

ANNUAL REPORT

of the

U.S. ALASKA ROAD COMMISSION  
Juneau, Alaska

Fiscal Year, 1933.

*Property of the  
University of Alaska*

Property of  
UNIVERSITY OF ALASKA LIBRARY

SKNR.

TE

24

A4

A2

1932/33

52197

## Funds

Money for the prosecution of this work is provided yearly from five sources, as follows:

(1) Appropriation by the Federal Government to the Department of the Interior for expenditure in conformity with act of Congress approved January 27, 1905, and amendments thereto.

(2) From a portion of the Alaska Fund, a fund covered into the Federal Treasury but derived entirely from special taxes imposed by the Federal Government upon various industries in the Territory.

(3) Funds appropriated by the Territorial Legislature and turned over to the Treasurer of the United States for expenditure on construction, repair and maintenance of roads, bridges, ferries, trails and related works in the Territory as provided by act of Congress approved June 30, 1921. These funds are expended upon projects designated by the Territorial Board of Road Commissioners.

(4) Money appropriated by the National Park Service and expended under its direction entirely within the boundaries of national parks.

(5) Contributions by individuals, companies, corporations, et cetera. Any balances remaining over at the end of a fiscal year, except in item 1, are available for the succeeding fiscal year.

Under the act approved February 17, 1933, \$469,300 was appropriated as item 1 for the current year, or fiscal year 1934. This included \$3,000 for repairs of the Juneau wharf.

## Summary of All Expenditures to June 30, 1933.

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

Fiscal year	Congressional appropriations	Alaska fund	Other funds	Total
1905.....	\$-----	\$28,000.00	\$-----	\$28,000.00(1)
1906.....	118,172.09	57,420.77	-----	175,592.86(1)
1907.....	197,930.91	148,814.79	-----	346,745.70(2)
1908.....	244,857.18	120,772.72	-----	365,629.90(2)
1909.....	236,674.97	146,971.92	-----	383,646.89(2)
1910.....	237,498.50	102,898.29	-----	340,396.79(2)
1911.....	100,000.00	166,777.95	-----	266,777.95
1912.....	150,103.58	167,302.49	-----	317,406.07
1912.....	-----	17,052.23(3)	-----	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	157,915.84	-----	284,768.12
1916.....	165,011.73	135,708.89	-----	300,720.62
1917.....	500,031.75	76,716.15	-----	576,747.90
1918.....	325,000.00	272,020.18	145.20	597,165.38
1919.....	246,651.95	52,372.31	-----	299,024.26
1920.....	132,426.73	124,992.96	101,184.56	358,604.25
1921.....	350,000.00	218,247.21	98,551.98	666,799.19
1922.....	426,807.34	173,029.19	83,411.15	683,247.68
1923.....	555,613.67	34,398.23	150,070.59	740,082.49
1924.....	730,423.17	67,683.67	138,000.81	936,107.65
1925.....	775,665.02	168,518.01	194,164.61	1,138,347.64
1926.....	1,013,577.53	115,035.11	182,705.05	1,311,317.69
1927.....	839,443.65	207,909.20	119,814.04	1,217,166.89
1928.....	860,192.90	134,593.11	253,882.17	1,253,668.18
1929.....	997,297.64	134,371.66	315,494.61	1,447,163.91
1930.....	775,406.36	133,542.03	342,401.26	1,256,349.65
1931.....	751,366.08	202,517.78	334,359.60	1,288,273.46
1932.....	710,738.05	68,270.32	260,022.41	1,039,030.78
1933.....	448,777.90	162,310.04	83,948.22	695,036.16
Total.....	12,344,706.32	3,999,998.98	2,663,156.26	19,007,861.56

(1) To Oct. 31.

(2) To Sept. 30.

(3) U. S. Treasury adjustment.

"Other funds" in the foregoing table include the following expenditures from other appropriations:

Fiscal year	Increase of Compensation Acts	Quartermaster General	Funds contributed	National Park Service
1918.....	\$145.20	-----	-----	-----
1920.....	-----	-----	\$101,184.56	-----
1921.....	940.00	-----	97,611.93	-----
1922.....	4,322.09	-----	79,089.06	-----
1923.....	28,857.72	-----	121,212.87	-----
1924.....	45,675.36	-----	92,325.45	-----
1925.....	15,136.08	\$300.00	98,708.53	\$80,020.00
1926.....	-----	290.17	132,414.88	50,000.00
1927.....	-----	812.00	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	180,030.15	160,821.31
1931.....	-----	937.47	165,604.86	167,817.27
1932.....	-----	2,324.83	161,459.79	96,237.79
1933.....	-----	-----	6,698.71	77,249.51
Total.....	95,076.45(1)	7,957.10	1,786,975.89(2)	773,146.82(3)

(1) Includes refunds of \$16.95.  
(2) Includes refunds of \$10,571.43 but is exclusive of reversions to Treasury (Economy Legislation) of \$302.39.  
(3) Includes refunds of \$20.94 but is exclusive of reversions to Treasury (Economy Legislation) of \$3,209.09.

Total Congressional appropriations.....	\$12,836,710.00
Less - Reversions to Treasury (Economy Legislation).....	\$25,116.70
Transfer to U. S. Engineer Department (Lowell Creek flood control).....	417.21
Balance unexpended.....	489,715.40
Amount expended.....	12,321,460.69
Add Navy Department reimbursement.....	3,976.19
Add repayments and voucher corrections, 1920-1929.....	19,269.44
Total expenditures.....	12,344,706.32
Total Alaska fund.....	3,917,167.45
Add sales, refunds, etc., 1905-1929.....	130,182.29
Less balance unexpended July 1, 1933.....	47,350.76
Total expenditures.....	3,999,998.98

These expenditures are summarized as follows:

Federal Appropriations

Congressional appropriations.....	\$12,344,706.32
Alaska fund, 1905-1933.....	3,982,946.75
U. S. Treasury adjustment, 1921.....	17,052.23
Increase of compensation acts, 1918-1925.....	95,076.45
Quartermaster General, 1925-1932.....	7,957.10
National Park Service, 1925-1933.....	<u>773,146.82</u>
Total.....	<u>17,220,885.67</u>

Contributed Funds.

Territory of Alaska, 1920-1933.....	1,634,467.07
Miscellaneous.....	<u>152,508.82</u>
Total.....	<u>1,786,975.89</u>
Grand total.....	<u>19,007,861.56</u>

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

Territorial funds and forest revenues prior to 1921.....	684,239.64
Territorial divisional commissioners, 1921-1929.....	194,939.60
Seward Peninsula tramway, 1923.....	24,014.00
Tolovana tramway, 1924.....	6,425.00
Kaltag portage survey, 1925.....	312.72
Miscellaneous, 1926-1930.....	<u>22,349.50</u>
Total.....	<u>932,280.46</u>

## Territorial Funds.

The following Territorial funds have been appropriated and expended

to March 31, 1933:

Forest revenues to June 30, 1932.....	\$337,713.93
Various acts, including May 2, 1929, shelter cabins.....	120,895.62
"    "    "    "    "    "    roads, bridges, trails and ferries.....	2,295,000.00
Various acts, including May 5, 1921, Nizina River Bridge.....	50,000.00
"    "    "    Apr. 27, 1931, telephone lines	
Seward Peninsula.....	17,999.29
May 5, 1921, Seward Peninsula Railway.....	24,014.00
May 3, 1923, Tolovana Tramway.....	6,425.00
May 5, 1923, Kaltag Portage Survey.....	312.72
Apr. 30, 1925, Pioneer Cemetery Road.....	3,341.02
Apr. 16, 1929, flood protection, Hyder.....	7,499.51
May 1, 1929, telephone lines.....	74.00
May 2, 1929, Yukon-Kuskokwim Portage.....	7,500.00
Apr. 6, 1931, Valdez Dyke, reconstruction.....	10,000.00
Apr. 29, 1931, Improvement Fairbanks waterfront.....	7,500.00
Apr. 50, 1931, radio telephones, Second Division.....	6,477.34
Apr. 30, 1931, shelter cabins.....	2,699.88
Apr. 30, 1931, roads, bridges, trails and ferries.....	109,151.67
Deposits from sales and refunds.....	428.75
	<u>3,007,032.64</u>
Total appropriated to March 1, 1933.....	<u>3,007,032.64</u>

## Expenditures.

Expended by Territory prior to Apr. 1, 1921.....	684,239.64
"    "    "    Apr. 1, 1921 to Mar. 31, 1933.....	133,775.40
Supervised by Alaska Road Commission, 1921-1931.....	226,691.32
Cooperative with Alaska Road Commission, 1920-1933.....	1,624,310.64
Cooperative with Forest Service, 1920-1933.....	320,438.12
	<u>2,989,455.12</u>
Total expended to Mar. 31, 1933.....	<u>2,989,455.12</u>
Balance Apr. 1, 1933, Forest Reserve fund.....	<u>17,577.52</u>
	<u>3,007,032.64</u>

For the working season of 1933 (fiscal year 1934) the Territorial Board has allotted to the Alaska Road Commission the following amounts:

Cooperative road projects.....	\$26,550.00
Shelter cabins.....	1,000.00
Aviation fields.....	<u>2,250.00</u>
Total.....	<u>29,800.00</u>

### Materials, Supplies and Equipment.

Alaska products are preferably used in the work when the price and quality compare favorably with the cost of the same items landed at warehouses in Alaska.

All supplies not procured in Alaska are purchased for the Commission by a governmental purchasing agency in Seattle, acting also for various other bureaus operating in the Territory. The cost of this service is shared by the individual bureaus on a pro rata basis. The share for the Alaska Road Commission is 4 percent of the invoice price of items thus purchased.

Work is performed by mechanical equipment to every extent deemed advantageous. Small jobs in remote sections are necessarily done by hand. The Commission is now fully equipped to handle construction and maintenance work within the present limits of appropriations except for replacement of unserviceable or obsolete equipment. During the fiscal year just closed the following pieces of mechanical equipment were purchased:

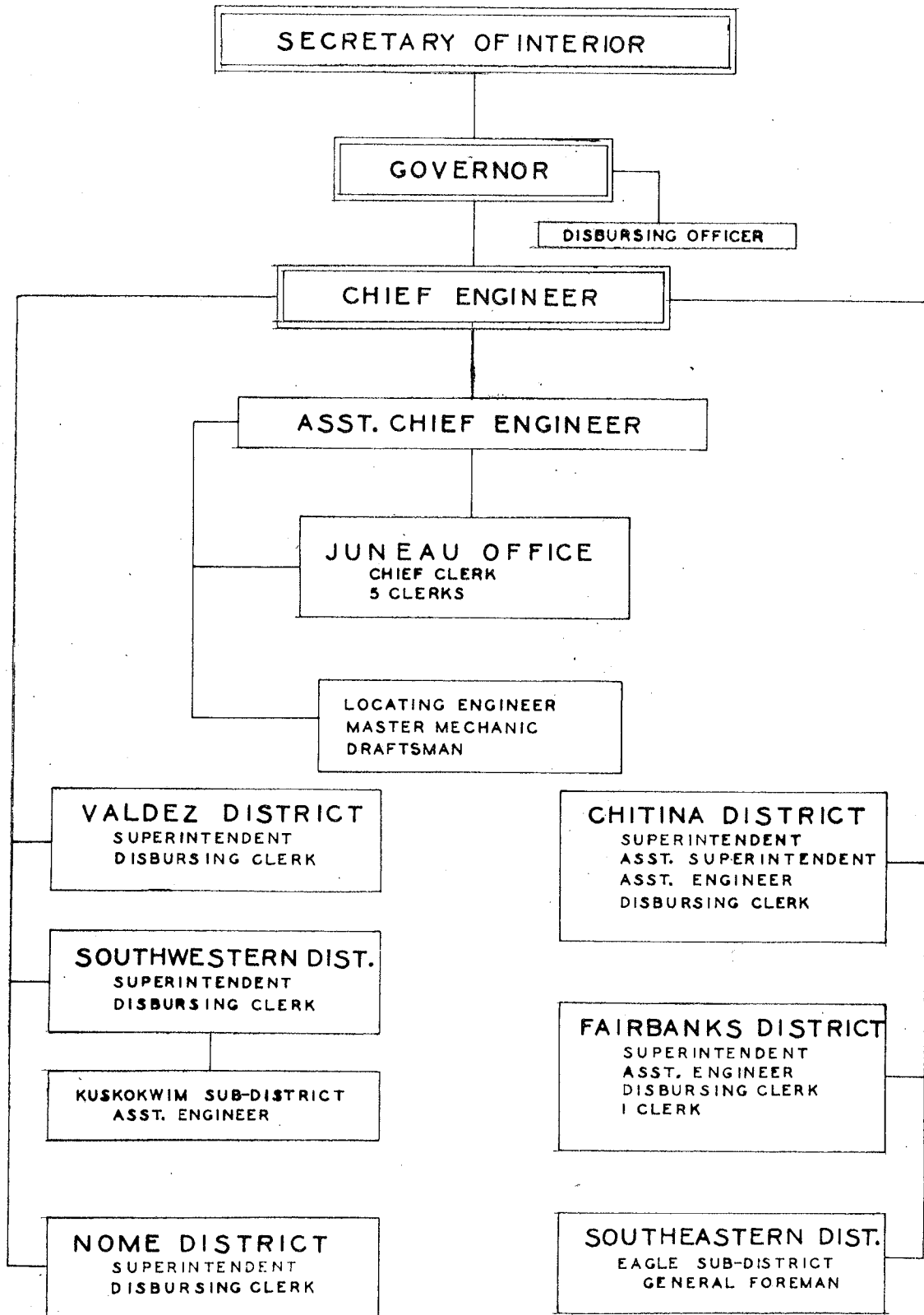
- 4 dump trucks, 1 1/2 yard
- 1 tractor, 30 h.p.
- 3 scrapers, automatic rotary fresno
- 1 mower
- 4 graders, power.

### Organization.

Labor, both common and skilled, is secured entirely from local residents. Due to decreased appropriations and the general business depression the supply of labor has been plentiful the past year. In fact, some of the oldest employees were hired for only short periods and others were entirely without work. It is encouraging to note the exceptional loyalty to the organization which is manifested generally even by the lowest paid laborers. This may be attributed in part to the fact that, though the work is only seasonal, many of these men have worked for the Commission continuously for 5 to 10 seasons and in part to the fact that as a whole Alaska labor is probably superior to that found elsewhere.

The general scheme of operations is practically the same as under the War Department previous to the transfer of the organization to the Department of the Interior on July 1, 1932. There has also, except of course for the military personnel, been little change in the personnel of the organization. At the Juneau headquarters, located in the Federal and Territorial Building, is the general office staff consisting of a chief engineer and an assistant chief engineer with necessary clerical assistants. Disbursing is performed by the disbursing officer for the Department of the Interior at Juneau.

# ORGANIZATION CHART ALASKA ROAD COMMISSION





Five district offices and two district suboffices are located at strategic points in the field. The suboffices are closed during the winter months. Due to increased air travel, which caused a marked decrease in the use of winter trails, the Kuskokwim district office was discontinued during the past winter. This affected a saving of \$2,500. The summer season's operations in this district are now handled by the Southwest district office. The work in the vicinity of Bethel, where no office is maintained and which was formerly a part of the Kuskokwim District, is handled direct from the Juneau office. The work near or adjacent to Juneau, and known as the "Southeastern District", is supervised from the headquarters office.

The organization, with its widespread activities throughout the Territory, is equipped to handle many phases of construction work, and in many instances has lent itself to the supervision of construction work of various kinds for other branches of the Federal Government, and for the Territorial Government. This consolidation of work has doubtless saved considerable public expenditure, particularly on small projects in isolated sections. Especially is this true of small road projects undertaken by the Territorial Government and which were not included in the general road program of the Commission.

#### Construction Methods.

Although standard construction and maintenance methods are employed in Alaska so far as practicable, it is necessary to vary therefrom in some instances because of special physical and climatic conditions.

The frozen condition of the subsoil and the constant thawing during summer require special precautions for drainage. Intercepting ditches on the up-hill side of the road are frequently necessary and after the vegetation has been stripped from the roadway the ground must be allowed to thaw, settle, and consolidate for several months before completing the grading and applying the surfacing. Frequently one or more seasons are required for such drainage and consolidation and in order to maintain traffic during this period corduroy must be used. Sloughing banks, due to thawing of the subsurface ice, frequently cause slides which cover and block the roads.

Special methods of revetment and stream control must be used to withstand the destructive effects of sudden and frequent freshets and washouts that result from heavy rains in the mountains or the release of impounded waters by breaks in glaciers. The most suitable type of revetment for this purpose is built of brush weighted down with stone in bundles wrapped in wire mesh to prevent its washing away.

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

Bridges are built of native or imported timber or steel, depending on their importance. Fir has been found to be the most suitable 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.

#### Operations during the Fiscal Year.

The work in the past fiscal year was confined largely to maintenance and improvement of the chief existing routes.

The Richardson Highway was open from Valdez to Fairbanks from June 17 to October 23 except for a 7-day period in August when cloudbursts and continual rains took out a bridge at Mile 226 and otherwise seriously damaged the road in that vicinity. Similar experiences on The Alaska Railroad closed that route to the Interior during the period August 6th to 20th. Fortunately, the two routes were not closed simultaneously.

The surfacing program for the Steese Highway was continued and at the end of the season only 23.5 miles of the total of 163 miles remained unsurfaced.

An additional 7 miles of the Gulkana-Nabesna road, leading from the Richardson Highway to the Nabesna mining region, were improved to an extent permitting the use of automobile trucks, making a total of 64 miles thus completed and leaving 41.5 miles yet to be completed. This 41.5-mile section has been made suitable for a summer tractor road.

The highway through Mt. McKinley National Park was opened for an additional distance of 11.75 miles, the constructed portion of the route now totaling 66.25 miles in length and leaving 22 miles to be completed. When completed the route will extend to the north park boundary, only 9 miles from the Kantishna mining district, a district reported to contain quantities of very valuable ores.

Insufficient funds prevented resumption of work on the Olnes-Livengood project. The project was begun in the summer of 1931.

Work accomplished during the fiscal year is summarized as follows:

New construction: 21.5 miles road, 59.5 miles sled road, 340 linear feet of bridges of 60-foot span or over (renewals) and 1,732 linear feet of trestle span.

Improvement: 30.6 miles road reconstructed, 54.14 miles road surfaced with 72,387 cubic yards gravel, 31.9 linear feet of retaining walls built and numerous culverts replaced.

Maintenance: 1,552 miles road, 74 miles tramway, 707 miles sled road, 4,687 miles permanent trail and 329 miles of temporary flagged trail were maintained at their usual standard.

The total mileage of all routes, as of June 30, 1933, is as follows:

	<u>Road</u>	<u>Sled Road</u>	<u>Trail</u>	<u>Flagged Trail</u>	<u>Grand Total</u>
June 30, 1932.....(a)	1,701 $\frac{1}{2}$	1,495 $\frac{1}{2}$	7,322	712	11,231
Fiscal Year 1933					
New mileage.....	15 $\frac{1}{2}$	-----	103	----	118 $\frac{1}{2}$
Reclassified.....	18 $\frac{3}{4}$	121 $\frac{1}{2}$	-140 $\frac{1}{4}$	---	-----
Total.....	1,735 $\frac{3}{4}$	1,617	7,284 $\frac{3}{4}$	712	11,349 $\frac{1}{2}$
No work of either maintenance or improvement during fiscal year 1933.....	107 $\frac{1}{4}$	910	2,597 $\frac{3}{4}$	383	3,998

(a) Includes 74 miles tram road.

#### Proposed Operations.

In addition to \$469,300 from appropriated funds, it is estimated there will be available from the "Alaska Fund" and Territorial appropriations \$210,000, for the fiscal year ending June 30, 1934.

These funds will be required for normal maintenance of the existing system and for a limited improvement of certain sections. Surfacing will be provided where possible with available funds and a limited mileage of tractor road will be improved to an extent permitting the use of truck traffic in dry weather only.

#### Recommendations.

For the fiscal year ending June 30, 1935 an appropriation of \$800,000 is recommended in addition to funds available from other sources. This will provide for necessary maintenance to the existing system and for the continuance of a reasonable program of construction on projects now under way.

The principal projects on which new work would be performed are as follows:

Gulkana-Nabesna. Completion of a truck road to the Nabesna River.

Olnes-Livengood. This project would be placed on a program insuring completion in three years.

Willow Station-Lucky Shot. Continued improvement to provide a truck road.

Iliamna Bay-Iliamna Lake. Completion of road.

Talkeetna-Peters Creek. Completion of tractor road.

In addition to the above listed projects work will be required on a number of small projects to serve developments as they occur.

A well planned program required definite assurance that funds will be provided at a uniform rate. This allows for a definite plan for procurement and economical use of equipment as well as the building up of a well balanced and competent supervisory force. Such a plan is impossible under wide fluctuation of available funds from year to year.

#### Twenty Nine Years' Service.

With the period covered by this report the Alaska Road Commission concludes its twenty-ninth year of service. The work accomplished consists of the construction and maintenance of 1,755 $\frac{3}{4}$  miles of wagon and tram road, most of which is suitable for automobiles, 1,617 miles of winter sled road, 7,284 $\frac{3}{4}$  miles of trail and 712 miles of flagged trail. The total costs to the end of the fiscal year are \$18,708,683.89, of which \$9,543,641.05 was for new work and \$9,165,042.84 was for maintenance and improvement. The total expenditures to date are \$19,007,861.56 of which \$13,220,886.69 were derived from Federal appropriation acts. The balance, \$5,786,974.87, or over 30 percent of the total expenditures, was obtained from Alaskan sources.

The pioneer period of the Alaska Road Commission is largely over. All existing mileage has been opened and improved, so far as funds have permitted. The present system of roads serves as the basis for future development of overland routes throughout the Territory. This development calls only for additional funds for construction.

#### Costs.

A standard cost system is maintained in all districts, from which, over a period of years, valuable information can be secured in the preparation of estimates. In the use of such data, however, consideration must be given to the large differences in freight rates, labor costs and climatic conditions in the various sections.

In the interior of Alaska the average cost for construction of a mile of gravel-surfaced road capable of continuous traffic in any kind of summer weather, and of such width as to enable cars to pass at any point, is \$9,000.

Annual maintenance costs, including minor improvements, are roughly considered as \$300 per mile for wagon roads, \$25 for sled roads, \$10 for trails and \$3 for flagged trails. For the working season of 1932 bare maintenance, exclusive of necessary improvements, was \$137.08 per mile for roads, \$8.07 for sled roads and \$2.83 for trails. Roads were kept open for traffic, except in unusual circumstances as heretofore noted, but in certain instances maintenance was insufficient due to lack of funds.

Very little engineering is done on roads after the final survey is made. A resident engineering force is never maintained. To take the place of a permanent engineering force on a new job, foremen of long experience are employed and advised frequently by superintendents who are either engineers or men of wide experience on engineering work of this nature in Alaska.

Dispensing with relatively large engineering forces has reduced costs materially and, due to the low type of construction undertaken, has not adversely affected the work to any extent.

The Richardson Highway, which with the Edgerton Cutoff from Chitina totals 410 miles, is now in such condition that a 2-ton truck can ordinarily travel from Valdez to Fairbanks, 370 miles, in 18 hours. Actually the first automobile went over this route in 1913 but due to lack of funds improvement to a fair standard proceeded slowly. The total average cost per mile to June 30, 1933 for construction and maintenance including all costs for clearing, etc. for the 8-year period previous to 1913 for the 410 miles, is \$17,054.62.

The Steese Highway extending from Fairbanks to Circle, a distance of 162 miles, is suitable for traffic not exceeding 2-ton trucks. Including maintenance of completed sections over a period of 15 years, the total cost per mile of this road to June 30, 1933 is \$10,701.40.

A consolidated cost statement of all routes follows:

C O N S O L I D A T E D   C O S T   S U M M A R Y

79907

No.	Sub-project Name	Cost 1933	Total Cost to June 30, 1933	Cost Main- tenance and Improvement 1933	Total cost Maintenance and Improve- ment to June 30, 1933	Cost Con- struction 1933	Total cost Construction to June 30, 1933
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	---	7,644.57	---	7,505.64
2C*	Eagle River Extension .....	---	18,362.32	---	3,360.00	---	15,002.32
2D*	Juneau-Duck Creek .....	---	109,658.27	---	31,250.55	---	78,407.72
2E	Gastineau Channel Bar .....	---	30,007.83	---	1,386.00	---	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 .....	2,850.98	33,318.51	2,850.98	3,602.20	---	30,216.31
2J	Juneau Float .....	26.99	5,206.79	26.99	72.37	---	5,134.42
3A	Haines-Wells .....	3,582.56	246,788.90	3,582.56	123,158.91	---	123,629.99
3B	Pleasant Camp Extension ....	2,989.44	173,699.64	2,989.44	31,505.44	---	142,194.20
3C	Porcupine Extension .....	---	47,634.63	---	9,279.73	---	38,354.90
3D	Haines-Mud Bay .....	80.37	32,144.66	80.37	13,337.20	---	18,807.46
3E	Haines-Chilkoot .....	725.28	20,950.14	725.28	2,713.58	---	18,236.56
3F	Haines-Jones Point .....	---	2,353.20	---	799.75	---	1,553.45
3G	Chilkoot Barracks water supply	---	28,344.60	---	---	---	28,344.60

13

No.	Sub-project Name	Cost 1933	Total Cost to 6-30-33	Cost M & I 1933	Total cost M & I to 6-30-33	Cost Con. 1933	Total cost Construction to 6-30-33
3H	Chilkoot Barracks roads .....	\$ ---	\$1,252.50	\$ ---	\$1,252.50	\$ ---	\$ ---
4A**	Donnelly-Washburn .....	---	33,460.06	---	14,594.66	---	18,865.40
4AA	Richardson-Democrat Creek ...	---	2,320.59	---	---	---	2,320.59
4AB	Donelly Aviation Field .....	---	137.42	---	14.11	---	123.31
4BA	Valdez-Ptarmigan Drop .....	35,858.23	1,103,752.86	35,858.23	633,196.31	---	470,556.55
4BA	Dyke .....	5,311.64	124,412.00	5,311.64	68,346.02	---	56,065.98
4BB	Ptarmigan Drop-Ernestine ....	9,463.52	461,026.07	9,463.52	289,798.51	---	171,227.56
4C	Ernestine-Willow Creek .....	5,218.13	368,304.23	5,218.13	190,804.38	---	177,499.85
4D	Willow Creek-Gulkana .....	23,990.47	630,045.48	23,990.47	383,650.90	---	246,394.58
4E	Gulkana-Sourdough .....	1,021.84	385,058.09	1,021.84	240,884.39	---	144,173.70
4F	Sourdough-Mile 168 .....	1,126.34	326,008.28	1,126.34	189,749.99	---	136,258.29
4G	Mile 168-Delta River .....	3,708.88	541,733.39	3,708.88	383,117.50	---	158,615.89
4H1	Delta River-Rapids .....	49,420.92	772,648.54	49,420.92	512,682.94	---	259,965.60
4H2	Rapids-Grundler .....	12,590.06	415,776.10	12,590.06	295,389.98	---	120,386.12
4I	Grundler-Richardson .....	2,514.13	348,321.00	2,514.13	227,027.00	---	121,294.00
4J	Richardson-Salchaket .....	11,136.14	459,423.10	11,136.14	243,905.09	---	215,518.01
4JA	Lake Harding Road .....	---	5,068.96	---	1,968.21	---	3,100.75
4K	Salchaket-Fairbanks .....	6,538.75	555,320.23	6,538.75	300,357.36	---	254,962.87

No.	Sub-project Name	Cost 1933	Total Cost to 6-30-33	Cost M & I 1933	Total Cost M & I to 6-30-33	Cost Con. 1933	Total cost Construction to 6-30-33
4KA	Salcha Bridge .....	\$12,462.80	\$93,669.67	\$12,462.80	\$43,299.00	---	\$50,370.67
5**	Ester-Dunbar .....	---	19,405.18	---	6,781.00	---	12,624.18
5A	Dunbar-Tanana .....	2,097.69	91,280.43	2,097.69	41,010.74	---	50,269.69
5B	Nenana-Campbells .....	---	2,025.61	---	106.60	---	1,919.01
5C	Fish Lake-American Creek .....	---	7,501.43	---	1,734.90	---	5,766.53
5D	American Creek Aviation Field .....	---	940.00	---	---	---	940.00
5E	Tanana Aviation Field .....	---	4,274.92	---	374.96	---	3,899.96
5F	Illinois Creek-Moran Creek .....	---	1,178.89	---	---	---	1,178.89
6A	Willow Creek-Tonsina .....	1,730.79	231,189.38	1,730.79	121,528.60	---	109,660.78
6B	Tonsina-Chitina .....	7,783.37	361,610.58	7,783.37	216,247.89	---	145,362.69
6D	Chitina Depot .....	---	14,600.78	---	2,662.12	---	11,938.66
6E	Chitina-Native School .....	469.55	1,069.21	469.55	574.15	---	495.06
6F	Lower Tonsina Aviation Field .....	---	1,587.15	---	---	---	1,587.15
6G	Copper Center Aviation Field .....	---	276.92	---	76.33	---	200.59
6H	Chitina Aviation Field .....	---	110.85	---	---	---	110.85
7A	Summit-Chatanika .....	4,527.54	85,035.94	4,527.54	44,273.23	---	40,762.71
7AA	Cleary Creek .....	828.51	9,204.07	828.51	4,886.26	---	4,317.81
7B	Fox-Olnes .....	128.32	50,938.23	128.32	22,846.58	---	28,091.65



No.	Sub-project Name	Cost 1933	Total Cost to 6-30-33	Cost M & I 1933	Total Cost M & I to 6-30-33	Cost Con. 1933	Total cost Construction to 6-30-33
7BA	Dome-Spaulding Mine .....	\$30.04	\$3,250.35	\$30.04	\$410.98	\$---	\$2,839.37
7BB**	Fox-Steel Creek .....	---	855.75	---	---	---	855.75
7C	Summit-Fairbanks Creek .....	2,098.17	55,353.06	2,098.17	30,450.45	---	24,902.61
7CA	Summit-Fish Creek .....	220.99	16,782.14	220.99	4,001.32	---	12,780.82
7D	Ester Creek .....	3,959.23	88,964.83	3,959.23	50,307.90	---	38,656.93
7DA	College Spur .....	8.63	1,400.15	8.63	870.15	---	530.00
7DB	Ester-Dome .....	14.33	4,697.64	14.33	504.91	---	4,192.73
7DC	St. Patricks-Happy .....	58.87	7,175.44	58.87	1,105.97	---	6,069.47
7DD	Ester-Beegler .....	---	1,010.28	---	10.28	---	1,000.00
7DE	Ready Bullion Creek .....	365.30	365.30	---	---	365.30	365.30
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 .....	5,731.54	189,109.46	5,731.54	118,706.71	---	70,402.75
7GA	Lazelle Road .....	---	6,024.96	---	1,911.45	---	4,113.51
7H	Little Eldorado Creek .....	566.49	22,393.38	566.49	13,815.07	---	8,578.31
7I	Gilmore-Summit .....	4,816.54	59,003.77	4,816.54	39,840.45	---	19,163.32
7IA**	Gilmore Creek .....	---	1,562.00	---	---	---	1,562.00
7J	Fairbanks-Chena Hot Springs ..	360.38	17,978.95	360.38	9,946.36	---	8,032.59

No.	Sub-project Name	Cost 1933	Total Cost to 6-30-33	Cost M & I 1933	Total Cost M & I to 6-30-33	Cost Con. 1933	Total cost Construction to 6-30-33
7JA	Chena River Branch .....	\$522.99	\$2,176.36	\$522.99	\$1,562.35	\$ ---	\$614.01
7JB	Palmer Creek Aviation Field .....	---	839.11	---	264.11	---	575.00
7JC	Colorado Creek-South Fork .....	---	600.00	---	---	---	600.00
7K	Olnes-Livengood .....	10,430.63	63,348.09	---	2,170.39	10,430.63	61,177.70
7N	Farmers-Birch Hill .....	2,166.87	27,581.23	2,166.87	13,179.26	---	14,401.97
7NA	Isabelle Creek .....	369.39	2,853.77	369.39	1,178.77	---	1,675.00
7NB	Ballaine-Rickert .....	8.92	1,935.68	8.92	135.68	---	1,300.00
7R	Goldstream-O'Connor Creek .....	108.92	662.56	108.92	507.92	---	154.64
7S	Graehl Bridges .....	1,730.46	6,625.25	1,730.46	3,574.89	---	3,050.36
7T	Farmers-Chena Slough .....	335.35	17,432.66	335.35	6,233.89	---	11,198.77
7V	Fairbanks-Wireless .....	---	495.46	---	495.46	---	---
7X	Chena Hot Springs Aviation Field .....	---	1,739.58	---	50.00	---	1,689.58
7Y	Fairbanks Aviation Field .....	---	19,969.33	---	498.11	---	19,471.22
7Z	Fairbanks Aviation Field Road ..	---	766.66	---	---	---	766.66
8	Nome-Council .....	9,615.65	432,027.25	9,615.65	252,644.29	---	179,382.96
8D	Council-Ophir Creek .....	827.30	8,632.12	827.30	8,632.12	---	---
8H	Case de Paga .....	378.47	32,735.74	378.47	15,296.09	---	17,439.65
8J	Shovel Creek .....	---	66.55	---	8.05	---	58.50

No.	Sub-project Name	Cost 1933	Total Cost to 6-30-33	Cost M & I 1933	Total Cost M & I to 6-30-33	Cost Con. 1933	Total cost Construction to 6-30-33
8K	Council Aviation Field .....	---	\$2,244.27	---	\$845.03	\$ ---	\$1,399.24
8L	Port Safety Aids .....	---	616.50	---	616.50	---	---
9	Rampart-Eureka .....	\$1,598.69	53,911.35	\$1,598.69	24,796.99	---	29,114.36
10*	Seward-Kenai Lake .....	---	80,783.93	---	34,523.10	---	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 ...	---	124,663.54	---	11,424.92	---	113,238.62
10D	Seward Aviation Field .....	---	10,343.61	---	245.75	---	10,097.86
11A	Eagle-Liberty .....	4,660.17	123,743.63	4,660.17	70,321.08	---	53,422.55
11B	American Summit-Fortymile ....	1,419.21	28,364.52	1,419.21	8,113.33	---	20,251.19
11C	Steel Creek-Mouth of Walker's Fork .....	434.18	8,933.24	434.18	4,300.74	---	4,632.50
11D	Steel Creek-Walker's Fork ....	---	6,446.20	---	2,336.20	---	4,110.00
11E	Eagle-Seventymile .....	467.36	20,853.25	467.36	15,888.66	---	4,964.59
11F	Liberty-Chicken .....	1,140.14	18,579.88	1,140.14	14,565.61	---	4,014.27
11G	Steel Creek-Canyon Creek .....	41.03	955.03	41.03	955.03	---	---
11J	Fortymile-Chicken .....	31.36	76.11	31.36	76.11	---	---
11K	Fortymile-Steel Creek .....	---	80.00	---	80.00	---	---
11L	Franklin-Chicken .....	264.11	2,107.86	264.11	2,107.86	---	---

No.	Sub-project Name	Cost 1933	Total Cost to 6-30-33	Cost M & I 1933	Total Cost M & I to 6-30-33	Cost Con. 1933	Total cost Construction to 6-30-33
11M	Jack Wade-Walker's Fork- Boundary .....	\$59.60	\$350.47	\$59.60	\$350.47	---	---
11N	Lillywig Creek .....	---	909.50	---	---	---	\$909.50
11P	Chicken Aviation Field .....	---	2,749.14	---	49.00	---	2,700.14
11Q	Eagle Aviation Field .....	---	2,762.98	---	742.23	---	2,020.75
12A**	Mile 34-Lynx Creek .....	---	22,192.66	---	8,239.03	---	13,953.63
13A	Nome-Bessie .....	1,845.22	88,474.31	1,845.22	49,932.36	---	38,541.95
13B	Bessie-Snake River .....	3,703.33	86,178.35	3,703.33	56,645.23	---	29,533.12
13BA	Snake River-Monument Creek ..	---	1,788.65	---	371.38	---	1,417.27
13C	Bessie-Sunset Creek .....	15,283.94	51,698.04	2,143.94	17,285.76	\$13,140.00	34,412.28
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 .....	1,026.62	57,854.54	1,026.62	42,460.75	---	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 .....	2,251.23	56,088.04	2,251.23	38,584.06	---	17,503.98
13L	Nome Buoys .....	---	585.00	---	585.00	---	---
13M	Nome Depot .....	---	4,822.12	---	4,822.12	---	---

52197

Property of  
UNIVERSITY OF ALASKA LIBRARY

19

No.	Sub-project Name	Cost 1933	Total Cost to 6-30-33	Cost M & I 1933	Total Cost M & I to 6-30-33	Cost Con. 1933	Total cost Construction to 6-30-33
14*	Sitka-Indian River .....	---	\$9,610.88	---	\$3,336.16	---	\$6,274.72
14	Sitka-Indian River .....	\$175.97	6,947.73	\$175.97	3,384.73	---	3,563.00
14A	Sitka National Monument .....	741.63	12,937.71	741.63	11,387.71	---	1,550.00
14B*	Sitka National Cemetery .....	---	9,233.02	---	5,733.02	---	3,500.00
14C	Sitka-Pioneer Cemetery Road .....	136.57	4,535.73	136.57	1,194.71	---	3,341.02
14D	National Cemetery Road .....	385.05	2,378.35	385.05	1,680.88	---	697.47
15	Circle-Miller House .....	6,083.08	590,064.81	6,083.08	157,376.78	---	432,688.03
15A	Central House-Circle Hot Springs .	706.03	32,887.57	706.03	10,386.87	---	22,500.70
15B	Central House-Deadwood .....	166.55	12,218.43	166.55	166.55	---	12,051.88
15C	Circle Hot Springs Aviation Field	---	1,702.21	---	385.71	---	1,316.50
15D	Leech Cutoff .....	---	224.75	---	---	---	224.75
15E	Miller House Spur .....	64.25	2,270.47	64.25	399.94	---	1,870.53
16	Chatanika-Miller House .....	57,669.51	810,412.89	57,669.51	274,804.38	---	535,608.51
16A	U. S. Creek Branch .....	---	12,362.79	---	1,990.66	---	10,372.13
16B	Eagle Creek Spur .....	---	306.03	---	224.86	---	81.17
16C	Chatanika-Miller House (Winter) .	13.65	23,275.76	13.65	8,661.02	---	14,614.74
16D	Sourdough Creek Branch .....	1,012.35	3,982.76	1,012.35	1,218.64	---	2,764.12
17	Tanana-Kaltag .....	178.91	34,414.24	178.91	10,676.44	---	23,737.80

No.	Sub-project Name	Cost 1933	Total Cost to 6-30-33	Cost M & I 1933	Total Cost M & I to 6-30-33	Cost Con. 1933	Total cost Construction to 6-30-33
17A**	Lewis Landing-Dishkaket .....	---	\$483.37	---	---	---	\$483.37
17B**	Nulato-Dishkaket .....	---	735.88	---	\$250.00	---	485.88
17C	Nulato Aviation Field .....	---	5,026.02	---	14.13	---	5,011.89
17D	Tanana-Kaltag Telephone Line ...	---	6,683.59	---	6,683.59	---	---
18	Kaltag-Nome .....	\$1,130.81	71,665.98	\$1,130.81	43,528.59	---	28,137.39
18A	Bonanza-Kotzebue .....	665.05	10,406.35	665.05	9,176.35	---	1,230.00
18B	Golovin-Council .....	132.50	519.44	132.50	519.44	---	---
18D	Unalakleet Aviation Field .....	---	1,641.17	---	199.50	---	1,441.67
18E	Solomon Aviation Field .....	---	719.83	---	624.83	---	95.00
18F	Golovin Aviation Field .....	---	1,751.97	---	172.90	---	1,579.07
18G	Moses Aviation Field .....	---	254.20	---	29.20	---	225.00
18H	Kaltag-Unalakleet Telephone Line	---	2,454.00	---	2,454.00	---	---
18J	Spruce Creek .....	---	287.50	---	---	---	287.50
19**	Kern Creek-Knik .....	---	13,891.95	---	3,615.73	---	10,276.22
19A**	Kenai Lake-Kern Creek .....	---	6,833.20	---	---	---	6,833.20
19B**	Mile 27-Mile 29, A.N. R.R. ....	---	741.66	---	---	---	741.66
19C**	Kenai Lake-Mile 27, A.N. R.R. ..	---	1,595.81	---	---	---	1,595.81
19D**	Kern Creek-Indian Creek .....	---	3,758.26	---	---	---	3,758.26

No.	Sub-project Name	Cost 1933	Total Cost to 6-30-33	Cost M & I 1933	Total Cost M & I to 6-30-33	Cost Con. 1933	Total cost Construction to 6-30-33
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	---	38.60	---	4,251.40
20DA	Takotna-Ophir (Winter) .....	---	4,896.47	---	1,096.47	---	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 .....	---	2,773.36	---	2,773.36	---	---
20J	Susitna-Tyonek .....	---	4,122.45	---	1,478.52	---	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
22	Hot Springs-Sullivan Creek ..	\$353.58	60,521.95	\$353.58	32,698.11	---	27,823.84
23A	Snowshoe-Beaver .....	---	14,163.03	---	3,227.58	---	10,935.45
23B	Beaver-Caro .....	1,424.70	66,623.60	1,424.70	36,382.79	---	30,240.81

No.	Sub-project Name	Cost 1933	Total Cost to 6-30-33	Cost M & I 1933	Total Cost M & I to 6-30-33	Cost Con. 1933	Total cost Construction to 6-30-33
23C	Big Creek .....	---	\$9,614.77	---	\$3,294.77	---	\$6,320.00
23D	Caro-Flat Creek .....	---	16,517.56	---	12,494.30	---	4,023.26
23E	Caro-Coldfoot .....	---	13,167.46	---	5,607.59	---	7,559.87
23F	Chandalar Aviation Field .....	---	8,335.74	---	120.00	---	8,215.74
24*	Mile 29, A.N.R.R.-Sunrise .....	---	57,850.94	---	27,123.09	---	30,727.85
24A*	Lynx Creek-Six Mile .....	---	10,882.40	---	3,800.00	---	7,082.40
24B*	Sunrise-Hope .....	---	1,035.00	---	200.00	---	835.00
25A**	Cripple River .....	---	8,801.79	---	3,743.82	---	5,057.97
25B**	Penny River .....	---	1,967.08	---	691.05	---	1,276.03
25C	Nome Wireless .....	\$176.79	3,815.43	\$176.79	2,050.52	---	1,764.91
25D	Mouth of Center Creek .....	1,227.19	27,456.64	1,227.19	19,955.57	---	7,501.07
25DA	Little Creek Branch .....	328.69	4,406.89	328.69	610.19	---	3,796.70
25E	Submarine Paystreak .....	1,258.03	36,814.36	1,258.03	12,444.03	---	24,370.33
25H**	Otter Creek .....	---	1,802.52	---	652.98	---	1,149.54
25K	Nome City Dock .....	---	2,966.65	---	---	---	2,966.65
25L	Nome Aviation Field .....	---	8,982.43	---	5,459.73	---	3,522.70
25M	Telephone Lines-Seward Peninsula	---	13,149.20	---	11,449.20	---	1,700.00
25N	Nome City Streets .....	---	1,319.57	---	1,319.57	---	---



No.	Sub-project Name	Cost 1933	Total Cost to 6-30-33	Cost M & I 1933	Total Cost M & I to 6-30-33	Cost Con. 1933	Total cost Construction to 6-30-33
25P	Nome Harbor Lights .....	---	\$815.29	---	\$815.29	---	---
25R	Radio Telephones .....	---	6,477.34	---	---	---	\$6,477.34
26	Candle-Candle Creek .....	\$1,838.75	85,319.50	\$1,838.75	50,325.43	---	34,994.07
26A**	Kugruk River Approach .....	---	488.00	---	488.00	---	---
26B	Bear Creek Trail .....	107.23	720.32	107.23	380.32	---	340.00
26C	Candle-Kiwalik .....	35.50	1,063.41	35.50	35.50	---	1,027.91
26D	Kiwalik Aviation Field .....	---	873.50	---	573.50	---	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
27	Deering-Inmachuk .....	2,867.95	102,782.23	2,867.95	71,890.33	---	30,891.90
27A	Deering Aviation Field .....	---	1,159.65	---	137.65	---	1,022.00
28	Shelton-Candle .....	---	12,368.89	---	4,161.87	---	8,207.02
28A	Nome-Serpentine Hot Springs .....	1,572.78	17,567.71	1,572.78	12,328.71	---	5,239.00
29	Tanana-Bettles .....	100.00	12,352.29	100.00	5,340.18	---	7,012.11
29A	Bettles-Coldfoot .....	505.13	19,240.02	505.13	14,110.02	---	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	---	---

No.	Sub-project Name	Cost 1933	Total Cost to 6-30-33	Cost M & I 1933	Total Cost M & I to 6-30-33	Cost Con. 1933	Total Cost Construction to 6-30-33
29E	Bettles River Aviation Field .....	---	\$500.00	---	---	---	\$500.00
30	Hot Springs Landing-Eureka .....	\$4,565.14	80,828.30	\$4,565.14	\$60,402.49	---	20,425.81
30A	Hot Springs-Tofty .....	---	6,683.47	---	2,374.21	---	4,309.26
30B	Manley Hot Springs Aviation Field	---	1,189.98	---	49.98	---	1,140.00
31	Caribou Creek .....	809.02	14,443.64	809.02	5,862.72	---	8,580.92
32A	Takotna-Flat (Summer) .....	---	9,247.94	---	3,810.65	---	5,437.29
32AA	Takotna-Flat (via Moore Creek) ..	---	123.83	---	123.83	---	---
32AB	Flat-Moore Creek .....	---	15.00	---	15.00	---	---
32AC	Candle Creek-Takotna .....	---	1,216.09	---	1,216.09	---	---
32B	Iditarod-Flat .....	2,419.51	123,009.00	2,419.51	67,122.73	---	55,886.27
32BA	Iditarod River Improvement .....	---	100.00	---	---	---	100.00
32C	Ophir-Iditarod .....	---	7,747.26	---	2,747.26	---	5,000.00
32D	Flat-Crooked Creek .....	382.66	6,315.23	382.66	4,835.23	---	1,480.00
32DD	Flat-Georgetown .....	---	150.00	---	150.00	---	---
32E	Takotna Aviation Field .....	---	3,859.87	---	437.43	---	3,422.44
32F	Takotna-Depot .....	503.01	13,567.13	503.01	5,957.86	---	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 .....	698.28	5,452.96	698.28	5,452.96	---	---

No.	Sub-project Name	Cost 1933	Total Cost to 6-30-33	Cost M & I 1933	Total Cost M & I to 6-30-33	Cost Con. 1933	Total cost Construction to 6-30-33
33D	Head Flat Creek-Willow Creek .....	\$366.64	\$7,608.52	\$366.64	\$6,365.52	---	\$1,243.00
33E	Willow Creek-Chicken Creek .....	838.43	9,946.62	838.43	8,446.62	---	1,500.00
33F	Flat City-Otter Discovery .....	829.29	21,494.58	829.29	9,679.88	---	11,814.70
33G	Candle Landing-Candle Creek .....	---	6,572.00	---	975.00	---	5,597.00
33H	Flat Aviation Field .....	---	3,123.42	---	223.42	---	2,900.00
34**	Iditarod-Dishkaket .....	---	4,830.98	---	100.00	---	4,730.98
34A	Flat-Holy Cross-Anvik .....	168.23	2,088.37	168.23	2,088.37	---	---
34B	Iditarod-Shageluk-Anvik .....	161.81	1,285.59	161.81	785.59	---	500.00
35A	Archangel Extension .....	327.95	31,441.23	327.95	14,243.31	---	17,197.92
35AA	Sherry Branch .....	---	1,768.49	---	649.17	---	1,119.32
35AB**	Fairangel Extension .....	---	104.20	---	---	---	104.20
35B	Palmer-Fishhook .....	1,039.71	39,931.99	1,039.71	15,244.07	---	24,687.92
35C	Palmer-Matanuska River .....	166.94	34,869.27	166.94	11,213.11	---	23,656.16
35D	Willow Creek Extension .....	5,922.30	114,790.59	5,922.30	76,656.45	---	38,134.14
35DA	Gold Chord Branch .....	719.52	12,337.01	719.52	1,745.77	---	10,591.24
35DB	Lucky Shot-St. Peters .....	17,377.18	71,718.46	3,077.18	3,077.18	\$14,300.00	68,641.28
35E	Wasilla-Fishhook .....	3,952.04	131,119.28	3,952.04	97,706.65	---	33,412.63
35F	Wasilla-Knik .....	1,408.54	53,755.05	1,408.54	27,319.58	---	26,435.47

No.	Sub-project Name	Cost 1933	Total Cost to 6-30-33	Cost M & I 1933	Total Cost M & I to 6-30-33	Cost Con. 1933	Total cost Construction to 6-30-33
35G	Palmer-Springer .....	\$27.68	\$3,201.44	\$27.68	\$1,628.12	---	\$1,573.32
35H	Wasilla-Finger Lake-Palmer ....	680.87	36,961.25	680.87	17,904.02	---	19,057.23
35I	Moose-Palmer .....	---	2,520.62	---	627.53	---	1,893.09
35J	Wasilla-Matanuska .....	1,457.13	27,840.71	1,457.13	18,564.48	---	9,276.23
35K	Matanuska Trunk Road .....	2,519.45	49,885.83	2,519.45	34,834.37	---	15,051.46
35L	Palmer-Matanuska .....	1,181.17	16,953.11	1,181.17	8,548.41	---	8,404.70
35N	Houston-Willow Creek .....	---	1,212.32	---	272.00	---	940.32
35O	Fishhook-Goldmint .....	726.71	25,708.99	726.71	8,172.16	---	17,536.83
35P**	Moose Creek-Baxter .....	---	2,218.62	---	---	---	2,218.62
35Q	Edlund Road .....	27.00	3,180.02	27.00	628.33	---	2,551.69
35R	Bogard Road .....	334.96	13,849.07	334.96	1,620.49	---	12,228.58
35RA	Engstrom Road .....	---	1,020.00	---	---	---	1,020.00
35S	Moose Creek Trail .....	---	2,113.44	---	77.43	---	2,041.01
35T	Werner Connection .....	16.00	502.94	16.00	16.00	---	486.94
35U	Moose Creek Aviation Field ....	---	481.75	---	20.25	---	461.50
35V	Fishhook Aviation Field .....	---	917.49	---	68.75	---	848.74
35W	Wasilla Aviation Field .....	---	459.50	---	---	---	459.50
35X	Wasilla Aviation Field Road ....	76.25	1,267.36	76.25	131.42	---	1,135.94

No.	Sub-project Name	Cost 1933	Total Cost to 6-30-33	Cost M & I 1933	Total Cost M & I to 6-30-33	Cost Con. 1933	Total cost Construction to 6-30-33
36	Mineral Creek .....	---	\$60,633.37	---	\$25,318.36	---	\$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
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	---	---	---	3,457.25
37	Topkok-Candle .....	---	1,026.56	---	210.00	---	816.56
37A	Bluff-White Mountain .....	\$13.70	3,286.93	\$13.70	13.70	---	3,273.23
37B	Bluff Aviation Field .....	---	80.00	---	---	---	80.00
38A	Ruby-Long .....	8,206.36	246,013.60	8,206.36	113,993.25	---	132,020.35
38B	Poorman-Cripple .....	964.78	4,721.82	964.78	3,218.86	---	1,502.96
38C	Ophir-Cripple .....	367.14	4,368.72	367.14	2,469.72	---	1,899.00
38D	Ophir-Takotna .....	3,501.92	267,648.23	3,501.92	93,140.73	---	174,507.50
38DA	Little Creek Road .....	157.28	13,342.80	157.28	2,694.76	---	10,648.04
38E	Long-Poorman .....	4,164.17	162,309.34	4,164.17	45,116.78	---	117,192.56
38EE	Long-Poorman (Winter) .....	177.01	5,555.01	177.01	287.01	---	5,268.00

79907

No.	Sub-project Name	Cost 1933	Total Cost to 6-30-33	Cost M & I 1933	Total cost M & I to 6-30-33	Cost Con. 1933	Total cost Construction to 6-30-33
38EEE	Tamarack-Poorman .....	---	\$22,322.69	---	---	---	\$22,322.69
38F	Poorman-Ophir .....	---	3,030.44	---	\$3,030.44	---	---
38G	Takotna Aviation Field Road ...	\$144.23	9,078.47	\$144.23	1,144.23	---	7,934.24
38H	Ganes Creek Road .....	177.78	15,108.49	177.78	11,704.64	---	3,403.85
38K	Ruby Aviation Field .....	---	2,098.51	---	898.51	---	1,200.00
38L	Ruby Aviation Field Road .....	---	500.00	---	---	---	500.00
38M	Ophir Aviation Field .....	---	1,825.12	---	---	---	1,825.12
39*	Juneau-Sheep Creek .....	---	45,929.40	---	20,539.27	---	25,390.13
40*	Douglas-Castineau Channel .....	---	18,616.56	---	6,596.68	---	12,019.88
41	Kiana-Klery Creek .....	9.14	3,915.08	9.14	900.32	---	3,014.76
41A	Kotzebue-Shungnak .....	104.81	4,098.12	104.81	4,098.12	---	---
41AA	Kiana-Selawik-Shungnak .....	750.43	1,541.83	750.43	750.43	---	791.40
41B	Kotzebue-Point Barrow .....	14.20	6,079.79	14.20	1,679.77	---	4,400.02
41C	Kiwalik-Noorvik .....	59.17	513.42	59.17	513.42	---	---
41D	Kotzebue Aviation Field .....	---	1,955.45	---	537.90	---	1,417.55
41E	Kobuk Aviation Field .....	---	2,299.00	---	---	---	2,299.00
41F	Kotzebue-Noatak .....	45.58	45.58	---	---	\$45.58	45.58
42	St. Michael-Kotlik .....	347.59	2,733.10	347.59	2,733.10	---	---

2

No.	Sub-project Name	Cost 1933	Total Cost to 6-30-33	Cost M & I 1933	Total cost M & I to 6-30-33	Cost Con. 1933	Total cost Construction to 6-30-33
43*	Petersburg-Scow Bay .....	---	\$23,466.23	---	\$9,968.56	---	\$13,497.67
44*	Skagway Valley .....	---	11,124.83	---	2,320.88	---	8,803.95
44A	Skagway Trails .....	\$639.05	18,472.46	\$639.05	7,313.75	---	11,158.71
44B	Skagway Aviation Field .....	---	7,048.87	---	263.34	---	6,785.53
45*	Silver Bow Basin .....	---	23,466.21	---	17,527.59	---	5,938.62
46	Kobi-Eureka .....	---	16,437.54	---	3,865.91	---	12,571.63
46A	Roosevelt-Kantishna .....	---	61,686.53	---	19,723.84	---	41,962.69
46B	Lignite-Kantishna .....	---	13,130.00	---	1,163.09	---	11,966.91
46C	Nenana-Knight's Roadhouse .....	199.41	3,850.44	199.41	2,257.86	---	1,592.58
46D	McKinley Park Road .....	76,790.91	798,228.29	12,688.93	100,596.21	\$64,101.98	697,632.08
46E	Diamond-Telida .....	---	10,276.40	---	3,464.84	---	6,811.56
46F	Nenana Cemetery Road .....	266.76	7,873.27	266.76	4,054.64	---	3,818.63
46G	Kobi-Bonnifield .....	---	5,767.51	---	60.90	---	5,706.61
46H	Lake Minchumina Aviation Field .....	---	914.11	---	164.11	---	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 .....	---	1,108.04	---	388.04	---	720.00
47	Coldfoot-Wiseman .....	7.66	16,263.00	7.66	7,320.39	---	8,942.61

No.	Sub-project Name	Cost 1933	Total Cost to 6-30-33	Cost M & I 1933	Total Cost M & I to 6-30-33	Cost Con. 1933	Total cost Construction to 6-30-33
47A	Wiseman Aviation Field .....	---	\$6,434.02	---	\$2,320.77	---	\$4,113.25
47B	Nolan Branch .....	\$2,586.73	28,316.56	\$2,586.73	9,681.82	---	18,634.74
47C	Wiseman-Hammond .....	1,469.23	9,366.93	1,469.23	5,399.86	---	3,967.07
48	Iliamna Bay-Iliamna Lake .....	103.31	71,852.68	103.31	7,609.77	---	64,242.91
49	Davidson's Landing-Taylor .....	1,838.08	21,768.33	1,838.08	14,055.16	---	7,713.17
50*	Stikine River .....	---	2,256.75	---	---	---	2,256.75
51	Talkeetna-Cache Creek .....	8,872.14	286,015.23	8,872.14	120,675.88	---	165,339.35
51A	Cache Creek Trail .....	---	4,553.11	---	2,283.11	---	2,270.00
51B	Peters Creek Trail .....	3,267.41	17,900.11	3,267.41	5,412.22	---	12,487.89
51C	Yentna-Mills Creek .....	---	5,174.80	---	44.36	---	5,130.44
51E	Mills Creek-Cache Creek .....	29.50	2,283.33	29.50	975.88	---	1,307.45
51F	Cache Creek Aviation Field .....	---	179.90	---	---	---	179.90
52*	Ketchikan-Ward's Cove .....	---	26,120.42	---	5,000.00	---	21,120.42
52A*	Ketchikan-Charcoal Point .....	---	15,500.48	---	3,000.00	---	12,500.48
53	Eagle-Circle .....	---	5,846.59	---	4,161.87	---	1,684.72
53A	Circle-Fort Yukon .....	58.57	7,988.55	58.57	3,821.98	---	4,166.57
53B	Fort Yukon Aviation Field .....	---	3,098.00	---	557.11	---	2,540.89
54	Chisana-Nizina .....	---	10,303.37	---	2,976.07	---	7,327.30



No.	Sub-project Name	Cost 1933	Total Cost to 6-30-33	Cost M & I 1933	Total Cost M & I to 6-30-33	Cost Con. 1933	Total cost Construction to 6-30-33
54A	Chisana Aviation Field .....	---	\$1,744.63	---	\$250.00	---	\$1,494.63
54B	Nabesna Aviation Field .....	---	2,001.48	---	524.90	---	1,476.58
55	Kenai-Russian River .....	---	14,186.58	---	7,627.32	---	6,559.26
55A	Kenai Aviation Field .....	---	901.51	---	---	---	901.51
56**	Tasnuma .....	---	1,058.14	---	---	---	1,058.14
56B**	Katalla-Chilkat .....	---	7,752.56	---	---	---	7,752.56
57	McCarthy-Dan Creek .....	\$9,109.90	239,654.22	\$9,109.90	88,301.99	---	151,352.23
57A	Nizina River Bridge .....	11,067.09	179,816.72	11,067.09	53,874.92	---	125,941.80
57B	Nizina-Chitina River .....	67.97	7,794.59	67.97	956.01	---	6,838.58
57C	McCarthy-Kennecott River .....	11.13	527.40	11.13	527.40	---	---
57D	Chititu Branch .....	393.33	8,253.75	393.33	2,030.27	---	6,228.48
57E	McCarthy-Green Butte .....	141.26	2,319.68	141.26	2,319.68	---	---
57F	McCarthy Aviation Field .....	---	2,925.11	---	344.23	---	2,580.88
57G	Copper Creek Trail .....	---	301.98	---	---	---	301.98
57H	Chitina River Aviation Field ..	---	735.00	---	---	---	735.00
58*	Hyder-Salmon River .....	---	63.50	---	---	---	63.50
59	Fairbanks Bridge .....	148.98	74,096.01	148.98	12,396.71	---	61,699.30
59A	Fairbanks Depot .....	720.11	30,183.95	720.11	7,173.85	---	22,010.10

No.	Sub-project Name	Cost 1933	Total Cost to 6-30-33	Cost M & I 1933	Total Cost M & I to 6-30-33	Cost Con. 1933	Total cost Construction to 6-30-33
60A	Valdez Aviation Field .....	---	\$2,558.24	---	\$206.59	---	\$2,351.65
60B	Upper Tonsina Aviation Field ..	---	1,747.47	---	47.50	---	1,699.97
61	Strelna-Kuskulana .....	---	17,106.28	---	4,569.73	---	12,536.55
61A	Kotsina Trail .....	---	16,095.29	---	1,523.74	---	14,571.55
61B	Nugget Creek Extension .....	---	1,630.00	---	1,630.00	---	---
61C**	Elliot-Kotsina .....	---	6,858.42	---	---	---	6,858.42
61E	Farnan Trail .....	---	941.96	---	15.80	---	926.16
61F	Bremmer Trail .....	\$2,187.04	7,402.51	---	46.73	\$2,187.04	7,355.78
61G	Bremmer Aviation Field .....	---	500.00	---	---	---	500.00
62	Dime Creek .....	886.89	79,756.13	\$886.89	36,053.17	---	43,702.96
62A	Haycock-Bear Creek .....	253.42	771.24	253.42	555.24	---	216.00
62B	Haycock Aviation Field .....	---	2,115.40	---	---	---	2,115.40
62C	Koyuk Aviation Field .....	---	312.98	---	285.90	---	27.08
63	Dunbar-Brooks .....	738.06	32,263.78	738.06	13,034.19	---	19,229.59
63B	Brooks-Livengood Creek .....	548.93	33,772.81	548.93	13,707.95	---	20,064.86
63BA	Amy Creek Branch .....	---	2,368.45	---	300.00	---	2,068.45
63C**	Brooks Tram .....	---	63,455.39	---	45,144.09	---	18,311.30
63D	Brooks Aviation Field Road .....	---	713.00	---	---	---	713.00

No.	Sub-project Name	Cost 1933	Total Cost to 6-30-33	Cost M & I 1933	Total Cost M & I to 6-30-33	Cost Con. 1933	Total Cost Construction to 6-30-33
63E	Livengood Aviation Field .....	---	\$2,778.87	---	\$624.87	---	\$2,154.00
64**	Cripple-Lewis Landing .....	---	100.00	---	100.00	---	---
64A	Cripple-Cripple Mountain .....	\$427.28	980.93	\$427.28	688.93	---	292.00
64AA	Cripple-Cripple Mountain(Winter)	---	860.03	---	248.98	---	611.05
65A	Gulkana-Chistochina .....	5,497.04	355,932.70	5,497.04	88,069.20	---	267,863.50
65B	Chistochina-Slate Creek .....	1,037.59	8,170.50	537.59	647.09	\$500.00	7,523.41
65C	Chistochina-Slane .....	16,529.98	142,804.49	8,529.98	13,628.18	8,000.00	129,176.31
65D	Kechumstuk-Tanana Crossing ....	---	1,669.82	---	1,669.82	---	---
65E	Chicken-Kechumstuk .....	---	1,663.50	---	1,663.50	---	---
65F	Grundler-Tanana Crossing .....	294.07	12,468.24	294.07	3,095.53	---	9,372.71
65G	Slana-Chisana .....	30,362.29	47,080.18	---	980.12	30,362.29	46,100.06
65H	Tanana Crossing Aviation Field	---	550.00	---	---	---	550.00
65K	Chistochina Aviation Field ....	---	2,067.97	---	---	---	2,067.97
66**	Matanuska-Chickaloon .....	---	1,268.30	---	---	---	1,268.30
67	Nome-Teller .....	694.89	12,192.58	694.89	11,892.58	---	300.00
67A	Teller-Cape Prince of Wales ...	298.49	3,269.47	298.49	3,269.47	---	---
67B	Teller-Bluestone .....	1,806.47	13,756.74	1,806.47	8,080.29	---	5,676.45
67C	Teller-Pilgrim Hot Springs .....	33.76	3,171.81	33.76	1,371.81	---	---

No.	Sub-project Name	Cost 1933	Total Cost to 6-30-33	Cost M & I 1933	Total Cost M & I to 6-30-33	Cost Con. 1933	Total cost Construction to 6-30-33
67D	Teller-American River .....	---	\$906.34	---	\$56.67	---	\$849.67
67E	Teller-Aviation Field .....	---	1,071.20	---	318.40	---	752.80
67F	Tin City-Goodwin .....	---	2,659.42	---	561.60	---	2,097.82
67G	Lost River Aviation Field ....	---	121.40	---	---	---	121.40
67H	Wales Aviation Field .....	---	121.40	---	---	---	121.40
67J	Woolley-Gold Run .....	---	29.25	---	29.25	---	---
68	Flagging Trails .....	1,682.07	100,517.19	1,682.07	100,517.19	---	---
70	Miscellaneous Surveys and Reconnaissances .....	680.30	22,184.14	680.30	1,719.06	---	20,465.08
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 .....	---	23,569.93	---	8,090.88	---	15,479.05
73A	Kotlik-Marshall .....	505.98	4,120.63	505.98	3,270.63	---	850.00
73B	Stuyahok .....	---	1,660.00	---	---	---	1,660.00
73C	Old Hamilton-Scammon Bay .....	311.98	2,752.16	311.98	898.71	---	1,853.45
73D	Marshall Aviation Field .....	---	2,100.00	---	100.00	---	2,000.00
73E	Paimute-Marshall .....	100.00	100.00	100.00	100.00	---	---
75	Anchorage Loop .....	4,032.70	125,574.04	4,032.70	68,570.25	---	57,003.79
75A	Anchorage-Lake Spenard .....	995.23	22,938.04	995.23	12,887.87	---	---

No.	Sub-project Name	Cost 1933	Total Cost to 6-30-33	Cost M & I 1933	Total Cost M & I to 6-30-33	Cost Con. 1933	Total cost Construction to 6-30-33
75C	Chester Creek Boat Landing ...	\$135.00	\$1,476.18	\$135.00	\$693.76	---	\$782.42
75D	Anchorage Depot .....	172.60	7,556.53	172.60	3,590.18	---	3,966.35
75E	McDonald Road .....	142.28	2,962.31	142.28	1,857.18	---	1,105.13
75G**	East First Street, Anchorage .	---	1,023.46	---	---	---	1,023.46
75H	Lake Spenard Aviation Field ..	---	277.45	---	---	---	277.45
75I	Oilwell Road .....	290.38	7,588.15	290.38	2,998.16	---	4,589.99
75J	Anchorage Aviation Field .....	---	4,768.20	---	154.20	---	4,614.00
75L	Anchorage Loop-Eklutna .....	---	2,525.46	---	---	---	2,525.46
75M	Anchorage-Radio Road .....	27.00	475.09	27.00	27.00	---	448.09
76	Cantwell-Valdez Creek .....	---	10,793.95	---	2,953.75	---	7,840.20
76A	Valdez Creek Aviation Field ..	---	1,337.10	---	---	---	1,337.10
78	Valdez Depot .....	---	5,266.56	---	5,266.56	---	---
79	Seward Depot .....	51.00	4,222.55	51.00	4,222.55	---	---
80A	McGrath-Takotna .....	---	368.05	---	368.05	---	---
80AA	McGrath-Takotna (Winter) .....	14.67	5,089.82	14.67	2,907.82	---	2,182.00
80B	McGrath-Telida .....	---	12,376.59	---	5,198.38	---	7,178.21
80C	McGrath-Candle Creek .....	---	305.29	---	305.29	---	---
80D	Nixon Fork-Nixon Mine .....	---	2,384.78	---	36.78	---	2,348.00

No.	Sub-project Name	Cost 1933	Total Cost to 6-30-33	Cost M & I 1933	Total Cost M & I to 6-30-33	Cost Con. 1933	Total cost Construction to 6-30-33
80E	Takotna-Twin Peaks .....	---	\$213.16	---	\$100.00	---	\$113.16
80F	Medfra-Nixon Mine .....	\$4,129.41	7,682.61	\$4,129.41	5,882.61	---	1,800.00
80G	Takotna-Nixon Fork .....	---	610.56	---	610.56	---	---
80GG	Takotna-Nixon Fork (Winter) ..	---	183.16	---	183.16	---	---
80H	McGrath Aviation Field .....	---	14,409.93	---	63.50	---	14,346.43
80J	Medfra Aviation Field .....	---	345.00	---	60.00	---	285.00
81	Good Creek-Salmon River .....	126.00	14,110.03	126.00	4,119.89	---	9,990.14
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 .....	---	4,751.26	---	3,590.03	---	1,161.23
87	Woodchopper Creek .....	333.47	1,205.47	333.47	1,143.47	---	62.00
88	Ferry-Eva Creek .....	7,611.21	35,786.74	7,611.21	17,426.85	---	18,359.89
89	Kougarok Reconnaissance .....	---	4,312.11	---	---	---	4,312.11
89A	Seward Peninsula Railroad ....	12,394.78	209,934.84	12,394.78	145,394.92	---	64,539.92
89B	Pilgrim Aviation Field .....	---	1,126.40	---	410.40	---	716.00
89C	Iron Creek-American Creek ....	342.15	2,820.82	342.15	1,065.90	---	1,754.92
90A	Shelter Cabins, 1st Division ..	---	340.35	---	---	---	340.35

No.	Sub-project Name	Cost 1933	Total Cost to 6-30-33	Cost M & I 1933	Total Cost		Total cost Construction to 6-30-33
					M & I to 6-30-33	Cost Con. 1933	
90B	Shelter Cabins, 2nd Division .	---	\$39,197.96	---	\$7,286.66	---	\$31,911.30
90C	Shelter Cabins, 3rd Division .	---	24,720.02	---	2,323.90	---	22,391.12
90D	Shelter Cabins, 4th Division .	---	42,449.33	---	5,495.15	---	36,954.18
91*	Yakutat .....	---	50.55	---	---	---	50.55
92A	Bethel-Quinhagak .....	\$152.67	3,131.88	\$152.67	1,334.38	---	1,797.50
92B	Bethel-Tuluksak .....	715.22	4,470.35	715.22	2,991.87	---	1,478.48
92C	Akiak-Russian Mission .....	---	1,734.75	---	150.75	---	1,584.00
92D	Bennett's Cutoff .....	---	396.00	---	---	---	396.00
92E	Yukon-Kuskokwim Portage .....	44.70	27,586.36	44.70	1,070.38	---	26,515.98
92F	Quinhagak-Good News Bay .....	---	2,863.27	---	445.50	---	2,417.77
92G	Good News Bay-Togiak .....	---	2,428.57	---	225.24	---	2,203.33
92H	Togiak-Nushagak .....	---	8,492.98	---	4,300.82	---	4,192.16
92I	Lewis Point-Naknek .....	---	4,171.66	---	1,539.32	---	2,632.34
92J	Naknek-Egegik .....	---	2,982.84	---	877.84	---	2,105.00
92K	Egegik-Kanatak .....	---	1,168.50	---	818.50	---	350.00
92L	Crooked Creek-Aniak .....	72.00	2,021.74	72.00	1,201.74	---	820.00
92M	Aniak-Tuluksak .....	886.65	4,814.00	886.65	2,299.04	---	2,514.96
92N	Akiak-Canyon Creek .....	---	306.00	---	306.00	---	---

No.	Sub-project Name	Cost 1933	Total Cost to 6-30-33	Cost M & I 1933	Total Cost M & I to 6-30-33	Cost Con. 1933	Total cost Construction to 6-30-33
92Q	Tuluksak-Foothills .....	---	\$1,471.94	---	\$286.82	---	\$1,185.12
92P	Holy Cross-Kaltshak .....	\$70.00	1,432.77	\$70.00	932.77	---	500.00
92Q	Upper Landing-Bear Creek .....	1,100.00	9,319.02	1,100.00	5,219.02	---	4,100.00
92R	Dillingham-Snag Point .....	35.75	16,453.33	35.75	35.75	---	16,417.58
93	Chulitna Trail .....	77.12	8,976.56	77.12	2,020.12	---	6,956.44
93A	Bull River Trail .....	153.88	4,669.48	153.88	1,087.16	---	3,582.32
93B	Indian River .....	1,984.64	8,564.27	1,984.64	1,998.04	---	6,566.23
93C	Curry Aviation Field .....	---	4,221.05	---	844.45	---	3,376.60
93D	Chulitna Tram .....	---	523.71	---	3.34	---	520.37
93E	Hidden River Tram .....	9.28	145.20	9.28	9.28	---	135.92
94	Kodiak-Abberts .....	1,598.08	64,217.15	1,598.08	17,408.64	---	46,808.51
95	Kanatak-Becharof Lake .....	---	30,276.74	---	6,394.43	---	23,882.31
95B	Larsen Bay-Karluk River .....	---	962.05	---	---	---	962.05
96	Chickaloon-King River .....	36.00	1,906.68	36.00	1,106.68	---	800.00
96A	Chickaloon-Cable .....	82.00	486.44	82.00	214.15	---	272.29
96B	Chickaloon-Nelchina .....	224.57	8,508.40	224.57	1,008.03	---	7,500.37
97	Suntrana Footbridge .....	---	413.80	---	---	---	413.80



No.	Sub-project Name	Cost 1933	Total Cost to 6-30-33	Cost M & I 1933	Total cost M & I to 6-30-33	Cost Con. 1933	Total cost Construction to 6-30-33
97A	Healy Aviation Field .....	---	\$491.79	---	---	---	\$491.79
98	Homer Spit .....	\$459.80	37,934.55	\$459.80	\$5,064.80	---	32,869.75
98A	Nuka Bay .....	---	5,757.75	---	2,106.77	---	3,650.98
98B	Ninilchik Aviation Field .....	---	384.18	---	---	---	384.18
98C	Kasilof Aviation Field .....	---	674.52	---	---	---	674.52
98D	Kasilof Road .....	375.40	18,533.85	375.40	1,387.50	---	17,146.35
100	Office and General Overhead ...	34,192.79	614,516.05	27,354.24	334,838.21	\$6,838.55	279,677.84
101	Territorial General Overhead ..	---	71,521.31	---	31,584.89	---	39,936.42
	Total Costs .....	\$692,835.32	\$19,640,964.35(a)	\$542,563.95	\$9,212,140.66	\$150,271.37	\$10,428,823.69
110	Book Value of Plant .....	-18,219.03***	72,128.53	---	---	---	---
111	Supplies and Materials on Hand.	20,419.87	227,049.14	---	---	---	---
	Total Expenditures .....	\$695,036.16(b)	\$19,940,142.02	---	---	---	---

\* Transferred to other departments.

\*\* Abandoned.

\*\*\* To be deducted, as this amount included in costs from deferred accounts.

(a) Includes \$932,280.46 of supervised funds.

(b) Includes \$1,971.94 General Accounting Office settlements. Does not include \$4,809.84 reimbursements and receipts from sales.

The following shows the cost of cooperative projects, with the source of revenue:

Costs in Detail--Cooperative Projects.

(Included in preceding table)

	<u>Alaska Road Commission</u>	<u>Contributed</u>	<u>Total</u>
2H Juneau Wharf .....	\$2,695.78	\$155.20 <sup>(1)</sup>	\$2,850.98
2J Juneau Float .....	-----	26.99 <sup>(1)</sup>	26.99
7D Fairbanks-Ester .....	3,017.10	942.13 <sup>(2)</sup>	3,959.23
13A Nome-Bessie .....	1,756.47	88.75 <sup>(3)</sup>	1,845.22
14A Sitka National Monument .....	458.60 <sup>(4)</sup>	283.03 <sup>(5)</sup>	741.63
15A Central House-Circle Hot Springs	661.03	45.00 <sup>(6)</sup>	706.03
35D Willow Creek Extension .....	5,847.30	75.00 <sup>(7)</sup>	5,922.30
35DB Lucky Shot-Willow Station .....	15,397.18	1,980.00 <sup>(8)</sup>	17,377.18
65G Slana-Chisana .....	27,324.68	5,037.61 <sup>(9)</sup>	30,362.29
75I Oilwell Road .....	<u>225.38</u>	<u>65.00<sup>(10)</sup></u>	<u>290.38</u>
Total .....	\$57,383.52	\$6,698.71	\$64,082.23

(1) By the U. S. Forest Service, U. S. Bureau of Fisheries and the Alaska Game Commission.

(2) By the City of Fairbanks, the Fairbanks Telephone Co. and the Fairbanks Exploration Co.

(3) By the Northern Air Transport Co.

(4) Allotted by the National Park Service.

(5) By the National Park Service.

(6) By F. M. Leach.

(7) By the Cold Top Syndicate.

(8) By the Willow Creek Mines.

(9) By the Nabesna Mining Corporation.

(10) By the Pacific International Airways and C. W. Smith.

## Total Costs--By Districts.

District	Construction	Maintenance and Improvement	Total
Juneau Office and General Overhead(a)	\$6,338.55	\$27,554.24	\$34,192.79
Southeastern .....	-----	12,459.89	12,459.89
Eagle .....	-----	3,850.63	8,850.63
Valdez .....	-----	55,851.52	55,851.52
Chitina .....	41,049.33	124,607.45	165,656.78
Fairbanks .....	10,795.93	178,397.80	189,193.73
Southwestern .....	78,401.98	59,469.65	137,871.63
Kuskokwim .....	-----	20,091.74	20,091.74
Nome .....	13,185.58	55,481.03	68,666.61
Total cost .....	150,271.37	542,563.95	692,235.32
Plant, materials, etc., undistributed			<u>2,200.84</u>
Total expenditure .....			\$695,036.16(b)

(a) Includes expenses of Seattle Purchasing Office.

(b) Includes \$1,971.94 General Accounting Office settlements; does not include \$4,809.84 reimbursements, refunds and receipts from sales.

## Appropriations.

Construction and maintenance of military and post roads,  
bridges, and trails, Alaska:

Act of June 12, 1906 .....	\$150,000.00
Act of June 20, 1906 .....	35,000.00(1)
Act of Mar. 2, 1907 .....	250,000.00
Act of May 11, 1908 .....	250,000.00
Act of Mar. 3, 1909 .....	350,000.00
Act of Mar. 23, 1910 .....	100,000.00
Act of Mar. 3, 1911 .....	150,000.00
Act of Aug. 24, 1912 .....	125,000.00
Act of Mar. 2, 1913 .....	155,000.00(2)
Act of Apr. 27, 1914 .....	125,000.00
Act of Mar. 4, 1915 .....	165,000.00
Act of Aug. 29, 1916 .....	500,000.00
Act of May 2, 1917 .....	500,000.00
Act of July 9, 1918 .....	100,000.00
Act of July 11, 1919 .....	100,000.00
Act of June 5, 1920 .....	350,000.00
Act of June 30, 1921 .....	425,000.00(3)
Act of June 30, 1922 .....	465,000.00
Act of Mar. 2, 1923 .....	650,600.00(4)
Act of June 7, 1924 .....	725,000.00
Act of Dec. 6, 1924 .....	55,000.00(5)
Act of Feb. 12, 1925 .....	900,000.00
Act of Apr. 15, 1926 .....	900,000.00
Act of Feb. 23, 1927 .....	1,022,500.00(6)
Act of Mar. 23, 1928 .....	925,000.00(7)
Act of Feb. 28, 1929 .....	800,000.00
Act of May 28, 1930 .....	800,000.00
Act of Feb. 25, 1931 .....	800,000.00
Act of July 14, 1932 .....	494,310.00
Act of Feb. 17, 1933 .....	469,300.00(8)
Total .....	<u>12,836,710.00</u>

- (1) For Fairbanks-Council survey.  
(2) Includes \$55,000 for Valdez dyke.  
(3) Includes \$10,000 for Nome-Kiwalik survey.  
(4) Includes \$600 for survey Juneau Wharf.  
(5) Deficiency to cover increase of compensation 1925.  
(6) Includes \$22,500 for Juneau Wharf.  
(7) Includes \$100,000 for flood control, Lowell Creek.  
(8) Includes \$3,000 for Juneau Wharf.

Construction and maintenance of wagon roads, bridges and trails, "Alaska fund":	
Fiscal years 1905 to 1932 inclusive .....	\$5,828,612.52
Fiscal year 1933 .....	<u>68,554.93</u>
Total .....	<u>3,917,167.45</u>
Increase of compensation, War Department:	
Fiscal years 1918 to 1925 inclusive .....	<u>95,059.50</u>
National cemeteries:	
Fiscal years 1925 to 1932 inclusive .....	<u>6,704.60</u>
Roads and trails, National Parks:	
Fiscal years 1925 to 1933 inclusive .....	775,876.37
Fiscal year 1934 .....	<u>7,000.00</u>
Total .....	<u>782,876.37</u>
National monuments:	
Fiscal year 1933 .....	<u>500.00</u>
Barracks and quarters:	
Fiscal year 1932 .....	<u>1,252.50</u>
Total Federal appropriations .....	<u>17,640,270.42</u>

## Contributed Funds.

(Act of Congress approved June 30, 1931, Alaska Special Fund.)

By the Territory: (For list of Acts see Annual Report 1932, pages 81-63.)	
Public roads, bridges, trails, and ferries:	
Fiscal years 1920 to 1932, inclusive .....	1,449,908.58
Shelter cabins	
Fiscal years 1922 to 1932 .....	98,595.50
Nizina Bridge	
Fiscal years 1922 to 1923 .....	25,000.00
Telephone lines, Seward Peninsula	
Fiscal years 1926 to 1931 .....	13,073.20
Pioneer Cemetery Road	
Fiscal years 1927 .....	3,341.02
Flood Control, Lowell Creek	
Fiscal year 1929 .....	10,000.00

Yukon-Kuskokwia Portage		
Fiscal year 1930 .....		\$7,500.00
Valdez Dyke		
Fiscal year 1932 .....		10,000.00
Radio Telephones		
Fiscal year 1932 .....		<u>6,477.34</u>
Total Territory .....		<u>1,623,895.64</u>
By others:		
Fiscal years 1922 to 1932 .....		146,565.66
Fiscal year 1933:		
Willow Creek Mines .....	\$2,100.00	
Nabesna Mining Corporation .....	3,220.00	
Pacific International Airways .....	50.00	
City of Fairbanks .....	770.00	
Gold Top Syndicate .....	75.00	
Fairbanks Telephone Co. ....	82.13	
C. W. Smith .....	15.00	
Northern Air Transport .....	88.75	
Fairbanks Exploration Co. ....	90.00	
F. M. Leach .....	45.00	
Government Agencies, Juneau .....	182.19	
National Park Service .....	<u>233.03</u>	<u>7,001.10</u>
Total others .....		<u>153,566.76</u>
Total Contributed Funds .....		<u>1,777,462.40</u>
Total Supervised Funds (see Annual Report, 1932, pages 64 to 66) .....		<u>2,840,147.35</u>
Grand total, all funds .....		22,257,880.17