

ANNUAL REPORT OF THE  
ALASKA ROAD COMMISSION

1941

ANNUAL REPORT  
OF THE  
FEDERAL ROAD COMMISSION

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) Allotment under the first deficiency bill, approved April 1, 1941, toward construction of the Palmer-Richardson Highway Road.

For the fiscal year 1941, the following funds were made available from the above sources:

Item 1 .....	\$570,000
" 2 .....	150,000
" 3 .....	214,798
" 4 .....	50,000
" 5 .....	7,407
" 6 .....	1,000,000

For the current year or fiscal year 1942 an appropriation of \$684,500 under Item 1 and \$150,000 under Item 2 was made available by Act approved June 28, 1941. Under Item 4 the National Park Service has allotted \$27,000 and it is estimated that \$140,000 will be available under Item 3 and 5. \$1,000,000 was made available, until expended under Item 6.

SUMMARY OF ALL EXPENDITURES TO JUNE 30, 1941

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

Fiscal Year	Congressional appropriations	Alaska fund	Other funds	Total
1905-1930 .....	\$10,433,824.29	\$3,566,870.84(1)	\$1,984,826.03	\$15,985,521.16
31 .....	751,366.08	202,547.78	334,359.60	1,288,273.46
32 .....	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
34 .....	467,737.60	88,433.89	42,834.21	599,005.70
34 (N I R A).	780,396.23	-----	53,479.55	833,875.78
1935 .....	522,914.86	242,253.92	72,107.68	837,276.46
1935 (N I R A).	734,751.86	-----	93,727.33	828,479.19
35 (E R A).	1,454.28	-----	-----	1,454.28
1936 .....	446,805.60	149,562.32	203,749.55	800,117.47
1936 (N I R A).	77,797.00	-----	2,793.12	80,590.12
36 (E R A).	559,945.03	-----	-----	559,945.03
37 .....	558,472.55	122,394.77	208,313.82	889,181.14
1937 (E R A).	170,723.05	-----	-----	170,723.05
38 .....	659,793.85	159,163.39	181,669.48	1,000,626.72
1938 (E R A).	376,455.02	-----	-----	376,455.02
1939 .....	561,752.44	154,034.97	245,877.93	961,665.34
1939 (N I R A).	2,600.00	-----	-----	2,600.00
39 (E R A).	10,870.22	-----	-----	10,870.22
1940 .....	410,540.94	140,251.32	272,040.44	822,832.70
1941 .....	794,909.55	144,973.15	273,112.90	1,212,995.60
Totals ...	\$19,482,626.40	\$5,201,066.71	\$4,312,862.27	\$28,996,555.38

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

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

Fiscal Year	Increase of Compensation Acts	Quartermaster General	Funds Contributed	National Park Service
1918-1930 .....	\$95,076.45	\$4,694.80	\$1,453,212.53	\$431,842.25
1931 .....	-----	937.47	165,604.86	167,817.27
32 .....	-----	2,324.83	161,459.79	96,237.79
33 .....	-----	-----	6,698.71	77,249.51
1934 .....	-----	-----	36,027.35	6,806.86
1934 (N I R A).	-----	-----	-----	53,479.55
35 .....	-----	-----	51,607.68	20,500.00
1935 (N I R A).	-----	-----	-----	93,727.33
1936 .....	-----	-----	60,101.48	143,648.07
936 (N I R A).	-----	-----	-----	2,793.12
1937 .....	-----	-----	76,656.30	131,657.52
1938 .....	-----	-----	90,845.47	90,824.01
939 .....	-----	-----	146,953.91	98,924.02
940 .....	-----	-----	220,871.71	51,168.73
1941 .....	-----	-----	222,205.86	50,907.04
Totals ...	\$95,076.45(1)	\$7,957.10	\$2,692,245.65	\$1,517,583.07

(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 \$3,508.13.

Total Congressional appropriations .....		\$20,970,208.02	
Less - Reversions to Treasury .....	\$2,631.32		
Reversions to Treasury (Economy Legis-		47,094.50	
lation) .....			
Transfer to U. S. Engineer Department		417.21	
(Lowell Creek Flood Control) .....			
Balance unexpended .....	1,460,684.22		1,510,827.25
Amount expended .....		\$19,459,380.77	
Add - Navy Department reimbursement .....	3,976.19		
Repayments and voucher corrections,			
1920-1929 .....	19,269.44		23,245.63
Total expenditures .....		\$19,482,626.40	
Total Alaska Fund to June 30, 1940 .....		\$5,056,093.56	
Congressional authorization, fiscal			
year 1941 (1) .....	\$150,000.00		
Plus unexpended balance from			
previous fiscal year .....	10,806.72		
Plus repayments .....	29.85	160,836.57	
Less - Balance unexpended June 30,			
1941 .....	15,833.57		
Repayments .....	29.85	15,863.42	144,973.15
Total net expenditures .....		\$5,201,066.71	

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

These expenditures are summarized as follows:

Federal Appropriations

Congressional appropriations .....	\$19,482,626.40
Alaska Fund 1905-1941 .....	5,184,014.48
U. S. Treasury adjustment, 1912 .....	17,052.23
Increase of compensation acts, 1918-1925 .....	95,076.45
Quartermaster General, 1925-1932 .....	7,957.10
National Park Service, 1925-1940 .....	1,517,583.07
Total .....	\$26,304,309.73

Contributed Funds

Territory of Alaska, 1920-1941 .....	\$2,482,022.42
Miscellaneous .....	<u>210,223.23</u>
Total .....	<u>\$2,692,245.65</u>
Grand total .....	\$28,996,555.38

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 1941 (fiscal year 1942), the Territorial Board has allotted to the Alaska Road Commission the following amounts:

Cooperative road projects ...	\$125,000
Airfields .....	<u>5,000</u>
Total .....	\$130,000

MATERIALS, SUPPLIES AND EQUIPMENT

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

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

Commission averages about 4 per cent of the invoice price of items thus purchased.

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

2 Hiway mowers, powered	5 motor graders
9 pick-up trucks, $\frac{1}{2}$ -ton	4 trailbuilders for 44 h.p. tractor
48 dump trucks, $1\frac{1}{2}$ -yards	3 pull graders, 10 ft.
4 freight trucks, 2-ton	2 pull graders, 12 ft.
1 tractor, 35 h.p. with trailbuilder	3 D. D. skid hoists
8 tractors, 70 h.p. with trailbuilder	1 road maintainer
7 tractors, 110 h.p. with trailbuilder	3 shovels, $\frac{1}{2}$ cu. yd.
	2 compressors, 210 cu. ft.

#### ORGANIZATION

Labor both common and skilled, is secured entirely from local residents. Except for common laborers, of which only a few are required, labor of the right type has not been plentiful the past season due to the increase in jobs offered by new defense projects and the higher scale of wages paid on these projects. Many former employees who achieved their skill with the organization have accepted the line of higher wages, resulting in the necessity of breaking in many green hands for skilled jobs.

At the Juneau headquarters, located in the Federal and Territorial Building, is the general office staff consisting of a chief engineer and an assistant chief engineer with necessary clerical assistants.

Four district offices are located at Valdez, Anchorage, Fairbanks and Nome. 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 expenditures, particularly on small projects in isolated sections. Especially is this true of small road projects undertaken for the Territorial Government which are not included in the general road program of the Commission.

#### CONSTRUCTION METHODS

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

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

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

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

Bridges are built of native or imported timber, or steel, depending on their importance and location. Fir has been found to be the most suitable material for timber bridges but local timber is used for part of these structures. Metal culverts are used to replace culverts of native timber ordinarily used on new construction.

#### OPERATIONS DURING THE FISCAL YEAR

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

The Richardson Highway was open from Valdez to Fairbanks from May 13 to October 23. 14-3/4 miles of new road were constructed north from Salcha Station (Mile 339 of the Richardson Highway) to Moose Creek Bluff where it connects with a dyke to the Tanana River. The dyke will serve as a road forming a connecting link to the highway at Mile 355. Trucks for this work were furnished by the U. S. Engineers who handled the flood control project.

Work was started in mid April on both ends of the Palmer-Richardson Highway road which, when completed, will connect the Anchorage and Fairbanks road systems and provide a second inlet from the coast to Anchorage. Due to late arrival of equipment work was just getting well under way at end of the fiscal year.

Grading work connected with the standardization of the highway through Mt. McKinley National Park was practically completed to Mile 56.0, but no additional surfacing was placed. One mile of new trail was constructed from the Park Hotel to Horseshoe Lake.

Extension of the Bunker Hill-Kougarok road was continued. 3-3/4 miles were constructed during the season, completing the road to Mile 18.0. Beyond this point, 8 miles were graded and 8 miles were opened up.

A new road, 2-1/4 miles in length was constructed from Skagway toward Dyea to reach a proposed new cemetery site and to provide an outlet for tourists.

The new road, 23-1/2 miles in length which connects the Takotna and Ophir mining districts with steamboat navigation on the Kuskokwim River was made passable throughout in dry weather except for 1/2 mile south of the Takotna River. A 250 foot steel span for Takotna River was purchased and delivered at the Kuskokwim River landing.

In cooperation with miners in the District, 10-3/4 miles of new road were roughed out as an extension of the Ferry-Eva Creek road to serve new properties.

Maintenance of the Valdez Glacier Road, a 2-1/2 mile branch from the Valdez-Mineral Creek road was assumed.

The Eagle-Liberty road was improved to low automobile standard for 3.75 miles (to Mile 23.75), toward the mining activities in the Fortymile district.

The Hot Springs-Tofty Road was opened for light automobile traffic to Mile 18.

6.75 miles of secondary farm road were constructed at Homer.

A new trail along the lower reaches of the Kuskokwim River and Kuskokwim bay was marked by tripods for a distance of 105 miles.

8.75 miles of road and 6 miles of trail lying within the Naval Reserve at Kodiak were turned over to the U. S. Navy for maintenance.

In addition to the above, 15-1/2 miles of new road were constructed consisting entirely of short extensions or branches to existing roads. These projects varied from 1/4 mile to 3 miles in length.

New airfields were constructed with funds provided by the Territory at Eagle, Big Delta, Central House, Circle City, Homer and Lake Spenard.

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

New Construction: 72-1/2 miles of road of which 35-3/4 were surfaced, 3-3/4 miles of sled road, 106 miles of trails, one 180 foot steel span bridge, 350 linear feet of suspension span foot bridges and 1,386 linear feet of timber trestle bridges.

Improvement: 44-1/4 miles of road regraded and widened, 105 miles of road surfaced, 528 metal culverts, averaging 20 feet in length, installed principally as replacements for wooden culverts.

Maintenance: 2,022-1/4 miles of road, 139-1/4 miles of tramway, 554-1/4 miles of sled road, 977-1/2 miles of permanent trail and 224 miles of temporary flagged trail.

The total mileage of all routes as of June 30, 1941 is as follows:

	<u>Road</u>	<u>Sled Road</u>	<u>Trail</u>	<u>Flagged Trail</u>	<u>Grand Total</u>
June 30, 1940 .....	2,212-1/2	1,464-3/4	6,494-1/4	240	10,411-1/2
Fiscal Year 1941: .....					
New Mileage .....	50	3-3/4	106	-----	159-3/4
Reclassified, Aban- doned and transferred	<u>23-3/4</u>	<u>-33-1/4</u>	<u>-173</u>	<u>-16</u>	<u>-198-1/2</u>
Total .....	2,286-1/4	1,435-1/4	6,427-1/4	224	10,372-3/4
No work of either maintenance or improvement during fiscal year 1941 .....	124-3/4	881	5,449-3/4	-----	6,455-1/2

(a) Includes 139-1/4 miles tram road.

#### PROPOSED OPERATIONS

In addition to \$684,500 from appropriated funds, it is estimated there will be available from the "Alaska Fund" and Territorial appropriation, \$290,000 for the fiscal year ending June 30, 1942.

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

The balance of the Special Appropriation of \$1,000,000 for construction of the Palmer-Richardson Highway Road will be expended during the fiscal year in constructing approximately 90 miles on this route.

#### RECOMMENDATIONS

For the fiscal year ending June 30, 1943 an appropriation of \$1,980,000 is recommended in addition to funds available from other sources. This will provide for necessary maintenance to the existing system and for the continuance of construction on projects now under way and on needed new projects as outlined in the six-year program.

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

Palmer to Richardson Highway  
 Improvement of the Richardson Highway (Valdez to Fairbanks) by widening and renewal of bridges.  
 Bunker Hill-Kougarok Road  
 Kuskokwim Landing-Takotna  
 Skagway-Dyea

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

#### THIRTY-SIX YEARS' SERVICE

With the period covered by this report the Alaska Road Commission concludes its thirty-seventh year of service. The work accomplished consists of the construction and maintenance of 2,286-1/4 miles of road and tram road, 80 percent of which is suitable for automobiles in all summer weather, 1,435-1/4 miles of winter sled road, 6,427-1/4 miles of trail and 224 miles of flagged trail. The total costs to the end of the fiscal year are \$28,164,606.48, of which \$13,827,324.57 was for new work and \$14,337,281.91 was for maintenance and improvement. The total expenditures to date are \$28,996,555.38 of which \$21,103,243.02 was derived from Federal appropriations acts. The balance, \$7,893,312.36 or 27 percent 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 \$7,500.

Annual maintenance costs, including improvements and snow removal on a part of the mileage, are estimated as \$400 per mile for roads suitable for continuous traffic in any kind of summer weather, \$20 for sled roads, \$5 for trails. For the working season of 1940 the cost of maintenance per mile, including minor improvements, was \$313 for roads, of class mentioned above, \$16 for sled roads, \$5 for trails. Roads were kept open for traffic, except in unusual circumstances but maintenance was insufficient due to lack of funds.

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

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

The Richardson Highway, which with the Edgerton Cutoff from Chitina totals 410 miles, is now in such condition that a 3-ton truck can ordinarily travel from Valdez to Fairbanks, 370 miles, in 18 hours. Actually the first automobile went over this route in 1913, after the route had been used as a pack-trail 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, 1941 including all costs for construction and maintenance over the 35-year period of use for the 410 miles, is \$20,903.

The Steese Highway extending from Fairbanks to Circle, a distance of 162 miles is suitable for traffic not exceeding 3-ton trucks. Including maintenance, the total cost per mile of this road to June 30, 1941 is \$12,968. This includes its life as a sled road from 1906 and partly constructed wagon road beginning in 1908.

The Elliott Highway branches from the Steese Highway at Mile 11 near Fox and extends to Livengood and up Livengood Creek, a total length of 78 miles. Sufficient surfacing has been provided to class it as an all-weather road. It was started as a summer wagon road from Fox to Olnes in 1906 and this section has been used as such since 1907. In 1915 the section from Olnes to Livengood was completed as a sled road, used as such for several years and then abandoned except as a summer foot trail, in favor of the less hilly route from Dunbar; work toward bringing it up to automobile standard was begun in 1931 and completed in 1937. The total cost per mile over the above period, to June 30, 1941 is \$9,450.

The Mt. McKinley National Park road system started in 1922 was recently completed except for some proposed gradual improvement. The total cost per mile to date of 91 miles, including maintenance of completed sections since construction, is \$16,978.

The total cost per mile of the Gulkana-Nabesna road, total length 108 miles, including maintenance since 1934 is \$8,573.

A consolidated cost statement of all projects follows:

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No.	Subproject Name	Cost 1941	Total Cost to 6-30-41	Cost M & I 1941	Total Cost M & I to 6-30-41	Cost Con. 1941	Total Cost Construction to 6-30-41
Totals, Inactive, Abandoned and transferred Projects Brought Forward from Part I, 1940 Report, Page 19 .....		----	\$1,528,262.41	----	\$428,436.54	----	\$1,099,825.87
Part II-Active Projects							
2H	Juneau Wharf and Float .....	\$128.97	44,124.34	\$128.97	13,908.03	----	30,216.31
2J	Juneau Float .....	----	5,471.67	----	337.25	----	5,134.42
2L	Juneau-Douglas Bridge .....	3,491.14	270,247.19	3,491.14	17,339.24	----	252,907.95
3AB	Haines-Pleasant Camp .....	11,464.77	527,947.82	11,464.77	244,123.63	----	283,824.19
3C	Porcupine Extension .....	----	47,634.63	----	9,279.73	----	38,354.90
3D	Haines-Mud Bay .....	2,484.97	42,757.80	2,484.97	23,950.34	----	18,807.46
3E	Haines-Chilkoot .....	817.65	27,134.79	817.65	8,898.23	----	18,236.56
3F	Haines-Jones Point .....	----	2,353.20	----	799.75	----	1,553.45
3H	Chilkoot Barracks Roads ....	----	1,252.50	----	1,252.50	----	----
4AC	Big Delta Aviation Field ...	1,058.60	2,275.27	----	296.91	\$1,058.60	1,978.36
4AD	Rapids Aviation Field .....	132.68	361.78	132.68	132.68	----	229.10

No.	Subproject Name	Cost 1941	Total Cost to 6-30-41	Cost M & I 1941	Total Cost M & I to 6-30-41	Cost Con. 1941	Total Cost Construction to 6-30-41
4BA	Valdez-Ptarmigan Drop and Branches .....	\$13,047.39	\$1,297,440.95	\$13,047.39	\$826,765.25	—	\$470,675.70
4BA	Dyke .....	—	151,047.09	—	94,981.11	—	56,065.98
4BB	Ptarmigan Drop-Ernestine.	36,172.53	598,702.95	36,172.53	427,475.39	—	171,227.56
4BC	Thompson Pass Aviation Field .....	4,388.60	5,058.56	4,388.60	4,388.60	—	669.96
4C	Ernestine Willow Creek ..	3,130.05	488,960.80	3,130.05	311,460.95	—	177,499.85
4D	Willow Creek Gulkana ....	15,488.79	797,044.52	15,488.79	550,649.94	—	246,394.58
4DA	Gulkana Airfield .....	—	65.80	—	—	—	65.80
4DB	Tazlina-Leila Lake .....	6,395.82	6,395.82	—	—	\$6,395.82	6,395.82
4E	Gulkana-Sourdough .....	48,569.46	482,497.56	48,569.46	388,323.86	—	144,173.70
4F	Sourdough-Mile 168 .....	5,532.46	347,471.94	5,532.46	211,213.65	—	136,258.29
4G	Mile 168-Delta River ....	12,047.67	594,652.47	12,047.67	436,036.58	—	158,615.89
4HI	Delta River-Rapids .....	11,694.59	955,682.67	11,694.59	695,717.07	—	259,965.60
4H2	Rapids-Grundler .....	23,194.57	536,883.88	23,194.57	416,497.76	—	120,386.12
4I	Grundler Richardson .....	12,202.48	426,293.40	12,202.48	304,999.40	—	121,294.00
4J	Richardson-Salchaket and Branches .....	6,021.47	583,467.24	6,021.47	360,717.89	—	222,749.35

No.	Subproject Name	Cost 1941	Total Cost to 6-30-41	Cost M & I 1941	Total Cost M & I to 6-30-41	Cost Con. 1941	Total Cost Construction to 6-30-41
4K	Salchaket-Fairbanks and Branches .....	\$42,079.20	\$790,559.02	\$42,079.20	\$473,426.71	----	\$317,132.31
5A	Nenana-Tanana .....	432.42	97,618.45	432.42	45,429.75	----	52,188.70
5C	Fish Lake-American Creek ....	----	10,958.18	----	5,191.65	----	5,766.53
5D	American Creek Aviation Field	----	940.00	----	----	----	940.00
5E	Tanana Aviation Field .....	----	6,274.92	----	374.96	----	5,899.96
5F	Illinois Creek-Moran Creek ..	----	1,178.89	----	----	----	1,178.89
6A	Willow Creek-Tonsina .....	1,239.62	286,994.19	1,239.62	177,333.41	----	109,660.78
6B	Tonsina-Chitina .....	4,130.39	411,329.48	4,130.39	265,966.79	----	145,362.69
6D	Chitina Depot .....	240.44	18,648.37	240.44	6,709.71	----	11,938.66
6E	Chitina-Native School .....	15.17	1,867.15	15.17	1,372.09	----	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 .....	603.87	6,073.11	603.87	603.87	----	5,469.24
7A	Fairbanks-Chatanika and Branches .....	16,935.39	527,652.87	16,935.39	371,466.39	----	156,186.48

No.	Subproject Name	Cost 1941	Total Cost to 6-30-41	Cost M & I 1941	Total Cost M & I to 6-30-41	Cost Con. 1941	Total Cost Construction to 6-30-41
7R	Fox-Iivengood and Branches .....	\$19,055.91	\$742,078.79	\$19,055.91	\$182,884.03	-----	\$559,194.76
7C	Summit-Fairbanks Creek & Branches .....	7,011.79	100,199.09	7,011.79	62,515.66	-----	37,683.43
7D	Fairbanks-Ester and Branches	6,876.34	152,974.00	6,876.34	102,004.93	-----	50,969.07
7J	Chena River System .....	2,827.11	38,641.07	2,827.11	29,394.47	-----	9,246.60
7JB	Palmer Creek Aviation Fld.	-----	839.11	-----	264.11	-----	575.00
7N	Farmers-Birch Hill and Branches .....	3,701.76	63,112.99	3,701.76	38,489.33	-----	24,623.66
7X	Chena Hot Springs Aviation Field .....	-----	1,739.58	-----	50.00	-----	1,689.58
7Y	Fairbanks Aviation Field...	9.36	21,144.45	9.36	1,673.23	-----	19,471.22
8	Nome Council.....	33,091.99	535,753.67	33,091.99	353,870.71	-----	181,882.96
8D	Council-Ophir Creek .....	179.19	14,609.07	179.19	14,609.07	-----	-----
8H	Casa De Paga .....	203.45	34,599.72	203.45	17,160.07	-----	17,439.65
8J	Shovel Creek .....	-----	169.00	-----	110.50	-----	58.50
8K	Council Aviation Field ....	2.71	2,246.98	2.71	847.74	-----	1,399.24
9	Rampart-Eureka .....	3,034.28	62,234.06	3,034.28	33,119.70	-----	29,114.36

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No.	Subproject Name	Cost 1941	Total Cost to 6-30-41	Cost M & I 1941	Total Cost M & I to 6-30-41	Cost Con. 1941	Total Cost Construction to 6-30-41
9A	Rampart Airfield .....	\$1,532.10	\$3,709.23	----	----	\$1,532.10	\$3,709.23
9B	Stevens Village Airfield ...	5.46	734.94	\$5.46	\$5.46	----	729.48
10D	Seward Aviation Field .....	----	13,543.61	----	245.75	----	13,297.86
11A	Eagle-Chicken .....	9,234.01	245,631.90	9,234.01	174,614.08	----	71,017.82
11B	American Summit-Fortymile ..	----	31,222.56	----	10,971.37	----	20,251.19
11C	Steel Creek-Mouth of Walker's Fork .....	----	10,968.14	----	6,335.64	----	4,632.50
11E	Eagle-Seventymile .....	410.86	25,373.91	410.86	20,409.32	----	4,964.59
11G	Steele Creek-Canyon Creek ..	237.41	1,227.75	237.41	1,227.75	----	----
11GA	Steel Creek Airfield .....	----	64.00	----	----	----	64.00
11L	Franklin-Chicken .....	----	3,272.19	----	3,272.19	----	----
11LA	Franklin Field and Road ....	86.34	200.77	86.34	86.34	----	114.43
11M	Boundary-Jack Wade-Junction.	5,227.15	17,322.32	727.15	8,712.32	4,500.00	8,610.00
11MA	Walker's Fork Airfield .....	----	213.00	----	----	----	213.00

No.	Subproject Name	Cost 1941	Total Cost to 6-30-41	Cost M & I 1941	Total Cost M & I to 6-30-41	Cost Con. 1941	Total Cost Construction to 6-30-41
11MB	Lower Wade Field .....	----	\$37.00	----	\$37.00	----	----
11N	Lillywig Creek .....	----	909.50	----	----	----	\$909.50
11P	Chicken Aviation Field ....	----	2,868.06	----	167.92	----	2,700.14
11Q	Eagle Aviation Field .....	\$2,291.32	7,753.03	----	1,940.96	\$2,291.32	5,812.07
13A	Nome Bessie .....	1,659.55	99,793.78	\$1,659.55	61,251.83	----	38,541.95
13B	Bessie-Snake River .....	1,141.49	138,267.88	1,141.49	84,404.76	----	53,863.12
13BA	Snake River-Monument Creek.	----	1,788.65	----	371.38	----	1,417.27
13C	Bessie-Sunset Creek .....	637.97	76,345.20	637.97	29,647.92	----	46,697.28
13F	Nome Osborne .....	529.37	64,249.55	529.37	48,855.76	----	15,393.79
13K	Bessie-Buster .....	1,952.33	64,276.64	1,952.33	46,772.66	----	17,503.98
13M	Nome Depot .....	34.50	15,379.91	34.50	12,379.91	----	3,000.00
14	Sitka-Indian River .....	157.41	10,697.44	157.41	7,134.44	----	3,563.00
14A	Sitka National Monument ...	----	17,131.49	----	15,581.49	----	1,550.00
14C	Sitka-Pioneer Cemetery Road .....	198.94	6,175.11	198.94	2,834.09	----	3,341.02

No.	Subproject Name	Cost 1941	Total Cost to 6-30-41	Cost M & I 1941	Total Cost M & I to 6-30-41	Cost Con. 1941	Total Cost Construction to 6-30-41
14D	National Cemetery Road .....	\$39.00	\$3,707.92	\$39.00	\$3,010.45	----	\$697.47
15	Circle-Miller House .....	11,114.94	664,609.07	11,114.94	231,921.04	----	432,688.03
15A	Circle Springs System .....	2,385.92	72,456.41	2,385.92	34,199.50	----	38,256.91
15C	Circle Hot Springs Aviation Field .....	311.81	3,702.69	311.81	712.05	----	2,990.64
15E	Miller House-Harrison Creek ....	4,635.81	43,339.64	2,085.81	15,154.32	2,550.00	28,185.32
15F	Boulder Creek Trail .....	----	321.90	----	----	----	321.90
15G	Porcupine Creek .....	503.94	18,017.07	503.94	1,092.77	----	16,924.30
15H	Miller House Aviation Field ....	----	500.00	----	----	----	500.00
15J	Central Airfield .....	1,128.22	1,128.22	----	----	1,128.22	1,128.22
15K	Circle City Airfield .....	1,607.11	1,607.11	----	----	1,607.11	1,607.11
16	Chatanika-Miller House and Branches .....	16,869.65	987,753.79	16,869.65	433,837.32	----	553,916.47
16BA	Eagle Creek Airfield .....	68.43	68.43	68.43	68.43	----	----
16C	Chatanika-Miller House (Winter).	----	23,991.66	----	9,376.92	----	14,614.74
17	Tanana-Kaltag .....	----	34,644.95	----	10,907.15	----	23,737.80

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No.	Subproject Name	Cost 1941	Total Cost to 6-30-41	Cost M & I 1941	Total Cost M & I to 6-30-41	Cost Con. 1941	Total Cost Construction to 6-30-41
	17C Nulato Aviation Field and Road .....	\$337.13	\$32,537.68	\$337.13	\$687.20	----	\$31,850.48
	17D Tenana-Kaltag Telephone Line.	20.70	6,704.29	20.70	6,704.29	----	----
	18 Kaltag-Nome .....	----	80,780.81	----	52,643.42	----	28,137.39
	18A Bonanza-Kotzebue .....	----	12,143.72	----	10,913.72	----	1,230.00
	18B Golovin-Council .....	----	779.65	----	779.65	----	----
	18D Unalakleet Aviation Field ....	----	1,641.17	----	199.50	----	1,441.67
	18F Golovin Aviation Field .....	----	1,833.72	----	207.90	----	1,625.82
	18G Moses Aviation Field .....	----	254.20	----	29.20	----	225.00
	18H Kaltag-Unalakleet Telephone Line .....	18.57	2,533.50	18.57	2,533.50	----	----
	18J Spruce Creek .....	----	2,097.26	----	1,809.76	----	287.50
	20DA Takotna-Ophir (Winter) .....	----	5,026.87	----	1,226.87	----	3,800.00
	20H Nancy-Susitna .....	----	2,808.09	----	2,808.09	----	----
	20J Susitna-Tyonek .....	----	4,122.45	----	1,478.52	----	2,643.93
	20K Susitna Aviation Field .....	----	931.10	----	----	----	931.10
	21 Unalakleet-St. Michael .....	----	9,529.99	----	6,927.36	----	2,602.63

No.	Subproject Name	Cost 1941	Total Cost to 6-30-41	Cost M & I 1941	Total Cost M & I to 6-30-41	Cost Con. 1941	Total Cost Construction to 6-30-41
21A	St. Michael Aviation Field..	----	\$110.00	----	----	----	\$110.00
23B	Beaver-Caro and Branches ....	----	109,327.92	----	\$61,183.98	----	48,143.94
23G	Beaver Airfield ... ..	----	698.85	----	----	----	698.85
25C	Nome Wireless ... ..	\$48.07	4,779.07	\$48.07	3,014.16	----	1,764.91
25D	Mouth of Center Creek ... ..	242.49	31,307.44	242.49	23,806.37	----	7,501.07
25DA	Little Creek Branch ... ..	335.95	11,235.80	335.95	7,439.10	----	3,796.70
25E	Submarine Paystreak ... ..	937.24	41,038.92	937.24	16,668.59	----	24,370.33
25L	Nome Aviation Fields ... ..	502.54	38,366.72	502.54	9,925.97	----	28,440.75
25M	Telephone Lines Seward Peninsula ... ..	----	13,302.36	----	11,602.36	----	1,700.00
25N	Nome City Streets ... ..	58.05	8,276.83	58.05	5,928.16	----	2,348.67
26	Candle-Candle Creek ... ..	2,258.64	120,086.03	2,258.64	80,071.24	----	40,014.79
26B	Bear Creek Trail ... ..	----	1,275.89	----	935.89	----	340.00
26C	Candle Kiwalik ... ..	----	1,107.27	----	79.36	----	1,027.91

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No.	Subproject Name	Cost 1941	Total Cost to 6-30-41	Cost M & I 1941	Total Cost M & I to 6-30-41	Cost Con. 1941	Total Cost Construction to 6-30-41
26D	Kiwalik Aviation Field ...	----	\$908.50	----	\$608.50	----	\$300.00
26E	Candle Aviation Field ....	----	1,700.40	----	345.40	----	1,355.00
27	Deering-Inmachuk .....	\$2,911.61	128,955.90	\$2,911.61	98,064.00	----	30,891.90
27A	Deering-Aviation Field ...	----	1,159.65	----	137.65	----	1,022.00
28	Shelton-Candle .....	----	12,639.97	----	4,432.95	----	8,207.02
28A	Nome-Serpentine Hot Springs.	----	18,933.11	----	13,694.11	----	5,239.00
28C	Lower Kougarok Aviation Fld.	----	362.84	----	----	----	362.84
29	Tanana-Coldfoot and Branches	1,175.78	48,442.87	1,175.78	31,898.65	----	16,544.22
29E	Bettles River Aviation Field	----	500.00	----	----	----	500.00
30	Manley Springs System .....	19,904.33	197,792.53	8,374.33	111,867.56	\$11,530.00	85,924.97
30AB	Miller Creek Airfield .....	321.91	1,078.84	----	----	321.91	1,078.84
30B	Manley Hot Springs Aviation Field .....	270.65	1,460.63	----	49.98	270.65	1,410.65
31	Caribou Creek .....	1,050.42	20,176.55	1,050.42	11,595.63	----	8,580.92
32A	Takotna-Flat (Summer) .....	----	9,305.14	----	3,867.85	----	5,437.29
32AA	Takotna-Flat (Winter) .....	----	1,544.62	----	744.62	----	800.00

No.	Subproject Name	Cost 1941	Total Cost to 6-30-41	Cost M & I 1941	Total Cost M & I to 6-30-41	Cost Con. 1941	Total Cost Construction to 6-30-41
32B	Iditarod-Flat .....	\$1,971.60	\$174,182.06	\$1,971.60	\$118,295.79	----	\$55,886.27
32C	Ophir-Iditarod .....	----	8,053.42	----	3,053.42	----	5,000.00
32D	Flat-Crooked Creek (Winter).	8.09	9,834.77	8.09	8,354.77	----	1,480.00
32DD	Flat-Georgetown .....	----	150.00	----	150.00	----	----
32E	Takotna Aviation Field .....	----	8,865.40	----	446.68	----	8,418.72
32F	Takotna Depot .....	1,616.36	18,513.61	1,616.36	10,904.34	----	7,609.27
32G	Kuskokwim Landing-Takotna ..	60,753.16	141,127.73	1,453.16	1,453.16	\$59,300.00	139,674.57
33C	Flat Roads .....	5,694.03	100,117.70	5,694.03	68,486.71	----	31,630.99
33H	Flat Aviation Field .....	2,496.10	8,051.70	1,296.10	1,950.25	1,200.00	6,101.45
34A	Flat-Holy Cross-Anvik .....	----	2,603.26	----	2,603.26	----	----
34B	Iditarod-Shageluk-Anvik ....	----	1,365.66	----	865.66	----	500.00
35A	Mountain Roads .....	12,595.11	275,700.69	12,595.11	165,979.27	----	109,721.42
35B	Wasilla-Fishhook-Palmer Roads .....	13,085.16	309,616.95	13,085.16	177,642.28	----	131,974.67
35DB	Lucky Shot-Willow .....	2,354.69	196,260.44	2,354.69	27,023.08	----	169,237.36

No.	Subproject Name	Cost 1941	Total Cost to 6-30-41	Cost M & I 1941	Total Cost M & I to 6-30-41	Cost Con. 1941	Total Cost Construction to 6-30-41
35DC	Willow Creek Mines Field ..	----	\$305.95	----	----	----	\$305.95
35F	Wasilla-Knik Roads .....	\$470.77	66,434.90	\$470.77	\$36,738.49	----	29,696.41
35GP	Palmer-Matanuska Roads ....	7,114.95	125,614.44	7,114.95	54,014.29	----	71,600.15
35H	Wasilla-Finger Lake Palmer Roads .....	4,549.20	195,265.50	4,549.20	107,746.85	----	87,518.65
35J	Wasilla-Matanuska Roads ...	3,520.36	55,345.78	3,520.36	31,200.56	----	24,145.22
35LB	Matanuska Dyke .....	1,306.40	1,313.07	----	6.67	\$1,306.40	1,306.40
35W	Wasilla Aviation Field ll..	----	999.50	----	540.00	----	459.50
35Y	Wasilla Depot .....	----	4,409.79	----	4,409.79	----	----
36	Mineral Creek .....	1,646.26	100,089.31	1,646.26	43,026.30	----	57,063.01
36CB	Cordova Aviation Field ....	----	55,000.00	----	----	----	55,000.00
36H	Valdez Streets .....	107.00	725.33	107.00	725.33	----	----
36J	Cliff Mine Airfield .....	----	441.29	----	----	----	441.29
37	Topkok-Candle .....	----	1,026.56	----	210.00	----	816.56
37A	Bluff-White Mountain .....	----	3,287.47	----	14.24	----	3,273.23
37B	Bluff Aviation Field .....	----	80.00	----	----	----	80.00

No.	Subproject Name	Cost 1941	Total Cost to 6-30-41	Cost M & I 1941	Total Cost M & I to 6-30-41	Cost Con. 1941	Total Cost Construction to 6-30-41
38A	Ruby System .....	16,056.31	\$552,578.41	\$16,056.31	\$301,687.32	----	\$250,891.09
38B	Poorman-Cripple .....	----	7,596.80	----	6,093.84	----	1,502.96
38C	Ophir-Cripple .....	----	4,778.05	----	2,879.05	----	1,899.00
38D	Ophir-Takotna Roads .....	7,364.30	384,566.09	7,364.30	191,476.31	----	193,089.78
38EA	Poorman Aviation Field ....	----	3,697.20	----	1,903.33	----	1,793.87
38EE	Long Poorman (Winter) .....	----	5,882.71	----	614.71	----	5,268.00
38F	Poorman-Ophir .....	----	3,075.84	----	3,075.84	----	----
38H	Ganes Creek Road .....	375.03	35,262.65	375.03	31,858.80	----	3,403.85
38K	Ruby Aviation Field .....	370.90	14,925.32	370.90	2,989.57	----	11,935.75
38M	Ophir Aviation Field .....	2,210.09	9,850.49	690.09	690.09	\$1,520.00	9,160.40
41	Kiana-Klery Creek .....	36.97	8,598.38	36.97	1,047.61	----	7,550.77
41A	Kotzebue-Shungnak .....	----	4,653.70	----	4,653.70	----	----
41AA	Kiana-Selawik-Shungnak ....	----	2,549.58	----	958.18	----	1,591.40
41B	Kotzebue-Point Barrow .....	----	6,620.32	----	2,220.30	----	4,400.02
41C	Kiwalik-Noorvik .....	----	563.31	----	563.31	----	----

No.	Subproject Name	Cost 1941	Total Cost to 6-30-41	Cost M & I 1941	Total Cost M & I to 6-30-41	Cost Con. 1941	Total Cost Construction to 6-30-41
41D	Kotzebue Aviation Field ....	----	\$1,955.45	----	\$537.90	----	\$1,417.55
41E	Kobuk Aviation Field .....	----	2,309.50	----	10.50	----	2,299.00
41F	Kotzebue-Noatak .....	----	112.01	----	34.43	----	77.58
42	St. Michael-Kotlik .....	----	3,329.58	----	3,329.58	----	----
42A	Ungalik River Tractor Road .	----	133.16	----	----	----	133.16
44A	Skagway Trails .....	\$173.25	20,755.08	\$173.25	9,596.37	----	11,158.71
44B	Skagway Aviation Field .....	----	9,510.57	----	2,725.04	----	6,785.53
44D	Skagway-Dyea Road .....	18,012.61	18,012.61	----	----	\$18,012.61	18,012.61
46	Nenana-Kantishna System ....	1,126.11	115,939.92	1,126.11	40,200.62	----	75,739.30
46D	McKinley Park Road .....	50,907.04	1,544,938.25	18,145.69	307,345.04	32,761.35	1,237,593.21
46DA	Kantishna-Park Boundary ....	1,701.45	49,887.69	611.45	3,338.50	1,090.00	46,549.19
46DB	Savage River Aviation Field.	----	160.93	----	----	----	160.93
46G	Kobi-Bonnifield .....	99.28	6,583.42	99.28	876.81	----	5,706.61
46M	Nenana Aviation Field .....	----	1,159.78	---	439.78	----	720.00
47	Wiseman System .....	7,984.75	120,208.15	7,984.75	80,618.95	----	39,589.20

No.	Subproject Name	Cost 1941	Total Cost to 6-30-41	Cost M & I 1941	Total Cost M & I to 6-30-41	Cost Con. 1941	Total Cost Construction to 6-30-41
47A	Wiseman Aviation Field .....	\$2,560.04	\$18,025.05	----	\$3,056.54	\$2,560.04	\$14,968.51
48	Iliamna Bay-Iliamna Lake ...	8,157.33	170,011.89	\$8,157.33	49,862.21	----	120,149.68
49	Davidson's Landing-Taylor ..	----	26,079.45	----	18,366.28	----	7,713.17
51	Talkeetna Roads .....	21,342.05	505,546.14	13,101.05	262,047.72	8,241.00	243,498.42
51C	Yentna-Mills Creek .....	----	5,441.20	----	310.76	----	5,130.44
51D	Mile 32-Spruce Creek .....	----	106.98	----	106.98	----	----
51E	Mills Creek-Cache Creek ....	----	3,231.64	----	1,924.19	----	1,307.45
51F	Cache Creek Aviation Field .	----	1,669.66	----	345.46	----	1,324.20
51G	Talkeetna Aviation Field ...	----	1,505.71	----	150.76	----	1,354.95
53	Eagle-Circle .....	----	7,481.89	----	5,797.17	----	1,684.72
53A	Circle-Fort Yukon .....	----	9,201.54	----	5,034.97	----	4,166.57
53B	Fort Yukon Aviation Field ..	----	3,165.45	----	624.56	----	2,540.89
54	Chisana-Nizina .....	----	10,482.13	----	3,154.83	----	7,327.30
54A	Chisana Aviation Field .....	----	1,744.63	----	250.00	----	1,494.63
54B	Nabesna Aviation Field .....	----	3,203.39	----	1,390.82	----	1,812.57

No.	Subproject Name	Cost 1941	Total Cost to 6-30-41	Cost M & I 1941	Total Cost M & I to 6-30-41	Cost Con. 1941	Total Cost Construction to 6-30-41
54D	Glacier Trail .....	----	\$394.67	----	----	----	\$394.67
55	Kenai Russian River .....	----	15,757.14	----	\$9,197.88	----	6,559.26
55A	Kenai Aviation Field .....	----	1,901.11	----	999.60	----	901.51
55B	Kenai Dock Approach .....	----	1,768.97	----	----	----	1,768.97
57	McCarthy-Dan Creek .....	\$3,845.14	323,766.82	\$3,845.14	167,914.59	----	155,852.23
57A	Nizina River Bridge .....	1,374.84	233,467.80	1,374.84	107,526.00	----	125,941.80
57B	Nizina-Chitina River .....	----	8,630.79	----	1,792.21	----	6,838.58
57C	McCarthy-Kennecott River ..	----	953.08	----	953.08	----	----
57D	Chititu Branch .....	171.99	17,134.43	171.99	9,705.95	----	7,428.48
57F	McCarthy Aviation Field ...	102.83	5,660.56	102.83	640.68	----	5,019.88
57G	Copper Creek Trail .....	----	393.59	----	91.61	----	301.98
57J	McCarthy-Kennecott .....	----	1,772.70	----	1,772.70	----	----
57K	Chitina-McCarthy .....	9,072.43	19,583.53	9,072.43	19,583.53	----	----
59	Fairbanks Bridge .....	102.73	87,696.25	102.73	25,996.95	----	61,699.30
59A	Fairbanks Depot .....	1,273.23	47,308.84	1,273.23	24,298.84	----	23,010.00

No.	Subproject Name	Cost 1941	Total Cost to 6-30-41	Cost M & I 1941	Total Cost M & I to 6-30-41	Cost Con. 1941	Total Cost Construction to 6-30-41
60A	Valdez Aviation Field .....	\$196.17	\$6,746.96	\$196.17	\$895.31	----	\$5,851.65
60B	Upper Tonsina Aviation Field .....	----	1,747.47	----	47.50	----	1,699.97
61A	Kotsina Trail	----	16,095.29	----	1,523.74	----	14,571.55
61F	Nizina-Bremner Sled Road ..	773.10	32,227.22	773.10	6,448.70	----	25,778.52
61G	Bremner Aviation Field ....	----	2,500.00	----	-----	----	2,500.00
62	Dime Creek .....	641.81	86,118.57	641.81	42,415.61	----	43,702.96
62A	Haycock-Bear Creek .....	----	789.24	----	573.24	----	216.00
62B	Haycock Aviation Field ....	----	2,942.65	----	21.25	----	2,921.40
62C	Koyuk Aviation Field .....	----	312.98	----	285.90	----	27.08
63E	Livengood Aviation Field ..	----	5,628.64	----	764.12	----	4,864.52
64A	Cripple-Cripple Mountain ..	----	1,130.45	----	838.45	----	292.00
64AA	Cripple-Cripple Mountain (Winter) .....	583.67	5,630.98	----	2,262.06	\$583.67	3,368.92
65A	Gulkana-Chistochina .....	7,668.01	512,851.40	7,668.01	189,911.90	----	322,939.50
65AB	Gakona Aviation Field .....	33.50	234.06	33.50	75.29	----	158.77

No.	Subproject Name	Cost 1941	Total Cost to 6-30-41	Cost M & I 1941	Total Cost M & I to 6-30-41	Cost Con. 1941	Total Cost Construction to 6-30-41
65B	Chistochina-Slate Creek ...	----	\$13,366.72	----	\$1,395.40	----	\$11,971.32
65C	Chistochina-Slana .....	\$1,401.12	219,601.51	\$1,401.12	36,902.28	----	182,699.23
65CA	Slana-Tanana Crossing .....	----	2,000.00	----	----	----	2,000.00
65D	Big Delta-Tanacross-Chicken	----	16,378.61	----	7,005.90	----	9,372.71
65G	Slana-Chisana .....	2,699.00	193,472.95	2,699.00	47,287.20	----	146,185.75
65GA	Slana-Ahtell Creek .....	----	183.09	----	----	----	183.09
65H	Tanana Crossing Aviation Field .....	----	12,920.67	----	237.68	----	12,682.99
65K	Chistochina Aviation Field.	----	2,654.08	----	19.11	----	2,634.97
67	Nome-Teller .....	181.44	14,538.76	181.44	14,238.76	----	300.00
67A	Teller-Cape Prince of Wales	177.27	4,501.61	177.27	4,501.61	----	----
67B	Teller-Bluestone .....	4,576.99	73,320.77	4,576.99	25,868.21	----	47,452.56
67C	Teller-Pilgrim Hot Springs.	----	3,660.42	----	1,860.42	----	1,800.00
67D	Teller-American River .....	----	1,072.06	----	222.39	----	849.67
67E	Teller Aviation Field .....	----	1,781.45	----	1,028.65	----	752.80
67F	Tin City - Goodwin .....	----	11,450.51	----	3,128.44	----	8,322.07

No.	Subproject Name	Cost 1941	Total Cost to 6-30-41	Cost M & I 1941	Total Cost M & I to 6-30-41	Cost Con. 1941	Total Cost Construction to 6-30-41
67G	Lost River Aviation Field ..	----	\$258.94	----	\$137.54	----	\$121.40
67H	Wales Aviation Field .....	----	121.40	----	----	----	121.40
67J	Woolley-Gold Run .....	----	45.15	----	45.15	----	----
68	Flagging Trails .....	\$1,391.30	114,735.53	\$1,391.30	114,735.53	----	----
70	Miscellaneous Surveys and Reconnaissances .....	532.75	23,322.09	532.75	2,716.25	----	20,605.84
73	Marshall Road .....	1,947.89	47,071.15	1,947.89	23,252.10	----	23,819.05
73A	Kotlik-Marshall .....	----	4,954.12	----	4,104.12	----	850.00
73B	Stuyahok .....	----	4,941.93	----	----	----	4,941.93
73C	Old Hamilton-Scanmon Bay ...	----	3,491.25	----	1,637.80	----	1,853.45
73D	Marshall Aviation Field ....	----	2,320.00	----	320.00	----	2,000.00
73E	Paimute-Marshall .....	----	465.28	----	322.13	----	143.10
75	Anchorage Loop Roads .....	15,836.01	194,409.38	15,836.01	125,582.38	----	68,827.00
75A	Anchorage-Lake Spenard Rds..	8,791.10	59,092.91	4,660.10	35,701.10	\$4,131.00	23,391.81
75D	Anchorage Depot .....	1,217.29	24,073.40	1,217.29	14,107.05	----	9,966.35
75H	Lake Spenard Aviation Field .....	1,502.58	1,780.03	----	----	1,502.58	1,780.03

No.	Subproject Name	Cost 1941	Total Cost to 6-30-41	Cost M & I 1941	Total Cost M & I to 6-30-41	Cost Con. 1941	Total Cost Construction to 6-30-41
75J	Anchorage Aviation Field ...	\$85.66	\$5,307.70	\$85.66	\$693.70	----	\$4,614.00
75L	Anchorage Loop-Palmer and Branches .....	21,672.59	766,083.39	21,672.59	126,772.15	----	639,311.24
75N	Spenard Canal .....	2,969.59	23,689.95	2,969.59	2,969.59	----	20,720.36
76	Cantwell-Valdez Creek .....	----	59,566.86	----	9,526.32	----	50,040.54
76A	Valdez Creek Aviation Field .....	----	2,654.00	----	316.90	----	2,337.10
78	Valdez Depot .....	792.82	6,846.55	792.82	6,846.55	----	----
80AA	McGrath-Takotna (Winter) ...	----	7,469.34	----	5,287.34	----	2,182.00
80C	McGrath-Candle Creek .....	----	305.29	----	305.29	----	----
80F	Medfra-Nixon Mine .....	319.42	36,072.35	319.42	12,446.62	----	23,625.73
80G	Takotna-Nixon Fork .....	----	30,603.03	----	610.56	----	29,992.47
80H	McGrath Aviation Field .....	----	27,495.68	----	789.75	----	26,705.93
80J	Medfra Aviation Field .....	311.63	6,198.13	311.63	3,369.13	----	2,829.00
81	Point Gustavus Roads .....	----	44,652.09	----	18,561.95	----	26,090.14
81A	Rink River .....	----	1,550.00	----	----	----	1,550.00

No.	Subproject Name	Cost 1941	Total Cost to 6-30-41	Cost M & I 1941	Total Cost M & I to 6-30-41	Cost Con. 1941	Total Cost Construction to 6-30-41
86	Fourth of July Creek .....	----	\$5,649.60	----	\$4,488.37	----	\$1,161.23
86A	Nation Airfield .....	----	1,055.52	----	----	----	1,055.52
87	Woodchopper-Coal Creek .....	----	13,955.46	----	3,763.35	----	10,192.11
88	Ferry-Eva-Moose Creek .....	\$3,654.03	43,089.83	\$454.03	21,529.94	\$3,200.00	21,559.89
89A	Seward Peninsula Railroad ..	20,722.14	482,742.05	20,722.14	302,179.77	----	180,562.28
89AB	Bunker Hill-Kougarok .....	55,533.95	204,537.52	6,703.95	23,310.87	48,830.00	181,226.65
89B	Pilgrim Aviation Field .....	----	1,248.90	----	532.90	----	716.00
89C	Iron Creek-American Creek ..	577.68	7,166.31	577.68	5,011.39	----	2,154.92
89D	Iron Creek Road .....	121.74	4,677.21	121.74	700.69	----	3,976.52
90A	Shelter Cabins, 1st Division	----	340.35	----	----	----	340.35
90B	Shelter Cabins, 2nd Division	721.87	47,358.65	721.87	13,847.35	----	33,511.30
90C	Shelter Cabins, 3rd Division	184.41	26,432.82	184.41	3,547.83	----	22,884.99
90D	Shelter Cabins, 4th Division	749.32	52,729.44	134.33	12,770.27	614.99	39,959.17
92A	Bethel-Quinhagak .....	----	10,075.33	----	8,277.83	----	1,797.50
92AA	Bethel Airfield & Road .....	905.98	65,422.75	905.98	974.57	----	64,448.18
92B	Bethel-Tuluksak .....	----	4,875.93	----	3,397.45	----	1,478.48

No.	Subproject Name	Cost 1941	Total Cost to 6-30-41	Cost M & I 1941	Total Cost M & I to 6-30-41	Cost Con. 1941	Total Cost Construction to 6-30-41
92C	Akiachak-Chogamute.....	----	\$4,053.42	----	\$2,469.42	----	\$1,584.00
92E	Yukon-Kuskokwim Portage...	----	31,815.25	----	5,299.27	----	26,515.98
92F	Quinhagak-Goodnews Bay ...	----	9,213.53	----	6,795.76	----	2,417.77
92FA	Goodnews Bay-Platinum Creek	----	4,972.70	----	66.27	----	4,906.43
92G	Goodnews Bay-Togiak .....	----	4,034.55	----	1,831.22	----	2,203.33
92H	Togiak-Nushagak .....	----	8,492.98	----	4,300.82	----	4,192.16
92I	Lewis Point-Naknek .....	----	4,171.66	----	1,539.32	----	2,632.34
92IA	Naknek Lake Road .....	\$76.90	1,217.65	\$76.90	76.90	----	1,140.75
92J	Naknek-Egegik .....	----	2,982.84	----	877.84	----	2,105.00
92K	Egegik-Kanatak .....	----	1,168.50	----	818.50	----	350.00
92L	Crooked Creek-Aniak .....	----	2,200.08	----	1,380.08	----	820.00
92M	Aniak-Tuluksak .....	----	5,913.66	----	3,398.70	----	2,514.96
92MA	Marvel Creek Trail .....	----	571.67	----	571.67	----	----
92O	Tuluksak-Foothills .....	----	1,928.44	----	743.32	----	1,185.12
92P	Holy Cross-Kaltshak .....	----	1,680.97	----	1,180.97	----	500.00
92Q	Upper Landing-Bear Creek .	----	23,157.57	----	6,057.57	----	17,100.00

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No.	Subproject Name	Cost 1941	Total Cost to 6-30-41	Cost M & I 1941	Total Cost M & I to 6-30-41	Cost Con. 1941	Total Cost Construction to 6-30-41
92R	Dillingham-Snag Point .....	\$3,065.33	\$68,009.95	\$3,065.33	\$10,062.22	----	\$57,947.73
92S	Bethel-Nunichak .....	----	3,292.64	----	86.28	----	3,206.36
92T	Johnson River-Kinak Trail ....	584.98	1,618.94	584.98	658.94	----	960.00
92U	Kinak-Kipnuk .....	2,367.01	2,367.01	----	----	\$2,367.01	2,367.01
93	Chulitna Trail .....	----	9,536.50	----	2,580.06	----	6,956.44
93A	Bull River Trail .....	431.71	82,242.13	431.71	7,252.27	----	74,989.86
93AB	Colorado Aviation Field .....	----	1,295.63	----	18.00	----	1,277.63
93B	Indian River .....	49.47	9,113.39	49.47	2,547.16	----	6,566.23
93C	Curry Aviation Field .....	----	4,221.05	----	844.45	----	3,376.60
93D	Chulitna Tram .....	----	523.71	----	4.34	----	520.37
93E	Hidden River Tram .....	----	145.20	----	9.28	----	135.92
94	Kodiak Roads .....	33,527.32	170,033.30	8,157.32	61,797.99	25,379.00	144,418.39
95	Kanatak-Becharof Lake .....	----	32,027.71	----	8,145.40	----	23,882.31
95B	Larson Bay-Karluk River .....	----	962.05	----	----	----	962.05
95C	Johnson Bay-Yukon-Kitik River .....	4,995.55	4,995.55	----	----	4,995.55	4,995.55
96	Ohlokatoon-King River .....	----	1,906.68	----	1,106.68	----	800.00

No.	Subproject Name	Cost 1941	Total Cost to 6-30-41	Cost M & I 1941	Total Cost M & I to 6-30-41	Cost Con. 1941	Total Cost Construction to 6-30-41
96A	Chickaloon Cable .....	----	\$486.44	----	\$214.15	----	\$272.29
96B	Moose Creek-Leila Lake .....	\$4,385.63	16,299.82	----	2,138.11	\$4,385.63	14,161.71
97	Suntrana Footbridge .....	----	413.80	----	----	----	413.80
97A	Healy Aviation Field .....	----	658.95	----	167.16	----	491.79
98	Homer Spit .....	14,031.35	117,005.57	7,556.35	41,760.82	6,475.00	75,244.75
98A	Nuka Bay .....	----	5,757.75	----	2,106.77	----	3,650.98
98B	Ninilchik Aviation Field .....	----	384.18	----	----	----	384.18
98BA	Ninilchik Road .....	22.09	5,058.31	22.09	58.31	----	5,000.00
98C	Kasilof Aviation Field .....	----	674.52	----	----	----	674.52
98D	Kasilof Road .....	----	20,244.83	----	3,098.48	----	17,146.35
98E	Homer Dock .....	3,326.36	3,326.36	3,326.36	3,326.36	----	----
98F	Homer Airport .....	6,349.63	6,349.63	----	----	6,349.63	6,349.63
99	Seldovia-McDonald Spit	----	30,005.26	----	5.26	----	30,000.00
100	Juneau Office and General Overhead .....	32,041.90	855,582.45	23,728.40	494,296.92	8,313.50	361,285.53
101	Territorial General Overhead	----	71,521.31	----	31,584.89	----	39,936.42
	TOTAL COSTS .....	\$991,967.15	\$29,096,886.94	\$715,673.48	\$14,384,407.97	\$276,293.67	\$14,712,478.97

Subproject		Cost	Total Cost	Cost M & I	Total Cost	Cost Con.	Total Cost
No.	Name	1941	to 6-30-41	1941	M & I to 6-30-41	1941	Construction to 6-30-41
110	Book Value of Plant .....	\$142,205.69	\$383,673.90	----	----	----	----
111	Supplies and Materials on Hand .....	78,822.76	412,604.07	----	----	----	----
112	Equipment lost in shipwreck	----	35,670.93	----	----	----	----
TOTAL EXPENDITURES .....		\$1,212,995.60(a)	\$29,928,835.84(b)				
(a) Includes \$399.94 Direct Treasury Settlements. and receipts from sales. (b) Includes \$932,280.46 of supervised funds.		Does not include \$106,837.11 reimbursements, refunds					

COST IN DETAIL, TERRITORIAL AND CO-OPERATIVE PROJECTS

(Included in preceding table)

FIRST DIVISION

Account No.	Name of Subproject	Federal	Territorial	Total
3AB	Haines-Pleasant Camp .....	\$1,000.00	\$10,464.77	\$11,464.77
3D	Haines-Mud Bay .....	----	2,484.97	2,484.97
3E	Haines-Chilkoot .....	----	817.65	817.65
4	Sitka-Indian River .....	----	157.41	157.41
4B	Sitka-National Cemetery Road ..	----	39.00	39.00
4C	Sitka-Pioneer Cemetery Road ..	----	198.94	198.94
4A	Skagway Trails .....	----	173.25	173.25
4D	Skagway-Dyea Road .....	7,842.60	10,170.01(a)	18,012.61
	Totals .....	\$8,842.60	\$24,506.00	\$33,348.60

(a) Includes \$6.00 contributed by the City of Skagway.

SECOND DIVISION

Account No.	Name of Subproject	Federal	Territorial	Total
8	Nome-Council and Branches ....	\$22,891.99	\$10,200.00(a)	\$33,091.99
8K	Council Airfield .....	----	2.71	2.71
13A	Nome-Bessie .....	191.25	1,468.30(b)	1,659.55
13B	Bessie-Snake River .....	341.49	800.00	1,141.49
13C	Bessie-Sunset Creek .....	437.97	200.00	637.97
13F	Nome-Osborne .....	229.37	300.00	529.37
13K	Bessie-Buster .....	299.28	1,653.05(c)	1,952.33
18H	Kaltag-Unalakleet Telephone .. Line .....	----	18.57	18.57
25D	Mouth of Center Creek .....	142.49	100.00	242.49
25E	Submarine-Paystreak .....	269.78	667.46(d)	937.24
25L	Nome Airfields .....	----	502.54	502.54
25N	Nome City Streets .....	----	58.05(e)	58.05
26	Candle Creek Road .....	758.64	1,500.00	2,258.64
27	Deering-Inmachuk .....	1,911.61	1,000.00	2,911.61
67B	Teller-Bluestone .....	2,576.99	2,000.00	4,576.99
73	Marshall Road .....	----	1,947.89	1,947.89
89A	Seward Peninsula Railroad ....	18,791.80	1,930.34(f)	20,722.14
89AB	Bunker Hill-Kougarok .....	22,138.78	33,395.17	55,533.95
89D	Iron Creek Roads .....	----	121.74	121.74
90B	Shelter Cabins .....	----	721.87	721.87
	Totals .....	\$70,981.44	\$58,587.69	\$129,569.13

(a) Includes \$200 contributed by Gold Beach Mining Co.

(b) Includes \$156.01 contributed by Standard Oil Company and \$1,112.29 by U. S. Smelting, Refining and Mining Company.

SECOND DIVISION

(continued)

- (c) Includes \$1,153.05 contributed by the U. S. Smelting, Refining and Mining Company.
- (d) Includes \$367.46 contributed by the U. S. Smelting, Refining and Mining Company.
- (e) Contributed by the City of Nome.
- (f) \$1,564.52 contributed by the U. S. Smelting, Refining and Mining Company and \$365.82 by the Lomen Commercial Company.

THIRD DIVISION

Account No.	Name of Subproject	Federal	Territorial	Total
4AD	Rapids Airfield.....	----	\$132.68	\$132.68
6E	Chitina-Native School Road.	----	15.17	15.17
6H	Chitina Airfield .....	----	603.87	603.87
35A	Wasilla Mountain Roads ....	\$4,785.84	7,809.27(a)	12,595.11
35B	Wasilla-Fishhook-Palmer Roads .....	7,085.16	6,000.00	13,085.16
35DB	Lucky Shot-Willow Station and Branches .....	854.69	1,500.00	2,354.69
35G	Palmer-Matanuska Roads ....	5,614.95	1,500.00	7,114.95
35H	Wasilla-Finger Lake-Palmer Roads .....	2,549.20	2,000.00	4,549.20
35J	Wasilla-Matanuska Roads ...	2,020.36	1,500.00	3,520.36
35LB	Matanuska Dyke .....	----	1,306.40	1,306.40
36	Valdez-Mineral Creek .....	946.26	700.00	1,646.26
36H	Valdez Streets .....	----	107.00(b)	107.00
46DA	Kantishna-Park Boundary ...	1,661.45	40.00(c)	1,701.45
57	McCarthy-Dan Creek .....	1,645.14	2,200.00	3,845.14
57F	McCarthy Airfield .....	----	102.83	102.83
60A	Valdez Airfield .....	----	196.17	196.17
61F	Nizina-Bremner Sled Road...	----	773.10	773.10
65AB	Gakona Airfield .....	----	33.50(d)	33.50
75	Anchorage Loop Roads .....	10,836.01	5,000.00	15,836.01
75A	Anchorage-Lake Spenard Roads .....	791.10	8,000.00	8,791.10
75H	Lake Spenard Airfield .....	----	1,502.58	1,502.58

THIRD DIVISION  
(continued)

Account No.	Name of Subproject	Federal	Territorial	Total
75J	Anchorage Airfield .....	----	\$80.66(e)	\$80.66
75N	Lake Spenard-Lake Hood Canal .....	----	2,969.59	2,969.59
90C	Shelter Cabins .....	----	184.41	184.41
92LIA	Hunger Lake Dam .....	----	76.90	76.90
92R	Dillingham-Wood River ....	\$1,265.33	1,800.00	3,065.33
93A	Bull River Road .....	231.71	200.00	431.71
95C	Karluk Suspension Bridge..	----	4,993.53(f)	4,993.53
98	Homer Roads .....	3,709.41	10,321.94	14,031.35
98E	Homer Dock .....	----	3,326.36	3,326.36
98F	Homer Airfield .....	----	6,349.63	6,349.63
	Totals .....	\$43,996.61	\$71,325.59	\$115,322.20

- (a) Includes \$784.27 contributed by the Alaska Pacific Consolidated Mining Company and \$25.00 by the Mabel Mine.
- (b) Includes \$92.00 contributed by the City of Valdez and \$15.00 miscellaneous contributions.
- (c) Contributed by Sam Bergstrom.
- (d) Contributed by the Nabesna Mining Company and Florence Barnes.
- (e) Contributed by the City of Anchorage.
- (f) Includes \$20.75 contributed by O. Kraft and son.

FOURTH DIVISION

count No.	Name of Subproject	Federal	Territorial	Total
4 J	Big Delta Airfields .....	----	\$1,058.60	\$1,058.60
4	Fairbanks-Salchaket & Branches ....	\$40,979.20	1,100.00	42,079.20
7A	Fairbanks-Chatanika & Branches ....	15,833.85	1,101.54(a)	16,935.39
7	Summit-Fairbanks Creek & Branches .....	5,753.67	1,258.12(b)	7,011.79
7	Fairbanks-Ester & Branches .....	6,351.83	524.51(c)	6,876.34
7N	Farmers-Birch Hill & Branches .....	2,801.76	900.00	3,701.76
7	Fairbanks Airfield .....	----	9.36(d)	9.36
7	Rampart Airfield .....	----	1,532.10	1,532.10
7B	Stevens Village Airfield .....	----	5.46	5.46
1	Franklin Airfield .....	----	86.34	86.34
1Q	Eagle Airfield .....	----	2,291.32	2,291.32
5	Circle Hot Springs Airfield .....	----	311.81	311.81
5	Miller House-Harrison Creek & Branches .....	3,635.81	1,000.00	4,635.81
5T	Central House Airfield .....	----	1,128.22	1,128.22
5A	Circle Airfield .....	----	1,607.11	1,607.11
5	Chatanika-Miller House & Branches .	15,619.65	1,250.00	16,869.65
5BA	Eagle Creek Airfield .....	----	68.43	68.43
7	Nulato Airfield and Road .....	----	337.13	337.13
7D	Tanana-Kaltag Telephone Line .....	----	20.70	20.70
7	Manley Hot Springs System .....	18,904.33	1,000.00	19,904.33
7	Miller Creek Airfield .....	----	321.91	321.91
7B	Manley Hot Springs Airfield .....	----	270.65	270.65

FOURTH DIVISION  
(continued)

Account No.	Name of Subproject	Federal	Territorial	Total
32G	Kuskokwim Landing-Takotna and Branches.....	\$29,541.70	\$31,211.46	\$60,753.16
33C	Flat Local Roads .....	4,689.93	1,004.10(e)	5,694.03
33H	Flat Airfield .....	----	2,496.10	2,496.10
38D	Ophir-Takotna Roads .....	6,864.30	500.00(f)	7,364.30
38H	Ganes Creek Road .....	240.03	135.00(g)	375.03
38K	Ruby Airfield .....	----	370.90	370.90
38M	Ophir Airfield .....	----	2,210.09	2,210.09
47A	Wiseman Airfield .....	----	2,560.04	2,560.04
80J	Medfra Airfield .....	----	311.63	311.63
88	Ferry-Eva-Moose Creek ....	654.03	3,000.00	3,654.03
90D	Shelter Cabins .....	----	749.32	749.32
92AA	Bethel Airfield and Road .	405.98	500.00	905.98
92U	Kinak-Kipnek .....	1,367.01	1,000.00	2,367.01
	Totals .....	\$153,643.08	\$63,231.95	\$216,875.03

(a) Includes \$1,064.94 contributed by the Townsite Trustee and \$36.60 by Robert Shively.

(b) Includes \$46.67 contributed by the U. S. Smelting, Refining and Mining Company and \$11.45 by the Hi-Yu Mining Company.

(c) Includes \$24.51 contributed by Don Adler.

(d) Contributed by the City of Fairbanks.

(e) Includes \$4.10 contributed by G. H. Turner.

(f) Includes \$75.00 contributed by L. L. Reed and \$25.00 by C. F. Lottsfeldt.

(g) Includes \$35.00 contributed by Frank McDougal.

## TOTAL COST, BY DISTRICTS

District	Construction	Maintenance and Improvement	Total
Juneau Office and General Overhead .	\$8,313.50	\$23,728.40	\$32,041.90
southeastern .....	18,012.61	18,956.10	36,968.71
Valdez .....	6,395.82	186,329.04	192,724.86
Fairbanks .....	32,549.95	225,919.84	258,469.79
southwestern .....	162,191.79	176,193.34	338,385.13
Nome .....	48,830.00	84,546.76	133,376.76
Total Costs .....	\$276,293.67	\$715,673.48	\$99,967.15
Plant, materials, etc., on hand Undistributed .....			\$221,028.45
Total expenditure .....			\$1,212,995.60(a)

(a) Includes \$399.94 direct Treasury settlements; does not include \$106,837.11 from reimbursements, refunds and receipts from sales.

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

	Federal	Territorial	Total
First Division .....	\$8,842.60	\$24,506.00	\$33,348.60
Second Division .....	70,981.44	58,587.69	129,569.13
Third Division .....	43,996.61	71,325.59	115,322.20
Fourth Division .....	153,643.08	63,231.95	216,875.03
Totals .....	\$277,463.73	\$217,651.23(a)	\$495,114.96

(a) Includes \$7,407.01 contributed by others.

APPROPRIATIONS

Construction and maintenance of military and post roads bridges and trails, Alaska, 1906 to 1940 inclusive, (see Annual Report for fiscal year ending June 30, 1940 pg 52)	\$16,568,208.02.
Act of April 1, 1941 (Deficiency Act) .....	1,000,000.00
Act of June 28, 1941 .....	<u>684,500.00</u>
Total .....	<u>\$18,252,708.02</u>
Construction and maintenance of wagon roads, bridges and trails, "Alaska Fund":	
Fiscal years 1905 to 1939 inclusive .....	\$4,926,900.28 <sup>o</sup>
Fiscal year 1940-1941 .....	<u>290,000.00</u>
Total .....	<u><u>\$5,216,900.28</u></u>
Increase of compensation, War Department:	
Fiscal years 1918 to 1925 inclusive .....	<u>95,059.50</u>
National cemeteries:	
Fiscal years 1925 to 1932 inclusive .....	<u>6,704.60</u>
National Industrial Recovery, Interior, Alaska Road Commission, 1933-1937 .....	<u>1,596,000.00</u>
Emergency Relief, Interior, Alaska Road Commission, 1935-1937 .....	<u>671,500.00</u>
Emergency Relief, Interior, Alaska Road Commission, 1936-1938 .....	<u>450,000.00</u>
Roads and Trails, National Parks:	
Fiscal years 1925 to 1930 inclusive .....	1,316,876.37
Fiscal years 1933 to 1937 (National Industrial Re- covery) .....	150,000.00
Fiscal year 1941 .....	<u>50,000.00</u>
Total .....	<u><u>\$1,516,876.37</u></u>
National Monuments:	
Fiscal years 1933 to 1940 inclusive .....	<u>4,477.02</u>
Barracks and quarters:	
Fiscal year 1932 .....	<u>1,252.50</u>
Total Federal Appropriations .....	<u>\$27,811,478.29</u>

<sup>o</sup> Adjusted.

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

By the Territory:	
Public roads, bridges, trails and ferries:	
Fiscal years 1920 to 1940 inclusive .....	\$2,208,834.71
Fiscal year 1941 .....	95,350.00
Shelter cabins:	
Fiscal years 1932 to 1940 inclusive .....	118,736.10
Nizina Bridge:	
Fiscal years 1922 to 1923 inclusive .....	25,000.00
Telephone lines, Seward Peninsula:	
Fiscal years 1926 to 1931 inclusive .....	13,073.20
Pioneer Cemetery Road:	
Fiscal year 1927 .....	3,341.02
Flood control, Lowell Creek:	
Fiscal year 1929 .....	10,000.00
Yukon-Kuskokwim Portage:	
Fiscal year 1930 .....	7,500.00
Valdez Dyke:	
Fiscal year 1932 .....	10,000.00
Radio telephones:	
Fiscal year 1932 .....	<u>6,477.34</u>
Total Territory .....	<u>\$2,498,312.37</u>
By others:	
Fiscal years 1922 to 1940 inclusive .....	207,118.61
Fiscal year 1941:	
Howard Burch .....	\$4.00
General Land Office .....	1,064.94
Lawrence L. Reed .....	75.00
Sam Bergstrom .....	40.00
City of Anchorage .....	80.66
C. F. Lottsfeldt .....	25.00
City of Skagway .....	6.00
Gold Beach Mining Co. ....	200.00
Standard Oil Co. of Calif.....	156.01

Fred Crowell .....	\$11.00	
Robert Shively .....	36.60	
U. S. Smelting, Refining & Mining Co. ....	4,243.99	
Frank McDougal .....	35.00	
George H. Turner .....	4.10	
Hi-Yu Mining Company, Inc. ....	11.45	
Lomen Commercial Company .....	365.82	
City of Nome .....	58.05	
Town of Valdez .....	92.00	
Nabesna Mining Corporation .....	13.50	
Alaska Pacific Consolidated Mining Company .	784.27	
The Mabel Mine .....	25.00	
Town of Fairbanks .....	9.36	
Don Adler .....	24.51	
O. Kraft & Son .....	20.75	
Florence Barnes .....	20.00	
Grubstake Mining Co. ....	<u>1,000.00</u>	<u>8,407.01</u>
Total others .....		<u>\$215,525.62</u>
Total Contributed Funds .....		<u>2,713,837.99</u>
Total Supervised Funds (see Annual Report, 1932, pages 64-66)		<u>2,840,147.35</u>
Grand Total, All Funds .....		<u>\$33,365,463.63</u>

