Alaska (ter.) Territorial Board of Rog Commissioners

BIENNIAL REPORT

OF THE

ALASKA TERRITORIAL HIGHWAY ENGINEER

AND

SUPERINTENDENT OF PUBLIC WORKS



ALASKA

1935 - 1936

Summary of Allotments of Territorial Road Funds

(FROM APRIL 1, 1936 TO MARCH 31, 1937)

First Division	Second Division	Third Division	Fourth Division	Total
Cooperation with Alaska Road Commission \$ 5,225.00	\$26,000.00*	\$10,000.00	\$14,000.00	\$55,225.00*
Cooperation with Bureau of Public Roads 21.30		5.65	***************************************	26.95
Expended by the Board(a)36,126.17	(b) 2,209.00	(c)7,449.19	(d)5,767.15	51,551.51
Special Projects (e) 200.09	(f)2,500.00			2,700.00
Total\$41,572.47	\$30,709.00	\$17,454.84	\$19,767.15	\$109,503.46

*\$4,000 carried over from previous biennium

- (a) \$14,768.21 Craig-Klawock Road
 \$707.49 Skagway Aviation Field
 \$18,158.78 Unuk River Trail
 \$1,491.69 Hawk Inlet Road
 \$1,000.00 Juneau Land Slide
- (b) \$850.00 Selawik Aviation Field \$1,359.00 Taylor Creek Aviation Field
- (c) \$1,252.27 Seward Bridge \$74.87 Eyak Loop Road \$1,022.60 Poe Bay-Portage Mine Road \$772.85 Bremner Aviation Field \$1,047.09 Naknek Water Supply \$2,175.49 Snag Point-Dillingham Road

\$1.95 Homer Spit Road \$1,000.00 Eyak Lake Revetment \$102.07 Seward Aviation Field

- (d) \$154.20 Nenana Aviation Field
 \$548.48 Jack Wade Aviation Field
 \$1,803.00 Cripple Aviation Field
 \$2,156.31 Hot Springs Aviation Field
 \$565.00 Tanana Crossing Aviation Field
 \$455.00 Goodpaster Aviation Field
 \$85.16 Ruby Aviation Field
- (e) Hyder Flood Control
- (f) Nome Harbor

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- (e) Hyder Flood Control
- (f) Nome Harbor

Summary of Expenditures in the First Division

In cooperation with the Alaska Road Commission

APRIL 1, 1935 TO MARCH 31, 1936

Name of Project	Wagon Road	Sled Road	Trail	Total	A.R.C.	Territory	Total
Haines-Pleasant Camp	42			42	\$ 7.395.56	\$ 2.099.50	\$ 9,495.06
Haines-Mud Bay				11	604.64	500.00	1,104.54
Haines-Chilkoot	. 3		*******	3		844.12	844.12
Sitka-Pioneer Cemetery Road				1/2		256.34	256.34
Skagway Trails		•	6	6	100.00	75.20	175.20
Point Gustavus Roads	31/2	•••••		3 1/2	340.39	1,124.84	1,465.23
Total	60		6	66	\$ 8.440.59	\$ 4.900.00	\$13.340.59

Summary of Allotments in the First Division

In cooperation with the Alaska Road Commission

Name of Project	Wagon Road	Sled Road	Trail	Total	A.R.C.	Territory	Total
Haines-Pleasant Camp	42			42	\$ 5,475.50	\$ 3,025.00	\$ 8,500.50
Haines-Mud Bay	. 11			11	1,000.00	***************************************	1,000.00
Haines-Chilkoot	. 3	•••••		3		560.00	500.00
Sitka-Pioneer Cemetery Road	1/2			1/2		200.00	200.00
Skagway Trails			6	6	200.00	***************************************	200.00
Point Gustavus Roads	31/2			31/2	2,600.00	1,500.00	4,100.00
Total	60		6	66	\$ 9,275.50	\$ 5,225.00	\$14,500.50

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Summary of Expenditures in the Second Division

In cooperation with the Alaska Road Commission

Name of Project	Wagon Road	Sled Road	Trail	Total	A.R.C.	Territory	Total
Nome-Council	431/2	381/2		82	*\$ 7,376.06	\$ 1,600.00	\$ 8,976.06
Council-Ophir	. 12		******	12	500.00	698.76	1,198.76
Casa de Paga	. 20		******	20	100.00	243.29	343.29
Nome-Bessie	31/4		•••••	31/4	5,000.00	1,149,15	6.149.15
Bessie-Snake River	181/2	$2\frac{1}{4}$		20 34	5,289.24	1.308.80	6.598.04
Candle-Candle Creek	71/4		*******	71/4	7,019.88	1,800.00	8,819.88
Deering-Inmachuk	25	*******		25	3,882.07	***************************************	3,882.07
Teller-Bluestone	1034	71/4	******	18	5,256.68	1.500.00	6,756.68
Marshall Road	. 7			7	1,872.11	700.00	2,572.11
Total	1471/4	48		1951/4	\$36,296.04	\$ 9,000,00	\$45,296.04

^{*}Includes \$6 contributed by Alaska Sunset Mines, \$15 by Carl Bale and \$60 by Grant Jackson.

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Marshali Ro	ad	7	• /4		7	1,872.11	700.00	2,572.11	
.Total		1471/4	48		1951/4	\$36,296.04	\$ 9,000.00	\$45,296.04	
*T11				, .			•		

^{*}Includes \$6 contributed by Alaska Sunset Mines, \$15 by Carl Bale and \$60 by Grant Jackson.

Summary of Allotments in the Second Division

In cooperation with the Alaska Road Commission

Name of Project	Wagon Road	Sled Road	Trail	Total	A.R.C.	Territory	Total
Nome-Council	431/2	38½		82	-	*\$ 4.000.00	\$ 4.000.0
Council_Onhin	19			12	•	1.000.00	1,000.0
Casa da Para	90	••••••		20	***************************************	500.00	500.0
Nome_Ressie	31/	*******	•	31/4	***************************************	1.150.00	1.150.0
Rossia-Snaka Divor	101/	21/4	*******	20%	***************************************	500.00	500.0
Candle-Candle Creek	771/		*******	71/4		3,500.00	3,500.0
Deering-Inmachuk	95	*******	••••••	25		2,000.00	2.000.0
Feller-Bluestone	108/	71/4		18		7.000.00	7,000.0
Teller Aviation Field					***************************************	350.00	350.0
Marshall Road	-	•••••		7		5.500.00	5.500.0
2d Division Aviation Fields			*******			500.00	500.0
Total		48		1951/4			\$26,000.0

^{*}Held over from previous biennium.

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OPERATIONS DURING THE BIENNIUM

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SECOND DIVISION

Nome-Council (431/2 miles road, 381/2 miles sled road):

From Nome this road follows the coast to Bonanza, Mile 32, then along the Solomon River to East Fork, Mile 49. It then follows the bed of the East Fork for a distance of about 10 miles and crosses over the Skookum Divide, passing the head of Skookum Creek into the head waters of Fox River, a distance of 6 miles. Thence down Fox River, a distance of 12 miles, it continues to Council, a distance of 5 miles. Three ferries and one trolley are operated and maintained as a part of this route. From Nome to Mile 43½ the road is passable for motor traffic. From Mile 43½ to Council light wagons may be used.

General maintenance was performed. The Nome River suspension bridge approaches were replaced after the storm of September 1935.

Seven bridges were repaired, the three ferries operated and several culverts installed.

Council-Ophir (12 miles road):

This road extends from Council up Ophir Creek to Crooked Creek, serving mining operations. It is suitable for wagon traffic. The road was maintained throughout.

Twenty culverts were installed.

Casa de Paga Road (20 miles road):

From its junction with the Nome-Council Road at the East Fork this road follows the Solomon River bed for about 1 mile to the mouth of Montana Creek, then crosses the Ruby Divide into Ruby Creek, a distance of 3.4 miles. From Ruby the road follows down to the various mining operations on the Casa de Paga.

Light maintenance was performed over the entire route during the biennium, including graveling soft spots, repairing corduroy and cleaning ditches with grader.

Nome-Bessie (31/4 miles road):

This is the main road leading from Nome in a northerly direction to the Bessie Claim on the Third Beach line. A large part of the traffic to the mining operations near Nome passes over this road.

One-quarter of a mile of new road was built to connect with "B" Street at Nome for use during the construction of 44 feet of bridge over Dry Creek.

The road was regularly maintained with maintainer and several thousand yards of gravel added where needed. Five culverts were put in.

RING THE BIENNIUM

ND DIVISION

1/2 miles sled road):

e coast to Bonanza, Mile 32, then along the 9. It then follows the bed of the East Fork d crosses over the Skookum Divide, passing e head waters of Fox River, a distance of 6 listance of 12 miles, it continues to Council and one trolley are operated and maintained to Mile 43½ the road is passable for motor light wagons may be used.

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ed with maintainer and several thousand Five culverts were put in.

Bessie-Snake River (181/2 miles road, 21/4 miles sled road):

This road commences at the end of the Nome-Bessie Road and extends across Anvil and Glacier Creeks and up the left limit of Snake River to some promising quartz prospects near its head. There are several placer operations served by this road.

General maintenance was performed, 1½ miles of road graveled, and 26 culverts were installed.

Candle-Candle Creek (71/4 miles road):

This road connects the village of Candle with placer mining operations on Candle Creek.

Considerable improvements were made to this road and it was extended for three-fourths of a mile including a bridge over Patterson Creek. Ditching and graveling constituted the principal work. Several culverts were installed. A bridge was built over Candle Creek to serve a power plant and over 4,000 yards of gravel was spread.

Decring-Inmachuk (25 miles road):

This road extends from Deering up the Inmachuk River to mining operations along the river. The road is suitable for motor traffic to Mile 22 and for tractors and wagons to Mile 25.

In 1935 work on this road consisted of a slight amount of spring breakup work, general maintenance and improvement as follows: Hauled and spread 2,315 cubic yards of gravel; repairs to bridge approaches; constructed 1,372 feet of new road where the river was encroaching.

In 1936 the road was maintained and considerable gravel was put on for surfacing.

Teller-Bluestone (10% miles road, 7% miles sled road):

This road extends across the tundra from Teller to Gold Run Creek and the Bluestone mining district. The first 10% miles is suitable for trucks, the balance for tractor-drawn wagons in summer or bob sleds in winter.

During the biennium, 1% additional miles of sled road was improved for automobile traffic.

In 1935, the work on this road consisted of general maintenance and improvement of the wagon road as follows: Installed 9 new culverts, hauled and spread over route 1,660 cubic yards of gravel, graded 18 days; put in 2,540 linear feet of brush corduroy.

In 1936, an A. R. C. tractor was shipped from Nome. One and three-fourths miles of the tractor road was converted to auto road and four and three-fourths miles of the summer tractor road was improved.

Teller Aviation Field:

This field consists of one landing strip on the spit one-fourth mile northeast of Teller, a second strip on the spit across the entrance to Grantley Harbor,

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300 by 1,250 feet, and a third strip approximately 200 by 1,200 feet along the road about one-fourth of a mile southeast of Teller.

No work was done in 1935.

In 1936 the third strip mention of the are was leveled.

Marshall Road (7 miles road):

This road extends from the handling on the Yukon River, 10 miles above Marshall, to the mining operations on Willow Creek. It is passable for trucks except in very wet weather.

In 1935, general maintenance and improvement work was done as follows: Cleaned and improved ditches, put in 16 new log culverts, repaired 26 log culverts, laid 1,085 feet of new corduroy and spread 279 loads of gravel.

Considerable work was done during the summer of 1936. With the use of a mining company's tractor and an Almaha flood Commission grader, the road was regraded. Gravel was haded by army and the entire road put in better shape than it has ever been.

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bye was leveled.

bye was leveled.

bye was leveled.

bye was leveled.

con the Yukon River, 10 miles above on the Yukon River, 10 miles above illow Creek. It is passable for trucks provement work was done as follows: new log culverts, repaired 26 iog culspread 279 loads of gravel.

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Suramary of Expenditures in the Third Division

In cooperation with the Alaska Road Commission

Name of Project	Vagon Road	Sled Road	Trail	Total	A.R.C.	Territory	Total
Thompson Pass Aviation Field						\$ 174.22	\$ 174.22
Chitina Native School	1		*******	1		102.75	102.75
Matanuska Trunk Road	$9\frac{1}{2}$		*******	91/2	\$ 7,666.05	678.13	8,344.18
Palmer-Matanuska	71/4		*******	71/4	17,292.75	700.00	17,992.75
Edlund Road	21/2			21/2		82.26	82.26
Werner Connection	1/2		*******	1/2		214.98	214.98
Wasilla Aviation Field Road	3/4			3/4		324.63	324.63
Valdez-Mineral Creek	10¾	******		10 3/4	3,535.85	6,748.00	10,283.85
McCarthy-Dan Creek	20	*******		20	*6.858.92	611.08	7.470.00
Chititu Branch	61/2	*******		61/2	474.22	511.95	986.17
Anchorage Loop	191/2		******	191/2	1.753.74	166.70	1,920.44
Anchorage-Lake Spenard	5	******		5		2,209,75	2,209.75
Chester Creek Boat Landing Road	1			ì		6.32	6.32
Dilwell Road	21/4			21/4		117.23	117.23
Homer Spit	171/4			171/4	78.87	1,000.00	1,078.87
Total	106¾			10634	\$37,660.40	\$13,648.00	\$51,308.40

^{*}Of this amount \$4.75 contributed by Gillam Airways.

Summary of Allotments in the Third Division

In Cooperation with the Alaska Road Commission

APRIL 1, 1936 TO MARCH 31, 1937

Name of Project	Wagon Road	Sled Road	Trail	Total	A.R.C.	Territory	Total
lete Labe Road	1/2			$A_{i\underline{O}}$		\$ 60.00	s 60.0 0
a preda Truck Road				914	s 460.00	540.00	1.000.00
or distributeka		*******		5.14	1,000.00	900.00	1.940.00
ollera Road			*** ***	216		20.00	20.0 0
	17			Ą.		50,00	±0.0 0
Verter Connection				20,1		30.00	5.0.00
Calder Shineral Creek				193	200.00	5,500.00	5,700.00
						300.00	0::0.00
To Greek Aviation Field	::()			20	8.500.00		8.500,00
Contrary-Dan Creek	16			36		100.00	1::0.00
Jelandy-Esmecott River			*******	6 (§	1.000.00		1.000.00
Thities Branch			******	2	1.000.00	500.00	60.00
Genne cont-McCarthy		******				200.00	200.00
Talana Aviation Field	1:11:	******		19%	2.200.00	2.50.00	2,200,00
inchorage Laop				5	-,	1.180.00	1.100.00
cretionage-Lake Spenard	. 5			1		20.00	110.00
Theorem Creek Boat Landing Road		********		e de la companya de La companya de la companya de l		100 00	100.00
bilisell Road				/	6.000.00	500.00	6.500.00
Locact Spit	L 1 1/4			17 %	0,000.00	300.00	0.00.00
Total	106%			106%	\$19,360.00	\$10,000.00	\$29,36 0.00

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on the old settlement of Homer at the to the mainland and the road along the connecting a number of homesteads. The les. From this point it extends west 3½ as performed in 1935.

Ong was graded up the hill to new farm the road maintained.

ilmits to the aviation field was graveled. I the biennium.

Summary of Expenditures in the Fourth Division

In Cooperation with the Alaska Road Commission

Name of Project	Wagon Road	Sled Road	Trail	Total	A 22.0.	Territory	Total
Richardson-Democrat Creek	. 4			4		s 324.24	s 324.24
Big Delta Aviation Field						197.13	197.13
Richardson-Salchaket	30			30	\$ 5.524.61	100.00	5,624.61
Salchaket-Fairbanks				40	*7,969.69	100.00	8,069.69
Fish Lake-American Creek	43/4			43/4	110.56	500.00	610.56
Cleary Creek				5		226.25	226.25
Dome-Spaulding				21/4		791.41	791.41
Summit-Fairbanks Creek	13			13	1.019.94	1,112.45	2,132.39
Summit-Fish Creek				81/4		1,161.30	1,161.30
Ester-Dome				5	24.53	708.59	733.12
St. Patricks-Happy-Goldstream			*******	81/2	1.081.21	350.00	1.431.21
Little Eldorado Creek				6		690.28	690.28
Farmers-Birch Hill	. 8%			8¾	566.72	370.84	937.56
Isabelle Creek				1%		59.16	59.16
Eagle Aviation Field				- /=		174.68	174.68
Faith Creek			********	11/2		609.97	609.97
Long-Birch Creek	7			7	23.84	500.00	523.84
Little Creek Road				3		226.60	226.60
Poorman Aviation Field						1,793.87	1,793.87
Takotna Aviation Field Road				11/2		758.53	758.5
Ganes Creek Road			*******	16¾	**3.609.22	2,489.09	6,098.3
Nenana Cemetery Road	21/2			21/2	791.89	2,500.00	3,291.89
Livengood Creek Road				7 12		461.61	461.61
Medfra Aviation Field						2,544.00	2,544.00
Coal Creek-Woodchopper		*******		7	865.28	-,	865.2
Total	1921/4			1921/4	\$21,587.49	\$18,750.00	\$40,337.49

^{*}Of this amount, \$316.70 miscellaneous contributions.

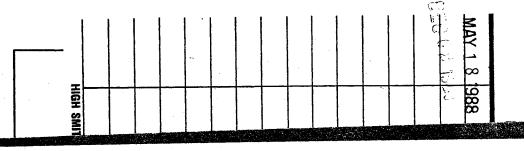
^{**}Includes \$150 contributed by Ganes Creek Dredging Co.

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Summary of Allotments in the Fourth Division

In Cooperation with the Alaska Road Commission

Name of Project	Wagon Road	Sled Road	Trail	Total	A.R.C.	Territory	Total
Big Delta Aviation Field						S 166.00	s 100.00
Melarica, robinket	(44)	******		(F1)	s 2,600,00		6 3 000,00 2,600,00
A Principal Parit Parities	-: (:			2.1	2,000,00	***************************************	1.22-0.00
North Creek aman and a comment of the comment of th	h			8		7,000	100.00
the set of the figure in the contract of the c						*	2 (4) (4)
the the tensor case of the second	1.3					1,566	. 140.00
The state of the s						1,000	:0.00
and the state of t	5	******		.1		žiogo.	590.00
the contraction of proceedings and the committee				4.44	450.00	300	759.00
Proceedings of the Committee of the Comm	**			,:		4 441	- U.00
*	-}			5		1.1553	1.175,00
- : : : : : : : : : : : : : : : : : : :	. 34			+ 4	250.00	3500	100.00
the state of the s				1 - 1		50.00	50.6 0
Actic Adiation Field						1.000.	
Sec. 1981. Ch. 3:				1.5	80.00	216,44	150.00
raina di segoni il ili il ili il ili il ili				144	250.00	507.3	19.50
recognition of the extraordinate and the contraction of the contractio	i	******	*** ***		100.00	************	190.00
Dr. o Creek Boad				3 .		300.50	360.00
ere than Aviation Field						2,000	00.00
laketen Aviation Field Road 🛒 👝	144			11.,		200,66	190.00
but a circeit to ad	18094			* * * * * * * * * * * * * * * * * * * *	645.00	1.955	. 100.00
tu v Ariatioh Field		*				300.55	00.00
set can then kery Road	2.45	*******	******	1.44	100.00	O1 (1)	100.00
Anthony Avigtion Field				-		100.00	1.00.0 0 1.00.0 0
iv report Crass Road					100.00	300.00	00.99
Takter Creek Atlation Field		******	- '		100.00	300 m	150.90
e ita Aviation Field		****				1.500.6	. 00.00
Normal control of the	7	*******			3.900.00	966,5	
en e	1921.			1 1 1 1 1 1 1	\$ 11.1575, 100	***********	



Summary of Allotments in the Fourth Division

In Cooperation with the Alaska Road Commission

Name of Project	Wagon Road	Sled Road	Trail	Total	A.R.C.	Territory	Total
Big Delta Aviation Field		*******	*******	*******		\$ 100.00	\$ 100.00
Richardson-Salchaket	. 30			30	\$ 2,000.00	***************************************	2.000.00
Salchaket-Fairbanks	. 40			40	2,000.00	*************************	2,000.09
Mery Cres				5		100.(4)	100.00
Proce-SymmMing	. 214			244		100 and	100.00
Tomorin Friedriks Crock	. 13			3.5		1,000,97	1,4800.00
stranitalish saeuk	. 84			1.1		1.000. 0	1,000.00
2006(2=15 to the	. 5		******	5		500	500.00
St. Pattieks-Lappy-Goldstream	11/2			1.15	450.00	300	750.00
Mille Elignop Creek	. ប៉			25	***************************************	₹00.10	400.00
The second second	. 4	,		4		1.178.18	1.175.00
and masses there is \$1991	. 5%			$\mathcal{E}^{\mathcal{B}}_{A}$	250.00	3501	300.00
and the treek	. 1%			1.34		50.1	50.00
Dagle Aviation Field		******	******			1.000.00	1,000,00
Sourdough Creek	. 4%	******		4.44	80.00	2000	100.00
Faith Creek	1.12	*******		112	250.0 0	50.50	300.59
Long-Dirch Creek	. 7	******		7	100.00	***************************************	100.00
little Creek Road	. 3	******		3		300.60	300.00
Pasaman Aviation Field		*******	******	******		2.000.00	2.000.00
Takatna Aviation Field Road	. 146			136		200(e)	190.00
Janes Creek Hoad	16%		******	1304	545.0 0	1.955 ()	2.500.00
Roby Aviation Field		*******				300.00	300.00
Venana Cemetery Road		******		234	100.00	******	100.09
Niseman Aviation Field						1(0).(0)	100.00
diversiond Creek Road	. 7			7	100.00	300,00	400.00
Caldez Creek Aviation Field		******				300.00	300,90
Medira Aviation Field		*****				1,500,00	1.500.00
Ocal Creek-Woodchopper	. 7	•		7	3,900.00	900,00	4.800.00
Totals	19234			15/23/4	\$ 9,875.00	\$14,000,00	\$23,875.00

Miles

ONS DURING THE BIENNIUM

FOURTH DIVISION

Palete a Treet Firstom:

the state of driving routes, a part of the Fairbanks local system, necessary necessary as a reason performed including installation of additional metal culverts where a minimum graveling of soft spots:

Amonii-Pairbanks Creek 13 Amonii-Fish Creek 8		
Smart-Fairbanks Creek 15	5	road
Finanti-Fairbanks Creek	21/4	road
Fish Creek	3	road
Defen-Dome5	31/4	road
	•	road
Palticks-Happy-Goldstream	31/2	road
" "Idorado	3	road
Termors-Birch Hill	3%	road
Inchelle Creek Road	l ¾	road
Tiofal	31/2	road

A characteristic mile branch was constructed on 7AA, a one-half mile, branch on 73A and 3 miles on Route 7DB.

Minters Serie Demograf Creek (4 miles road):

the first of the brenches from the Richardson Highway at Richardson and contain the first of the Creek 1 mile, thence up Democrat Creek 3 miles to mining opens that

The last one-half mile of the road was made passable for auto traffic.

Mointenance was performed.

Fairfanite to Dichardson (70 miles road):

This is the north 70 miles of the Richardson Highway.

Territorial expenditures consisted of an allotment of \$200 for snow removal in the spring of 1936.

Fish Lake-American Creek (4% miles road):

This read extends from the landing at Fish Lake, up American Creek, serving places operations. The Fish Lake landing is reached by gas boat from Transact in the Fish Creek and thence across Fish Lake. There is a dredge in operation near the head of American Creek.

The road is passable for motor traffic and is used largely by tractors and trailers.

General repairs and maintenance work was performed. The American Creek Dredging Co. furnished equipment, without charge, for the work.

No work was done in 1936.