

BIENNIAL REPORT

TERRITORIAL BOARD OF ROAD
COMMISSIONERS

for the

TERRITORY OF ALASKA

April 1, 1923 to March 31, 1925

ALASKA DAILY EMPIRE PRINT--JUNEAU, ALASKA

CONTENTS

	Page
Letter of Transmittal	5
Remarks	7
Recommendations	8
REPORT—	
First Division	12
Second Division	17
Third Division	33
Fourth Division	46
Uialakleet-Kaltag Survey	29
Brooks Tram	61
Shelter Cabins	65
Report Bureau Public Roads	68
TABLES—	
Available Funds	9
Biennial Consolidated Table	10
SUMMARY OF EXPENDITURES—	
First Division	11
Second Division	17
Third Division	33
Fourth Division	46
Expenditure Table Bureau of Public Roads	31

LETTER OF TRANSMITTAL

Juneau, Alaska, March 11, 1925.

Honorable Scott C. Bone,

Governor of Alaska.

Sir:

Herewith I beg to transmit through your office to the Legislature of Alaska the report of the Territorial Board of Road Commissioners for Alaska, for the biennium ending March 31, 1925.

Respectfully yours,

KARL THEILE,
Secretary of the Board.

REMARKS

This report covers all road work and expenditures of the Divisional Boards and cooperative work and expenditures with the Alaska Road Commission and the U. S. Forest Service.

All money allotted to cooperative projects with the U. S. Forest Service was expended by the U. S. Bureau of Public Roads and is contained in this report. All money allotted to cooperative projects with the Alaska Road Commission was expended directly by that board and is contained in this report. All money allotted to the Divisional Boards was expended by the respective chairmen of the Boards, and is contained in this report.

In accordance with acts passed by the last Legislature, a reconnaissance survey was made of the Kaltag-Unalakleet Portage; and the Brooks Tram was purchased by the Territory. These are contained in this report.

Under the cooperative agreement between the Alaska Road Commission and the Territorial Board, in accordance with Chapter 11, Section 17, Session Laws of Alaska, April 21, 1919, the Alaska Road Commission assumed all overhead expense, including salaries and expenses of chairmen of both the Third and Fourth Divisions and furnished needed equipment as far as available, without charge; thereby making possible the direct application of all Territorial funds for labor and material actually going into the work.

In accordance with Section 7, Chapter 11, 1919 Session Laws of Alaska, the elected members of the Divisional Board each year were requested to submit to the Territorial Board recommendations of road work in their respective districts, which were given careful consideration before making allotments for the various road projects.

The Shelter Cabin Fund was expended thru the Alaska Road Commission, under the cooperative road agreement with it, and it assumed responsibility for all construction without overhead cost to the Territory.

Such recommendations as received by the Territorial Board were largely carried out by Territorial funds directly or by cooperative funds under the U. S. Forest Service and the Alaska Road Commission. However, it is obvious that sufficient funds are not available properly to care for all needed road construction at this time, and that available funds must be applied to projects considered of greatest public benefit. In making distribution the Board must be guided by such recommendations and petitions as are in its possession, and its personal knowledge and judgment of the various projects considered.

The distribution of funds, owing to the limited amount available comparable with the demands, is difficult and quite often criticized, due undoubtedly to lack of knowledge of the funds available and the projects upon which they are being expended.

Under the present policy of cooperation with the U. S. Forest Service and under the cooperative agreement with the Alaska Road Commission, practically all of the Territory's money is applied to necessary local road maintenance and the major projects are cared for by the Federal Government through the U. S. Forest Service and the Alaska Road Commission.

On April 1, 1924, the Territorial Board elected R. J. Sommers, Territorial Highway Engineer and member of the Board, as provided by Chapter 92, Session Laws of Alaska, 1923.

The Board was of the opinion that the addition of the engineering member would greatly aid in the general prosecution of the Territorial Road Building program now carried on with the various Federal road building organizations. In the past the board in discussing and passing upon projects submitted often lacked direct knowledge of their merit and felt the need of local opinion of the community in which the projects were located. Through the aid of an engineer, actively in the field, who will inspect the immediate work in progress and investigate and report upon all subjects proposed, the Territorial Board will not only have the means of securing data and information necessary to promulgate and safeguard a more constructive and comprehensive program, but also to enable citizens to present their needs collectively or individually to the engineer who in turn will submit his findings to the Board with definite recommendations.

RECOMMENDATIONS

It is recommended that the Legislature appropriate amounts for roads and shelter cabins at least equal to those of 1923 as any reduction will impair the program for the coming biennium.

It is recommended that the Territorial Board be authorized to extend the use of the Territorial Road appropriation to the construction of air-plane landing fields adjacent to non-incorporated communities, when in its judgment it believes it will be of greater economic benefit to the immediate district than a like amount would be expended on roads.

FUNDS

Terr. Apprs. 1923 Legis. For Roads 1923 (Roads) \$240,000.00
 Forest Rev. 1923 (Roads) 11,832.80
 Forest Rev. 1924 (Roads) 22,885.01
 Total \$274,718.81

DIVISIONAL DISTRIBUTION OF FUNDS				Tot. Funds	Tot. Allot.
FIRST DIVISION	SECOND DIVISION	THIRD DIVISION	FOURTH DIVISION		
Funds	Allot.	Funds	Allot.	Funds	Allot.
\$68,679.71	\$68,679.70	\$68,679.70	\$68,679.70	\$68,679.70	\$274,718.81
Allotments—1923 Coop.—A. R. C. 20,000.00 Coop.—B. P. R. 13,605.00 Div. Boards 15,978.45 Allotments—1924 Coop.—A. R. C. 12,875.00 Coop.—B. P. R. 15,500.00 Div. Boards 11,800.00 O.C. Terr. H. E. 4-1-24 14.00 to 3-31-25 1,129.99 TOTAL 1,129.99 Non-reverting Balances \$64,588.44 3-31-25 4,091.27	\$32,968.45 \$68,679.70 \$32,500.00 14.00 1,129.98 \$64,588.44	\$15,408.45 2,650.00 15,000.00 15,500.00 4,000.00 11,800.00 1,129.99 \$65,388.44	\$12,968.46 20,000.00 21,500.00 9,000.00 1,129.99 \$64,588.44	15,000.00 6,326.00 1,511.25 6,836.25	9,324.32 5,675.68 15,000.00
SHELTER CABINS				2,077.27	4,091.26
SPECIAL APPROPRIATION				8,000.00	1,575.00
3,000.00 312.72				6,400.00	26.00
2,687.28 REVERTING					

BIENNIAL CONSOLIDATED SUMMARY OF ALL FEDERAL AND TERRITORIAL ALLOTMENTS

April 1, 1923 to March 31, 1925

	Non-Cooperative A. R. C.	Cooperative A. R. C.	Territorial	Other Sources	Total
	First Division		\$ 57,945.84	\$ 36,978.45	\$800.00	$ 95,724.29
Second Division		117,977.47	65,458.45		183,435.92
Third Division	\$ 736,004.67	105,150.02	30,908.45		872,063.14
Fourth Division	720,508.77	123,083.55	34,458.45		878,050.77
TOTAL	\$1,456,513.44	\$ 404,156.88	\$ 167,803.80	\$800.00	\$2,029,274.12
		Cooperative B. P. R.			
First Division		573,001.78	26,480.00		599,481.78
Third Division		375,098.16	6,550.00		381,648.16
TOTAL		948,099.94	33,030.00		981,129.94
EXPENDED BY DIV. BOARDS					
First Division			1,129.99		1,129.99
Second Division			1,143.98		1,143.98
Third Division			27,929.99		27,929.99
Fourth Division			*30,130.49		*30,130.49
TOTAL			60,334.45		60,334.45
*Includes 50 cents refund.					
SPECIAL APPROPRIATION					
Brooks Tram			6,425.00		6,425.00
Kaltag-Unalakleet Survey			312.72		312.72
TOTAL			6,737.72		6,737.72
SHELTER CABINS					
Second Division			4,461.50		4,461.50
Third Division			3,702.25		3,702.25
Fourth Division			6,836.25		6,836.25
TOTAL			15,000.00		15,000.00
GRAND TOTAL	\$1,456,513.44	\$1,262,256.82	\$ 282,905.97	\$800.00	\$3,092,476.23

10 TERRITORIAL BOARD OF ROAD COMMISSIONERS

SUMMARY OF EXPENDITURES

April 1, 1923 to March 31, 1924.

FIRST DIVISION

Route Nos.	A. R. C.	Terr. Coopr. A. R. C.	Div. Board	B. P. R.	Terr. Coopr. B. P. R.	Natl. Park Service	Total
	3AB Haines-Pleasant Cp. ...	\$28,218.69	\$16,500.00				
3C Porcupine Extension	505.69	500.00					1,005.69
3D Haines-Mud Bay	1,104.41	1,000.00					2,104.41
14A Sitka Natl. Monument	594.85	500.00				\$500.00	1,594.85
14B Sitka Milit. Cemetery	130.25	100.00					230.25
40 Douglas-Gast. Ch.	79.80	100.00					179.80
40A Hawk Inlet-Trail	10.00	15.00					25.00
81 Good Cr.-Salmon Riv.	902.15	1,285.00					2,187.15
Cooperative with B.P.R.				*	\$13,605.00		12,605.00
TOTAL	31,545.84	20,000.00		*	13,605.00	500.00	66,650.84
*Included in 1924 tables.							

April 1, 1924 to March 31, 1925.

3AB Haines-Pleasant Cp. **	13,768.93	15,578.45					29,347.38
3D Haines-Mud Bay	217.59	450.00					667.59
14A Sitka Natl. Monument	60.00	150.00				300.00	510.00
14B Sitka Milit. Cemetery	75.70	50.00					125.70
81 Good Cr.-Salmon Riv.	410.00	750.00					1,160.00
Cooperative with B. P. R. (Includes*)				573,001.78	12,875.00		585,876.78
Office of Territorial High- way Engineer, Apr. 1, 1924 to Mar. 31, 1925....			1,129.99				1,129.99
	14,532.22	16,978.45	1,129.99	573,001.78	12,875.00	300.00	618,817.44
Allotment as per coop. agreement to cover per- iod, Jan. 1, 1925 to June 30, 1925, A. R. C.	11,867.78						11,867.78
TOTAL	26,400.00	16,978.45	1,129.99	573,001.78	12,875.00	300.00	630,685.22
BIENNIAL TOTAL	\$57,945.84	\$36,978.45	\$1,129.99	\$573,001.78	\$26,480.00	\$800.00	\$696,336.06
**All A. R. C. expenditures are to Jan. 1, 1925.							

TERRITORIAL BOARD OF ROAD COMMISSIONERS 11

BIENNIAL REPORT

COOPERATIVE ROAD WORK—ALASKA ROAD COMMISSION AND THE TERRITORY OF ALASKA

FIRST DIVISION

In the First Division for the biennium all territorial funds were applied to cooperative projects as follows: Department of Agriculture, \$26,480.00; Alaska Road Commission \$36,978.45. Funds allotted to the Department of Agriculture were expended by the U. S. Bureau of Public Roads contained in a separate report herein. The cooperative funds with the Alaska Road Commission were expended under the direction of its board.

Route 3AB—Haines-Pleasant Camp Road...35½ miles wagon road, 4½ miles unconstructed, 3 miles trail.

This road leaves Haines and follows up the left limit of the Chilkat River to Wells where it crosses the river and then follows up the left limit of the Klehini River connecting with the old Dalton Trail forty miles from Haines, thence following the old Dalton Trail three miles to Pleasant Camp on the Boundary. For 35½ miles out of Haines the road is now excellent. Four and one-half miles now remains to be constructed to connect with the Dalton Trail. At Mile 32 at Little Boulder Creek, a ford crosses the Klehini River to the Porcupine Placer Camp, distance about 3 miles.

At present there is no mining whatever on Porcupine Creek. Efforts in the past to mine this on a large scale seemingly met with financial disappointment. However, recently a company was organized for the purpose of resuming placer operations, and reports are now that efforts are being made to finance it in the States.

Little information is available on the mineral resources of the upper Klehini River, between Porcupine and the Boundary, a distance about 12 miles. Authentic reports indicate that there are some very promising copper properties on the upper Klehini River on the Canadian side about 12 miles from the Boundary. Three years ago when rehabilitation of the Haines-Pleasant Camp Road was undertaken, considerable mining activity was evident in this region, but since that date it has temporarily come to a standstill which is explained in the report of the Minister of Mines of the Province of British Columbia for 1923, which reads as follows:

"The Maid of Erin Mine, located at Rainy Hollow, has been well equipped, considerable development work done, 47 tons of copper ore shipped, 1000 sacks ready for shipment, when the property became mixed up in litigation. It further reports that there is a well mineralized area in the vicinity which improved transportation undoubtedly will develop. The report also recommends rehabilitation of the Provincial government road, 12 miles of wagon road between Pleasant Camp on the Boundary to Rainy Hollow, into a first class auto truck road; as soon as the Alaska Road Commission work reaches the boundary at Pleasant Camp."

This is an important project as it extends from tidewater at Haines to Pleasant Camp on the Canadian Boundary there connecting with the Canadian Road to the Rainy Hollow Copper Mining District. Further, as the development in the interior or White River Region progresses, the necessity of the extension of this road must become obvious; as it is the only logical route which offers a location of easy grades over the divide between the coast and the Yukon water shed and is ultimately destined to become an interior trunk line.

During the past two years this road was extended about 7½ miles and the entire road from Haines to the new construction was rehabilitated and gravel surfaced the greater part of the way.

COOPERATIVE PROJECT

Expenditure 1923	Alaska Road Commission	\$28,218.69
Expenditure 1923	Territory	16,500.00
Expenditure 1924	Alaska Road Commission	13,768.93
Expenditure 1924	Territory	16,678.45

Route 3C—Porcupine Extension.....20 miles wagon road

This is the old Porcupine Road on the South side of the Klahlini River. Since the old bridge at Wells was condemned it has been reached by fording the Klehini River from the Haines-Pleasant Camp Road near Little Boulder Creek.

During the season of 1923 repairs were made to the bridge over Porcupine River. This allows access to the upper end of this route from the upper end of the Pleasant Camp Extension by fording the Klehini River. A cable tram, 500 foot span, for foot passengers, was erected across the Klehini River at Fish Point.

COOPERATIVE PROJECT

Expenditure 1923	Alaska Road Commission	\$505.69
Expenditure 1923	Territory	500.00
Expenditure 1924		None

Route 3D—Haines-Mud Bay.....10 miles wagon road

This road extends south from Haines along the west side of Chilkat Peninsula to the cannery on Letnikoff Cove and thence across the Peninsula to Mud Bay on the east side of the Peninsula.

This road was repaired early in the spring of 1923 from Haines to the cannery at Letnikoff Cove and was in excellent condition during the summer. Repairs consisted principally of graveling, ditching, and widening the roadway. From Letnikoff Cove to Mud Bay, the road was sufficiently repaired to permit team traffic.

COOPERATIVE PROJECT

Expenditure 1923 Alaska Road Commission	\$1,104.41
Expenditure 1923 Territory	1,000.00

For the season of 1924 work consisted of general maintenance. The road is suitable for motor traffic to the cannery on Letnikoff Cove, but beyond this point to Mud Bay only teams can be used.

COOPERATIVE PROJECT

Expenditure 1924 Alaska Road Commission	\$217.59
Expenditure 1924 Territory	150.00

Route 3E—Haines-Chilkoot.....3 miles wagon road

This road was originally built by the Territory from Haines to the cannery and several homesteads on Chilkoot Inlet. The present route is unsatisfactory due to excessive grades. A suitable route is available, necessitating the construction of 1½ miles of new road.

Expenditures for the biennium.....None

Route 14A—Sitka National Monument.....2 miles trail

This route includes a cable suspension footbridge and trail in the Sitka National Monument.

For the season of 1923, the following improvements were made:
Totem poles erected, repaired and painted.
The suspension footbridge was repaired and creosoted.
A thirty-foot footbridge was rebuilt.
The bulkhead along Indian River was extended 70 feet and backfilled.
Three additional benches were erected.
Signs were repainted.
Additional walks were cleared and graveled.

COOPERATIVE PROJECT

Expenditure 1923 National Park Service	\$500.00
Expenditure 1923 Alaska Road Commission	594.15
Expenditure 1923 Territory	500.00

During the season 1924 general improvements were made over the entire National Monument.

COOPERATIVE PROJECT

Expenditure 1924 National Park Service	\$300.00
Expenditure 1924 Alaska Road Commission	60.00
Expenditure 1924 Territory	150.00

Route 14B—Sitka Military Cemetery.....1½ miles wagon road

This is the road to the old abandoned post cemetery in which are buried officers and enlisted men of the army, navy, marine, and coast guard service, formerly members of the Sitka Garrison, or on duty in the adjacent waters. The cemetery was rehabilitated due to the efforts of the Governor of Alaska and the citizens of Sitka, the expenses being borne partly by the town and partly by the Navy Department.

Work for the season of 1923 consisted of general rehabilitation of the road.

COOPERATIVE PROJECT

Expenditure 1923 Alaska Road Commission	\$130.25
Expenditure 1923 Territory	100.00

Work for the season of 1924 consisted of general upkeep of the cemetery.

Expenditure 1924 Alaska Road Commission	\$75.70
Expenditure 1924 Territory	50.00

Route 40—Douglas-Gastineau Channel.....2 miles wagon road

This road extends from Douglas westerly along the Gastineau Channel on which is located the Douglas Cemetery.

Work for the season of 1923 consisted of necessary maintenance.

COOPERATIVE PROJECT

Expenditure 1923 Alaska Road Commission	\$ 79.80
Expenditure 1923 Territory	100.00
Expenditure 1924	None

Route 40A—Hawk Inlet-Trail.....1½ mile proposed Trail

This proposed trail extends from the beach on Hawk Inlet to a prospect, inland approximately 1½ miles.

An investigation was made of this route in the spring of 1923. No work is contemplated in the near future unless development of the property warrants.

COOPERATIVE PROJECT

Expenditure 1923 Alaska Road Commission	\$10.00
Expenditure 1923 Territory	15.00
Expenditure 1924	None

Route 81—Good Creek-Salmon River..... 1½ miles wagon road
 This road extends from Parkers Ranch on Good River, Strawberry Point, to the bridge crossing the Salmon River, 1½ miles east. The location follows the section lines. The road was constructed to benefit local farmers.

During the season of 1923 a bridge was constructed by contract over the Salmon River. It consists of 323 feet of trestle approach and one 20 foot draw span.

COOPERATIVE PROJECT

Expenditure 1923	Alaska Road Commission	\$ 302.15
Expenditure 1923	Territory	1,285.00
For the season of 1924 draw spans of the Good River and Salmon River bridges were repaired. A contract was let to Mr. Parker of Strawberry Point to clear the 1½ miles of road between the two bridges to the standard 30 foot width and drain and ditch the same.		
Expenditure 1924	Alaska Road Commission	\$110.00
Expenditure 1924	Territory	750.00

SUMMARY OF EXPENDITURES

April 1, 1923 to March 31, 1924.
 SECOND DIVISION.

Route Nos.	A. R. C.	Terr. Coop.	Div. Board	Shelter Cabins	Total
Nome Local Roads	\$ 6,546.86	\$10,318.45			16,865.31
8 Nome-Council	10,484.87	9,860.00			20,344.87
18 Kaltag-Nome	1,349.70	1,500.00			2,849.70
18A Bonanza-Kotzebue	132.00	100.00			232.00
18B Golovin-Council	34.00	30.00			64.00
21 Unalakleet-St. Michael	160.00	250.00			400.00
26 Candle-Candle Creek	1,368.66	1,500.00			2,868.66
27 Deering-Inmachuk	1,516.49	2,500.00			4,016.49
28A Nome-Taylor	100.00	150.00			250.00
41A Kotzebue-Shungak	365.00	600.00			965.00
42 St. Michael-Kotlik	74.00	100.00			174.00
49 Davidson's Landing-Taylor	1,721.25	2,500.00			4,221.25
62 Dime Creek	50.00	100.00			150.00
67 Nome-Teller	586.92	900.00			1,486.92
67B Teller-Bluestone	263.50	300.00			563.50
67C Teller-Mary's Igloo	396.00	600.00			996.00
68 Flagging Trails	1,069.37	1,500.00			2,569.37
73A Kotlik-Marshall	115.00	150.00			265.00
89A Seward Peninsula R. R.	32,653.85				32,653.85
90B Shelter Cabins				\$2,249.32	2,249.32
	58,977.47	32,958.45		2,249.32	94,185.24
April 1, 1924 to March 31, 1925					
8 Nome Local Roads	\$3,216.85	\$5,518.00			11,734.85
8D Nome-Council	2,297.95	6,300.00			8,597.95
8D Council-Ophir Creek	172.05	510.00			682.05
8H Case De Paga	1,986.85	5,200.00			7,186.85
18 Kaltag-Nome	90.00	245.00			335.00
18A Bonanza-Kotzebue	82.25	225.00			307.25
26 Candle-Candle Creek	335.11	885.00			1,220.11
27 Deering-Inmachuk	648.19	1,700.00			2,348.19
28 Dahl-Candle Creek	9.50	22.00			31.50

Route Nos.	A. R. C.	Terr. Coopr.	Div. Board	Shelter Cabins	Total
28A Nome-Taylor Creek	57.20	175.00			232.20
49 Davidson's Landing-Taylor	255.00	745.00			1,000.00
62 Dime Creek	1,204.59	3,250.00			4,454.59
67 Nome-Teller	105.25	280.00			385.25
67B Teller-Biuestone	90.95	200.00			290.95
67C Teller-Mary's Igloo	366.00	990.00			1,356.00
68 Flaggling Trails	518.65	1,420.00			1,938.65
73B Stuyahok	255.00	745.00			1,000.00
73C Scammon Bay Extension	410.00	1,090.00	\$14.00	2,212.18	1,500.00
89A Seward Peninsula R. R.	29,873.99				29,887.99
90B Shelter Cabins			1,129.98		1,129.98
Office of Territorial Highway Engineer, Apr. 1, 1924 to Mar. 31, 1925			**312.72		312.72
Katag-Unalakleet Survey			1,456.70	2,212.18	78,144.26
TOTAL	41,975.38	32,500.00	1,456.70	2,212.18	78,144.26
BIENNIAL TOTAL	\$117,977.47	\$65,458.45	\$1,456.70	\$4,461.50	\$189,354.12

Allotment as per coopr. agreement to cover period, Jan. 1, 1925 to June 30, 1925,
A. R. C. 17,024.62

TOTAL

BIENNIAL TOTAL

*All A. R. C. expenditures are to Jan. 1, 1925.

**From Special Legislative Appropriation.

COOPERATIVE ROAD WORK—ALASKA ROAD COMMISSION AND THE TERRITORY OF ALASKA

SECOND DIVISION

In the Second Division for the biennium all territorial funds were applied to cooperative projects with the Alaska Road Commission, hence no chairman and secretary of the Divisional Board was appointed. All work was performed by the Alaska Road Commission under a cooperative agreement. Each year the elected Territorial Commissioners were requested to submit recommendations to the Territorial Board.

Nome Locals:

FOR THE YEAR 1923

Routine maintenance was done upon the following local roads serving the mining district closely contiguous to Nome:

Route 13A	Nome to Bessie	3.5 Miles
" 13B	Bessie-Banner	3.5 "
" 13C	Bessie-Little	1.25 "
" 13F	Nome-Osborne	8.0 "
" 13K	Bessie-Buster	7.5 "
" 25A	Cripple River	12.0 "
" 25B	Penny River	1.5 "
" 25C	Nome Wireless .....	.5 "
" 25D	Mouth of Center	2.0 "
" 25E	Submarine Paystreak	3.0 "
" 25G	Snake River Extension	3.0 "
" 25F	Anvil Glacier	3.0 "

COOPERATIVE PROJECT

Expenditure 1923	Alaska Road Commission	\$ 6,546.86
Expenditure 1923	Territory	10,318.45
Work for 1924 consisted of necessary maintenance.		
Expenditure 1924	Alaska Road Commission	\$3,216.85
Expenditure 1924	Territory	8,518.00

Route 8—Nome-Council.....57 wagon road, 25 miles trail

From Nome this road follows the coast to Bonanza River, Mile 32, thence up Solomon River to East Fork, Mile 49, thence up the bed of East Fork about ten miles to the Skookum Divide which it crosses passing the head of Skookum Creek into the headwaters of Fox River, distance 60 miles. Thence it follows down the bed of Fox River 12 miles to the Council Corduroy thence across the Flats over the 5 miles of corduroy to Council.

There are 3 ferries and one trolley which are all maintained and operated as part of this route.

During the season of 1923 general maintenance was performed on the section between Nome and East Fork including regrading across the tailing piles of the Eskimo Dredging Company on Solomon River. Considerable damage from a storm which occurred to the first 3 miles out of Nome was repaired. General maintenance was performed on the section between East Fork and the Council corduroy. The 5 miles of corduroy near Council was covered with gravel throughout and all bridges and culverts repaired or rebuilt. The entire route is in very good condition, considering traffic demands.

COOPERATIVE PROJECT

Expenditure 1923	Alaska Road Commission	\$10,484.87
Expenditure 1923	Territory	9,860.00

For the season of 1924 the work principally consisted of repair and replacing of bridges on the first three miles out of Nome and repairs and operations of ferries on the route.

Expenditure 1924	Alaska Road Commission	\$2,297.95
Expenditure 1924	Territory	6,300.00

Route 8D—Council-Ophir Creek.....12 miles wagon road

Limited maintenance or repairs were performed extending over the entire route.

COOPERATIVE PROJECT

Expenditure 1923	.....	None
Expenditure 1924	Alaska Road Commission	\$172.05
Expenditure 1924	Territory	510.00

Route 8H—Case De Paga.....20 miles wagon road

This road branches from the Nome-Council Road at East Fork of the Solomon River; following up the river bed of Solomon River about five miles to the mouth of Montana Creek, thence across the Ruby Divide into Ruby Creek distance about 3½ miles. From Ruby Creek the road follows down to the various mining camps in the Case De Paga District.

For the summer of 1923 substantial improvements had been planned on this route, but after an inspection of the route in the latter part of June by the superintendent of the Alaska Road Commission it was considered inadvisable to undertake any work for the season as the money available was inadequate to accomplish any appreciable improvement. Very little mining at present is carried on in the Case De Paga District. However, locally it is predicted that with improved transportation mining activities will increase.

COOPERATIVE PROJECT

Expenditure 1923	None
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During the season of 1924, 14,000 old railroad ties from the old Solomon River railroad were delivered on the Ruby Divide to be used as corduroy. This is sufficient to corduroy 1½ miles. These ties will be placed in the spring of 1925. Minor repairs were also made along the entire route.

Expenditure 1924	Alaska Road Commission	\$1,986.85
Expenditure 1924	Territory	5,200.00

Route 18—Kaltag-Nome.....281½ miles winter mail trail

Commencing at Kaltag, this overland mail trail crosses the divide or portage to the Unalakleet River, which it follows to Unalakleet Village on Norton Sound. From Unalakleet it follows the coast to Bonanza on the East shore of Norton Bay. Crossing to Isaac's Point on the west shore, it follows the coast to Walla Walla, where it crosses the divide into Quinahock. It then follows the Quinahock River to its head, crossing the divide into McKinley Creek, which it follows to Golovin Bay and thence to Golovin. From Golovin it crosses to Portage Creek, which it follows to its head crossing the divide into Cheruk Creek which it follows to the coast and thence up the coast to Solomon and Nome.

This is the most important winter trail in the Seward Peninsula, as all the mail for Nome and other points of the Peninsula is carried over it.

During the season of 1923, the Kaltag-Unalakleet section was permanently staked and all bridges and other necessary improvements were made. From Unalakleet to Nome the permanent staking was all gone over and renewed where necessary.

COOPERATIVE PROJECT

Expenditure 1923	Alaska Road Commission	\$1,349.70
Expenditure 1923	Territory	1,500.00

During the season of 1924 necessary maintenance extended over the entire route.

Expenditure 1924	Alaska Road Commission	\$ 90.00
Expenditure 1924	Territory	245.00

Route 18A—Bonanza-Kotzebue.....240 miles winter trail

This winter mail trail leaves the Kaltag-Nome winter trail at Bonanza, Mile 93½ from Kaltag, and follows up Norton Bay to the mouth of Koyuk River. Crossing over Star Mountain it reaches the Koyuk River again at Dime Landing and follows Route 62 for 9 miles to Haycock. Crossing successively the Peace River Divide, the Peace River Valley and

the Sweepstakes Divide, it then follows up Sweepstakes Creek to its head. Crossing into Keewalk Valley it follows the right limit to Snyder's Roadhouse then crosses to the left limit which it follows as far as the mouth of Lava Creek. It then follows the river to Candle. From Candle it follows the Keewalk River for 2 miles, then cuts across the tundra for 16 miles to Willow Bay and then follows the coast to Bering. From Bering it crosses Kotzebue Sound on the ice to Chorla Peninsula, and follows the coast to Cape Blossom. After a portage of 5 miles behind Cape Blossom, the coast is followed to Kotzebue.

Work for the year 1923 consisted of necessary maintenance.

COOPERATIVE PROJECT

Expenditure 1923 Alaska Road Commission\$132.00
Expenditure 1923 Territory 100.00

Work for 1924 consisted of necessary maintenance.

Expenditure 1924 Alaska Road Commission\$ 82.25
Expenditure 1924 Territory 225.00

Route 18B—Golovin-Council.....35 miles trail

This winter mail trail leaves the Kaltag-Nome trail at Golovin 170 1/2 miles from Kaltag or 78 miles from Nome. It follows up Golovin Bay to White Mountain and thence up the Fish and Niukluk Rivers to Council.

Work for 1923 consisted of general maintenance.

COOPERATIVE PROJECT

Expenditure 1923 Alaska Road Commission\$34.00
Expenditure 1923 Territory 30.00
Expenditure 1924 None

Route 21—Unalakleet-St. Michael.....60 miles trail

This is the winter mail trail following the coast from Unalakleet to St. Michael Bay where it crosses to St. Michael.

Work for the season of 1923 consisted of a new trail cut between Coal Mine Creek and Devil's Gulch through the timber placing the trail between these two points back from the beach, and other necessary maintenance.

COOPERATIVE PROJECT

Expenditure 1923 Alaska Road Commission\$150.00
Expenditure 1923 Territory 250.00
Expenditure 1924 None

Route 26—Candle-Candle Creek.....6 miles wagon road

This road commences at Candle and follows up Candle Creek to Patterson Creek and serves all of the mining on Candle Creek.

For the year 1923 heavy maintenance work was performed over the entire route.

COOPERATIVE PROJECT

Expenditure 1923 Alaska Road Commission\$1,368.66
Expenditure 1923 Territory 1,500.00

For the year 1924 general maintenance was performed on the entire route. The condition of this route is good except for the first 2 miles out of Candle which traverses the open tundra.

Expenditure 1924 Alaska Road Commission\$335.11
Expenditure 1924 Territory 885.00

Route 27—Deering-Inmachuk.....25 miles wagon road

This road commences at Deering and extends to the workings on the Inmachuk River. It is a fair road for the first twelve miles up the river. From this point little work has ever been done.

During the season of 1923 heavy maintenance was performed on the first 12 miles.

COOPERATIVE PROJECT

Expenditure 1923 Alaska Road Commission\$1,516.49
Expenditure 1923 Territory 2,500.00

During the season of 1924 maintenance extended over the entire route.

Expenditure 1924 Alaska Road Commission\$ 648.19
Expenditure 1924 Territory 1,700.00

Route 28—Dahl Creek-Candle.....140 miles summer trail

This is an overland trail between Dahl Creek and Candle going in a northeasterly direction from Dahl Creek to the Kougarok River, then following the east slope of the divide to the head of Boulder Creek, where it crosses into Aurora Creek. It follows to the mouth of Aurora Creek, crosses the Noxapaga River, and goes up Berry Creek, crossing the divide to the mouth of the right fork of Good Hope River thence up Cottonwood and Divide Creek, crossing the divide and following the ridge to Inmachuk River, thence down the Inmachuk to Arizona Creek thence easterly over the divide to Wade Creek, thence crossing Wade Creek and going in an easterly direction across Kugruk Flats to the Kugruk River, thence easterly over the divide to the mouth of Patterson Creek, thence down the Candle-Candle Creek Road to Candle.

This trail is in fairly good condition. It is used mostly by foot travelers between Nome and Candle during the summer.

COOPERATIVE PROJECT

Expenditure 1923 None

During the season of 1924 minor repairs were made to the two ferries on the route.

Expenditure 1924 Alaska Road Commission\$ 9.50
Expenditure 1924 Territory 22.00

Route 28A—Nome-Taylor.....135 miles winter trail

This winter mail trail leaves Nome over Routes 13A and 13K to the mouth of Dexter Creek. Crossing Nome River, it follows the left limit to Willow Creek, then recrosses and follows the right limit to the U. S. Roadhouse at Dorothy Creek, then the left limit again and over the divide to Nugget Creek. From the Nugget Roadhouse it crosses Salmon Lake, follows down the Pilgrim River to Iron Creek Crossing, then across the flats to the Hot Springs. It then cuts across the flat country to Mary's Igloo on the Kuzitrin River, then up the Kuzitrin River to Shelton, the northern terminus of the summer tram, formerly the Seward Peninsula Railway. From Shelton the trail proceeds to Dahl Creek, and then up the Kougarok River to Taylor.

Work for the season of 1923 consisted of general maintenance of the entire route.

COOPERATIVE PROJECT

Expenditure 1923 Alaska Road Commission	\$100.00
Expenditure 1923 Territory	150.00

Work for the season of 1924 consisted of necessary maintenance over the entire route.

Expenditure 1924 Alaska Road Commission	\$ 57.20
Expenditure 1924 Territory	175.00

Route 41A—Kotzebue-Shungnak.....200 miles winter trail

This winter trail extends from Kotzebue, an open summer port on Kotzebue Sound, across to the mainland and up the Kobuk River to Shungnak. Several shelter cabins have been built by the Territory on this route.

During the winter of 1922-23 the permanent staking on this trail was repaired, approaches to river crossings graded and other minor improvements made.

COOPERATIVE PROJECT

Expenditure 1923 Alaska Road Commission	\$365.00
Expenditure 1923 Territory	600.00
Expenditure 1924	None

Route 41B—Kotzebue-Pt. Barrow.....500 miles winter trail

This winter mail trail extends from Kotzebue across to the mainland and along the coast to Pt. Barrow.

During the summer of 1923 a combination shelter cabin and dog barn was erected on the Cape Lisburne Portage.

This expenditure is shown under Territorial Shelter Cabin Fund.
Trail Expenditures for the biennium.....None

Route 42—St. Michael-Kotlik Trail.....70 miles winter trail

This is a winter mail trail to Kotlik and on up the Yukon River to Marshall. From St. Michael it follows the left limit of the St. Michael Canal for 3 miles thence across the canal to the mainland, thence in a southwesterly direction to Pitmataalik Village, a distance of 20 miles, thence back to Pt. Romanoff to the beach 7 miles, thence to Coffee Point 12 miles, thence to Pastolik and to Kotlik, 12 miles.

During the summer of 1923 the permanent staking on this route was rehabilitated.

COOPERATIVE PROJECT

Expenditure 1923 Alaska Road Commission	\$ 74.00
Expenditure 1923 Territory	100.00
Expenditure 1924.....	None

Route 49—Davidson Landing-Taylor...24 miles wagon road, 16 miles sled road.

This road connects the head of navigation in Imuruk basin from Teller with Taylor Creek. From Davidson Landing it follows the Mary's River to its head, a distance of 24 miles, thence over Coco Hill to the head of Coarse Gold Creek, to Henry Creek, thence down Henry Creek to the Kougarok River, it then follows up the Kougarok River to Taylor.

During the summer of 1923 work consisted of general maintenance of the entire route.

COOPERATIVE PROJECT

Expenditure 1923 Alaska Road Commission	\$1,721.25
Expenditure 1923 Territory	2,500.00

Work for the season of 1924 consisted of minor repairs extending over the entire route.

Expenditure 1924 Alaska Road Commission	\$255.00
Expenditure 1924 Territory	745.00

Route 62—Dime Creek.....9 miles wagon road

This road connects Dime Landing, which is situated on the Koyuk River about 35 miles from the confluence of Dime Creek and the Koyuk, with the workings on Dime Creek at the Postoffice at Haycock and extends on up Dime Creek to No. 7 above.

Work for the season of 1923 consisted of repairs to the bridge across Dime Creek at Haycock.

COOPERATIVE PROJECT

Expenditure 1923 Alaska Road Commission	\$ 50.00
Expenditure 1923 Territory	100.00

Work for 1924 consisted of minor repairs to the bridge across Dime Creek and the adjustment of a claim for furnishing corduroy.

Expenditure 1924 Alaska Road Commission\$1,204.59
Expenditure 1924 Territory 3,250.00

Route 67—Nome-Teller.....80 miles winter trail

This is the winter mail trail from Nome to Teller and Cape Prince of Wales. It is permanently staked from Nome to Teller. It follows the coast from Nome to Cape Douglas where it cuts across country to Cape Riley and then into Teller.

Work for the season of 1923 consisted of general rehabilitation of the permanent staking.

COOPERATIVE PROJECT

Expenditure 1923 Alaska Road Commission\$586.92
Expenditure 1923 Territory 900.00

Work for the season of 1924 consisted of repairs to the Sinrock and Cripple River Ferries which are carried on this route and serves summer travel.

Expenditure 1924 Alaska Road Commission\$105.25
Expenditure 1924 Territory 280.00

Route 67A—Teller-Cape Prince of Wales.....142 miles winter trail

This is the extension of the Nome-Teller winter trail to Cape Prince of Wales. It crosses Port Clarence Bay from Teller to the Reindeer Station and thence along the beach to Lost River. From Lost River it follows the beach to the Mission Settlement at Cape Prince of Wales. This trail was permanently staked in the fall of 1922.

COOPERATIVE PROJECT

Expenditures for the Biennium.....None

Route 67B—Teller-Bluestone.....18 miles winter and summer trail

From Teller this trail leads across the tundra to Gold Run and Bluestone country, a distance of 18 miles.

This trail has had some road tax expended on it and the Alaska Road Commission has furnished some timber for constructing several small bridges. It is still used for hauling supplies to Gold Run and the Bluestone during both summer and winter.

During the season of 1923 this trail was permanently staked to aid winter travel.

COOPERATIVE PROJECT

Expenditure 1923 Alaska Road Commission\$263.50
Expenditure 1923 Territory 300.00

During the season of 1924 one bridge was built and minor repairs made to the route.

Expenditure 1924 Alaska Road Commission\$ 90.95
Expenditure 1924 Territory\$200.00

Route 67C—Teller-Mary's Igloo.....40 miles winter trail

Though not a mail trail, this is a well-traveled winter route from Teller to Mary's Igloo via Grantly Harbor, Imuruk basin and the Kuzitria River.

During the season of 1923 this trail was permanently staked from the head of Grantly Harbor to the Imuruk Basin, distance 25 miles.

COOPERATIVE PROJECT

Expenditure 1923 Alaska Road Commission\$396.00
Expenditure 1923 Territory 600.00

During the season of 1924 the permanent staking of this trail was completed from Imuruk Basin to Mary's Igloo. This trail is now permanently staked throughout.

Expenditure 1924 Alaska Road Commission\$366.00
Expenditure 1924 Territory 990.00

Route 68—Flagging Trails:

Under this heading all expenditures for temporary winter trail flagging are included. The expenditures include the purchase of material for making flags and preparing stakes and the cost of the actual staking of the trails. Below are enumerated the trails temporarily staked during the past biennium.

Nome Locals	100
Around Cape Nome	3
Nome River	1
Across Safety	1
Across Norton Bay Route 13	40
Moses to Walla Walla	26
McKinley Creek to Portage Creek	18
Around Bluff	8
Around Topkok Head	13
Across Norton Bay—Route 18A	33
Isaac's Point to Mouth of Koyuk	25
Keewalik to Chorls Peninsula	35
Keewalik to Nazuruk	44
Golovin to White Mountain	12
St. Michael's Bay	5

Kotzebue to Riley Channel	30
Kotzebue to Seesalik-Pt. Barrow Trail.....	12
Kotzebue to Mouth of Noatok	8
Douglas to Teller	18
Teller to Mission	6
Teller to Head of Harbor	12
Pt. Romanoff to Pastolik	16

472

COOPERATIVE PROJECT

Expenditure 1923 Alaska Road Commission	\$1,069.37
Expenditure 1923 Territory	1,500.00
Expenditure 1924 Alaska Road Commission	\$ 518.65
Expenditure 1924 Territory	\$1,420.00

Route 73—Marshall Road.....4½ miles wagon road

This road was constructed by the Territory. Two and one-tenth miles are corduroy and 2.1 miles graded road. It connects the landing ten miles above Marshall on the Yukon River with the Placer Workings on Willow Creek.

COOPERATIVE PROJECT

Expenditure for the biennium

Route 73A—Kotlik-Marshall.....190 miles winter trail

This trail follows the general trend of the lower Yukon River from Kotlik to Marshall.

During the summer of 1923 a reconnaissance survey and location was made of the Portage between old Hamilton and Pilot Station which was staked.

COOPERATIVE PROJECT

Expenditure 1923 Alaska Road Commission	\$115.00
Expenditure 1923 Territory	150.00
Expenditure 1924	None

Route 73B—Stuyahok.....11 miles sled road

This is a new project. It consists of 11 miles winter sled road and summer trail from the landing on the Yukon River above Russian Mission across to the new diggings on Stuyahok Creek. The route was cleared in the summer of 1921.

COOPERATIVE PROJECT

Expenditure 1923

None

During the season of 1924 some maintenance was performed and three small bridges were constructed.

Expenditure 1924 Alaska Road Commission	\$255.00
Expenditure 1924 Territory	745.00

Route 73C—Scammon Bay Extension.....89 miles winter trail

This winter trail branches from Route 73A, Kotlik-Marshall Trail, at old Hamilton going by way of Akularok Mission and Black River to Scammon Bay.

The first 39 miles of the route from old Hamilton to Akularok Mission is fairly well-defined, and travelled to some extent by the natives. The section from Black River to Scammon Bay, a distance of 30 miles is largely through open tundra.

During the season of 1924, 15 miles on the Scammon Bay end was permanently staked.

COOPERATIVE PROJECT

Expenditure 1924 Alaska Road Commission	\$ 410.00
Expenditure 1924 Territory	1,090.00

Route 89A—Seward Peninsula Railroad.....87 miles rail tram

This is the old Seward Peninsula Railroad which was purchased by the Territory of Alaska. It extends from Nome to Shelton on the Kuzitrin River.

Work for the biennium consisted of limited rehabilitation of the entire route suitable to care for light traffic.

During the summer of 1923 rehabilitation extended to Salmon Lake, distance of 42 miles, and during the summer of 1924 rehabilitation was continued to Shelton. The tram now is suitable for use of light gas cars with light loads.

COOPERATIVE PROJECT

Expenditure 1923 Alaska Road Commission	\$32,653.85
Expenditure 1924 Alaska Road Commission	29,873.99
Expenditure 1924 Divisional Board	14.00

KALTAG UNALAKLEET SURVEY

In compliance with Chapter 100, 1923 Session Laws of Alaska; Report of the preliminary survey in accordance with the Act is submitted herewith.

The survey was made by Ike P. Taylor, Assistant Engineer of the Alaska Road Commission, and through the existing cooperative agreement with them the Territory was only charged with the actual expense of the field work itself.

REPORT

Description of Route:

Leaving Kaltag on the Yukon River the route follows up the valley of the Kaltag River, a general westerly direction for approximately 12 miles. It then turns to the left up a tributary of the Kaltag River in a southwesterly direction for approximately 5 miles. Crossing a low divide between the Kaltag and old Kaltag Rivers the course is southwest approximately 9 miles to another low divide where the route drops into the headwaters of the Unalakleet River. From this point the general true course is S. 70 degrees W. to Unalakleet, a distance of approximately 60 miles. The Old Kaltag River flows into the Yukon about 6 miles below Kaltag and its course is approximately parallel with that of the Kaltag River.

The winter trail follows the low ground along the valley bottoms and it is very wet and swampy. A feasible route can be selected for a wagon road, however, by holding to the higher ground. A very good foundation for road could be obtained over first 60 miles of the route from Kaltag. Leaving the landing at Kaltag the location should follow on high ground to the left of the winter trail and on the right limit of the Kaltag Valley to a point approximately 10 miles from Kaltag. Here the river is close to the hill and good ground is obtainable on the left limit. It might be desirable to make two crossings of the Kaltag River. The route, by taking a little heavy work, could maintain the right limit, however, to approximately 12 miles then cross small tributary to Kaltag River and keep on north side of this tributary to divide. This gives southern exposed hillside and apparently good ground. This hillside can be followed to the next divide dropping down to cross several streams and then follow down the right limit of the Unalakleet River to Unalakleet. The portion of the route on the Unalakleet end would be harder to locate and would require considerable study. The foothills nearer the coast are badly broken up. Construction of this portion of the road would undoubtedly be very expensive. To reach the present town of Unalakleet would necessitate crossing approximately 4 miles of tundra which is very wet and extremely difficult to get good location. The estimate length of a wagon road is 95 miles.

A tramroad could be constructed on lower ground and over a more direct route. The cost of construction of a wooden rail tram would be much lower than that of a road and maintenance cost would be no greater if as great. Some timber is available along the route—sufficient at least for ties and small bridges. No difficult stream crossings are encountered, probably 80 to 100 feet being the longest bridge required. The approximate length of a tramroad would be 90 miles.

From the above it is evident that the construction of a wagon or tram road over this route is entirely feasible.

Desirability:

Such a road if constructed would undoubtedly be of considerable convenience to the residents of the Seward Peninsula. It would shorten the time between Nenana and Nome approximately 4 to 5 days and might result in the diversion of considerable passenger travel over the inside route via Seward and the Railroad. Mail and express would be handled over this route but practically no freight as the rehandling would make the cost far in excess of the all water route, or the route via the Railroad, River and St. Michael. Probably not to exceed 100 tons would move over the road in a season. No new country would be opened for development and no new tonnage created. In view of the cost of this improvement, it would seem that the benefit would be very small, especially in view of the entire lack of transportation in other sections of the Territory.

Estimated Cost:

WAGON ROAD

It is estimated that the cost of constructing a standard wagon road, similar to types already built in other sections of the Territory suitable for the operations of motor driven vehicles would be as follows:

60 miles at \$6,000 per mile	\$360,000
35 miles at \$8,000 per mile	280,000
Total	\$640,000

STEEL RAIL TRAM

Cost 1 mile—30 lb. rail (landed Kaltag) 52.8 tons at \$106.00..	\$5,598.80
Ties 2 ft. centers 2640 at .25	660.00
Fittings	200.00
Labor	2,500.00
	\$8,956.80
90 miles at \$8,956.80—	\$806,112.00.

WOOD RAIL TRAM

Rail consists of one 2"x6" main rail with one 2"x4" running rail, maximum load not to exceed 2 tons per 12 ft. car.

Cost 1 mile—17,600 ft. B. M. at \$65.00	\$1,144.00
3,368 ties at .25	842.00
Nails, tools, etc.	200.00
Labor	2,000.00
	\$4,186.00
90 miles at \$4,186.00—	\$376,740.00.

In estimating cost of tramroads, cost of preparing right-of-way is included in labor. It contemplates location over level ground insofar as possible and this can be done largely throughout this route. The tramroad idea presents several difficulties of operation as a public highway but where traffic is light this can be arranged. Equipment necessary for the operation of tram is not included in the above.

Conclusion:

Considered as a construction problem this route presents no great difficulties, except that of a careful location. It looks possible from information obtainable and from maps available, that a much shorter route might be found, leaving the river at a point approximately 60 miles below Kallag and following a course approximately N. 65 degrees W. to Unalakleet. A low range of hills intervenes but no doubt a low pass could be found. The distance by this route should not exceed 50 miles and if this project is carried out this possibility would certainly be worth investigation.

IKE P. TAYLOR,

Assistant Engineer.

Expenditure 1924 Territory (Special Appropriation).....\$312,72

SUMMARY OF EXPENDITURES

April 1, 1923 to March 31, 1924

THIRD DIVISION

Route Nos.	Terr. Coop.		Div.	B. P. R.	Terr. Coop.	Shelter Cabins	Total
	A. R. C.	A. R. C.	Board		B. P. R.		
Overhead			30.00				\$ 30.00
10B Seward-Nash			4,814.20				4,814.20
35B Palmer-Mile 26 1/2			867.08				867.08
35C Palmer-Matanuska R...\$	141.51						141.51
35G Palmer-Springer Road							
35H Wasilla-Finger Lake..	1,845.60	\$ 500.00					2,345.60
35J Wasilla-Matanuska ...	2,604.54	1,000.00					3,604.54
35K Matanuska-Trunk Rd.	513.35	500.00					1,013.35
35Q Edlund Road			994.29				994.29
36 Valdez-Mineral Creek..	1,424.56	1,500.00					2,924.56
51 Talkeetna-Cache Creek	21,304.67	11,408.45					32,713.12
55 Kenai-Russian River..	5,258.71		359.25				5,617.96
57 Nizina Bridge	16,697.58						16,697.58
61 Strelna-Kuskolana	556.85	500.00	1,499.98				2,556.83
75 Anchorage-Eagle Riv.	13,645.48		564.57				14,210.05
75A Anchorage-L. Spenard			2,552.53				2,552.53
75B Whitney Road			1,213.15				1,213.15
75C Chester Cr. Boat Land.			500.00				500.00
93A Bull River Bridge and Trail			1,598.81				1,598.81
90C Shelter Cabins						\$1,750.00	1,750.00
Cooperative B.P.R.					\$2,550.00		2,550.00
	63,992.85	15,408.45	14,993.86		2,550.00	1,750.00	98,695.16

*Included in 1924 table.

April 1, 1924 to March 31, 1925

Overhead			30.00				30.00
10B Seward-Nash			3,551.60				3,551.60
35G Palmer-Springer Road			600.00				600.00
35H Wasilla-Finger Lake..	**403.08	700.00					1,103.08
35J Wasilla-Matanuska ...	503.93		1,000.00				1,503.93
35K Matanuska Trunk Rd.	124.32						124.32

Route Nos.	A. R. C.	Terr. Coopr. A. R. C.	Div. Board	B. P. R.	Terr. Coopr. B. P. R.	Shelter Cabins	Total
35L Palmer-Matanuska			1,800.00				1,800.00
35R Bogard Road			400.00				400.00
36 Valdes-Mineral Creek	155.79		35.58				191.37
36B So. Second St., Cordova		7,500.00	800.00				800.00
51 Talkeetna-Cache Creek	4,601.08						12,101.08
51A Cache Creek Pack Trail	**286.65	300.00					586.65
51B Peters-Creek Pack Trail	947.94	1,000.00					1,947.94
57 Nizina River Bridge	18,357.17						18,357.17
61 Strelna-Kuskuluna		3,000.00	1,000.00				1,000.00
75 Anchorage-Eagle River	3,192.08		2,182.00				6,192.08
75A Anchorage-L. Spenard							2,182.00
75B Anchorage - Whitney Road			324.14				324.14
75C Chester Cr. Boat Land.			82.82				82.82
90C Shelter Cabins					1,952.25		1,952.25
92H Togiak-Nushagak	1,725.00	1,400.00					3,125.00
92I Nushagak-Naknek	940.00	850.00					1,800.00
92J Naknek-Egekkik	750.00	740.00					1,500.00
Cooperative B.P.R.				375,098.16	4,000.00		379,098.16
Office Terr. Highway Engineer 4-1-24 to 3-31-25			1,129.99				1,129.99
Total	31,997.04	15,500.00	12,936.13	375,098.16	4,000.00	1,952.25	441,483.58
Allotment as per cooperative agreement to cover period from Jan. 1, 1925 to June 30, 1926—A.R.C.							
Total	9,160.13						9,160.13
Biennial Total	41,157.17	15,500.00	12,936.13	375,098.16	4,000.00	1,952.25	450,643.71
Expenditures, non-cooperative for the Biennium, A.R.C.	106,150.02	30,908.45	27,929.99	375,098.16	6,550.00	3,702.25	549,338.87
Grand Biennial Total	\$841,154.69	\$30,908.45	\$27,929.99	\$375,098.16	\$6,550.00	\$3,702.25	\$1,285,343.54
**All A.R.C. Expenditures are to Jan. 1, 1925.							

BIENNIAL REPORT

STATEMENT OF RECEIPTS AND DISBURSEMENTS

ROAD DISTRICT NO. 3, TERRITORY OF ALASKA,
FROM APRIL 1, 1923 to MARCH 31, 1925

Anton Eide, Divisional Chairman.
Gus F. Johnson, and R. V. Wilkins, Members.

Receipts from Territorial Treasurer, W. G. Smith, deposited with Divisional Road Treasurer and subject to disbursement by Divisional Chairman

Deposit	June, 1923	\$5,000.00
"	July 9, 1923	5,000.00
"	August 1, 1923	5,000.00
"	May 14, 1924	2,000.00
"	June 2, 1924	3,000.00
"	July 9, 1924	5,000.00
"	Sept. 16, 1924	1,000.00
"	Oct. 31, 1924	800.00

\$26,800.00

Disbursement and Distribution of Expenditures by Routes.

FOR THE YEAR 1923

Route No.	Name	Miles	Cost
	Overhead		\$ 30.00
10B	Seward-Nash	2 ½	4,814.20
35B	Palmer-Mile 26 ½	8	867.08
35Q	Edlund Road	½	994.29
55	Kenai-Russian River	60	359.25
61	Strelna-Kuskuluna	16	1,499.98
75	Anchorage-Eagle River	10	564.57
75A	Anchorage-Lake Spenard	4	2,552.53
75B	Whitney Road	10	1,213.15
75C	Chester Creek Boat Landing	1	500.00
93A	Bull River Bridge and Trail	4	1,598.81
			\$14,993.36

FOR THE YEAR 1924

Route No.	Name	Miles	Cost
	Overhead		\$ 30.00
10B	Seward-Nash	2½	3,551.60
35G	Palmer-Springer	3	600.00
35J	Wasilla-Matanuska	8	3,000.00
35L	Palmer-Matanuska	6½	1,800.00
35R	Bogard Road	½	400.00
36	Valdez-Mineral Creek	10½	35.58
36B	South Second St., Cordova.....	¼	800.00
61	Strelna-Kuskulana	12½	1,000.00
75A	Anchorage-Lake Spenard	4	2,182.00
75B	Whitney Road	5	324.14
75C	Chester Creek	1	82.82

Biennial Total \$11,111.14

DETAILED EXPENDITURES

THIRD DIVISION

Overhead:

Under the cooperative agreement the Alaska Road Commission assumed all overhead expenses, including salary and expenses of the chairman and furnished needed equipment as far as available, without charge thereby making possible the direct application of all territorial funds for labor and material actually going into the work.

Payment of premium on chairman's and treasurer's bonds and money to elected commissioners for making report of recommendations as provided by law are included in this item.

EXPENDITURES

For year 1923 \$30.00

For year 1924 30.00

Route 10B—Seward-Nash.....2½ miles wagon road

This road branches from the Seward-Kenal Lake Route at Mile 8 and runs in a southeasterly direction heading towards the bay and Kenal Station passing through some of the richest agricultural and timber land of this section, where several homesteads and dairies are located.

FOR YEAR 1923

This road was gravel-surfaced during the season for a distance of 2 miles. The bridge over Salmon River washed out by floods in the fall of 1923 was rebuilt by contract.

Expenditure 1923 Divisional Board \$1,111.14

FOR YEAR 1924

During the past season the road was extended to the beach, one mile and gravel-surfaced. This road is in good condition for wagon traffic and is used by automobiles although very narrow.

Expenditure 1924 Divisional Board \$3,551.60

Route 11B—Mile 26½-Palmer.....8½ miles wagon road

Constructed because it leaves the old Knik Road 26½ miles from Knik and follows the river from Wasilla on the Wasilla fish-hook road, running parallel to Palmer Station on the Matanuska branch of the Alaska Railroad. This road passes through a large area of promising agricultural land where numerous homesteads have already been located.

The season's operations consisted of cutting down grades, graveling and building one pole-decked stringer bridge 30 feet long and 24 feet wide over Wasilla Creek. This route is only suitable for wagon traffic.

Expenditure 1923 Divisional Board \$867.08

Expenditure 1924 None

Route 15C—Palmer-Matanuska River.....1½ miles wagon road

This road leads from Palmer Station on the Matanuska Branch of the Alaska Railroad, follows the railroad one quarter of a mile, turns at right angles crossing the track and continues on to the Matanuska River.

A trolleyway of three quarter inch cable and a cage were constructed over the Matanuska River on this route to replace the bridge dismantled last season. One hundred feet of corduroy were placed. Traffic over the road is very light and no further work is contemplated at this time.

COOPERATIVE PROJECT

Expenditure 1923 Alaska Road Commission \$141.51

Expenditure 1924 None

Route 24G—Palmer-Springer Road.....3 miles wagon road

This route connects several ranches along Matanuska River with Cooper at Mile 6, Matanuska Branch of the Alaska Railroad.

Work consisted of necessary maintenance and widening the road for 1½ miles. This road is suitable for wagon traffic only. It is in poor condition but serves its purpose.

Expenditure 1923 None

Expenditure 1924 Divisional Board \$600.00

Route 35H—Wasilla-Finger Lake.....12 miles wagon road

This is a 24-foot graded earth road connecting Wasilla, Mile 144 Alaska Railroad, with Palmer, at Mile 6 on the Matanuska branch of the railroad, passing through a rich agricultural district. It crosses, at right angles, the Matanuska Trunk road, Route 35K, at Forest Hall, a congregating center for farmers of the entire community.

The season of 1923 the entire road was regraded 1.5 miles gravel surfaced, 2 timber culverts placed and 600 feet of new road built to avoid sharp turns. This road is now in good condition for light traffic

COOPERATIVE PROJECT

Expenditure 1923 Alaska Road Commission	\$1,846.66
Expenditure 1923 Territory	500.00
For the season of 1924, work consisted of general maintenance	
Expenditure 1924 Alaska Road Commission	\$403.00
Expenditure 1924 Territory	700.00

Route 35J—Wasilla-Matanuska.....8 miles wagon road

This road was formerly a railroad construction road and practically parallels the track between Matanuska and Wasilla. It has been maintained at a low standard jointly by the Alaska Road Commission and the Territory for the use of homesteaders.

Work for the season of 1923 consisted of general maintenance with some gravel surfacing and the construction of 146 foot stringer bridge.

COOPERATIVE PROJECT

Expenditure 1923 Alaska Road Commission	\$2,604.51
Expenditure 1923 Territory	1,000.00

During the summer of 1924 the Wasilla end of the road was widened to a 26 foot standard for a distance of 1 mile; one half mile of this section was graveled.

Expenditure 1924 Alaska Road Commission	\$ 503.93
Expenditure 1924 Divisional Board	1,000.00

Route 35K—Matanuska Trunk Road.....8 miles wagon road

This is an important farm road in the Wasilla-Matanuska section serving the Government Experimental Station and numerous farmers: cutting the Wasilla Finger Lake-Palmer Road at Forest Hall, terminating at its junction with Mile 26½ Palmer Road, midway between Palmer and Wasilla fish-hook road.

Work for the season of 1923 consisted of general maintenance over the entire route and the construction of one 16 foot stringer bridge.

COOPERATIVE PROJECT

Expenditure 1923 Alaska Road Commission	\$513.35
Expenditure 1923 Territory	500.00
Work for the season of 1924 consisted of minor repairs.	
Expenditure 1924 Alaska Road Commission	\$124.33
Expenditure 1924 Territory	None

Route 35L—Palmer-Matanuska.....6½ miles wagon road

Built for railroad construction purposes this road has since been maintained by the Territory. It passes through an important farming section in the Matanuska River Valley.

No work was done on this project in 1923. During the summer of 1924 the road was relocated for 1½ miles out of Matanuska taking it off the river flats onto higher ground. This is a good wagon road and is passable for automobiles at all seasons of the year except after heavy snowfalls.

Expenditure 1923	None
Expenditure 1924 Divisional Board	\$400.00

Route 35R—Bogard Road.....1½ miles wagon road

This road turns east toward a group of farms from Mile 6 of the Matanuska Trunk Road. It is the beginning of a new road 8 miles long which will serve 13 farmers now more or less isolated.

Work this season consisted of eliminating a steep grade where it had been necessary to break loads.

Expenditure 1923	None
Expenditure 1924 Divisional Board	\$400.00

Route 35Q—Edlund Road.....½ mile wagon road

This new road connects farms on the south side of the railroad at Mile 157 with the Wasilla-Matanuska Road at Mile 3, giving them an outlet to the railroad.

Work for the year 1923 consisted of building a new graded road 2,200 feet long with one 12 foot stringer bridge.

Expenditure 1923 Divisional Board	\$994.29
Expenditure 1924	None

Route 36—Valdez-Mineral Creek.....10 miles road

This route extends from Valdez along the beach to the westward as far as the mouth of Mineral Creek, thence up the Creek to McIntosh's Roadhouse and to the mine workings. The section from Valdez along

the beach to the mouth of Mineral Creek is subject to tide overflows, thereby making it both difficult and expensive of maintenance. As a result it is doubtful if this portion will be maintained in the future. Besides all freight can be landed by boat at the mouth of Mineral Creek and from there transported to the various mining properties on Mineral Creek.

During the season of 1923 this road was improved. A 150 foot section along Mineral Creek which had been washed out was detoured. 4,885 feet of new road was graded. A footbridge over Mineral Creek was repaired.

COOPERATIVE PROJECT

Expenditure 1923 Alaska Road Commission	\$1,424.44
Expenditure 1923 Territory	1,500.00

During the winter of 1923 and 24 the bridge over Mineral Creek collapsed. A temporary cable way was installed at the bridge site which enabled foot passengers to cross. An allotment of \$4,000.00 for the construction of a new bridge was made by the Territorial Board, but owing to the high glacial water in Mineral Creek, it was decided impracticable to attempt constructing this bridge during the summer season of 1924, and the major portion of this allotment was transferred to the Talkeetna-Cache Creek Cooperative Project, in lieu of which the Alaska Road Commission assumed responsibility for the construction of a new bridge across Mineral Creek before the spring breakup of 1925.

Expenditure 1924 Divisional Board	\$ 35.24
Expenditure 1924 Alaska Road Commission	155.73

Route 36B—South Second Street, Cordova..... $\frac{1}{4}$ mile wagon road

This is an improvement of South Second Street outside the city limits of Cordova. It serves a number of residents of this section and gives an outlet to the city street system. This project was approved by the Board after receipt of several petitions as well as endorsement by the leading citizens of Cordova and was only undertaken after the Board was assured that no requests would be made for its future maintenance.

Expenditure 1924 Divisional Board	\$800.00
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Route 51—Talkeetna Cache Creek...22 miles wagon road, 20 miles sled road.

This route connects the railroad at Talkeetna, Mile 227, with the placer mines and quartz prospects of the Cache Creek Mining District. This project is now graded from Ferry landing on Susitna River, two miles from Talkeetna Railway Station to Peters Creek, distance 21 miles. Of the 21 miles of road now graded considerable additional work will be necessary to bring it up to the desired standard. From the end of the

present constructed road summer freight is transported by pack horses to Cache Creek and other mining camps in that district.

During the biennium the grade was extended $7\frac{1}{2}$ miles or as far as Peters Creek and general maintenance and improvements were made over the entire 21 miles. The 21 miles of graded road is a good wagon road and suitable for light auto traffic during dry periods.

COOPERATIVE PROJECT

Expenditure 1923 Alaska Road Commission	\$21,304.67
Expenditure 1923 Territory	11,408.45
Expenditure 1924 Alaska Road Commission	\$ 4,601.08
Expenditure 1924 Territory	7,500.00

Route 51A—Cache Creek Pack Trail.....20 miles trail

This trail extends from the end of the Peters Creek wagon road, Route 51, to the Placer Camp on Cache Creek, and is an alternate summer pack trail to the sled road on Route 51.

Work for the season of 1924 consisted in improvement of the first 4 miles from Peters Creek.

COOPERATIVE PROJECT

Expenditure 1924 Alaska Road Commission	\$236.65
Expenditure 1924 Territory	300.00

Route 51B—Peters Creek Pack Trail.....10 miles trail

This route extends up the left limit of Peters Creek from the end of the wagon road, Route 51, to the placer operations on upper Peters Creek and the Tokositna River.

This is a new project and was brushed out 10 feet wide throughout.

COOPERATIVE PROJECT

Expenditure 1924 Alaska Road Commission	\$ 947.94
Expenditure 1924 Territory	1,000.00

Route 55—Kenai-Russian River.....60 miles sled trail

This is the west end of the winter trail between the town of Kenai on Cook Inlet and Moose Pass Station, Mile 29 Alaska Railroad, the Department of Agriculture having assumed the maintenance of the east end of that portion from Russian River to the railroad which lies within the U. S. Forest Reserve. The trail is used for winter mail and light freight only.

No work had been done on this trail for a number of years. A reconnaissance was made in the spring of 1923 as a result of which

this trail was rehabilitated. Portions of the trail were relocated, avoiding lakes where possible. In all, eighteen miles of new trail were cut average width nine feet; 27 miles of old trail were widened to trail standard; 2 shelter cabins were erected at Mile 19 and Mile 37 from Kenai and one old cabin at Mile 46 was repaired for use as shelter.

COOPERATIVE PROJECT

Expenditure 1923	Alaska Road Commission	\$5,258.71
	(exclusive of shelter cabins)	
Expenditure 1923	Divisional Board	359.21

Route 57—Nizina River Bridge:

This cooperative project was initiated in 1921 when the Territorial Legislature made available by special appropriation \$25,000.00 for cooperation with the Alaska Road Commission to aid in the construction of a bridge across the Nizina River in the Nizina Mining District, McCarthy Recording Precinct, at or near Young Creek, (or at any point of the road then being constructed by the Board of Road Commissioners for Alaska from the town of McCarthy to Nizina River.)

In accordance with the cooperative agreement between the Alaska Road Commission and the Territorial Board of Road Commissioners, the Alaska Road Commission immediately began plans for the construction of the structure and work since that date has continuously progressed as rapidly as climatic conditions would permit.

This bridge is now being erected. Plans contemplate the erection of two 178 foot timber spans on the west or McCarthy side and the construction of a pile trestle over the remaining distance. The trestle spans are to be 30 feet to allow openings for drift and ice to pass through in extreme floods. The two spans will rest on concrete-capped cylinders and it is planned to erect the other three spans for which like foundations are provided as the necessity arises. The total length of this bridge when completed will be 2,050 feet consisting of four 178 foot spans and the balance trestle approach.

All the necessary material is now on the ground at the bridge. All piling has been driven and erection of the super-structure is now in progress, the bridge should be completed by June 15th of this year.

COOPERATIVE PROJECT

Expenditure 1921	Alaska Road Commission	\$ 3,190.33
Expenditure 1921	Territory	5,000.00
Expenditure 1922	Alaska Road Commission	36,076.94
Expenditure 1922	Territory	20,000.00
Expenditure 1923	Alaska Road Commission	16,697.58
Expenditure 1924	to 12-31-24 Alaska Road Commission	18,357.17

Route 61—Strelina-Kuskulana.....16 miles wagon road

This road leads from Strelina on the Copper River and Northwestern Railroad up the right limit of the Kuskulana River to several groups of mining properties. A substantial bridge across the Kuskulana River near Mile 10, built by the Territory, gives access to mining operations on the left limit of the Kuskulana River.

For the season of 1923 repairs were made to the approaches and abutments of the Kuskulana Bridge. Culverts were repaired and necessary maintenance performed.

COOPERATIVE PROJECT

Expenditure 1923	Territorial Divisional Chairman	\$1,499.98
Expenditure 1923	Territorial Cooperative	500.00
Expenditure 1923	Alaska Road Commission	556.85
		\$2,556.83

During the season of 1924, work was begun on a new location for 1½ miles between the bridge and Berg's mill, to avoid a cut bank along the river. The right of way was cleared, 700 feet of side hill road graded and limited maintenance performed on the entire route. This road is in good condition suitable for loads of 5 tons with the exception of the new location mentioned above.

Expenditure 1924	Divisional Board	\$1,000.00
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Route 75—Anchorage-Eagle River.....13½ miles wagon road

Leaving Anchorage this road parallels Knik Arm a mile back on the benchland for 5½ miles, then turns east for 4½ miles crossing the railroad at its Mile 123 and Mile 10 on the wagon road, it then turns south for 2½ miles and then west for 1 mile connecting with the Whitney Road which leads to Anchorage. This road is locally known as the Anchorage-Eagle Loop and serves a number of farmers, wood-haulers and dairymen.

During the summer of 1923 this road was graded to the 26 foot standard from Anchorage to its junction with the Whitney Road. The road is in fair condition, but considerable graveling will be necessary to bring it up to the desired standard. The work was largely supported by Federal funds and the Territory only cooperated in a very limited amount.

COOPERATIVE PROJECT

Expenditure 1923	Alaska Road Commission	\$13,645.48
Expenditure 1923	Divisional Board	564.57

Work for the season of 1924 was confined to general maintenance of the entire route. Considerable graveling was performed.

Expenditure 1924 Alaska Road Commission\$3,192.61
 Expenditure 1924 Territory 3,000.00

Route 75A—Anchorage-Lake Spenard.....4 miles wagon road

This road connects the town of Anchorage with Lake Spenard, more or less a summer resort, four miles southwest of the town, also serving a number of farmers, but used principally as a pleasure drive both winter and summer.

For the season 1923 the entire road was regraded to the regular standard of 23 feet. Two small planked decked bridges of 10 and 22 feet respectively were built besides necessary seasonal maintenance.

Expenditure 1923 Divisional Board\$2,552.53

The principal work for the season of 1924 consisted of the elimination of the hairpin turn on Chester Creek Hill. The maximum grade was reduced from 14 to 8 per cent. General maintenance was also performed. Owing to the popularity of Lake Spenard motor traffic on this road throughout the year is unusually heavy and it is believed advisable to gravel surface the entire route.

Expenditure 1924 Divisional Board\$2,182.00

Route 75B—Anchorage-Whitney Road.....6 miles wagon road

From Anchorage this road follows the railroad on the south side for 3 miles; crossing at that point it parallels the north side for 2 miles and again crosses, running due east for 1 mile where it connects with the Eagle River Road. The route was laid out as an artery of supply during railroad construction days.

In 1923 the last mile between the railroad and the Eagle River road, which was only a narrow wagon road, was cleared and graded to the 30 foot standard of the Eagle Road; besides minor seasonable maintenance was performed.

Expenditure 1923 Divisional Board\$1,213.15

For the season of 1924 only necessary general maintenance was performed. This road should be brought up to the same standard as the Eagle River Road, being a part of the so-called Anchorage Eagle River Loop.

Expenditure 1924 Divisional Board\$324.14

Route 75C—Chester Creek Boat Landing.....1 mile wagon road

This new road runs from the southwest corner of the Anchorage townsite to tidewater on Knik Arm near the mouth of Chester Creek, a small harbor used by small boats.

For the season 1923 the road was cleared, grubbed and graded 18 feet wide.

Expenditure 1923 Divisional Board\$500.00

For the season 1924, the road was slightly widened throughout including other necessary improvements. It is in good condition for wagon and auto during dry weather. However, it is possible that future demands may require surfacing.

Expenditure 1924 Divisional Board\$82.82

Route 92H—Togiak-Nushagak.....125 miles winter trail

This is a winter dog sled trail connecting the settlement of Togiak with the settlement at the mouth of the Nushagak River. It is a part of the through route from Bethel to Kanatak.

A contract was let to Ed. McCann for the permanent staking of this trail which has been completed and inspected.

COOPERATIVE PROJECT

Expenditure 1924 Alaska Road Commission\$1,725.00
 Expenditure 1924 Territory 1,400.00

Route 92I—Nushagak-Naknek.....90 miles winter trail

This is the winter trail from Nushagak by way of Kogiung at the head of Kvichak Bay to the canneries at the mouth of Naknek River. This is a portion of the through route from Bethel to Kanatak.

A contract was let to Ernest Olsen for the permanent staking of the trail which has been completed and inspected.

COOPERATIVE PROJECT

Expenditure 1924 Alaska Road Commission\$940.00
 Expenditure 1924 Territory 860.00

Route 92J—Naknek-Egekik.....65 miles winter trail

This winter trail extends along the shore of Kvichak Bay from the Naknek River to the mouth of the Egekik River. It is a part of a through route from Bethel to Kanatak.

A contract was let to Frank Altonen for permanent staking. The work has been completed and inspected.

COOPERATIVE PROJECT

Expenditure 1924 Alaska Road Commission\$760.00
 Expenditure 1924 Territory 740.00

Route 93A—Bull River Trail.....4½ miles trail

This is a new trail leading from Colorado Station, Mile 297 on the Alaska Railroad to Bull River.

Work for the season of 1923 consisted of the construction of a bridge of one center span supported by 2 bents which rest on the canyon walls. Total length of bridge—100 feet. (This bridge is suitable for pack animals only) 4½ miles of trail was built from Colorado Station to the bridge, including 750 feet of side hill grading. This bridge and trail was built to accommodate prospectors and trappers in this district.

Expenditure 1923 Divisional Board\$1,598.81

SUMMARY OF EXPENDITURES

April 1, 1923 to March 31, 1924.
FOURTH DIVISION

Route Nos.	Overhead	A. R. C.	Terr. Coop.	Div. Board	Shelter Cabins	Total
7A	Summit-Chatanika		**	\$ 70.00		\$ 70.00
7C	Summit-Fairbanks			500.00		500.00
7B	Fox-Olnes			1,500.00		1,500.00
7D	Fairbanks-Ester			2,112.00		2,112.00
7DA	College Spur			4,955.00		4,955.00
7GA	Lazell Road			500.00		500.00
7H	Little Eldorado			186.00		186.00
7J	Fairbanks-Chena H. S.			1,500.00		1,500.00
7K	Olnes-Livengood	\$ 3,014.22		314.00		3,328.22
7N	Farmers-Birch Hill			288.00		288.00
7NA	Isabelle Creek			3,145.00		3,145.00
7T	Farmers-Chena Slough			150.00		150.00
15A	Cent. House-Cir. H. S.			1,000.00		1,000.00
23A	Snowshoe-Beaver			1,200.50		1,200.50
9	Rampart-Eureka	3,749.64		2,580.00		6,329.64
22	Hot Springs-Sullivan	1,080.00	\$ 200.00			1,280.00
30	H. S. Landing-Eureka	5,360.90	400.00			5,760.90
32B	Iditarod-Flat	696.00	400.00			1,096.00
32C	Ophir-Idit. (Winter)	12,706.97	900.00			13,606.97
32D	Flat-Crooked Cr.	764.50	100.00			864.50
38A	Ruby-Long					
38D	Ophir-Takotna	5,094.02	500.00			5,594.02
38E	Long-Poorman	15,977.40	6,000.00			21,977.40
38EE	Long-Poorman (Winter)	4,353.98	490.00			4,843.98
46A	Roosevelt-Kantishna	50.00	10.00			60.00
63C	Brooks Tram	14,343.47	2,000.00			16,343.47
92B	Bethel-Akiak					
92C	Akiak-Russian Miss.	195.00	200.00			395.00
92D	Bennetts Cut-Off	784.00	800.00			1,584.00
92E	Yukon-Kuskum. Portage	196.00	200.00			396.00
92F	Quinhagak-Goodnews Bay	1,659.32	758.45			2,417.77

TERRITORIAL BOARD OF ROAD COMMISSIONERS

92G	Goodnews Bay-Togiak	143.00				143.00
92L	Kolmokof-Inneak	95.00				95.00
92M	Anika-Tuluksak	269.96			\$5,325.00	5,325.00
90D	Shelter Cabins					108,859.33
TOTAL		70,575.38	12,958.45	20,000.50	5,325.00	108,859.33

April 1, 1924 to March 31, 1925.

	Overhead			70.00		70.00
7C	Summit-Fairbanks Creek			1,791.03		1,791.03
7AA	Cleary Road			718.41		718.41
7B	Fox-Olnes			366.42		366.42
7D	Fairbanks-Ester			4,214.02		4,214.02
7DA	College Spur			30.00		30.00
7GA	Lazell Road			447.17		447.17
7H	Little Eldorado			606.52		606.52
7J	Fairbanks-Chena H. S.			75.00		75.00
7K	Olnes-Livengood			202.43		202.43
7N	Farmers-Birch Hill			81.00		81.00
7NA	Isabelle Creek			25.00		25.00
15A	Cent. House-Cir. H. S.			184.00		184.00
8B	St. Patricks' Cr. Rd.			189.00		189.00
22	Hot Springs-Sullivan	785.62	2,150.00			2,935.62
30	H. S. Landing-Eureka	386.84	850.00			1,236.84
32B	Iditarod-Flat	4,442.91	2,000.00			6,442.91
32C	Ophir-Idit. (Winter)	187.10				187.10
32D	Flat-Crooked Cr.	750.00	200.00			950.00
38A	Ruby-Long	3,790.21				3,790.21
38D	Ophir-Takotna	18,400.32	14,000.00			32,400.32
38E	Long-Poorman	13,765.17			6,425.00	19,190.17
63C	Brooks Tram	8,500.00				8,500.00
92G	Goodnews Bay-Togiak	580.00	920.00			1,500.00

TERRITORIAL BOARD OF ROAD COMMISSIONERS

Route Nos.	A. R. C.	Terr. Coopr.	Div. Board	Shelter Cabins	Total
92L Kolmokof-Inneak	190.00	310.00		1,511.25	500.00
92M Aniak-Tulus	730.00	1,070.00			1,800.00
90D Shelter Cabins				1,511.25	1,511.25
Officer Terr. High. Engr. 4-1-24 to 3-31-25				6,836.25	92,074.41
TOTAL	52,508.17	21,500.00	1,120.99		1,129.99
BIENNIAL TOTAL	123,083.55	34,458.45	16,554.99		92,074.41
Expenditures non-cooperative for the Biennium, A. R. C.	720,508.77		36,555.49		200,933.74
GRAND BIENNIAL TOTAL	\$843,592.32	\$34,458.45	\$36,555.49	\$6,836.25	720,508.77

*All A. R. C. Expenditures are to Jan. 1, 1925.
 **From Special Legislative Appropriation.
 "a"—Refund of 50 cents included.

BIENNIAL REPORT

STATEMENT OF RECEIPTS AND DISBURSEMENTS, ROAD DISTRICT NO. 4, TERRITORY OF ALASKA, FROM APRIL 1, 1923 TO MARCH 31, 1925.

M. C. Edmunds, Divisional Chairman.
 Mel. R. Sabin and John Soll, Members.

Receipts from Territorial Treasurer, W. G. Smith, deposited with Divisional Road Treasurer and subject to disbursement by Divisional Chairman:

Deposit	June 28, 1923	\$ 1,000.00
"	July 11, 1923	4,000.00
"	Aug. 1, 1923	4,000.00
"	Sept. 1, 1923	4,000.00
"	Sept. 29, 1923	3,000.00
"	account voucher 1683 overpaid	0.50
"	Nov. 1, 1923	2,000.00
"	Dec. 1, 1923	2,000.00
"	May 19, 1924	2,000.00
"	July 3, 1924	2,000.00
"	July 5, 1924	a6,425.00
"	July 10, 1924	4,000.00
"	July 29, 1924	1,000.00

\$35,425.50

a—from special appropriation.

Disbursement and Distribution of Expenditures by Routes.

FOR THE YEAR 1923

Route No.	Name	Miles	Cost
	Overhead		\$ 70.00
7A	Summit-Chatanika	11	500.00
7B	Fox-Oines (includes Dome Creek)....	13	2,112.00
7C	Summit-Fairbanks Creek	13	1,500.00
7D	Ester Creek	13	4,955.00
7DA	College Spur	½	500.00
7GA	Lazelle Road	2½	186.00
7H	Little Eldorado Creek	6	1,500.00
7J	Fairbanks-Chena Hot Springs	64	314.00

7K	Olnes-Livengood	54	288.00
7N	Farmers-Birch Hill	9	3,145.00
7NA	Isabelle Creek	2	150.00
7S	Graehl Bridge		
7T	Farmers-Chena Slough	4 1/2	1,000.00
15A	Central House-Circle Hot Springs	9	1,200.50
23A	Olnes-Beaver	115	2,580.00

FOR THE YEAR 1924

\$20,000.51

Route No.	Name	Miles	Cost
	Overhead		\$ 70.00
7AA	Cleary Creek	2	718.41
7B	Fox-Olnes	13	366.42
7C	Summit-Fairbanks Creek	13	1,791.03
7D	Ester Creek	13	4,214.02
7DA	College Spur	3/4	30.00
7DB	St. Patricks Creek Road (Survey)		159.00
7GA	Lazelle Road	2 1/2	447.17
7H	Little Eldorado	6	606.52
7J	Fairbanks-Chena Hot Springs	64	75.00
7K	Olnes-Livengood	54	202.43
7N	Farmers-Birch Hill	9	81.00
7NA	Isabelle Creek	2	25.00
15A	Central House-Circle Hot Springs	9	184.00
63C	Brooks Tram (Purchase)	13	a6,425.00 \$15,425.00
Biennial Total			aa\$35,425.50
a—from special appropriation.			
aa—includes 50 cents refund.			

DETAILED EXPENDITURES

FOURTH DIVISION

Overhead:

Under the cooperative agreement the Alaska Road Commission assumed all overhead expenses, including salary and expenses of the chairman and furnished needed equipment as far as available, without charge; thereby making possible the direct application of all territorial funds for labor and material actually going into the work.

Payment of premium on chairman's and treasurer's bonds and salary to elected commissioners for making report of recommendations as provided by law are included in this item.

EXPENDITURES

For the year 1923	Divisional Board	\$70.00
For the year 1924	Divisional Board	70.00

Route 7A—Summit-Chatanika.....11 miles wagon road

This is an old road extending from the Summit at the head of Fern Creek down Cleary to the town of Chatanika. This road was originally built from the so-called Poll Tax Fund. Since the decision of the Alaska Road Commission to extend the Richardson Highway through the Circle on the Yukon River, this project falls within the location adopted. The work of rehabilitating this old road to the standard of the Richardson Highway was begun in 1923 by the Alaska Road Commission. Large portions of the route have been relocated so as to eliminate former excessive grades and get the road on better ground as well as secure better drainage. The first four miles from Chatanika to Cleary City were regraded and partly surfaced with tailings from nearby dumps. Cost of all construction work was assumed by the Alaska Road Commission and territorial funds were only applied to minor maintenance.

Expenditure 1923	Alaska Road Commission	
	Divisional Board	\$500.00

For the year 1924 the Territory expended no money on this project as it has become part of the Richardson Highway and the Alaska Road Commission has assumed complete responsibility for this project.

Route 7C—Summit-Fairbanks Creek.....13 miles wagon road

This road branches from the Fairbanks-Chatanika Road on the side of the Summit, 19 miles from Fairbanks, thence down Fairbanks Creek to Fish Creek. Several dredges at present are operating on Fairbanks Creek. There are also two stamp mills operating on upper Fairbanks Creek as well as other mining activities on a smaller scale. Considerable traffic passes over this road both summer and winter.

Due to the very quick runoffs at the breakup period, considerable damage usually occurs to the roadway as it is largely on side hill grade. For the season some regrading was done, ditches cleaned and culverts repaired, together with general maintenance of the entire route.

Expenditure 1923	Divisional Board	\$1,500.00
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The work for 1924 consisted of general maintenance over the entire route. From a tonnage standpoint this is perhaps the most important road in the district. It serves two dredges on Fairbanks Creek as well as several quartz mines on upper Fairbanks Creek and other operations in that vicinity.

Expenditure 1924	Divisional Board	\$1,791.03
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Route 7AA—Cleary Road.....2 miles wagon road

This is a branch road from the Fairbanks-Chatanika Road branching at Cleary City, Cleary Creek, and following up Cleary Creek to a quartz mine operated by the Cleary Hills Mining Company on Bede Creek. The location follows an old abandoned road. By the rehabilitation of this old road it permits the miners operating in this section to haul supplies on a quite easy grade from Cleary City where the road connects with the main Chatanika Road. This road also serves a dredge operating at the mouth of Chatham Creek as well as operators on upper Chatham Creek. During the summer months at least a monthly aggregate of fifty tons passes over this road.

Work for the season consisted of sufficient rehabilitation to meet traffic requirements.

Expenditure 1924 Divisional Board\$715.00

Route 7B—Fox-Olnes.....13 miles wagon road

This road connects the towns of Fox and Olnes, situated at Miles 11 and 26 respectively, on the Happy-Chatanika Branch of the Alaska Railroad. The road was constructed in pre-railroad days (from Poll Tax Funds) and has been little used until recently when renewed activity at Dome Creek has increased travel over this route sufficiently to justify some maintenance.

Work for the season of 1923 consisted of sufficient maintenance or rehabilitation of the road to take care of light traffic.

Expenditure 1923 Divisional Board\$2,112.45

Work for the season of 1924 consisted of only necessary maintenance to keep the road open for light traffic.

Expenditure 1924 Divisional Board\$366.00

Route 7D—Fairbanks-Ester Creek.....13 miles wagon road

This road connects the town of Fairbanks with Ester City on Ester Creek, formerly one of the richest placer camps in the Fairbanks District and where there is still considerable mining activity; besides it is one of the sections which promises to become one of the leading dredging camps. Along this route is located the Alaska Agricultural College and School of Mines and the Government Agricultural Experiment Farm. As a local road, this road has perhaps more automobile traffic than any road in the Fairbanks District.

During the season of 1923 the road was gravel surfaced for 14 miles near Ester City and the grade widened over Gold Hill. The gravel surfacing was also extended from Fairbanks to the college. Eight new culverts placed and one 30 foot bridge rebuilt. Four and a half miles of road was gravel surfaced in all.

Expenditure 1923 Divisional Board\$4,955.00

For the year 1924 work consisted of graveling three quarters of a mile near Ester City, one and three quarters of a mile from the foot of College Hill west, and one quarter of a mile on the peat bog. Some portions were regraded and general maintenance performed over the entire route. This road is in excellent condition although due to the heavy automobile traffic heavy maintenance in the future will be required.

Expenditure 1924 Divisional Board\$4,214.02

Route 7DA—College Spur.....1 1/2 miles wagon road

This road connects the College Siding, Mile 467, Alaska Railroad, with the College buildings, crossing Route 7D-Fairbanks-Ester Creek Road at Mile 4 1/2 from Fairbanks. The portion of this route from 7D to the college buildings was graded and graveled in the summer of 1922.

During the summer of 1923 eight hundred (800) feet of new road was graded and graveled, connecting the portion already built with the railroad.

Expenditure 1923 Divisional Board\$500.00

During 1924 the portion of the road around the buildings was regradeled and general maintenance of the entire route performed.

Expenditure 1924 Divisional Board\$30.00

Route 7GA—Lazelle Road.....2 1/2 miles wagon road

This road branches off the Fairbanks-Chatanika Road 2 1/2 miles from Fairbanks, extending to the Lazelle Farm and serving three other farmers along the route. This wagon road was formerly carried under Route 7J-Fairbanks-Chena Hot Springs and considered the beginning of a proposed road to Chena Hot Springs. This season, however, a new location was made for the Chena Hot Springs Route leaving the Fairbanks-Chatanika Road 2 miles from Fairbanks.

Work for the season of 1923 consisted in necessary maintenance of the entire route.

Expenditure 1923 Divisional Board\$186.00

Work for the season of 1924 consisted of substantial improvements of the first three quarter mile from the junction of the road and minor maintenance of the entire route.

Expenditure 1924 Divisional Board\$447.17

Route 7H—Little Eldorado Creek Road.....6 miles wagon road

This road extends from Little Eldorado Station, Mile 30 on the Happy Chatanika Branch of the Alaska Railroad, up Little Eldorado Creek to its head, making a junction with the Fairbanks-Chatanika Road 22 miles from Fairbanks. Placer mines along Little Eldorado Creek are served by this road and it provides an outlet to the main system of roads connecting with Fairbanks.

Work for the season 1923 consisted in maintenance of the entire route sufficiently to care for light traffic.

Expenditure 1923 Divisional Board\$1,500.00

Work for the season of 1924 consisted of only limited maintenance of the entire route.

Expenditure 1924 Divisional Board\$606.50

Route 7J—Fairbanks-Chena Hot Springs.....64 miles sled road

This road leaves the Fairbanks-Chatanika Road 2 miles from Fairbanks and extends up the Chena River Valley to the Chena Hot Springs having a large area of low-grade placer ground.

There are several homesteads along the first 10 miles of this route and it has been proposed to build a wagon road to serve these, with a view of later extending it to mining developments further up the valley and ultimately to the Chena Hot Springs. With this purpose in view the citizens of Fairbanks raised a considerable sum which was used for clearing a right-of-way along the location provided by the Alaska Road Commission for the first 10 miles. The work was performed in accordance with the specifications of the Alaska Road Commission. As a result of the interest shown by the citizens of Fairbanks in providing the necessary funds to inaugurate the actual beginning of the project they hoped thereby to interest the Alaska Road Commission to vigorously push this project to the Chena Hot Springs. Unless greater appropriations become available, however, it is impossible that the Alaska Road Commission will be able to undertake this new project for several years.

For the season 1923 three small bridges were replaced on the winter road, windfalls cleared out, 2 shelter cabins repaired, stoves installed and 3 miles of new sled road cut north of the junction of the North Fork. This new portion of road eliminates a steep side hill section and one bad crossing of the Chena River.

Expenditure 1923 Alaska Road Commission\$3,014.22
Expenditure 1923 Divisional Board 314.04

For the season 1924 work consisted in clearing the trail of fallen timber resulting from forest fires. Considerable activity has taken place along this route this season, the Chena Hot Springs has changed ownership, a postoffice established at the Hot Springs and considerable mining activities are indicated.

Expenditure 1924 Divisional Board\$75.00

Route 7K—Olmes-Livengood.....54 miles trail

This route connects Olmes, Mile 26 on the Chatanika Branch of the Alaska Railroad, with the town of Brooks on Livengood Creek in the Tolovana Mining District. It is used for foot travelers during the summer and occasionally by dog teams in winter.

During the season of 1923 a footbridge was built over Washington Creek replacing a bridge washed out on the old sled road. Repairs were made to the first mile and a half out of Olmes, over which freight is hauled to the operators on Chatanika River.

Expenditure 1923 Divisional Board\$288.00

For 1924 the season's work consisted in repair to bridges and a small amount of maintenance to the first mile and a half out of Olmes.

Expenditure 1924 Divisional Board\$202.43

Route 7N—Farmers-Birch Hill Road.....9 miles wagon road

This road branches from the Fairbanks-Chatanika Road at Mile 3 from Fairbanks and follows along the foothills connecting with the Fairbanks-Ester Road at Mile 4 from Fairbanks. The road serves a number of farms along the foothills and passes through what is considered one of the best agricultural areas of the district.

During the season of 1923 portions of the location on the Ester Road end were shifted so as to more properly conform with property lines and also shorten the route. One and one-half miles new road was cleared, grubbed and graded and one-half mile regraded and widened, together with other necessary seasonal maintenance. This road is in excellent condition, except that no surfacing has ever been done.

Expenditure 1923 Divisional Board\$3,145.00

For the season 1924 work consisted of only necessary seasonal maintenance. It is very probable that traffic in the near future will demand gravel surfacing on some of the weaker portions of the road.

Expenditure 1924 Divisional Board\$81.00

Route 7NA—Isabelle Creek Road.....2 miles wagon road

This road branches from the Farmer's Birch Hill Road where the latter road crosses Isabelle Creek and extends up Isabelle Creek, serving several farms. The road is only a narrow graded dirt road.

During the season 1923—1½ miles of the road was graded and general maintenance performed over the entire route. }

Expenditure 1923 Divisional Board\$150.00

During the season of 1924 only minor maintenance was performed

Expenditure 1924 Divisional Board\$25.00

Route 7S—Graehl Bridge:

This bridge is over a slough on the winter cutoff about 1½ miles from Fairbanks connecting with the Fairbanks-Chatanika Road about 1 mile from Fairbanks. All travel from that route in the winter comes into Fairbanks over this bridge after the main Chena Slough has frozen over. This bridge was renewed in the fall of 1922 and is now in good condition.

Expenditure None

Route 7T—Farmer's Chena Slough.....4½ miles wagon road

This road leaves the Richardson Highway 4 miles south of Fairbanks and extends to and up the Chena Slough, serving several homesteads.

During the season 1923 efforts were continued with the limited funds to bring this road up to wagon road standard. All stumps were grubbed 12 feet wide for 4½ miles, rough spots in the roadway leveled off and 2 bridges built, 20 and 24 foot spans respectively.

This road is now passable for wagons with light loads. In the future, if required, this road may be extended further up the slough where good agricultural land is available.

Expenditure 1923 Divisional Board\$1,000.00

Expenditure 1924 None

Route 15A—Central House-Circle Hot Springs.....9 miles wagon road

This is a branch road from the Circle-Miller House Road Route 15, at the Central House, 36 miles from Circle. It extends to the Circle Hot Springs, which in the past few years has had quite a large patronage.

Maintenance during the season of 1923 consisted of corduroying several bad stretches, general repairs of culverts and bridges, and general maintenance of the entire route was performed.

Expenditure 1923 Divisional Board\$1,200.50
Work for the season 1924 consisted of limited maintenance.
Expenditure 1924 Divisional Board\$184.00

Route 8B—St. Patrick Creek Road (Proposed):

Upon recommendation of the Alaska Road Commission supported by petitions, the Territorial Board in the spring of 1924 made an allotment of \$5,000.00 for the construction of a road from Happy Siding on the Alaska Railroad to the quartz mines or prospects at the head of St. Patricks Creek. However, as a result of a reconnaissance survey made by the Alaska Road Commission on behalf of the Territorial Board, the location was considered unsuitable; especially in view of the fact that the cost of construction would far exceed the original estimate and allotment. After further investigation by the engineers of the Alaska Road Commission and the Territorial Highway Engineer, several reconnaissance surveys were made from the Fairbanks-Ester Road on Gold Hill to the head of St. Patricks Creek, where a favorable location is had, and this new project very likely will receive favorable consideration this spring by both the Alaska Road Commission and the Territorial Board.

The only expenditure on this route was that of the survey.

Expenditure Divisional Board\$189.00

Route 23A—Snowshoe-Beaver.....101 miles trail

This route, formerly called the Chatanika-Beaver Trail, has been changed with the southern terminus at Olnes on the branch line of the Alaska Railroad. The route follows the Olnes-Livengood sled road, Route 7K, for a distance of 14 miles and joins the old Chatanika Beaver Trail at Mile 40 from Olnes. The northern terminus is at the town of Beaver on the Yukon River. From this point a road extends into the Chandler Mining District.

This entire trail was brushed out 8 feet, necessary bridges built, and old shelter cabins rehabilitated and provided with stoves. All open stretches of the trail were tripoded.

Expenditure 1923 Alaska Road Commission\$3,749.64

Expenditure 1923 Territory—Divisional Board 2,580.00

Expenditure 1924 None

Route 9—Rampart-Eureka.....12 miles wagon road; 15½ miles sled road

This route connects the mining town of Rampart, on the Yukon River, with the mining camp of Eureka on Eureka Creek, the waters of which flow into the Tanana River. This route, together with Route 30, forms a portage route between the Yukon and Tanana Rivers.

Work for the season of 1923 consisted of general maintenance.

COOPERATIVE PROJECT

Expenditure 1923	Alaska Road Commission	\$1,080.00
Expenditure 1923	Territory	200.00
Expenditure 1924		None

Route 22—Hot Springs-Sullivan Creek.....9 miles wagon road

This road extends from Tanana River at the mouth of the Hot Springs Slough to placer workings on Sullivan Creek and the vicinity of the old camp of Tofty. It is used by mail carriers between Dunbar and Ft. Gibbon after the freeze-up.

As little work had been done on this road for several years, the road has become in bad condition and heavy maintenance was necessary and was performed over the entire route.

COOPERATIVE PROJECT

Expenditure 1923	Alaska Road Commission	\$5,360.00
Expenditure 1923	Territory	400.00

For the season of 1924 work consisted of substantial improvement to the trail connecting the end of this road at the slough with the town of Hot Springs.

COOPERATIVE PROJECT

Expenditure 1924	Alaska Road Commission	\$ 785.62
Expenditure 1924	Territory	2,150.00

Route 30—Hot Springs Landing-Eureka.....24 miles wagon road

This road extends from Hot Springs Landing on the Tanana River to the mining camp of Eureka and Eureka Creek. It passes through the town of Hot Springs, 2 miles from the Landing and forms part of the route over the portage between Tanana and Rampart on the Yukon River, as well as serving an area of placer mining.

Work for the season of 1923 consisted of limited maintenance.

COOPERATIVE PROJECT

Expenditure 1923	Alaska Road Commission	\$696.00
Expenditure 1923	Territory	400.00
Work for the season of 1924 consisted of limited maintenance.		
Expenditure 1924	Alaska Road Commission	\$386.84
Expenditure 1924	Territory	850.00

Route 32B—Iditarod-Flat.....8 miles wagon road

This road connects the Iditarod Wireless Station with Flat. Iditarod is also head of navigation on the Iditarod River. The summer wagon road is also used for the winter sled road and mail trail.

For the season of 1923 work consisted of general repairs of the entire route and the erection of an 80 foot Howe span with 105 feet of trestle approaches across Otter Creek.

COOPERATIVE PROJECT

Expenditure 1923	Alaska Road Commission	\$12,706.97
Expenditure 1923	Territory	900.00

Work for 1924 consisted of heavy maintenance including considerable gravel-surfacing.

Expenditure 1924	Alaska Road Commission	\$4,442.91
Expenditure 1924	Territory	2,000.00

Route 32C—Ophir-Iditarod.....79 miles winter trail

This is the winter mail trail between Innoko and Iditarod mining districts and serves practically all the winter travel between these districts.

During the season of 1923 some improvements in location was made and several new bridges constructed and other necessary work performed.

COOPERATIVE PROJECT

Expenditure 1923	Alaska Road Commission	\$764.50
Expenditure 1923	Territory	100.00
Expenditure 1924	Alaska Road Commission	187.10
Expenditure 1924	Territory	None

Route 32D—Flat-Crooked Creek.....62 miles winter trail

This trail serves as a means of communication between the Iditarod District and the lower Kuskokwim Valley.

COOPERATIVE PROJECT

Expenditure 1923		None
For the season 1924 work consisted of general maintenance and the construction of a cable suspension bridge 150 foot span over Belle Creek. Suitable for dogteams or double-enders.		
Expenditure 1924	Alaska Road Commission	\$750.00
Expenditure 1924	Territory	200.00

Route 38A—Ruby-Long.....30 miles wagon road

This is an excellent winter and summer road connecting Ruby with the workings on Long Creek and forms part of the route from Ruby to Takotna on the Kuskokwim.

Work for the season of 1923 consisted of general maintenance extending over the entire route.

COOPERATIVE PROJECT

Expenditure 1923 Alaska Road Commission	\$5,094.02
Expenditure 1923 Territory	500.00

Work for the season of 1924 consisted of general maintenance.

Expenditure 1924 Alaska Road Commission	\$3,790.21
Expenditure 1924 Territory	None

Route 38D—Ophir-Takotna.....23½ miles wagon road

This road forms a portage route between the Kuskokwim and the Innoko Rivers. It serves a very active mining region at the head of the Innoko River. Three dredges are now operating in this vicinity. Construction of this road has been in progress since 1921.

During the season of 1923 work was wholly confined to the repair of the 11¼ miles of the completed section. It was necessary to reconstruct portions of the work where it was in a poor location.

COOPERATIVE PROJECT

Expenditure 1923 Alaska Road Commission	\$15,977.40
Expenditure 1923 Territory	6,000.00

For the season of 1924 work began at Mile 11½ from Takotna and extended for 6 miles. The right-of-way was cleared of timber and moss and graded 1¼ miles. The road is now suitable for light motor loads for the first 15 miles.

Expenditure 1924 Alaska Road Commission	\$18,400.32
Expenditure 1924 Territory	14,000.00

Route 38E—Long-Poorman.....29 miles wagon road

This is part of the route from Ruby to Takotna connecting with the Ruby-Long road at Ruby. It is a very poor summer road and as to date little work has ever been done. However, some summer freight is sledged to Poorman over this route.

Work for the season of 1923 consisted of repairs to the entire route.

COOPERATIVE PROJECT

Expenditure 1923 Alaska Road Commission	\$4,353.98
Expenditure 1923 Territory	490.00

During the season of 1924 the road was extended on the new loca-

tion to Mile 4 from Long. Also the clearing, grubbing, bridges and culverts were completed to Mile 7½.

Expenditure 1924 Alaska Road Commission	\$13,765.17
Expenditure 1924 Territory	None

Route 38EE—Long-Poorman.....29 miles winter road

This is a section of the winter mail trail between Ruby and Ophir. It uses the same bridge across the Solatna River as Route 38E. Work for the year 1923 consisted of minor repairs.

COOPERATIVE PROJECT

Expenditure 1923 Alaska Road Commission	\$50.00
Expenditure 1923 Territory	10.00
Expenditure 1924	None

Route 46A—Roosevelt-Kantishna34 miles wagon road

This road connects Roosevelt, the head of navigation on the Kantishna River, with the Kantishna Postoffice. It is used for all summer mail and freight into the Kantishna District. Though passable its entire length for wagons with light roads, a great amount of improvement will be necessary to bring this road up to a good wagon road standard.

Work for the season of 1923 consisted of laying considerable new corduroy and heavy maintenance of the first 15 miles.

COOPERATIVE PROJECT

Expenditure 1923 Alaska Road Commission	\$14,343.47
Expenditure 1923 Territory	2,000.00
Expenditure 1924	None

Route 63C—Brooks Tram.....12 miles wooden tram

In 1923 the Territorial Legislature made a special appropriation for the purchase of this tram and in compliance with that law purchase was made and transfer of title accomplished June 11, 1924. Work of rehabilitation was immediately started by the Alaska Road Commission under its agreement with the Territory. Early in the spring of 1924 a large section of the tram was destroyed by forest fires requiring new construction of 2 7-10 miles of the tram together with other necessary maintenance.

COOPERATIVE PROJECT

Expenditure 1924 Alaska Road Commission	\$8,500.00
Expenditure 1924 Territory (Purchase Price)	6,400.00
Expenditure 1924 Incidental to purchase—Territory	25.00

Route 92A—Bethel-Quinahagak.....90 miles winter trail

This is the winter mail trail between Bethel and the village of Quinahagak, to the south and the east side of the estuary of the Kuskokwim River. This trail was permanently staked in the winter of 1921-22.

COOPERATIVE PROJECT

Expenditure 1923	.....	None
Expenditure 1924	.....	None

Route 92B—Bethel-Akiak.....26 miles winter trail

This is a winter mail trail. Akiak is up-stream from Bethel. This trail was permanently staked in the winter of 1921-22. Expenditure shown is for the work above mentioned.

COOPERATIVE PROJECT

Expenditure 1923	Alaska Road Commission	.....	\$195.00
Expenditure 1923	Territory	.....	200.00
Expenditure 1924	.....	.....	None

Route 92C—Akiak-Russian Mission.....75 miles winter trail

This winter mail trail extends from Akiak on the Kuskokwim River to Russian Mission on the Yukon River, via Phillips and Big George's. This trail was permanently staked in the winter of 1922-23 and the expenditures here shown are for that work.

COOPERATIVE PROJECT

Expenditure 1923	Alaska Road Commission	.....	\$784.00
Expenditure 1923	Territory	.....	800.00
Expenditure 1924	.....	.....	None

Route 92D—Bennett's Cutoff.....18 miles winter trail

This winter mail trail extends from Big George's on Route 92C to Bennett's trading post on the Yukon River about 24 miles below Russian Mission. This trail was permanently staked in the winter of 1922-23. The expenditures here shown are for that work.

COOPERATIVE PROJECT

Expenditure 1923	Alaska Road Commission	.....	\$196.00
Expenditure 1923	Territory	.....	200.00
Expenditure 1924	.....	.....	None

Route 92E—Yukon-Kuskokwim Portage.....120 miles trail

This summer portage is passable with difficulty for canoes and poling boats from Russian Mission via the Yukon River, Portage Slough and

the Talawikank River to the high portage, then by a series of grassy sloughs and sloughs, down Crooked Creek, up Johnson Creek and over Portage No. 4 to Mud Creek and down to the Kuskokwim River.

This portage was well marked in the summer of 1922. Stakes and signaling arms were set up in the grassy lakes, sloughs and swamps to indicate the route. A reconnaissance of this route was made with a view to its improvement under the River and Harbor Act and a report has been submitted.

COOPERATIVE PROJECT

Expenditure 1923-24	None
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Route 92F—Quinahagak-Good News Bay.....60 miles winter trail

This winter mail trail is an extension of Route 92A down the east side of the estuary of the Kuskokwim River to Good News Bay. The contract for staking this trail was let for the past season.

Two shelter cabins were also erected, one at Jack Smith Bay and one at the mouth of Indian River.

Expenditures included under report of Shelter Cabins.

COOPERATIVE PROJECT

Expenditure 1923	Alaska Road Commission	.....	\$1,659.32
Expenditure 1923	Territory	.....	758.45
Expenditure 1924	.....	.....	None

Route 92G—Good News Bay-Togiak.....53 miles winter trail

This winter trail extends along the coast from Good News Bay to the Togiak School House on Togiak Bay and is a part of the through route from Bethel to Kanatak. A contract for the permanent staking for this route was let to W. M. Noden for \$1,500. Expenditures of which will be shown under 1924.

Expenditures of 1923 cover cost of reconnaissance.

COOPERATIVE PROJECT

Expenditure 1923	Alaska Road Commission	.....	\$185.00
Expenditure 1924	Alaska Road Commission	.....	580.00
Expenditure 1924	Territory	.....	920.00

Route 92L—Kolmokof-Inneak.....25 miles winter trail

This is a portion of the winter mail trail along the Kuskokwim River between Kolmokof and Inneak. A contract was let for the permanent staking for this route to W. J. Cribbe for \$500.00 which is shown under expenditures of 1924.

Expenditures of 1923 cover cost of reconnaissance.

COOPERATIVE PROJECT

Expenditure 1923	Alaska Road Commission	\$ 95.
Expenditure 1924	Alaska Road Commission	190.
Expenditure 1924	Territory	310.

Route 92M—Aniak-Tuluksak.....84 miles winter trail

This winter mail trail is a part of the through route from Iditarod to Bethel. It connects the settlements at Aniak and at Tuluksak, both on the Kuskokwim River. A contract for the permanent staking of the trail was let to H. Downey for \$1,800.00 which are shown under expenditures for 1924.

Expenditures for 1923 cover the cost of reconnaissance.

COOPERATIVE PROJECT

Expenditure 1923	Alaska Road Commission	\$ 269.91
Expenditure 1924	Alaska Road Commission	730.00
Expenditure 1924	Territory	1,070.00

SHELTER CABINS BIENNIAL REPORT TERRITORIAL SHELTER CABIN FUND

APRIL 1, 1923 TO MARCH 31, 1925.

Report is hereby submitted of administration of the Shelter Cabin Fund apportioned by the Governor of the Territory, in compliance with Section 3, Chapter 17, Session Laws of 1917. Fifteen thousand dollars was available for the biennium. The fund was expended by the Alaska Road Commission under its cooperative agreement with the Territorial Board.

The fund was apportioned by the Governor of the Territory as follows:

SHELTER CABIN FUND

Schedule of Allotments and Expenditures.

Biennium—April 1st, 1923, to March 31st, 1925.

	Allotted			Total
	Biennium 1923-25	Expended 1923-24	Expended 1924-25	
2nd Division	\$ 5,000.00	\$2,249.32	\$2,212.18	\$ 4,461.50
1st Division	3,750.00	1,750.00	1,952.25	3,702.25
4th Division	6,250.00	5,325.00	1,511.25	6,836.25
Total	\$15,000.00	\$9,324.32	\$5,675.68	\$15,000.00

DISTRIBUTION

Second Division—For the year 1923.

Account No. 90B—Shelter Cabins, 2nd Division:

Trail	Location and Description	Cost
Nome-Council	Fox River, cabin repaired.	\$ 6.50
	Timber, cabin repaired	65.00
Kaltag-Solomon	Ten Mile Creek, shelter cabin and dog barn built	500.00
Bonanza-Kotzebue	Quartz Creek, shelter cabin built	290.00
Kotzebue-Pt. Barrow	Cape Lisburne, shelter cabin and dog barn built	674.92
Kotlik-St. Michael	Point Romanoff, shelter cabin built	275.00
Nome-Teller	Cape Wooley, dog barn built; Cape Douglas, dog barn built	337.90
Teller-Mary's Igloo	Agiapuk, shelter cabin and dog barn repaired	100.00

Total Expenditure: Territory of Alaska\$2,249.32

1924

Trail	Location and Description	Cost
8 Nome-Council	Fox River, Repairs to cabin and purchase of wood	\$ 95.00
18 Kaltag-Solomon	Cheokuk, Repairs to Cabin	3.75
18	Stove and Pipe installed, 4 cabins, Kaltag to Unalakleet	86.60
18A Bonanza-Kotzebue	Cape Blossom, Dog Barn and Cabin built	835.11
28 Dahl Creek-Candle	Boulder Creek Repairs	10.58
41A Kiana-Cleary Creek	Riley Channel, Purchase wood and repairs to dog barn	290.00
41A Kotzebue-Shungnak	Hunt River, Cabin built	250.00
41B Kotzebue-Pt. Barrow	Cape Lisburne, additional bills paid for cabin	48.00
67 Nome-Teller	Cape Douglas and Cape Wooley, additional bills for dog barn	138.11
	Callahans, on East shore Kotzebue Sound at beginning of Land Portage Eschscholtz Bay to Selawik Lake—Cabin built	455.10
		\$2,212.18

**THIRD DIVISION
FOR THE YEAR 1923**

Route 90C—Shelter Cabins:

Two 14x16 log cabins with door, two windows, corrugated iron roof and stove were built on the Kenai-Russian River trail, Route 55, at Miles 19 and 37 from Kenai, and one old cabin at Mile 46 on this route was repaired.

Expenditure: Territory of Alaska\$750.00

Trail	Location and Description	Cost
Chisana-Nizina	1 cabin erected on Rohn Glacier	\$1,000.00

Expenditure: Territory of Alaska\$1,000.00

FOR THE YEAR 1924

Route

92G Goodnews Bay-Togiak	1 cabin built	\$ 499.75
92I Nushagak-Naknek	2 Cabins Built	750.00
92J Naknek-Egekik	1 Cabin Built	500.00
46D McKinley Park Trail	Repairs to five tents	202.50
Total		\$1,952.25

FOURTH DIVISION

FOR THE YEAR 1923

Account 90D—Shelter Cabins:

11 Fairbanks-Chena	2 cabins repaired and stoves installed	\$ 300.00
11A Olmes-Beaver	3 cabins repaired and stoves installed in 3 old cabins	600.00
11B Caro-Coldfoot	5 cabins repaired, 1 cabin built; stoves installed in 7 cabins	1,000.00
Total Expenditure: Territory of Alaska		\$1,900.00
1 Rampart-Eureka	1 cabin erected	\$ 378.00
11 Tanana-Bettles	8 cabins erected	800.00
11C Nenana-Knights Roadhouse	1 cabin erected	150.00
		\$1,328.00
11AA Head Bonanza Creek opposite Camel Back Mt.	1 cabin erected 12'x14'	\$ 250.00
11B North Bank Silver Creek	1 cabin erected 12'x14' (stove, etc)	222.00
		\$ 472.00
Aktak-Russian Mission	2 cabins rebuilt	\$ 425.00
Quinhagak-Goodnews Bay	2 cabins erected	1,200.00
		\$1,625.00

FOR THE YEAR 1924

11D Goodnews Bay-Togiak	1 cabin built	\$ 499.75
11M Aniak-Tuluksak	2 cabins built	700.00
11A Circle-Ft. Yukon	2 cabins built	311.50
Total		\$1,511.25