



ANNUAL REPORT
ALASKA ROAD COMMISSION
1939

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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 1939, the following funds were made available from the above sources:

Item 1	\$535,000
" 2	160,000
" 3	125,710
" 4	100,690
" 5	7,887

For the current year or fiscal year 1940 an appropriation of \$560,000 under Item 1 and \$140,000 under Item 2 was made available by Act approved May 10, 1939. Under Item 4 the National Park Service has allotted \$50,700 and it is estimated that \$200,000 will be available under Items 3 and 5.

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SUMMARY OF ALL EXPENDITURES TO JUNE 30, 1939

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)	-- -- --	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	659,793.86	159,163.39	181,669.48	1,000,626.73
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
Totals ...	\$18,277,175.92	\$4,915,842.24	\$3,767,708.93	\$26,960,727.09

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

(2) Revised to cover repayments received in 1938 fiscal year.

"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
1918-1930	\$95,076.45	\$4,694.80	\$1,453,212.53	\$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
Totals ...	\$95,076.45(1)	\$7,957.10	\$2,249,168.08(2)	\$1,415,507.30(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 \$3,777.23.		
Total Congressional appropriations			\$18,715,708.03
Less - Reversions to Treasury		\$2,586.67	
Reversions to Treasury (Economy Legislation)		47,094.50	
Transfer to U.S. Engineer Department (Lowell Creek flood control)		417.21	
Balance unexpended.....		<u>411,679.36</u>	<u>461,777.74</u>
Amount expended			\$18,253,930.29
Add - Navy Department reimbursement.....		3,976.19	
Repayments and voucher corrections, 1920-1929.		<u>19,269.44</u>	<u>23,245.63</u>
Total expenditures.....			<u>\$18,277,175.92</u>
Total Alaska Fund to June 30, 1938			4,761,807.27
Congressional authorization f. y. 1939 (1)		\$160,000.00	
° Plus unexpended balance from previous f. y.		5,093.01	
Plus repayments		<u>2,849.64</u>	<u>167,942.65</u>
Less - Balance unexpended June 30, 1939 ...		11,058.04	
Repayments		<u>2,849.64</u>	<u>13,907.68</u>
Total net expenditures			\$4,915,842.24

(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	\$18,277,175.92
Alaska Fund 1905-1939.....	4,898,790.01
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, 1925-1939	<u>1,415,507.30</u>
Total	\$24,711,559.01

° Includes adjusted balance from prior years.

Contributed Funds

Territory of Alaska, 1920-1939	\$2,054,693.20
Miscellaneous	<u>194,474.88</u>
Total	<u>\$2,249,168.08</u>
Grand Total	<u>\$26,960,727.09</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	\$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 1939 (fiscal year 1940), the Territorial Board has allotted to the Alaska Road Commission the following amounts:

Cooperative road projects	\$178,775
Airfields	<u>20,800</u>
Total	\$199,575

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 is somewhat over 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.

3 freight trucks	1 tractor, 60 h.p. with trailbuilder
5 pickup trucks, $\frac{1}{2}$ -ton	2 motor graders
23 dump trucks, $1\frac{1}{2}$ -yard	2 trailbuilders for 44 h.p. tractor
2 tractors, 45 h.p. with trailbuilder	2 pull graders, 8-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.

Five district offices are located at strategic points in the field. 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 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 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 1 to October 26.

The standardization of the highway through Mt. McKinley National Park consisting of widening and placing crushed gravel surfacing was completed to Mile 43 and grading to Mile 46 was practically completed. An extension of 0.75 miles was constructed to the Wonder Lake branch road.

Extension of the Bunker Hill-Kougarok road was continued. An additional 5 miles were constructed during the season.

Work was started on a new location to connect the Takotna and Ophir mining districts with steamboat navigation on the Kuskokwim River. A part of the route was cleared and preliminary grading done over 6 miles.

The road from Mile 292 on The Alaska Railroad was extended 4.5 miles to reach lode mines on the west fork of the Chulitna River.

The Dillingham-Snag Point road was extended 2.5 miles toward the settlement on Wood River.

The Teller-Bluestone road was extended 4.75 miles toward the dredging operations on Gold Run.

The local road system at Anchorage was extended 7.25 miles to serve new settlers in the vicinity.

In addition to the above, 16.75 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 2 miles in length.

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

New Construction: $42\frac{3}{4}$ miles of road of which $14\frac{1}{2}$ were surfaced, $28\frac{5}{8}$ miles of sled road, $176\frac{1}{2}$ miles of trail, 80 linear feet of steel bridges of 80-foot span or over, 120 linear feet of steel trestle span bridges and 624 linear feet of timber trestle span bridges.

Improvement: $62\frac{1}{2}$ miles of road regraded and widened, 91 miles of road surfaced, 410 metal culverts, averaging 20 feet in length, installed principally as replacements for wooden culverts.

Maintenance: $1,825\frac{1}{2}$ miles of road, $80\frac{1}{4}$ miles of tramway, 645 miles of sled road, $1,736\frac{3}{4}$ miles of permanent trail and 304 miles of temporary flagged trail.

The total mileage of all routes as of June 30, 1939, is as follows:

	Road	Sled Road	Trail	Flagged Trail	Grand Total
June 30, 1938	2,088 $\frac{3}{4}$	1,590 $\frac{3}{4}$	6,923	304	10,906
Fiscal Year 1939:					
New Mileage	42 $\frac{3}{4}$	28 $\frac{5}{8}$	176 $\frac{1}{2}$	---	248
Reclassified, abandoned and transferred	-18	-30 $\frac{3}{4}$	-19 $\frac{1}{4}$	---	-68
Total	2,113 (a)	1,588 $\frac{3}{4}$	7,080 $\frac{1}{4}$	304	11,086
No work of either maintenance or improvement during fiscal year 1939	73 $\frac{1}{2}$	914 $\frac{1}{4}$	5,175	---	6,162 $\frac{3}{4}$

(a) Includes $80\frac{1}{4}$ miles tram road.

PROPOSED OPERATIONS

In addition to \$560,000 from appropriated funds, it is estimated there will be available from the "Alaska Fund" and Territorial appropriation \$340,000 for the fiscal year ending June 30, 1940.

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, 1941 an appropriation of \$2,516,000 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 authorized in the six-year program.

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

Fairbanks Local Roads	Georgetown-Flat Road
Palmer Local Roads	Snag Point-Wood River Road
Shelton-Kougarok Road	Kenai Lake-Homer Road
Rampart-Eureka Road	McCarthy-Canadian Boundary Road
Chistochina-Slate Creek Road	Emergency Fields--Juneau-Fairbanks (8)
Kuskokwim-Landing-Takotna Road	Fairbanks Airfield
Point Gustavus Roads	Tolovana and American Creek Airfields
Eagle-Fortymile Road System	Tanana Airfield
Kanatak-Becharof Lake Road	Cordova Airfield
Steese Highway Branches	Nome Airfield
Bessie-Snake River Road	Anchorage Airfield
Nizina-Bremner Road	Southeastern Landing Floats (14)
Chitina-McCarthy Road	Airfields between Tanana-Nome (10)
Talkeetna-Cache Creek Road	" " Anchorage-Nome (10)
Teller-Nome Road	" " Boundary-Anchorage (6)
Homer Roads	" " Fairbanks-Bethel (9)
Cantwell-Valdez Creek Road	Airfields at Bremner, Chisana, Chitina, May Creek, McCarthy
Candle Creek Road	Airfields, locals--Juneau-Fairbanks-- Nome (33)
Hot Springs Road System	Valdez Airfield
Anchorage Local Roads	Airfields between Cordova-Fairbanks (5)
Ruby-Poorman Road	Seward Airfield
Iliamna Bay-Iliamna Lake Road	Airfields between Seward-Fairbanks (5)
Newhalen-Lake Clark Road	Airfields served from Seward-Fairbanks Route (8)
Gulkana-Chisana Road	
Ferry-Eva Creek Road	
Nome-Council Road	
Goodnews Bay-Arolic River Road	
Fairbanks-Chena Hot Springs 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-FIVE YEARS' SERVICE

With the period covered by this report the Alaska Road Commission concludes its thirty-fifth year of service. The work accomplished consists of the construction and maintenance of 2,113 miles of road and tram road, 80% of which is suitable for automobiles in all summer weather, 1,588 $\frac{3}{4}$ miles of winter sled road, 7,080 $\frac{1}{2}$ miles of trail and 304 miles of flagged trail. The total costs to the end of the fiscal year are \$26,227,816.98, of which \$13,310,264.86 was for new work and \$12,917,552.12 was for maintenance and improvement. The total expenditures to date are \$26,960,727.09 of which \$19,795,716.77 was derived from Federal appropriation acts. The balance, \$7,165,010.32, 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 1938 the cost of maintenance, per mile, including minor improvements, was \$358 for roads, \$26 for sled roads, \$4 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 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, 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, 1939, including all costs for construction and maintenance over the 33-year period of use for the 410 miles, is \$19,767.

The Steese Highway extending from Fairbanks to Circle, a distance of 162 miles, is suitable for traffic not exceeding 2-ton trucks. Including maintenance, the total cost per mile of this road to June 30, 1939, is \$12,491. 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, a total length of 71 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, 1939, is \$9,116.

The Mt. McKinley National Park road system was started in 1922. Progress has been slow due to limited funds but the route is now open to the north boundary as planned. The total cost per mile to date of 91 miles, including maintenance of completed sections since construction, is \$15,860.

The total cost per mile of the Gulkana-Nabesna road including maintenance is \$3,145.

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

No.	Subproject Name	Cost 1939	Total Cost to June 30, 1939	Cost Main- tenance and Improvement 1939	Total Cost Maintenance and Improve- ment to June 30, 1939	Cost Con- struction 1939	Total Cost Construction to June 30, 1939
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
2H	Juneau Wharf and Float	\$2,183.20	43,547.78	\$2,183.20	13,331.47	----	30,216.31
2J	Juneau Float	47.30	5,471.67	47.30	337.25	----	5,134.42
2K	Willoughby Avenue	----	52,000.00	----	----	----	52,000.00
2L	Juneau-Douglas Bridge	9,527.68	263,945.44	9,527.68	11,037.49	----	252,907.95
3AB	Haines-Pleasant Camp	11,385.32	506,342.65	11,385.32	222,518.46	----	283,824.19
3C	Porcupine Extension	----	47,634.63	----	9,279.73	----	38,354.90
3D	Haines-Mud Bay	1,779.79	39,026.65	1,779.79	20,219.19	----	18,807.46

No.	Subproject Name	Cost 1939	Total Cost to 6-30-39	Cost M & I 1939	Total Cost M & I to 6-30-39	Cost Con. 1939	Total Cost Construction to 6-30-39
3E	Haines-Chilkoot	\$766.38	\$25,878.39	\$766.38	\$7,641.83	----	\$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
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	9.95	5,847.92	9.95	1,717.33	----	4,130.59
4AB	Donnelly Aviation Field ..	----	137.42	----	14.11	----	123.31
4AC	Big Delta Aviation Field .	397.87	891.91	----	296.91	\$397.87	595.00
4AD	Rapids Aviation Field	----	229.10	----	----	----	229.10
4BA	Valdez-Ptarmigan Drop and Branches	23,915.51	1,256,868.05	23,915.51	786,192.35	----	470,675.70
4BA	Dyke	----	151,047.09	----	94,981.11	----	56,065.98
4BB	Ptarmigan Drop-Ernestine .	18,709.27	534,870.71	18,709.27	363,643.15	----	171,227.56
4BC	Thompson Pass Aviation Field	----	174.22	----	----	----	174.22
4C	Ernestine-Willow Creek ...	15,210.69	483,100.45	15,210.69	305,600.60	----	177,499.85
4D	Willow Creek-Gulkana	29,648.49	764,039.91	29,648.49	517,645.33	----	246,394.58

No.	Subproject Name	Cost 1939	Total Cost to 6-30-39	Cost M & I 1939	Total Cost M & I to 6-30-39	Cost Con. 1939	Total Cost Construction to 6-30-39
4DA	Gulkana Aviation Field..	\$65.80	\$65.80	----	----	\$65.80	\$65.80
4E	Gulkana-Sourdough.....	9,615.09	403,438.06	\$9,615.09	\$259,264.36	----	144,173.70
4F	Sourdough-Mile 168.....	1,090.02	338,741.07	1,090.02	202,482.78	----	136,258.29
4G	Mile 168-Delta River....	5,743.43	572,523.82	5,743.43	413,907.93	----	158,615.89
4H1	Delta River-Rapids.....	34,799.99	927,803.17	34,799.99	667,837.57	----	259,965.60
4H2	Rapids-Grundler.....	19,335.35	492,616.31	19,335.35	372,230.19	----	120,386.12
4I	Grundler-Richardson.....	5,803.03	386,503.00	5,803.03	265,209.00	----	121,294.00
4J	Richardson-Salchaket....	50,927.83	540,784.78	50,927.83	325,266.77	----	215,518.01
4JA	Lake Harding Road.....	1,037.64	8,023.91	1,037.64	4,923.16	----	3,100.75
4K	Salchaket-Fairbanks.....	13,835.50	619,375.87	13,835.50	364,413.00	----	254,962.87
4KA	Salcha Bridge.....	395.32	96,233.86	395.32	45,863.19	----	50,370.67
5**	Ester-Dunbar.....	----	19,405.18	----	6,781.00	----	12,624.18
5A	Campbells-Tanana.....	133.62	94,499.27	133.62	44,229.58	----	50,269.69
5B	Nenana-Campbells.....	297.75	2,519.95	297.75	600.94	----	1,919.01
5C	Fish Lake-American Creek	----	10,958.18	----	5,191.65	----	5,766.53
5D	American Creek Aviation Field.....	----	940.00	----	----	----	940.00

No.	Subproject Name	Cost 1939	Total Cost to 6-30-39	Cost M & I 1939	Total Cost M & I to 6-30-39	Cost Con. 1939	Total Cost Construction to 6-30-39
5E	Tanana Aviation Field.....	----	\$6,274.92	----	\$374.96	----	\$5,899.96
5E	Illinois Creek-Moran Creek	----	1,178.89	----	----	----	1,178.89
6A	Willow Creek-Tonsina.....	\$2,446.53	283,377.83	\$2,446.53	173,717.05	----	109,660.78
6B	Tonsina-Chitina.....	4,842.35	404,740.64	4,842.35	259,377.95	----	145,362.69
6D	Chitina Depot.....	----	18,407.93	----	6,469.27	----	11,938.66
6E	Chitina-Native School.....	85.11	1,607.57	85.11	1,112.51	----	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....	5,023.28	5,134.13	----	----	\$5,023.28	5,134.13
7A	Summit-Chatanika.....	4,477.31	107,597.61	4,477.31	66,834.90	----	40,762.71
7AA	Cleary Creek.....	796.31	10,838.79	796.31	6,520.98	----	4,317.81
7B	Fox-Olnes.....	3,323.24	99,130.66	3,323.24	51,658.01	----	47,472.65
7BA	Dome Spaulding & Branches	----	4,546.07	----	1,706.70	----	2,839.37
7BB**	Fox-Steel Creek.....	----	855.75	----	----	----	855.75
7C	Summit-Fairbanks Creek and Branches.....	2,070.67	69,535.45	2,070.67	44,632.84	----	24,902.61
7CA	Summit-Fish Creek.....	921.50	20,591.19	921.50	7,810.37	----	12,780.82

No.	Subproject Name	Cost 1939	Total Cost to 6-30-39	Cost M & I 1939	Total Cost M & I to 6-30-39	Cost Con. 1939	Total Cost Construction to 6-30-39
7D	Ester Creek	\$1,993.46	\$113,921.71	\$1,993.46	\$75,264.78	----	\$38,656.93
7DA	College Spur	----	1,611.81	----	1,081.81	----	530.00
7DB	Ester-Dome	2,028.58	10,777.65	2,028.58	6,584.92	----	4,192.73
7DC	St. Patricks-Happy-Gold Stream & Branches	485.37	13,405.74	485.37	7,336.27	----	6,069.47
7DD	Ester-Beegler	440.59	1,552.58	440.59	552.58	----	1,000.00
7DE	Ready Bullion	----	710.36	----	345.06	----	365.30
GI 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 & Branches	6,863.99	248,053.52	6,863.99	176,500.77	----	71,552.75
7GA	Lazelle Road	4.91	8,036.01	4.91	3,922.50	----	4,113.51
7H	Little Eldorado Creek	600.30	25,406.00	600.30	16,827.69	----	8,578.31
7I	Gilmore-Summit & Branches..	3,810.89	84,864.76	3,810.89	65,701.44	----	19,163.32
7IA	Gilmore Creek	855.85	4,834.60	----	186.89	\$855.85	4,647.71
7J	Fairbanks-Chena Hot Springs	1,544.90	27,374.72	1,544.90	19,342.13	----	8,032.59
7JA	Chena River Branch	230.67	5,777.28	230.67	5,163.27	----	614.01
7JB	Palmer Creek Aviation Field	----	839.11	----	264.11	----	575.00

No.	Subproject Name	Cost 1939	Total Cost to 6-30-39	Cost M & I 1939	Total Cost M & I to 6-30-39	Cost Con. 1939	Total Cost Construction to 6-30-39
7JC	Colorado Creek-South Fork .	----	\$600.00	----	----	----	\$600.00
7K	Olnes-Livengood	\$10,555.94	547,167.72	\$10,555.94	\$76,918.29	----	470,249.43
7N	Farmers-Birch Hill	847.63	47,242.57	847.63	28,570.60	----	18,671.97
7NA	Isabelle Creek	----	3,798.89	----	2,123.89	----	1,675.00
7NB	Ballaine-Rickert	----	4,573.73	----	297.04	----	4,276.69
7R	Goldstream-O'Connor Creek .	----	662.56	----	507.92	----	154.64
7S	Graehl Bridges and Road ...	10.54	7,302.41	10.54	4,252.05	----	3,050.36
7T	Farmers-Chena Slough	638.05	21,783.46	638.05	9,984.69	----	11,798.77
7V	Fairbanks-Wireless Road ...	23.43	913.35	23.43	913.35	----	----
7X	Chena Hot Springs Aviation Field	----	1,739.58	----	50.00	----	1,689.58
7Y	Fairbanks Aviation Field ..	1,165.76	21,135.09	1,165.76	1,663.87	----	19,471.22
7Z	Fairbanks Aviation Field Road	----	766.66	----	----	----	766.66
8	Nome-Council	10,705.96	493,363.61	10,705.96	311,480.65	----	181,882.96
8D	Council-Ophir Creek	870.88	14,078.58	870.88	14,078.58	----	----
8H	Casa de Paga	----	34,396.27	----	16,956.62	----	17,439.65
8J	Shovel Creek	----	169.00	----	110.50	----	58.50

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No.	Subproject Name	Cost 1939	Total Cost to 6-30-39	Cost M & I 1939	Total Cost M & I to 6-30-39	Cost Con. 1939	Total Cost Construction to 6-30-39
8K	Council Aviation Field...	----	\$2,244.27	----	\$845.03	----	\$1,399.24
8L**	Port Safety Aids.....	----	616.50	----	616.50	----	----
9	Rampart-Eureka.....	\$137.42	57,828.05	\$137.42	28,713.69	----	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....	----	13,543.61	----	245.75	----	13,297.86
11A	Eagle-Liberty.....	15,269.51	194,343.74	14,269.51	134,540.19	----	59,803.55
11B	American Summit-Fortymile	152.39	31,222.56	152.39	10,971.37	----	20,251.19
11C	Steel Creek-Mouth of Walker's Fork.....	----	10,968.14	----	6,335.64	----	4,632.50
11D	Steel Creek-Walker's Fork	----	6,446.20	----	2,336.20	----	4,110.00
11E	Eagle-Seventymile.....	----	24,963.05	----	19,998.46	----	4,964.59
11F	Liberty-Chicken.....	1,012.29	26,698.03	1,012.29	22,683.76	----	4,014.27
11G	Steel Creek-Canyon Creek	----	990.34	----	990.34	----	----
11J	Fortymile-Chicken.....	----	116.01	----	116.01	----	----

No.	Subproject Name	Cost 1939	Total Cost to 6-30-39	Cost M & I 1939	Total Cost M & I to 6-30-39	Cost Con. 1939	Total Cost Construction to 6-30-39
11K	Fortymile-Steel Creek.....	----	\$80.00	----	\$80.00	----	----
11L	Franklin-Chicken.....	----	3,272.19	----	3,272.19	----	----
11M	Jack Wade-Walker's Fork-Boundary.....	\$1,306.00	3,846.94	\$1,306.00	3,846.94	----	----
11N	Lillywig Creek.....	----	909.50	----	----	----	\$909.50
11P	Chicken Aviation Field....	----	2,816.00	----	115.86	----	2,700.14
11Q	Eagle Aviation Field.....	----	3,961.71	----	1,940.96	----	2,020.75
12A**	Mile 34-Lynx Creek.....	----	22,192.66	----	8,239.03	----	13,953.63
13A	Nome Bessie.....	649.78	97,636.32	649.78	59,094.37	----	38,541.95
13B	Bessie-Snake River.....	2,661.47	128,443.16	2,661.47	78,100.04	----	50,343.12
13BA	Snake River-Monument Creek	----	1,788.65	----	371.38	----	1,417.27
13C	Bessie-Sunset Creek.....	1,322.37	73,971.03	1,322.37	27,273.75	----	46,697.28
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.....	1,015.57	62,529.90	1,015.57	47,136.11	----	15,393.79
13G**	Grass Gulch.....	----	1,125.73	----	338.94	----	786.79
13H**	Center Creek.....	----	1,538.80	----	1,455.15	----	83.65

No.	Subproject Name	Cost 1939	Total Cost to 6-30-39	Cost M & I 1939	Total Cost M & I to 6-30-39	Cost Con. 1939	Total Cost Construction to 6-30-39
13J**	Wonder-Flat Creek	-----	\$2,803.72	-----	\$2,633.22	-----	\$170.50
13K	Bessie-Buster	\$1,296.62	61,726.62	\$1,296.62	44,222.64	-----	17,503.98
13L**	Nome Bucys	-----	585.00	-----	585.00	-----	-----
13M	Nome Depot	1,512.56	15,281.76	1,512.56	12,281.76	-----	3,000.00
14*	Sitka-Indian River	-----	9,610.88	-----	3,336.16	-----	6,274.72
14	Sitka-Indian River	422.31	10,323.99	422.31	6,760.99	-----	3,563.00
14A	Sitka National Monument ..	690.00	16,739.47	690.00	15,189.47	-----	1,550.00
14B*	Sitka National Cemetery ..	-----	9,233.02	-----	5,733.02	-----	3,500.00
14C	Sitka-Pioneer Cemetery Road	216.38	5,894.17	216.38	2,553.15	-----	3,341.02
14D	National Cemetery Road ...	223.13	3,575.42	223.13	2,877.95	-----	697.47
15	Circle-Miller House	9,461.92	647,018.06	9,461.92	214,330.03	-----	432,688.03
15A	Central House-Circle Hot Springs-Portage Creek	3,405.78	49,797.62	3,405.78	24,388.92	-----	25,408.70
15B	Central House-Deadwood ...	478.19	15,549.40	478.19	3,497.52	-----	12,051.88
15BA	Ketchum Creek	-----	700.58	-----	129.00	-----	571.58
15C	Circle Hot Springs Aviation Field	-----	3,376.35	-----	385.71	-----	2,990.64
15D	Leech Cutoff	-----	224.75	-----	-----	-----	224.75

No.	Subproject Name	Cost 1939	Total Cost to 6-30-39	Cost M & I 1939	Total Cost M & I to 6-30-39	Cost Con. 1939	Total Cost Construction to 6-30-39
15E	Miller House-Harrison Creek.....	\$5,535.75	\$36,005.77	\$3,270.28	\$10,370.45	\$2,265.47	\$25,635.32
15F	Boulder Creek Trail.....	----	321.90	----	----	----	321.90
15G	Porcupine Creek.....	2,954.18	16,924.30	----	----	2,954.18	16,924.30
15H	Miller House Aviation Field.....	500.00	500.00	----	----	500.00	500.00
16	Chatanika-Miller House...	12,706.50	934,870.99	12,706.50	399,262.48	----	535,608.51
16A	U. S. Creek Branch.....	----	12,362.79	----	1,990.66	----	10,372.13
16B	Eagle Creek Spur.....	----	571.71	----	490.54	----	81.17
16C	Chatanika-Miller House (Winter).....	----	23,991.66	----	9,376.92	----	14,614.74
16D	Sourdough Creek Branch...	----	9,263.94	----	2,779.82	----	6,484.12
16E	Faith Creek.....	----	1,716.96	----	346.42	----	1,370.54
17	Tanana-Kaltag.....	----	34,644.95	----	10,907.15	----	23,737.80
17A**	Lewis Landing-Dishkaket..	----	483.37	----	----	----	483.37
17B**	Nulato-Dishkaket.....	----	735.88	----	250.00	----	485.88
17C	Nulato Aviation Field and Road.....	8,643.11	31,864.61	----	14.13	8,643.11	31,850.48

No.	Subproject Name	Cost 1939	Total Cost to 6-30-39	Cost M & I 1939	Total Cost M & I to 6-30-39	Cost Con. 1939	Total Cost Construction to 6-30-39
17D	Tanana-Kaltag Telephone Line.....	----	\$6,683.59	----	\$6,683.59	----	----
18	Kaltag-Nome.....	\$197.10	80,624.56	\$197.10	52,487.17	----	\$28,137.39
18A	Bonanza-Kotzebue.....	71.01	12,117.04	71.01	10,887.04	----	1,230.00
18B	Golovin-Council.....	----	745.90	----	745.90	----	----
18D	Unalakleet Aviation Field..	----	1,641.17	----	199.50	----	1,441.67
18E	Solomon Aviation Field.....	----	719.83	----	624.83	----	95.00
21 18F	Golovin Aviation Field.....	46.75	1,833.72	----	207.90	46.75	1,625.82
18G	Moses Aviation Field.....	----	254.20	----	29.20	----	225.00
18H	Kaltag-Unalakleet Telephone Line.....	60.93	2,514.93	60.93	2,514.93	----	----
18J	Spruce Creek.....	----	2,097.26	----	1,809.76	----	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
19E*	Girdwood-Crow Creek.....	----	3,434.15	----	2,542.50	----	891.65

No.	Subproject Name	Cost 1939	Total Cost to 6-30-39	Cost M & I 1939	Total Cost M & I to 6-30-39	Cost Con. 1939	Total Cost Construction to 6-30-39
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) ...	----	5,026.87	----	1,226.87	----	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	----	2,808.09	----	2,808.09	----	----
20J	Susitna-Tyonek	----	4,122.45	----	1,478.52	----	2,643.93
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
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

No.	Subproject Name	Cost 1939	Total Cost to 6-30-39	Cost M & I 1939	Total Cost M & I to 6-30-39	Cost Con. 1939	Total Cost Construction to 6-30-39
23B	Beaver-Caro	\$651.78	\$70,028.13	\$651.78	\$39,787.32	----	\$30,240.81
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	157.56	13,325.02	157.56	5,765.15	----	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	----	10,832.40	----	3,800.00	----	7,032.40
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
25C	Nome Wireless	83.39	4,426.72	83.39	2,661.81	----	1,764.91
25D	Mouth of Center Creek	197.25	30,700.46	197.25	23,199.39	----	7,501.07
25DA	Little Creek Branch	3,329.12	10,695.78	3,329.12	6,899.08	----	3,796.70
25E	Submarine Paystreak	202.87	39,689.44	202.87	15,319.11	----	24,370.33
25H**	Otter Creek	----	1,802.52	----	652.98	----	1,149.54
25K**	Nome City Dock	----	3,051.47	----	84.82	----	2,966.65
25L	Nome Aviation Field	898.26	36,450.33	898.26	8,009.58	----	28,440.75

No.	Subproject Name	Cost 1939	Total Cost to 6-30-39	Cost M & I 1939	Total Cost M & I to 6-30-39	Cost Con. 1939	Total Cost Construction to 6-30-39
25M	Telephone Lines-Seward Peninsula.....	\$50.63	\$13,199.83	\$50.63	\$11,499.83	----	\$1,700.00
25N	Nome City Streets.....	44.00	7,892.78	44.00	5,544.11	----	2,348.67
25P**	Nome Harbor Lights.....	----	815.29	----	815.29	----	----
25R	Podio Telephones.....	----	6,477.34	----	----	----	6,477.34
26	Candle-Candle Creek.....	1,802.80	114,822.15	1,802.80	74,807.36	----	40,014.79
26A**	Kugruk River Approach.....	----	488.00	----	488.00	----	----
26B	Bear Creek Trail.....	95.10	1,275.89	95.10	935.89	----	340.00
26C	Candle-Kiwalik.....	----	1,107.27	----	79.36	----	1,027.91
26D	Kiwalik Aviation Field....	----	908.50	----	608.50	----	300.00
26E	Candle Aviation Field.....	305.40	1,700.40	305.40	345.40	----	1,355.00
26F**	Telephone Line Reconnaissance.....	----	148.00	----	148.00	----	----
26G	Candle Radio Road.....	----	575.00	----	----	----	575.00
27	Deering-Inmachuk.....	2,851.98	123,819.26	2,851.98	92,927.36	----	30,891.90
27A	Deering Aviation Field....	----	1,159.65	----	137.65	----	1,022.00
28	Shelton-Candle.....	55.67	12,440.73	55.67	4,233.71	----	8,207.02
28A	Nome-Serpentine Hot Springs	----	18,933.11	----	13,694.11	----	5,239.00

No.	Subproject Name	Cost 1939	Total Cost to 6-30-39	Cost M & I 1939	Total Cost M & I to 6-30-39	Cost Con. 1939	Total Cost Construction to 6-30-39
28C	Lower Kougarok Aviation Field.....	----	\$362.84	----	----	----	\$362.84
29	Tanana-Bettles.....	\$207.29	14,699.28	\$207.29	\$7,687.17	----	7,012.11
29A	Bettles-Coldfoot.....	1,337.56	24,562.30	1,337.56	19,432.30	----	5,130.00
29C	Mile 70-Hughes.....	----	2,167.02	----	458.45	----	1,708.57
29D	Wild River Trail.....	----	4,216.47	----	1,522.93	----	2,693.54
29E	Bettles River Aviation Field.....	----	500.00	----	----	----	500.00
30	Hot Springs Landing-Eureka.....	14,160.75	113,698.85	14,160.75	93,273.04	----	20,425.81
30A	Hot Springs-Tofty.....	8,692.98	50,861.99	802.98	4,312.83	\$7,890.00	46,549.16
30B**	Manley Hot Springs Aviation Field.....	----	1,189.98	----	49.98	----	1,140.00
31	Caribou Creek.....	1,523.60	16,938.48	1,523.60	8,357.56	----	8,580.92
32A	Takotna-Flat (Summer)....	----	9,305.14	----	3,867.85	----	5,437.29
32AA	Takotna-Flat (winter via Moore Creek)	----	1,879.37	----	1,079.37	----	800.00
32AB	Flat-Moore Creek.....	----	15.00	----	15.00	----	----
32AC	Candle Creek-Takotna.....	----	1,216.09	----	1,216.09	----	----

No.	Subproject Name	Cost 1939	Total Cost to 6-30-39	Cost M & I 1939	Total Cost M & I to 6-30-39	Cost Con. 1939	Total Cost Construction to 6-30-39
32B	Iditarod-Flat	\$9,364.04	\$166,277.23	\$9,364.04	\$110,390.96	----	\$55,886.27
32BA**	Iditarod River Improvement.	----	100.00	----	----	----	100.00
32C	Ophir-Iditarod	----	8,053.42	----	3,053.42	----	5,000.00
32D	Flat-Crooked Creek (Winter)	188.80	8,996.69	188.80	7,516.69	----	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	83.55	15,868.21	83.55	8,258.94	----	7,609.27
32G	Kuskokwim Landing-Takotna .	20,708.16	20,708.16	----	----	\$20,708.16	20,708.16
33A**	Otter Creek Towpath	----	448.23	----	----	----	448.23
33B**	Summit-Otter Creek	----	5,047.66	----	5,047.66	----	----
33C	Flat City-Flat Creek	789.23	8,897.57	789.23	8,897.57	----	----
33D	Head Flat Creek-Willow Creek	1,772.63	18,632.80	1,772.63	17,389.80	----	1,243.00
33DA	Happy Creek Road	38.64	672.03	38.64	311.57	----	360.46
33E	Willow Creek-Chicken Creek	313.88	12,425.26	313.88	10,925.26	----	1,500.00
33F	Flat City-Slate Creek	1,761.82	45,551.53	1,761.82	20,036.83	----	25,514.70
33FA	Gold Horn Branch	----	3,640.63	----	627.80	----	3,012.83

No.	Subproject Name	Cost 1939	Total Cost to 6-30-39	Cost M & I 1939	Total Cost M & I to 6-30-39	Cost Con. 1939	Total Cost Construction to 6-30-39
33G**	Candle Landing-Candle Creek	----	\$6,577.16	----	\$980.16	----	\$5,597.00
33H	Flat Aviation Field	----	5,555.60	----	654.15	----	4,901.45
34**	Iditarod-Dishkaket	----	4,330.98	----	100.00	----	4,730.98
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 (1)	\$8,113.59	245,288.21	\$8,113.59	135,566.79	----	109,721.42
35AB**	Fairangel Extension	----	104.20	----	----	----	104.20
35B	Wasilla-Fishhook-Palmer Roads (2)	13,589.81	288,330.84	13,589.81	156,356.17	----	131,974.67
35DB	Lucky Shot-Willow	2,758.00	193,439.75	2,758.00	24,202.39	----	169,237.36
35DC	Willow Creek Mines Field.	----	305.95	----	----	----	305.95
35F	Wasilla-Knik Roads (3) ..	1,215.98	64,070.53	1,215.98	34,374.12	----	29,696.41
35G	Palmer-Matanuska Roads (4)	1,743.55	111,111.08	1,743.55	39,510.93	----	71,600.15
35H	Wasilla-Finger Lake-Palmer Roads (5)	9,658.38	183,045.41	9,658.38	95,526.76	----	87,518.65
35J	Wasilla-Matamuska Roads (6)	2,283.93	51,206.29	2,283.93	27,061.07	----	24,145.22
35N**	Houston-Willow Creek	----	1,212.32	----	272.00	----	940.32
35P**	Moose Creek-Baxter	----	2,218.62	----	----	----	2,218.62

No.	Subproject Name	Cost 1939	Total Cost to 6-30-39	Cost M & I 1939	Total Cost M & I to 6-30-39	Cost Con. 1939	Total Cost Construction to 6-30-39
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.....	----	999.50	----	540.00	----	459.50
35Y	Wasilla Depot.....	----	4,409.79	----	4,409.79	----	----
36	Mineral Creek.....	\$919.27	97,341.58	\$919.27	40,278.57	----	57,063.01
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
36CA	Cordova Aviation Field.....	----	941.90	----	15.75	----	926.15
36CB	Cordova Aviation Field.....	----	55,000.00	----	----	----	55,000.00
36D**	Valdez-Quartz Creek.....	----	524.75	----	----	----	524.75
36E**	Valdez-Glacier.....	----	616.91	----	----	----	616.91
36F**	Shoups Bay.....	----	3,457.25	----	----	----	3,457.25
36H	Valdez Streets.....	22.50	517.33	22.50	517.33	----	----
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

No.	Subproject Name	Cost 1939	Total Cost to 6-30-39	Cost M & I 1939	Total Cost M & I to 6-30-39	Cost Con. 1939	Total Cost Construction to 6-30-39
38A	Ruby-Long.....	\$6,749.81	\$296,390.70	\$6,749.81	\$164,370.35	----	\$132,020.35
38AB	Long-Birch Creek.....	----	950.74	----	----	----	950.74
38B	Poorman-Cripple.....	----	7,596.80	----	6,093.84	----	1,502.96
38C	Ophir-Cripple.....	----	4,778.05	----	2,879.05	----	1,899.00
38D	Ophir-Takotna (Summer)...	20,978.04	338,123.25	20,978.04	163,615.75	----	174,507.50
38DA	Little Creek Road.....	44.98	14,473.48	44.98	3,825.44	----	10,648.04
38E	Long-Poorman.....	10,834.60	223,131.98	10,834.60	105,939.42	----	117,192.56
38EA	Poorman Aviation Field...	----	3,697.20	----	1,903.33	----	1,793.37
38EB	Greenstone Creek.....	----	227.44	----	----	----	227.44
38EE	Long-Poorman (Winter)....	----	5,882.71	----	614.71	----	5,268.00
38EEE	Tamarack-Poorman.....	----	22,322.69	----	----	----	22,322.69
38F	Poorman-Ophir.....	----	3,075.84	----	3,075.84	----	----
38G	Takotna Aviation Field Road.....	29.58	10,321.24	29.58	2,387.00	----	7,934.24
38H	Ganes Creek Road.....	4,195.97	32,172.19	4,195.97	28,768.34	----	3,403.85
38K	Ruby Aviation Field.....	855.24	14,089.50	855.24	2,153.75	----	11,935.75
38L	Ruby Aviation Field Road	----	918.42	----	418.42	----	500.00

No.	Subproject Name	Cost 1939	Total Cost to 6-30-39	Cost M & I 1939	Total Cost M & I to 6-30-39	Cost Con. 1939	Total Cost Construction to 6-30-39
38M	Ophir Aviation Field	\$3,015.00	\$5,010.62	----	----	\$3,015.00	\$5,010.62
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
41	Kiana-Klery Creek	----	8,561.41	----	1,010.64	----	7,550.77
41A	Kotzebue-Shungnak	17.64	4,541.05	\$17.64	4,541.05	----	----
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-Noorvik	----	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	----	----
42A	Ungalik River Tractor Road .	133.16	133.16	----	----	133.16	133.16
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	66.00	20,397.63	66.00	9,238.92	----	11,158.71
44B	Skagway Aviation Field	184.03	8,837.34	184.03	2,051.81	----	6,785.53

No.	Subproject Name	Cost 1939	Total Cost to 6-30-39	Cost M & I 1939	Total Cost M & I to 6-30-39	Cost Con. 1939	Total Cost Construction to 6-30-39
44C*	Skagway-Glacier	----	\$25,182.70	----	----	----	\$25,182.70
45*	Silver Bow Basin	----	23,466.21	----	\$17,527.59	----	5,938.62
46	Kobi-Eureka	\$259.00	17,303.09	\$259.00	4,731.46	----	12,571.63
46A	Roosevelt-Kantishna	----	61,686.53	----	19,723.84	----	41,962.69
46B	Lignite-Kantishna	563.74	17,520.60	563.74	1,726.83	----	15,793.77
46C	Nenana-Knights Roadhouse ...	335.73	5,738.66	335.73	4,146.08	----	1,592.58
46D	McKinley Park Road	98,234.02	1,443,254.50	22,164.23	271,011.76	\$76,069.79	1,172,242.74
46DA	Kantishna-Park Boundary ...	17,342.55	37,927.94	1,202.05	1,202.05	16,140.50	36,725.89
46DB	Savage River Aviation Field	----	160.93	----	----	----	160.93
46E	Diamond-Telida	----	10,779.37	----	3,967.81	----	6,811.56
46F	Nenana Cemetery Road	324.38	11,369.73	324.38	7,551.10	----	3,818.63
46G	Kobi-Bonnifield	291.22	6,203.33	291.22	496.72	----	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	51.74	1,159.78	51.74	439.78	----	720.00

No.	Subproject Name	Cost 1939	Total Cost to 6-30-39	Cost M & I 1939	Total Cost M & I to 6-30-39	Cost Ccn. 1939	Total Cost Construction to 6-30-39
47	Goldfoot-Wiseman	\$6,407.80	\$29,856.35	\$6,407.80	\$20,913.74	----	\$8,942.61
47A	Wiseman Aviation Field	----	9,669.79	----	3,056.54	----	6,613.25
47B	Nolan Branch	954.84	39,666.77	954.84	21,032.03	----	18,634.74
47C	Wiseman-Hammond	1,291.95	21,901.87	1,291.95	17,934.80	----	3,967.07
47D	Jim Pup Trail	----	5,894.13	----	3,269.00	----	2,625.13
47E	Myrtle Creek Trail	1,828.07	4,017.78	318.07	318.07	\$1,510.00	3,699.71
47F	Wiseman-Porcupine Trail	----	1,719.94	----	----	----	1,719.94
48	Iliamna Bay-Iliamna Lake ...	8,625.71	153,409.80	8,625.71	33,260.12	----	120,149.68
49	Davidson's Landing-Taylor ..	----	26,079.45	----	18,366.28	----	7,713.17
50*	Stikine River	----	2,256.75	----	----	----	2,256.75
51	Talkeetna Roads (7)	37,020.32	462,472.42	37,020.32	227,215.00	----	235,257.42
51C	Yentna-Mills Creek	----	5,441.20	----	310.76	----	5,130.44
51D	Mile 32-Spruce Creek	----	106.98	----	106.98	----	----
51E	Mills Creek-Cache Creek	150.00	3,231.64	150.00	1,924.19	----	1,307.45
51F	Cache Creek Aviation Field..	----	1,669.66	----	345.46	----	1,324.20
51G	Talkeetna Aviation Field ...	302.37	1,354.95	----	----	302.37	1,354.95
52*	Ketchikan-Wards Cove	----	26,120.42	----	5,000.00	----	21,120.42

No.	Subproject Name	Cost 1939	Total Cost to 6-30-39	Cost M & I 1939	Total Cost M & I to 6-30-39	Cost Con. 1939	Total Cost Construction to 6-30-39
52A*	Ketchikan-Charcoal Point..	----	\$15,500.48	----	\$3,000.00	----	\$12,500.48
53	Eagle-Circle.....	----	7,481.89	----	5,797.17	----	1,684.72
53A	Circle-Fort Yukon.....	\$81.33	9,309.54	\$81.33	5,142.97	----	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....	----	3,198.64	----	1,386.07	----	1,812.57
54D	Glacier Trail.....	----	394.67	----	----	----	394.67
55	Kenai-Russian River.....	----	15,539.75	----	8,980.49	----	6,559.26
55A	Kenai Aviation Field.....	----	1,901.11	----	999.60	----	901.51
55B	Kenai Dock Approach.....	----	1,768.97	----	----	----	1,768.97
56**	Tasnuma.....	----	1,058.14	----	----	----	1,058.14
56B**	Katalla-Chilkat.....	----	7,752.56	----	----	----	7,752.56
57	McCarthy-Dan Creek.....	8,601.24	311,426.03	8,601.24	155,573.80	----	155,852.23
57A	Nizina River Bridge.....	658.68	231,774.87	658.68	105,833.07	----	125,941.80
57B	Nizina-Chitina River.....	----	8,630.79	----	1,792.21	----	6,838.58
57C	McCarthy-Kennecott River..	57.74	953.08	57.74	953.08	----	----

No.	Subproject Name	Cost 1939	Total Cost to 6-30-39	Cost M & I 1939	Total Cost M & I to 6-30-39	Cost Con. 1939	Total Cost Construction to 6-30-39
57D	Chititu Branch	\$155.50	\$16,240.20	\$155.50	\$8,311.72	----	\$7,428.48
57E**	McCarthy-Green Butte	----	2,319.68	----	2,319.68	----	----
57F	McCarthy Aviation Field ...	14.00	5,557.73	14.00	537.85	----	5,019.88
57G	Copper Creek Trail	----	393.59	----	91.61	----	301.98
57H**	Chitina River Aviation Field	----	735.00	----	----	----	735.00
57J	McCarthy-Kennecott	68.97	1,772.70	68.97	1,772.70	----	----
57K	Chitina-McCarthy	3,103.64	3,103.64	3,103.64	3,103.64	----	----
58*	Hyder-Salmon River	----	63.50	----	----	----	63.50
59	Fairbanks Bridge	1,864.13	84,909.86	1,864.13	23,210.56	----	61,699.30
59A	Fairbanks Depot	1,152.55	33,013.04	1,152.55	10,003.04	----	23,010.00
60A	Valdez Aviation Field	----	6,544.32	----	692.67	----	5,851.65
60B	Upper Tonsina Aviation Field	----	1,747.47	----	47.50	----	1,699.97
61**	Strelina-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

No.	Subproject Name	Cost 1939	Total Cost to 6-30-39	Cost M & I 1939	Total Cost M & I to 6-30-39	Cost Con. 1939	Total Cost Construction to 6-30-39
61E	Farnan Trail	----	\$941.96	----	\$15.80	----	\$926.16
61F	Nizina-Bremner Sled Road ...	\$3,025.86	30,594.42	\$3,025.86	4,815.90	----	25,778.52
61G	Bremner Aviation Field	----	2,500.00	----	----	----	2,500.00
62	Dime Creek	223.51	84,893.81	223.51	41,190.85	----	43,702.96
62A	Haycock-Bear Creek	----	789.24	----	573.24	----	216.00
62B	Haycock Aviation Field	806.00	2,942.65	----	21.25	\$806.00	2,921.40
62C	Koyuk Aviation Field	----	312.98	----	285.90	----	27.08
63**	Dunbar-Brooks	----	32,812.23	----	13,582.64	----	19,229.59
63B	Brooks-Livengood Creek	385.22	37,188.28	385.22	17,123.42	----	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
63E	Livengood Aviation Field ...	----	5,628.64	----	764.12	----	4,864.52
64**	Cripple-Lewis Landing	----	100.00	----	100.00	----	----
64A	Cripple-Cripple Mountain ...	----	1,130.45	----	838.45	----	292.00
64AA	Cripple-Cripple Mountain (Winter)	----	3,676.48	----	891.23	----	2,785.25

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No.	Subproject Name	Cost 1939	Total Cost to 6-30-39	Cost M & I 1939	Total Cost M & I to 6-30-39	Cost Con. 1939	Total Cost Construction to 6-30-39
65A	Gulkana-Chistochina.....	\$13,536.92	\$475,733.81	\$13,536.92	\$152,794.31	----	\$322,939.50
65AB	Gakona Aviation Field.....	158.77	200.56	----	41.79	\$158.77	158.77
65B	Chistochina-Slate Creek...	39.49	13,366.72	39.49	1,395.40	----	11,971.32
65C	Chistochina-Slana.....	4,708.56	215,123.87	4,708.56	32,424.64	----	182,699.23
65CA	Slana-Tanana Crossing.....	----	2,000.00	----	----	----	2,000.00
65D	Kechumstuk-Tanana Crossing	----	1,669.82	----	1,669.82	----	----
65E	Chicken-Kechumstuk.....	----	1,663.50	----	1,663.50	----	----
65F	Grundler-Tanana Crossing..	----	13,045.29	----	3,672.58	----	9,372.71
65G	Slana-Chisana.....	6,851.51	188,245.91	6,851.51	42,060.16	----	146,185.75
65GA	Slana-Ahtell Creek.....	----	183.09	----	----	----	183.09
65H	Tanana Crossing Aviation Field.....	186.57	11,637.28	186.57	237.68	----	11,399.60
65K	Chistochina Aviation Field	19.11	2,654.08	19.11	19.11	----	2,634.97
66**	Matanuska-Chickaloon.....	----	1,268.30	----	----	----	1,268.30
67	Nome-Teller.....	158.84	14,098.75	158.84	13,798.75	----	300.00
67A	Teller-Cape Prince of Wales.....	180.84	4,142.03	180.84	4,142.03	----	----

No.	Subproject Name	Cost 1939	Total Cost to 6-30-39	Cost M & I 1939	Total Cost M & I to 6-30-39	Cost Con. 1939	Total Cost Construction to 6-30-39
67B	Teller-Bluestone	\$9,686.65	\$64,733.76	\$3,366.65	\$17,281.20	\$6,320.00	\$47,452.56
67C	Teller-Pilgrim Hot Springs	153.96	3,660.42	153.96	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	15.00	11,450.51	15.00	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	1,246.36	111,606.91	1,246.36	111,606.91	----	----
70	Miscellaneous Surveys and Reconnaissances	----	22,774.94	----	2,169.10	----	20,605.84
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	2,157.52	42,805.58	2,157.52	18,986.53	----	23,819.05
73A	Kotlik-Marshall	194.40	4,879.02	194.40	4,029.02	----	850.00
73B	Stuyahok	----	4,941.93	----	----	----	4,941.93

No.	Subproject Name	Cost 1939	Total Cost to 6-30-39	Cost M & I 1939	Total Cost M & I to 6-30-39	Cost Con. 1939	Total Cost Construction to 6-30-39
73C	Old Hamilton-Scammon Bay..	\$162.43	\$3,240.50	\$162.43	\$1,387.05	----	\$1,853.45
73D	Marshall Aviation Field...	----	2,100.00	----	100.00	----	2,000.00
73E	Paimute-Marshall.....	----	465.28	----	322.18	----	143.10
75	Anchorage Loop Roads (8)..	13,926.85	169,648.77	13,926.85	104,071.77	----	65,577.00
75A	Anchorage-Lake Spenard Roads (9).....	9,206.49	44,577.17	5,056.49	27,686.36	\$4,150.00	16,890.81
75D	Anchorage Depot.....	2,503.76	22,097.04	2,503.76	12,130.69	----	9,966.35
75G**	East First Street- Anchorage.....	----	1,023.46	----	----	----	1,023.46
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 (10).....	18,818.49	721,728.26	18,818.49	82,417.02	----	639,311.24
76	Cantwell-Valdez Creek.....	518.16	59,566.86	518.16	9,526.32	----	50,040.54
76A	Valdez Creek Aviation Field.....	----	2,654.00	----	316.90	----	2,337.10
78	Valdez Depot.....	----	5,266.56	----	5,266.56	----	----
79	Seward Depot.....	----	4,222.55	----	4,222.55	----	----

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Subproject		Cost	Total Cost	Cost M & I	Total Cost	Cost Con.	Total Cost
No.	Name	1939	to 6-30-39	1939	M & I to 6-30-39	1939	Construction to 6-30-39
80A**	McGrath-Takotna.....	----	\$428.05	----	\$428.05	----	----
80AA	McGrath-Takotna (Winter)...	----	7,469.34	----	5,287.34	----	\$2,182.00
80B	McGrath-Telida.....	----	12,479.40	----	5,301.19	----	7,178.21
80C	McGrath-Candle Creek.....	----	305.29	----	305.29	----	----
80D**	Nixon Fork-Nixon Mine.....	----	2,384.78	----	36.78	----	2,348.00
80E**	Takotna-Twin Peaks.....	----	213.16	----	100.00	----	113.16
80F	Medfra-Nixon Mine.....	\$536.36	35,372.87	\$536.36	11,747.14	----	23,625.73
80G	Takotna-Nixon Fork.....	869.72	30,603.03	----	610.56	\$869.72	29,992.47
80GG**	Takotna-Nixon Fork(Winter).	----	183.16	----	183.16	----	----
80H	McGrath Aviation Field.....	509.42	27,495.68	----	789.75	509.42	26,705.93
80J	Medfra Aviation Field.....	1,497.50	5,886.50	1,497.50	3,057.50	----	2,829.00
81	Point Gustavus Roads.....	413.25	43,744.17	413.25	17,654.03	----	26,090.14
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.....	236.89	5,649.60	236.89	4,488.37	----	1,161.23

No.	Subproject Name	Cost 1939	Total Cost to 6-30-39	Cost M & I 1939	Total Cost M & I to 6-30-39	Cost Con. 1939	Total Cost Construction to 6-30-39
87	Woodchopper-Coal Creek.....	\$1,014.84	\$13,215.70	\$1,014.84	\$3,023.59	----	\$10,192.11
88	Ferry-Eva-Moose Creek.....	----	39,435.80	----	21,075.91	----	18,359.89
89	Kougarok Reconnaissance....	----	4,312.11	----	----	----	4,312.11
89A	Seward Peninsula Railroad..	22,055.91	431,078.36	22,055.91	250,516.08	----	180,562.28
89AB	Bunker Hill-Kougarok.....	32,389.04	100,706.70	4,859.04	12,097.16	\$27,530.00	88,609.54
89B	Pilgrim Aviation Field.....	----	1,227.90	----	511.90	----	716.00
89C	Iron Creek-American Creek..	198.84	6,228.31	198.84	4,073.39	----	2,154.92
89D	Iron Creek Road.....	214.75	4,191.27	214.75	214.75	----	3,976.52
90A	Shelter Cabins, First Division.....	----	340.35	----	----	----	340.35
90B	Shelter Cabins, Second Division.....	5.85	45,886.78	5.85	12,375.48	----	33,511.30
90C	Shelter Cabins, Third Division.....	536.75	26,248.41	536.75	3,363.42	----	22,884.99
90D	Shelter Cabins, Fourth Division.....	1,457.40	50,895.12	1,457.40	11,550.94	----	39,344.18
91*	Yakutat.....	----	50.55	----	----	----	50.55
92A	Bethel-Quinhagak.....	----	10,075.33	----	8,277.83	----	1,797.50

OH

No.	Subproject Name	Cost 1939	Total Cost to 6-30-39	Cost M & I 1939	Total Cost M & I to 6-30-39	Cost Con. 1939	Total Cost Construction to 6-30-39
92AA	Bethel Airfield and Road.....	\$10,077.93	\$62,633.18	----	----	\$10,077.93	\$62,633.18
92B	Bethel-Tuluksak.....	----	4,875.93	----	\$3,397.45	----	1,478.48
92C	Akiachak-Ohogamute.....	----	4,053.42	----	2,469.42	----	1,584.00
92D**	Bennett's Cutoff.....	----	396.00	----	----	----	396.00
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
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.....	4.81	5,913.66	\$4.81	3,398.70	----	2,514.96
92MA	Marvel Creek Trail.....	----	571.67	----	571.67	----	----

No.	Subproject Name	Cost 1939	Total Cost to 6-30-39	Cost M & I 1939	Total Cost M & I to 6-30-39	Cost Con. 1939	Total Cost Construction to 6-30-39
92N**	Akiak-Canyon Creek.....	----	\$306.00	----	\$306.00	----	----
92Q	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....	\$13,586.16	59,846.14	\$1,586.16	5,418.41	\$12,000.00	54,427.73
92S	Bethel-Munichak.....	86.28	3,292.64	86.28	86.28	----	3,206.36
92T	Johnson River-Kinak Trail	73.96	1,033.96	73.96	73.96	----	960.00
93	Chulitna Trail.....	6.30	9,536.50	6.30	2,580.06	----	6,956.44
93A	Bull River Trail.....	6,961.78	75,174.57	1,711.78	4,414.71	5,250.00	70,759.86
93AB	Colorado Aviation Field..	----	1,295.63	----	18.00	----	1,277.63
93B	Indian River.....	8.49	8,985.89	8.49	2,419.66	----	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).....	7,521.74	124,634.52	7,521.74	41,769.12	----	82,865.40
95	Kanatak-Becharof Lake....	87.41	31,403.49	87.41	7,521.18	----	23,882.31

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No.	Subproject Name	Cost 1939	Total Cost to 6-30-39	Cost M & I 1939	Total Cost M & I to 6-30-39	Cost Con. 1939	Total Cost Construction to 6-30-39
95B	Larsen Bay-Karluk River..	----	\$962.05	----	----	----	\$962.05
96	Chickaloon-King River....	----	1,906.68	----	\$1,106.68	----	800.00
96A	Chickaloon-Cable.....	----	486.44	----	214.15	----	272.29
96B	Sutton-Welchina.....	\$142.05	11,803.86	\$142.05	2,027.78	----	9,776.08
97	Suntrana-Footbridge.....	----	413.80	----	----	----	413.80
97A	Healy Aviation Field.....	----	641.79	----	150.00	----	491.79
98	Homer Spit.....	15,768.87	92,233.62	11,568.87	26,613.87	\$4,200.00	65,619.75
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.....	36.25	20,241.73	36.25	3,095.38	----	17,146.35
99	Seldovia-McDonald Spit...	----	30,005.26	----	5.26	----	30,000.00
100	Office & General Overhead.....	27,281.62	796,535.16	21,450.35	443,563.13	5,831.27	352,972.03
101	Territorial General Overhead.....	----	71,521.31	----	31,584.89	----	39,936.42
	TOTAL COSTS.....	\$976,896.54	\$27,160,097.44	\$752,672.14	\$12,957,951.73	\$224,224.40	\$14,202,145.71

No.	Subproject Name	Cost 1939	Total Cost to 6-30-39	Cost M & I 1939	Total Cost M & I to 6-30-39	Cost Con. 1939	Total Cost Construction to 6-30-39
110	Book Value of Plant	\$16,964.94	\$291,421.86	----	----	----	----
111	Supplies and Materials on hand	15,203.96	405,817.32	----	----	----	----
112	Equipment lost in shipwreck	----	35,670.93	----	----	----	----
	TOTAL EXPENDITURES	\$975,135.56(a)	\$27,893,007.55(b)				

* Transferred to other departments.

** Abandoned.

(a) Includes \$3,464.68 Direct Treasury Settlements. Does not include \$13,071.81 reimbursements, refunds and receipts from sales.

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

- (1) Includes routes 35-A, AA, D, DA, DD, O
- (2) " " 35-B, BA, E, EA, I, S, T
- (3) " " 35-F, X
- (4) " " 35-G, L, LA
- (5) " " 35-H, K, R, RA
- (6) " " 35-J, Q
- (7) " " 51, A, B
- (8) " " 75, E, I, M
- (9) " " 75-A, F, C
- (10) " " 75-L, LA, 35-C
- (11) " " 94, A

COST IN DETAIL, TERRITORIAL AND COOPERATIVE PROJECTS

(Included in preceding table)

FIRST DIVISION

Account No.	Name of Subproject	Federal	Territorial	Total
2H	Juneau Wharf and Float	\$1,500.00	\$683.20(a)	\$2,183.20
2J	Juneau Lower Float	- --	47.30(b)	47.30
3AB	Haines-Pleasant Camp	3,868.79	7,516.53	11,385.32
3D	Haines-Mud Bay	1,159.79	620.00(c)	1,779.79
3E	Haines-Chilkoot	- --	766.38	766.38
14C	Sitka Pioneer Cemetery Road..	- --	216.38	216.38
44A	Skagway Trails	46.00	20.00	66.00
44B	Skagway Airfield	- --	184.03	184.03
81	Point Gustavus Roads	213.25	200.00	413.25
	Totals	\$6,787.83	\$10,253.82	\$17,041.65

(a) Includes \$216.52 contributed by Federal Bureaus, Juneau.

(b) Contributed by Federal Bureaus, Juneau.

(c) Includes \$20.00 contributed by Town of Haines.

SECOND DIVISION

Account No.	Name of Subproject	Federal	Territorial	Total
8	Nome-Council	\$7,905.96	\$2,800.00	\$10,705.96
8D	Council-Ophir	670.88	200.00	870.88
13A	Nome-Bessie	305.48	344.30(a)	649.78
13B	Bessie-Snake River	1,361.47	1,300.00	2,661.47
13C	Bessie-Sunset Creek	622.37	700.00	1,322.37
13F	Nome-Osborne	515.57	500.00	1,015.57
13K	Bessie-Buster	596.62	700.00	1,296.62
18F	Golovin Airfield	---	46.75	46.75
18H	Kaltag-Unalakleet Telephone line	---	60.93	60.93
25D	Mouth of Center Creek	97.25	100.00	197.25
25DA	Little Creek Branch	878.61	2,450.51(b)	3,329.12
25E	Submarine-Paystreak	102.87	100.00	202.87
25L	Nome Airfield	---	898.26(c)	898.26
25M	Telephone lines, Seward Peninsula	---	50.63	50.63
25N	Nome City Streets	---	44.00(d)	44.00
26	Candle Creek Road	1,302.80	500.00	1,802.80
26E	Candle Airfield	---	305.40	305.40
27	Deering-Immachuk	1,851.98	1,000.00	2,851.98
42A	Ungalik Tractor Road	---	133.16	133.16
62B	Haycock Airfield	---	806.00	806.00

SECOND DIVISION (Continued)

Account No.	Name of Subproject	Federal	Territorial	Total
67F	Tin City-Goodwin	--	\$15.00	\$15.00
73	Marshall Road	\$1,657.52	500.00	2,157.52
89AB	Bunker Hill-Kougarok	22,389.04	10,000.00	32,389.04
89D	Iron Creek Road	--	214.75	214.75
90B	Shelter Cabins	--	5.85	5.85
	Totals	\$40,258.42	\$23,775.54	\$64,033.96

- (a) Includes \$144.30 contributed by the U. S. Mining, Smelting & Refining Co.
- (b) " 1,556.89 " " " " " " " " " " "
- (c) " 154.35 " " " Mirow Air Service and \$170.15 by the Pacific Alaska Airways.
- (d) Contributed by the City of Nome.

THIRD DIVISION

Account No.	Name of Subproject	Federal	Territorial	Total
4BA	Robe Lake Branch	- --	\$101.83	\$101.83
4DA	Gulkana Airfield	- --	65.80(c)	65.80
6E	Chitina-Native School Road	- --	85.11(b)	85.11
6H	Chitina Airfield	- --	5,023.28(a)	5,023.28
35A	Mountain Roads	\$7,607.44	506.15(d)	8,113.59
35DB	Lucky Shot-Willow Station	1,758.00	1,000.00	2,758.00
35G	Palmer-Matanuska Roads	943.55	800.00	1,743.55
35H	Wasilla-Finger Lake-Palmer Rds.	6,415.78	3,242.60	9,658.38
35J	Wasilla-Matanuska Roads	1,283.93	1,000.00	2,283.93
36	Valdez-Mineral Creek	419.27	500.00	919.27
36H	Valdez Streets	- --	22.50(f)	22.50
48	Iliamna Bay-Iliamna Lake	8,575.71	50.00(e)	8,625.71
51	Talkeetna Roads	34,020.32	3,000.00	37,020.32
51G	Talkeetna Airfield	- --	302.37	302.37
57	McCarthy-Dan Creek	5,661.24	2,950.00	8,611.24
57D	Chititu Branch	105.50	50.00	155.50
57F	McCarthy Airfield	- --	14.00(g)	14.00
57J	McCarthy-Kennecott	- --	68.97	68.97
65AB	Gakona Airfield	- --	158.77(h)	158.77
65G	Slana-Nabesna	6,834.38	17.13(i)	6,851.51
65K	Chistochina Airfield	- --	19.11(k)	19.11
75	Anchorage Loop Roads	12,426.85	1,500.00	13,926.85

THIRD DIVISION (Continued)

Account No.	Name of Subproject	Federal	Territorial	Total
75A	Anchorage-Lake Spenard Roads .	\$2,008.49	\$7,198.00(j)	\$9,206.49
90C	Shelter Cabins	---	536.75	536.75
92R	Dillingham-Wood River	586.16	13,000.00	13,586.16
93A	Bull River Road	1,961.78	5,000.00	6,961.78
94	Kodiak Roads	6,521.74	1,000.00	7,521.74
98	Homer Roads	8,978.33	6,790.54	15,768.87
98D	Kasilof Road	---	36.25	36.25
	Totals	\$106,108.47	\$54,039.16	\$160,147.63

- (a) Includes \$800.00 contributed by Town of Chitina.
- (b) " 10.41 " " W. D. Trim.
- (c) Contributed by Gulkana Lodge.
- (d) Includes \$135.00 contributed by the Fern Gold Mining Co. and \$71.15 by H. C. Bennet.
- (e) Contributed by Herman Hansen.
- (f) " " City of Valdez.
- (g) " " Airways, Inc., Cordova.
- (h) " " Arne Sundt.
- (i) " " Nabesna Mining Corp.
- (j) Includes \$98.00 contributed by T. A. Bevers.
- (k) Includes \$11.02 contributed by W. T. Ackerman.

FOURTH DIVISION

Account No.	Name of Subproject	Federal	Territorial	Total
4AA	Richardson-Democrat Creek	- --	\$9.95	\$9.95
4AC	Big Delta Airfield	- --	397.87	397.87
4JA	Lake Harding Road	\$701.89	335.75(a)	1,037.64
7AA	Cleary Creek Roads	- --	796.31	796.31
7B	Fox-Olnes	2,823.24	500.00	3,323.24
7C	Summit-Fairbanks Creek	1,270.67	800.00	2,070.67
7D	Ester Creek	1,843.96	149.50(b)	1,993.46
7DB	Ester-Dome	1,232.40	796.18	2,028.58
7DC	St. Patricks-Happy-Goldstream .	285.37	200.00	485.37
7I	Gilmore-Summit and Branches ..	3,610.89	200.00	3,810.89
7K	Olnes-Livengood	8,625.94	1,930.00	10,555.94
7N	Farmers-Birch Hill	300.00	574.63	874.63
7T	Farmers-Chena Slough	338.05	300.00	638.05
7Y	Fairbanks Airfield	- --	1,165.76(c)	1,165.76
15H	Miller House Airfield	- --	500.00(d)	500.00
30	Hot Springs Landing-Eureka ...	12,160.75	2,000.00	14,160.75
30A	Hot Springs-Tofty	4,686.48	4,006.50(e)	8,692.98
32G	Kuskokwim Landing-Takotna	5,708.16	15,000.00	20,708.16
38D	Ophir-Takotna	17,578.04	3,500.00	21,078.04
38DA	Little Creek Road	- --	44.98	44.98
38E	Long-Poorman	10,134.60	700.00	10,834.60

FOURTH DIVISION (Continued)

Account No.	Name of Subproject	Federal	Territorial	Total
38G	Takotna Airfield Road.....	---	\$29.58	\$29.58
38H	Ganes Creek Road.....	---	4,195.97	4,195.97
38K	Ruby Airfield.....	---	855.24	855.24
38M	Ophir Airfield.....	---	3,015.00 (f)	3,015.00
63B	Brooks-Livengood Creek.....	---	385.22	385.22
65H	Tanana Crossing Airfield.....	---	186.57	186.57
80J	Medfra Airfield.....	---	1,497.50	1,497.50
90D	Shelter Cabins.....	---	1,457.40	1,457.40
	Totals.....	\$71,300.44	\$45,529.91	\$116,830.35

- (a) Contributed by residents Harding Lake.
- (b) Includes \$100.00 contributed by D. E. Turnbarger and \$49.50 by the U. S. Smelting and Refining Co.
- (c) Contributed by the City of Fairbanks.
- (d) " " " M. F. Miller.
- (e) Includes \$6.50 contributed by the Montana Mining Co.
- (f) " \$1,000.00 " " " Eric Hard and \$1,815.00 by residents of Ophir.

SUMMARY BY DIVISIONS, TERRITORIAL AND COOPERATIVE PROJECTS

	Federal	Territorial	Total
First Division	\$6,787.83	\$10,253.82	\$17,041.65
Second Division	40,258.42	23,775.54	64,033.96
Third Division	106,108.47	54,039.16	160,147.63
Fourth Division	71,300.44	45,529.91	116,830.35
Totals	\$224,455.16	\$133,598.43(a)	\$358,053.59

(a) Includes \$7,887.89 contributed by others.

TOTAL COSTS, BY DISTRICTS

District	Construction	Maintenance and Improvement	Total
Juneau Office and General Overhead	\$5,831.27	\$21,450.35	\$27,281.62
Southeastern	- --	27,904.77	27,904.77
Valdez	- --	58,777.24	58,777.24
Chitina	5,247.85	129,112.23	134,360.08
Fairbanks	25,016.48	234,243.99	259,260.47
Southwestern	118,112.66	172,258.01	290,370.67
Kuskokwim	35,180.23	43,433.29	78,613.52
Nome	34,835.91	65,492.26	100,328.17
Total costs	\$224,224.40	\$752,672.14	\$976,896.54
Plant, materials, etc., undistributed			-1,760.98
Total expenditure			\$975,135.56(a)

(a) Includes \$3,464.68 direct Treasury settlements; does not include \$13,071.81 from reimbursements, refunds and receipts from sales.

APPROPRIATIONS

Construction 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
Total	\$15,998,208.02

- (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 1938 inclusive	\$4,766,900.28 ^o
Fiscal year 1939	<u>160,000.00</u>
Total	<u>\$4,926,900.28</u>
Increase of compensation, War Department:	
Fiscal year 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 1938 inclusive	1,166,876.37
Fiscal years 1933 to 1937 (National Industrial Recovery)..	150,000.00
Fiscal year 1939	<u>100,000.00</u>
Total	<u>\$1,416,876.37</u>
National Monuments:	
Fiscal years 1933 to 1938, inclusive	3,395.00
Fiscal year 1939	<u>690.00</u>
Total	<u>\$4,085.00</u>
Barracks and quarters:	
Fiscal year 1932	<u>1,252.50</u>
Total Federal Appropriations	\$25,166,586.27

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 1938 inclusive	\$1,729,774.17
Fiscal year 1939	<u>274,413.19</u>

^o Adjusted.

Shelter cabins:	
Fiscal years 1932 to 1938 inclusive	\$113,245.50
Fiscal year 1939	2,000.00
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	<u>6,477.34</u>
Total Territory	<u>\$2,194,824.42</u>
By others:	
Fiscal years 1922 to 1938 inclusive	\$189,846.69
Fiscal year 1939:	
Federal Bureaus, Juneau	\$263.82
City of Nome	20.00
U. S. Smelting and Refining Co.	1,750.69
Eric Hard	100.00
Various	335.75
Montana Mining Co.	6.50
M. F. Miller	500.00
Herman Hansen	50.00
Nebesna Mining Corp.	25.22
D. E. Turnbarger	100.00
Town of Chitina	800.00
Fern Gold Mining Co.	135.00
Town of Valdez	22.50
Gulkana Lodge	65.80
Arne Sundt	158.77
Wm. T. Ackerman	11.02
Mirow Air Service	154.35
Pacific Alaska Airways	38.90
Thos. A. Bevers	98.00
City of Nome	24.00

W. D. Trim	\$10.41	
Town of Fairbanks	23.45	
Town of Haines	20.00	
Pacific Alaska Airways	131.25	
H. C. Bennet	71.15	
Airways, Inc.	14.00	
Livengood Placers	<u>4,000.00</u> ^o	\$8,930.58
Total others		<u>198,777.27</u>
Total Contributed Funds		<u>\$2,393,601.69</u>
Total Supervised Funds (see Annual Report, 1932, pages 64-66)		<u>2,840,147.35</u>
Grand Total, All Funds		<u>\$30,400,335.31</u>

^o Allotted for expenditure in fiscal year 1940.