

BIENNIAL REPORT on FOREST HIGHWAYS

1929 - 1930

The Forest Highway System of Alaska includes all roads in or adjacent to the National Forests. This system is composed of a series of routes previously recommended and approved. The expenditure of Forest Highway funds is limited to the approved routes on this System. Selection and recommendation of the routes proposed for inclusion in the System, and all changes or additions thereto, are recommended jointly by the Regional Forester, District Engineer of the Bureau of Public Roads and the Territorial Highway Board for the approval of the Secretary of Agriculture. Selection of projects and recommendation of the type of road and of the amount to be expended is also made by the above board to the Secretary of Agriculture for his approval. Federal funds can only be expended under such approval. Federal Forest Highway funds are provided under the Federal Highway Act of July 11, 1916. This act authorizes expenditures by the Bureau of Public Roads and limits expenditure to roads within or adjacent to the National Forests and upon the approved system outlined above. Funds have been expended by the Bureau of Public Roads on the routes and in the amounts set forth in the following tabulation.

ROUTE 1, TONGASS HIGHWAY (ketchikan)

The Tongass Highway extends north from the city limits of Ketchikan to Wacker City on Wards Cove and south from the city limits of Ketchikan to Herring Bay, a total of 14.1 miles.

This highway is surfaced for its entire length with crushed rock. During the biennium included under this report a section $5\frac{1}{2}$ miles in length immediately north of the city limits of Ketchikan was reconstructed,

widened and resurfaced, a steel bridge erected across Carlanna Creek and ample drainage structures installed. During the biennium a contract was also let for the grading and surfacing of an additional 2.9 mile extension from Wards Cove, the present terminus, to Mud Bay. This contract was placed under way late in 1930, and will be completed during the season of 1931. Observation during the biennium indicates a steady increasing traffic over both sections of the highway. Improvements adjacent to and served by the highway are rapidly increasing. A very considerable number of residences have been constructed along the roadside, particularly on the section extending south from Ketchikan. In addition to the suburban home improvements, the highway serves sawmills, canneries, dairies and other local industries. Funds have been expended on this highway as follows:

Point-Power Plant Sec. (surfacing 2.782 miles) Contract	\$ 19,856.22
Territorial Section (reconstruction 0.183 miles) D L	46.24
Wards Cove Sec. 1 widening (reconstruction 5.632 miles) Cont.	112,728.56
Wards Cove-Mud Bay Sec. (construction 2.930 miles) Contract	21,845.14
Wards Cove Sec. 1 (Misc. small proj.) (reconstruction 2.343 miles) D L	8,141.23
Emergency work	3,694.56
Maintenance, 1929	10,627.47
Maintenance, 1930	11,250.95
Carson-Beaver Falls Section (survey 0.613 miles)	479.65
Ketchikan-Wards Cove widening (survey 3.632 miles)	692.73
Wards Cove-Mud Bay Section (survey 2.930 miles)	<u>2,455.35</u>
Total expenditures during the biennium	\$191,818.10
Total expenditures prior to January 1, 1929:	
Construction	\$534,749.50
Maintenance	<u>24,279.61</u>
	<u>559,029.11</u>

Total expenditures to December 31, 1930:

Construction	\$704,689.18	
Maintenance	<u>46,158.03</u>	<u>750,847.21</u>

Source of funds:

Territorial funds ...	68,839.39	
Federal funds	<u>682,007.82</u>	<u>750,847.21</u>

ROUTE 2, GLACIER HIGHWAY
(Juneau)

The Glacier Highway includes the road to Thane, four miles south of Juneau; to Gold Creek, the site of the Alaska-Juneau Mine and to Eagle River, twenty eight miles northwest of Juneau. Tributary to the Eagle River Section of the highway there is a seven mile loop in the Mendenhall valley with a spur extending to Mendenhall Glacier. This spur was reconstructed and surfaced during the last biennium. In addition to the main highway and Mendenhall loop, a spur road extends to a point opposite Fritz Cove and makes accessible a number of homesteads and homesites. A second spur extends from the main highway to a boat landing at Alga Bay. The Glacier Highway is surfaced thruout with Glacial gravel or crushed rock. The width of this highway varies from 10 to 20 feet.

Traffic is increasing steadily as the result of the rapid improvement of roadside properties and to the increasing summer tourist traffic. The Mendenhall Valley offers unusual facilities for fur farms, the number of which has rapidly increased during the past few years. There now exists property improvements and livestock interests adjacent to and served by this route to the value of several million dollars. These interests include hydroelectric plants, fur farms, dairies, homesteads, truck gardens and summer homes. Funds have been expended on this route as follows:

Fritz Cove Sec. (const. 2.705 mi.) Cont.	54,160.55
Duck Creek-Tee Harbor Sec. (recon- struction 3.402 miles) D L	\$ 2,995.89
Mendenhall Glacier Sec. (construction 1.450 miles) Contract	28,584.69
Mendenhall River Bridge Sec. (recon- struction 0.213 mi.) Cont.	106.67
Switzer Bridge-Rocky Pt. Sec. (recon- struction 1.325 miles)	465.07
Silver Bow Basin Sec. (m.s.p.) (recon- struction 3.198 mi) Pr. L ..	307.66
Emergency Work	8,397.10
Maintenance, 1929	20,763.92
Maintenance, 1930	19,521.74
Mendenhall Glacier Section (survey 1.450 miles)	1,030.23
uncan-Thane Section (survey 3.502 miles)	2,516.85
Point Lena Section (survey 0.567 miles)	<u>713.32</u>

Total expenditures during biennium \$119,563.49

Total expenditures prior to January 1, 1929:

Construction	\$658,281.78	
Maintenance	<u>95,956.77</u>	<u>752,238.55</u>

Total expenditures to December 31, 1930:

Construction	737,559.61	
Maintenance	<u>134,242.43</u>	<u>871,802.04</u>

Source of Funds:

Territorial Funds	47,492.86	
Federal Funds	<u>824,309.18</u>	<u>871,802.04</u>

ROUTE 3, SEWARD HIGHWAY
(Seward)

The Seward Highway extends from the city limits of Seward northerly to Kenai Lake and northeasterly to the Government Radio Station. The original construction includes the erection of a number of long wood truss bridges. Changes in the river channels and deterioration of bridge material have made the reconstruction of these bridges imperative. This

replacement is now complete with the exception of one bridge which will be built during the season of 1931. The replacement of this structure will place the highway in excellent condition. The expenditures on this route during the past biennium have not added materially to the length of the available road, but have greatly improved the driving surface and safety of the route. Funds have been expended on this route as follows:

Reconst. Bridges Section (reconst. 0.340 miles) Contract	\$	150.01
Radio Station Section (construction 1.245 miles) Contract		18,800.00
Grouse Creek Fill (m.s.p. (reconst. 0.070 miles) D L		744.88
Emergency Work		2,487.59
Maintenance, 1929		7,203.68
Maintenance, 1930		6,652.96
Reconstruction Bridges (survey 0.304 miles)		579.68
Porcupine Creek Section (survey 0.690 miles)		756.26
Snow River-Moose Pass Section (survey 12.190 miles)		<u>5,425.57</u>
Total expenditures during the biennium		42,580.41
Total expenditures prior to January 1, 1929:		
Construction	\$282,574.45	
Maintenance	<u>59,061.55</u>	<u>321,635.76</u>
Total expenditures to December 31, 1930:		
Construction	311,298.22	
Maintenance	<u>52,917.95</u>	<u>364,216.17</u>
Source of funds:		
Territorial Funds	24,750.00	
Federal Funds	<u>339,466.17</u>	<u>364,216.17</u>

ROUTE 4, EYAK LAKE HIGHWAY
(Cordova)

The Eyak Lake Highway was constructed in 1923 and 1925. Flood conditions in 1927-1928 indicated the necessity of betterment by arraises in grade and increased traffic also made changes in alignment essential. During the biennium the first section, 6.60 miles in length, was reconstructed, grades raised, sharp curves modified and additional surfacing placed, resulting in a very material improvement in the permanency of the road and to the safety to the traveling public. No mileage has been added to this route. Funds have been expended on this route as follows:

Cordova-Eyak Lake Sec. (reconstruction	\$ 16,041.14
8.065 miles) D L	
Maintenance, 1929	3,109.45
Maintenance, 1930	3,435.60
Eyak Lake-Radio Station Section (survey	
9.014 miles)	<u>2,489.80</u>
Total expenditures during the biennium	25,075.99

Total expenditures prior to January 1, 1929:

Construction	\$148,079.58	
Maintenance	<u>22,645.75</u>	<u>170,725.31</u>

Total expenditures prior to December 31, 1930:

Construction	166,610.52	
Maintenance	<u>29,188.78</u>	<u>195,799.30</u>

Source of Funds:

Territorial Funds	11,875.00	
Federal Funds	<u>183,924.30</u>	<u>195,799.30</u>

ROUTE 5, KENAI RIVER HIGHWAY
(Lower Kenai Lake)

The Kenai River Highway is designated on the Forest Highway System as extending from a junction with the Moose Pass Highway at Mile 8 to the Forest boundary on the Lower Kenai River. A section of this road, included a bridge across the Kenai River, was constructed many years ago. This road has been maintained by the Bureau of Public Roads since its construction but has carried a very small amount of traffic. However, the constructed section is important in that this road is a portion of the winter route from the Lower Kenai River area and the town of Kenai to Seward. The bridge, constructed with local material, was found to be unsafe for any form of traffic. During the past biennium the original bridge was condemned and replaced with a modern truss bridge with the necessary approach roads. This section is an important link in the development of the Lower Kenai River Valley and its value to that community will be further demonstrated by the completion of the entire route. The total expenditures on this route are as follows:

Seconner's Bend Bridge (construction 0.540 miles) Contract	\$ 26,923.40
Cooper Creek Bridge (construction 0.059 miles) D L	2,534.05
Emergency Work	127.59
Maintenance, 1929	1,241.69
Maintenance, 1930	627.98
Quartz Creek Relocation (survey 12.140 miles)	<u>4,169.22</u>
Total expenditures during the biennium	\$35,623.95
Total expenditures prior to January 1, 1929:	
Construction	\$65,651.35
Maintenance	<u>10,677.08</u>
	<u>76,328.43</u>

Total expenditures to December 31, 1930:

Construction \$99,405.61
Maintenance 12,546.75 111,952.36

Source of Funds:

Territorial Funds .. 21,500.00
Federal Funds 90,452.36 111,952.36

ROUTE 6, KATALLA HIGHWAY
(Katalla)

The Katalla Highway was built a number of years ago and for some time carried a considerable traffic. Conditions at Katalla, however, are now such that traffic is reduced to a minimum. There is, however, a fixed need for the use of this road, and it is maintained and repaired as required. A number of small bridges have failed, either from flood or other action and have been replaced. This replacement constitutes the major portion of the expenditure on this Highway. The total length of the road is 13.89 miles. The total expenditures on this Highway are as follows:

Emergency Work..... 9.58
Maintenance, 1929 947.09
Maintenance, 1930 776.62

Total expenditures during the biennium 1,753.29

Total expenditures prior to January 1, 1929:

Construction 54,862.18
Maintenance 11,714.75 46,576.93

Total expenditures to December 31, 1930:

Construction 54,871.76
Maintenance 15,458.46 48,310.22

Source of Funds:

Territorial Funds ... 14,740.01
Federal Funds 33,570.21 48,310.22

ROUTE 7, MITKOF HIGHWAY
(Petersburg)

The Mitkof Highway, formerly referred to as the Petersburg Highway, extends from the town limits of Petersburg in a southerly direction along the coast of Wrangell Narrows to the Mountain Point Cannery. An extension 2.7 miles in length was completed during the biennium and there is now available for use on this route 5.7 miles of road. This route has been surfaced with glacier or beach gravel transported to the point of use first by water and later by motor vehicle, resulting in an excessive cost for surfacing material. Funds have been expended on this route as follows:

Petersburg-Scow Bay Section (reconstruction 2.7 miles) D L	\$	364.19
Scow Bay-Cannery Section (construction 3.0 miles) Contract		24,016.57
Maintenance, 1929		3,742.59
Maintenance, 1930		<u>5,800.45</u>
Total expenditures during the biennium ..		31,923.80
Total expenditures prior to January 1, 1929:		
Construction	\$155,718.07	
Maintenance	<u>5,795.18</u>	<u>161,511.25</u>
Total expenditures to December 31, 1930:		
Construction	180,098.85	
Maintenance	<u>15,336.22</u>	<u>195,435.05</u>
Source of Funds:		
Territorial Funds	15,440.57	
Federal Funds	<u>177,994.48</u>	<u>193,435.05</u>

ROUTE 9, SALMON RIVER HIGHWAY
(Hyder)

The Salmon River Highway extends from the town of Hyder on the Portland Canal up the valley of the Salmon River to the Alaska-British Columbia boundary. This route is 12.10 miles in length and furnishes the only outlet for the mining districts on the upper Salmon River and upper Texas Creek. These mining districts are increasing steadily in mineral production. The highway also furnishes an outlet for a number of properties on the British Columbia side of the boundary and the major part of the traffic served is the result of mining activities in the British-Columbia area. Traffic has steadily increased since the original construction and it has been necessary from time to time to relocate and reconstruct sections which have proven inadequate or which have been destroyed by action of the Salmon River. The reconstruction of the final section of this route is now under way and will be completed during the season of 1951. This work was undertaken late in the season of 1950. Funds have been expended on this route as follows:

Emergency-Fish Creek Section (surfacing 3.114 miles) D L	\$ 711.81
Riverside-11 Mile Section (construction 2.437 miles) Cont.	9,457.44
Fish Creek Bridge (m.s.p.) (construction 0.026 miles) D L	1,381.65
Emergency Work	2,553.15
Maintenance, 1929	14,097.28
Maintenance, 1950	11,097.72
Riverside-11 Mile Section (survey 2.437 mi)	<u>155.90</u>
Total expenditures during the biennium ..	59,212.95

Total expenditures prior to January 1, 1929:
 Construction \$376,010.58
 Maintenance 55,759.07 431,749.65

Total expenditures to December 31, 1930:
 Construction 390,028.51
 Maintenance 80,954.07 470,982.58

Source of Funds:
 Territorial Funds 54,795.00
 Federal Funds 416,187.58 470,982.58

ROUTE 10, YAKUTAT HIGHWAY
 (Yakutat)

The Yakutat Highway has come into recent consideration and the funds expended during the biennium have been confined to surveys and investigations. As a result of these surveys and investigations plans are now complete for the improvement of approximately 3.465 miles of low standard road, which road will be placed under construction during the season of 1931 and completed during that season. Funds expended on this route are as follows:

Yakutat Village Road (survey 3.465 miles) 1,551.21
 Total expenditures during the biennium 1,551.21

Total expenditures prior to January 1, 1929:
 Construction \$ 740.50
 Maintenance 0.00 740.50

Total expenditures to December 31, 1930:
 Construction 2,271.71
 Maintenance 0.00 2,271.71

Source of Funds:
 Territorial Funds 250.00
 Federal Funds 2,021.71 2,271.71

ROUTE 11, SITKA HIGHWAY
(Sitka)

The Sitka Highway extends from the boundary of the Sitka National Monument, near Sitka, to Power Creek, and was graded in 1924 and surfaced in 1925. A small amount has been expended for extraordinary repairs in addition to the maintenance during the biennium. Funds have been expended as follows:

Maintenance, 1929	\$ 1,084.99	
Maintenance, 1930 - 4.844 miles ^o	<u>1,282.82</u>	
Total expenditures during the biennium		2,367.81
Total expenditures prior to January 1, 1929:		
Construction	\$105,494.65	
Maintenance	<u>5,218.46</u>	<u>108,713.11</u>
Total expenditures to December 31, 1930:		
Construction	105,494.65	
Maintenance	<u>7,586.27</u>	<u>111,080.92</u>
Source of Funds:		
Territorial Funds	10,850.00	
Federal Funds	<u>100,230.92</u>	<u>111,080.92</u>

^o Includes 1.061 miles built by the A.R.C. between the Park boundary and the beginning of Project No. 412.

ROUTE 12, CROW CREEK HIGHWAY
(Girdwood)

The Crow Creek Highway extends from Girdwood, a station on the Alaska Railroad at Mile 75, to placer and quartz mines on upper Crow Creek. The first section of this route, 8.1 miles, was constructed in 1924. During the biennium just passed a considerable amount of reconstruction work was done on this section and an additional 1.756 miles were graded and surfaced with crushed rock. Improvements as the result of the reconstruction on the original section and the added mileage carry this road to the maximum distance that a very

precipitous country will permit and affords to that point excellent transportation facilities for the mineral interests tributary. Funds have been expended as follows:

Girdwood-Cache Section (construction 1.756 (6.009) Contract	\$57,200.00
Maintenance, 1929	141.14
Maintenance, 1930	1,607.43
Crow Creek-Cache Section (survey 1.756 miles)	<u>484.85</u>
Total expenditures during the biennium	59,433.42

Total expenditures prior to January 1, 1929:	
Construction	\$77,510.79
Maintenance	<u>3,161.14</u>
	<u>80,661.93</u>

Total expenditures to December 31, 1930:	
Construction	135,195.84
Maintenance	<u>4,899.71</u>
	<u>140,095.55</u>

Source of Funds:	
Territorial Funds	0.00
Federal Funds	<u>140,095.55</u>
	<u>140,095.55</u>

ROUTE 15, PALMER CREEK HIGHWAY
(Hope)

The Palmer Creek Highway extends from the town of Hope, up Palmer Creek, to a mining district on the headwaters of that drainage. This route is tributary to the Moose Pass Highway, No. 14. Funds have been expended as follows:

Maintenance, 1929	1,498.71
Maintenance, 1930	<u>1,884.65</u>
Total expenditures during the biennium	5,585.56

Total expenditures prior to January 1, 1929:
 Construction \$64,121.56
 Maintenance 13,756.55 77,877.91

Total expenditures to December 31, 1930:
 Construction 64,121.56
 Maintenance 17,139.91 81,261.27

Source of Funds:
 Territorial Funds 0.00
 Federal Funds 81,261.27 81,261.27

ROUTE 14, MOOSE PASS HIGHWAY
 (Moose Pass)

The Moose Pass Highway extends from the Moose Pass Station, Mile 29 of the Alaska Railroad, to Hope, Alaska, a small town on the shores of Turnagain Arm. Various sections of this route have been under construction for a number of years. Sections 1 and 2, the first to be constructed have proven entirely inadequate for present needs and during the present biennium a reconstruction program has been undertaken thereon by which the grade, curvature and surface will be brought to a condition which will be adequate for present traffic. The reconstruction of these sections has included a major part of the work on this road during the biennium. The entire improvement will be completed in the 1931 season. Funds have been expended as follows:

Hope Sunrise Section (surfacing 11.099 miles)
 Day Labor \$ 6,158.47
 Sections 1 and 2 (reconstruction 19.925
 miles) Day Labor 22,356.90
 Emergency Work 5,170.02
 Maintenance, 1929 7,959.85
 Maintenance, 1930 10,520.11
 Total expenditures during the biennium 52,145.35

Source of Funds:

Territorial Funds	1,597.32	
Federal Funds	<u>0.00</u>	<u>1,597.32</u>

ROUTE 16, WRANGELL HIGHWAY
(Wrangell)

The Wrangell Highway extends both north and south from the town of Wrangell. During the past biennium an area has been set aside and funds made available for the construction of a Government school approximately five miles south of the town of Wrangell. In order that this school site might be properly served, an extension of 2.7 miles was constructed during the biennium. The section of the road north of the town of Wrangell was constructed a number of years ago and included in its construction a long section of plank road. This section now carries a greatly increased traffic due to roadside homes and the plank section above referred to is badly deteriorated. Surveys looking to the reconstruction of this road have been made during the biennium and it is proposed to complete plans and place the entire section under reconstruction during the season of 1931. Funds have been expended as follows:

Shoemaker Bay Section 2 (construction 2.070 miles) Contract	51,865.45
Maintenance, 1929	2,293.12
Maintenance, 1930	1,994.63
Wrangell-Cannery Section (relocation 1.019 miles)	<u>1,029.97</u>
Total expenditures during the biennium	57,183.17
Total expenditures prior to January 1, 1929:	
Reconstruction	62,046.19
Maintenance	<u>6,848.53</u>
	<u>68,894.72</u>

Total expenditures to December 31, 1930:
 Construction\$114,941.61
 Maintenance 11,136.28 126,077.89

Source of Funds:
 Territorial Funds 1,900.00
 Federal Funds 124,177.89 126,077.89

ROUTE 17, WHITE PASS HIGHWAY
 (Skagway)

The White Pass Highway extends from the city limits of Skagway 2.28 miles to a point on the Skagway River. In order that the possibilities of future development on this route might be fully determined, surveys of all possible extensions and routes were made during 1928-29-30. A request from the Attorney General that where possible prison labor be employed in the Territory resulted in the placing of a small crew of Federal prisoners on the construction of a portion of the above route locally designated as the Skagway-Denver Glacier road. From five to twelve prisoners were employed in this construction during the season of 1930. This crew operated under the supervision of the man assisted by a local guard.

A bridge across the Skagway River has been in use for many years. This structure is now considered unsafe for use and it is proposed to replace it during the season of 1931. Surveys of the bridge site were made during 1930. Funds have been expended as follows:

Skagway-Denver Glacier Section (construction 5.250 miles) Pr. L	4,879.89
Maintenance, 1929	251.87
Maintenance, 1930	136.48
Skagway-Denver Glacier Section (survey 2.28 miles)	57.78
White Pass Highway (survey 12.520 miles)	1,949.04
Skagway River Bridge (survey 0.298)	<u>486.92</u>
Total expenditures during the biennium	\$ 7,761.96

Total expenditures prior to January 1, 1929:

Construction	\$ 9,598.59	
Maintenance	<u>5,791.11</u>	<u>13,189.70</u>

Total expenditures to December 31, 1930:

Construction	18,772.22	
Maintenance	<u>4,179.44</u>	<u>20,951.66</u>

Source of Funds:

Territorial Funds	0.00	
Federal Funds	<u>20,951.66</u>	<u>20,951.66</u>

ROUTE 18, TEXAS CREEK HIGHWAY
(Hyder)

The Texas Creek Highway extends from a junction with the Salmon River Highway at Mile 9 to a point near the summit of the Coast Range near Chickamin Glacier. The road follows the east fork of Texas Creek to a point a short distance below the glacier; the source of this stream, thence across the east fork and on a steady upgrade around the point of the intervening mountain into the drainage of the west fork and thence parallel to this drainage to its head at practically the summit of the Coast Range. During the biennium the final section of this road, 4.57 miles, was completed. The Texas Creek mining district, to which this road gives access, is a well defined mineral area and it is believed that this highway will add materially to the wealth of the Territory thru the opening for mineral development which it provides. Funds have been expended as follows:

Salmon River-Texas Br. Sec. (construction 5.425 miles) Contract	11,122.86
Texas Bridge-Ibex Cr. Sec. (construction 4.570 miles) Contract	82,950.00
Texas Bridge-Ibex Cr. Sec. (surfacing 4.570 miles) Contract	51,287.44
Ibex Creek-Summit Section (construction 5.860 miles) Contract	86,269.18

Maintenance, 1929	2,758.22
Maintenance, 1930	2,357.12
Texas Bridge-Summit Section (survey 8.210 miles)	<u>584.75</u>

Total expenditures during the biennium 217,309.57

Total expenditures prior to January 1, 1929:

Construction	\$133,852.71	
Maintenance	<u>367.37</u>	<u>134,220.08</u>

Total expenditures to December 31, 1930:

Construction	348,048.94	
Maintenance	<u>5,482.71</u>	<u>351,529.65</u>

Source of Funds :

Territorial Funds	54,856.67	
Federal Funds	<u>296,672.98</u>	<u>351,529.65</u>

ROUTE 19, KAKE HIGHWAY
(Kake)

During the past biennium it has been deemed advisable to place a number of short roads in the vicinity of Native Alaskan Villages in the Forest Highway System. Surveys were made at Kake preparatory to the replacement of bridges formerly constructed by the Forest Service and to the improvement of a section of road, making the boat landing at the Cannery accessible to the village. Expenditures during the past biennium were confined entirely to surveys and investigations. It is proposed, however, to place this section of road under construction during the season of 1931. Funds have been expended as follows:

Kake Cannery Section (survey 0.726 miles)	<u>987.14</u>
Total expenditures during the biennium	987.14

Total expenditures prior to January 1, 1929:
 Construction\$ 0.00
 Maintenance 0.00 0.00

Total expenditures to December 31, 1930:
 Construction 987.14
 Maintenance 0.00 987.14

Source of Funds:
 Territorial Funds 0.00
 Federal Funds 987.14 \$ 987.14

ROUTE 28, POINT AGASSIZ
 (Petersburg)

The Point Agassiz Highway is on the mainland 4.54 miles by water from the town of Petersburg and extends northerly along the coast from the mouth of Muddy River for a distance of 4.54 miles. The road was constructed as an aid to the development of agriculture and serves a number of small farms and dairies, making it possible for the residents to transport their farm and dairy products to tidewater and permits their families to reach the community school, approximately in the center of the project, all seasons. Funds have been expended as follows:

Point Agassiz-Muddy River Bridge (construction 0.061 miles) D L	125.74
Point Agassiz-Muddy River Section (construction 4.549 miles) Contract	6,411.56
Maintenance, 1929	287.33
Maintenance, 1930	<u>291.00</u>
Total expenditures during the biennium	7,095.63

Total expenditures prior to January 1, 1929:
 Construction ,.....60,516.39
 Maintenance 0.00 60,516.39

Total expenditures to December 31, 1930:
 Construction\$66,855.69
 Maintenance 558.35 67,412.02

Source of funds:
 Territorial Funds 0.00
 Federal Funds 67,412.02 67,412.02

ROUTE 27, MILL CREEK HIGHWAY
 (Wrangell)

The Mill Creek Highway is a short section of road leading from the beach at the mouth of Mill Creek to Virginia Lake and makes possible the transportation of supplies from the boat landing on salt water to the lake, from which point they are taken again by boat to the Ground Hog Mining District at the upper end of this six mile body of water. The total expenditures are as follows:

Total expenditures prior to January 1, 1929:
 Construction\$10,869.95
 Maintenance 0.00 10,869.95

Total expenditures to December 31, 1930:
 Construction 10,869.95
 Maintenance 0.00 10,869.95

Source of Funds:
 Territorial Funds 0.00
 Federal Funds 10,869.95 10,869.95

ROUTE 28, WEST COAST HIGHWAY
 (Craig & Klawak)

The addition of a number of native village areas to the Forest Highway System have made possible the construction of short sections of road at the native villages of Craig and Klawak on the West Coast of Prince of Wales Island. Investigations and surveys of these routes were made during the biennium and it

is proposed to place both under construction during the season of 1951. Funds have been expended as follows:

Ilavak Village Road (survey 0.711 miles)	\$ 2,082.18	
Craig Village Road (survey 0.375 miles)		<u>810.89</u>

Total expenditures during the biennium 2,995.02

Total expenditures prior to January 1, 1929:

Construction	\$ 0.00	
Maintenance	<u>0.00</u>	<u>0.00</u>

Total expenditures to December 31, 1950:

Construction	2,995.02	
Maintenance	<u>0.00</u>	<u>2,995.02</u>

Source of Funds:

Territorial Funds	250.00	
Federal Funds	<u>2,745.02</u>	\$ <u>2,995.02</u>

ROUTE 29, JOHNSON PASS HIGHWAY
(Moose Pass)

The Johnson Pass Highway extends from Mile 29 of the Moose Pass Highway, Route No. 14, to Mile 54 of the Alaska Railroad. A section was improved during the previous biennium and the road is now passable for traffic from its junction with the Moose Pass Road. Expenditures have been expended as follows:

Johnson Creek Section (n.s.p.) (Reconstruction 8.127 miles) D L	441.59
Maintenance, 1929	567.12
Maintenance, 1950	<u>501.75</u>

Total expenditures during the biennium 1,510.24

Total expenditures prior to January 1, 1929:		
Construction	\$ 5,443.46	
Maintenance	<u>0.00</u>	<u>5,443.46</u>

Total expenditures to December 31, 1930:		
Construction	5,884.85	
Maintenance	<u>868.85</u>	<u>6,753.70</u>

Source of Funds:		
Territorial Funds	0.00	
Federal Funds	<u>6,753.70</u>	<u>6,753.70</u>

ROUTE 30, AFOGNAK LAKE HIGHWAY
(Afognak Island)

The Afognak Lake Highway extends from the tide water to Afognak Lake. At Afognak Lake the U. S. Bureau of Fisheries maintain and operate an extensive fish hatchery. In order that this plant might be in communication with boat transportation and that supplies and the products of the hatchery might be properly handled, a low grade beach gravel surfaced road was constructed during the past biennium. Construction funds only have been expended on the route and maintenance will be continued by the Bureau of Fisheries. Funds expended are as follows:

Kognak Bay-Hatchery Section (construction 4.534 miles) Contract	62,000.00	
Kognak Bay-Hatchery Section (survey 4.55 miles) Contract	<u>620.40</u>	
Total expenditures during the biennium		62,620.40

Total expenditures prior to January 1, 1929:		
Construction	1,266.77	
Maintenance	<u>0.00</u>	<u>1,266.77</u>

Total expenditures to December 31, 1930:		
Construction	65,887.17	
Maintenance	<u>0.00</u>	<u>65,887.17</u>

Source of Funds:

Territorial Funds	\$	0.00	
Federal Funds		<u>65,887.17</u>	<u>65,887.17</u>

ROUTE 51, DOUGLAS HIGHWAY
(Douglas)

The Douglas Highway was placed on the Forest Highway System during the past biennium. In order that full information might be available prior to possible development, surveys and investigations to determine the possibility and probable cost of improvement and extensions on the route were made. During the biennium the funds expended are as follows:

Maintenance, 1929	\$		
Maintenance, 1930		582.25	
Douglas-Eagle Creek Section (survey of 404 miles)		2,897.64	
Cartineau Channel Bridge (survey of 0.662 miles)		<u>1,219.58</u>	
Total expenditures during the biennium			<u>4,499.47</u>

Total expenditures prior to January 1, 1929:

Construction	0.00	
Maintenance	<u>0.00</u>	<u>0.00</u>

Total expenditures to December 31, 1930:

Construction	4,117.22	
Maintenance	<u>382.25</u>	<u>4,499.47</u>

Source of Funds:

Territorial Funds	0.00	
Federal Funds	<u>4,499.47</u>	<u>4,499.47</u>

SOUTHEASTERN ALASKA RIVER SURVEYS

In 1927, in response to the apparent need of aid to the mining industry and the desirability of reliable information regarding possible future developments,

funds were set aside for certain surveys and investigations to be made by the Bureau of Public Roads. It was agreed that surveys should be carried from tide water up a number of large rivers to mineral contacts of known value. Three survey parties were organized and the work started. Surveys were completed on the Chickamin River, Endicott River and between Lisianski Inlet and Patterson Bay. The country through which these surveys were carried was found to be so difficult that it was necessary to clear and grade low type trails in order to take the party forward in connection with the survey.

A vast amount of information has been gained. The desirability and possibility of road construction determined and the fact that the survey parties left passable foot trails has made it possible for prospectors to penetrate farther into the interior than heretofore. It is hoped that necessary legislation will provide for expenditures of Highway funds in some form of stage construction which will permit of the initial work on a trail basis. The total expenditure is as follows:

Chickamin River (survey 37.09 miles)	\$	261.67
Endicott River (survey 14.26 miles)		0.00
North Arm-Lisianski (survey 10.52 miles) ..		0.00
Parragut River (survey 15.60 miles)		617.70
Leona River (survey 4.00 miles)		808.68
Patterson Bay-Sister Lake (survey 8.50 miles)		0.00
Yankee Inlet-Idaho Inlet (survey 12.68 Miles)		0.00
Bank River (survey 25.00 miles)		<u>0.00</u>

Total expenditures during the biennium . \$ 1,188.05

Total expenditures prior to January 1, 1929:

Construction	\$50,439.54	
Maintenance	<u>0.00</u>	<u>50,439.54</u>

Total expenditures to December 31, 1930:

Construction	51,627.39	
Maintenance	<u>0.00</u>	<u>51,627.39</u>

Source of Funds:

Territorial Funds	0.00	
Federal Funds	<u>51,627.39</u>	<u>51,627.39</u>

TRAIL CONSTRUCTION

The Bureau of Public Roads, being organized for the construction of roads, was requested during the biennium to construct certain trails. Funds were provided by the Forest Service and by the Territorial Road Commissioners in cooperation. These funds were not designated as those to be expended by the Bureau. The work, however, was undertaken as a cooperative venture and trails constructed as required. The total expenditure is as follows:

Blind River Trail (construction)	549.62
Craig-Klawak Trail (construction)	981.05
Montana Creek Trail (construction)	52.48
Resurrection Creek Bridge (construction)	3,842.26
Sig-Alaska Trail (construction)	450.80
Hyder Campground (construction)	549.87
Saint Lena Trail (construction)	<u>758.48</u>

Total expenditure during the biennium \$ 6,984.04

Total expenditure prior to January 1, 1929:

Construction	\$ 9,172.27	
Maintenance	<u>0.00</u>	<u>9,172.27</u>

Total expenditure to December 31, 1930:

Construction	16,158.81	
Maintenance	<u>0.00</u>	<u>16,158.81</u>

Source of Funds:

Territorial Funds	1,254.81	
Federal Funds	<u>14,901.50</u>	<u>16,156.31</u>

MISCELLANEOUS SMALL PROJECTS

For a number of years certain projects and improvements were financed under the heading of

miscellaneous small projects. This term included expenditure of small amounts on projects that were not considered of sufficient importance to justify project designation. The fund was discontinued, however, and during the past four years no expenditure of this type has been made. Funds were expended as follows:

Total expenditures prior to January 1, 1929:		
Construction	\$45,710.89	
Maintenance	<u>0.00</u>	<u>45,710.89</u>
Total expenditure to December 31, 1930:		
Construction	45,710.89	
Maintenance	<u>0.00</u>	<u>45,710.89</u>
Source of Funds:		
Territorial Funds	11,980.89	
Federal Funds	<u>31,730.50</u>	<u>45,710.89</u>

Alfida Road, Construction 0.94 miles, Day Labor.
 Village Road, Construction 6.00 miles, Day Labor.
 Harbor Wharf, Survey.
 Administrative and Engineering Investigations.

RECAPITULATION

1	Tongass Highway	\$ 191,818.10
2	Glacier Highway	119,563.49
3	Seward Highway	42,580.41
4	Eyak Lake Highway	25,075.99
5	Kenai River Highway	35,623.93
6	Katalla Highway	1,733.29
7	Mitkoff Highway	31,923.80
8	Salmon River Highway	39,212.93
10	Yakutat Highway	1,551.21
11	Sitka Highway	2,387.81
12	Grow Creek Highway	59,453.42
13	Palmer Creek Highway	3,383.33
14	Moose Pass Highway	52,145.35
15	Petersburg Creek Highway	1,597.32
16	Wrangell Highway	57,183.27
17	White Pass Highway	7,761.98

18	Texas Creek Highway	217,309.67
19	Kake Highway	987.14
26	Point Agassiz Highway	7,095.63
27	Mill Creek Highway	0.00
28	West Coast Highway	2,993.02
29	Johnson Pass Highway	1,310.24
30	Afognak Lake Highway	62,620.40
31	Douglas Highway	4,499.47
	S.E. Alaska River Surveys	1,188.05
	Trail Construction	<u>6,984.04</u>

Total expenditures during the biennium 977,923.10

Total expenditures prior to January 1, 1929:
 Construction \$5,299,264.21
 Maintenance 341,520.53 5,640,784.74

Total expenditures prior to December 31, 1950:
 Construction 4,120,709.59
 Maintenance 497,998.25 4,618,707.84

Source of Funds:
 Territorial Funds 342,980.52
 Federal Funds 4,275,727.32 4,618,707.84

TERRITORIAL SHELTER CABIN FUND

April 1, 1929 - March 31, 1931

Report of the administration of the Shelter Cabin Fund apportioned by the Governor in compliance with Section 5, Chapter 17, Session Laws of 1917. \$20,000.00 was available for the biennium. The following work was accomplished by the Alaska Road Commission under its cooperative agreement with the Territorial Board.

The fund was apportioned as follows:

	<u>Allotted</u> <u>1929-30</u>	<u>Allotted</u> <u>1930-1931</u>	<u>Total</u> <u>Expended</u>
Second Division	\$2,394.12	\$5,746.48	\$ 8,640.60
Third Division	1,968.59	1,897.42	3,866.01
Fourth Division	<u>3,544.12</u>	<u>2,778.26</u>	<u>6,122.38</u>
Totals	\$8,206.83	\$10,422.16	\$18,628.99

No.	Location	Work Done	Cost
18	Topkok, 45 miles from Nome	New stove and repairs	\$ 26.20
18	249 miles from Nome	" " " pipe	22.75
18A	Choris Peninsula, 20 miles from Keewalik	Wood furnished	50.00
18A	Arctic Circle, 54 miles from Keewalik	" "	50.00
18A	Riley Creek, 54 miles from Keewalik	" "	50.00
26C	Keewalik, 18 miles from Candle	Wood and new safety	25.00
41A	Riley Channel, 25½ miles from Kotzebue	Wood furnished	60.00
41B	Okolikshook, 59 miles from Kotzebue	" "	15.00
41B	Corwin Coal Mine, 250 miles from Kotzebue	" "	15.00
41B	Tulukuk, 261 miles from Kotzebue	" "	15.00
41B	Pingarorik, 403 miles from Kotzebue	" "	15.00
41F	Noatak on the Noatak River midway between Kotzebue and the village of Noatak	Combination cabin and dog barn built	669.55
42	Kotlik, 65 miles from St. Michael	do	841.78
62A	Peace River, 15 miles from Haycock	Additional bills	67.20
67	Tissue River, 50 miles from Nome	Wood furnished	20.00

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Route No.	Location	Work Done	Cost
67	Douglas, 60 miles from Nome	Wood furnished	\$ 20.00
67A	Lost River, 25 miles from Teller	Repairs	84.85
67A	Tin City, 55 miles from Teller	Combination cabin and dog barn built	818.79
67C	Agiapuk, 21 miles from Teller	Wood furnished	20.00
73A	Herndon Portage, 128 miles from Kotlik	Repairs	<u>68.00</u>
Total			\$2,894.12

1950-1951

18	Walla Walla, 96 miles from Nome	Repairs and wood	91.10
18	Moses, 115 miles from Nome	" " "	73.60
18	Bonanza, 156 miles from Nome	Purchase of cabin and dog barn and repairs	235.40
18	Whaleback, 230 miles from Nome	Repairs and wood	105.00
18	Old Woman, 241 miles from Nome	New stove installed & wood	46.10
18	Ten Mile, 249 miles from Nome	Repairs and wood	65.00
18	Twenty two mile, 264 miles from Nome	" " "	75.00
18	281 miles from Nome	Wood	20.00
18A	Choris Peninsula, 135 miles from Bonanza	New pipe and wood	41.00
18A	Arctic Circle, 149 miles from Bonanza	Combination cabin and dog barn built	1,010.58
18A	Riley Wreck, 169 miles from Bonanza	Repairs and wood	60.75
21	Golsovia, 32 miles from Unalakleet	Cabin purchased & repairs	271.25

Route No.	Location	Description	Cost
28A	Windy, 24 miles from Nome	Repairs	57.15
41A	Riley Channel, 33 miles from Kotzebue	Repairs, stove and wood	109.80
41A	Pitkik, 171 miles from Kotzebue	12x14 log cabin built	253.00
41B	Aniyak, 25 miles from Kotzebue	Combination cabin and dog barn built	1,013.00
41B	Okoliksook, 59 miles from Kotzebue	Wood furnished	30.00
41B	Corwin, 230 miles from Kotzebue	Repairs to dog barn	50.00
41B	Tulukuk, 281 miles from Kotzebue	Repairs to cabin	50.00
41B	Pingarorok, 405 miles from Kotzebue	Repairs to cabin	50.00
41B	Sinaru, 495 miles from Kotzebue	" " "	50.00
41C	Callahans, 37 miles from Keewalik	Repairs, new stove & coal	200.00
41F	Noatak, 30 miles from Kotzebue	Additional bills	234.60
67	Wooley, 45 miles from Nome	Repairs	24.00
67	Douglas, 60 miles from Nome	"	6.25
67A	Lost River, 28 miles from Teller	Repairs and wood	37.50
67A	York, 54 miles from Teller	" " "	55.00
67A	Tin City, 64 miles from Teller	Wood furnished	50.00
67A	Lopp Lagoon, 91 miles from Teller	" "	50.00
67A	Sinraset, 123 miles from Teller	Wood, axe furnished	33.50
67C	Agiapuk, 21 miles from Teller	" " "	49.00
67J	Dome Creek, 10 miles from Wooley	Combination cabin and dog barn built	875.00
73A	Herndon, 128 miles from Kotlik	14x14 cabin erected	397.00
89A	Iron Creek, 53 miles from Nome	Repairs	13.95

Station	Description	Cost
89A	Hob Springs, 87 miles from Home	Repairs 13.95
89A	Shalton, 74 miles from Home	Repairs 11.20
Total		\$5,746.48

THIRD DIVISION - 1929-1950

51C	Mouth of Clearwater	Corrugated iron roof and lumber floor installed	325.00
92I	Portage Creek, 38 miles from Dillingham	12 ft. by 14 ft. log cabin with corrugated iron roof built	600.00
92K	Rapids, 64 miles from Kanatak	14 ft. by 12 ft. log cabin erected	495.59
98B	26 miles from Chickaloon	12 ft. by 14 ft. log cabin erected	550.00
Total		\$1,968.59	

1950-1951

20H	11 miles from Nancy	Repairs	10.00
	Mouth of Susitna River	12x14 log cabin built	500.00
55	46 miles from Kenai	New roof and repairs	500.00
92I	Lewis Point, 20 miles from Dillingham	Repairs	40.00
92J	Halfway, 24 miles from Naknek	12x14 frame cabin	725.00
98B	Trail Creek, 46 miles from Chickaloon	12x14 log cabin built	244.42
92I	Patch of Woods 50 miles from Dillingham	Repairs and roof	75.00
Total		\$1,897.42	

FOURTH DIVISION - 1989-1990

Route No.	Location	Work Done	Cost
77A	Moody, 5 miles from North Fork	New stove	\$ 18.00
77A	11 miles from North Fork	" "	18.00
16	82 1/2 miles from Fairbanks	18x24' log cabin erected	500.00
25B	14 miles from Beaver	Repairs	30.00
25B	56 miles from Beaver	"	50.00
25B	40 miles from Beaver	"	40.00
25B	56 " " "	"	40.00
25D	27 " " Caro	12x14 ft. cabin built	250.00
29	12 miles from Tanana	Stove installed	18.79
29	96 " " "	" "	19.00
29	70 " " "	" "	19.00
29A	North Fork, 25 miles from Bettles	12x14 ft. cabin built	250.00
32A	Lincoln Creek, 40 miles from Takotna	New stove and repairs	25.45
32A	McGee, 14 miles from Flat	Repairs	10.00
32D	Little Eldorado, 14 miles from Flat	New stove	18.25
34B	Little Yentna, 15 miles from Iditarod	" "	18.75
34B	Yentna, 50 miles from Shageluk	" "	18.75
38C	Carlsons, 20 miles from Ophir	12x14 ft. cabin built	440.05
38F	18 miles from Ophir	Reset and repaired tent	71.47
38F	56 miles " "	New tent and stove placed	97.98
46C	50 " " Nenana	Repairs and stove installed	50.00
46E	52 miles from Diamond	Repairs	50.00
46E	95 miles from Diamond	Stove installed	19.58
53	22 miles from Circle	14x16 ft. cabin built	253.32

Route No.	Location	Particulars	Cost
821	10 miles from McGrath	12x14 ft. cabin built	517.50
808	Crooked Creek, 17 miles from McGrath	Additional corrugated iron for roof	54.50
92F	Beluga Peak, 2 miles from Goodnews Bay	Frame cabin 12x14 ft. built	800.00
92M	Hessan's, 28 miles below Kaltshak	Additional bills for cabin	50.97
920-	Foothills, 50 miles from Tulusak	New stove placed	15.00

Total\$3,544.12

1950-1951

18	Montana, 85 miles from Fairbanks	New stove installed	18.00
23A	Snowshoe, 15 miles from Olnes	Repairs and new stove	58.00
23B	52 miles from Beaver	New stove pipe	1.58
23B	46 " " "	" " "	1.58
29	45 " " Tanana	" " "	3.00
29	70 " " "	Freight & labor installing stove	20.00
29	108 miles from Tanana	do	25.00
29	155 " " "	do	55.00
29D	8 " " Bettles	Cabin built	500.00
29D	45 " " "	" " "	300.00
51	08 Creek, 29 miles from Salcha	" " "	518.00
52C	Fritz's, 55 miles from Ophir	12x14 ft. cabin built	750.00
52D	Summit, 28 miles from Flat	New roof and repairs	53.81
54A	Reindeer River, 25 miles from Flat	New stove	25.00
52D	Bonanza, 14 miles from Flat	New stove pipe	2.50

Total \$2,778.26

465.00
88.71
88.72
14.00
14.25
127.50
41.00
18.00

53A	Halfway, 34 miles from Circle	"	"	18.00
53	22 miles from Eagle	"	Stove installed	41.00
	Crooked Creek	"	Repairs and new stove	127.50
92L	Old Island Village, 25 miles from	"	"	14.25
92F	Indian River, 26 miles from	"	"	14.00
92E	Jack Smith Bay, 16 miles from	"	Quinhagak New stove and pipe	88.72
92A	Dahls, 18 miles from Ek	"	"	88.71
92B	Hickman Lake, 15 miles from Bethel	"	New roof and stove	88.71
92C	Hogman, 22 miles from Fortman	"	12x14 ft. cabin built	465.00

Cost