

ANNUAL REPORT OF THE  
ALASKA ROAD COMMISSION

1938

ANNUAL REPORT  
ALASKA FISH COMMISSION

1910

## ALASKA ROAD COMMISSION

FUNDS

Money for the prosecution of the work of The Alaska Road Commission 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 from the Works Progress Administration.

For the fiscal year 1938, the following funds were made available from the above sources:

Item 1	.....	\$535,000
"	2	..... 141,609
"	3	..... 78,120
"	4	..... 90,632
"	5	..... 4,080

While no new allocations were made under Item 6, there remained a balance of \$388,386.34 unexpended from an earlier allotment which was available for fiscal year 1938.

For the current year or fiscal year 1939 an appropriation of \$535,000 under item 1 and \$160,000 under item 2 was made available by Act approved May 9, 1938. Under item 4 the National Park Service has allotted \$100,700 and it is estimated that \$90,000 will be available under items 3 and 5.

REFERENCE  
NOT TO LEAVE LIBRARY

UNIVERSITY OF ALASKA ANCHORAGE LIBRARY

SUMMARY OF ALL EXPENDITURES TO JUNE 30, 1938

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
05-1930 ....	\$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
33 .....	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
35 .....	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
36 .....	446,805.60	149,562.32	203,749.55	800,117.47
36 (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
37 (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
Totals	\$17,701,953.26	\$4,761,807.27	\$3,521,831.00	\$25,985,591.53

(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
31 .....	-- -- --	937.47	165,604.86	167,817.27
32 .....	-- -- --	2,324.83	161,459.79	96,237.79
1933 .....	-- -- --	-- -- --	6,698.71	77,249.51
34 .....	-- -- --	-- -- --	36,027.35	6,806.86
34 (N I R A)	-- -- --	-- -- --	-- -- --	53,479.55
1935 .....	-- -- --	-- -- --	51,607.68	20,500.00
1935 (N I R A)	-- -- --	-- -- --	-- -- --	93,727.33
36 .....	-- -- --	-- -- --	60,101.48	143,648.07
1936 (N I R A)	-- -- --	-- -- --	-- -- --	2,793.12
1937 .....	-- -- --	-- -- --	76,656.30	131,657.52
38 .....	-- -- --	-- -- --	90,845.47	90,824.01
Totals	\$95,076.45(1)	\$7,957.10	\$2,102,214.17(2)	\$1,316,583.28(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 .....			\$18,155,667.56
Less - Reversions to Treasury .....	\$4,226.39		
Reversions to Treasury (Economy Legislation).	47,094.50		
Transfer to U. S. Engineer Department (Lowell Creek flood control).....	417.21		
Balance unexpended .....	<u>425,221.83</u>		<u>476,959.93</u>
Amount expended .....			\$17,678,707.63
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>\$17,701,953.26</u>
Total Alaska Fund to June 30, 1937 .....			\$4,602,643.88
Congressional authorization f. y. 1938 (1)	\$130,000.00		
*Plus unexpended balance from previous f.y.	30,022.53		
Plus repayments .....	25,311.66	\$185,334.19	
Less - Balance unexpended June 30, 1938 ..	859.14		
Repayments .....	<u>25,311.66</u>	<u>26,170.80</u>	<u>159,163.39</u>
Total net expenditures .....			\$4,761,807.27

- (1) By provision 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 .....	\$17,701,953.26
Alaska Fund 1905-1938 .....	4,744,755.04
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, 1925-1938 .....	<u>1,316,583.28</u>
Total .....	\$23,883,377.36

\* Includes adjusted balance from prior years.

Contributed Funds

Territory of Alaska, 1920-1938 .....	\$1,915,627.18
Miscellaneous .....	<u>186,586.99</u>
Total .....	<u>\$2,102,214.17</u>
Grand Total .....	<u>\$25,985,591.53</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 1938 (fiscal year 1939), the Territorial Board has allotted to the Alaska Road Commission the following amounts:

Co-operative road projects ...	\$63,500
Shelter cabins .....	<u>2,000</u>
Total .....	\$65,500

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 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 approximately 3 per cent of the invoice price of items thus purchased.

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

1 freight truck	4 motor graders
3 pickup trucks, $\frac{1}{2}$ -ton	1 trailbuilder for 75 h.p. tractor
9 dump trucks, $1\frac{1}{2}$ -yard	1 trailbuilder for 44 h.p. tractor
1 tractor, 30 h.p. with trailbuilder	1 small air compressor

#### 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 and one district suboffice are located at strategic points in the field. The suboffice is closed during the winter months. The work near or adjacent to Juneau, and known as the "Southeastern District", is supervised from the headquarters office.

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

### CONSTRUCTION METHODS

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

The frozen condition of the subsoil and the constant thawing during summer require special precautions for drainage. Intercepting ditches on the 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. 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 somewhat larger than usual as a result of the balance of \$388,000 available from the allocation of emergency funds by the Works Progress Administration for the fiscal year 1937. This balance was expended in the completion of specific road and airfield projects. Ordinary funds were applied to maintenance of the existing system with some improvement in the way of widening and surfacing.

The Richardson Highway was open from Valdez to Fairbanks from June 13 to October 24.



The highway through Mt. McKinley National Park was opened to the north boundary an additional distance of 4 miles. In addition, the branch road 1.7 miles long from Mile 34.9 to the hotel site at Wonder Lake, was surfaced. The standardization of the east end of the road consisting of widening and placing crushed gravel surfacing was completed to Mile 32.4 and grading to Mile 35.2 was practically completed.

The gravel surfacing of the Elliott Highway from Fox to Livengood was completed to the extent that the road can now be used in any kind of weather.

The season's work also saw the completion of all graveling on the Anchorage-Palmer Highway, a total of 21 miles of surfacing being placed.

Gravel surfacing of the Lucky Shot-Willow Station road was completed.

Grading of the Peters Creek Road was completed and two miles through the canyon were widened.

An eleven mile branch to the Steese Highway was opened up to Porcupine Creek and a three mile branch from the same highway was graded up Mastadon Creek.

Four miles were graded from the end of the McKinley Park Highway to the Kantishna mining district.

A nine mile road from Mile 292 on the Alaska Railroad was built up the West Fork of the Chulitna River to lode properties.

The Bunker Hill-Kougarok Road was extended  $5\frac{1}{2}$  miles.

The Takotna-Nixon Fork Route,  $16\frac{1}{2}$  miles, was opened as a winter tractor road; all clearing and bridges being completed. One mile over corduroy was surfaced.

Seventeen and one fourth miles of new short roads and extensions not mentioned above were built in farming and mining areas.

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

New Construction:  $56\frac{3}{4}$  miles of road of which  $16\frac{1}{2}$  were surfaced, 54 miles of sled road, 90 linear feet of timber bridges over 30-foot span, 740 linear feet of steel bridges of 80-foot span or over, 180 linear feet of steel trestle span bridges and 3,205 linear feet of timber trestle span bridges.

Improvement:  $74\frac{1}{2}$  miles of road regraded and widened,  $127\frac{1}{2}$  miles of road surfaced, 371 metal culverts, averaging 20 feet in length, installed principally as replacements for wooden culverts.

Maintenance: 1,915 miles of road,  $80\frac{1}{4}$  miles of tramway, 557 miles of sled road,  $2,061\frac{1}{2}$  miles of permanent trail and 304 miles of temporary flagged trail.

The Total milcage of all routes as of June 30, 1938, is as follows:

	* <u>Road</u>	<u>Sled Road</u>	<u>Trail</u>	<u>Flagged Trail</u>	<u>Grand Total</u>
June 30, 1937. . . . .	2,058- $\frac{3}{4}$	1,612	6,940 $\frac{1}{2}$	304	10,915 $\frac{1}{2}$
Fiscal Year 1938:					
New Mileage . . . . .	33- $\frac{3}{4}$	14- $\frac{3}{4}$	8	---	56 $\frac{1}{2}$
Reclassified, abandoned and transferred . . . . .	<u>-4<math>\frac{1}{2}</math></u>	<u>-36</u>	<u>-25<math>\frac{1}{2}</math></u>	<u>---</u>	<u>-65-<math>\frac{3}{4}</math></u>
Total . . . . .	(a) 2,088 $\frac{1}{2}$	1,590- $\frac{3}{4}$	6,923	304	10,906
No work of either maintenance or improvement during fiscal year 1938 . . . . .	93 $\frac{1}{2}$	1,033- $\frac{3}{4}$	4,861 $\frac{1}{2}$	---	5,988- $\frac{3}{4}$

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

#### PROPOSED OPERATIONS

In addition to \$535,000 from appropriated funds, it is estimated there will be available from the "Alaska Fund" and Territorial appropriation \$250,000 for the fiscal year ending June 30, 1939.

These funds will be required for normal maintenance of the existing system and for a very limited improvement of certain sections. Surfacing will be provided where possible with available funds.

#### RECOMMENDATIONS

For the fiscal year ending June 30, 1940 an appropriation of \$1,180,000 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:

Bunker Hill-Kougarok. Extension of road to serve mining area.

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

Takotna-Nixon Fork. Improvement of this winter tractor to dry weather truck road standard.

Hot Springs-Tofty. Improvement of this tractor road to dry weather truck road standard.

Chistochina-Slate Creek. Construction of a summer tractor road.

Takleetna-Peters Creek-Cache Creek. Extension of road from head of Peters Creek Canyon into Cache Creek, a distance of 8 miles.

Ruby-Poorman. Continued major improvements.

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

Eagle-Liberty. Major improvements.

Homer-Kachemak Bay. Improvement and extension of roads to serve farming area.

Colorado Station-Wells Mine. Surfacing.

Lake Illiamna-Lake Clark. Construction eight miles road.

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

A well planned program 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-FOUR YEARS' SERVICE

With the period covered by this report the Alaska Road Commission concludes its thirty-fourth year of service. The work accomplished consists of the construction and maintenance of 2,088 $\frac{1}{4}$  miles of road and tram road, 78% of which is suitable for automobiles in all summer weather, 1,590- $\frac{3}{4}$  miles of winter sled road, 6,923 miles of trail and 304 miles of flagged trail. The total costs to the end of the fiscal year are \$25,250,920.44, of which \$13,086,040.46 was for new work and \$12,164,879.98 was for maintenance and improvement. The total expenditures to date are

\$25,985,591.53 of which \$19,121,570.09 was derived from Federal appropriation acts. The Balance, \$6,864,021.44, 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 \$350 per mile for roads, \$25 for sled roads, \$10 for trail and \$5 for flagged trails. For the working season of 1937 the cost of maintenance, per mile, including minor improvements, was \$307 for roads, \$27 for sled roads, \$7 for trails and \$5 for flagged 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, 1938 including all costs for construction and maintenance over the 33 year period of use for the 410 miles, is \$19,191.

1913

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, 1938, is \$12,261. 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. At the end of the fiscal year sufficient surfacing had 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, 1938, is \$8,921.

The Mt. McKinley National Park road 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 88 miles including maintenance of completed sections since construction is \$15,208.

The total cost per mile of the Gulkana-Nabesna road including maintenance is \$7,908.

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 1938	Total Cost to June 30, 1938	Cost Maintenance and Improvement 1938	Total Cost Maintenance and Improvement to June 30, 1938	Cost Construction 1938	Total Cost Construction to June 30, 1938
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 .....	\$716.17	41,364.58	\$716.17	11,148.27	----	30,216.31
2J	Juneau Float .....	42.55	5,424.37	42.55	289.95	----	5,134.42
2K	Willoughby Avenue .....	----	52,000.00	----	----	----	52,000.00
2L	Juneau Douglas Bridge .....	1,027.84	254,417.76	1,027.84	1,509.81	----	252,907.95
3AB	Haines-Pleasant Camp .....	9,793.21	494,957.33	9,793.21	211,133.14	----	283,824.19
3C	Porcupine Extension .....	----	47,634.63	----	9,279.73	----	38,354.90
3D	Haines-Mud Bay .....	1,651.51	37,246.86	1,651.51	18,439.40	----	18,807.46

No.	Subproject Name	Cost 1938	Total Cost to 6-30-38	Cost M & I 1938	Total Cost M & I to 6-30-38	Cost Con. 1938	Total Cost Construction to 6-30-38
3E	Haines-Chilkoot .....	\$689.39	\$25,112.01	\$689.39	\$6,875.45	----	\$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	----	5,837.97	----	1,707.38	----	4,130.59
4AB	Donnelly Aviation Field..	----	137.42	----	14.11	----	123.31
4AC	Big Delta Aviation Field.	----	494.04	----	296.91	----	197.13
4AD	Rapids Aviation Field ...	229.10	229.10	----	----	229.10	229.10
4BA	Valdez-Ptarmigan Drop ...	22,844.86	1,232,952.54	22,844.86	762,276.84	----	470,675.70
4BA	Dyke .....	----	151,047.09	----	94,981.11	----	56,065.98
4BB	Ptarmigan Drop-Ernestine	6,303.34	516,161.44	6,303.34	344,933.83	----	171,227.56
4BC	Thompson Pass Aviation Field .....	----	174.22	----	----	----	174.22
4C	Ernestine-Willow Creek ..	26,772.90	467,839.76	26,772.90	290,389.91	----	177,499.85
4D	Willow Creek-Gulkana ....	42,807.74	734,391.42	42,807.74	487,996.84	----	246,394.58
4E	Gulkana-Sourdough .....	1,265.52	393,822.97	1,265.52	249,649.27	----	144,173.70

No.	Subproject Name	Cost 1938	Total Cost to 6-30-38	Cost M & I 1938	Total Cost M & I to 6-30-38	Cost Con. 1938	Total Cost Construction to 6-30-38
4F	Sourdough-Mile 168 .....	\$3,139.69	\$337,651.05	\$3,139.69	\$201,392.76	----	\$136,258.29
4G	Mile 168-Delta River .....	4,110.38	566,780.39	4,110.38	408,164.50	----	158,615.89
4H1	Delta River-Rapids .....	22,685.90	893,003.18	22,685.90	633,037.58	----	259,965.60
4H2	Rapids-Grundler .....	11,782.51	473,280.96	11,782.51	352,894.84	----	120,386.12
4I	Grundler-Richardson .....	10,837.43	380,699.97	10,837.43	259,405.97	----	121,294.00
4J	Richardson-Salchaket .....	12,841.27	489,856.95	12,841.27	274,338.94	---	215,518.01
4JA	Lake Harding Road .....	1,142.90	6,986.27	1,142.90	3,885.52	----	3,100.75
4K	Salchaket-Fairbanks .....	19,197.76	605,540.37	19,197.76	350,577.50	----	254,962.87
4KA	Salcha Bridge .....	356.48	95,838.54	356.48	45,467.87	----	50,370.67
5**	Ester-Dunbar .....	----	19,405.18	----	6,781.00	----	12,624.18
5A	Campbells-Tanana .....	432.65	94,365.65	432.65	44,095.96	----	50,269.69
5B	Nenana Campbells .....	28.59	2,222.20	28.59	303.19	----	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
5E	Tanana Aviation Field .....	----	6,274.92	----	374.96	----	5,899.96
5F	Illinois Creek-Moran Creek	----	1,178.89	----	----	----	1,178.89
6A	Willow Creek-Tonsina	2,323.75	280,931.30	2,323.75	171,270.52	----	109,660.78



No.	Subproject Name	Cost 1938	Total Cost to 6-30-38	Cost M & I 1938	Total Cost M & I to 6-30-38	Cost Con. 1938	Total Cost Construction to 6-30-38
6B	Tonsina-Chitina .....	\$9,977.84	\$399,898.29	\$9,977.84	\$254,535.60	----	\$145,362.69
6D	Chitina Depot .....	----	18,407.93	----	6,469.27	----	11,938.66
6E	Chitina-Native School .....	15.92	1,522.46	15.92	1,027.40	----	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 .....	5,789.70	103,120.30	5,789.70	62,357.59	----	40,762.71
7AA	Cleary Creek .....	----	10,042.48	----	5,724.67	----	4,317.81
7B	Fox-Olnes .....	2,023.83	95,807.42	2,023.83	48,334.77	----	47,472.65
7BA	Dome-Spaulding Mine .....	227.95	4,546.07	227.95	1,706.70	----	2,839.37
7BB**	Fox-Steel Creek .....	----	855.75	----	----	----	855.75
7C	Summit-Fairbanks Creek ....	3,882.07	67,464.78	3,882.07	42,562.17	----	24,902.61
7CA	Summit-Fish Creek .....	530.30	19,669.69	530.30	6,888.87	----	12,780.82
7D	Ester Creek .....	4,886.73	111,928.25	4,886.73	73,271.32	----	38,656.93
7DA	College Spur .....	90.02	1,611.81	90.02	1,081.81	----	530.00
7DB	Ester-Dome .....	1,002.24	8,749.07	1,002.24	4,556.34	----	4,192.73

No.	Subproject Name	Cost 1938	Total Cost to 6-30-38	Cost M & I 1938	Total Cost M & I to 6-30-38	Cost Con. 1938	Total Cost Construction to 6-30-38
7DC	St. Patricks-Happy-Gold Stream .....	\$1,542.53	\$12,920.37	\$1,542.53	\$6,850.90	----	\$6,069.47
7DD	Ester-Beegler .....	----	1,111.99	----	111.99	----	1,000.00
7DE	Ready Bullion .....	144.19	710.36	144.19	345.06	----	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 .....	15,383.64	241,189.53	15,383.64	169,636.78	----	71,552.75
7GA	Lazelle Road .....	----	8,031.10	----	3,917.59	----	4,113.51
7H	Little Eldorado Creek .....	867.92	24,805.70	867.92	16,227.39	----	8,578.31
7I	Gilmore-Summit .....	6,010.17	81,053.87	6,010.17	61,890.55	----	19,163.32
7IA	Gilmore Creek-Pearl Creek .....	186.89	3,978.75	186.89	186.89	----	3,791.86
7J	Fairbanks-Chena Hot Springs .....	2,107.25	25,829.82	2,107.25	17,797.23	----	8,032.59
7JA	Chena River Branch .....	337.68	5,546.61	337.68	4,932.60	----	614.01
7JB	Palmer Creek Aviation Field .....	----	839.11	----	264.11	----	575.00
7JC	Colorado Creek-South Fork ..	----	600.00	----	----	----	600.00
7K	Olnes-Livengood .....	71,533.87	536,611.78	11,260.87	66,362.35	60,273.00	470,249.43

16

No.	Subproject Name	Cost 1938	Total Cost to 6-30-38	Cost M & I 1938	Total Cost M & I to 6-30-38	Cost Con. 1938	Total Cost Construction to 6-30-38
7N	Farmers-Birch Hill .....	\$1,304.54	\$46,394.94	\$1,304.54	\$27,722.97	----	\$18,671.97
7NA	Isabelle Creek .....	310.66	3,798.89	310.66	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 .....	240.79	7,291.87	240.79	4,241.51	----	3,050.36
7T	Farmers-Chena Slough .....	1,026.54	21,145.41	1,026.54	9,346.64	----	11,798.77
7V	Fairbanks-Wireless Road .....	5.25	889.92	5.25	889.92	----	----
7X	Chena Hot Springs Aviation Field .....	----	1,739.58	----	50.00	----	1,689.58
7Y	Fairbanks Aviation Field ....	----	19,969.33	----	498.11	----	19,471.22
7Z	Fairbanks Aviation Field Road .....	----	766.66	----	----	----	766.66
8	Nome-Council .....	12,461.18	482,657.65	12,461.18	300,774.69	----	181,882.96
8D	Council-Ophir Creek .....	303.50	13,207.70	303.50	13,207.70	----	----
8H	Casa de Paga .....	39.27	34,396.27	39.27	16,955.62	----	17,439.65
8J	Shovel Creek .....	----	169.00	----	110.50	----	58.50
8K	Council Aviation Field .....	----	2,244.27	----	845.03	----	1,399.24
8L**	Port Safety Aids .....	----	616.50	----	616.50	----	----

17

No.	Subproject Name	Cost 1938	Total Cost to 6-30-38	Cost M & I 1938	Total Cost M & I to 6-30-38	Cost Con. 1938	Total Cost Construction to 6-30-38
9	Rampart-Eureka .....	\$39.70	\$57,690.63	\$39.70	\$28,576.27	----	\$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 .....	9,655.61	179,074.23	3,274.61	119,270.68	\$6,381.00	59,803.55
11B	American Summit-Fortymile .	497.05	31,070.17	497.05	10,818.98	----	20,251.19
11C	Steel Creek-Mouth of Walker's Fork .....	39.44	10,968.14	39.44	6,335.64	----	4,632.50
11D	Steel Creek-Walker's Fork .	----	6,446.20	----	2,336.20	----	4,110.00
11E	Eagle-Seventymile .....	293.61	24,963.05	293.61	19,998.46	----	4,964.59
11F	Liberty-Chicken .....	565.24	25,685.74	565.24	21,671.47	----	4,014.27
11G	Steel Creek-Canyon Creek ..	----	990.34	----	990.34	----	----
11J	Fortymile-Chicken .....	----	116.01	----	116.01	----	----
11K	Fortymile-Steel Creek .....	----	80.00	----	80.00	----	----
11L	Franklin-Chicken .....	201.86	3,272.19	201.86	3,272.19	----	----

No.	Subproject Name	Cost 1938	Total Cost to 6-30-38	Cost M & I 1938	Total Cost M & I to 6-30-38	Cost Con. 1938	Total Cost Construction to 6-30-38
11M	Jack Wade-Walker's Fork-Boundary .....	\$1,534.74	\$2,540.94	\$1,534.74	\$2,540.94	----	----
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 .....	771.97	96,986.54	771.97	58,444.59	----	38,541.95
13B	Bessie-Snake River .....	1,662.19	125,781.69	1,662.19	75,438.57	----	50,343.12
13BA	Snake River-Monument Creek .....	----	1,788.65	----	371.38	----	1,417.27
13C	Bessie-Sunset Creek .....	821.03	72,648.66	821.03	25,951.38	----	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 .....	785.78	61,514.33	785.78	46,120.54	----	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 .....	1,406.71	60,430.00	1,406.71	42,926.02	----	17,503.98

10

No.	Subproject Name	Cost 1938	Total Cost to 6-30-38	Cost M & I 1938	Total Cost M & I to 6-30-38	Cost Con. 1938	Total Cost Construction to 6-30-38
13L**	Nome Buoys .....	-----	\$585.00	-----	\$585.00	-----	-----
13M	Nome Depot .....	\$1,991.49	13,769.20	\$1,991.49	10,769.20	-----	\$3,000.00
14*	Sitka-Indian River .....	-----	9,610.88	-----	3,336.16	-----	6,274.72
14	Sitka-Indian River.....	379.76	9,901.68	379.76	6,338.68	-----	3,563.00
14A	Sitka National Monument..	618.26	16,049.47	618.26	14,499.47	-----	1,550.00
14B*	Sitka National Cemetery..	-----	9,233.02	-----	5,733.02	-----	3,500.00
14C	Sitka-Pioneer Cemetery Road.....	303.35	5,677.79	303.35	2,336.77	-----	3,341.02
14D	National Cemetery Road...	221.20	3,352.29	221.20	2,654.82	-----	697.47
15	Circle-Miller House	8,286.36	637,556.14	8,286.36	204,868.11	-----	432,688.03
15A	Central House-Circle Hot Springs-Portage Creek..	3,378.04	46,391.84	3,378.04	20,983.14	-----	25,408.70
15B	Central House-Deadwood...	667.73	15,071.21	667.73	3,019.33	-----	12,051.88
15BA	Ketchum Creek	129.00	700.58	129.00	129.00	-----	571.58
15C	Circle Hot Springs Avia. Field.....	674.14	3,376.35	-----	385.71	\$674.14	2,990.64
15D	Leech Cutoff.....	-----	224.75	-----	-----	-----	224.75
15E	Miller House-Harrison-Mastadon Creek.....	6,387.97	30,470.02	-----	7,100.17	6,387.97	23,369.85

No.	Subproject Name	Cost 1938	Total Cost to 6-30-38	Cost M & I 1938	Total Cost M & I to 6-30-38	Cost Con. 1938	Total Cost Construction to 6-30-38
15F	Boulder Creek Trail.....	----	\$321.90	----	----	----	\$321.90
15G	Porcupine Creek.....	\$13,970.12	13,970.12	----	----	\$13,970.12	13,970.12
16	Chatanika-Miller House.....	16,217.30	922,164.49	\$16,217.30	\$386,555.98	----	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.....	18,195.48	23,221.50	----	14.13	18,195.48	23,207.37
17D	Tanana-Kaltag Telephone Line.....	----	6,683.59	----	6,683.59	----	----
18	Kaltag-Nome.....	1,401.41	80,427.46	1,401.41	52,290.07	----	28,137.39
18A	Bonanza-Kotzebue.....	----	12,046.03	----	10,816.03	----	1,230.00
18B	Golovin-Council.....	----	745.90	----	745.90	----	----

No.	Subproject Name	Cost 1938	Total Cost to 6-30-38	Cost M & I 1938	Total Cost M & I to 6-30-38	Cost Con. 1938	Total Cost Construction to 6-30-38
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 ....	-----	1,786.97	-----	207.90	-----	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 .....	\$558.73	2,097.26	\$558.73	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
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



No.	Subproject Name	Cost 1938	Total Cost to 6-30-38	Cost M & I 1938	Total Cost M & I to 6-30-38	Cost Con. 1938	Total Cost Construction to 6-30-38
20DA	Takotna-Ophir (Winter) .....	----	\$5,026.87	----	\$1,226.87	----	\$3,800.00
20DB**	Ophir-Dishkakot .....	----	4,335.00	----	760.00	----	3,575.00
20E**	Susitna-McDougal .....	----	5,540.21	----	----	----	8,640.21
20F**	McDougal-Cache Creek .....	----	7,350.00	----	347.10	----	7,002.90
20G**	Lakeview-McDougal .....	----	3,575.00	----	----	----	3,575.00
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 .....	\$37.88	9,529.99	\$37.88	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
23B	Beaver-Caro .....	----	69,376.35	----	39,135.54	----	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 .....	----	13,167.46	----	5,607.59	----	7,559.87

No.	Subproject Name	Cost 1938	Total Cost to 6-30-38	Cost M & I 1938	Total Cost M & I to 6-30-38	Cost Con. 1938	Total Cost Construction to 6-30-38
23F	Chandalar Aviation Field .....	----	\$8,335.74	----	\$120.00	----	\$8,215.74
24*	Mile 29 A.N.R.R.-Sunrise .....	----	57,850.94	----	27,123.09	----	30,727.85
24A*	Lynx Creek-Six Mile .....	----	10,882.40	----	3,800.00	----	7,082.40
24B*	Sunrise-Hope .....	----	1,085.00	----	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 .....	\$348.93	4,343.33	\$348.93	2,578.42	----	1,764.91
25D	Mouth of Center Creek .....	933.97	30,503.21	933.97	23,002.14	----	7,501.07
25DA	Little Creek Branch .....	1,729.08	7,366.66	1,729.08	3,569.96	----	3,796.70
25E	Submarine-Paystreak .....	141.38	39,486.57	141.38	15,116.24	----	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 Fields .....	1,055.61	35,552.07	1,055.61	7,111.32	----	28,440.75
25M**	Telephone Lines-Seward Peninsula .....	----	13,149.20	----	11,449.20	----	1,700.00
25N	Nome City Streets .....	542.75	7,848.78	542.75	5,500.11	----	2,348.67
25P**	Nome Harbor Lights .....	----	815.29	----	815.29	----	----

No.	Subproject Name	Cost 1938	Total Cost to 6-30-38	Cost M & I 1938	Total Cost M & I to 6-30-38	Cost Con. 1938	Total Cost Construction to 6-30-38
25R	Radio Telephones .....	----	\$6,477.34	----	----	----	\$6,477.34
26	Candle-Candle Creek .....	\$3,232.26	113,019.35	\$3,232.26	\$73,004.56	----	40,014.79
26A**	Kugruk River Approach .....	----	488.00	----	488.00	----	----
26B	Bear Creek Trail .....	.54	1,180.79	.54	840.79	----	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 .....	40.00	1,395.00	40.00	40.00	----	1,355.00
26F**	Telephone Line Reconnaissances .....	----	148.00	----	148.00	----	----
26G	Candle Radio Road .....	----	575.00	----	----	----	575.00
27	Deering-Inmachuk .....	3,308.23	120,967.28	3,308.23	90,075.38	----	30,891.90
27A	Deering Aviation Field .....	----	1,159.65	----	137.65	----	1,022.00
28	Shelton-Candle .....	16.17	12,385.06	16.17	4,178.04	----	8,207.02
28A	Nome-Serpentine Hot Springs .....	----	18,933.11	----	13,694.11	----	5,239.00
28C	Lower Kougarok Aviation Field .....	----	362.84	----	----	----	362.84
29	Tanana-Bettles .....	1,561.98	14,491.99	1,561.98	7,479.88	----	7,012.11

No.	Subproject Name	Cost 1938	Total Cost to 6-30-38	Cost M & I 1938	Total Cost M & I to 6-30-38	Cost Con. 1938	Total Cost Construction to 6-30-38
29A	Bettles-Coldfoot .....	\$799.71	\$23,224.74	\$799.71	\$18,094.74	----	\$5,130.00
29C	Mile 70-Hughes .....	----	2,167.02	----	458.45	----	1,708.57
29D	Wild River Trail .....	50.40	4,216.47	50.40	1,522.93	----	2,693.54
29E	Bettles River Aviation Field .....	----	500.00	----	----	----	500.00
30	Hot Springs Landing- Eureka .....	10,636.71	99,538.10	10,636.71	79,112.29	----	20,425.81
30A	Hot Springs-Tofty .....	23,753.66	42,169.01	----	3,509.85	\$23,753.66	38,659.16
30B**	Manley Hot Springs Avia. Field .....	----	1,189.98	----	49.98	----	1,140.00
31	Caribou Creek .....	51.06	15,414.88	51.06	6,833.96	----	8,580.92
32A	Takotna-Flat (Summer) .....	----	9,305.14	----	3,867.85	----	5,437.29
32AA	Takotna-Flat (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	----	----
32B	Iditarod-Flat .....	10,371.01	156,913.19	10,371.01	101,026.92	----	55,886.27
32BA**	Iditarod River Improvement	----	100.00	----	----	----	100.00
32C	Ophir-Iditarod .....	----	8,053.42	----	3,053.42	----	5,000.00

No.	Subproject Name	Cost 1938	Total Cost to 6-30-38	Cost M & I 1938	Total Cost M & I to 6-30-38	Cost Con. 1938	Total Cost Construction to 6-30-38
32D	Flat-Crooked Creek .....	\$617.04	\$8,807.89	\$617.04	\$7,327.89	----	\$1,480.00
32DD	Flat-Georgetown .....	----	150.00	----	150.00	----	----
32E	Takotna Aviation Field .....	4,996.28	8,865.40	----	446.68	4,996.28	8,418.72
32F	Takotna Depot .....	92.78	15,784.66	92.78	8,175.39	----	7,609.27
33A**	Otter Creek Towpath .....	----	448.23	----	----	----	448.23
33B**	Summit-Otter Creek .....	----	5,047.66	----	5,047.66	----	----
33C	Flat City-Flat Creek .....	674.03	8,108.34	674.03	8,108.34	----	----
33D	Head Flat Creek-Willow Creek	2,463.16	16,860.17	2,463.16	15,617.17	----	1,243.00
33DA	Happy Creek Road .....	242.41	633.39	242.41	272.93	----	360.46
33E	Willow Creek-Chicken Creek .....	104.72	12,111.38	104.72	10,611.38	----	1,500.00
33F	Flat City-Slate Creek .....	1,374.74	43,789.71	1,374.74	18,275.01	----	25,514.70
33FA	Gold Horn Branch .....	----	3,640.63	----	627.80	----	3,012.83
33G	Candle Landing-Candle Creek .....	----	6,577.16	----	980.16	----	5,597.00
33H	Flat Aviation Field .....	374.15	5,555.60	374.15	654.15	----	4,901.45
34**	Iditarod-Dishkaket .....	----	4,830.98	----	100.00	----	4,730.98
34A	Flat-Holy Cross-Anvik .....	----	2,603.26	----	2,603.26	----	----

Subproject		Cost	Total Cost	Cost M & I	Total Cost	Cost Con.	Total Cost
No.	Name	1938	to 6-30-38	1938	M & I to 6-30-38	1938	Construction to 6-30-38
34B	Iditarod-Shageluk-Anvik .....	-----	\$1,365.66	-----	\$865.66	-----	\$500.00
35A	Archangel Extension .....	\$770.74	35,130.32	\$770.74	17,932.40	-----	17,197.92
35AA	Sherry Branch .....	-----	1,768.49	-----	649.17	-----	1,119.32
35AB**	Fairangel Extension .....	-----	104.20	-----	-----	-----	104.20
35B	Palmer-Fishhook .....	7,692.20	100,351.05	7,692.20	30,760.83	-----	69,590.22
35BA	Falk Road .....	17.23	1,140.91	17.23	38.16	-----	1,102.75
35C	Palmer-Matanuska River ....	341.58	42,244.92	341.58	13,078.78	-----	29,166.14
35D	Willow Creek Extension ....	18,334.61	144,268.18	7,104.00	94,903.43	\$11,230.61	49,364.75
35DA	Gold Chord Branch .....	3,908.73	18,587.67	1,798.73	4,081.07	2,110.00	14,506.60
35DB	Lucky Shot-Willow .....	13,884.64	190,681.75	6,723.64	21,444.39	7,161.00	169,237.36
35DC	Willow Creek Mines Field ..	-----	305.95	-----	-----	-----	305.95
35DD	Upper Willow Branch .....	9,996.00	9,996.00	-----	-----	9,996.00	9,996.00
35E	Wasilla-Fishhook .....	2,273.77	140,368.16	2,273.77	106,955.53	-----	33,412.63
35EA	Lakeview Road .....	146.04	7,690.51	146.04	1,175.44	-----	6,515.07
35F	Wasilla-Knik .....	602.76	61,030.35	602.76	32,469.88	-----	28,560.47
35G	Palmer-Springer .....	1,560.96	50,783.67	1,560.96	9,919.97	-----	40,863.70

No.	Subproject Name	Cost 1938	Total Cost to 6-30-38	Cost M & I 1938	Total Cost M & I to 6-30-38	Cost Con. 1938	Total Cost Constructi to 6-30-38
35H	Wasilla-Finger Lake-Palmer .....	\$19,594.14	\$87,644.55	\$10,119.14	\$36,194.18	\$9,475.00	\$51,450.37
35I	Moose-Palmer .....	311.16	22,377.98	311.16	3,551.93	----	18,826.05
35J	Wasilla-Matanuska .....	908.27	43,624.63	908.27	23,345.78	----	20,278.85
35K	Matanuska Trunk Road .....	1,158.27	64,001.55	1,158.27	42,515.50	----	21,486.05
35L	Palmer-Matanuska .....	1,652.49	52,668.21	1,652.49	26,149.13	----	26,519.08
35LA	McLeod Road .....	59.57	5,915.65	59.57	1,698.28	----	4,217.37
35N**	Houston-Willow Creek .....	----	1,212.32	----	272.00	----	940.32
35O	Fishhook-Goldmint .....	811.02	27,423.96	811.02	9,887.13	----	17,536.83
35P**	Moose Creek-Baxter .....	----	2,218.62	----	----	----	2,218.62
35Q	Edlund Road .....	284.26	5,297.73	284.26	1,431.36	----	3,866.37
35R	Bogard Road .....	2,214.42	19,517.79	2,214.42	7,052.24	----	12,465.55
35RA	Engstrom Road .....	71.35	2,223.14	71.35	106.46	----	2,116.68
35S	Moose Creek Trail .....	----	2,118.44	----	77.43	----	2,041.01
35T	Werner Connection .....	----	693.98	----	207.04	----	486.94
35U	Moose Creek Aviation Field .....	----	481.75	----	20.25	----	461.50
35V**	Fishhook Aviation Field .....	----	917.49	----	68.75	----	848.74

No.	Subproject Name	Cost 1938	Total Cost to 6-30-38	Cost M & I 1938	Total Cost M & I to 6-30-38	Cost Con. 1938	Total Cost Construction 6-30-38
35W	Wasilla Aviation Field....	----	\$999.50	----	\$540.00	----	\$459.50
35X	Wasilla Aviation Field Road.....	\$0.75	1,824.20	\$0.75	688.26	----	1,135.94
35Y	Wasilla Depot.....	329.49	4,409.79	329.49	4,409.79	----	-----
36	Mineral Creek.....	1,260.53	96,422.31	1,260.53	39,359.30	----	57,063.01
36A**	Granby Road.....	----	3,431.35	----	349.44	----	3,081.91
36B	South 2nd Street Cordova..	64.80	3,437.95	64.80	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.....	494.83	494.83	494.83	494.83	----	-----
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 1938	Total Cost to 6-30-38	Cost M & I 1938	Total Cost M & I to 6-30-38	Cost Con. 1938	Total Cost Construction to 6-30-38
38A	Ruby-Long .....	\$9,009.48	\$289,640.89	\$9,009.48	\$157,620.54	----	\$132,020.35
38AB	Long-Birch Creek .....	----	950.74	----	----	----	950.74
38B	Poorman-Cripple .....	42.46	7,596.80	42.46	6,093.84	----	1,502.96
38C	Ophir-Cripple .....	----	4,778.05	----	2,879.05	----	1,899.00
38D	Ophir-Takotna .....	25,714.77	317,145.21	25,714.77	142,637.71	----	174,507.50
38DA	Little Creek Road .....	31.36	14,428.50	31.36	3,780.46	----	10,648.04
38E	Long-Poorman .....	3,033.76	212,297.38	3,033.76	95,104.82	----	117,192.56
38EA	Poorman Aviation Field .....	----	3,697.20	----	1,903.33	----	1,793.87
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 .....	14.13	10,291.66	14.13	2,357.42	----	7,934.24
38H	Ganes Creek Road .....	1,230.12	27,976.22	1,230.12	24,572.37	----	3,403.85
38K	Ruby Aviation Field .....	9,945.86	13,234.26	----	1,298.51	\$9,945.86	11,935.75
38L	Ruby Aviation Field Road ...	----	918.42	----	418.42	----	500.00

51

No.	Subproject Name	Cost 1938	Total Cost to 6-30-38	Cost M & I 1938	Total Cost M & I to 6-30-38	Cost Con. 1938	Total Cost Construction to 6-30-38
38M	Ophir Aviation Field . . . .	\$170.50	\$1,995.62	----	----	\$170.50	\$1,995.62
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 . . . . .	110.32	8,561.41	\$110.32	1,010.64	----	7,550.77
41A	Kotzebue-Shungnak . . . . .	----	4,523.41	----	4,523.41	----	----
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 . . . . .	425.61	3,329.58	425.61	3,329.58	----	----
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 . . . . .	352.00	20,331.63	352.00	9,172.92	----	11,158.71
44B	Skagway Aviation Field . . .	426.47	8,653.31	426.47	1,867.78	----	6,785.53

No.	Subproject Name	Cost 1938	Total Cost to 6-30-38	Cost M & I 1938	Total Cost M & I to 6-30-38	Cost Con. 1938	Total Cost Construction to 6-30-38
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 .....	\$208.95	17,044.09	\$208.95	4,472.46	----	12,571.63
46A	Roosevelt-Kantishna ....	----	61,686.53	----	19,723.84	----	41,962.69
46B	Lignite-Kantishna .....	3,826.86	16,956.86	----	1,163.09	\$3,826.86	15,793.77
46C	Nenana-Knight's Road-house .....	310.98	5,402.93	310.98	3,810.35	----	1,592.58
46D	McKinley Park Road .....	90,205.75	1,345,020.48	30,347.84	248,847.53	59,857.91	1,096,172.95
46DA	Kantishna-Park Boundary	18,952.51	20,585.39	----	----	18,952.51	20,585.39
46DB	Savage River Airfield ..	----	160.93	----	----	----	160.93
46E	Diamond-Telida .....	----	10,779.37	----	3,967.81	----	6,811.56
46F	Nenana Cemetery Road ...	----	11,694.11	----	7,875.48	----	3,818.63
46G	Kobi-Bonnifield .....	144.60	5,912.11	144.60	205.50	----	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

Subproject		Cost	Total Cost	Cost M & I	Total Cost	Cost Con.	Total Cost
No.	Name	1938	to 6-30-38	1938	M & I to 6-30-38	1938	Construction to 6-30-38
47	Coldfoot-Wiseman .....	\$2,490.29	\$23,448.55	\$2,490.29	\$14,505.94	----	\$8,942.61
47A	Wiseman Aviation Field .....	618.74	9,669.79	618.74	3,056.54	----	6,613.25
47B	Nolan Branch .....	876.05	38,711.93	876.05	20,077.19	----	18,634.74
47C	Wiseman-Hammond .....	1,582.63	20,609.92	1,582.63	16,642.85	----	3,967.07
47D	Jim Pup Trail .....	265.40	5,894.13	265.40	3,269.00	----	2,625.13
47E	Myrtle Creek Trail .....	23.40	2,189.71	-----	-----	\$23.40	2,189.71
47F	Wiseman-Porcupine Creek ...	146.28	1,719.94	-----	-----	146.28	1,719.94
34 48	Iliamna Bay-Iliamna Lake ..	32,833.40	144,784.09	2,713.40	24,634.41	30,120.00	120,149.68
49	Davidson's Landing- Taylor .....	75.94	26,079.45	75.94	18,366.28	----	7,713.17
50*	Stikine River .....	-----	2,256.75	-----	-----	----	2,256.75
51	Talkeetna-Cache Creek .....	5,975.30	339,349.15	5,975.30	168,689.80	----	170,659.35
51A	Cache Creek Trail .....	539.66	6,263.48	539.66	3,993.48	----	2,270.00
51B	Peters' Creek Road .....	21,019.72	79,839.47	5,744.72	17,511.40	15,275.00	62,328.07
51C	Yentna-Mills Creek .....	159.42	5,441.20	159.42	310.76	----	5,130.44
51D	Mile 32-Spruce Creek .....	-----	106.98	-----	106.98	----	-----
51E	Mills Creek-Cache Creek ...	262.72	3,081.64	262.72	1,774.19	----	1,307.45

No.	Subproject Name	Cost 1938	Total Cost to 6-30-38	Cost M & I 1938	Total Cost M & I to 6-30-38	Cost Con. 1938	Total Cost Construction to 6-30-38
61A	Kotsina Trail .....	-----	\$16,095.29	-----	\$1,523.74	-----	\$14,571.55
61B**	Mugget Creek Extension .....	-----	1,630.00	-----	1,630.00	-----	-----
61C**	Elliott-Kotsina .....	-----	6,858.42	-----	-----	-----	6,858.42
61E	Farnan Trail .....	-----	941.96	-----	15.80	-----	926.16
61F	Nizina-Bremner Sled Road....	\$190.20	27,568.56	\$190.20	1,790.04	-----	25,778.52
61G	Bremner Aviation Field .....	-----	2,500.00	-----	-----	-----	2,500.00
62	Dime Creek .....	929.31	84,670.30	929.31	40,967.34	-----	43,702.96
62A	Haycock-Bear Creek .....	18.00	789.24	18.00	573.24	-----	216.00
62B	Haycock Aviation Field .....	21.25	2,136.65	21.25	21.25	-----	2,115.40
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 .....	623.39	36,803.06	623.39	16,738.20	-----	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 ....	139.25	5,628.64	139.25	764.12	-----	4,864.52

38

No.	Subproject Name	Cost 1938	Total Cost to 6-30-38	Cost M & I 1938	Total Cost M & I to 6-30-38	Cost Con. 1938	Total Cost Construction to 6-30-38
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
65A	Gulkana-Chitochina .....	\$13,820.10	462,196.89	\$13,820.10	139,257.39	-----	322,939.50
65AB	Gakona Aviation Field .....	-----	41.79	-----	41.79	-----	-----
65B	Chistochina-Slate Creek .....	4,447.91	13,327.23	-----	1,355.91	\$4,447.91	11,971.32
65C	Chistochina-Slate .....	2,241.40	210,415.31	2,241.40	27,716.08	-----	182,699.23
65CA	Slana-Tanana Crossing .....	-----	2,000.00	-----	-----	-----	2,000.00
65D	Kechumstuk-Tanana Crossing ...	-----	1,669.82	-----	1,699.82	-----	-----
65E	Chicken-Kechumstuk .....	-----	1,663.50	-----	1,663.50	-----	-----
65F	Grundler-Tanana Crossing .....	168.90	13,045.29	168.90	3,672.58	-----	9,372.71
65G	Slana-Chisana .....	10,043.06	181,394.40	10,043.06	35,208.65	-----	146,185.75
65GA	Slana-Ahtel Creek .....	-----	183.09	-----	-----	-----	183.09
65H	Tanana Crossing Aviation Field .....	7,849.60	11,450.71	-----	51.11	7,849.60	11,399.60
65K	Chistochina Aviation Field ...	-----	2,634.97	-----	-----	-----	2,634.97

No.	Subproject Name	Cost 1938	Total Cost to 6-30-38	Cost M & I 1938	Total Cost M & I to 6-30-38	Cost Con. 1938	Total Cost Construction to 6-30-38
66**	Matanuska-Chickaloon .....	-----	\$1,268.30	-----	-----	-----	\$1,268.30
67	Nome-Teller .....	\$181.69	13,939.91	\$181.69	\$13,639.91	-----	300.00
67A	Teller-Cape Prince of Wales .....	169.61	3,961.19	169.61	3,961.19	-----	-----
67B	Teller-Bluestone .....	17,155.43	55,047.11	-----	13,914.55	\$17,155.43	41,132.56
67C	Teller-Pilgrim Hot Springs .....	1.84	3,506.46	1.84	1,706.46	-----	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 .....	3,673.83	11,435.51	1,173.83	3,113.44	2,500.00	8,322.07
67G	Lost River Aviation Field .....	-----	258.94	-----	137.54	-----	120.40
67H	Wales Aviation Field .....	-----	121.40	-----	-----	-----	121.40
67J	Woolley-Gold Run .....	15.00	45.15	15.00	45.15	-----	-----
68	Flagging Trails .....	1,964.86	110,360.55	1,964.86	110,360.55	-----	-----
70	Miscellaneous Surveys and Reconnaissances .....	-----	22,774.94	-----	2,169.10	-----	20,605.84
72*	Wrangell Oil Dock .....	-----	4,964.97	-----	-----	-----	4,964.97

39

No.	Subproject Name	Cost 1938	Total Cost to 6-30-38	Cost M & I 1938	Total Cost M & I to 6-30-38	Cost Con. 1938	Total Cost Construction to 6-30-38
72A*	Wrangell Cemetery Road ....	-----	\$8,639.22	-----	\$2,350.00	-----	\$6,289.22
73	Marshall Road .....	\$5,024.67	40,648.06	\$1,804.67	16,829.01	\$3,220.00	23,819.05
73A	Kotlik-Marshall .....	91.00	4,684.62	91.00	3,834.62	-----	850.00
73B	Stuyahok Tractor Road .....	3,281.93	4,941.93	-----	-----	3,281.93	4,941.93
73C	Old Hamilton-Scammon Bay ..	252.00	3,078.07	252.00	1,224.62	-----	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 .....	6,237.58	138,952.96	6,237.58	81,949.17	-----	57,003.79
75A	Anchorage-Lake Spenard ....	2,330.68	31,608.90	2,330.68	21,598.67	-----	10,010.23
75C	Chester Creek Boat Landing .....	16.01	1,813.62	16.01	1,031.20	-----	782.42
75D	Anchorage Depot	405.02	19,593.28	405.02	9,626.93	-----	9,966.35
75E	McDonald Road .....	11.72	3,099.32	11.72	1,994.19	-----	1,105.13
75F	Spenard-Campbell Creek ....	-----	1,948.16	-----	-----	-----	1,948.16
75G**	East First Street Anchorage .....	-----	1,023.46	-----	-----	-----	1,023.46
75H	Lake Spenard Aviation Field .....	-----	277.45	-----	-----	-----	277.45

OH



No.	Subproject Name	Cost 1938	Total Cost to 6-30-38	Cost M & I 1938	Total Cost M & I to 6-30-38	Cost Con. 1938	Total Cost Construction to 6-30-38
75I	Oilwell Road .....	\$3,470.20	\$13,121.17	\$1,040.20	\$6,101.18	\$2,430.00	\$7,019.99
75J	Anchorage Aviation Field ..	----	5,222.04	----	608.04	----	4,614.00
75L	Anchorage Loop-Matanuska River .....	32,206.96	632,943.64	16,056.96	49,258.11	16,150.00	583,685.53
75LA	Bodenburg-Butte Loop .....	353.64	27,721.21	353.64	1,261.64	----	26,459.57
75M	Anchorage-Radio Road .....	37.33	548.47	37.33	100.38	----	448.09
76	Cantwell-Valdez Creek .....	----	59,048.70	----	9,008.16	----	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	----	----
80A	McGrath-Takotna .....	----	428.05	----	428.05	----	----
80AA	McGrath-Takotna (winter) ..	31.22	7,469.34	31.22	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

No.	Subproject Name	Cost 1938	Total Cost to 6-30-38	Cost M & I 1938	Total Cost M & I to 6-30-38	Cost Con. 1938	Total Cost Construction to 6-30-38
80F	Medfra-Nixon Mine .....	\$519.93	\$34,836.51	\$519.93	\$11,210.78	----	\$23,625.73
80G	Takotna-Nixon Fork .....	29,122.75	29,733.31	----	610.56	\$29,122.75	29,122.75
80GG**	Takotna-Nixon Fork (winter) .....	----	183.16	----	183.16	----	----
80H	McGrath Aviation Field ....	8,850.08	26,986.26	----	789.75	8,850.08	26,196.51
80J	Medfra Aviation Field .....	----	4,389.00	----	1,560.00	----	2,829.00
81	Point Gustavus Roads .....	1,099.21	43,330.92	1,099.21	17,240.78	----	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 .....	163.83	5,412.71	163.83	4,251.48	----	1,161.23
87	Woodchopper-Coal Creek.....	3,702.29	12,200.86	----	2,008.75	3,702.29	10,192.11
88	Ferry-Eva-Moose Creek	114.09	39,435.80	114.09	21,075.91	----	18,359.89
89	Kougarok Reconnaissance ...	----	4,312.11	----	----	----	4,312.11
89A	Seward Peninsula Rail-road .....	20,166.61	409,166.61	20,166.61	228,460.17	----	180,562.28
89AB	Bunker Hill-Kougarok .....	30,462.04	68,317.66	2,151.00	7,238.12	28,311.04	61,079.54

42

No.	Subproject Name	Cost 1938	Total Cost to 6-30-38	Cost M & I 1938	Total Cost M & I to 6-30-38	Cost Con. 1938	Total Cost Construction to 6-30-38
89B	Pilgrim Aviation Field.	----	\$1,227.90	----	\$511.90	----	\$716.00
89C	Iron Creek-American Creek.....	\$549.86	6,029.47	\$549.86	3,874.55	----	2,154.92
89D	Iron Creek Road.....	3,976.52	3,976.52	----	----	\$3,976.52	3,976.52
90A	Shelter Cabins, First Division.....	----	340.35	----	----	----	340.35
90B	Shelter Cabins, Second Division.....	1,000.00	45,880.93	1,000.00	12,369.63	----	33,511.30
90C	Shelter Cabins, Third Division.....	50.79	25,711.66	50.79	2,826.67	----	22,884.99
90D	Shelter Cabins, Fourth Division.....	949.21	49,437.72	949.21	10,093.54	----	39,344.18
91*	Yakutat.....	----	50.55	----	----	----	50.55
92A	Bethel-Quinhagak.....	4.67	10,075.33	4.67	8,277.83	----	1,797.50
92AA	Bethel Airfield.....	52,555.25	52,555.25	----	----	52,555.25	52,555.25
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-Kuskokwin Portage	----	31,815.25	----	5,299.27	----	26,515.98
92F	Quinhagak-Goodnews Bay	3.31	9,213.53	3.31	6,795.76	----	2,417.77

No.	Subproject Name	Cost 1938	Total Cost to 6-30-38	Cost M & I 1938	Total Cost M & I to 6-30-38	Cost Con. 1938	Total Cost Construction to 6-30-38
92FA	Goodnews Bay-Platinum Creek Trail.....	----	\$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.....	\$71.27	5,908.85	\$71.27	3,393.89	----	2,514.96
92MA	Marvel Creek Trail.....	----	571.67	----	571.67	----	----
92N**	Akiak-Canyon Creek.....	----	306.00	----	306.00	----	----
92O	Tuluksak-Foothills.....	----	1,928.44	----	743.32	----	1,185.12
92P	Holy Cross-Kaltshak.....	----	1,680.97	----	1,180.97	----	500.00
92Q	Upper Landing-Bear Creek	----	23,157.57	----	6,057.57	----	17,100.00
92R	Dillingham-Snag Point....	1,185.80	46,259.98	1,185.80	3,832.25	----	42,427.73
92S	Bethel-Munichak.....	1,120.00	3,206.36	----	----	\$1,120.00	3,206.36
92T	Johnson River-Kinak Trail	960.00	960.00	----	----	960.00	960.00
93	Chulitna Trail.....	159.05	9,530.20	159.05	2,573.76	----	6,956.44
93A	Bull River Trail.....	60,182.23	68,212.79	----	2,702.93	60,182.23	65,509.86

Subproject		Cost	Total Cost	Cost M & I	Total Cost	Cost Con.	Total Cost
No.	Name	1938.	to 6-30-38	1938	M & I to 6-30-38	1938.	Construction to 6-30-38
93AB	Colorado Aviation Field .....	\$1,277.63	\$1,295.63	----	\$18.00	\$1,277.63	\$1,277.63
93B	Indian River .....	98.45	8,977.40	\$98.45	2,411.17	----	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 .....	4,524.76	117,057.78	4,524.76	34,192.38	----	82,865.40
94A**	Kalsin Bay Trail .....	----	55.00	----	55.00	----	----
95	Kanatak-Becharof Lake .....	----	31,316.08	----	7,433.77	----	23,882.51
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-Melchina .....	68.52	11,661.81	68.52	1,885.73	----	9,776.08
97	Suntrana Footbridge .....	----	413.80	----	----	----	413.80
97A	Healy Aviation Field .....	----	641.79	----	150.00	----	491.79
98	Homer Spit .....	17,681.16	76,464.75	2,301.16	15,045.00	15,380.00	61,419.75
98A	Nuka Bay .....	----	5,757.75	----	2,106.77	----	3,650.98
98B	Ninilchik Aviation Field ...	----	384.18	----	----	----	384.18
98BA	Ninilchik Road .....	.30	5,036.22	.30	36.22	----	5,000.00

No.	Subproject Name	Cost 1938	Total Cost to 6-30-38	Cost M & I 1938	Total Cost M & I to 6-30-38	Cost Con. 1938	Total Cost Construction to 6-30-38
98C	Kasilof Aviation Field	----	\$674.52	----	----	----	\$674.52
98D	Kasilof Road .....	\$5.77	20,205.48	\$5.77	\$3,059.13	----	17,146.35
99	Seldovia-McDonald Spit	----	30,005.26	----	5.26	----	30,000.00
100	Office & General Overhead .....	28,492.98	769,253.54	16,312.40	422,112.78	\$12,180.58	347,140.76
101	Territorial General Overhead .....	----	71,521.31	----	31,584.89	----	39,936.42
	TOTAL COSTS .....	\$1,236,596.73	\$26,183,200.90	\$647,739.23	\$12,205,279.59	\$588,857.50	\$13,977,921.31
94 110	Book Value of Plant ..	21,505.38	308,386.80	----	----	----	----
111	Supplies and Materials on hand .....	118,690.20	390,613.36	----	----	----	----
112	Equipment lost in shipwreck .....	----	35,670.93	----	----	----	----
	TOTAL EXPENDITURES	\$1,376,792.31(a)	\$26,917,871.99(b)				

\* Transferred to other departments.

\*\* Abandoned.

(a) Includes \$4,068.45 Direct Treasury settlements. Does not include \$10,841.16 reimbursements, refunds and receipts from sales.

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

COST IN DETAIL, TERRITORIAL AND CO-OPERATIVE PROJECTS

(Included in preceding table)

FIRST DIVISION

Account No.	Name of Subproject	Federal	Territorial	Total
2H	Juneau Wharf and Float .....	\$557.72	\$158.45(a)	\$716.17
2J	Juneau Lower Float .....	- --	42.55(a)	42.55
3AB	Haines-Pleasant Camp .....	3,563.03	6,230.18	9,793.21
3D	Haines-Mud Bay .....	651.51	1,000.00	1,651.51
3E	Haines-Chilkoot .....	249.39	440.00	689.39
14C	Sitka Pioneer Cemetery Road .	- --	303.35	303.35
44A	Skagway Trails .....	132.00	220.00	352.00
44B	Skagway Airfield .....	- --	426.47	426.47
81	Point Gustavus Roads .....	419.21	680.00	1,099.21
	Totals .....	\$5,572.86	\$9,501.00	\$15,073.86

(a) Contributed by Federal Bureaus, Juneau.

SECOND DIVISION

Account No.	Name of Subproject	Federal	Territorial	Total
8	Nome-Council .....	\$3,699.58	\$8,761.60	\$12,461.18
8D	Council-Ophir .....	183.50	120.00	303.50
13A	Nome-Bessie .....	461.97	310.00	771.97
13B	Bessie-Snake River .....	1,022.19	640.00	1,662.19
13C	Bessie-Sunset Creek .....	491.03	330.00	821.03
13F	Nome-Osborne .....	465.78	320.00	785.78
13K	Bessie-Buster .....	816.71	590.00	1,406.71
25D	Mouth of Center Creek .....	533.97	400.00	933.97
25E	Submarine-Paystreak .....	81.38	60.00	141.38
25L	Nome Airfield .....	- --	1,055.61(a)	1,055.61
25N	Nome City Streets .....	- --	542.75(b)	542.75
26	Candle Creek Road .....	1,952.26	1,280.00	3,232.26
26E	Candle Airfield .....	- --	40.00	40.00
27	Deering-Inmachuk .....	1,988.23	1,320.00	3,308.23
62B	Haycock Airfield .....	- --	21.25	21.25
67F	Tin City-Goodwin .....	1,173.83	2,500.00	3,673.83
73	Marshall Road .....	1,704.67	3,500.00	5,204.67
89AB	Bunker Hill-Kougarok .....	20,462.04	10,000.00	30,462.04
89D	Iron Creek Road .....	- --	3,976.52	3,976.52
90B	Shelter Cabins .....	- --	1,000.00	1,000.00
	Totals .....	\$35,037.14	\$36,767.73	\$71,804.87

(a) Includes \$24.98 contributed by others.

(b) \$265.50 contributed by City of Nome and \$277.25 contributed by others.



THIRD DIVISION

Account No.	Name of Subproject	Federal	Territorial	Total
6E	Chitina-Native School Road	- --	\$15.92	\$15.92
35A	Archangel Extension .....	\$630.74	140.00(a)	770.74
35DA	Gold Chord Branch .....	2,336.23	1,572.50(b)	3,908.73
35DB	Lucky Shot-Willow Station .	8,064.86	5,819.78	13,884.64
35K	Matanuska Trunk Road .....	708.27	450.00	1,158.27
35L	Palmer-Matanuska .....	1,042.49	610.00	1,652.49
35Q	Edlund Road .....	189.26	95.00	284.26
35R	Bogard Road .....	1,344.42	870.00	2,214.42
36	Valdez-Mineral Creek .....	810.53	450.00	1,260.53
36B	South 2nd Street, Cordova .	- --	64.80	64.80
36H	Valdez Streets .....	- --	494.83(c)	494.83
51F	Cache Creek Airfield .....	- --	117.38	117.38
51G	Talkeetna Airfield .....	- --	1,052.58	1,052.58
57	McCarthy-Dan Creek .....	11,545.43	6,750.00	18,295.43
57D	Chititu Branch .....	435.60	275.00	710.60
57F	McCarthy Airfield .....	- --	106.49(d)	106.49
57J	McCarthy-Kennecott .....	- --	785.08(e)	785.08
60A	Valdez Airfield .....	- --	243.45	243.45
75A	Anchorage-Lake Spenard ....	- --	2,330.68	2,330.68
75C	Chester Creek Boat Landing Road .....	- --	16.01	16.01
75I	Oilwell Road .....	- --	3,470.20	3,470.20

THIRD DIVISION (con'td)

Account No.	Name of Subproject	Federal	Territorial	Total
90C	Shelter Cabins .....	- --	\$50.79	\$50.79
92R	Dillingham-Snag Point ....	\$735.80	450.00	1,185.80
93A	Bull River Road .....	50,182.23	10,000.00	60,182.23
93AB	Colorado Airfield .....	- --	1,277.63	1,277.63
	Totals .....	\$78,025.86	\$37,508.12(f)	\$115,533.98

- (a) Contributed by Fern Mining Co.  
 (b) \$1,500.00 contributed by Alaska Pacific Mining Co.  
 \$40.00 by A. G. Dodson and \$32.50 by Gold Chord Mining Co.  
 (c) Includes \$85.42 contributed by the City of Valdez.  
 (d) Includes \$10.09 miscellaneous contributions.  
 (e) Includes \$49.32 contributed by the Kennecott Copper Corp.  
 (f) Includes \$8,000.00 reported undistributed in 1937.

FOURTH DIVISION

Account No.	Name of subproject	Federal	Territorial	Total
4AD	Rapids Airfield .....	- --	\$229.10	\$229.10
4JA	Lake Harding Road .....	\$544.40	598.50(a)	1,142.90
7B	Fox-Olnes .....	1,023.83	1,000.00	2,023.83
7C	Summit-Fairbanks Creek .....	- --	3,882.07	3,882.07
7D	Ester Creek .....	4,213.98	672.75(b)	4,886.73
7DA	College Spur .....	- --	90.02(c)	90.02
7DB	Ester-Dome .....	- --	1,002.24	1,002.24
7DC	St. Patricks -Happy-Gold- stream .....	1,102.53	440.00	1,542.53
7N	Farmers-Birch Hill .....	909.54	395.00	1,304.54
7NA	Isabelle Creek .....	220.66	90.00	310.66
7T	Farmers-Chena Slough .....	- --	1,026.54	1,026.54
15C	Circle Hot Springs Airfield.	- --	674.14	674.14
30	Hot Springs Landing-Eureka .	5,636.71	5,000.00	10,636.71
33H	Flat Airfield .....	- --	374.15	374.15
38D	Ophir-Takotna .....	21,004.14	4,710.63	25,714.77
38DA	Little Creek Road .....	- --	31.36	31.36
38G	Takotna Airfield Road .....	- --	14.13	14.13
38H	Ganes Creek Road .....	- --	1,230.12	1,230.12
38M	Ophir Airfield .....	- --	170.50	170.50
46DA	Park Boundary-Kantishna ....	18,792.51	160.00(d)	18,952.51
63B	Brooks-Livengood Creek .....	- --	623.39	623.39

FOURTH DIVISION (Cont'd)

Account No.	Name of subproject	Federal	Territorial	Total
63E	Livengood Airfield .....	- --	\$139.25	\$139.25
80G	Takotna-Nixon Fork .....	\$24,201.75	4,921.00	29,122.75
90D	Shelter Cabins .....	- --	949.21	949.21
	Totals .....	\$77,650.05	\$28,424.10	\$106,074.15

- a) Contributed by E. Clausen and others.  
 (b) Contributed by U. S. Mining, Smelting & Refining Corp.  
 c) Includes \$23.64 contributed by University of Alaska.  
 d) Contributed by Franzen and Hawkins.

## SUMMARY BY DIVISIONS, TERRITORIAL AND CO-OPERATIVE PROJECTS

	Federal	Territorial	Total
First Division .....	\$5,572.86	\$9,501.00	\$15,073.86
Second Division .....	35,037.14	36,767.73	71,804.87
Third Division .....	78,025.86	37,508.12	115,533.98
Fourth Division .....	77,650.05	28,424.10	106,074.15
Totals .....	\$196,285.91	\$112,200.95(a)	\$308,486.86

(a) Includes \$4,080.95 contributed by others, \$13,355.48<sup>✓</sup> outstanding obligations against Territorial Projects and \$8,000.00 undistributed in 1937.

## TOTAL COSTS, BY DISTRICTS

District	Construction	Maintenance and Improvement	Total
neau Office and General Overhead	\$12,180.58	\$16,312.40	\$28,492.98
Southeastern .....	- --	17,320.92	17,320.92
ldez .....	- --	57,919.91	57,919.91
ritina .....	4,447.91	134,037.13	138,485.04
airbanks .....	155,358.76	185,122.70	340,481.46
uthwestern .....	260,650.47	127,696.02	388,346.49
Kuskokwim .....	97,774.86	44,637.69	142,412.55
l me .....	58,444.92	64,692.46	123,137.38
Total costs .....	\$588,857.50	\$647,739.23	\$1,236,596.73
Plant, materials, etc., undistributed .....			140,195.58
Total expenditure .....			\$1,376,792.31(a)

( ) Includes \$4,068.45 direct Treasury Settlements; does not include \$10,841.16 from reimbursements, refunds and receipts from sales.

APPROPRIATIONS

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

Act of June 12, 1906 .....	\$150,000.00
Act of June 20, 1906 .....	35,000.00(1)
Act of Mar. 2, 1907 .....	250,000.00
Act of May 11, 1908 .....	250,000.00
Act of Mar. 3, 1909 .....	350,000.00
Act of Mar. 23, 1910 .....	100,000.00
Act of Mar. 3, 1911 .....	150,000.00
Act of Aug. 24, 1912 .....	125,000.00
Act of Mar. 2, 1913 .....	155,000.00(2)
Act of Apr. 27, 1914 .....	125,000.00
Act of Mar. 4, 1915 .....	165,000.00
Act of Aug. 29, 1916 .....	500,000.00
Act of May 2, 1917 .....	500,000.00
Act of July 9, 1918 .....	100,000.00
Act of July 11, 1919 .....	100,000.00
Act of June 5, 1920 .....	350,000.00
Act of June 30, 1921 .....	425,000.00(3)
Act of June 30, 1922 .....	465,000.00
Act of Mar. 2, 1923 .....	650,600.00(4)
Act of June 7, 1924 .....	725,000.00
Act of Dec. 6, 1924 .....	55,000.00(5)
Act of Feb. 12, 1925 .....	900,000.00
Act of Apr. 15, 1926 .....	900,000.00
Act of Feb. 23, 1927 .....	1,022,500.00(6)
Act of Mar. 23, 1928 .....	925,000.00(7)
Act of Feb. 28, 1929 .....	800,000.00
Act of May 28, 1930 .....	800,000.00
Act of Feb. 25, 1931 .....	800,000.00
Act of July 14, 1932 .....	494,310.00
Act of Feb. 17, 1933 .....	469,300.00(8)
Act of Mar. 2, 1934 .....	470,446.00(9)
Act of May 9, 1935 .....	500,000.00(10)
Act of June 22, 1936 .....	525,000.00(11)
Act of June 22, 1936 (Deficiency Act) .....	36,000.00
Act of Aug. 9, 1937 .....	535,000.00
Act of Aug. 25, 1937 .....	11.56
Act of May 9, 1938 .....	535,000.00
 Total .....	 \$15,338,167.56

- (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 1937 inclusive .....	\$4,621,057.22
Fiscal year 1938 .....	<u>141,609.19</u>
Total .....	<u>\$4,762,666.41</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 1937 inclusive .....	1,076,876.37
Fiscal years 1933 to 1937 (National Industrial Recovery) .	150,000.00
Fiscal year 1938 .....	<u>90,000.00</u>
Total .....	<u>\$1,316,876.37</u>
National Monuments:	
Fiscal years 1933 to 1937, inclusive .....	2,775.00
Fiscal year 1938 .....	<u>620.00</u>
Total .....	<u>\$3,395.00</u>
Warehouses and quarters:	
Fiscal year 1932 .....	<u>1,252.50</u>
Total Federal Appropriations .....	\$24,341,621.94

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

of the Territory:	
Public roads, bridges, trails and ferries:	
Fiscal years 1920 to 1937 inclusive .....	\$1,653,654.17
Fiscal year 1938 .....	76,120.00

Shelter cabins:		
Fiscal years 1922 to 1937 inclusive .....		\$111,245.50
Fiscal year 1938 .....		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>6,477.54</u>
Total Territory .....		<u>\$1,918,411.23</u>
By others:		
Fiscal years 1922 to 1937 inclusive .....		\$182,808.43
Fiscal year 1938:		
Federal Bureaus - Juneau .....	\$201.00	
Lomen Commercial Co. ....	12.00	
City of Nome .....	265.50	
Pacific Alaska Airways .....	17.23	
Mirow Air Service .....	253.00	
U. S. Smelting and Refining Co. .	692.75	
Alaska Pacific Mining Co. ....	1,500.00	
A. G. Dodson .....	40.00	
Fern Gold Mining Co. ....	140.00	
Gold Chord Mining Co. ....	32.50	
Town of Valdez .....	85.42	
Kennecott Copper Corp.....	49.32	
Cordova Air Service .....	2.00	
W. T. Ackerman .....	8.09	
E. Clausen and others .....	598.50	
Hawkins and Franzen .....	160.00	
University of Alaska .....	23.64	
*Residents of Ophir .....	1,815.00	
*Town of Fairbanks .....	<u>1,142.31</u>	<u>\$7,053.26</u>

\* These items allotted for expenditure in fiscal year 1939.

Total others .....	<u>\$189,846.69</u>
Total Contributed funds .....	<u>\$2,108,257.92</u>
Total Supervised funds (see Annual Report, 1932, pages 64-66) .....	<u>\$2,840,147.35</u>
Grand Total, All funds .....	\$29,290,027.21

