

ANNUAL REPORT OF THE
ALASKA ROAD COMMISSION

1934

Report

DEPARTMENT OF THE INTERIOR
ANNUAL REPORT OF ALASKA ROAD COMMISSION
FISCAL YEAR 1934

REPORT TO THE GOVERNOR OF ALASKA
UPON THE CONSTRUCTION AND MAINTENANCE OF
ROADS, TRAMWAYS, FERRIES, BRIDGES, TRAILS
AND RELATED WORKS WITHIN THE TERRITORY

BY THE CHIEF ENGINEER

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Being the
THIRTIETH ANNUAL REPORT
of the
ALASKA ROAD COMMISSION

U. S.

Juneau, Alaska
July 1, 1934

NOT TO BE REPRODUCED

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August 10, 1934

Hon. John W. Troy
Governor of Alaska
Juneau, Alaska

Sir:

There is transmitted herewith report of the operations of the Alaska Road Commission for the fiscal year ending June 30, 1934.

The funds available for maintenance of the system were inadequate for proper maintenance but all important routes were kept in fair condition.

In addition to ordinary funds for maintenance, allocations for new work and for reconstruction were made available from the National Industrial Recovery Act, on August 15, 1933. These latter funds made it possible to greatly increase employment and advance the work on much needed new projects.

The organization of the Alaska Road Commission was also made available for handling Civil Works Administration activities over the greater part of the Territory.

Respectfully,

Ike P. Taylor,
Chief Engineer.

THE ALASKA ROAD COMMISSION

The Alaska Road Commission was created by act of Congress approved Jan. 7, 1905, as a bureau of the War Department. By act of Congress approved June 30, 1932 the activity was transferred to the Department of the Interior. Under orders issued by the Secretary of the Interior, administration of the activity was assigned to the Governor of Alaska in his capacity as ex-officio commissioner for Alaska, with a chief engineer in direct charge of the work under the direction of the Governor.

The Alaska Road Commission is charged with the construction and maintenance of roads, bridges and trails in Alaska. Construction and maintenance of airfields, telephone lines and shelter cabins is also undertaken for the Territory.

Funds are made available for the work by annual Congressional appropriations, from the "Alaska Fund", and from contributions by the Territory of Alaska and others. During the past year in addition to the above usual sources of funds, \$1,746,000 was allocated by the Public Works Administration under the National Industrial Recovery Act for new road and airfield projects.

The total costs to the end of the fiscal year are \$19,978,181.65, of which \$10,349,284.16 was for new work and \$9,628,897.49 was for maintenance and improvement.

The total expended to June 30, 1934 was \$20,440,743.04. Of this amount \$14,529,306.93 was appropriated by acts of Congress, \$4,088,432.87

was allotted from the Alaska Fund, and \$1,823,003.24 from Territorial appropriations and contributions.

The work accomplished during the fiscal year may be summarized as follows:

New construction: 136½ miles of road, 35 miles of trail, 820 linear feet of bridges over 60-foot span, 4,703 linear feet of trestle span bridge and 3 airplane landing fields.

Improvement: 35 miles of road reconstructed, 70.83 miles of road surfaced, 450 metal culverts replaced and 11 airfields enlarged and improved.

Maintenance: 1,543 miles of road, 74 miles of tramway, 573 miles of sled road, 4,759 miles of permanent trail and 273 miles of temporary flagged trail.

The cost during the year was \$1,269,497.76, of which \$805,643.11 was for new work and \$463,854.66 was for maintenance and improvement. Total expenditures during the fiscal year were \$1,432,881.48.

The more important roads upon which new construction was performed were the McCarthy-Nizina, Mount McKinley National Park, Gulkana-Nabesna, Olnes-Livengood, Dillingham-Snag Point, Nome-Sunset Creek, Iliamna, Lucky Shot Mine-Willow Station, Anchorage-Matanuska, Kodiak-Mill Bay, Cantwell-Valdez Creek, Medfra-Nixon Mine, Flat-Slate Creek, and Seward Peninsula Tramroad extension. New airfields were constructed at Cordova, Nome and Bremner.

The Richardson Highway was maintained open during the entire season. Improvement to new standard was continued and this road is now in excellent condition for auto traffic.

Surfacing the Steese Highway was continued. As a result of the improvement traffic over this route continued to increase. Work was continued on the major project of constructing a road from Gulkana, on the Richardson Highway, to Nabesna, through the mineralized belt north of the Wrangell Mountains. The work was started early in 1933 and, except for destructive floods in a few localities, weather conditions were favorable and the work progressed satisfactorily.

The work of maintenance and rehabilitation has been pushed, and the roads and trails under the jurisdiction of the commission are in better shape than ever before. The total mileage of roads and trails constructed and maintained by the commission since its inception aggregate 11,484 $\frac{3}{4}$ miles, consisting of 1,798 miles of wagon road, 74 miles of tramway, 1,576 $\frac{1}{2}$ miles of sled road, 7,324 $\frac{1}{4}$ miles of permanent trail, and 712 miles of temporary flagged trail.

The road and trails constructed by the commission have not only opened up to development nearly all sections of the Territory but have effected large savings in freight charges. The major portion of this freight would not have been transported without the roads, and the indirect loss which would have been occasioned by the restriction on output and development, if the roads did not exist, can not be estimated.

Under a cooperative agreement with the National Park Service, the Alaska Road Commission has undertaken the construction and maintenance of roads and trails in Mt. McKinley National Park and the maintenance of Sitka National Monument with funds allotted by the Park Service. At the close of the fiscal year 66 miles of road were suitable for traffic and 21 miles were under

construction in Mt. McKinley Park. The route selected is one of great scenic grandeur. The Sitka National Monument has been placed in excellent condition and maintained.

FUNDS

Money for the prosecution of this work was provided from six 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.

(6) Funds allotted by the Public Works Administration as provided in the National Industrial Recovery Act.

Any balances remaining over at the end of a

fiscal year from regular sources of revenue, Items 2 to 5 inclusive, are available for the succeeding fiscal year. Unused balances from the Public Works allotment are available until July 1, 1935.

Under the act approved March 2, 1934, \$452,000 was appropriated as Item 1 for the current year, or fiscal year 1935. Under the Public Works Administration a total of \$1,746,000 has been allocated including \$150,000 to be expended under the direction of the National Park Service.

SUMMARY OF ALL EXPENDITURES TO JUNE 30, 1934

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

Fiscal year	Congressional appropriations	Alaska fund	Other funds	Total
1905	\$ -----	\$28,000.00	\$ -----	\$28,000.00(1)
1906	118,172.09	57,420.77	-----	175,592.86(1)
1907	197,930.91	148,814.79	-----	346,745.70(2)
1908	244,857.18	120,772.72	-----	365,629.90(2)
1909	236,674.97	146,971.92	-----	383,646.89(2)
1910	237,498.50	102,898.29	-----	340,396.79(2)
1911	100,000.00	166,777.95	-----	266,777.95
1912	150,103.58	167,302.49	-----	317,406.07
1912	-----	17,052.23(3)	-----	17,052.23
1913	125,010.91	228,117.56	-----	353,128.47
1914	153,174.43	170,688.37	-----	323,862.80
1915	126,852.28	157,915.84	-----	284,768.12
1916	165,011.73	135,708.89	-----	300,720.62
1917	500,931.75	76,716.15	-----	576,747.90
1918	325,000.00	272,020.18	145.20	597,165.38
1919	246,651.95	52,372.31	-----	299,024.26
1920	132,426.73	124,992.96	101,184.56	358,604.25

1921	\$ 350,000.00	218,247.21	98,551.98	666,799.19
1922	426,807.34	173,029.19	83,411.15,	683,247.68
1923	555,613.67	34,398.23	150,070.59	740,082.49
1924	730,423.17	67,683.67	138,000.81	936,107.65
1925	775,665.02	168,518.01	194,164.61	1,138,347.64
1926	1,013,577.53	115,035.11	182,705.05	1,311,317.69
1927	889,443.65	207,909.20	119,814.04	1,217,166.89
1928	860,192.90	134,593.11	258,882.17	1,253,668.18
1929	997,297.64	134,371.66	315,494.61	1,447,163.91
1930	775,406.36	138,542.03	342,401.26	1,256,349.65
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)	<u>780,396.23</u>	<u> </u>	<u>53,479.55</u>	<u>833,875.78</u>
Total	13,592,840.15	4,088,432.87	2,759,470.02	20,440,743.04

(1) To Oct. 31.

(2) To Sept. 30.

(3) U. S. Treasury adjustment.

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

Fiscal Year	Increase of Compensation Acts	Quartermaster General	Funds Contributed	National Park Service
1918	\$ 145.20			
1920			\$101,184.56	
1921	940.00		97,611.98	
1922	4,322.09		79,089.06	
1923	28,857.72		121,212.87	
1924	45,675.36		92,325.45	
1925	15,136.08	\$ 300.00	98,708.53	\$ 80,020.00
1926		290.17	132,414.88	50,000.00
1927		812.00	103,001.10	16,000.94
1928		792.83	198,089.34	60,000.00
1929		1,000.00	249,494.61	65,000.00
1930		1,499.80	180,080.15	160,821.31
1931		937.47	165,604.86	167,817.27
1932		2,324.83	161,459.79	96,237.79
1933			6,698.71	77,249.51
1934			36,027.35	6,806.86
1934 (N I R A)				53,479.55
Total	\$95,076.45(1)	\$7,957.10	\$1,823,003.24(2)	\$833,433.23(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		\$14,884,710.00
Less - Reversions to Treasury (Economy Legislation)	\$47,094.50	
Transfer to U. S. Engineer Department (Lowell Creek flood control) , , ,	417.21	
Balance unexpended	<u>1,267,603.77</u>	<u>\$1,315,115.48</u>
Amount expended		<u>\$13,569,594.52</u>
Add Navy Department reimbursement	3,976.19	
Add repayments and voucher corrections, 1920-1929	<u>19,263.44</u>	<u>23,245.63</u>
Total expenditures		\$13,592,840.15
Total Alaska fund	4,062,426.40	
Add sales, refunds, etc., 1905-1929	<u>130,182.29</u>	4,192,608.69
Less balance unexpended July 1, 1934		<u>104,175.82</u>
Total expenditures		<u>\$4,088,432.87</u>

These expenditures are summarized as follows:

Federal Appropriations

Congressional appropriations	\$13,592,840.15
Alaska fund, 1905-1934	4,071,380.64
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, 1925-1934	<u>833,433.23</u>
Total	<u>\$18,617,739.60</u>

Contributed Funds

Territory of Alaska, 1920-1934	\$ 1,664,267.07
Miscellaneous	<u>158,736.17</u>
Total	<u>\$ 1,823,003.24</u>
Grand total	<u>\$20,440,743.04</u>

\$24,657,389.75

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

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

TERRITORIAL FUNDS

The Territorial legislature biennially appropriates funds for the construction and maintenance of roads and trails. These funds are allocated to projects by the Territorial Road Board and are expended under the direction of the Alaska Road Commission.

For the working season of 1934 (fiscal year 1935) the Territorial Board has allotted to the Alaska Road Commission the following amounts:

Cooperative road projects	\$34,300
Shelter cabins	1,000
Aviation fields	<u>5,700</u>
Total	\$41,000

MATERIALS, SUPPLIES AND EQUIPMENT

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

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

Work is performed by mechanical equipment to every extent deemed advantageous. Small jobs in remote sections are necessarily done by hand. The Commission is now fully equipped to handle construction and maintenance work within the present limits

\$24,652,889.75

of appropriations except for replacement of un-
serviceable or obsolete equipment. During the
fiscal year just closed the following pieces of
mechanical equipment were purchased:

- 8 pickup trucks, $\frac{1}{2}$ -ton
- 5 freight trucks, $1\frac{1}{2}$ -ton
- 54 dump trucks, $1\frac{1}{2}$ -yard
- 4 tractors, 76 h.p.
- 17 tractors, 48 h.p.
- 2 tractors, 27 h.p.
- 9 scrapers, automatic rotary fresno
- 1 mower
- 2 pull graders, power controlled
- 12 pull graders, hand controlled
- 1 scraper, $\frac{1}{2}$ -yard, drag
- 1 tractor hoist, double drum
- 4 trailers, track laying type
- 2 rippers
- 2 speeders, railroad
- 3 trailbuilders
- 1 shaker screen with engine

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 the work is only seasonal, many
of these men have worked for the Commission contin-
uously 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
staff consisting of a chief engineer and an

Grand total, all funds\$24,637,389.75

assistant chief engineer with necessary clerical assistants. Disbursing is performed by the disbursing officer for the Department of the Interior at Juneau.

Five district offices and two district sub-offices are located at strategic points in the field. The suboffices are closed during the winter months. Due to increased air travel, which caused a marked decrease in the use of winter trails, the Kuskokwim District office was discontinued during the winter of 1932. The summer season's operations in this district are now handled by the Southwest district office. The work in the vicinity of Bethel, where no office is maintained and which was formerly a part of the Kuskokwim District, is handled direct from the Juneau office. The work near or adjacent to Juneau, and known as the "Southeastern District", is supervised from the headquarters office.

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

CONSTRUCTION METHODS

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

Grand total, all funds\$24,637,389.75

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

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

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

Bridges are built of native or imported timber or steel, depending on their importance. Fir has been found to be the most suitable material for timber bridges but improvements in methods of local timber production now in progress will, if successful, make possible some use of Alaska hemlock for structural purposes. Metal culverts are being introduced to replace the culverts or native timber

\$24,637,889.75

Grand total all funds

heretofore used.

OPERATIONS DURING THE FISCAL YEAR

The work in the past fiscal year was greatly increased as a result of the allocation of a substantial amount of emergency funds by the Public Works Administration. These funds were available for new construction and reconstruction on much needed projects. These included thirty-three road projects, sixteen airfields, one dyke project and one important bridge project, a bridge over Gastineau Channel connecting Juneau and Douglas. Work on these projects was 57 percent complete at the end of the fiscal year. Ordinary funds were sufficient only for maintenance of the existing system. Emergency funds were also made available by the Civil Works Administration and civil works projects under the Governor of Alaska, who was appointed Administrator of Civil Works for the Territory, were directly supervised by the Alaska Road Commission under direction of the Governor. Due to the greatly increased activity as a result of these emergency funds the organization has experienced an unusually active year.

The Richardson Highway was open from Valdez to Fairbanks from June 8 to October 4.

The surfacing program for the Steese Highway was continued and at the end of the season only 6 miles of the total of 162 miles remained unsurfaced.

The Gulkana-Nabesna road, leading from the Richardson highway to the Nabesna mining region, was completed as an earth road permitting the use of automobile trucks to the mine after the freezeup. Its total length is 107 miles, 43 miles of which were converted from a tractor road to a dry-weather automobile road during the season.

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Grand total, all funds\$24,637,389.75

The highway through Mt. McKinley National Park was opened for an additional distance of 1.25 miles, the constructed portion of the route now totaling 67.50 miles in length and leaving 21 miles to be completed. When completed the route will extend to the north park boundary, only 5½ miles from the Kantishna mining district, a district reported to contain quantities of very valuable ores. Work on this road was confined to maintenance until late in the summer when Public Works Administration funds were made available.

Upon receipt of P. W. A. funds the middle of August work was pushed on the Olnes-Livengood project resulting in extending this route as a dry-weather automobile road to Mile 17. Much preliminary work in the way of clearing and freighting supplies for the 1934 season was done during the winter.

With a special allotment under the Public Works Administration, the organization took over the Anchorage-Eklutna road which had been started and partially graded by the town of Anchorage. During the remaining summer season and the past winter the road was graded for 12 miles, bridges were constructed over Eagle River and Peters Creek. A 300-ft. steel bridge with 120 feet of approach was put in over the Matanuska River at Palmer on the proposed extension of this road.

The Lucky Shot-Willow Station sled road was converted to an automobile road for dry weather use as was the road connecting Iliamna Bay and Iliamna Village.

Contracts were let for the construction of the Juneau-Douglas bridge, the foundation work starting on April 23, 1934.

Grand total, all funds \$24,637,389.75

New aviation fields were constructed at Nome and Cordova from Public Works Administration funds.

Several new short roads and extensions were built in farming and mining areas.

At the request of the Commanding Officer, Chilkoot Barracks, the Alaska Road Commission undertook the supervision of the rehabilitation of the Sitka National Cemetery. Funds for the work were provided by the Public Works Administration through the War Department. Expenditures were \$4,583.41.

Work accomplished during the fiscal year is summarized as follows:

New construction: 136 $\frac{1}{4}$ miles road, 35 miles trail, 820 linear feet of bridges of 60-foot span or over, 4,703 linear feet of trestle span, 61 linear feet of concrete bridges, and 3 airfields.

Improvement: 35 miles road reconstructed, 70.83 miles road surfaced with 106,844 cubic yards gravel, 450 metal culverts installed and 11 airfields enlarged and improved.

Maintenance: 1,543 miles road, 74 miles tramway, 573 miles sled road, 4,759 miles permanent trail and 273 miles of temporary flagged trail were maintained at their usual standard.

1932, pages 64-66) \$24,637,589.75
Grand total, all funds

The total mileage of all routes as of June 30, 1934, is as follows:

	<u>Road</u>	<u>Sled Road</u>	<u>Trail</u>	<u>Flagged Trail</u>	<u>Grand Total</u>
June 30, 1933	(a) 1,735 $\frac{3}{4}$	1,617	7,284 $\frac{3}{4}$	712	11,349 $\frac{1}{2}$
Fiscal Year 1934					
New mileage	57	—	79 $\frac{1}{4}$	—	135 $\frac{1}{4}$
Reclassified	<u>79$\frac{1}{4}$</u>	<u>-40$\frac{1}{2}$</u>	<u>-38$\frac{3}{4}$</u>	<u>—</u>	<u>—</u>
Total	1,872	1,576 $\frac{1}{2}$	7,324 $\frac{1}{2}$	712	11,484 $\frac{3}{4}$
No work of either maintenance or improvement during fiscal year 1934	118 $\frac{3}{4}$	1,003 $\frac{1}{2}$	2,530 $\frac{1}{4}$	439	4,091 $\frac{1}{2}$

(a) Includes 74 miles tram road.

PROPOSED OPERATIONS

In addition to \$452,000 from appropriated funds, it is estimated there will be available from the "Alaska Fund", and Territorial appropriations \$180,000 for the fiscal year ending June 30, 1935.

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

In addition to the above funds there is an unexpended balance of \$912,124.22 from Public Works Administration allotments. These funds will be expended during the fiscal year on the projects to which they were allocated.

RECOMMENDATIONS

For the fiscal year ending June 30, 1936 an appropriation of \$1,100,000 is recommended in addition to funds available from other sources. This will provide for necessary maintenance to the existing system and for the continuance of a reasonable program of construction on projects now under way and on needed new projects.

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

Olnes-Livengood. This project should be surfaced throughout making it passable in any kind of summer weather.

Bunker Hill-Kougarok. Extension of road to serve

1936, pages 01-00) \$24,637,389.75

Grand total, all funds

mining area.

Kantishna-Park Boundary. Extension of Park road beyond boundary to serve mining area.

Anchorage-Matanuska. Completion of this project from Ekiutna to connect with the Matanuska River Bridge at Palmer.

Hot Springs-Tofty. Improvement of a winter sled road truck road standard.

Chistochina-Slate Creek. Improvement of a winter sled road to summer tractor road standard.

Colorado Creek. Construction of a tractor road to serve mining development.

Teller-Bluestone. Extension of road to serve mining activities.

Cantwell-Valdez Creek. Improvement of trail to summer tractor road.

Newhalen-Lake Clark. New road construction.

Homer-Kachemak Bay. Extension of road to serve farming area.

Skagway-Glacier. Completion of road already started.

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

A well planned program requires definite assurance that funds will be provided at a uniform rate.

1966, pages 01-07
Grand total, all funds \$24,637,389.75

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-YEARS' SERVICE

With the period covered by this report the Alaska Road Commission concludes its thirtieth year of service. The work accomplished consists of the construction and maintenance of 1,872 miles of wagon and tram road, most of which is suitable for automobiles, 1,576½ miles of winter sled road, 7,324 miles of trail and 712 miles of flagged trail. The total costs to the end of the fiscal year are \$19,978,181.65, of which \$10,349,284.16 was for new work and \$9,628,897.49 was for maintenance and improvement. The total expenditures to date are \$20,440,743.04 of which \$14,529,306.93 was derived from Federal appropriation acts. The balance, \$5,911,426.11, or 29 percent of the total expenditures, was obtained from Alaskan sources.

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

COSTS

A standard cost system is maintained in all districts, from which, over a period of years, valuable information can be secured in the preparation of estimates. In the use of such data, however, consideration must be given to the large

1932, pages 07-007 \$24,637,389.75
Grand total, all funds

differences in freight rates, labor costs and climatic conditions in the various sections.

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

Annual maintenance costs, including minor improvements, are roughly considered as \$300 per mile for wagon roads, \$25 for sled roads, \$10 for trails and \$3 for flagged trails. For the working season of 1933 the cost of maintenance, including minor improvements, was \$246 per mile for roads, \$17 for sled roads and \$6 for trails. Roads were kept open for traffic, except in unusual circumstances but in certain instances maintenance was insufficient due to lack of funds.

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

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

The Richardson Highway, which with the Edgerton Cutoff from Chitina totals 410 miles, is now in such condition that a 2-ton truck can ordinarily travel from Valdez to Fairbanks, 370 miles, in 18 hours. Actually the first automobile went over this route in 1913 but due to lack of funds

1932, pages 64-66) \$24,637,389.75
Grand total, all funds

improvement to a fair standard proceeded slowly. The average cost per mile to June 30, 1934 including all costs for construction and maintenance over the entire period of use for the 410 miles, is \$17,379.99.

The Steese Highway extending from Fairbanks to Circle, a distance of 162 miles, is suitable for traffic not exceeding 2-ton trucks. Including maintenance of completed sections over a period of 16 years, the total cost per mile of this road to June 30, 1934 is \$11,118.42.

A consolidated cost statement of all routes follows:

1932, pages 64-66) \$24,637,589.75
Grand total, all funds

CONSOLIDATED COST SUMMARY

No.	Sub-project Name	Cost 1934	Total Cost to June 30, 1934	Cost Main- tenance and Improvement 1934	Total Cost Maintenance and Improve- ment to June 30, 1934	Cost Con- struction 1934	Total Cost Construction to June 30, 1934
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	-----	7,804.57	-----	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.....	377.08	34,195.59	377.08	3,979.28	-----	30,216.31
2J	Juneau Float.....	34.69	5,241.48	34.69	107.06	-----	5,134.42
2K	Willoughby Avenue.....	51,519.06	51,519.06	-----	-----	51,519.06	51,519.06
2L	Juneau-Douglas Bridge.....	7,545.92	7,545.92	-----	-----	7,545.92	7,545.92
3AB	Haines-Pleasant Camp.....	28,051.54	448,540.08	10,051.54	164,715.89	18,000.00	283,824.19
3C	Porcupine Extension.....	-----	47,634.63	-----	9,279.73	-----	38,354.90
3D	Haines-Mud Bay.....	483.29	32,627.95	483.29	13,820.49	-----	18,807.46
3E	Haines-Chilkoot.....	1,013.07	21,963.21	1,013.07	3,726.65	-----	18,236.56

Sub-project Name	Cost 1934	Total Cost to 6-30-34	Cost M & I 1934	Total Cost M & I to 6-30-34	Cost. Con. 1934	Total Cost Construction to 6-30-34
Haines-Jones Point	\$-----	\$2,353.20	\$-----	\$799.75	\$-----	\$1,553.45
Chilkoot Barracks Water Supply	-----	28,344.60	-----	-----	-----	28,344.60
Chilkoot Barracks Roads.....	-----	1,252.50	-----	1,252.50	-----	-----
Donnelly-Washburn	-----	33,460.06	-----	14,594.66	-----	18,865.40
Richardson-Democrat Creek	-----	2,320.59	-----	-----	-----	2,320.59
Donnelly Aviation Field	-----	137.42	-----	14.11	-----	123.31
Valdez-Ptarmigan Drop	30,066.42	1,133,819.28	30,066.42	663,262.73	-----	470,556.55
Dyke	8,401.06	132,813.06	8,401.06	76,747.08	-----	56,065.98
Ptarmigan Drop-Ernestine	5,332.74	466,358.81	5,332.74	295,131.25	-----	171,227.56
Ernestine-Willow Creek	5,717.76	374,021.99	5,717.76	196,522.14	-----	177,499.85
Willow Creek-Gulkana	28,465.78	658,511.26	28,465.78	412,116.68	-----	246,394.58
Gulkana-Sourdough	688.05	385,746.14	688.05	241,572.44	-----	144,173.70
Sourdough-Mile 168	3,494.75	329,503.03	3,494.75	193,244.74	-----	136,258.29
Mile 168-Delta River	3,167.48	544,900.87	3,167.48	386,284.98	-----	158,615.89
Delta River-Rapids	28,497.72	801,146.26	28,497.72	541,180.66	-----	259,965.60
Rapids-Grundler	10,563.15	426,339.25	10,563.15	305,953.13	-----	120,386.12
Grundler-Richardson	4,413.34	352,734.34	4,413.34	231,440.34	-----	121,294.00
Richardson-Salchaket	3,047.84	462,470.94	3,047.84	246,952.93	-----	215,518.01

No.	Sub-project Name	Cost 1934	Total Cost to 6-30-34	Cost M & I 1934	Total Cost M & I to 6-30-34	Cost Con. 1934	Total Cost Construction to 6-30-34
4JA	Lake Harding Road	\$-----	\$5,068.96	\$-----	\$1,968.21	\$-----	3,100.75
4K	Salchaket-Fairbanks	3,942.62	559,262.85	3,942.62	304,299.98	-----	254,962.87
4KA	Salcha Bridge	1,812.39	95,482.06	1,812.39	45,111.39	-----	50,370.67
5**	Ester-Dunbar	-----	19,405.18	-----	6,781.00	-----	12,624.18
5A	Dunbar-Tanana	415.65	91,696.08	415.65	41,426.39	-----	50,269.69
5B	Nenana-Campbells	-----	2,025.61	-----	106.60	-----	1,919.01
5C	Fish Lake-American Creek	655.04	8,166.47	665.04	2,399.94	-----	5,766.53
5D	American Creek Aviation Field .	-----	940.00	-----	-----	-----	940.00
5E	Tanana Aviation Field	1,378.22	5,653.14	-----	374.96	1,378.22	5,278.18
5F	Illinois Creek-Moran Creek	-----	1,178.89	-----	-----	-----	1,178.89
6A	Willow Creek-Tonsina	593.00	231,782.38	593.00	122,121.60	-----	109,660.78
6B	Tonsina-Chitina	4,907.98	366,518.56	4,907.98	221,155.87	-----	145,362.69
6D	Chitina Depot	378.45	14,979.23	378.45	3,040.57	-----	11,938.66
6E	Chitina-Native School	11.75	1,080.96	11.75	585.90	-----	495.06
6F	Lower Tonsina Aviation Field ..	-----	1,587.15	-----	-----	-----	1,587.15
6G	Copper Center Aviation Field ..	-----	276.92	-----	76.33	-----	200.59
6H	Chitina Aviation Field	-----	110.85	-----	-----	-----	110.85
7A	Summit-Chatanika	2,080.93	87,116.87	2,080.93	46,354.16	-----	40,762.71

No.	Sub-project Name	Cost 1934	Total Cost to 6-30-34	Cost M & I 1934	Total Cost M & I to 6-30-34	Cost Con. 1934	Total Cost Construction to 6-30-34
7AA	Cleary Creek	\$137.97	\$9,342.04	\$137.97	\$5,024.23	-----	\$4,317.81
7B	Fox-Olnes	506.31	51,444.54	506.31	23,352.89	-----	28,091.65
7BA	Dome-Spaulding Mine	-----	3,250.35	-----	410.98	-----	2,839.37
7BB**	Fox-Steel Creek	-----	855.75	-----	-----	-----	855.75
7C	Summit-Fairbanks Creek	1,534.13	56,887.19	1,534.13	31,984.58	-----	24,902.61
7CA	Summit-Fish Creek	697.25	17,479.39	697.25	4,698.57	-----	12,780.82
7D	Ester Creek	8,799.43	97,764.26	8,799.43	59,107.33	-----	38,656.93
7DA	College Spur	13.44	1,413.59	13.44	883.59	-----	530.00
7DB	Ester-Dome	287.35	4,984.99	287.35	792.26	-----	4,192.73
7DC	St. Patricks-Happy-Gold Stream	1,211.06	8,386.50	1,211.06	2,317.03	-----	6,069.47
7DD	Ester-Beegler	-----	1,010.28	-----	10.28	-----	1,000.00
7DE	Ready Bullion	-----	365.30	-----	-----	-----	365.30
7E**	Vault Creek	-----	4,875.20	-----	172.37	-----	4,702.83
7F**	Vault Creek-Treasure Creek ...	-----	1,379.09	-----	29.09	-----	1,350.00
7G	Fairbanks-Gilmore	10,176.42	199,285.88	10,176.42	128,883.13	-----	70,402.75
7GA	Lazelle Road	1,745.60	7,770.56	1,745.60	3,657.05	-----	4,113.51
7H	Little Eldorado Creek	273.44	22,666.82	273.44	14,088.51	-----	8,578.31
7I	Gilmore-Summit	3,606.11	62,609.88	3,606.11	43,446.56	-----	19,163.32

Sub-project Name	Cost 1934	Total Cost to 6-30-34	Cost M & I 1934	Total Cost M & I to 6-30-34	Cost Con. 1934	Total Cost Construction to 6-30-34
1A**Gilmore Creek	\$-----	\$1,562.00	\$-----	\$-----	\$-----	\$1,562.00
1W Fairbanks-Chena Hot Springs	294.98	18,273.93	294.98	10,241.34	-----	8,032.59
1WA Chena River Branch	147.48	2,323.84	147.48	1,709.83	-----	614.01
1WB Palmer Creek Aviation Field	-----	839.11	-----	264.11	-----	575.00
1WC Colorado Creek-South Fork	-----	600.00	-----	-----	-----	600.00
1X Olmes-Livengood	127,468.57	190,816.66	-----	2,170.39	127,468.57	188,646.27
1Y Farmers-Birch Hill	7,296.15	34,877.38	7,296.15	20,475.41	-----	14,401.97
1ZA Isabelle Creek	-----	2,853.77	-----	1,178.77	-----	1,675.00
1ZB Ballaine-Rickert	-----	1,935.68	-----	135.68	-----	1,800.00
1ZC Goldstream-O'Connor Creek	-----	662.56	-----	507.92	-----	154.64
1ZD Gravel Bridges	-----	6,625.25	-----	3,574.89	-----	3,050.36
1ZE Farmers-Chena Slough	138.00	17,570.66	138.00	6,371.89	-----	11,198.77
1ZF Fairbanks-Wireless Road	-----	495.46	-----	495.46	-----	-----
1ZG Chena Hot Springs Aviation Field	-----	1,739.58	-----	50.00	-----	1,689.58
1ZH Fairbanks Aviation Field	-----	19,969.33	-----	498.11	-----	19,471.22
1ZI Fairbanks Aviation Field Road ..	-----	766.66	-----	-----	-----	766.66
1ZJ Nome-Council	11,038.46	443,065.71	8,538.46	261,182.75	2,500.00	181,882.96
1ZK Council-Ophir Creek	889.31	9,521.43	889.31	9,521.43	-----	-----

No.	Sub-project Name	Cost 1934	Total Cost to 6-30-34	Cost M & I 1934	Total Cost M & I to 6-30-34	Cost Con. 1934	Total Cost Construction to 6-30-34
8H	Casa de Paga	\$1,111.16	\$33,846.90	\$1,111.16	\$16,407.25	\$-----	\$17,439.65
8J	Shovel Creek	-----	66.55	-----	8.05	-----	58.50
8K	Council Aviation Field	-----	2,244.27	-----	845.03	-----	1,399.24
8L	Port Safety Aids	-----	616.50	-----	616.50	-----	-----
9	Rampart-Eureka	261.80	54,173.15	261.80	25,058.79	-----	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	2,648.08	12,991.69	-----	245.75	2,648.08	12,745.94
11A	Eagle-Liberty	4,370.34	128,113.97	4,370.34	74,691.42	-----	53,422.55
11B	American Summit-Fortymile	603.72	28,968.24	603.72	8,717.05	-----	20,251.19
11C	Steel Creek-Mouth Walker's Fork	659.00	9,592.24	659.00	4,959.74	-----	4,632.50
11D	Steel Creek-Walker's Fork	-----	6,446.20	-----	2,336.20	-----	4,110.00
11E	Eagle-Seventymile	1,899.02	22,752.27	1,899.02	17,787.68	-----	4,964.59
11F	Liberty-Chicken	1,227.71	19,807.59	1,227.71	15,793.32	-----	4,014.27
11G	Steel Creek-Canyon Creek	31.01	986.04	31.01	986.04	-----	-----
11J	Fortymile-Chicken	-----	76.11	-----	76.11	-----	-----

No.	Sub-project Name	Cost 1934	Total Cost to 6-30-34	Cost M & I 1934	Total Cost M & I to 6-30-34	Cost Con. 1934	Total Cost Construction to 6-30-34
11K	Fortymile-Steel Creek	\$-----	\$80.00	\$-----	\$80.00	\$-----	\$-----
11L	Franklin-Chicken	329.02	2,436.88	329.02	2,436.88	-----	-----
11M	Jack Wade-Walker's Fork-Boundary	-----	350.47	-----	350.47	-----	-----
11N	Lillywig Creek	-----	909.50	-----	-----	-----	909.50
11P	Chicken Aviation Field	66.86	2,816.00	66.86	115.86	-----	2,700.14
11Q	Eagle Aviation Field	66.86	2,829.84	66.86	809.09	-----	2,020.75
12A**	Mile 34-Lynx Creek	-----	22,192.66	-----	8,239.03	-----	13,953.63
13A	Nome-Bessie	365.58	88,839.89	365.58	50,297.94	-----	38,541.95
13B	Bessie-Snake River	13,576.55	99,754.90	4,076.55	60,721.78	9,500.00	39,033.12
13EA	Snake River-Monument Creek ...	-----	1,788.65	-----	371.38	-----	1,417.27
13C	Bessie-Sunset Creek	11,028.52	62,726.56	2,128.52	19,414.23	8,900.00	43,312.28
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	770.79	58,625.33	770.79	43,231.54	-----	15,393.79
13G**	Grass Gulch	-----	1,125.73	-----	338.94	-----	786.79
13H**	Center Creek	-----	1,538.80	-----	1,455.15	-----	83.65
13J**	Wonder-Flat Creek	-----	2,803.72	-----	2,633.22	-----	170.50
13K	Bessie-Buster	537.87	56,625.91	537.87	39,121.93	-----	17,503.98

No.	Sub-project Name	Cost 1934	Total Cost to 6-30-34	Cost M & I 1934	Total Cost M & I to 6-30-34	Cost Con. 1934	Total Cost Construction to 6-30-34
13L	Nome Buoys	\$-----	\$585.00	\$-----	\$585.00	\$-----	\$-----
13M	Nome Depot	34.10	4,866.52	34.10	4,866.52	-----	-----
14*	Sitka-Indian River	-----	9,610.88	-----	3,336.16	-----	6,274.72
14	Sitka-Indian River	625.59	7,573.32	625.59	4,010.32	-----	3,563.00
14A	Sitka National Monument	593.50	13,531.21	593.50	11,931.21	-----	1,550.00
14B*	Sitka National Cemetery	-----	9,233.02	-----	5,733.02	-----	3,500.00
14C	Sitka-Pioneer Cemetery Road	46.80	4,582.53	46.80	1,241.51	-----	3,341.02
14D	National Cemetery Road	115.25	2,493.60	115.25	1,796.13	-----	697.47
15	Circle-Miller House	6,330.87	596,395.68	6,330.87	163,707.65	-----	432,688.03
15A	Central House-Circle Hot Springs	1,253.70	34,141.27	1,253.70	11,640.57	-----	22,500.70
15B	Central House-Deadwood	287.66	12,506.09	287.66	454.21	-----	12,051.88
15C	Circle Hot Springs Aviation Field	662.36	2,364.57	-----	385.71	662.36	1,978.86
15D	Leech Cutoff	-----	224.75	-----	-----	-----	224.75
15E	Miller House-Harrison Creek	3,858.36	6,128.83	-----	399.94	3,858.36	5,728.89
16	Chatanika-Miller House	45,362.84	855,775.73	45,362.84	320,167.22	-----	535,608.51
16A	U. S. Creek Branch	-----	12,362.79	-----	1,990.66	-----	10,372.13
16B	Eagle Creek Spur	-----	306.03	-----	224.86	-----	81.17
16C	Chatanika-Miller House (Winter)	29.75	23,305.51	29.75	8,690.77	-----	14,614.74

No.	Sub-project Name	Cost 1934	Total Cost to 6-30-34	Cost M & I 1934	Total Cost M & I to 6-30-34	Cost Con. 1934	Total Cost Construction to 6-30-34
16D	Sourdough Creek Branch	\$-----	\$3,982.76	\$-----	\$1,218.64	-----	\$2,764.12
17	Tanana-Kaltag	100.00	34,514.24	100.00	10,776.44	-----	23,737.80
17A**	Lewis Landing-Dishkaket	-----	483.37	-----	-----	-----	483.37
17B**	Nulato-Dishkaket	-----	735.88	-----	250.00	-----	485.88
17C	Nulato Aviation Field	-----	5,026.02	-----	14.13	-----	5,011.89
17D	Tanana-Kaltag Telephone Line ...	-----	6,683.59	-----	6,683.59	-----	-----
18	Kaltag-Nome	2,684.47	74,350.45	2,684.47	46,213.06	-----	28,137.39
18A	Bonanza-Kotzebue	250.90	10,657.25	250.90	9,427.25	-----	1,230.00
18B	Golovin-Council	51.21	570.65	51.21	570.65	-----	-----
18D	Unalakleet Aviation Field	-----	1,641.17	-----	199.50	-----	1,441.67
18E	Solomon Aviation Field	-----	719.83	-----	624.83	-----	95.00
18F	Golovin Aviation Field	-----	1,751.97	-----	172.90	-----	1,579.07
18G	Moses Aviation Field	-----	254.20	-----	29.20	-----	225.00
18H	Kaltag-Unalakleet Telephone Line	-----	2,454.00	-----	2,454.00	-----	-----
18J	Spruce Creek	478.89	766.39	478.89	478.89	-----	287.50
19**	Kern Creek-Knik	-----	13,891.95	-----	5,615.73	-----	10,276.22
19A**	Kenai Lake-Kern Creek	-----	6,833.20	-----	-----	-----	6,833.20
19B**	Wile 27-Wile 29 A.N.R.R.	-----	741.66	-----	-----	-----	741.66

No.	Sub-project Name	Cost 1934	Total Cost to 6-30-34	Cost M & I	Total Cost M & I to 6-30-34	Cost Con. 1934	Total Cost Construction to 6-30-34
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
20E**	Dishkaket-Kaltag	-----	4,290.00	-----	38.60	-----	4,251.40
20DA	Takotna-Ophir (Winter)	130.40	5,026.87	130.40	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	-----	2,773.36	-----	3,773.36	-----	-----
20J	Susitna-Tyonek	-----	4,122.45	-----	1,478.52	-----	2,643.93
20K	Susitna Aviation Field	-----	931.10	-----	-----	-----	931.10
21	Unalakleet-St. Michael	20.00	8,916.33	20.00	6,313.70	-----	2,602.63
21A	St. Michael Aviation Field ...	-----	110.00	-----	-----	-----	110.00
22	Hot Springs-Sullivan Creek ...	392.36	60,914.31	392.36	33,090.47	-----	27,823.84

Sub-project Name	Cost 1934	Total Cost to 6-30-34	Cost M & I 1934	Total Cost M & I to 6-30-34	Cost Con. 1934	Total Cost Construction to 6-30-34
3A Snowshoe-Beaver	-----	14,163.03	-----	3,227.58	-----	10,935.45
5B Beaver-Caro	2,433.55	69,057.15	2,433.55	38,816.34	-----	30,240.81
3C Big Creek	-----	9,614.77	-----	3,294.77	-----	6,320.00
3 Caro-Flat Creek	-----	16,517.56	-----	12,494.30	-----	4,023.26
3B Caro-Coldfoot	-----	13,167.46	-----	5,607.59	-----	7,559.87
4 Chandalar Aviation Field	-----	8,335.74	-----	120.00	-----	8,215.74
4 Mile 29 A.N.R.R.-Sunrise	-----	57,850.94	-----	27,123.09	-----	30,727.85
4A Lynx Creek-Six Mile	-----	10,882.40	-----	3,800.00	-----	7,082.40
4B Sunrise-Hope	-----	1,085.00	-----	200.00	-----	885.00
4A** Cripple River	-----	8,801.79	-----	3,743.82	-----	5,057.97
4B** Penny River	-----	1,967.08	-----	691.05	-----	1,276.03
3D Nome-Wireless	-----	3,815.43	-----	2,050.52	-----	1,764.91
3E Mouth of Center Creek	358.43	27,815.07	358.43	20,314.00	-----	7,501.07
4BA Little Creek Branch	73.31	4,480.20	73.31	683.50	-----	3,796.70
4D Submarine Paystreak	98.44	36,912.80	98.44	12,542.47	-----	24,370.33
4A** Otter Creek	-----	1,802.52	-----	652.98	-----	1,149.54
4E Nome City Dock	84.82	3,051.47	84.82	84.82	-----	2,966.65
4 Nome Aviation Field	8,783.13	17,765.56	-----	5,459.73	8,783.13	12,305.83
4 Telephone Lines, Howard Peninsula	-----	13,119.20	-----	11,119.20	-----	1,700.00

No.	Sub-project. Name	Cost 1934	Total Cost to 6-30-34	Cost M & I 1934	Total Cost M & I to 6-30-34	Cost Con. 1934	Total Cost Construction to 6-30-34
25N	Nome City Streets	220.45	1,540.02	220.45	1,540.02	-----	-----
25P	Nome Harbor Lights	-----	815.29	-----	815.20	-----	-----
25R	Radio Telephones	-----	6,477.34	-----	-----	-----	6,477.34
26	Candle-Candle Creek	2,178.41	87,497.91	2,178.41	52,503.84	-----	34,994.07
26A**	Kugruk River Approach	-----	488.00	-----	488.00	-----	-----
26B	Bear Creek Trail	94.16	814.48	94.16	474.48	-----	340.00
26C	Candle-Kiwalik	22.19	1,085.60	22.19	57.69	-----	1,027.91
26D	Kiwalik Aviation Field	-----	873.50	-----	573.50	-----	300.00
26E	Candle Aviation Field	-----	1,355.00	-----	-----	-----	1,355.00
26F	Telephone Line Reconnaissance	-----	148.00	-----	148.00	-----	-----
26G	Candle Radio Road	-----	575.00	-----	-----	-----	575.00
27	Deering-Inmachuk	3,092.95	105,875.18	3,092.95	74,983.28	-----	30,891.90
27A	Deering Aviation Field	-----	1,159.65	-----	137.65	-----	1,022.00
28	Shelton-Candle	-----	12,368.89	-----	4,161.87	-----	8,207.02
28A	Nome-Serpentine Hot Springs.	396.81	17,964.52	396.81	12,725.52	-----	5,239.00
29	Tanana-Bettles	526.12	12,878.41	526.12	5,866.30	-----	7,012.11
29A	Bettles-Coldfoot	777.72	20,017.74	777.72	14,887.74	-----	5,130.00
29C	Mile 70-Hughes	-----	2,167.02	-----	458.45	-----	1,708.57

No.	Sub-project Name	Cost 1934	Total Cost to 6-30-34	Cost M & I 1934	Total Cost M & I to 6-30-34	Cost Con. 1934	Total Cost Construction to 6-30-34
29D	Wild River Trail	-----	1,425.76	-----	1,425.76	-----	-----
29E	Battles River Aviation Field	-----	500.00	-----	-----	-----	500.00
30	Hot Springs Landing-Eureka ...	6,397.70	87,226.00	6,397.70	66,800.19	-----	20,425.81
30A	Hot Springs-Tofty	4,264.08	10,947.55	-----	2,374.21	4,264.08	8,573.34
30B	Manley Hot Springs Aviation Field	-----	1,189.98	-----	49.98	-----	1,140.00
31	Caribou Creek	610.85	15,054.49	610.85	6,473.57	-----	8,580.92
32A	Takotna-Flat (Summer)	57.20	9,305.14	57.20	3,867.85	-----	5,437.29
32AA	Takotna-Flat (via Moore Creek)	1,197.18	1,321.01	397.18	521.01	800.00	800.00
32AB	Flat-Moore Creek	-----	15.00	-----	15.00	-----	-----
32AC	Candle Creek-Takotna	-----	1,216.09	-----	1,216.09	-----	-----
32B	Iditarod-Flat	2,873.97	125,882.97	2,873.97	69,996.70	-----	55,886.27
32BA	Iditarod River Improvement ...	-----	100.00	-----	-----	-----	100.00
32C	Ophir-Iditarod	306.16	8,053.42	306.16	3,053.42	-----	5,000.00
32D	Flat-Crooked Creek	202.28	6,517.51	202.28	5,037.51	-----	1,480.00
32DD	Flat-Georgetown	-----	150.00	-----	150.00	-----	-----
32E	Takotna Aviation Field	9.25	3,869.12	9.25	446.68	-----	3,422.44
32F	Takotna Depot	701.05	14,268.18	701.05	6,658.91	-----	7,609.27
33A**	Otter Creek Towpath	-----	448.23	-----	-----	-----	448.23

No.	Sub-project Name	Cost 1934	Total Cost to 6-30-34	Cost M & I 1934	Total Cost M & I to 6-30-34	Cost Con. 1934	Total Cost Construction to 6-30-34
33B**	Summit-Otter Creek	-----	5,047.66	-----	5,047.66	-----	-----
33C	Flat City-Flat Creek	415.69	5,868.65	415.69	5,868.65	-----	-----
33D	Head Flat Creek-Willow Creek..	2,392.05	10,000.57	2,392.05	8,757.57	-----	1,243.00
33DA	Happy Creek Road	360.46	360.46	-----	-----	360.46	360.46
33E	Willow Creek-Chicken Creek....	1,661.97	11,608.59	1,661.97	10,108.59	-----	1,500.00
33F	Flat City-Slate Creek	9,922.70	31,417.28	1,422.70	11,102.58	8,500.00	20,314.70
33G	Candle Landing-Candle Creek ..	5.16	6,577.16	5.16	980.16	-----	5,597.00
33H	Flat Aviation Field	56.58	3,180.00	56.58	280.00	-----	2,900.00
34**	Iditarod-Dishkakot	-----	4,830.98	-----	100.00	-----	4,730.98
34A	Flat-Holy Cross-Anvik	431.58	2,519.95	431.58	2,519.95	-----	-----
34B	Iditarod-Shageluk-Anvik.....	80.07	1,365.66	80.07	865.66	-----	500.00
35A	Archangel Extension	278.96	31,720.19	278.96	14,522.27	-----	17,197.92
35AA	Sherry Branch	-----	1,768.49	-----	649.17	-----	1,119.32
35AB**	Fairangel Extension	-----	104.20	-----	-----	-----	104.20
35B	Palmer-Fishhook	428.02	40,360.01	428.02	15,672.09	-----	24,687.92
35BA	Falk Road	1,102.75	1,102.75	-----	-----	1,102.75	1,102.75
35C	Palmer-Matanuska River	314.22	35,183.49	314.22	11,527.33	-----	23,656.16
35D	Willow Creek Extension	778.05	115,568.64	778.05	77,434.50	-----	38,134.14

No.	Sub-project Name	Cost 1934	Total Cost to 6-30-34	Cost M & I 1934	Total Cost M & I to 6-30-34	Cost Con. 1934	Total Cost Construction to 6-30-34
35DA	Gold Chord Branch	219.65	12,556.66	219.65	1,965.42	-----	10,591.24
35DB	Lucky Shot-Willow	23,278.57	94,997.03	3,178.57	6,255.75	20,100.00	88,741.28
35E	Wasilla-Fishhook	1,285.49	132,404.77	1,285.49	92,992.14	-----	33,412.63
35EA	Lakeview Road.....	5,400.09	5,400.09	-----	-----	5,400.09	5,400.09
35F	Wasilla-Knik	590.98	54,346.03	590.98	27,910.56	-----	26,435.47
35G	Palmer-Springer	1,111.95	5,754.33	1,111.95	1,277.17	-----	4,572.33
35H	Wasilla-Finger Lake-Palmer.....	346.83	37,307.88	346.83	18,233.85	-----	23,057.25
35I	Moose-Palmer	5,657.52	8,178.14	-----	627.53	5,657.52	7,550.61
35J	Wasilla-Matanuska	918.39	28,759.10	918.39	19,482.87	-----	9,276.23
35K	Matanuska Trunk Road	469.98	50,355.81	469.98	35,304.35	-----	15,051.46
35L	Palmer-Matanuska	853.64	17,806.75	853.64	9,402.35	-----	8,404.70
35M	Houston-Willow Creek	-----	1,212.32	-----	272.00	-----	940.32
35N	Fishhook-Goldmint	146.15	25,855.14	146.15	8,318.31	-----	17,536.83
35O	Moose Creek-Baxter	-----	2,218.62	-----	-----	-----	2,218.62
35P	Edlund Road	1,314.68	4,494.70	-----	628.33	1,314.68	3,866.37
35Q	Bogard Road	271.44	14,120.51	271.44	1,891.93	-----	12,228.58
35R	Engstrom Road	-----	1,020.00	-----	-----	-----	1,020.00
35S	Moose Creek Trail	-----	2,118.44	-----	77.43	-----	2,041.01

No.	Sub-project Name	Cost 1934	Total Cost to 6-30-34	Cost M & I 1934	Total Cost M & I to 6-30-34	Cost Con. 1934	Total Cost Construction to 6-30-34
35-T	Werner Connection	-----	502.94	-----	16.00	-----	486.94
35U	Moose Creek Aviation Field..	-----	481.75	-----	20.25	-----	461.50
35V	Fishhook Aviation Field	-----	917.49	-----	68.75	-----	848.74
35W	Wasilla Aviation Field	540.00	999.50	540.00	540.00	-----	459.50
35X	Wasilla Aviation Field Road.	149.85	1,417.21	149.85	281.27	-----	1,135.94
35Y	Wasilla Depot	154.00	154.00	154.00	154.00	-----	-----
36	Mineral Creek	-----	60,633.37	-----	25,318.36	-----	35,315.01
36A	Granby Road	-----	3,431.35	-----	349.44	-----	3,081.91
36B	South 2nd Street, Cordova....	-----	3,373.15	-----	-----	-----	3,373.15
36C*	Eyak Lake Road.....	-----	7,735.85	-----	-----	-----	7,735.85
36CA	Cordova Aviation Field	-----	941.90	-----	15.75	-----	926.15
36CB	Cordova Airport	41,938.61	41,938.61	-----	-----	41,938.61	41,938.61
36D**	Valdez-Quartz Creek.....	-----	524.75	-----	-----	-----	524.75
36E**	Valdex-Glacier	-----	616.91	-----	-----	-----	616.91
36F**	Shoup's Bay	-----	3,457.25	-----	-----	-----	3,457.25
37	Topkok-Candle	-----	1,026.56	-----	210.00	-----	816.56
37A	Bluff-White Mountain .....	.54	3,287.47	.54	14.24	-----	3,273.23
37B	Bluff Aviation Field	-----	80.00	-----	-----	-----	80.00

No.	Sub-project Name	Cost 1934	Total Cost to 6-30-34	Cost M & I 1934	Total Cost M & I to 6-30-34	Cost Con. 1934	Total Cost Construction to 6-30-34
38A	Ruby-Long	3,996.35	250,009.95	3,996.35	117,989.60	-----	132,020.35
38B	Poorman-Cripple	1,068.74	5,790.56	1,068.74	4,287.60	-----	1,502.96
38C	Ophir-Cripple	408.07	4,776.79	408.07	2,877.79	-----	1,899.00
38D	Ophir-Takotna	6,630.02	274,278.25	6,630.02	99,770.75	-----	174,507.50
38DA	Little Creek Road	254.23	13,597.03	254.23	2,948.99	-----	10,648.04
38E	Long-Poorman	6,983.70	169,293.04	6,983.70	52,100.48	-----	117,192.56
38EE	Long-Poorman (Winter)	79.75	5,634.76	79.75	366.76	-----	5,268.00
38EEE	Tamarack-Poorman	-----	22,322.69	-----	-----	-----	22,322.69
38F	Poorman-Ophir	1.75	3,032.19	1.75	3,032.19	-----	-----
38G	Takotna Aviation Field Road..	217.49	9,295.96	217.49	1,361.72	-----	7,934.24
38H	Ganes Creek Road	871.07	15,979.56	871.07	12,575.71	-----	3,403.85
38K	Ruby Aviation Field	100.00	2,198.51	100.00	998.51	-----	1,200.00
38L	Ruby Aviation Field Road	83.30	583.30	83.30	83.30	-----	500.00
38M	Ophir Aviation Field	-----	1,825.12	-----	-----	-----	1,825.12
39*	Juneau-Sheep Creek	-----	45,929.40	-----	20,539.27	-----	25,390.13
40*	Douglas-Gastineau Channel ...	-----	18,616.56	-----	6,596.68	-----	12,019.88
41	Kiana-Klery Creek	-----	3,915.08	-----	900.32	-----	3,014.76
41A	Kotzebue-Shungnak	258.45	4,356.57	258.45	4,356.57	-----	-----

No.	Sub-project Name	Cost 1934	Total Cost to 6-30-34	Cost M & I 1934	Total Cost M & I to 6-30-34	Cost Con. 1934	Total Cost Construction to 6-30-34
41AA	Kiana-Selawik-Shungnak	815.44	2,357.27	15.44	765.87	800.00	1,591.40
41B	Kotzebue-Point Barrow	17.85	6,097.64	17.85	1,697.62	-----	4,400.02
41C	Kiwalik-Noorvik	1.89	515.31	1.89	515.31	-----	-----
41D	Kotzebue Aviation Field	-----	1,955.45	-----	537.90	-----	1,417.55
41E	Kobuk Aviation Field	-----	2,299.00	-----	-----	-----	2,299.00
41F	Kotzebue-Noatak	32.00	77.58	-----	-----	32.00	77.58
42	St. Michael-Kotlik	84.79	2,817.89	84.79	2,817.89	-----	-----
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	653.97	19,126.43	653.97	7,967.72	-----	11,158.71
44B	Skagway Aviation Field	185.62	7,234.49	185.62	448.96	-----	6,785.53
44C	Skagway-Denver Glacier	24,343.86	24,343.86	-----	-----	24,343.86	24,343.86
45*	Silver Bow Basin	-----	23,466.21	-----	17,527.59	-----	5,938.62
46	Kobi-Eureka	-----	16,437.54	-----	3,865.91	-----	12,571.63
46A	Roosevelt-Kantishna	-----	61,686.53	-----	19,723.84	-----	41,962.69
46B	Lignite-Kantishna	-----	13,130.00	-----	1,163.09	-----	11,966.91
46C	Nenana-Knight's Roadhouse	507.86	4,358.30	507.86	2,765.72	-----	1,592.58
46D	McKinley Park Road	62,218.91	860,447.20	18,427.03	119,023.24	43,791.88	741,423.96

No.	Sub-project Name	Cost 1934	Total Cost to 6-30-34	Cost M & I 1934	Total Cost M & I to 6-30-34	Cost Con. 1934	Total Cost Construction to 6-30-34
46DA	Kantishna-Park Boundary	258.90	258.90	-----	-----	258.90	258.90
46E	Diamond-Telida	321.29	10,597.69	321.29	3,786.13	-----	6,811.56
46F	Nenana Cemetery Road	202.79	8,076.06	202.79	4,257.43	-----	3,818.63
46G	Kobi-Bonnifield	-----	5,767.51	-----	60.90	-----	5,706.61
46H	Lake Minchumina Aviation Field..	-----	914.11	-----	164.11	-----	750.00
46J	Kantishna Aviation Field	-----	775.00	-----	100.00	-----	675.00
46K	Telida Aviation Field	-----	850.00	-----	250.00	-----	600.00
46M	Nenana Aviation Field	-----	1,108.04	-----	388.04	-----	720.00
47	Goldfoot-Wiseman	819.94	17,082.94	819.94	8,140.33	-----	8,942.61
47A	Wiseman Aviation Field	1,969.42	8,403.44	-----	2,320.77	1,969.42	6,082.67
47B	Nolan Branch	1,696.32	30,012.88	1,696.32	11,378.14	-----	18,634.74
47C	Wiseman-Hammond	2,502.07	11,869.00	2,502.07	7,901.93	-----	3,967.07
47D	Jim Pup Trail	2,625.13	2,625.13	-----	-----	2,625.13	2,625.13
48	Iliamna Bay-Iliamna Lake	16,827.24	88,679.92	2,127.24	9,737.01	14,700.00	78,942.91
49	Davidson's Landing-Taylor	3,086.33	24,854.66	3,086.33	17,141.49	-----	7,713.17
50*	Stikine River	-----	2,256.75	-----	-----	-----	2,256.75
51	Talkeetna-Cache Creek	8,572.60	294,587.83	8,572.60	129,248.48	-----	165,339.35
51A	Cache Creek Trail	9.00	4,562.11	9.00	2,292.11	-----	2,270.00

No.	Sub-project Name	Cost 1934	Total Cost to 6-30-34	Cost M & I 1934	Total Cost M & I to 6-30-34	Cost Con. 1934	Total Cost Construction to 6-30-34
**019	51B Peters Creek Trail	233.77	18,133.88	233.77	5,645.99	-----	12,487.89
019	51C Yentna-Mills Creek	-----	5,174.80	-----	44.36	-----	5,130.44
019	51E Mills Creek-Cache Creek	-----	2,283.33	-----	975.88	-----	1,307.45
019	51F Cache Creek Aviation Field ..	-----	179.90	-----	-----	-----	179.90
009	52* Ketchikan-Ward's Cove	-----	26,120.42	-----	5,000.00	-----	21,120.42
009	52A* Ketchikan-Charcoal Point ...	-----	15,500.48	-----	3,000.00	-----	12,500.48
069	53 Eagle-Circle	-----	5,846.59	-----	4,161.87	-----	1,684.72
069	53A Circle-Fort Yukon	5.40	7,993.95	5.40	3,827.38	-----	4,166.57
*89	53B Fort Yukon Aviation Field ..	-----	3,098.00	-----	557.11	-----	2,540.89
019	54 Chisana-Nizina	178.76	10,482.13	178.76	3,154.83	-----	7,327.30
019	54A Chisana Aviation Field	-----	1,744.63	-----	250.00	-----	1,494.63
019	54B Nabesna Aviation Field	619.01	2,620.49	619.01	1,143.91	-----	1,476.58
019	55 Kenai-Russian River	-----	14,186.58	-----	7,627.32	-----	6,559.26
019	55A Kenai-Aviation Field	999.60	1,901.11	999.60	999.60	-----	901.51
019	56** Tasnuma	-----	1,058.14	-----	-----	-----	1,058.14
019	56B** Katalla-Chilkat	-----	7,752.56	-----	-----	-----	7,752.56
No.	57 McCarthy-Dan Creek	10,190.11	249,844.33	7,190.11	95,492.10	3,000.00	154,352.23
	57A Nizina River Bridge	1,608.54	181,425.26	1,608.54	55,483.46	-----	125,941.80

No.	Sub-project Name	Cost 1934	Total Cost to 6-30-34	Cost M & I 1934	Total Cost M & I to 6-30-34	Cost Con. 1934	Total Cost Construction to 6-30-34
57B	Nizina-Chitina River	836.20	8,630.79	836.20	1,792.21	-----	6,838.58
57C	McCarthy-Kennecott River	33.80	561.20	33.80	561.20	-----	-----
57D	Chititu Branch	537.78	8,796.53	537.78	2,568.05	-----	6,228.48
57E	McCarthy-Green Butte	-----	2,319.68	-----	2,319.68	-----	-----
57F	McCarthy Aviation Field	1,548.65	4,473.76	-----	344.23	1,548.65	4,129.53
57G	Copper Creek Trail	67.61	369.59	67.61	67.61	-----	301.98
57H	Chitina River Aviation Field..	-----	735.00	-----	-----	-----	735.00
58*	Hyder-Salmon River	-----	63.50	-----	-----	-----	63.50
59	Fairbanks Bridge	37.55	74,133.56	37.55	12,434.26	-----	61,699.30
59A	Fairbanks Depot	531.88	30,715.83	531.88	7,705.83	-----	23,010.00
59A	Valdez Aviation Field	3,500.00	6,058.24	-----	206.59	3,500.00	5,851.65
59B	Upper Tonsina Aviation Field .	-----	1,747.47	-----	47.50	-----	1,699.97
59	Strelna-Kuskulna	-----	17,106.28	-----	4,569.73	-----	12,536.55
59A	Kotsina Trail	-----	16,095.29	-----	1,523.74	-----	14,571.55
59B	Nugget Creek Extension	-----	1,630.00	-----	1,630.00	-----	-----
59**	Elliot-Kotsina	-----	6,858.42	-----	-----	-----	6,858.42
59B	Farnan Trail.....	-----	941.96	-----	15.80	-----	926.16
59	Brenner Trail	10,073.46	17,475.97	-----	46.73	10,073.46	17,429.24

No.	Sub-project Name	Cost 1934	Total Cost to 6-30-34	Cost M & I 1934	Total Cost M & I to 6-30-34	Cost Con. 1934	Total Cost Construction to 6-30-34
01	Brenner Aviation Field	679.09	1,179.09	-----	-----	679.09	1,179.09
02	Dime Creek	959.81	80,715.94	959.81	37,012.98	-----	43,702.96
02A	Haycock-Bear Creek	-----	771.24	-----	555.24	-----	216.00
02B	Haycock Aviation Field	-----	2,115.40	-----	-----	-----	2,115.40
02C	Kayuk Aviation Field	-----	312.98	-----	285.90	-----	27.08
03	Dunbar-Brooks	490.45	32,754.23	490.45	13,524.64	-----	19,229.59
03B	Brooks-Livengood Creek	455.92	34,228.73	455.92	14,163.87	-----	20,064.86
03BA	Amy Creek Branch	-----	2,368.45	-----	300.00	-----	2,068.45
03C**	Brooks Tram	-----	63,455.39	-----	45,144.09	-----	18,311.30
03D	Brooks Aviation Field Road ..	-----	713.00	-----	-----	-----	713.00
03E	Livengood Aviation Field	2,217.52	4,996.39	-----	624.87	2,217.52	4,371.52
04**	Cripple-Lewis Landing	-----	100.00	-----	100.00	-----	-----
04A	Cripple-Cripple Mountain	149.52	1,130.45	149.52	838.45	-----	292.00
04AA	Cripple-Cripple Mountain(Winter)	-----	860.03	-----	248.98	-----	611.05
05A	Gulkana-Chistochina	29,455.43	385,388.13	7,255.43	95,324.63	22,200.00	290,063.50
05B	Chistochina-Slate Creek	708.82	8,879.32	708.82	1,355.91	-----	7,523.41
05C	Chistochina-Slana	6,964.58	149,769.07	3,564.58	17,192.76	3,400.00	132,576.31
05D	Kechumstuk-Tanana Crossing ..	-----	1,669.82	-----	1,669.82	-----	-----

No.	Sub-project Name	Cost 1934	Total Cost to 6-30-34	Cost M & I 1934	Total Cost M & I to 6-30-34	Cost Con. 1934	Total Cost Construction to 6-30-34
65E	Chicken-Kechumstuk	\$-----	\$1,663.50	\$-----	\$1,663.50	\$-----	\$-----
65F	Grundler-Tanana Crossing	255.60	12,723.84	255.60	3,351.13	-----	9,372.71
65G	Slana-Chisana	38,335.66	85,415.84	-----	980.12	38,335.66	84,435.72
65H	Tanana Crossing Aviation Field ..	1,682.16	2,232.16	-----	-----	1,682.16	2,232.16
65K	Chistochina Aviation Field	-----	2,067.97	-----	-----	-----	2,067.97
66**	Matanuska-Chickaloon	-----	1,268.30	-----	-----	-----	1,268.30
67	Nome-Teller	487.02	12,679.60	487.02	12,379.60	-----	300.00
67A	Teller-Cape Prince of Wales	120.57	3,390.04	120.57	3,390.04	-----	-----
67B	Teller-Bluestone	1,679.88	15,436.62	179.88	3,260.17	1,500.00	7,175.45
67C	Teller-Pilgrim Hot Springs	70.40	3,242.21	70.40	1,442.21	-----	1,442.21
67D	Teller-American River	24.00	930.34	24.00	80.67	-----	80.67
67E	Teller Aviation Field	-----	1,071.20	-----	318.40	-----	752.80
67F	Tin City-Goodwin	293.31	2,952.73	43.31	604.91	250.00	2,347.82
67G	Lost River Aviation Field	-----	121.40	-----	-----	-----	121.40
67H	Wales Aviation Field	-----	121.40	-----	-----	-----	121.40
67J	Wooley-Gold Run	-----	29.25	-----	29.25	-----	-----
68	Flagging Trails	967.67	101,484.86	967.67	101,484.86	-----	-----
70	Misc. Surveys and Reconnaissances	205.64	22,389.78	205.64	1,924.70	-----	20,464.08

No.	Sub-project Name	Cost 1934	Total Cost to 6-30-34	Cost M & I 1934	Total Cost M & I to 6-30-34	Cost Con. 1934	Total Cost Construction to 6-30-34
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	475.57	24,045.50	475.57	8,566.45	-----	15,479.05
73A	Kotlik-Marshall	53.33	4,173.96	53.33	3,323.96	-----	850.00
73B	Stuyahok	-----	1,660.00	-----	-----	-----	1,660.00
73C	Old Hamilton-Scammon Bay	2.37	2,754.53	2.37	901.08	-----	1,853.45
73D	Marshall Aviation Field	-----	2,100.00	-----	100.00	-----	2,000.00
73E	Paimute-Marshall	143.10	243.10	-----	100.00	143.10	143.10
75	Anchorage Loop	3,463.65	129,037.69	3,463.65	72,033.90	-----	57,003.79
75A	Anchorage-Lake Spenard	650.34	23,588.38	650.34	13,578.15	-----	10,010.23
75C	Chester Creek Boat Landing	217.00	1,693.18	217.00	910.76	-----	782.42
75D	Anchorage Depot	2,040.47	9,597.00	2,040.47	5,630.65	-----	3,966.35
75E	McDonald Road	18.65	2,980.96	18.65	1,875.83	-----	1,105.13
75F	Spenard-Campbell Creek	1,948.16	1,948.16	-----	-----	1,948.16	1,948.16
75G**	East 1st Street, Anchorage	-----	1,023.46	-----	-----	-----	1,023.46
75H	Lake Spenard Aviation Field	-----	277.45	-----	-----	-----	277.45
75I	Oilwell Road	333.91	7,922.06	333.91	3,332.07	-----	4,589.99
75J	Anchorage Airport	-----	4,768.20	-----	154.20	-----	4,614.00

No.	Sub-project Name	Cost 1934	Total Cost to 6-30-34	Cost M & I 1934	Total Cost M & I to 6-30-34	Cost Con. 1934	Total Cost Construction to 6-30-34
75L	Anchorage Loop-Matanuska River	\$95,106.55	\$97,632.01	\$-----	\$-----	\$95,106.55	\$97,632.01
75M	Anchorage-Radio Road	-----	475.09	-----	27.00	-----	448.09
76	Cantwell-Valdez Creek	30,959.17	41,753.12	3,459.17	6,412.92	27,500.00	35,340.20
76A	Valdez Creek Aviation Field	-----	1,337.10	-----	-----	-----	1,337.10
78	Valdez Depot	-----	5,266.56	-----	5,266.56	-----	-----
79	Seward Depot	-----	4,222.55	-----	4,222.55	-----	-----
80A	McGrath-Takotna	-----	368.05	-----	368.05	-----	-----
80AA	McGrath-Takotna (Winter) ...	523.36	5,613.18	523.36	3,431.18	-----	2,182.00
80B	McGrath-Telida	102.81	12,479.40	102.81	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	10,358.29	18,040.90	358.29	6,240.90	10,000.00	11,800.00
80G	Takotna-Nixon Fork	-----	610.56	-----	610.56	-----	-----
80GG	Takotna-Nixon Fork (Winter).	-----	183.16	-----	183.16	-----	-----
80H	McGrath Aviation Field	3,256.13	17,666.06	256.13	319.63	3,000.00	17,346.43
80J	Medfra Aviation Field	-----	345.00	-----	60.00	-----	285.00
81	Point Gustavus Roads	18,116.83	32,226.86	2,016.83	6,136.72	16,100.00	26,090.14

No.	Sub-project Name	Cost 1934	Total Cost to 6-30-34	Cost M & I 1934	Total Cost M & I to 6-30-34	Cost Con. 1934	Total Cost Construction to 6-30-34
93B	Indian River	\$191.27	\$8,755.54	\$191.27	\$2,189.31	\$-----	\$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	Kokiak-Abberts	24,431.25	88,648.40	2,431.25	19,839.89	22,000.00	68,808.51
94A	Kalsin Bay Trail	55.00	55.00	55.00	55.00	-----	-----
95	Kenatak-Becharof Lake	-----	30,276.74	-----	6,394.43	-----	23,882.31
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	Chickaloon-Nelchina	262.75	8,771.15	262.75	1,270.78	-----	7,500.37
97	Suntrana Footbridge	-----	413.80	-----	-----	-----	413.80
97A	Healy Aviation Field	150.00	641.79	150.00	150.00	-----	491.79
98	Homer Spit	10,832.55	48,767.10	832.55	5,897.35	10,000.00	42,869.75
98A	Nuka Bay	-----	5,757.75	-----	2,106.77	-----	3,650.98
98B	Ninilchik Aviation Field	-----	384.18	-----	-----	-----	384.18
98BA	Ninilchik Aviation Field Road	4,359.08	4,359.08	-----	-----	4,359.08	4,359.08
98C	Kasilof Aviation Field	-----	674.52	-----	-----	-----	674.52

Sub-project Name	Cost 1934	Total Cost to 6-30-34	Cost M & I 1934	Total Cost M & I to 6-30-34	Cost Con. 1934	Total Cost Construction to 6-30-34
Kasilof Road	\$1,085.28	\$19,619.13	\$1,085.28	\$2,472.78	-----	\$17,146.35
Seldovia-McDonald Spit	24,248.33	24,248.33	-----	-----	24,248.33	24,248.33
Office and General Overhead	27,366.80	641,882.85	9,916.50	344,754.71	17,450.30	297,128.14
Territorial General Overhead	-----	71,521.31	-----	31,584.89	-----	39,936.42
TOTAL COSTS	\$1,269,497.76	\$20,910,462.11(a)	\$463,854.65	\$9,675,995.31	\$805,643.11	\$11,234,466.80
Book Value of Plant	111,911.50	184,040.03	-----	-----	-----	-----
Supplies and Materials on hand	51,472.22	278,521.36	-----	-----	-----	-----
TOTAL EXPENDITURES	\$1,432,881.48(b)	\$21,373,023.50	-----	-----	-----	-----

* Transferred to other departments.

** Abandoned.

Includes \$932,280.46 of supervised funds.

Includes \$1,023.80 General Accounting Office settlements. Does not include \$6,900.66 reimbursements and receipts from sales.

COSTS IN DETAIL, TERRITORIAL AND COOPERATIVE PROJECTS

(Included in preceding table)

FIRST DIVISION

Ac-count No.	Name of sub-project	Federal	Territorial	Total
2H	Juneau Wharf	\$298.99	\$78.09(1)	\$377.08
2J	Juneau Float	-----	34.69(1)	34.69
3AB	Haines-Pleasant Camp	27,213.96	837.58	28,051.54
3D	Haines-Mud Bay	443.29	40.00	483.29
3E	Haines-Chilkoot	813.07	200.00	1,013.07
14	Sitka-Indian River	590.59	35.00	625.59
14A	Sitka National Monument	593.50(2)	-----	593.50
14C	Sitka-Pioneer Cemetary Road	-----	46.80	46.80
14D	National Cemetery Road	95.25	20.00	115.25
44A	Skagway Trails	618.97	35.00	653.97
44B	Skagway Aviation Field	-----	185.62	185.62
81	Point Gustavus Roads	18,016.83	100.00	18,116.83
	Totals	\$48,684.45	\$1,612.78	\$50,297.23

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

(2) Allotted by National Park Service.

(4) Contributed by the City of Nome.
 (3) Includes \$42.00 contributed by Dry Creek Dredging Co.
 (2) Includes \$250.00 contributed by Monument Creek Mining Co.

SECOND DIVISION

Ac-count No.	Name of sub-project	Federal	Territorial	Total
8	Nome-Council	\$8,373.98	\$2,664.48(1)	\$11,038.46
8D	Council-Ophir Creek	729.31	160.00	889.31
8H	Casa de Paga	891.16	220.00	1,111.16
13A	Nome-Bessie	290.58	75.00	365.58
13B	Bessie-Snake River	12,376.55	1,200.00	13,576.55
13C	Bessie-Sunset Creek	9,578.52	1,450.00(2)	11,028.52
13F	Nome-Osborne	576.79	192.00(3)	770.79
13K	Bessie-Buster	452.87	105.00	557.87
18	Kaltag-Nome	2,154.47	530.00	2,684.47
18A	Bonanza-Kotzebue	200.90	50.00	250.90
18B	Golovin-Council	41.21	10.00	51.21
18J	Spruce Creek	383.89	95.00	478.89
21	Unalakleet-St. Michael	16.00	4.00	20.00
25D	Mouth of Center Creek	288.43	70.00	358.43
25DA	Little Creek Branch	59.31	14.00	73.31
25E	Submarine Paystreak	78.44	20.00	98.44
25K	Nome City Dock	-----	84.82(4)	84.82
25L	Nome Aviation Field	8,783.13	-----	8,783.13
25N	Nome City Streets	-----	220.45(4)	220.45
26	Candle-Candle Creek	1,748.41	430.00	2,178.41

(1) Includes \$250.48 contributed by City of Nome, \$40.00 by G. R. Jackson and \$26.00 by Alaska Sunset Mines.

(2) Includes \$250.00 contributed by Monument Creek Mining Co.

(3) Includes \$42.00 contributed by Dry Creek Dredging Co.

(4) Contributed by the City of Nome.

SECOND DIVISION (continued)

Ac- count No.	Name of sub-project	Federal	Territorial	Total
26B	Bear Creek Trail	\$75.16	\$19.00	\$94.16
26C	Candle-Kiwalik	17.19	5.00	22.19
27	Deering-Inmachuk	2,472.95	620.00	3,092.95
28A	Nome-Serpentine Hot Springs	316.81	80.00	396.81
37A	Bluff-White Mountain .....	.44	.10	.54
41A	Kotzebue-Shungnak	206.45	52.00	258.45
41AA	Kiana-Selawik-Shungnak	655.44	160.00	815.44
41B	Kotzebue-Pt. Barrow	13.85	4.00	17.85
41C	Kiwalik-Noorvik	1.49	.40	1.89
41F	Kotzebue-Noatak	26.00	6.00	32.00
42	St. Michael-Kotlik	65.79	19.00	84.79
49	Davidson's Landing-Taylor	2,471.33	615.00	3,086.33
62	Dine Creek	769.81	190.00	959.81
67	Nome-Teller	391.02	96.00	487.02
67A	Teller-Cape Prince of Wales	95.57	25.00	120.57
67B	Teller-Bluestone	1,344.88	335.00	1,679.88
67C	Teller-Pilgrim Hot Springs	56.40	14.00	70.40
67D	Teller-American River	19.00	5.00	24.00
67F	Tin City-Goodwin	233.31	60.00	293.31
68	Flagging Trails	772.67	195.00	967.67
73	Marshall Road	385.57	90.00	475.57

SECOND DIVISION (continued)

Ac- count No.	Name of sub-project	Federal	Territorial	Total
73A	Kotlik-Marshall	\$43.33	\$10.00	\$53.33
73C	Old Hamilton-Scammon Bay	1.87	.50	2.37
73E	Paimute-Marshall	115.10	28.00	143.10
89A	Seward Peninsula Railroad	59,967.40	1,000.00(5)	60,967.40
89C	Iron Creek-American Creek	368.32	90.00	458.32
90B	Shelter Cabins, 2nd Division	-----	906.73	906.73
	Totals	\$117,893.10	\$12,220.48	\$130,113.58

(5) Includes \$850.00 contributed by Nome Harbor Lighterage Co. and \$150.00 by Lomen Commercial Co.

THIRD DIVISION

Ac- count No.	Name of sub-project	Federal	Territorial	Total
6E	Chitina-Native School	\$-----	\$11.75	\$11.75
35B	Palmer-Fishhook	388.02	40.00	428.02
35C	Palmer-Matanuska River	284.22	30.00	314.22
35DA	Gold Chord Branch	198.65	21.00	219.65
35DB	Lucky Shot-Willow Station	20,305.32	2,973.25	23,278.57
35G	Palmer-Springer	50.95	80.00	130.95
35H	Wasilla-Palmer	312.63	34.00	346.63
35J	Wasilla-Matanuska	828.39	90.00	918.39
35K	Matanuska Trunk Road	424.98	45.00	469.98
35L	Palmer-Matanuska	293.64	560.00	853.64
35O	Fishhook-Goldmint	131.15	15.00	146.15
35R	Bogard Road	91.44	180.00	271.44
46D	McKinley Park Road	59,911.41	2,307.50(1)	62,218.91
57	McCarthy-Dan Creek	9,190.11	1,000.00	10,190.11
57D	Chititu Branch	487.78	50.00	537.78
61F	Bremner Trail	9,973.46	100.00	10,073.46
75	Anchorage Loop	3,123.65	340.00	3,463.65
75A	Anchorage-Lake Spenard	585.34	65.00	650.34
75C	Chester Creek Boat Landing	197.00	20.00	217.00
75E	McDonald Branch	16.65	2.00	18.65
75I	Oilwell Road	300.91	33.00	333.91
94	Kodiak Roads	23,931.25	500.00	24,431.25
98	Homer Spit	10,632.55	200.00	10,832.55
98D	Kasilof Road	975.28	110.00	1,085.28

FOURTH DIVISION

Ac-count No.	Name of sub-project	Federal	Territorial	Total
5C	Fish Lake-American Creek	\$-----	\$665.04	\$665.04
7AA	Cleary Creek	-----	137.97	137.97
7B	Fox-Olnes	431.31	75.00	506.31
7C	Summit-Fairbanks Creek	-----	1,534.13(1)	1,534.13
7CA	Summit-Fish Creek	-----	697.25	697.25
7D	Ester Creek	6,951.61	1,847.82(2)	8,799.43
7DA	College Spur	-----	13.44	13.44
7DB	Ester-Dome	-----	287.35	287.35
7DC	St. Patricks-Happy	1,031.06	180.00	1,211.06
7H	Little Eldorado	253.44	40.00	273.44
7J	Fairbanks-Chena Hot Springs	249.98	45.00	294.98
7JA	Chena River Branch	122.48	25.00	147.48
7N	Farmers-Birch Hill	5,401.87	1,894.23	7,296.15
7T	Farmers-Chena Slough	-----	138.00	138.00
15A	Central House-Circle Hot Springs.	978.60	275.10(3)	1,253.70
15E	Miller House-Harrison Creek	3,303.36	550.00	3,853.36
22	Hot Springs-Sullivan Creek	337.36	55.00	392.36
30	Hot Springs Landing-Eureka	5,897.70	500.00	6,397.70
32B	Iditarod-Flat	2,453.97	430.00	2,873.97
33F	Flat-Slate Creek	8,922.70	1,000.00(4)	9,922.70
38D	Ophir-Takotna	5,700.02	930.00	6,630.02

(1) Includes \$78.68 contributed by others.

(2) Includes \$567.82 miscellaneous contributions by others.

(3) Includes \$95.10 contributed by F. M. Leach.

(4) Contributed by Mine Operators on Slate Creek.

1,085.28	110.00	975.28	.....	98D	Kastlof Road
10,832.55	200.00	10,632.55	.....	98	Homer Spit
24,431.25	500.00	23,931.25	.....	

FOURTH DIVISION (continued)

Ac- count No.	Name of sub-project	Federal	Territorial	Total
38DA	Little Creek Road	\$-----	\$254.23	\$254.23
38H	Ganes Creek Road	-----	871.07	871.07
46F	Nenana Cemetery Road	172.97	30.00	202.97
63	Dunbar-Brooks	420.45	70.00	490.45
63B	Brooks-Livengood Creek	-----	455.92	455.92
70	Surveys and Reconnaissances	-----	151.72(5)	151.72
90D	Shelter Cabins	-----	93.27	93.27
97A	Healy Aviation Field	-----	150.00	150.00
	Totals	\$42,613.88	\$13,386.59	\$56,000.47

(5) Contributed by Fairbanks Chamber of Commerce.

SUMMARY BY DIVISIONS, TERRITORIAL AND COOPERATIVE PROJECTS

	Federal	Territorial	Total
First Division	\$48,624.45	\$1,612.78	\$50,297.23
Second Division	117,893.10	12,220.48	130,113.58
Third Division	142,634.78	8,307.50	151,442.28
Fourth Division	42,613.88	13,386.59	56,000.47
Totals	\$351,926.21	\$36,027.35(1)	\$387,953.56

(1) Includes \$6,227.35 contributed by others.

TOTAL COSTS, BY DISTRICTS

District	Construction	Maintenance and Improve- ment	Total
Juneau Office and General Overhead(a)	\$17,450.30	\$9,916.50	\$27,366.80
Southeastern	117,508.84	16,197.23	133,706.07
Eagle	-----	9,333.41	9,333.41
Valdez	3,500.00	49,517.98	53,017.98
Chitina	121,175.47	92,805.60	213,981.07
Fairbanks	146,125.82	149,871.83	295,997.65
Southwestern	280,136.02	56,573.30	336,709.32
Kuskokwim	35,438.43	33,799.35	69,237.78
Nome	84,308.23	45,839.45	130,147.68
Total Cost	\$805,643.11	\$463,854.65	\$1,269,497.76
Plant, materials, etc., undistributed			163,383.72
Total expenditure			\$1,432,881.48(b)

(a) Includes part of expenses of Seattle Purchasing Office.

(b) Includes \$1,023.80 General Accounting Office settlements; does not include \$6,900.66 reimbursements, refunds and receipts from sales.

APPROPRIATIONS

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

Act of June 12, 1906	\$150,000.00
Act of June 20, 1906	35,000.00(1)
Act of Mar. 2, 1907	250,000.00
Act of May 11, 1908	250,000.00
Act of Mar. 3, 1909	350,000.00
Act of Mar. 23, 1910	100,000.00
Act of Mar. 3, 1911	150,000.00
Act of Aug. 24, 1912	125,000.00
Act of Mar. 2, 1913	155,000.00(2)
Act of Apr. 27, 1914	125,000.00
Act of Mar. 4, 1915	165,000.00
Act of Aug. 29, 1916	500,000.00
Act of May 2, 1917	500,000.00
Act of July 9, 1918	100,000.00
Act of July 11, 1919	100,000.00
Act of June 5, 1920	350,000.00
Act of June 30, 1921	425,000.00(3)
Act of June 30, 1922	465,000.00
Act of Mar. 2, 1923	650,000.00(4)
Act of June 7, 1924	725,000.00
Act of Dec. 6, 1924	55,000.00(5)
Act of Feb. 12, 1925	900,000.00
Act of Apr. 15, 1926	900,000.00
Act of Feb. 23, 1927	1,022,500.00(6)
Act of Mar. 23, 1928	925,000.00(7)
Act of Feb. 28, 1929	800,000.00
Act of May 28, 1930	800,000.00
Act of Feb. 25, 1931	800,000.00
Act of July 14, 1932	494,310.00
Act of Feb. 17, 1933	469,700.00(8)
Act of Mar. 2, 1934	452,000.00(9)
 Total	 \$13,288,710.00

- (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.

Construction and maintenance of wagon roads, bridges and trails, "Alaska fund":	
Fiscal years 1905 to 1933 inclusive	\$3,917,167.45
Fiscal year 1934	<u>145,258.95</u>
Total	<u>\$4,062,426.40</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, 1933-1935	<u>1,596,000.00</u>
Roads and trails, National Parks:	
Fiscal years 1925 to 1934 inclusive	782,876.37
Fiscal years 1933-1935 (National Industrial Recovery)	<u>150,000.00</u>
Total	<u>932,876.37</u>
National monuments:	
Fiscal year 1933	500.00
Fiscal year 1934	<u>375.00</u>
Total	<u>875.00</u>
Barracks and quarters:	
Fiscal year 1932	<u>1,252.50</u>
Total Federal Appropriations	<u>\$19,983,904.37</u>

Contributed Funds.

(Act of Congress approved June 30, 1921, Alaska Special Fund.)

By the Territory: (For list of Acts see Annual Report 1932, pages 61-63.)	
Public roads, bridges, trails, and ferries:	
Fiscal years 1920 to 1932 inclusive	\$1,449,908.58
Fiscal year 1934	28,800.00
Shelter cabins	
Fiscal years 1922 to 1932	98,595.50
Fiscal year 1934	1,000.00

Nizina bridge	
Fiscal years 1922 to 1923	\$25,000.00
Telephone lines, Seward Peninsula	
Fiscal years 1926 to 1931	15,073.20
Pioneer Cemetery road	
Fiscal year 1927	3,341.08
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	6,477.54
	<hr/>
Total Territory	<u>\$1,653,695.64</u>

By others:

Fiscal years 1922 to 1933	153,586.76
Fiscal year 1934:	
Mine Operators Slate Creek District	\$1,000.00
City of Nome	555.75
Monument Creek Mining Co.	250.00
F. M. Leach	95.10
Dry Creek Dredging Co.	42.00
Lomen Commercial Co.	150.00
Nome Harbor Lighterage Co.	350.00
G. R. Jackson	40.00
Alaska Sunset Mines	25.00
W. E. H. Cremer	8.75
Hi Yu Mining Co.	70.25
Cleary Hill Mining Co.	8.43
Al Hightower	2.81
Fred Robinson	14.05
E. N. Patty	11.24
Carl Carlson	17.50
Quigley Mines	2,507.50

Northern Commercial Co.....	\$59.01	
George Mutchler	44.96	
Fairbanks Exploration Co.....	409.50	
Government Agencies, Juneau	<u>112.78</u>	<u>6,075.63</u>
Total others		<u>\$159,642.39</u>
Total Contributed Funds		<u>1,813,333.03</u>
Total Supervised Funds (see Annual Report, 1932, pages 64-66)		<u>2,840,147.35</u>
Grand total, all funds		\$24,637,389.75