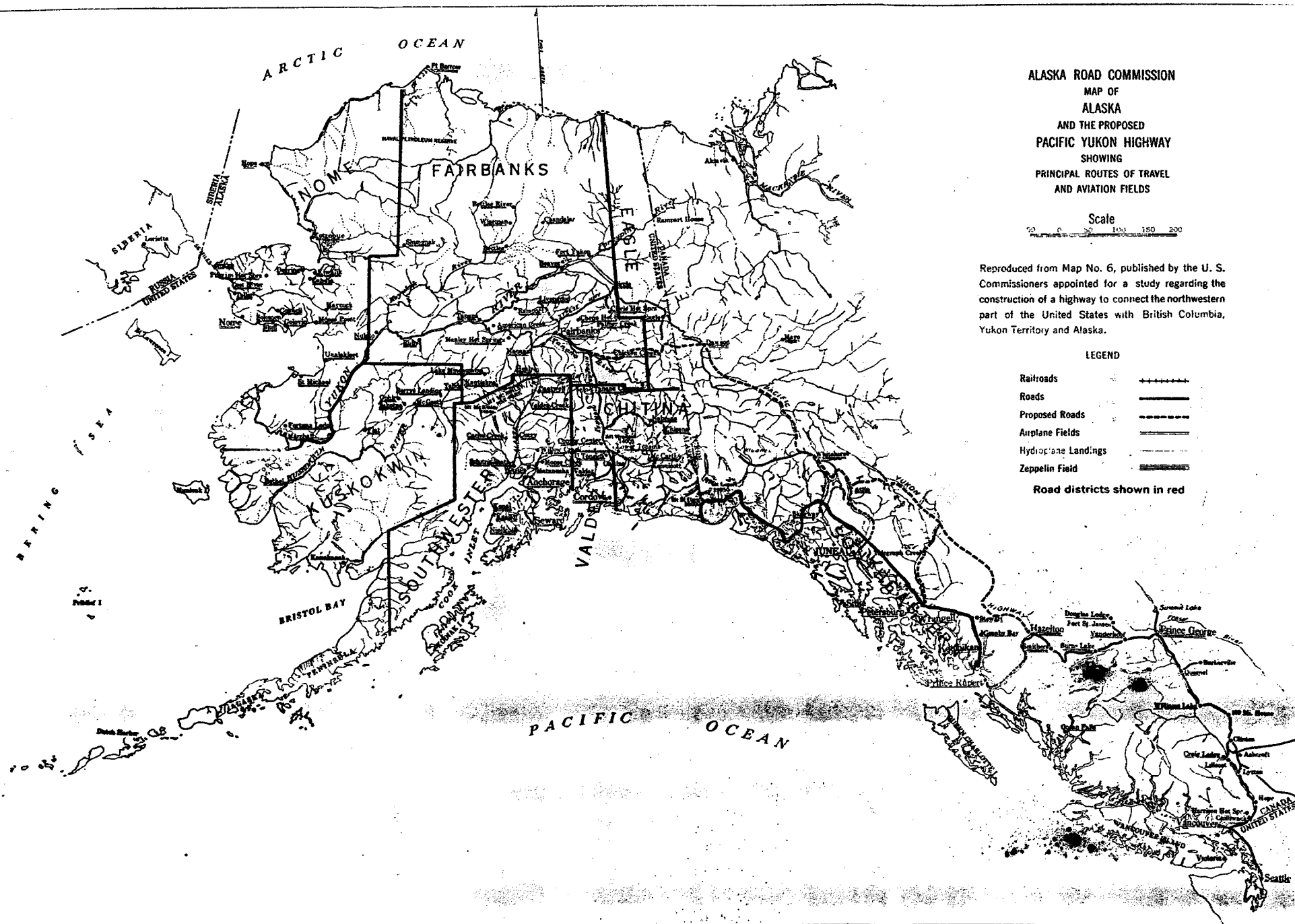


ALASKA ROAD COMMISSION  
 MAP OF  
 ALASKA  
 AND THE PROPOSED  
 PACIFIC YUKON HIGHWAY  
 SHOWING  
 PRINCIPAL ROUTES OF TRAVEL  
 AND AVIATION FIELDS

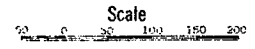


Reproduced from Map No. 6, published by the U. S. Commissioners appointed for a study regarding the construction of a highway to connect the northwestern part of the United States with British Columbia, Yukon Territory and Alaska.

- LEGEND
- Railroads ————
  - Roads ————
  - Proposed Roads - - - - -
  - Airplane Fields ————
  - Hydroplane Landings ————
  - Zepelin Field ————
- Road districts shown in red



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LEGEND

- Railroads
  - Roads
  - Proposed Roads
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- Road districts shown in red