

DEPARTMENT OF THE INTERIOR  
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GENERAL INFORMATION

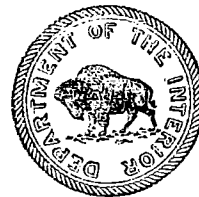
REGARDING

THE TERRITORY OF ALASKA

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EDITION OF SEPTEMBER, 1918

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WASHINGTON  
GOVERNMENT PRINTING OFFICE  
1919

21891

REGARDING TERRITORY OF ALASKA

Pass and entering the drainage of the Nenana River at Fairbanks, following the drainage of the Nenana River at Fairbanks, the total distance from Seward being

the above-described line situated 2 miles, more or less, to the Matanuska River, and following the drainage of said Matanuska River, a distance of 38 miles, more or less, to the

the Mount McKinley Park route, and extends to Fairbanks, a distance of 470.3 miles. The Fairbanks and Seward Railroad, which had been built northward 1 mile, and purchased by the Government in 1900, was rehabilitated and in part reconstructed. The narrow-gauge line, which had been built from Fairbanks, a distance of 44 miles in length, was also purchased by the Government in 1900. A side line runs from Matanuska Station to Fairbanks, and a side line runs from Healy Station to the

In 1923, witnessed the completion of construction of the steel bridge over the Tanana River, and the standardization of 56 miles of track on the north bank of the Tanana River, opposite Fairbanks, an accomplished fact on June 15, 1923. The following is as follows:

-----	470.3
-----	37.7
-----	3.8
-----	4.4
-----	31.9
-----	7.3
-----	555.4

length of the main line and branches on twice a week from September 29 to September 4, three round trips per week between Seward and Fairbanks. All main-line trains stop at Curry, where accommodations are provided and operated by the Alaska Railroad. The passenger

is given on page 54.

is given on page 45 and a statement regarding the railroad is given on page 31. More detailed topics may be obtained by writing to The Superintendent of Documents, Washington, D. C.

An Engineering Commission was issued as House Report No. 100, 63rd Congress, first session. This report includes the period from March 12, 1914, to December 31, 1915. The report is available from the Superintendent of Documents, Government Printing Office, for 75 cents; it may also be obtained from the Superintendent of Documents until their limited quota is exhausted. The report contains an account of operations during the calendar year 1915. Document No. 741, Sixty-fourth Congress,

second session. This report may be obtained from Senators and Representatives until their limited quota is exhausted; it may perhaps be purchased from the Superintendent of Documents, Washington, D. C. Reports for the years 1917 to 1920, inclusive, have been submitted to Congress, but no provision has been made for the printing of same.

ALASKA MERCHANT VESSELS

There were 1,375 vessels of 86,346 gross tons documented (registered, enrolled, and licensed) at Alaska ports on June 30, 1926.

Of this number 689 vessels of 66,911 tons were registered for foreign trade and 686 vessels of 19,435 tons were enrolled or licensed for domestic commerce.

The total tonnage included 73 steam vessels of 28,543 tons, 980 motor vessels of 20,803 tons, and 342 sailing vessels and barges of 37,000 tons.

ROADS AND TRAILS

There are two Federal road and trail building agencies in the Territory—the Alaska Road Commission, operating under the War Department, and the Bureau of Public Roads, operating under the Department of Agriculture. The activities of the latter are limited to the national-forest areas. The Territorial Road Commission allots a small part of its funds to cooperative projects within the national forests. The president of the Alaska Road Commission acts as director of public works for the Territory, and the bulk of its resources are turned over to the Alaska Road Commission for expenditure on Territorial road and trail projects, shelter cabins, telephone lines, and aviation fields. The Territory has maintained no construction organization since April 1, 1921.

Since its organization in 1905, the Alaska Road Commission has constructed or maintained a system of roads and trails aggregating 10,003 miles and extending from open-all-the-year-round south coast ports to all inhabited parts of the Territory. This system comprises 1,433½ miles of wagon road, 100 miles of tramway, 1,086 miles of sled road, 6,671½ miles of permanent trail, and 712 miles of temporary flagged trail. About three-fourths of the wagon-road mileage has a gravel surface and is suitable for light automobile traffic.

The main projects constructed and maintained by this commission are the Valdez-Chitina-Fairbanks road (the Richardson Highway), 410 miles long; the Circle Extension, 160 miles from Fairbanks to the upper Yukon River; the Haines-Pleasant Camp road, 42 miles from Chilkoot Barracks to the international boundary; the Mount McKinley National Park scenic road, 75 miles; the Ruby-Poorman road, 57 miles; the Ophir-Tacotna road, a 24-mile portage between the Yukon and Kuskokwim River valleys; the Nome-Casa de Paga road, 65 miles; and numerous short roads giving access from the principal towns or river landings to mining or agricultural districts in the immediate hinterland. Its system ties into the Alaska Railroad (Government Railroad) at 26 points.

The Department of Agriculture has taken over former projects of the Alaska Road Commission in the national-forest areas, thereby releasing funds of the latter for expenditure in the rest of the Territory. The national forests, Tongass and Chugach, lie along the coast of southeastern Alaska, where the main transportation will always be along the sheltered waterways. The forest roads and trails are generally short projects connecting ports with the immediate hinterland and do not tie into the general overland transportation systems of the Territory.

The various roads and trails have proved of great value, making possible the development of areas otherwise inaccessible. The Richardson Highway and

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