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REPORT  
OF  
DIVISIONAL ROAD COMMISSION  
Division No. 3.  
TERRITORY OF ALASKA  
1917-1918

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RECAP OF RECEIPTS AND DISBURSEMENTS

by

THE DIVISIONAL ROAD COMMISSION.  
THIRD JUDICIAL DIVISION,  
TERRITORY OF ALASKA.

Received from Territorial Treasurer up to Jan. 1, 1919		\$100,000.00
Appropriated by the Legislature		2,989.96
Unexpended balance from 1916		3,127.43
Forest Reserve Fund, 1917		
<b>Total Receipts</b>		<b>\$106,117.39</b>
Expended to Jan. 1, 1919		
Anchorage general account	1,322.33	
Matanuska-Palmer Road	19,094.73	
Lake Spenard Road	2,398.55	
Palmer-Moose Creek Road	2,710.80	
Wasilla Road	589.55	
Camp #10 Road	605.00	
Finger Lake Road	6,226.14	
Chickaloon Road	767.50	
Knik Road	345.00	
East "I" St. Road	800.00	
Whitney Road	1,825.45	
Seward Road	7,555.73	
Katalla Road	7,623.06	
Elliott-Kotsina Road	5,343.42	
Shoup Bay Road	1,148.57	
McCarthy-Chisana Road	9,212.02	
Eyak Lake Road	7,538.05	
Strelna-Kuskulana Road	3,699.16	
Glacier Road	606.91	
Mineral Creek Road	15,484.62	
Quartz Creek Road	24.75	
Compensation of Commissioner	4,887.86	
Office and General Expense	4,077.96	
Chitina-Copper River Road	15.00	
<b>Total expenditures by the Divisional Road Commission, Warrants Nos. 1 to 590 inclusive, as per the warrant register</b>		<b>\$103,902.16</b>
Balance unexpended Jan. 1, 1919		\$ 2,215.23

IRON CREEK DISTRICT ROAD

We have been petitioned for the past two years for a road to Iron Creek. On account of the scarcity of engineers caused by the war we have not been able to make a survey of this road. We have familiarized ourselves with the necessity for such a road and we deem it to be one of the most needed roads, as this district cannot develop without the facilities for communication.

We have carefully estimated the cost of this proposed road and respectfully submit the following figures for the consideration of the Territorial Road Commission. The cost per mile would be \$350.00 or \$14,000.00 for the forty miles.

(IRON CREEK DISTRICT ROAD - Continued )

The above figures are based on the cost of cutting a right-of-way sixteen feet wide, surface level, and constructing the necessary culverts and bridges. This road would serve for sleds, pack horses and mushers.

The road would run from Talkeetna to Iron Creek, a distance of forty miles.

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ELLAMAR TATITLEK ROAD.

Construction on this road was commenced in 1911 under deputy road-overseer Chesley W. Cook in a primitive way, but the work was not completed on account of lack of funds. Although we have been petitioned by 145 people to undertake the building of a road here, we have not been able to employ an engineer to make the survey. This road would run along the present trail connecting Ellamar and Tatitlek, and would cost approximately Four Thousand Dollars to make a road that would accommodate the present travel which is estimated at 100 persons a day. There would be little or no tonnage, as nearly all the freight would go by boat from Ellamar to Tatitlek.

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THE FORT LISCUM ROAD.

This road is approximately four miles in length. Beginning at a point  $3\frac{1}{4}$  miles from Valdez on the Valdez-Fairbanks Trail it runs along the south shore of Valdez Bay to Fort Liscum. There was about twenty-three thousand dollars spent on this road during the regime of Col. Abercrombie at Fort Liscum, but very little of the work done is left, as the location, in places, was too near the surf and consequently it washed away. Some of the location could be used, but it would require Fifty Thousand Dollars to make a road that would meet the demands of the people. This road would be used to train the soldiers on and for automobile traffic, nearly all the heavy tonnage going by boat. Along the above road is located the Alaska Water, Light and Telephone Co's. plant; the mine of the Granby Consolidated Mining, Smelting and Power Co.; Fort Liscum; the Butler mine; and the mines of the Patten Mining Co. Although there are a great many people who are desirous of getting this road and constantly urging the necessity of it, I have not been able to employ an engineer to make a survey of the road.

This road would require approximately fifteen thousand dollars for bridge work.

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PORTAGE BAY-HERENDEEN BAY ROAD.

Balboa Bay is located on the Alaska Peninsula mainland opposite the northern end of Unga Island, about 55 degrees North and 160 degrees West.

Herenden Bay is located on Behring Sea in approximately the same latitude and longitude as Balboa Bay, and is an arm of Port Moller. The bays are separated by a range of mountains, the range being broken by a low divide about 500 feet in elevation, three miles from the Pacific side of which streams flow northward and southward emptying into Herenden Bay and Portage Bays respectively.

The road wanted is between Portage Bay (an arm of Balboa Bay) and Herenden Bay, a distance of approximately ten miles. A survey of this road was made years ago by the Herenden Bay Coal Co., but no records of that survey can be found.

At the present time between the two bays there is a trail, which would be the place for the road as it follows the original survey and is the shortest route. This portage is used in the spring to get employees to the canneries long before a boat can get into Behring Sea owing to the ice, and also in the fall to get them out after the ice has stopped vessels from going into the Sea,

(PORTAGE BAY - HERENDEEN BAY ROAD-Continued)

The distance by boat from Portage Bay to Herendeen Bay is approximately 500 miles, thereby causing a loss of 490 miles in travel, and about a month in time, should the boats have to wait until the ice goes out of Behring Sea. At the present time there are five canneries operating at Herendeen Bay, employing 2000 people of which approximately 400 live at various places on the Pacific side and have to use this road to get to their places of employment in the Spring, and return to their homes in the Fall, in addition to the regular travel of other inhabitants who do not work in the canneries.

The people of this neighborhood have been asking for this road for a number of years, and it is considered one of the most needful as well as the most necessary roads in Alaska.

Estimates have been made on this road from time to time, and it is the opinion of engineers that the road could be built with the necessary culverts and bridges for about \$25,000.00, inasmuch as it will not require as much grading as roads in other parts of Alaska, and the soil is such that it would be easily handled.

A road across this portage would be used by approximately three or four thousand people during the year, and would be an incentive to other people to travel this way who business in Bristol Bay for their boats could come west as far as Herendeen Bay and pick them up. The ice in Behring Sea lies off the shore and small boats could very easily pick their way from Bristol Bay to this point.

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RED MOUNTAIN-TUTKA BAY ROAD.

We have been petitioned by chrome property owners and operators of the Red Mountain district, located at Port Chatham, to make a survey and build a road to the great chrome ore properties; the road running from Red Mountain to Tutka Bay. As there was no engineer to be had here this year, we could not make a survey or estimate the cost, but the petitioners state that the road would be approximately six miles in length. In this country Five Thousand Dollars per mile would be a fair estimate for such a road as would accommodate the tonnage to be hauled over it.

We believe that these chrome properties have a great deal of merit, and that some work should be done during the coming summer.

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SECOND STREET-BAY ROAD.

This road would run from the south end of Second St., Cordova, and running in a southwesterly direction to the bay a distance of one-fourth of a mile. About thirty-five people live here and the road would be used by the residents of this community for getting their supplies in and for travel between there and the city of Cordova. There would be very little tonnage for some time to come, but would be much used in the near future.

We estimate that the cost of the above road would be about Two Thousand Dollars.

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SLATE CREEK ROAD

We have had several petitions from the people of this section for relief, but have not been able to employ a competent engineer to make a survey of this road. Now there is need on this road of a bridge across the Gulkana and one across the Tolsona. I estimate the cost of the two bridges and the necessary trail work that should be done, to be Eight

*Gulkana*

(SLATE CREEK ROAD-Continued)

Thousand Dollars. As Slate Creek is a constant producer this work should be done right away. The approximate length of this road from Gulkana to the mouth of the Chisana would be one hundred miles.

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ADDITIONAL INFORMATION OF MONEY NEEDED  
ON THE WAGON ROAD BETWEEN ANCHORAGE AND  
CHICKALOON.

There should be approximately Two Hundred Dollars per mile spent on the supply road abandoned by the Alaska Engineering Commission, between Anchorage and Chickaloon. This amount of money would preserve the corduroy and make the road usable for some time to come. The important bridges on this route to be considered later. We consider that if this road were taken care of, that it would be a great asset to the territory, and certainly be a great boon to the farmers of this district.

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ROAD # 1.

The Katalla-Chilkat Wagon Road.

Amount spent 1917	\$ 8.75
" " 1918	<u>7614.31</u>
Total amount	\$7623.06
Feet of Bridge	1500
Cost per foot	5.08

This road begins at "D" St., Katalla and follows along the traveled trail to the St. Elias Oil Refinery, thence along the old English Co. road to the Chilkat Cannery at Chilkat. This road is much needed and should be built right away, as the people undergo great hardships during the freezing up of the sloughs, when the ice is not strong enough to carry persons and yet too strong for boats to navigate. This road would enable the people to connect with the boats at the Chilkat Cannery and also at the Coal Co. wharf.

As we were unable to secure an engineer, I made an examination of the road and I estimate that One Thousand Dollars per mile would make the road usable for the present needs of the travel there. Tonnage over this road would be very light, but vehicles would be in almost constant use. The length of the road is approximately sixteen miles. The work on this road has been confined to the construction of 1500 feet of bridging over the sloughs, and on the Katalla River.

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ROAD # 2.

Eyak Lake Road.

Amount spent 1917	\$1731.91
" " 1918	<u>5806.14</u>
Total amount	\$7538.05

(ROAD #2, EYAK LAKE ROAD -Continued)

Length of road 7 mile  
Cost per mile 10,763.64  
Number of culverts 6  
Cost per foot of culverts \$14.50

This road, a survey of which has been made and the road built, can be finished for about Two Thousand Dollars additional to the amount already spent upon it. This road connects Cordova with Eyak Lake and the cemetery. A great many people live along this road which furnishes them with the means of reaching the town, and is the only road that vehicles can reach the residents of this district.

FIELD NOTES OF ROAD #2 LEADING FROM  
CORDOVA, DIVISION NO. THREE, TO EYAK  
LAKE.

Beginning at the E.F. of Second Street, Cordova, the course being N 90 deg. E., thence to

Station No.	Angle	Distance	Thence to
1	L 49 deg. N. 41 deg. E.	2044 ft. 2044 ft.	" "
2	R 34 " 29' N. 75 " 29' E.	202 " 2246 "	" "
3		1262 " 3508 "	" "

End of Road.

ROAD # 3.

THE MCCARTHY-CHISINA ROAD.

Amount spent 1918 \$ 9212.02

Total \$ 9212.02

Length of road 17.04 miles  
Cost per mile \$ 540.61  
Feet of Bridge 120  
Cost per foot \$ 7.50

This road leads to a great many farms and to Rex, Chititu, Young and Dan Creek mines, and to the White River country. This road should be built as far as Skolai Pass, a distance of approximately forty-five miles from McCarthy. A survey of seventeen miles of this road has been made and a four horse sled road opened for fourteen miles. The work here has consisted of slashing, grubbing and grading, and the building of the Nizina River Bridge approach.

I estimate the cost of this road, to make a useful road of it, would be about One Thousand Dollars per mile, and about Three Thousand Seven Hundred and Fifty Dollars to repair the Nizina Bridge. This road if built would increase the output of this country very much, as freight costs from five to twenty-five cents per pound, except in the winter, when the freight is hauled on sleds, and even then the rate is very little different after leaving the Chittistone. There has been many hundreds of tons supplies yearly gone over this route, and many hundreds of tons of ore come out over the same route.

The estimate of the repairs on the Nizina Bridge is based on the price paid for the original structure, and in the usual way, viz. by driving piles. It may be possible to drive piles to a sufficient depth,

(ROAD #3 THE MCCARTHY-CHISINA ROAD-Continued)

as nearly all of the high bars where damage was done to the bridge have washed several feet lower, and penetration may now be possible in the usual way. If points were used on the piles, it would cost \$640 additional for the repairs.

This is the extent of the repairs that we would recommend to be made on the Nizina Bridge for the present, as it is questionable now, as it always has been, whether a pile bridge would be the suitable bridge for the Nizina River, time alone will solve the question.

Under advise of Dec. 1, 1918, we have been informed that the ice was within six feet of the deck of the bridge. If the river were to be bridged with piers and spans sufficient to withstand the raging waters and ice in various forms, it would cost in the neighborhood of \$100,000.00

Data can be shown where the Divisional Commission, limited as they were by the act, in constructing a pile bridge, which was the only possible bridge that the appropriation would cover, did all in their power to construct the best possible bridge. We also wish to call your attention to the fact that the Alaska Road Commission, with competent engineers constructed a bridge on the Nizina River which stood only until the first high waters of the season, leaving only seven piles of the entire bridge on the site.

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ROAD #4  
THE STRELNA-KUSKULANA ROAD.

Amount spent 1918	\$ 3699.16
Total amount	\$ 3699.16
Length of road	3.47 miles
Feet of bridge	328
Cost per foot	\$ 11.28
Number of bridges	1

This road has been surveyed by the Divisional Road Commission and a 75 foot span bridge with approaches built over the Kuskular River. A great deal of work has been done on this road by the miners themselves at their own expense. There is need of about Six Thousand Dollars yet to be spent in order to make a road that will accommodate the travel and the tonnage to be hauled over it, which will be quite heavy running from hundred to thousands of tons a year of supplies, concentrates and ores.

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ROAD #5.

THE ELLIOTT-KOTSINA ROAD

Amount spent 19176	\$ 5055.22
" " 1918	288.20
Total amount	\$ 5343.42
Length of Road	13.7 miles
Cost per mile	\$ 404.63

(ROAD #5, THE ELLIOTT-KOTSINA ROAD-Continued)

The approximate length of this road is 34 miles, 13.7 miles of which have been surveyed. Only a small amount of money has been spent in slashing, grading and cribbing. About Fifteen Thousand Dollars additional would make it usable for horses and sleds to the Kotsina as well as Elliott Creek. This road is ment to accommodate the Kotsina country in general, for egress and ingress in summer. There has been practically no travel on this road for the past year, due to the conditions caused by the war.

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ROAD # 6.  
THE CHITINA-COPPER RIVER ROAD.

Amount spent 1918	\$	15.00
Total amount	\$	<u>15.00</u>

We have not done any work on this road, but we made a reconnaissance survey and estimated the cost of building a road sufficient to accommodate the travel between the Copper River and Chitina to be about Fifteen Hundred Dollars.

The only means of taking stock from Chitina to the Copper River and Chitina valleys east of Chitina, outside of shipping ~~them~~ by rail, is by going up the Copper River & N. W. right-of-way and through the tunnel. It is only thru the courtesy of the railroad company that the stock get in at all. Many times I, personally, have seen twenty-four head of horses in the tunnel, in danger of the trains. This is the only way to get to the winter trails on the Copper River and Chitina. This road would also be used by the people locally, and would serve more as a connecting link then for heavy tonnage.

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ROAD # 7.  
QUARTZ CREEK ROAD.

Amount spent 1918	\$	24.75
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A reconnaissance survey of this road was made by the Divisional Road Commission from mile 53 $\frac{1}{2}$  on the Valdez-Fairbanks Trail and running northeast to what is known as the divide between Hurtle and Quartz Creeks, or Camp Number One. This was ment to serve the Quartz Creek Gold Mining Co. and the John Thomas, Reynolds, Smith & Gauthier, Wetzieler and associates, and the Edwards & Co. properties. Owing to the war the properties have closed down, so we did not see our way clear to proceed with any further work.

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ROAD # 8.  
THE GLACIER ROAD.

Amount spent 1917	\$	576.91
" " 1918		30.00
Total amount	\$	<u>606.91</u>
Length of road		2.55 miles
Cost per mile	\$	238.00
Number of Culverts		1
Cost per foot of culverts	\$	6.50

(ROAD #8, THE GLACIER ROAD-Continued)

This road is used by automobiles and wagons. The traffic over this road consists of freighting of supplies to the mines, and the hauling of the concentrates from the mines, amounting to hundreds of tons yearly. As much as three hundred tons a year has been freighted over this route. This road is completed and satisfactory for present needs.

ROAD # 9.

VALDEZ-MINERAL CREEK ROAD.

Amount spent 1917	\$	14,866.51
" " 1918		618.11
Total amount	\$	15,484.62
Length of road		10.34 miles
Cost per mile	\$	1,497.54
Feet of bridge		255
Cost per foot	\$	11.25
Number of bridges		4
Number of culverts		29
Cost per foot of culverts	\$	7.

The work done on this road consists of slashing, grubbing, rock work, culverts and bridges; the making of fills for the approaches to the bridges and culverts. This road is usable for automobiles and wagons for the distance of approximately one mile, the balance being good only for pack horses and sleds.

There should be spent on this road about One Thousand Dollars per mile which would lessen the freight rate to the mines by one-half, the present rate being \$100.00 per ton. The improvement of the road and the resultant lowering of the freight rates would make the mines in the neighborhood capable of being worked at a profit, and as there are some very rich properties of proven value in this district, it would soon be the scene of great activity. There has been approximately five hundred tons of machinery and supplies packed and hauled into the mines over this route. This was accomplished only with much difficulty, the contractors spending as much as \$500.00 per season for temporary bridging alone. The public has subscribed several thousand dollars for temporary relief, and Col. Millard spent at least Ten Thousand Dollars along the creek in making bridges and trails.

ROAD # 10.

SHOUPS BAY ROAD.

Amount spent 1917.	\$	1041.57
" " 1918.		107.00
Total amount	\$	1146.57
Length of road		2.57 miles
Cost per mile	\$	446.51

(ROAD #10, SHOUPS BAY ROAD-Continued)

This road branches off from the Mineral Creek Road at a point known as the Millard Bridge, and runs thence to the glacier on Shoups Bay, a distance of approximately 8 miles. Of this distance 2.57 miles have been surveyed, slashed and grubbed.

The approximate cost of a pack trail and sled road would be Five Hundred Dollars per mile. This would tap a great many mines as follows; Three in One, Flack Diamond, Sea Coast Mining Co., ~~Alexander~~ Alice Bald Mountain, Gold King, Sealey-Davis, Cliff, Columbia Red Metal Co., and the Valdez Gold Co. On the property of the Valdez Gold Co. a large mill has been erected, and it is said that \$100,000.00 or more has been spent in the development of this property. In all there are eight properties that have mills on them, besides there are many mines under development. A good road here would widen the field of operations considerably, as there is no means of entering or leaving the district except by boat. The bay freezes up in ~~the~~ winter, so the trail would be the only means at that time of year. Stock that now has to be taken in by scow could use the trail, and too miners often come down and find their boat missing or broken up, and then they are stranded as boat service is very irregular at the best.

ROAD # 11.

THE SEWARD BRANCH ROAD.

Amount spent	1917	\$	4672.40
"	"		2883.33
Total amount		\$	7555.73
Length of road			2.36 miles
Cost per mile		\$	2951.45
Feet of bridge			482
Cost per foot of bridge		\$	6.75
Number of bridge			15
Number of culverts			4
Cost per foot		\$	5.00
Feet of corduroy			1220

This road leads from a point on the Kenai Road approximately  $2\frac{1}{2}$  miles from Seward to the north shore of Resurrection Bay on the beach thru rich agricultural lands. This road is used quite extensively by the farmers for hauling their supplies to the city of Seward. These supplies consists of dairy products, roots, vegetables hay and wood. It would take about Three Thousand Dollars more to make a good, useful road, the tonnage of which I estimate at 200 tons per year, and when wood is hauled it will be many times that amount.

ROAD # 12

LAKE SEWARD WAGON ROAD.

Amount spent	1918	\$	2398.55
Total amount		\$	2398.55
Length of road			3.33
Cost per mile		\$	720.28

This road accommodates a number of farmers and leads to a lake

(ROAD #12, LAKE SPENARD WAGON ROAD-Continued)

to which hundred of people travel by automobile, vehicles and on foot. The road is in satisfactory condition for the present.

ROAD # 13

EAST "I" ST. ROAD.

Amount spent	1917	\$ 800.00
Total amount spent		\$ <u>800.00</u>
Length of road		.52 miles
Cost per mile		\$ 1518.00

Owing to the exodus of people from this district, we deem that this road is in a satisfactory condition for the present traffic, there being practically no travel over this road.

ROAD # 14

WHITNEY ROAD.

Amount spent 1918	\$ 1825.45
Total amount spent	\$ <u>1825.45</u>
Length of road	2.09 miles
Cost per mile	\$ 873.42

This road is used by the farmers of this section, and also by automobiles and vehicles of all kinds. It is in satisfactory condition for the present traffic.

ROAD # 15  
MATANUSKA-WASILLA ROAD.

Amount spent 1918	\$ 589.55
Total amount spent	\$ <u>589.55</u>
Length of road	2.02 miles
Cost per mile	\$ 291.85

This road was built by the Alaska Engineering Commission for the transportation of construction supplies, and runs from Matanuska to Wasilla, a distance of 11 miles. We have surveyed and repaired 2.02 miles of this road. The road accommodates a number of farmers and connects #16 road with the Knik-Willow Creek road built by the Alaska Road Commission. There would be only a small tonnage over this road but considerable ~~travel~~ travel by vehicles, autos and foot.

There should be approximately \$200.00 per mile spent on repair work on this road.

ROAD # 16.

MATANUSKA-PALMER-MOOSE CREEK ROAD.  
Reported as the Palmer-Moose Creek.

Amount spent	1917	\$ 2109.25	
"	"	1918	601.55
Total amount spent		\$ 2710.80	
Length of road		5.01 miles	
Cost per mile		\$ 541.27	

This road runs from Matanuska into the heart of the farming country in the Matanuska Valley. It is constructed on the right-of-way of the old A. E. C. wagon supply road, and should be continued as far as Moose Creek. Two Thousand Dollars more would make this road sufficient to accommodate all the travel and tonnage for the next few years.

ROAD # 17.

THE FINGER LAKE ROAD.

Amount spent	1918	\$ 6236.14
Total amount spent		\$ 6236.14
Length of road		2.12
Cost per mile		\$ 2937.33
Feet of bridge		84.00
Cost per foot		\$ 12.75

This road is approximately seven miles in length. It begins at the common corner of sections 34 and 35 T. 18 N. R. 1 E. and sections 2 & 3 T. 17 N. R. 1 E. on the Matanuska Trunk Road and running in a Southwesterly direction leads to Wasilla. This road runs through the richest part of the Wasilla Valley and when completed will serve a very rich farming community. Of this road 6.18 miles have been surveyed and constructed, and an eighty-four foot bridge built.

There remains to be completed one and one-half miles of slashing three and one-half miles of stumping, and one hundred twenty five feet of bridging. We estimate the cost of this work will be \$4500.00

ROAD # 18

CAMP NO. 10 ROAD.

Amount spent	1918	\$ 606.00
Total amount spent		\$ 606.00
Length of road		2.06 miles
Cost per mile		\$ 293.69

This road serves a number of farmers and is now in a satisfactory condition. There has been very little tonnage over it on account of the little market for produce up to the present time.

ROAD #19  
CHICKALOON ROAD.

Amount spent 1918	\$ 767.50
Total amount spent	\$ <u>767.50</u>
Length of road	3.45 miles
Cost per mile	\$ 222.46

Only a small amount of money has been spent on this road. With One Thousand Dollars more the need of the people would be met until further development of the coal fields.

ROAD #20  
MATANUSKA TRUNK ROAD.  
Reported as Matanuska-Palmer.

Amount spent 1917	\$ 17,741.78
" " 1918	1,352.95
Total amount spent	\$ <u>19,094.73</u>
Length of road	8.04 miles
Cost per mile	\$ 2,375.05
Feet of bridge	60
Cost per foot	\$ 12.25
Number of bridge	4
" Culverts	7
Cost per foot	\$ 5.

This road taps the heart of the agricultural district and is, and will be more largely in the future, used by the farmers whose ranches stretch in a continuous line from one end of the road to the other.

This road is in a satisfactory condition for the present needs.

ROAD # 21  
THE KNIK WAGON ROAD.

Amount spent 1918	\$ 345.00
Total amount spent	\$ <u>345.00</u>
Length of road	.43 miles
Cost per mile	\$ 802.32

The length of this road is 2300 feet of which 900 feet is corduroy. This money was spent to give the necessary relief so as to make travel over this route possible, and we deem it sufficient until further developments take place in this section of the country.

Office of  
FOURTH DIVISION  
TERRITORIAL ROAD COMMISSION  
H. H. REED, CHAIRMAN.

FAIRBANKS, ALASKA.

TERRITORIAL BOARD OF ROAD COMMISSIONERS,

Juneau, Alaska.

Gentlemen:

In compliance with the law as passed by the Alaska Legislature being Section 6 of Chapter 36, Session Laws of 1917, I herewith submit the report of road work of the Fourth Division Territorial Road Commission for the season of 1917.

Owing to the fact that the law calls for the report to be submitted on January 1st of each year, and the fact that it was late this year before we could get the board organized, and also the Fourth Division embracing such a vast territory, we are unable to give a complete account of all the expenditures from some of the outlying precincts, no report having yet been received from the Kuskokwim, and the accounts from the Forty Mile have not yet been paid.

Shortly after notification of the appointment of J. B. Riley of Iditarod and W. O. Robertson of Ruby as Commissioners, the Chairman called a meeting of the Commissioners for July 6th at Fairbanks. The Commissioners were unable to meet at that time, and the Chairman thereupon prepared and submitted to the Divisional Commission plans and appropriations for the various precincts which were duly approved by telegram.

The Commission has received petitions for the construction of roads far in excess of the amounts available to build them. The money was therefore expended only upon those places that in our opinion was the most worthy. We have, for the purpose of convenience, numbered all the roads on which the Territory has expended money.

FAIRBANKS DISTRICT.

ROUTE NO. 1:

FAIRBANKS to Cleary Summit, 20 miles.

This is the principal road leading from Fairbanks to the mining creeks. The work on this road consisted in re-grading the first ten miles from Fairbanks, some surfacing was done and four bridges were reconstructed and decked with 3 inch plank, at an average cost of \$4.00 per linear foot. Eight culverts were put in at an average cost of \$8.00 each. These were box culverts made from two 2x10 and 2x12 inch planks. These culverts are found to be the most satisfactory as this road is largely used by autos and a good deal of wood is hauled over a part of the road, and some freight. During the summer months an average of about ten automobiles a day pass over this road in addition to the wood hauling and freight traffic.

The grading, gravel surfacing, and bridge, culvert and ordinary repairing of ditches averaged \$184.17 per mile.

The bridge across Hayes slough will have to be rebuilt next