

U.S. ALASKA ROAD COMMISSION

FUNDS

Money for the prosecution of the work of the Alaska Road Commission was provided 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 allotted by the National Park Service and expended under its direction entirely within the boundaries of national parks and monuments.

(5) Contributions, by individuals, companies, corporations, et cetera.

For the fiscal year 1940, the following funds were made available from the above sources:

Item 1	\$560,000
" 2	140,000
" 3	213,085
" 4	50,300
" 5	12,341

For the current year or fiscal year 1941 an appropriation of \$570,000 under Item 1 and \$150,000 under Item 2 was made available by Act approved June 18, 1940. Under Item 4 the National Park Service has allotted \$50,000 and it is estimated that \$150,000 will be available under Items 3 and 5.

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SUMMARY OF ALL EXPENDITURES TO JUNE 30, 1940

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
1905-1930	\$10,433,824.29	\$3,566,870.84(1)	\$1,984,826.03	\$15,985,521.16
1931	751,366.08	202,547.78	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
1934	467,737.60	88,433.89	42,834.21	599,005.70
1934 (N I R A).	780,396.23	-- -- --	53,479.55	833,875.78
1935	522,914.86	242,253.92	72,107.68	837,276.46
1935 (N I R A).	734,751.86	-- -- --	93,727.33	828,479.19
1935 (E R A).	1,454.28	-- -- --	-- -- --	1,454.28
1936	446,805.60	149,562.32	203,749.55	800,117.47
1936 (N I R A).	77,797.00	-- -- --	2,793.12	80,590.12
1936 (E R A).	559,945.03	-- -- --	-- -- --	559,945.03
1937	558,472.55	122,394.77	208,313.82	889,181.14
1937 (E R A).	170,723.05	-- -- --	-- -- --	170,723.05
1938	659,793.85	159,163.39	181,669.48	1,000,626.72
1938 (E R A).	376,455.02	-- -- --	-- -- --	376,455.02
1939	561,752.44	154,034.97	245,877.93	961,665.34
1939 (N I R A).	2,600.00	-- -- --	-- -- --	2,600.00
1939 (E R A).	10,870.22	-- -- --	-- -- --	10,870.22
1940	410,540.94	140,251.32	272,040.44	822,832.70
Totals ...	\$18,687,716.85	\$5,056,093.56	\$4,039,749.37	\$27,783,559.78

(1) Includes U. S. Treasury adjustment in 1912, \$17,052.23.

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

Fiscal Year	Increase of Com- pensation Acts	Quartermaster General	Funds Contributed	National Park Service
1918-1930	\$95,076.45	\$4,694.80	\$1,453,312.53	\$431,842.25
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
1934	-- -- --	-- -- --	36,027.35	6,806.86
1934 (N I R A).	-- -- --	-- -- --	-- -- --	53,479.55
1935	-- -- --	-- -- --	51,607.68	20,500.00
1935 (N I R A).	-- -- --	-- -- --	-- -- --	93,727.33
1936	-- -- --	-- -- --	60,101.48	143,648.07
1936 (N I R A).	-- -- --	-- -- --	-- -- --	2,793.12
1937	-- -- --	-- -- --	76,656.30	131,657.52
1938	-- -- --	-- -- --	90,845.47	90,824.01
1939	-- -- --	-- -- --	146,953.91	98,924.02
1940	-- -- --	-- -- --	220,871.71	51,168.73
Totals	\$95,076.45(1)	\$7,957.10	\$2,470,039.79(2)	\$1,466,676.03(3)

Includes refunds of \$16.95.
 Includes refunds of \$10,571.43 but is exclusive of reversions to Treasury (Economy Legislation) of \$302.39.
 Includes refunds of \$20.94 but is exclusive of reversions to Treasury (Economy Legislation) of \$3,508.03.

Total Congressional appropriations			\$19,285,708.02
Less - Reversions to Treasury	\$2,631.32		
Reversions to Treasury (Economy Legislation)	47,094.50		
Transfer to U.S. Engineer Department (Lowell Creek flood control)	417.21		
Balance unexpended	571,093.77		621,236.80
Amount expended			\$15,664,471.22
Plus - Navy Department reimbursement	3,976.19		
Repayments and voucher corrections, 1920-1929	19,269.44		23,245.63
Total expenditures			<u>\$18,687,716.85</u>
Total Alaska Fund to June 30, 1939			4,915,842.24
Congressional authorization f. y. 1940 (1)	\$140,000.00		
Plus unexpended balance from previous f.y.	11,058.04		
Plus repayments	810.74	151,868.78	
Less - Balance unexpended June 30, 1940... ..	10,806.72		
Repayments	810.74	11,617.46	140,251.32
Total net expenditures			\$5,056,093.56

1) By provisions of Act of Congress approved May 9, 1935 (indefinite Appropriation Act) the Alaska Fund will henceforth be expended upon basis of Congressional authorization.

These expenditures are summarized as follows:

Federal Appropriations

Congressional appropriations	\$18,687,716.85
Alaska Fund 1905-1940	5,039,041.33
U. S. Treasury adjustment, 1912	17,052.23
Increase of compensation acts, 1918-1925.....	95,076.45
Quartermaster General, 1925-1932	7,957.10
National Park Service, 1925-1940	<u>1,466,676.03</u>
Total	\$25,313,519.99

Contributed Funds

Territory of Alaska, 1920-1940	\$2,267,223.57
Miscellaneous	<u>202,816.22</u>
Total	<u>\$2,470,039.79</u>
Grand Total	\$27,783,559.78

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	\$932,280.46

Territorial Funds

The Territorial Legislature biennially appropriates funds for the construction and maintenance of roads and trails. A portion of these funds is allocated to projects by the Territorial Road Board and is expended under the direction of the Alaska Road Commission.

For the working season of 1940 (fiscal year 1941), the Territorial Board has allotted to the Alaska Road Commission the following amounts:

Cooperative road projects	\$156,500
Airfields	<u>13,500</u>
Total	\$170,000

MATERIALS, SUPPLIES AND EQUIPMENT

Alaskan 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 consolidated 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 averages about 4 per cent 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.

1 Hiway mower, powered	3 tractors, 70 h.p. with trailbuilder
4 pick-up trucks, $\frac{1}{2}$ -ton	1 motor grader
11 dump trucks, $1\frac{1}{2}$ -yard	1 trailbuilder for 44 h.p. tractor
1 tractor, 22 h.p. with trailbuilder	4 scrapers, 45 cu. ft.

ORGANIZATION

Labor, both common and skilled, is secured entirely from local residents. Labor has been plentiful the past year. 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 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.

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.

Four district offices are located at strategic points in the field, the Chitina District having been consolidated with the Valdez District. 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 for the Territorial Government which are 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 uphill 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. Surfacing 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 and location. Fir has been found to be the most suitable material for timber bridges but local timber is used for part of these structures. Metal culverts are used to replace culverts of native timber ordinarily used on new construction.

OPERATIONS DURING THE FISCAL YEAR

The work in the past fiscal year was mainly limited to maintenance and some improvement of the existing system. New Mileage constructed consisted chiefly of short extensions or branch roads to existing routes and was financed from funds contributed by the Territory and others.

The Richardson Highway was open from Valdez to Fairbanks from June 2 to October 16.

The standardization of the highway through Mt. McKinley National Park consisting of widening and placing crushed gravel surfacing was completed to Mile 43.9 and grading to Mile 51.0 was practically completed. A short change was made in the road at the railroad depot.

Extension of the Bunker Hill-Kougarak road was continued. An additional 3-3/4 miles were constructed during the season, completing the road to Mile 14.25.

The new road which will connect the Takotna and Ophir mining districts with steamboat navigation on the Kuskokwim River was made passable to Mile 8.75 from the river as was the 1.50 miles from the Takotna road to the Takotna River. A 1.25 mile branch road into Candle Creek was constructed.

Maintenance of 60 miles of the abandoned Copper River and Northwestern Railway, between Chitina and McCarthy, was assumed and this track is now used as a tram road.

Maintenance of the Eklutna Lake Road, a ten mile branch from the Anchor-age-Palmer road, was assumed.

The Eagle-Liberty road was improved to automobile standard for 5.0 miles toward the mining activities in the Fortymile district.

Three miles of secondary farm road were constructed at Homer.

Maintenance of Sitka National Monument with 2 miles of trails formerly handled for the National Park Service, is now handled directly by that agency.

In addition to the above, 6 miles of new road were constructed consisting entirely of short extensions or branches to existing roads. These projects varied from $\frac{1}{4}$ mile to $1\frac{1}{4}$ miles in length.

A canal 150 feet by 2,000 feet and averaging 8 feet in depth was dug between Lakes Hood and Spensard to make a pontoon landing allowing a length of 6,100 feet for takeoff.

New airfields were constructed with funds provided by the Territory at Nation, Beaver, Stevens Village, Rampart, Wiseman and the Cliff Mine.

The work accomplished during the fiscal year is summarized as follows:

New Construction: $19\frac{1}{2}$ miles of road of which $11\frac{1}{2}$ were surfaced, 53 miles of sled road, 360 linear feet of steel bridges of 60-foot span or over, 160 linear feet of steel trestle span bridges, 711 linear feet of timber trestle bridges and one 60-foot wooden truss span bridge.

Improvement: 47 miles of road regraded and widened, $121\frac{1}{2}$ miles of road surfaced, 479 metal culverts, averaging 20 feet in length, installed principally as replacements for wooden culverts.

Maintenance: $1,932\frac{1}{2}$ miles of road, $139\frac{1}{4}$ miles of tramway, $639\frac{1}{4}$ miles of sled road, 2,637 miles of permanent trail and 240 miles of temporary flagged trail.

The total mileage of all routes as of June 30, 1940, is as follows:

	<u>Road</u>	<u>Sled Road</u>	<u>Trail</u>	<u>Flagged Trail</u>	<u>Grand Total</u>
June 30, 1939	2,113	1,588 $\frac{3}{4}$	7,080 $\frac{1}{4}$	304	11,086
Fiscal Year 1940:					
New Mileage	89 $\frac{1}{2}$	53	---	---	142 $\frac{1}{2}$
Reclassified, abandoned and transferred	+10	-177	-586	-64	-817
Total	2,212 $\frac{1}{2}$ (a)	1,464 $\frac{3}{4}$	6,494 $\frac{1}{4}$	240	10,411 $\frac{1}{2}$
No work of either maintenance or improvement during fiscal year 1940	140 $\frac{3}{4}$	825 $\frac{1}{2}$	4,296 $\frac{1}{4}$	---	5,262 $\frac{1}{2}$

(a) Includes 139 $\frac{1}{4}$ miles tram road.

PROPOSED OPERATIONS

In addition to \$570,000 from appropriated funds, it is estimated there will be available from the "Alaska Fund" and Territorial appropriation \$300,000 for the fiscal year ending June 30, 1941.

With these funds normal maintenance of the existing system will be performed and improvement of certain sections, including surfacing, will be provided where possible. New construction will be accomplished only to the extent possible with funds provided by the Territory and on projects designated by the Territorial Road Board.

RECOMMENDATIONS

For the fiscal year ending June 30, 1942 an appropriation of \$1,947,000 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 construction on projects now under way and on needed new projects as outlined in the six-year program.

The projects on which new work would be performed under this program are as follows:

Palmer-Richardson Highway
Skagway-Dyea
Fairbanks Local Roads
Bunker Hill-Kougarok Road
Rampart-Eureka Road

Kuskokwim Landing-Takotna Road
 Eagle-Fortymile Road System
 Talkeetna-Cache Creek Road
 Homer Roads
 Cantwell-Valdez Creek Road
 Candle Creek Road Extension
 Hot Springs Road System
 Ruby-Poorman Road
 Iliamna-Lake Clark Road
 Cantwell-Sanctuary River Road
 Valdez Creek-Paxsons Road

A well planned program requires 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.

THIRTY-SIX YEARS' SERVICE

With the period covered by this report the Alaska Road Commission concludes its thirty-sixth year of service. The work accomplished consists of the construction and maintenance of 2,212 $\frac{1}{2}$ miles of road and tram road, 80% of which is suitable for automobiles in all summer weather, 1,464 $\frac{1}{2}$ miles of winter sled road, 6,494 $\frac{1}{2}$ miles of trail and 240 miles of flagged trail. The total costs to the end of the fiscal year are \$27,172,639.33, of which \$13,551,030.90 was for new work and \$13,621,608.43 was for maintenance and improvement. The total expenditures to date are \$27,783,559.78 of which \$20,302,547.31 was derived from Federal appropriation acts. The balance, \$7,481,012.47, or 27 per cent of the total expenditures, was obtained from Alaskan sources.

All existing mileage has been maintained 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.

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 \$8,000.

Annual maintenance costs, including improvements, are estimated as \$375 per mile for roads, \$20 for sled roads, \$5 for trails. For the working season of 1939 the cost of maintenance, per mile, including minor improvements, was \$323 for roads, \$18 for sled roads, \$5 for trails. Roads were kept open for traffic, except in unusual circumstances but 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 3-ton truck can ordinarily travel from Valdez to Fairbanks, 370 miles, in 18 hours. Actually the first automobile went over this route in 1913, after the route had been used as a packtrail and wagon road for 8 years, but due to lack of funds improvement to a fair standard proceeded slowly. The average cost per mile to June 30, 1940, including all costs for construction and maintenance over the 34-year period of use for the 410 miles, is \$20,328.

The Steese Highway extending from Fairbanks to Circle, a distance of 162 miles, is suitable for traffic not exceeding 3-ton trucks. Including maintenance, the total cost per mile of this road to June 30, 1940, is \$12,691. This includes its life as a sled road from 1906 and partly constructed wagon road beginning in 1908.

The Elliott Highway branches from the Steese Highway at Mile 11 near Fox and extends to Livengood and up Livengood Creek, a total length of 78 miles. Sufficient surfacing has been provided to class it as an all-weather road. It was started as a summer wagon road from Fox to Olnes in 1906 and this section has been used as such since 1907. In 1915 the section from Olnes to Livengood was completed as a sled road, used as such for several years and then abandoned except as a summer foot trail, in favor of the less hilly route from Dunbar; in 1931 operations were begun toward completion of this section as an automobile road. The total cost per mile over the above period, to June 30, 1940, is \$9,206.

The Mt. McKinley National Park road system started in 1922 was recently completed except for some proposed gradual improvement. The total cost per mile to date of 91 miles, including maintenance of completed sections since construction, is \$16,418.

The total cost per mile of the Gulkana-Nabesna road, total length 108 miles, including maintenance is \$8,464.

A consolidated cost statement of all projects follows:

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

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Part I

Inactive, Abandoned and Transferred Projects

No.	Subproject Name	Cost 1940	Total Cost to June 30, 1940	Cost Maintenance and Improvement 1940	Total Cost Maintenance and Improvement to June 30, 1940	Cost Construction 1940	Total Cost Construction to June 30, 1940
1*	Prince of Wales Island	----	\$63,850.26	----	\$21,038.40	----	\$42,811.86
2A*	Auke 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
2K*	Willoughby Avenue	----	52,000.00	----	----	----	52,000.00
3G	Chilkoot Barracks Water Supply	----	28,344.60	----	----	----	28,344.60
4A**	Donnelly-Washburn	----	33,460.06	----	14,594.66	----	18,865.40
4AB**	Donnelly Aviation Field	----	137.42	----	14.11	----	123.31
5**	Ester-Dunbar	----	19,405.18	----	6,781.00	----	12,624.18

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No.	Subproject Name	Cost 1940	Total Cost to 6-30-40	Cost M & I 1940	Total Cost M & I to 6-30-40	Cost Con. 1940	Total Cost Construction to 6-30-40
7BB**	Fox-Steel Creek	----	\$855.75	----	----	----	\$855.75
7E**	Vault Creek	----	4,875.20	----	\$172.37	----	4,702.83
7F**	Vault Creek-Treasure Creek	----	1,379.09	----	29.09	----	1,350.00
7Z	Fairbanks Aviation Field Road	----	766.66	----	----	----	766.66
8L**	Port Safety Aids	----	616.50	----	616.50	----	----
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
11J**	Fortymile-Chicken	----	116.01	----	116.01	----	----
11K**	Fortymile-Steel Creek	----	80.00	----	80.00	----	----
12A**	Mile 34-Lynx Creek	----	22,192.66	----	8,239.03	----	13,953.63
13D**	Bessie-Dry Creek	----	3,289.20	----	1,706.73	----	1,582.47
13E**	Dry Creek-Newton	----	623.74	----	223.86	----	399.88
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

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No.	Subproject Name	Cost 1940	Total Cost to 6-30-40	Cost M & I 1940	Total Cost M & I to 6-30-40	Cost Con. 1940	Total Cost Construction to 6-30-40
13L**	Nome Buoys.....	----	\$585.00	----	\$585.00	----	----
14*	Sitka-Indian River.....	----	9,610.88	----	3,336.16	----	\$6,274.72
14B*	Sitka National Cemetery...	----	9,233.02	----	5,733.02	----	3,500.00
17A**	Lewis Landing-Dishkaket...	----	483.37	----	----	----	483.37
17B**	Nulato-Dishkaket.....	----	735.88	----	250.00	----	485.88
18E	Solomon Aviation Field....	----	719.83	----	624.83	----	95.00
19**	Kern Creek-Knik.....	----	13,891.95	----	3,615.73	----	10,276.22
π 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
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
20DB**	Ophir-Dishkaket.....	----	4,335.00	----	760.00	----	3,575.00

No.	Subproject Name	Cost 1940	Total Cost to 6-30-40	Cost M & I 1940	Total Cost M & I to 6-30-40	Cost Con. 1940	Total Cost Construction to 6-30-40
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
22**	Hot Springs-Sullivan Creek	----	61,496.46	----	33,672.62	----	27,823.84
23A**	Snowshoe-Beaver.....	----	14,163.03	----	3,227.58	----	10,935.45
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
GI 24A*	Lynx Creek-Six Mile.....	----	10,882.40	----	3,800.00	----	7,082.40
24B*	Sunrise-Hope.....	----	1,085.00	----	200.00	----	885.00
25A**	Cripple River.....	----	8,801.79	----	3,743.82	----	5,057.97
25B**	Penny River.....	----	1,967.08	----	691.05	----	1,276.03
25H**	Otter Creek.....	----	1,802.52	----	652.98	----	1,149.54
25K**	Nome City Dock.....	----	3,051.47	----	84.82	----	2,966.65
25P**	Nome Harbor Lights.....	----	815.29	----	815.29	----	----
25R	Radio Telephones.....	----	6,477.34	----	----	----	6,477.34
26A**	Kugruk River Approach.....	----	488.00	----	488.00	----	----
26F**	Telephone Line Reconnaissance	----	148.00	----	148.00	----	----

No.	Subproject Name	Cost 1940	Total Cost to 6-30-40	Cost M & I 1940	Total Cost M & I to 6-30-40	Cost Con. 1940	Total Cost Construction to 6-30-40
← 26G	Candle Radio Road.....	----	\$575.00	----	----	----	\$575.00
	32AB** Flat-Moore Creek.....	----	15.00	----	\$15.00	----	----
	32AC** Candle Creek-Takotna.....	----	1,216.09	----	1,216.09	----	----
	32BA** Iditarod River Improvement	----	100.00	----	----	----	100.00
	33A** Otter Creek Towpath.....	----	448.23	----	----	----	448.23
	33B** Summit-Otter Creek.....	----	5,047.66	----	5,047.66	----	----
	33G** Candle Landing-Candle Creek.....	----	6,577.16	----	980.16	----	5,597.00
	34** Iditarod-Dishkaket.....	----	4,830.98	----	100.00	----	4,730.98
	35AB** Fairangel Extension.....	----	104.20	----	----	----	104.20
	35N** Houston-Willow Creek.....	----	1,212.32	----	272.00	----	940.32
	35P** Moose Creek-Baxter.....	----	2,218.62	----	----	----	2,218.62
	35U** Moose Creek Aviation Field	----	481.75	----	20.25	----	461.50
	35V** Fishhook Aviation Field..	----	917.49	----	68.75	----	848.74
	36A** Granby Road.....	----	3,431.35	----	349.44	----	3,081.91
	36B South 2nd Street-Cordova.	----	3,437.95	----	64.80	----	3,373.15
	36C* Eyak Lake Road.....	----	7,735.85	----	----	----	7,735.85

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No.	Subproject Name	Cost 1940	Total Cost to 6-30-40	Cost M & I 1940	Total Cost M & I to 6-30-40	Cost Con. 1940	Total Cost Construction to 6-30-40
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
38EEE**	Tamarack-Poorman	----	22,322.69	----	----	----	22,322.69
39*	Juneau-Sheep Creek :.....	----	45,929.40	----	20,539.27	----	25,390.13
40*	Douglas-Gastineau Channel	----	18,616.56	----	6,596.68	----	12,019.88
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
44C*	Skagway-Glacier	----	25,182.70	----	----	----	25,182.70
45*	Silver Bow Basin	----	23,466.21	----	17,527.59	----	5,938.62
46E**	Diamond-Telida	----	10,779.37	----	3,967.81	----	6,811.56
46H**	Lake Minchumina Aviation Field	----	914.11	----	164.11	----	750.00
46J**	Kantishna Aviation Field.	\$125.02	900.02	----	100.00	\$125.02	800.02
46K**	Telida Aviation Field ...	----	850.00	----	250.00	----	600.00
50*	Stikine River	----	2,256.75	----	----	----	2,256.75

No.	Subproject Name	Cost 1940	Total Cost to 6-30-40	Cost M & I 1940	Total Cost M & I to 6-30-40	Cost Con. 1940	Total Cost Construction to 6-30-40
52*	Ketchikan-Wards Cove	----	\$26,120.42	----	\$5,000.00	----	\$21,120.42
52A*	Ketchikan-Charcoal Point .	----	15,500.48	----	3,000.00	----	12,500.48
56**	Tasnuma	----	1,058.14	----	----	----	1,058.14
56B**	Katalla-Chilkat	----	7,752.56	----	----	----	7,752.56
57E**	McCarthy-Green Butte	----	2,319.68	----	2,319.68	----	----
57H**	Chitina River Aviation Field	----	735.00	----	----	----	735.00
58*	Hyder-Salmon River	----	63.50	----	----	----	63.50
61**	Strelna-Kuskulana	----	17,106.28	----	4,569.73	----	12,536.55
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
63**	Dunbar-Brooks	----	32,812.23	----	13,582.64	----	19,229.59
63C**	Brooks Tram	----	63,455.39	----	45,144.09	----	18,311.30
63D**	Brooks Aviation Field Road	----	713.00	----	----	----	713.00
64**	Cripple-Lewis Landing	----	100.00	----	100.00	----	----
66**	Matanuska-Chickaloon	----	1,268.30	----	----	----	1,268.30

No.	Subproject Name	Cost 1940	Total Cost to 6-30-40	Cost M & I 1940	Total Cost M & I to 6-30-40	Cost Con. 1940	Total Cost Construction to 6-30-40
72*	Wrangell Oil Dock	----	\$4,964.97	----	----	----	\$4,964.97
72A*	Wrangell Cemetery Road ...	----	8,639.22	----	\$2,350.00	----	6,289.22
75G**	East First Street- Anchorage	----	1,023.46	----	----	----	1,023.46
79	Seward Depot	----	4,222.55	----	4,222.55	----	----
80A**	McGrath-Takotna	----	428.05	----	428.05	----	----
80B**	McGrath-Telida	----	12,479.40	----	5,301.19	----	7,178.21
80D**	Nixon Fork-Nixon Mine	----	2,384.78	----	36.78	----	2,348.00
80E**	Takotna-Twin Peaks	----	213.16	----	100.00	----	113.16
80GG**	Takotna-Nixon Fork(Winter)	----	183.16	----	183.16	----	----
82*	Taku River	----	20,208.95	----	----	----	20,208.95
84	Fairbanks-Council Survey	----	41,528.75	----	----	----	41,528.75
91*	Yakutat	----	50.55	----	----	----	50.55
92D**	Bennett's Cutoff	----	396.00	----	----	----	396.00
92N**	Akiak-Canyon Creek	----	306.00	----	306.00	----	----
	SUB TOTAL	\$125.02	\$1,528,262.41	----	\$428,436.54	\$125.02	\$1,099,825.87
	* Transferred to other departments						
	** Abandoned						
	All others inactive						

Part II-Active Projects

No.	Subproject Name	Cost 1940	Total Cost to 6-30-40	Cost M & I 1940	Total Cost M & I to 6-30-40	Cost Con. 1940	Total Cost Construction to 6-30-40
2H	Juneau Wharf and Float	\$447.59	\$43,995.37	\$447.59	\$13,779.06	---	\$30,216.31
2J	Juneau Float	---	5,471.67	---	337.25	---	5,134.42
2L	Juneau-Douglas Bridge	2,810.61	266,756.05	2,810.61	13,848.10	---	252,907.95
3AB	Haines-Pleasant Camp	10,140.40	516,483.05	10,140.40	232,658.86	---	283,824.19
3C	Porcupine Extension	---	47,634.63	---	9,279.73	---	38,354.90
3D	Haines-Mud Bay	1,246.18	40,272.83	1,246.18	21,465.37	---	18,807.46
3E	Haines-Chilkoot	438.75	26,317.14	438.75	8,080.58	---	18,236.56
3F	Haines-Jones Point	---	2,353.20	---	799.75	---	1,553.45
3H	Chilkoot Barracks Roads	---	1,252.50	---	1,252.50	---	---
4AC	Big Delta Aviation Field ...	324.76	1,216.67	---	296.91	\$324.76	919.76
4AD	Rapids Aviation Field	---	229.10	---	---	---	229.10
4BA	Valdez-Ptarmigan Drop and Branches	27,525.51	1,284,393.56	27,525.51	813,717.86	---	470,675.70
4BA	Dyke	---	151,047.09	---	94,981.11	---	56,065.98
4BB	Ptarmigan Drop-Ernestine ...	27,659.71	562,530.42	27,659.71	391,302.86	---	171,227.56
4BC	Thompson Pass Aviation Field	495.74	669.96	---	---	495.74	669.96
4C	Ernestine-Willow Creek	2,730.30	485,830.75	2,730.30	308,330.90	---	177,499.85

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No.	Subproject Name	Cost 1940	Total Cost to 6-30-40	Cost M & I 1940	Total Cost M & I to 6-30-40	Cost Con. 1940	Total Cost Construction to 6-30-40
4D	Willow Creek-Gulkana	\$17,515.82	\$781,555.73	\$17,515.82	\$535,161.15	----	\$246,394.58
4DA	Gulkana Aviation Field	----	65.80	----	----	----	65.80
4E	Gulkana-Sourdough	30,490.04	433,928.10	30,490.04	289,754.40	----	144,173.70
4F	Sourdough-Mile 168	3,198.41	341,939.48	3,198.41	205,681.19	----	136,258.29
4G	Mile 168-Delta River	10,080.98	582,604.80	10,080.98	423,988.91	----	158,615.89
4H1	Delta River-Rapids	16,184.91	943,988.08	16,184.91	684,022.48	----	259,965.60
4H2	Rapids-Grundler	21,073.00	513,689.31	21,073.00	393,303.19	----	120,386.12
4I	Grundler-Richardson	27,587.92	414,090.92	27,587.92	292,796.92	----	121,294.00
4J	Richardson-Salchaket and Branches (1)	22,789.16	577,445.77	22,789.16	354,696.42	----	222,749.35
4K	Salchaket-Fairbanks and Branches (2)	10,173.28	748,479.82	10,173.28	431,347.51	----	317,132.31
5A	Nenana-Tenana (3)	166.81	97,186.03	166.81	44,997.33	----	52,188.70
5C	Fish Lake-American Creek ..	----	10,958.18	----	5,191.65	----	5,766.53
5D	American Creek Aviation Field	----	940.00	----	----	----	940.00
5E	Tanana Aviation Field	----	6,274.92	----	374.96	----	5,899.96
5F	Illinois Creek-Moran Creek	----	1,178.89	----	----	----	1,178.89

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No.	Subproject Name	Cost 1940	Total Cost to 6-30-40	Cost M & I 1940	Total Cost M & I to 6-30-40	Cost Con. 1940	Total Cost Construction to 6-30-40
6A	Willow Creek-Tonsina.....	\$2,376.74	\$285,754.57	\$2,376.74	\$176,093.79	----	\$109,660.78
6B	Tonsina-Chitina.....	2,458.45	407,199.09	2,458.45	261,836.40	----	145,362.69
6D	Chitina Depot.....	----	18,407.93	----	6,469.27	----	11,938.66
6E	Chitina-Native School.....	244.41	1,851.98	244.41	1,356.92	----	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....	335.11	5,469.24	----	----	\$335.11	5,469.24
7A	Fairbanks-Chatanika and Branches (4).....	13,783.78	510,717.48	13,783.78	354,531.00	----	156,186.48
7B	Fox-Livengood and Branches (5).....	32,621.70	723,022.88	16,121.70	163,828.12	16,500.00	559,194.76
7C	Summit-Fairbanks Creek and Branches (6).....	3,060.66	93,187.30	3,060.66	55,503.87	----	37,683.43
7D	Fairbanks-Ester and Branches (7).....	3,455.25	146,097.66	3,455.25	95,128.59	----	50,969.07
7J	Chena River System (8)....	2,061.96	35,813.96	2,061.96	26,567.36	----	9,246.60
7JB	Palmer Creek Aviation Field	----	839.11	----	264.11	----	575.00

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No.	Subproject Name	Cost 1940	Total Cost to 6-30-40	Cost M & I 1940	Total Cost M & I to 6-30-40	Cost Con. 1940	Total Cost Construction to 6-30-40
7N	Farmers-Birch Hill and Branches (9).....	\$3,796.04	\$59,411.23	\$3,796.04	\$34,787.57	----	\$24,623.66
7X	Chena Hot Springs Aviation Field.....	----	1,739.58	----	50.00	----	1,689.58
7Y	Fairbanks Aviation Field..	----	21,135.09	----	1,663.87	----	19,471.22
8	Nome-Council.....	9,298.07	502,661.68	9,298.07	320,778.72	----	181,882.96
8D	Council-Ophir Creek.....	351.30	14,429.88	351.30	14,429.88	----	----
8H	Casa de Paga.....	----	34,396.27	----	16,956.62	----	17,439.65
8J	Shovel Creek.....	----	169.00	----	110.50	----	58.50
8K	Council Aviation Field....	----	2,244.27	----	845.03	----	1,399.24
9	Rampart-Eureka.....	1,371.73	59,199.78	1,371.73	30,085.42	----	29,114.36
9A	Rampart Airfield.....	2,177.13	2,177.13	----	----	\$2,177.13	2,177.13
9B	Stevens Village Airfield..	729.48	729.48	----	----	729.48	729.48
10D	Seward Aviation Field.....	----	13,543.61	----	245.75	----	13,297.86
11A	Eagle-Chicken (10).....	15,356.12	236,397.89	8,156.12	165,380.07	7,200.00	71,017.82
11B	American Summit-Fortymile.	----	31,222.56	----	10,971.37	----	20,251.19
11C	Steel Creek-Mouth of Walker's Fork.....	----	10,968.14	----	6,335.64	----	4,632.50

No.	Subproject Name	Cost 1940	Total Cost to 6-30-40	Cost M & I 1940	Total Cost M & I to 6-30-40	Cost Con. 1940	Total Cost Construction to 6-30-40
11E	Eagle-Seventymile.....	----	\$24,963.05	----	\$19,998.46	----	\$4,964.59
11G	Steel Creek-Canyon Creek...	----	990.34	----	990.34	----	----
11GA	Steel Creek Airfield.....	\$64.00	64.00	----	----	\$64.00	64.00
11L	Franklin-Chicken.....	----	3,272.19	----	3,272.19	----	----
11LA	Franklin Field.....	114.43	114.43	----	----	114.43	114.43
11M	Boundary-Jack Wade-Junction (11).....	1,802.03	12,095.17	\$1,802.03	7,985.17	----	4,110.00
11MA	Walker's Fork Aviation Field.....	213.00	213.00	----	----	213.00	213.00
11MB	Lower Wade Field.....	37.00	37.00	37.00	37.00	----	----
11N	Lillywig Creek.....	----	909.50	----	----	----	909.50
11P	Chicken Aviation Field.....	52.06	2,868.06	52.06	167.92	----	2,700.14
11Q	Eagle Aviation Field.....	1,500.00	5,461.71	----	1,940.96	1,500.00	3,520.75
13A	Nome-Bessie.....	497.91	98,134.23	497.91	59,592.28	----	38,541.95
13B	Bessie-Snake River.....	8,683.23	137,126.39	5,163.23	83,263.27	3,520.00	53,863.12
13BA	Snake River-Monument Creek.	----	1,788.65	----	371.38	----	1,417.27
13C	Bessie-Sunset Creek.....	1,736.20	75,707.23	1,736.20	29,009.95	----	46,697.28

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No.	Subproject Name	Cost 1940	Total Cost to 6-30-40	Cost M & I 1940	Total Cost M & I to 6-30-40	Cost Con. 1940	Total Cost Construction to 6-30-40
13F	Nome-Osborne	\$1,190.28	\$63,720.18	\$1,190.28	\$48,326.39	----	\$15,393.79
13K	Bessie-Buster	597.69	62,324.31	597.69	44,820.33	----	17,503.98
13M	Nome Depot	63.65	15,345.41	63.65	12,345.41	----	3,000.00
14	Sitka-Indian River	216.04	10,540.03	216.04	6,977.03	----	3,563.00
14A	Sitka National Monument ..	392.02	17,131.49	392.02	15,581.49	----	1,550.00
14C	Sitka-Pioneer Cemetery Road	82.00	5,976.17	82.00	2,635.15	----	3,341.02
14D	National Cemetery Road ...	93.50	3,668.92	93.50	2,971.45	----	697.47
15	Circle-Miller House	6,476.07	653,494.13	6,476.07	220,806.10	----	432,688.03
15A	Circle Springs System (12)	3,798.14	70,070.49	3,798.14	31,813.58	----	38,256.91
15C	Circle Hot Springs Aviation Field	14.53	3,390.88	14.53	400.24	----	2,990.64
15E	Miller House-Harrison Creek	2,698.06	38,703.83	2,698.06	13,068.51	----	25,635.32
15F	Boulder Creek Trail	----	321.90	----	----	----	321.90
15G	Porcupine Creek	588.83	17,513.13	588.83	588.83	----	16,924.30
15H	Miller House Aviation Field	----	500.00	----	----	----	500.00
16	Chatanike-Miller House and Branches (13)	12,097.75	970,884.14	12,097.75	416,967.67	----	553,916.47

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No.	Subproject Name	Cost 1940	Total Cost to 6-30-40	Cost M & I 1940	Total Cost M & I to 6-30-40	Cost Con. 1940	Total Cost Construction to 6-30-40
16C	Chatanika-Miller House (Winter)	----	\$23,991.66	----	\$9,376.92	----	\$14,614.74
17	Tanana-Kaltag	----	34,644.95	----	10,907.15	----	23,737.80
17C	Nulato Aviation Field and Road	\$335.94	32,200.55	\$335.94	350.07	----	31,850.48
17D	Tanana-Kaltag Telephone Line	----	6,683.59	----	6,683.59	----	----
18	Kaltag-Nome	156.25	80,780.81	156.25	52,643.42	----	28,137.39
18A	Bonanza-Kotzebue	26.68	12,143.72	26.68	10,913.72	----	1,230.00
18B	Golovin-Council	33.75	779.65	33.75	779.65	----	----
18D	Unalakleet Aviation Field	----	1,641.17	----	199.50	----	1,441.67
18F	Golovin Aviation Field ..	----	1,833.72	----	207.90	----	1,625.82
18G	Moses Aviation Field	----	254.20	----	29.20	----	225.00
18H	Kaltag-Unalakleet Telephone Line	----	2,514.93	----	2,514.93	----	----
18J	Spruce Creek	----	2,097.26	----	1,809.76	----	287.50
20DA	Takotna-Ophir (Winter) ..	----	5,026.87	----	1,226.87	----	3,800.00
20H	Nancy-Susitna	----	2,808.09	----	2,808.09	----	----
20J	Susitna-Tyonek	----	4,122.45	----	1,478.52	----	2,643.93

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No.	Subproject Name	Cost 1940	Total Cost to 6-30-40	Cost M & I 1940	Total Cost M & I to 6-30-40	Cost Con. 1940	Total Cost Construction to 6-30-40
20K	Susitna Aviation Field ..	----	\$931.10	----	----	----	-\$931.10
21	Unalakleet-St. Michael ..	----	9,529.99	----	\$6,927.36	----	2,602.63
21A	St. Michael Aviation Field	----	110.00	----	----	----	110.00
23B	Beaver-Caro and Branches (14)	Minus \$157.56	109,327.92	Minus \$157.56	61,183.98	----	48,143.94
23G	Beaver Aviation Field ...	698.85	698.85	----	----	\$698.85	698.85
25C	Nome Wireless	304.28	4,731.00	304.28	2,966.09	----	1,764.91
25D	Mouth of Center Creek ...	364.49	31,064.95	364.49	23,563.88	----	7,501.07
25DA	Little Creek Branch	204.07	10,899.85	204.07	7,103.15	----	3,796.70
25E	Submarine Paystreak	412.24	40,101.68	412.24	15,731.35	----	24,370.33
25L	Nome Aviation Fields	1,413.85	37,864.18	1,413.85	9,423.43	----	28,440.75
25M	Telephone Lines-Seward Peninsula	102.53	13,302.36	102.53	11,602.36	----	1,700.00
25N	Nome City Streets	326.00	8,218.78	326.00	5,870.11	----	2,348.67
26	Candle-Candle Creek	3,005.24	117,827.39	3,005.24	77,812.60	----	40,014.79
26B	Bear Creek Trail	----	1,275.89	----	935.89	----	340.00
26C	Candle-Kiwalik	----	1,107.27	----	79.36	----	1,027.91

No.	Subproject Name	Cost 1940	Total Cost to 6-30-40	Cost M & I 1940	Total Cost M & I to 6-30-40	Cost Con. 1940	Total Cost Construction to 6-30-40
26D	Kiwalik Aviation Field ...	---	\$908.50	---	\$608.50	---	\$300.00
26E	Candle Aviation Field	---	1,700.40	---	345.40	---	1,355.00
27	Deering-Inmachuk	\$2,225.03	126,044.29	\$2,225.03	95,152.39	---	30,891.90
27A	Deering-Aviation Field ...	---	1,159.65	---	137.65	---	1,022.00
28	Shelton-Candle	199.24	12,639.97	199.24	4,432.95	---	8,207.02
28A	Nome-Serpentine Hot Springs	---	18,933.11	---	13,694.11	---	5,239.00
28C	Lower Kougarok Aviation Field	---	362.84	---	---	---	362.84
29	Tanana-Coldfoot and Branches (15)	1,622.02	47,267.09	1,622.02	30,722.87	---	16,544.22
29E	Bettles River Aviation Field	---	500.00	---	---	---	500.00
30	Manley Springs System (16)	13,327.36	177,888.20	5,907.36	103,493.23	\$7,420.00	74,394.97
30AB	Miller Creek Aviation Field	756.93	756.93	---	---	756.93	756.93
30B	Manley Hot Springs Aviation Field	---	1,189.98	---	49.98	---	1,140.00
31	Caribou Creek	2,187.65	19,126.13	2,187.65	10,545.21	---	8,580.92
32A	Takotna-Flat (Summer)	---	9,305.14	---	3,867.85	---	5,437.29
32AA	Takotna-Flat (winter via Moore Creek)	Minus 334.75	1,544.62	Minus 334.75	744.62	---	800.00

No.	Subproject Name	Cost 1940	Total Cost to 6-30-40	Cost M & I 1940	Total Cost M & I to 6-30-40	Cost Con. 1940	Total Cost Construction to 6-30-40
32B	Iditarod-Flat	\$5,933.23	\$172,210.46	\$5,933.23	\$116,324.19	---	\$55,886.27
32C	Ophir-Iditarod	---	8,053.42	---	3,053.42	---	5,000.00
32D	Flat-Crooked Creek(Winter)	829.99	9,826.68	829.99	8,346.68	---	1,480.00
32DD	Flat-Georgetown	---	150.00	---	150.00	---	---
32E	Takotna Aviation Field ..	---	8,865.40	---	446.68	---	8,418.72
32F	Takotna Depot	1,029.04	16,897.25	1,029.04	9,287.98	---	7,609.27
32G	Kuskokwim Landing-Takotna	59,666.41	80,374.57	---	---	\$59,666.41	80,374.57
33C	Flat Roads (17)	4,603.85	94,423.67	4,603.85	62,792.68	---	31,630.99
33H	Flat Aviation Field	---	5,555.60	---	654.15	---	4,901.45
34A	Flat-Holy Cross-Anvik ...	---	2,603.26	---	2,603.26	---	---
34B	Iditarod-Shageluk-Anvik	---	1,365.66	---	865.66	---	500.00
35A	Mountain Roads	17,817.37	263,105.58	17,817.37	153,384.16	---	109,721.42
35B	Wasilla-Fishhook-Palmer Roads	8,200.95	296,531.79	8,200.95	164,557.12	---	131,974.67
35DB	Lucky Shot-Willow	466.00	193,905.75	466.00	24,668.39	---	169,237.36
35DC	Willow Creek Mines Field	---	305.95	---	---	---	305.95
35F	Wasilla-Knik Roads	1,893.60	65,964.13	1,893.60	36,267.72	---	29,696.41

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No.	Subproject Name	Cost 1940	Total Cost to 6-30-40	Cost M & I 1940	Total Cost M & I to 6-30-40	Cost Con. 1940	Total Cost Construction to 6-30-40
35G	Palmer-Matanuska Roads ..	\$7,388.41	\$118,499.49	\$7,388.41	\$46,899.34	---	\$71,600.15
35H	Wasilla-Finger Lake-Palmer Roads	7,670.89	190,716.30	7,670.89	103,197.65	---	87,518.65
35J	Wasilla-Matanuska Roads	619.13	51,825.42	619.13	27,680.20	---	24,145.22
35LB	Matanuska Dyke	6.67	6.67	6.67	6.67	---	---
35W	Wasilla Aviation Field ..	---	999.50	---	540.00	---	459.50
35Y	Wasilla Depot	---	4,409.73	---	4,409.79	---	---
36	Mineral Creek	1,101.47	98,443.05	1,101.47	41,380.04	---	57,063.01
36CB	Cordova Aviation Field ..	---	55,000.00	---	---	---	55,000.00
36H	Valdez Streets	101.00	618.33	101.00	618.33	---	---
36J	Cliff Mine Aviation Field	441.29	441.29	---	---	\$441.29	441.29
37	Topkok-Candle	---	1,026.56	---	210.00	---	816.56
37A	Bluff-White Mountain	---	3,287.47	---	14.24	---	3,273.23
37B	Bluff Aviation Field	---	80.00	---	---	---	80.00
38A	Ruby System (18)	14,902.82	536,522.10	14,902.82	285,631.01	---	250,891.09
38B	Poorman-Cripple	---	7,596.80	---	6,093.84	---	1,502.96
38C	Ophir-Cripple	---	4,778.05	---	2,879.05	---	1,899.00

No.	Subproject Name	Cost 1940	Total Cost to 6-30-40	Cost M & I 1940	Total Cost M & I to 6-30-40	Cost Con. 1940	Total Cost Construction to 6-30-40
38D	Ophir-Takotna Roads (19)...	\$14,283.82	\$377,201.79	\$14,283.82	\$184,112.01	----	\$193,089.78
38EA	Poorman Aviation Field.....	----	3,697.20	----	1,903.33	----	1,793.87
38EE	Long-Poorman (Winter).....	----	5,882.71	----	614.71	----	5,268.00
38F	Poorman-Ophir.....	----	3,075.84	----	3,075.84	----	----
38H	Ganes Creek Road.....	2,715.43	34,887.62	2,715.43	31,483.77	----	3,403.85
38K	Ruby Aviation Field.....	464.92	14,554.42	464.92	2,618.67	----	11,935.75
38M	Ophir Aviation Field.....	2,629.78	7,640.40	----	----	\$2,629.78	7,640.40
41	Kiana-Klery Creek.....	----	8,561.41	----	1,010.64	----	7,550.77
41A	Kotzebue-Shungnak.....	112.65	4,653.70	112.65	4,653.70	----	----
41AA	Kiana-Selawik-Shungnak.....	----	2,549.58	----	958.18	----	1,591.40
41B	Kotzebue-Point Barrow.....	----	6,620.32	----	2,220.30	----	4,400.02
41C	Kiwalik-Moorvik.....	----	563.31	----	563.31	----	----
41D	Kotzebue-Aviation Field....	----	1,955.45	----	537.90	----	1,417.55
41E	Kobuk Aviation Field.....	----	2,309.50	----	10.50	----	2,299.00
41F	Kotzebue-Noatak.....	----	112.01	----	34.43	----	77.58
42	St. Michael-Kotlik.....	----	3,329.58	----	3,329.58	----	----

No.	Subproject Name	Cost 1940	Total Cost to 6-30-40	Cost M & I 1940	Total Cost M & I to 6-30-40	Cost Con. 1940	Total Cost Construction to 6-30-40
42A	Ungalik River Tractor Road	-----	\$133.16	-----	-----	-----	\$133.16
44A	Skagway Trails.....	\$184.20	20,581.83	\$184.20	\$9,423.12	-----	11,158.71
44B	Skagway Aviation Field.....	673.23	9,510.57	673.23	2,725.04	-----	6,785.53
46	Nenana-Kantishna System(20)	1,195.20	114,813.81	1,195.20	39,074.51	-----	75,739.30
46D	McKinley Park Road.....	50,776.71	1,494,031.21	18,187.59	289,199.35	\$32,589.12	1,204,831.86
46DA	Kantishna-Park Boundary....	10,258.30	48,186.24	1,525.00	2,727.05	8,733.30	45,459.19
46DB	Savage River Aviation Field.....	-----	160.93	-----	-----	-----	160.93
32 46G	Kobi-Bonnifield.....	280.81	6,484.14	280.81	777.53	-----	5,706.61
46M	Nenana Aviation Field.....	-----	1,159.78	-----	439.78	-----	720.00
47	Wiseman System (21).....	9,166.56	112,223.40	9,166.56	72,634.20	-----	39,589.20
47A	Wiseman Aviation Field.....	5,795.22	15,465.01	-----	3,056.54	5,795.22	12,408.47
48	Iliamna Bay-Iliamna Lake...	8,444.76	161,854.56	8,444.76	41,704.88	-----	120,149.68
49	Davidson's Landing-Taylor..	-----	26,079.45	-----	18,366.28	-----	7,713.17
51	Talkeetna Roads.....	21,731.67	484,204.09	21,731.67	248,946.67	-----	235,257.42
51C	Yentna-Mills Creek.....	-----	5,441.20	-----	310.76	-----	5,130.44
51D	Mile 32-Spruce Creek.....	-----	106.98	-----	106.98	-----	-----

No.	Subproject Name	Cost 1940	Total Cost to 6-30-40	Cost M & I 1940	Total Cost M & I to 6-30-40	Cost Con. 1940	Total Cost Construction to 6-30-40
51E	Mills Creek-Cache Creek....	----	\$3,231.64	----	\$1,924.19	----	\$1,307.45
51F	Cache Creek Aviation Field.	----	1,669.65	----	345.46	----	1,324.20
51G	Talkeetna Aviation Field...	\$150.76	1,505.71	\$150.76	150.76	----	1,354.95
53	Eagle-Circle.....	----	7,481.89	----	5,797.17	----	1,684.72
53A	Circle-Fort Yukon	Minus 108.00	9,201.54	Minus 108.00	5,034.97	----	4,166.57
53B	Fort Yukon Aviation Field..	----	3,165.45	----	624.56	----	2,540.89
54	Chisana-Nizina.....	----	10,482.13	----	3,154.83	----	7,327.30
54A	Chisana Aviation Field.....	----	1,744.63	----	250.00	----	1,494.63
54B	Nabesna Aviation Field.....	4.75	3,203.39	4.75	1,390.82	----	1,812.57
54D	Glacier Trail.....	----	394.67	----	----	----	394.67
55	Kenai-Russian River.....	217.39	15,757.14	217.39	9,197.88	----	6,559.26
55A	Kenai Aviation Field.....	----	1,901.11	----	999.60	----	901.51
55B	Kenai Dock Approach.....	----	1,768.97	----	----	----	1,768.97
57	McCarthy-Dan Creek.....	8,495.65	319,921.68	8,495.65	164,069.45	----	155,852.23
57A	Nizina River Bridge.....	318.09	232,092.96	318.09	106,151.16	----	125,941.80
57B	Nizina-Chitina River.....	----	8,630.79	----	1,792.21	----	6,838.58
57C	McCarthy-Kennecott River...	----	953.08	----	953.08	----	----

No.	Subproject Name	Cost 1940	Total Cost to 6-30-40	Cost M & I 1940	Total Cost M & I to 6-30-40	Cost Con. 1940	Total Cost Construction to 6-30-40
57D	Chititu Branch	\$722.24	\$16,962.44	\$722.24	\$9,533.96	----	\$7,428.48
57F	McCarthy Aviation Field .	----	5,557.73	----	537.85	----	5,019.88
57G	Copper Center Trail	----	393.59	----	91.61	----	301.98
57J	McCarthy-Kennecott	----	1,772.70	----	1,772.70	----	----
57K	Chitina-McCarthy	7,407.46	10,511.10	7,407.46	10,511.10	----	----
59	Fairbanks Bridge	2,683.66	87,593.52	2,683.66	25,894.22	----	61,699.30
59A	Fairbanks Depot	13,022.57	46,035.61	13,022.57	23,025.61	----	23,010.00
60A	Valdez Aviation Field ...	6.47	6,550.79	6.47	699.14	----	5,851.65
60B	Upper Tonsina Aviation Field	----	1,747.47	----	47.50	----	1,699.97
61A	Kotsina Trail	----	16,095.29	----	1,523.74	----	14,571.55
61F	Nizina-Bremner Sled Road	859.70	31,454.12	859.70	5,675.60	----	25,778.52
61G	Bremner Aviation Field ..	----	2,500.00	----	----	----	2,500.00
62	Dime Creek	582.95	85,476.76	582.95	41,773.80	----	43,702.96
62A	Haycock-Bear Creek	----	789.24	----	573.24	----	216.00
62B	Haycock Aviation Field ..	----	2,942.65	----	21.25	----	2,921.40
62C	Koyuk Aviation Field	----	312.98	----	285.90	----	27.08

No.	Subproject Name	Cost 1940	Total Cost to 6-30-40	Cost M & I 1940	Total Cost M & I to 6-30-40	Cost Con. 1940	Total Cost Construction to 6-30-40
63E	Livengood Aviation Field .	----	\$5,628.64	----	\$764.12	----	\$4,864.52
64A	Cripple-Cripple Mountain .	----	1,130.45	----	838.45	----	292.00
64AA	Cripple-Cripple Mountain (Winter)	\$1,370.83	5,047.31	\$1,370.83	2,262.06	----	2,785.25
65A	Gulkana-Chistochina	29,449.58	505,183.39	29,449.58	182,243.89	----	322,939.50
65AB	Gakona Aviation Field	----	200.56	----	41.79	----	158.77
65B	Chistochina-Slate Creek ..	----	13,366.72	----	1,395.40	----	11,971.32
65C	Chistochina-Slana	3,076.52	218,200.39	3,076.52	35,501.16	----	182,699.23
35 65CA	Slana-Tanana Crossing	----	2,000.00	----	----	----	2,000.00
65D	Big Delta-Tanacross- Chicken (22)	----	16,378.61	----	7,005.90	----	9,372.71
65G	Slana-Chisana	2,528.04	190,773.95	2,528.04	44,588.20	----	146,185.75
65GA	Slana-Ahtell Creek	----	183.09	----	----	----	183.09
65H	Tanana Crossing Aviation Field	1,283.39	12,920.67	----	237.68	\$1,283.39	12,682.99
65K	Chistochina Aviation Field	----	2,654.08	----	19.11	----	2,634.97
67	Nome-Teller	258.57	14,357.32	258.57	14,057.32	----	300.00
67A	Teller-Cape Prince of Wales	182.31	4,324.34	182.31	4,324.34	----	----

No.	Subproject Name	Cost 1940	Total Cost to 6-30-40	Cost M & I 1940	Total Cost M & I to 6-30-40	Cost Con. 1940	Total Cost Construction to 6-30-40
67B	Teller-Bluestone	\$4,010.02	\$68,743.78	\$4,010.02	\$21,291.22	----	\$47,452.56
67C	Teller-Pilgrim Hot Springs	----	3,660.42	----	1,860.42	----	1,800.00
67D	Teller-American River	----	1,072.06	----	222.39	----	849.67
67E	Teller Aviation Field	----	1,781.45	----	1,028.65	----	752.80
67F	Tin City-Goodwin	----	11,450.51	----	3,128.44	----	8,322.07
67G	Lost River Aviation Field.	----	258.94	----	137.54	----	121.40
67H	Wales Aviation Field	----	121.40	----	----	----	121.40
67J	Woolley-Gold Run	----	45.15	----	45.15	----	----
68	Flagging Trails	1,737.32	113,344.23	1,737.32	113,344.23	----	----
70	Miscellaneous Surveys and Reconnaissances	14.40	22,789.34	14.40	2,183.50	----	20,605.84
73	Marshall Road	2,317.68	45,123.26	2,317.68	21,304.21	----	23,819.05
73A	Kotlik-Marshall	75.10	4,954.12	75.10	4,104.12	----	850.00
73B	Stuyahok	----	4,941.93	----	----	----	4,941.93
73C	Old Hamilton-Scammon Bay .	250.75	3,491.25	250.75	1,637.80	----	1,853.45
73D	Marshall Aviation Field ..	220.00	2,320.00	220.00	320.00	----	2,000.00
73E	Paimute-Marshall	----	465.28	----	322.18	----	143.10

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No.	Subproject Name	Cost 1940	Total Cost to 6-30-40	Cost M & I 1940	Total Cost M & I to 6-30-40	Cost Con. 1940	Total Cost Construction to 6-30-40
75	Anchorage Loop Roads	\$8,924.60	\$178,573.37	\$5,674.60	\$109,746.37	\$3,250.00	\$68,827.00
75A	Anchorage-Lake Spenard Roads	5,724.64	50,301.81	3,354.64	31,041.00	2,370.00	19,260.81
75D	Anchorage Depot	759.07	22,856.11	759.07	12,889.76	—	9,966.35
75H	Lake Spenard Aviation Field	—	277.45	—	—	—	277.45
75J	Anchorage Aviation Field ..	—	5,222.04	—	608.04	—	4,614.00
75L	Anchorage Loop-Palmer and Branches	22,682.54	744,410.80	22,682.54	105,099.56	—	639,311.24
75N	Spenard Canal	20,720.36	20,720.36	—	—	20,720.36	20,720.36
76	Cantwell-Valdez Creek	—	59,566.86	—	9,526.32	—	50,040.54
76A	Valdez Creek Aviation Field	—	2,654.00	—	316.90	—	2,337.10
78	Valdez Depot	787.17	6,053.73	787.17	6,053.73	—	—
80AA	McGrath-Takotna (Winter) ..	—	7,469.34	—	5,287.34	—	2,182.00
80C	McGrath-Candle Creek	—	305.29	—	305.29	—	—
80F	Medfra-Nixon Mine	380.06	35,752.93	380.06	12,127.20	—	23,625.73
80G	Takotna-Nixon Fork	—	30,603.03	—	610.56	—	29,992.47
80H	McGrath Aviation Field	—	27,495.68	—	789.75	—	26,705.93

No.	Subproject Name	Cost 1940	Total Cost to 6-30-40	Cost M & I 1940	Total Cost M & I to 6-30-40	Cost Con. 1940	Total Cost Construction to 6-30-40
80J	Medfra Aviation Field	—	\$5,886.50	—	\$3,057.50	—	\$2,829.00
81	Point Gustavus Roads	\$907.92	44,652.09	\$907.92	18,561.95	—	26,090.14
81A	Rink River	—	1,550.00	—	—	—	1,550.00
86	Fourth of July Creek	—	5,649.60	—	4,488.37	—	1,161.23
86A	Nation Aviation Field	1,055.52	1,055.52	—	—	\$1,055.52	1,055.52
87	Woodchopper-Coal Creek	739.76	13,955.46	739.76	3,763.35	—	10,192.11
88	Ferry-Eva-Moose Creek	—	39,435.80	—	21,075.91	—	18,359.89
89A	Seward Peninsula Railroad	30,941.55	462,019.91	30,941.55	281,457.63	—	180,562.28
89AB	Bunker Hill-Kougarok	43,984.76	149,003.57	4,509.76	16,606.92	39,475.00	132,396.65
89B	Pilgrim Aviation Field	21.00	1,248.90	21.00	532.90	—	^{187,716.00} 132,396.65
89C	Iron Creek-American Creek	360.32	6,588.63	360.32	4,433.71	—	2,154.92
89D	Iron Creek Road	364.20	4,555.47	364.20	578.95	—	3,976.52
90A	Shelter Cabins, First Division	—	340.35	—	—	—	340.35
90B	Shelter Cabins, Second Division	750.00	46,636.78	750.00	13,125.48	—	33,511.30
90C	Shelter Cabins, Third Division	—	26,248.41	—	3,363.42	—	22,884.99

No.	Subproject Name	Cost 1940	Total Cost to 6-30-40	Cost M & I 1940	Total Cost M & I to 6-30-40	Cost Con. 1940	Total Cost Construction to 6-30-40
90D	Shelter Cabins, Fourth Division	\$1,085.00	\$51,980.12	\$1,085.00	\$12,635.94	----	\$39,344.18
92A	Bethel-Quinhagak	----	10,075.33	----	8,277.83	----	1,797.50
92AA	Bethel Aviation Field and Road	1,883.59	64,516.77	68.59	68.59	\$1,815.00	64,448.18
92B	Bethel-Tuluksak	----	4,875.93	----	3,397.45	----	1,478.48
92C	Akiachak-Onogamute	----	4,053.42	----	2,469.42	----	1,584.00
92E	Yukon-Kuskokwim Portage ..	----	31,815.25	----	5,299.27	----	26,515.98
92F	Quinhagak-Goodnews Bay ...	----	9,213.53	----	6,795.76	----	2,417.77
92FA	Goodnews Bay-Platinum Creek	----	4,972.70	----	66.27	----	4,906.43
92G	Goodnews Bay-Togiak	----	4,034.55	----	1,831.22	----	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
92IA	Naknek Lake Road	1,140.75	1,140.75	----	----	1,140.75	1,140.75
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	----	2,200.08	----	1,380.08	----	820.00
92M	Aniak-Tuluksak	----	5,913.66	----	3,398.70	----	2,514.96

No.	Subproject Name	Cost 1940	Total Cost to 6-30-40	Cost M & I 1940	Total Cost M & I to 6-30-40	Cost Con. 1940	Total Cost Construction to 6-30-40
92MA	Marvel Creek Trail	----	\$571.67	----	\$571.67	----	----
92O	Tuluksak-Foothills	----	1,928.44	----	743.32	----	\$1,185.12
92P	Holy Cross-Kaltshak	----	1,680.97	----	1,180.97	----	500.00
92Q	Upper Landing-Bear Creek ..	----	23,157.57	----	6,057.57	----	17,100.00
92R	Dillingham-Snag Point	\$5,098.48	64,944.62	\$1,578.48	6,996.89	\$3,520.00	57,947.73
92S	Bethel-Nunichak	----	3,292.64	----	86.28	----	3,206.36
92T	Johnson River-Kinak Trail .	----	1,033.96	----	73.96	----	960.00
93	Chulitna Trail	----	9,536.50	----	2,580.06	----	6,956.44
93A	Bull River Trail	6,635.85	81,810.42	2,405.85	6,820.56	4,230.00	74,989.86
93AB	Colorado Aviation Field ...	----	1,295.63	----	18.00	----	1,277.63
93B	Indian River	78.03	9,063.92	78.03	2,497.69	----	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	----	145.20	----	9.28	----	135.92
94.	Kodiak Roads	11,871.46	136,505.98	11,871.46	53,640.58	----	82,865.40
95	Kanatak-Becharof Lake	624.22	32,027.71	624.22	8,145.40	----	23,882.31
95B	Larsen Bay-Karluk River ...	----	962.05	----	----	----	962.05

No.	Subproject Name	Cost 1940	Total Cost to 6-30-40	Cost M & I 1940	Total Cost M & I to 6-30-40	Cost Con. 1940	Total Cost Construction to 6-30-40
96	Chickaloon-King River.....	----	\$1,906.68	----	\$1,106.68	----	\$800.00
96A	Chickaloon-Cable.....	----	486.44	----	214.15	----	272.29
96B	Sutton-Nelchina.....	\$110.33	11,914.19	\$110.33	2,138.11	----	9,776.08
97	Suntrana-Footbridge.....	----	413.80	----	----	----	413.80
97A	Healy Aviation Field.....	17.16	658.95	17.16	167.16	----	491.79
98	Homer Spit.....	10,740.60	102,974.22	7,590.60	34,204.47	\$3,150.00	68,769.75
98A	Nuka Bay.....	----	5,757.75	----	2,106.77	----	3,650.98
98B	Ninilchik Aviation Field...	----	384.18	----	----	----	384.18
98BA	Ninilchik Road.....	----	5,036.22	----	36.22	----	5,000.00
98C	Kasilof Aviation Field.....	----	674.52	----	----	----	674.52
98D	Kasilof Road.....	3.10	20,244.83	3.10	3,098.48	----	17,146.35
99	Seldovia-McDonald Spit.....	----	30,005.26	----	5.26	----	30,000.00
100	Office & General Overhead..	27,005.39	823,540.55	27,005.39	470,568.52	----	352,972.03
101	Territorial General Overhead.....	----	71,521.31	----	31,584.89	----	39,936.42
	TOTAL COSTS.....	\$944,822.35	\$28,104,919.79	\$710,782.76	\$13,668,734.49	\$234,039.59	\$14,436,185.30

T4

No.	Subproject Name	Cost	to	Cost	M & I to	Cost	Construction
		1940	6-30-40	1940	6-30-40	1940	to 6-30-40
110	Book Value of Plant....	Minus \$49,953.64	\$241,468.21	----	----	----	----
111	Supplies and Materials on hand.....	Minus 72,036.01	333,781.31	----	----	----	----
112	Equipment lost in ship- wreck.....	----	35,670.93	----	----	----	----
TOTAL EXPENDITURES		\$822,832.70(a)	\$28,715,840.24(b)				

(a) Includes \$5,761.27 Direct Treasury Settlements. Does not include \$40,242.25 reimbursements, refunds and receipts from sales.

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

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- (1) Includes routes 4AA, 4JA
- (2) " " 4KA, 7T, 7V
- (3) " " 5B
- (4) " " 7AA, 7H, 7G, 7CA, 7S, 7I, 7IA
- (5) " " 7BA, 7K, 63B, 63BA
- (6) " " 7CA
- (7) " " 7DA, DB, DC, DD, DE, R
- (8) " " 7JA, JC
- (9) " " 7NA, NB, NC
- (10) " " 11F
- (11) " " 11D (6 miles)
- (12) " " 15B, BA, D
- (13) " " 16A, B, D, E
- (14) " " 23C, D, E
- (15) " " 29A, C, D
- (16) " " 30A
- (17) " " 33D, DA, E, F, FA
- (18) " " 38E, AB, EB, L
- (19) " " 38DA, G
- (20) " " 46A, B, C, F

- (21) Includes routes 47B, C, D, E, F
- (22) " " 65E, F

COST IN DETAIL, TERRITORIAL AND CO-OPERATIVE PROJECTS

(Included in preceding table)

FIRST DIVISION

Account No.	Name of Subproject	Federal	Territorial	Total
3AB	Haines-Pleasant Camp	\$6,634.38	\$3,506.02	\$10,140.40
3D	Haines-Mud Bay	646.18	600.00	1,246.18
3E	Haines-Chilkoot	--- --	438.75	438.75
14C	Sitka Pioneer Cemetery Road	--- --	82.00	82.00
44A	Skagway Trails	84.20	100.00	184.20
44B	Skagway Airfield	--- --	673.23	673.23
81	Point Gustavus Roads	607.92	300.00	907.92
	Totals	\$7,972.68	\$5,700.00	\$13,672.68

SECOND DIVISION

Account No.	Name of Subproject	Federal	Territorial	Total
8	Nome-Council	\$1,794.95	\$7,503.12(a)	\$9,298.07
8D	Council-Ophir	91.30	260.00	351.30
13A	Nome-Bessie	122.91	375.00	497.91
13B	Bessie-Snake River	4,683.23	4,000.00	8,683.23
13C	Bessie-Sunset Creek	436.20	1,300.00	1,736.20
13F	Nome-Osborne	290.28	900.00	1,190.28
13K	Bessie-Buster	147.69	450.00	597.69
25D	Mouth of Center Creek	94.49	270.00	364.49
25DA	Little Creek Branch	24.07	180.00(b)	204.07
25E	Submarine-Paystreak	47.64 48.24	364.50(c)	412.24
25L	Nome Airfield	-- --	1,413.85(d)	1,413.85
25M	Seward Peninsula Telephone lines	-- --	102.53	102.53
25N	Nome City Streets	-- --	326.00(e)	326.00
26	Candle Creek Road	755.24	2,250.00	3,005.24
27	Deering-Inmachuk	525.03	1,700.00	2,225.03
67B	Teller-Bluestone	1,010.02	3,000.00	4,010.02
73	Marshall Road	317.68	2,000.00	2,317.68
73D	Marshall Airfield	-- --	220.00	220.00
89A	Seward Peninsula Railroad ..	26,366.55	4,575.00(f)	30,941.55
89AB	Bunker Hill-Kougarok	3,984.76	40,000.00	43,984.76

SECOND DIVISION (Continued)

Account No.	Name of Subproject	Federal	Territorial	Total
89B	Pilgrim Springs Airfield...	---	\$21.00	\$21.00
89D	Iron Creek Road.....	---	364.20(g)	364.20
90B	Shelter Cabins.....	---	750.00	750.00
	Totals.....	\$40,692. ⁶⁴ 04	\$72,325. ⁴⁷⁰ 30	\$113,017.34

- (a) Includes \$69.00 contributed by U. S. Smelting, Refining & Mining Co.
- (b) " \$30.00 " " " " " " " " " " " "
- (c) " \$264.00 " " " " " " " " " " " "
- (d) " \$392.70 " " various airlines.
- (e) " \$305.00 " " *See City of House + \$21.00 by the*
U. S. Smelting, Refining & Mining Co.
- (f) " \$45.00 " " " " " " " " " " and
\$30.00 contributed by Kougarek Limited.
- (g) Includes \$18.00 contributed by Tolbert Scott.

THIRD DIVISION

Account No.	Name of Subproject	Federal	Territorial	Total
4BC	Thompson Pass Airfield.....	---	\$495.74	\$495.74
6E	Chitina-Native School Road...	---	244.41	244.41
6H	Chitina Airfield.....	---	335.11	335.11
35A	Mountain Roads.....	\$17,293.30	524.07(a)	17,817.37
35B	Wasilla-Fishhook-Palmer Roads	6,567.52	1,633.43	8,200.95
35F	Wasilla-Knik Roads.....	1,883.60	10.00(b)	1,893.60
35G	Palmer-Matanuska Roads.....	5,388.41	2,000.00	7,388.41
35H	Wasilla-Finger Lake-Palmer Roads.....	5,170.89	2,500.00	7,670.89
35J	Wasilla-Matanuska Roads.....	419.13	200.00	619.13
35LB	Matanuska Dyke.....	---	6.67	6.67
36	Valdez-Mineral Creek.....	901.47	200.00	1,101.47
36H	Valdez Streets.....	---	101.00(c)	101.00
36J	Cliff Mine Airfield.....	---	441.29	441.29
51	Talkeetna-Cache Creek.....	21,681.22	50.45(d)	21,731.67
51G	Talkeetna Airfield.....	---	150.76	150.76
54B	Nabesna Airfield.....	---	4.75	4.75
57	McCarthy-Dan Creek.....	7,795.65	700.00	8,495.65
57D	Chititu Branch.....	422.24	300.00	722.24
57K	Chitina-McCarthy.....	7,404.16	3.30(e)	7,407.46
60A	Valdez Airfield.....	---	6.47	6.47
61F	Nizina-Bremner Sled Road,....	659.70	200.00	859.70

THIRD DIVISION (Continued)

Account No.	Name of Subproject	Federal	Territorial	Total
75	Anchorage Loop Roads	\$4,724.60	\$4,200.00	\$8,924.60
75A	Anchorage-Lake Spenard Roads .	724.64	5,000.00	5,724.64
75N	Lake Spenard-Lake Hood Canal .	---	20,720.36	20,720.36
92IA	Naknek Lake Road	---	1,140.75	1,140.75
92R	Dillingham-Snag Point	2,053.48	3,045.00(f)	5,098.48
93A	Bull River Road	4,635.85	2,000.00	6,635.85
97A	Healy Airfield	---	17.16	17.16
98	Homer Roads	6,865.60	3,875.00	10,740.60
98D	Kasilof Road	---	3.10	3.10
	Totals	\$94,591.46	\$50,108.82	\$144,700.28

- (a) Includes \$~~244~~²⁴.07 contributed by Pacific Alaska Consolidated Mining Co.
- (b) Contributed by T. S. McDougal.
- (c) " " Town of Valdez and others.
- (d) " " Jack Devault.
- (e) " " O. A. Nelson.
- (f) Includes \$45.00 contributed by Hilmer Lindstrom.

FOURTH DIVISION

Account No.	Name of Subproject	Federal	Territorial	Total
4AC	Big Delta Airfield	---	\$324.76	\$324.76
4K	Salchaket-Fairbanks	\$8,829.94	1,343.34(a)	10,173.28
7A	Fairbanks-Chatanika and Branches	13,293.75	490.03(b)	13,783.78
7B	Fox-Livengood and Branches	11,490.91	21,130.79(c)	32,621.70
7C	Summit-Fairbanks Creek and Branches	2,016. ^{9.88} 78	1,056. ⁷⁸ 18 (d)	3,066.66
7D	Fairbanks-Ester and Branches ..	2,824.03	631.22(e)	3,455.25
7N	Farmers-Birch Hill and Branches	2,757.23	1,038.81(f)	3,796.04
9	Rampart-Eureka	971.73	400.00	1,371.73
9A	Rampart Airfield	---	2,177.13	2,177.13
9B	Stevens Village Airfield	---	729.48	729.48
11GA	Steel Creek Airfield	---	64.00	64.00
11LA	Franklin Airfield and Road	---	114.43	114.43
11MA	Walkers Fork Airfield	---	213.00	213.00
11MB	Lower Wade Airfield	---	37.00	37.00
11P	Chicken Airfield	---	52.06	52.06
11Q	Eagle Airfield	---	1,500.00	1,500.00
15C	Circle Hot Springs Airfield....	---	14.53	14.53
15E	Miller House-Harrison Creek and Branches	2,198.06	500.00	2,698.06
16	Chatanika-Miller House and Branches	11,197.75	900.00	12,097.75
17C	Nulato Airfield	---	335.94	335.94

FOURTH DIVISION (Continued)

Account No.	Name of Subproject	Federal	Territorial	Total
23G	Beaver Airfield.....	---	\$1,786.24	\$1,786.24
30	Hot Springs Landing-Eureka and Branches.....	\$11,327.36	2,000.00	13,327.36
30AB	Miller Creek Airfield.....	---	756.93	756.93
32B	Iditarod-Flat.....	5,913.23	20.00(g)	5,933.23
32GA	Kuskokwim Landing-Takotna..	13,666.41	46,000.00	59,666.41
38D	Ophir-Takotna Roads.....	14,046.32	237.50(h)	14,283.82
38H	Ganes Creek Road.....	1,715.43	1,000.00	2,715.43
38K	Ruby Airfield.....	---	464.92	464.92
38M	Ophir Airfield.....	---	2,629.78	2,629.78
46J	Kantishna Airfield.....	---	125.02	125.02
47A	Wiseman Airfield.....	---	5,795.22	5,795.22
65H	Tanana Crossing Airfield...	---	1,283.39	1,283.39
86A	Nation Airfield.....	---	1,055.52	1,055.52
90D	Shelter Cabins.....	---	1,085.00	1,085.00
	Totals.....	\$102,242. ²³ ₆₃	\$97,292. ⁸² ₂₃	\$199,534.85

- (a) Includes \$43.34 miscellaneous contributions.
- (b) " \$90.03 " "
- (c) " \$9,915.14 contributed by Livengood Placers, Inc. and \$100.00 contributed by General Transportation Co.
- (d) Includes ~~\$316.98~~^{317.58} contributed by U. S. Smelting, Refining and Mining Co. and \$39.20 contributed by Hi Yu Mining Co.
- (e) Includes \$131.22 miscellaneous contributions.
- (f) " \$38.81 " "
- (g) Contributed by Harry Donnelley.
- (h) Includes \$37.50 contributed by Mrs. Fred Soini.

PROPERTY OF
UNIV. OF ALASKA

TOTAL COSTS, BY DISTRICTS

District	Construction	Maintenance and Improvement	Total
Juneau Office and General Overhead	\$6,726.45	\$20,278.94	\$27,005.39
Southeastern.....	- --	17,632.44	17,632.44
Valdez.....	937.03	59,911.63	60,848.66
Chitina.....	335.11	135,411.79	135,746.90
Fairbanks.....	45,832.71	215,892.39	261,725.10
Southwestern.....	79,828.55	151,070.27	230,898.82
Kuskokwim.....	64,111.19	29,492.69	93,603.88
Nome.....	42,995.00	74,366.16	117,361.16
Total costs.....	\$240,766.04	\$704,056.31	\$944,822.35
Includes plant, materials, etc., purchased previously.....			-121,989.65
Total expenditure.....			\$822,832.70(a)

(a) Includes \$5,761.27 direct Treasury settlements; does not include \$40,242.25 from reimbursements, refunds and receipts from sales.

SUMMARY BY DIVISIONS, TERRITORIAL AND CO-OPERATIVE PROJECTS

	Federal	Territorial	Total
First Division.....	\$7,972.68	\$5,700.00	\$13,672.68
Second Division.....	40,692. ⁶⁴ 04	72,325. ⁴⁷⁰ 30	113,017.34
Third Division.....	94,591.46	50,108.82	144,700.28
Fourth Division.....	102,242. ⁰³ 63	97,292. ⁸² 22	199,534.85
Totals.....	\$245,498.81	\$225,426.34(a)	\$470,925.15

(a) Includes \$12,341.³⁴~~44~~ contributed by others and \$4,554.63 outstanding obligations against Territorial projects.

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

Act of June 12, 1906 (34 Stat. 254)	\$150,000.00
Act of June 20, 1906 (34 Stat. 316)	35,000.00(1)
Act of Mar. 2, 1907 (34 Stat. 1171)	250,000.00
Act of May 11, 1908 (35 Stat. 120)	250,000.00
Act of Mar. 3, 1909 (35 Stat. 746)	350,000.00
Act of Mar. 23, 1910 (36 Stat. 257)	100,000.00
Act of Mar. 3, 1911 (36 Stat. 1052)	150,000.00
Act of Aug. 24, 1912 (37 Stat. 584)	125,000.00
Act of Mar. 2, 1913 (37 Stat. 716)	155,000.00(2)
Act of Apr. 27, 1914 (38 Stat. 366)	125,000.00
Act of Mar. 4, 1915 (38 Stat. 1078)	165,000.00
Act of Aug. 29, 1916 (39 Stat. 638)	500,000.00
Act of May 2, 1917 (40 Stat. 57)	500,000.00
Act of July 9, 1918 (40 Stat. 863)	100,000.00
Act of July 11, 1919 (41 Stat. 124)	100,000.00
Act of June 5, 1920 (41 Stat. 970)	350,000.00
Act of June 30, 1921 (42 Stat. 90)	425,000.00(3)
Act of June 30, 1922 (42 Stat. 759)	465,000.00
Act of Mar. 2, 1923 (42 Stat. 1420)	650,600.00(4)
Act of June 7, 1924 (43 Stat. 515)	725,000.00
Act of Dec. 6, 1924 (43 Stat. 712)	55,000.00(5)
Act of Feb. 12, 1925 (43 Stat. 930)	900,000.00
Act of Apr. 15, 1926 (44 Stat. 291)	900,000.00
Act of Feb. 23, 1927 (44 Stat. 1141)	1,022,500.00(6)
Act of Mar. 23, 1928 (45 Stat. 358)	925,000.00(7)
Act of Feb. 28, 1929 (45 Stat. 1379)	800,000.00
Act of May 28, 1930 (46 Stat. 462)	800,000.00
Act of Feb. 25, 1931 (46 Stat. 1305)	800,000.00
Act of July 14, 1932 (47 Stat. 692)	494,310.00
Act of Feb. 17, 1933 (47 Stat. 854)	469,300.00(8)
Act of Mar. 2, 1934 (48 Stat. 392)	470,446.00(9)
Act of May 9, 1935 (49 Stat. 213)	500,000.00(10)
Act of June 22, 1936 (49 Stat. 1800)	525,000.00(11)
Act of June 22, 1936 (Deficiency Act) (49 Stat. 1623)	36,000.00
Act of Aug. 9, 1937 (50 Stat. 612)	535,000.00
Act of Aug. 25, 1937 (50 Stat. 765) (Deficiency Act)	11.56
Act of May 9, 1938 (51 Stat. 612)	535,000.00
Act of June 25, 1938 (Deficiency Act)	40.46
Act of May 10, 1939	560,000.00
Act of June 18, 1940	<u>570,000.00</u>
Total	\$16,568,208.02

- (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.
- (9) Includes \$100 for Juneau Wharf and \$18,446 salary restoration.
- (10) Includes \$3,000 for Juneau Wharf.
- (11) Includes \$3,000 for Juneau Wharf.

Construction and maintenance of wagon roads, bridges and trails, "Alaska Fund":	
Fiscal years 1905 to 1939 inclusive	\$4,926,900.28 ^o
Fiscal year 1940	<u>140,000.00</u>
Total.....	<u>\$5,066,900.28</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>
National Industrial Recovery, Interior, Alaska Road Commission, 1933-1937	
	<u>1,596,000.00</u>
Emergency Relief, Interior, Alaska Road Commission, 1935-1937	
	<u>671,500.00</u>
Emergency Relief, Interior, Alaska Road Commission, 1936-1938	
	<u>450,000.00</u>
Roads and Trails, National Parks:	
Fiscal years 1925 to 1939 inclusive	1,266,876.37
Fiscal years 1933 to 1937 (National Industrial Recovery)	150,000.00
Fiscal year 1940	<u>50,000.00</u>
Total	<u>\$1,466,876.37</u>
National Monuments:	
Fiscal years 1933 to 1939 inclusive	4,085.00
Fiscal year 1940	<u>392.02</u>
Total	<u>\$4,477.02</u>
Barracks and quarters:	
Fiscal year 1932	<u>1,252.50</u>
Total Federal Appropriations	\$25,926,978.29

Contributed funds,
(Act of Congress approved June 30, 1921,
Alaska Special Funds.)

By the Territory:	
Public roads, bridges, trails and ferries:	
Fiscal years 1920 to 1939 inclusive	\$2,004,187.36
Fiscal year 1940	<u>204,647.35</u>

^oAdjusted.

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Shelter cabins:		
Fiscal years 1932 to 1939 inclusive		\$115,245.50
Fiscal year 1940		3,490.60
Nizina Bridge:		
Fiscal years 1922 to 1923 inclusive		25,000.00
Telephone lines, Seward Peninsula:		
Fiscal years 1926 to 1931 inclusive		13,073.20
Pioneer Cemetery Road:		
Fiscal year 1927		3,341.02
Flood control, Lowell Creek:		
Fiscal year 1929		10,000.00
Yukon-Kuskokwim Portage:		
Fiscal year 1930		7,500.00
Valdez Dyke:		
Fiscal year 1932		10,000.00
Radio telephones:		
Fiscal year 1932		6,477.34
Total Territory		<u>\$2,402,962.37</u>
By others:		
Fiscal years 1922 to 1939 inclusive		\$198,777.27
Fiscal year 1940:		
Livengood Placers	\$5,915.14	
Mirow Air Service	70.70	
City of Nome	305.00	
Harry Donnelley	20.00	
Fairbanks Playfield Fund	9.80	
T. S. McDougal	10.00	
Mrs. Fred Soini	37.50	
General Transportation Co.	100.00	
Town of Valdez	22.00	
Hilmer Lindstrom	45.00	
Alaska Pacific Mining Co.	117.00	
R. A. Sullivan	14.00	
Kougarok Limited	30.00	
Jack Devault	50.45	
Cleary Hill Mines	11.53	
U. S. Smelting, Refining & Mining Co. .,	746.58	
Midnight Sun Mining Co.	8.68	
Hi Yu Mining Co.	39.20	
Mrs. G. E. Jennings	11.95	

Ted Busby	\$0.50	
Adler Mining Co.	24.10	
Bartholomae Oil Corp.	12.16	
Chas. E. Bunnell	16.68	
Harry Badger	30.13	
Tolbert Scott	18.00	
Wien Airlines	212.00	
Pacific Alaska Airways	110.00	
Pacific Alaska Consolidated Mining Co. ..	107.07	
R. G. Fitz	29.25	
Robert Heath	49.25	
Chas. McGrath	13.45	
Town of Fairbanks	82.51	
Thos. L. Hart	65.00	
Joe Enos	3.41	
O. A. Nelson	<u>3.30</u>	\$8,341.34
Total others		<u>207,118.61</u>
Total Contributed Funds		<u>\$2,610,080.98</u>
Total Supervised Funds (see Annual Report, 1932, pages 64-66)		<u>2,840,147.35</u>
Grand Total, All Funds		<u>\$31,377,206.62</u>