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1927-29

ANNUAL REPORT

TERRITORIAL
HIGHWAY ENGINEER

TERRITORIAL BOARD OF
ROAD COMMISSIONERS

for the

TERRITORY OF ALASKA

Printed by the Government Printing Office

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TERRITORIAL BOARD OF ROAD COMMISSIONERS

Hon. Geo. A. Parks, Chairman

Hon. Karl Thelle, Secretary

Walstein G. Smith, Member

R. J. Sommers, Territorial Highway Engineer

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.

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 through the Alaska Road Commission, under the cooperative road agreement with it, and 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 to care for all requested 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.

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

Juneau, Alaska, March 6, 1929

Hon. Geo. A. Parks,
Governor of Alaska,
Sir:

Herewith I beg to transmit through your office, to the Ninth Legislature of Alaska, Report of R. J. Sommers, Territorial Highway Engineer, covering the activities of the Territorial Board of Road Commissioners during the biennium April 1, 1927, to March 31, 1929.

Respectfully yours,

KARL THEILE,

Secretary of the Board.

AVIATION

As a result of Territorial legislation authorizing the construction and maintenance of aviation fields under road expenditures, fields have been constructed at the following places:

Second Division	Third Division	Fourth Division
Nome	Anchorage	Fairbanks
Solomon	Kenai	Nenana
Golovin	Valdez	Kantishna
Moses Point	Wasilla	Lake Minchumina
Unalakleet	Cache Creek	Telida
Council	Curry	Berry's Landing
Marshall	Willow Creek	McGrath
Teller	Moose Creek	Tokotna
Deering	Susitna Station	Ophir
Keewahk	Lake Spenard	Flat
Candle	McCarthy	Manley's Hot Springs
Kotzebue	Seward	Ameriactn Creek
	Cordova (17 miles out)	Tanana
	Lower Tonsina	Ruby
	Copper Center	Nulato
	Kusilof	Livengood
	Ninilchik	Ft. Yukon
	Cantwell	Rampart
		Chandalar
		Wiseman
		Circle Hot Springs
		Chena Hot Springs
		Palmer Creek
		Eagle
		Chicken Creek
		Healy
		Bettles River
Total..... 12	Total 18	Total 27

The dimensions of the fields vary in size from 250 feet by 600 feet to 600 feet by 1400 feet. The Fairbanks field has two runways, each 400 by 2,000 feet. Modern lighting equipment was installed at this field last fall consisting of a B. B. T. intermediate mall air port flood light and a beacon air port flasher. Reports indicate that this equipment is giving satisfactory results, and undoubtedly during the next biennium installation of similar equipment will be made at equally important aviation centers.

There were three commercial aviation companies in the Territory operating continuously during the biennium. The equipment of these companies is all practically new and is being maintained in excellent condition by an expert personnel; only experienced and skilled aviators are employed. The following tabulation shows the approximate business transacted by these companies during the biennium:

	Fairbanks (2 companies)	Anchorage (1 company)	Total
Planes in service	6	2	8
Number of trips	632	305	937
Plane-miles	260,410	71,181	331,591
Passengers carried	1,724	447	2,171
Passenger-miles	201,250	71,749	272,999
Mall carried, lbs.	19,400	4,850	24,250
Express carried, lbs.	64,600	30,101	94,701

The volume of business indicated by the above table, using the improved landing field facilities, is believed justifies the expenditure of Territorial funds for such purposes.

For the first time in the history of the Territory the transportation service in certain localities is ahead of communication facilities. A number of isolated communities, which already are provided with Territorial Aviation Fields, are without telephone or telegraphic communication with existing aviation centers. This situation impairs the full benefits possible from aerial transportation in Territorial development. It is possible that if the authorization under which the Territorial aviation fields are constructed were also extended to communication service, that the Board, in cooperation with the Signal Corps, might remedy this situation to some degree.

The commercial success and progress of aviation in the Territory has far exceeded the expectations of the most optimistic persons interested in its advancement. The economic benefits resulting from this new method of transportation in fostering Territorial development can not easily be overestimated, and every possible encouragement and aid by both the Federal Government and Territory should be rendered.

FUNDS

BIENNIUM APRIL 1, 1927, TO MARCH 31, 1929

Territorial Appropriation, 1927 Roads	\$460,000.00	
Forest Revenues, 1927	31,448.60	
Forest Revenues, 1928	16,831.32	508,279.92
Holdover from previous biennium:		
1st Division	5,089.64	
2nd Division	1,392.73	
3rd Division	6.98	
4th Division	1,175.28	7,664.63
Total for roads		\$515,944.55
Special Appropriation, 1927:		
Telephone lines, Second Division	\$ 4,000.00	
Shelter Cabins	40,000.00	
Yukon-Kuskokwim Portage Tram	15,000.00	59,000.00
		\$574,944.55

BIENNIAL EXPENDITURES

Cooperation with Forest Service	\$ 97,812.20	
Cooperation with A. R. C.	359,611.81	
Divisional Boards	33,499.65*	
Office Territorial Highway Engineer	9,441.75	500,365.41

Non-reverting Unexpended Balances:

1st Division	\$ 2,082.71	
2nd Division	295.11	
3rd Division	12,809.82	
4th Division	391.50	15,579.14

Total for roads \$515,944.55

Special Appropriation Expenditures:

Shelter Cabins	\$ 32,266.63	
Unexpended balance, Shelter Cabin fund-- reverting	7,733.37	40,000.00

Seward Peninsula Telephone Lines	4,000.00	4,000.00
Unexpended balance, Yukon Kuskokwim Portage Tram reverting	15,000.00	15,000.00

Total \$574,944.55

* - Includes \$1,953.90 for purchase of lighting equipment, Fairbanks Aviation port.

ALLOTMENT OF TERRITORIAL FUNDS

FISCAL YEAR APRIL 1, 1927, to MAR. 31, 1928

Available Funds—General Road Appropriation

	1st Division	2nd Division	3rd Division	4th Division
Holdover April 1, 1927..	\$ 5,089.64	\$ 1,392.73	\$ 6.98	\$ 1,175.28
Appropriation	57,500.00	57,500.00	57,500.00	57,500.00
Forest Revenues	7,862.15	7,862.15	7,862.15	7,862.15
Total Available	\$70,451.79	\$66,754.88	\$65,369.13	\$66,537.43

TOTAL

Holdover April 1, 1927	\$ 7,664.63
Appropriation	230,000.00
Forest Revenues	31,448.60

\$269,113.23

Distribution

	1st Division	2nd Division	3rd Division	4th Division
Coop. Forest Service	\$34,662.33	\$ 62,364.00	\$ 3,750.00	\$ 142,047.73
Cooperative A.R.C.	21,100.00	*62,364.00	†40,850.00	‡17,570.41
Divisional Chairman			13,975.34	1,162.60
Office T. H. E.	1,162.60	1,162.60	1,162.60	1,162.60
Holdover April 1, 1928....	13,526.86	3,228.28	5,631.19	5,756.69
Total	\$70,451.79	\$66,754.88	\$65,369.13	\$66,537.43

TOTAL

Coop. Forest Service	\$ 38,412.33
Cooperative A. R. C.	166,361.73
Divisional Chairmen	31,546.75
Office T. H. E.	4,650.40
Holdover April 1, 1928	28,143.02

\$269,113.23

* - Includes \$864.00 for Telephone Line, Kaltag-Unalakleet; \$2,500 Nome Harbor, and \$2,155.85 for Aviation Fields.

† Includes \$8,782.50 for Aviation Fields and \$10,000 for Valdez Dyke.

‡ Includes \$10,762.73 for Aviation Fields and \$3,000 for Tanana-Kaltag Telephone Line.

FISCAL YEAR APRIL 1, 1928, TO MAR. 31, 1929

Available Funds—General Road Appropriation

	1st Division	2nd Division	3rd Division	4th Division
Holdover April 1, 1928..	\$13,526.86	\$3,228.28	\$5,631.19	\$5,756.69
Appropriation	57,500.00	57,500.00	57,500.00	57,500.00
Forest Revenues	4,207.83	4,207.83	4,207.83	4,207.83
Total Available	\$75,234.69	\$64,936.11	\$67,339.02	\$67,464.52

TOTAL

Holdover April 1, 1928	\$ 28,143.02
Appropriation	230,000.00
Forest Revenues	16,831.32

\$274,974.34

Distribution

	1st Division	2nd Division	3rd Division	4th Division
Coop. Forest Service	\$54,899.87	\$ 63,439.50	\$ 4,500.00	\$ 163,950.71
Coop. with A. R. C.	17,050.00	*63,439.50	†48,809.87	‡3,122.31
Office T. H. E.	1,202.11	1,201.50	1,219.33	391.50
Holdover April 1, 1929..	2,082.71	295.11	12,809.82	391.50
Total	\$75,234.69	\$64,936.11	\$67,339.02	\$67,464.52

TOTAL

Coop. with Forest Service	\$ 59,399.87
Coop. with A. R. C.	193,250.08
Office T. H. E.	6,745.25
Holdover April 1, 1929	15,579.14

\$274,974.34

* - Includes \$3,939.50 for Aviation Fields and \$2,500 for Nome Harbor.

† Includes \$4,259.87 Aviation Fields and \$10,000 Lowell Creek.

‡ Includes \$10,044.61 for Aviation Fields and \$288.31 for Tanana-Kaltag Telephone Line.

§ Includes \$1,953.50 for lighting equipment, Fairbanks.

**SUMMARY OF ALL TERRITORIAL APPROPRIATIONS AND
ACCUMULATIVE FUNDS TO MARCH 31, 1929.**

Forest Revenues to June 30, 1928	\$ 283,982.09
April 30, 1927, Shelter Cabins	20,000.00
May 3, 1917, Roads, Bridges, Trails and Ferries	400,000.00
May 3, 1917, Nizina Bridge	25,000.00
May 1, 1919, Shelter Cabins	5,000.00
May 1, 1919, Roads, etc.,	375,000.00
May 5, 1921, Nizina River Bridge	25,000.00
May 5, 1921, Seward Peninsula Railway	24,014.00
May 7, 1921, Shelter Cabins	10,000.00
May 7, 1921, Roads, etc.	240,000.00
May 3, 1923, Tolovana Tram	6,425.00
May 4, 1923, Roads, etc.	240,000.00
May 4, 1923, Shelter Cabins	15,000.00
May 5, 1923, Kaltag Portage Survey	312.72
April 30, 1925, Roads, etc.	260,000.00
April 30, 1925, Shelter Cabins	20,000.00
April 30, 1925, Telephone Lines	3,999.20
April 30, 1925, Pioneer Cem. Road	3,341.02
Deposits from sales, 1926	415.00
May 2, 1927, Telephone Lines	4,000.00
May 5, 1927, Roads, etc.	460,000.00
May 5, 1927, Shelter Cabins	32,266.63
Total appropriated to March 31, 1929	\$2,453,755.66

SUMMARY OF EXPENDITURES TO MARCH 31, 1929

Expended by Territory prior to April 1, 1921	\$ 684,239.64
Expended by Territory, April 1, 1921, to March 31, 1929	35,534.96
Supervised by A. R. C., 1921-1929	223,737.42
Cooperative with A. R. C., 1920-1929	1,189,994.41
Cooperative with Forest Service, 1920-1929	300,070.09
Total expended to March 31, 1929	\$2,433,576.52
Balance April 1, 1929, Forest Revenues non-reverting	15,579.14
Balance obligated but unexpended Aviations Fields 2nd Division, funds deposited with A. R. C.	2,800.00
Balance obligated but unexpended Aviation Fields 3rd Division, funds deposited with A. R. C.	1,000.00
Balance obligated but unexpended Aviation Fields 4th Division, funds deposited with A. R. C.	800.00
Total	\$2,453,755.66

FIRST DIVISION

SUMMARY OF PROJECTS

Territorial Divisional Board
Nels Anderson, Member.
Alex Adkins, Member.

Allotments and Expenditures April 1, 1927, to Mar. 31, 1929.

No.	Name of Project	Wagon Road	Trail	Total	A. R. C. Coop. with Terr.	Territory Coop. with A. R. C.	Total
2E	Gastineau Channel Bar				\$ 565.00	\$ 565.00	\$ 565.00
3AB	Haines-Pleasant Camp	42		42	6,518.17	29,437.37	35,952.54
3D	Haines-Mud Bay	10		10	231.22	1,870.00	2,101.22
3F	Haines Jones Point	1½		1½		200.00	200.00
14	Sitka-Indian River	¼		¼	85.76	310.12	395.88
14C	Sitka-Pioneer Cemetery	¼		¼		539.48	539.48
40	Douglas-Gastineau Channel	2		2	108.51	981.00	1,089.51
44A	Skagway Trails		6	6	60.00	405.63	405.63
14D	National Cemetery Road	¼		¼		142.50	142.50
81	Good Creek-Salmon River	1½		1½	330.85	2,351.90	2,682.75
81A	Rink Road	¼		¼	200.00	1,350.00	1,550.00
	Totals.....	59½	6	65½	\$7,534.51\$	\$38,150.00	\$45,684.51

\$—A. R. C. Expenditures are to January 31, 1929.

OPERATIONS DURING THE BIENNIUM

2E—Gastineau Channel Bar

This project comprises the shoal portion at the head of Gastineau Channel, through which a shallow channel was dredged by the Territory of Alaska several years ago. Marking this channel for use by small boats was authorized by act of the Territorial Legislature approved May 5, 1927.

In 1927 markers of spruce poles were placed at intervals of from 100 to 200 feet along the side of the channel and were replaced when destroyed.

During the winter of 1927 and '28 all markers were destroyed by ice on the bar. In 1928 the markers were replaced, using heavier poles, with brush on the top. These were maintained during the entire season in proper condition.

Expenditures:

1927--Territory of Alaska	\$	365.00	
1928--Territory of Alaska		200.00	
Total	\$	565.00	

3AB—Haines-Pleasant Camp Road 42 miles

This road leaves Haines and follows up the left limit of the Chilkat River to Wells, above the confluence of the Klehini and Chilkat Rivers. The route then crosses the Chilkat River and follows up the left limit of the Klehini River, connecting with the location of the old Dalton Trail at Mile 39½, thence along the general location of the Dalton Trail to the boundary at Pleasant Camp, Mile 42. At Little Boulder Creek a ford crosses the Klehini River to the Porcupine mining camp, distance about 3 miles.

During the biennium 2 miles of road between Miles 30 and 32 were constructed on a new location to avoid encroachment of the Klehini River. Additional gravel surfacing was placed between Haines and Wells and other improvements made. The road was maintained in good condition for the present traffic.

Expenditures:

1927 Alaska Road Commission	\$	4,901.67	
Territory of Alaska		15,484.16	\$20,385.83
1928 Alaska Road Commission		1,616.50	
Territory of Alaska		13,950.21	15,566.71
Total			\$35,952.54

3D—Haines-Mud Bay 10 miles wagon road

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

During the biennium additional gravel surfacing was placed and minor improvements made below the cannery. Necessary maintenance was performed.

Expenditures:

1927 Alaska Road Commission	\$	201.22	
Territory of Alaska		1,650.00	\$ 1,851.22

Expenditures:

1928 Alaska Road Commission		30.00	
Territory of Alaska		220.00	250.00
Total			\$ 2,101.22

3F—Haines-Jones Point 1½ miles wagon road

This road branches from the Haines-Pleasant Camp road about one mile from Haines and extends south along the east bank of the Chilkat River to Jones Point back of Chilkoot Barracks.

During the 1927 season one bridge, 40 feet in length, was rebuilt. Necessary maintenance was performed.

Expenditures:

1927 Territory of Alaska	\$200.00
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14—Sitka-Indian River ¾ mile of wagon road

This road extends from the city limits of Sitka through the National Monument and connects with the Power Plant road.

During the biennium repairs were made to the gravel surface and the bridge over Indian River was repaired. Some bank protection was placed along Indian River to prevent encroachment on the road.

Expenditures:

1927 Alaska Road Commission	\$	70.76	
Territory of Alaska		200.00	\$ 270.76
1928 Alaska Road Commission		15.00	
Territory of Alaska		110.12	\$ 125.12
Total			\$ 395.88

14C—Sitka-Pioneer Cemetery ½ mile wagon road

This road extends from the city limits of Sitka to the new Pioneer Cemetery and forms a loop around a part of the cemetery. It was constructed in 1927 with funds provided by the Territorial Legislature, act approved April 30, 1925.

During the biennium additional surfacing was placed, minor improvements were made and necessary maintenance performed.

Expenditures:

1927--Territory of Alaska	\$	375.84	
1928 Territory of Alaska		163.64	
Total			\$ 539.48

40—Douglas-Gastineau Channel 2 miles wagon road

This road extends from Douglas northwesterly along the shore of Gastineau Channel.

During the biennium 300 cu. yds. of additional surfacing was placed, two bridges were redecked and ditches cleaned.

Expenditures:

1927--Alaska Road Commission	\$ 98.51		\$ 998.51
Territory of Alaska	900.00		
1928--Alaska Road Commission	10.00		91.00
Territory of Alaska	81.00		
Total			\$ 1,089.51

44A--Skagway Trails 6 miles trail

This project comprises the trail extending north from Skagway, crossing the Skagway River on a suspension bridge, and trails branching to Smuggler's Cove, to Lookout Mountain and to Dyea.

During the biennium considerable improvement was made to this system of trails, including brushing out, grading and marking.

Expenditures:

1927--Alaska Road Commission	\$ 10.00		\$ 100.00
Territory of Alaska	90.00		
1928 Alaska Road Commission	50.00		365.63
Territory of Alaska	315.63		
Total			\$ 465.63

81--Good Creek-Salmon River 1 1/2 miles wagon road

This road extends from the Parker ranch on Good Creek, Strawberry Point, east to and across Salmon River and serves local farmers.

During the biennium the entire road, excepting a section of 500 lin. ft. now on temporary location, was shaped with a grader, drainage established and a gravel surface placed. The landing float was repaired and painted and new mooring piles driven.

Expenditures:

1927--Alaska Road Commission	\$ 170.85		\$ 1,370.85
Territory of Alaska	1,200.00		
1928--Alaska Road Commission	160.00		1,311.90
Territory of Alaska	1,151.90		
Total			\$ 2,682.75

81A--Rink Road 3/4 mile wagon road

This road extends from the head of small boat navigation on Rink River, Strawberry Point, to the Rink homestead and will serve homesteaders locating in this section.

The road was constructed during the summer of 1928. It is graded 20 feet wide between ditches, with a 12-foot crown. One bridge, 60 lin. ft., was constructed over a tidal slough.

Expenditures:

1928--Alaska Road Commission	\$ 200.00		
Territory of Alaska	1,350.00		
Total			\$ 1,550.00

SECOND DIVISION

SUMMARY OF PROJECTS

Territorial Divisional Board
Edward Pfaffle, Member
W. J. Rowe, Member.

Allotments and Expenditures April 1, 1927, to Mar. 31, 1929.

No.	Name of Project	Wagon Road	Sled Road	Trail	Total	A.R.C. Coop. with Terr.	Territory Coop. with A.R.C.	Special Appropriation	Total
8	Nome-Council	57		25	82	\$ 6,798.26	\$ 27,297.85	\$	\$ 34,096.11
8D	Council-Ophir Creek	12			12	557.90	2,000.00		2,557.90
8H	Casa de Paga Road	20			20	617.00	3,000.00		3,617.00
8K	Council Aviation Field						504.60		504.60
13A	Nome-Bessie	3 1/2			3 1/2	1,600.38	3,540.00		5,140.38
13B	Bessie-Banner	3 1/2			3 1/2	1,385.28	3,010.00		4,395.28
13C	Bessie-Little Creek	2			2	58.74	190.00		248.74
13F	Nome-Osborne	12			12	4,379.99*	12,060.00		16,439.99
13K	Bessie-Buster	5			5	2,066.25	6,970.00		9,036.25
18	Kaitag-Nome			280	280	1,006.66	2,023.00		3,029.66
18A	Bonanza-Kotzebue			240	240	178.47	320.00		498.47
18D	Unalakleet Av. Field						27.60		27.60
18E	Solomon Aviation Field						3.60		3.60
18F	Golovin Aviation Field						297.30		297.30
18H	Koyukuk Stat'n-Unalakleet Telephone Line						864.00		864.00
21	Unalakleet-St. Michael			60	60	159.94	473.00		632.94
25C	Nome Wireless Road			1/4	1/4	22.40	58.00		80.40
25D	Mouth of Center Creek	3 1/2			3 1/2	1,559.10†	3,326.00		4,885.10
25E	Submarine Paystreak	3			3	408.79	1,057.00		1,465.79
25F	Anvil-Glacier	3			3	945.22	2,540.00		3,485.22
25G	Snake River Extension	3			3	687.25	1,580.00		2,267.25
25L	Nome Aviation Field					250.00†	469.05		719.05
25M	Telephone Lines, Sew. Pen							4,467.60	4,467.60
26	Candle Candle Creek	6			6	2,412.83	9,230.00		11,642.83
26D	Kiwalik Aviation Field						4.60		4.60
26E	Candle Aviation Field						350.00		350.00
27	Deering-inmachuk	25			25	\$ 3,453.24	14,310.00		17,763.24
27A	Deering Aviation Field						445.50		445.50

No.	Name of Project	Wagon Road	Sled Road	Trail	Total	A.R.C. Coop. with Terr.	Territory Coop. with A.R.C.	Special Appropriation	Total
28	Shelton-Candle			152	152	340.38	969.00		1,309.38
28A	Nome-Serpentine Hot Spr.			148	148	401.65	2,060.00		2,461.65
37A	Bluff-White Mountain			15	15	754.18	1,950.00		2,704.18
41	Kiana-Klery Creek			12	12	13.20	30.00		43.20
41A	Kotzebue-Shungnak			200	200	17.51	38.00		55.51
41B	Kotzebue-Pt. Barrow			517	517	137.00	403.00		540.00
41D	Kotzebue Aviation Field						670.60		670.60
42	St. Michael-Kotlik			63	63	152.27	340.00		492.27
62	Dime Creek	9			9	1,036.42	3,210.00		4,246.42
62A	Haycock-Bear Creek			22	22	66.00	150.00		216.00
67	Nome-Teller			80	80	366.53	970.00		1,336.53
67A	Teller-Cape Pr. of Wales			67	67	30.79	103.00		133.79
67B	Teller-Bluestone		18		18	1,583.02	4,980.00		6,563.02
67C	Teller-Mary's Igloo			40	40	89.28	230.00		319.28
67D	Teller-American River			35	35	254.35	614.00		868.35
67E	Teller Aviation Field						522.80		522.80
67F	Tin City-Goodwin	3			3	130.00	480.00		610.00
68	Flagging Trails			314	314	908.31	2,890.00		3,798.31
73	Marshall Road		5		5	872.90	42.00		914.90
73A	Kotlik-Marshall			148	148	535.00	1,250.00		1,785.00
73D	Marshall Aviation Field								
89A	Seward Peninsula Rail'd	74			74	28,021.81			28,021.81
89B	Pilgrim Hot Spr. Av. Field								
89C	Iron Creek-American Cr... Nome Harbor		12		12	50.00	150.00		200.00
	Allotted Golovin Av. Field						5,000.00		5,000.00
	Allotted Pilgrim H.S. Field						300.00		300.00
	Allotted Marshall Av. Field						500.00		500.00
	Allotted Marshall Av. Field						2,000.00		2,000.00
Totals.....		244%	35	2,418	2,697%	\$64,308.308	\$125,803.50	\$4,467.60	\$194,579.40

*—Includes \$2,000.00 contributed by Lomen Co.
 †—Includes \$1,000.00 contributed by Otto Halla.
 ‡—Contributed by the City of Nome.
 §—All A. R. C. expenditures shown are to Jan. 31, 1929. Under cooperative agreement of April 1, 1928, there remains allotted but unexpended A. R. C. funds amounting to \$24,197.70 to carry the work to June 30, 1929.

OPERATIONS DURING BIENNium

Nome Locals:

Route	Name	Miles
Route 13A	Nome-Besle	3.5
13B	Besle-Banner	3.5
13C	Besle-Little	2.0
13K	Besle-Buster	5.0
25C	Nome-Wireless	0.25
25E	Submarine Paystreak	3.0
25F	Anvil-Glacier	3.0
25G	Snake River Extension	3.0

During the biennium necessary repairs and general maintenance were performed on the local Nome roads listed above. 1 1/2 miles of the Besle-Buster road was given a heavy gravel surface and considerable resurfacing on the other routes was necessary to provide for the heavy traffic.

Expenditures:

1927	Alaska Road Commission Territory of Alaska	\$ 5,889.04
	Territory of Alaska	13,495.00
	Total	\$19,384.04
1928	Alaska Road Commission Territory of Alaska	1,285.27
	Territory of Alaska	5,450.00
	Total	\$6,735.27
	Total	\$26,119.31

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

From Nome this road follows the coast to Bonanza River, Mile 32, thence up the Solomon River to East Fork, Mile 49, thence up the bed of the East Fork about ten miles to the Skookum Divide, which it crosses passing into the headwaters of Fox River, down the bed of which it follows to the flats, thence across five miles of corduroy over the flats to Council. There are 3 ferries and 1 trolley which are operated and maintained as part of this route.

In 1927, 3 1/2 miles were gravel surfaced, 197 lin. ft. of trestle bridges were constructed over Shovel Creek and Solomon River and 3/4 mile of new road (relocation) constructed.

In 1928, in addition to usual maintenance heavy repairs and reconstruction were performed between Miles 31 to 41. 1/2 mile of new road was constructed to a new crossing of the Hurrah and timber delivered for the construction of a new bridge.

Expenditures:

1927	Alaska Road Commission Territory of Alaska	\$ 5,317.82
	Territory of Alaska	14,198.15
	Total	\$19,515.97
1928	Alaska Road Commission Territory of Alaska	1,480.44
	Territory of Alaska	13,099.70
	Total	\$14,580.14
	Total	\$34,096.11

Expenditures:

1927--Alaska Road Commission	\$	178.47	
Territory of Alaska		320.00	
Total	\$	498.47	

18D—Unalakleet Aviation Field

This is an emergency landing field, 200 by 1,600 feet, located on the beach $\frac{1}{2}$ mile north of Unalakleet.

Wind vanes and other markings were provided.

Expenditures:

1927--Territory of Alaska	\$	3.60	
1928--Territory of Alaska		24.00	\$ 27.60

18E—Solomon Aviation Field

This is an emergency landing field 300 feet by 1,500 feet, located on the spit south of the lagoon and $2\frac{1}{2}$ miles east of Solomon.

Wind vanes and other markings were provided.

Expenditures:

1927--Territory of Alaska	\$	3.60	
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18F—Golovin Aviation Field

This field, 200 feet by 1,000 feet, is located near the village of Golovin.

During the 1927 season the field was cleared and leveled. In 1928 a contract was let for the completion of this field to a large standard but work was not completed.

Expenditures:

1927--Territory of Alaska	\$	297.30	
Allotted and obligated, 1928, Territory		300.00	

18H—Kaltag-Unalakleet Telephone Line

This is the abandoned Signal Corps telegraph line from Kaltag, along the route of the winter trail to Unalakleet.

The improvement and maintenance of this line was provided for by the Territorial Legislature in the act of May 3, 1927.

During the biennium the line was maintained to provide telephone service between these points. A nominal charge was made for the use of the line in order to avoid abuses, the revenues, amounting to \$56.75, was covered into the Territorial Treasury.

Expenditures:

1927--Territory of Alaska	\$	768.75	
1928--Territory of Alaska		96.25	
Total	\$	864.00	

21—Unalakleet-St. Michael 60 miles winter trail

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

General maintenance of staking and bridges was performed during the biennium. Material was delivered for two cable suspension bridges near Golsovia.

Expenditures:

1927--Alaska Road Commission	\$	158.49	
Territory of Alaska		470.00	\$ 628.49
1928--Alaska Road Commission		1.45	
Territory of Alaska		3.00	\$ 4.45
Total			\$ 632.94

25D—Nome-Center Creek $3\frac{1}{2}$ miles road

This road extends from the west city limits of Nome along the left bank of Snake River to Center Creek and up Center Creek for $1\frac{1}{2}$ miles.

In 1927 general maintenance only was performed. In 1928 the road was extended for $1\frac{1}{2}$ miles up Center Creek to mining operations on the creek, an operator on the creek contributing toward the work. Portions of the old road were regraveled and bridges renewed.

Expenditures:

1927 Alaska Road Commission	\$	56.85	
Territory of Alaska		126.00	\$ 182.85
1928 Alaska Road Commission		502.25	
Territory of Alaska		3,200.00	
Contributed by Otto Halla		1,000.00	\$ 4,702.25
Total			\$ 4,885.10

25L—Nome Aviation Field

This aviation field is situated 2 miles north of Nome on the Nome-Bessie road. It consists of two perpendicular runways, each 200 feet by 1,400 feet long.

During the biennium the field was maintained in excellent condition, the area being leveled and kept smooth. Numerous landings were made during the period.

Expenditures:

1927 Territory of Alaska	\$	398.25	
Contributed by City of Nome		250.00	\$ 648.25
1928 Territory of Alaska		70.80	
Total			\$ 719.05

25M—Seward Peninsula Telephone Lines

This project includes the overland telephone lines on Seward Peninsula. Provision was made for the repair and maintenance of the long distance lines and for the construction of certain necessary sections by Acts of April 30, 1925, and May 2, 1927, of the Territorial Legislature.

During the biennium a new line was constructed from Solomon by way of Bluff to White Mountain. Repairs were made to the Nome-Koughrok, Nome-Solomon and Solomon-Chenik lines. A stub line from the new line is maintained from Solomon to East Fork and from White Mountain to Council.

Expenditures:

1927--Territory of Alaska	\$	3,264.57	
1928--Territory of Alaska		1,203.03	
Total			\$ 4,467.60

26—Candle-Candle Creek 6 miles wagon road

This road extends from Candle up Candle Creek to Patterson Creek and serves all the mining on Candle Creek.

During the biennium additional gravel surfacing was placed and patching done over the entire road.

Expenditures:

1927—Alaska Road Commission	\$ 1,643.42	
Territory of Alaska	3,830.00	\$ 5,473.42
1928—Alaska Road Commission	769.41	
Territory of Alaska	5,400.00	6,169.41
Total		\$11,642.83

26D—Kiwalik Aviation Field

This field, 200 feet by 1,400 feet, is situated on the Kiwalik Spit.

Wind indicator and necessary markings were provided.

Expenditures:

1927—Territory of Alaska	\$ 4.60
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26E—Candle Aviation Field

This landing field, 200 by 1,200 feet, is located on an island, ½ mile downstream from the village of Candle.

During the 1928 season the field was cleared and leveled.

Expenditures:

1928—Territory of Alaska	\$ 350.00
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27—Deering-Inmachuk 25 miles wagon road

This road commences at Deering on Kotzebue Sound and extends up the Inmachuk River to the mining operations.

During the biennium extensive improvements were made to this road. Wet sections were corduroyed and gravel surfaced and the road rebuilt between Miles 16 and 21. The entire road was shaped up with the grader.

Expenditures:

1927—Alaska Road Commission	\$ 2,414.59	
Territory of Alaska	7,310.00	\$ 9,724.59
1928—Alaska Road Commission	1,038.65	
Territory of Alaska	7,000.00	8,038.65
Total		\$17,763.24

27A—Deering Aviation Field

This field, 150 by 1,500 feet, is located on the beach at Deering.

During 1928 season the area was leveled with tractor and grader. An excellent landing field was obtained.

Expenditures:

1928—Territory of Alaska	\$ 445.50
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28—Shelton-Candle 140 miles summer trail

This trail extends from Shelton, at the end of the Nome-Shelton tram, by way of Dahl Creek overland to Candle. It is used largely by foot travelers between Nome and Candle during the summer.

Repairs were made to bridges and to the marking over the barren divides. Missing stakes were replaced, between Inmachuk and Candle.

Expenditures:

1927—Alaska Road Commission	\$ 264.88	
Territory of Alaska	609.00	\$ 873.88
1928—Alaska Road Commission	75.70	
Territory of Alaska	360.00	435.70
Total		\$ 1,309.58

28A—Nome-Serpentine Hot Springs 148 miles winter trail

This winter mail trail leave Nomes over Routes 13A and 13K to the mouth of Dexter Creek. Crossing Nome River, it follows the left limit to the mouth of 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 Pilgrim River to Iron Cross, then across the flats to the Hot Springs. It then cuts across to Mary's Igloo and up the Kuzitria River to Shelton, the northern terminus of the summer tram line (Seward Peninsula Railway). From Shelton, the trail proceeds to Dahl, and then up the Kougarok River to Taylor and Serpentine Hot Springs.

Permanent stakes were placed over the divide between Shelton and Taylor and over the entire distance Taylor to Serpentine Hot Springs. This route is now used by tractors and wagons from Shelton to Taylor.

Expenditures:

1927—Alaska Road Commission	\$ 194.87	
Territory of Alaska	460.00	\$ 654.87
1928—Alaska Road Commission	206.78	
Territory of Alaska	1,600.00	1,806.78
Total		\$ 2,461.65

37A—Bluff-White Mountain

15 miles trail

This is a winter trail, connecting Bluff on the Nome-Kaitag trail with White Mountain Village.

Permanent stakes of high poles and tripods were placed for marking the route for winter travel. The new telephone line was strung on these poles and tripods.

Expenditures:

1927—Alaska Road Commission	\$ 645.68	
Territory of Alaska	1,490.00	\$ 2,135.68
1928—Alaska Road Commission	108.50	
Territory of Alaska	460.00	568.50
Total		\$ 2,704.18

41—Kiana-Klery Creek

12 miles trail

This trail connects Kiana on the Kobuk River with the mining camp on Klery Creek.

Minor repairs were made.

Expenditures:

1927—Alaska Road Commission	\$	13.20	
Territory of Alaska		30.00	

Total	\$	43.20	
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41A—Kotzebue-Shungnak 200 miles winter trail

This winter trail extends from the village of Kotzebue on Kotzebue Sound, across to the mainland and up the Kobuk River to Shungnak.

Minor repairs were made to staking.

Expenditures:

1927—Alaska Road Commission	\$	17.51	
Territory of Alaska		38.00	

Total	\$	55.51	
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41B—Kotzebue-Pt. Barrow 517 miles winter trail

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

Minor repairs were made including maintenance of staked sections.

Expenditures:

1927—Alaska Road Commission	\$	12.00	
Territory of Alaska		28.00	\$ 40.00

1928—Alaska Road Commission		125.00	
Territory of Alaska		375.00	500.00

Total	\$	540.00	
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41D—Kotzebue Aviation Field

This field is located directly behind the radio station at Kotzebue. It consists of 2 runways 180 feet by 1,200 feet and 195 by 720 feet. Work was completed by the Kotzebue Aviation Committee and considerable work was contributed by local people.

Expenditures:

1927—Territory of Alaska	\$	20.60	
1928—Territory of Alaska		650.00	

Total	\$	670.60	
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42—St. Michael-Kotlik 63 miles winter trail

This winter trail follows the left limit of St. Michael Canal and after crossing to the mainland follows the coast to Kotlik. It is part of the route from St. Michael to Marshall.

During winter 1927-28 staking was repaired and minor improvements made.

Expenditures:

1927—Alaska Road Commission	\$	152.27	
Territory of Alaska		340.00	\$ 492.27

62—Dime Creek Road 9 miles wagon road

This road connects Dime Landing on the Koyuk River with the workings on Dime Creek at the post office at Haycock and extends up Dime Creek.

During the biennium extensive repairs were made to the corduroy and bridges which had been damaged by fire. 1¼ miles were gravel surfaced.

Expenditures:

1927—Alaska Road Commission	\$	786.22	
Territory of Alaska		1,830.00	\$ 2,616.22

1928—Alaska Road Commission		250.20	
Territory of Alaska		1,380.00	1,630.20

Total	\$	4,246.42	
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62A—Haycock-Bear Creek 22 miles trail

This trail extends north from Haycock up the Peace River valley to mining operations on Bear Creek.

During the fall 1927 the entire route was improved, being staked through open country and cleared through timber.

Expenditures:

1927—Alaska Road Commission	\$	66.00	
Territory of Alaska		150.00	\$ 216.00

67—Nome-Teller 80 miles trail

This trail follows the coast from Nome to Cape Douglas, thence across to Bering and Teller. During the summer season ferries were maintained at Cripple and Shrock Rivers. Repairs were made to the permanent staking.

Expenditures:

1927—Alaska Road Commission	\$	214.53	
Territory of Alaska		520.00	\$ 734.53

1928—Alaska Road Commission		152.00	
Territory of Alaska		450.00	602.00

Total	\$	1,336.53	
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67A—Teller-Cape Prince of Wales 67 miles winter trail

This is the extension of the Nome-Teller trail. It crosses Port Clarence from Teller and follows the coast to Cape Prince of Wales.

Minor repairs were made to staking and permanent stakes placed between Tin City and Wales, distance 10 miles.

Expenditures:

1927—Alaska Road Commission	\$	12.79	
Territory of Alaska		28.00	\$ 40.79

1928—Alaska Road Commission		18.00	
Territory of Alaska		75.00	\$ 93.00

Total	\$	133.79	
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67B—Teller-Bluestone 18 miles sled road

From Teller this sled road extends across the tundra to Gold Run and Bluestone mining areas.

During the biennium this route was improved. Bridges and culverts were constructed where necessary. Permanent stakes were placed along

the entire route for winter travel. The route is now passable for tractors and wagons in summer as well as for sleds in winter.

Expenditures:

1927—Alaska Road Commission	\$ 1,190.81	
Territory of Alaska	2,780.00	\$ 3,970.81
1928—Alaska Road Commission	392.21	
Territory of Alaska	2,200.00	2,592.21
Total		\$ 6,563.02

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

This trail extends from Teller across Grantley Harbor and the Imruk Basin to the Kuzitrin River. Though not a mail trail it is well traveled. During the biennium additional staking was placed and maintenance performed.

Expenditures:

1927 Alaska Road Commission	\$ 80.28	
Territory of Alaska	190.00	\$ 270.28
1928 Alaska Road Commission	9.00	
Territory of Alaska	40.00	49.00
Total		\$ 319.28

67D—Teller-American River 35 miles winter trail

This trail extends from Teller across Grantley Harbor to the mainland, thence over a divide into American River, following up this river to the mouth of Budd Creek.

Permanent stakes were placed over the land portion of this route.

Expenditures:

1927 Alaska Road Commission	\$ 249.67	
Territory of Alaska	600.00	\$ 849.67
1928 Alaska Road Commission	4.68	
Territory of Alaska	14.00	18.68
Total		\$ 868.35

67E—Teller Aviation Field

This landing field, 250 feet by 1,400 feet, is located $\frac{1}{4}$ mile north-east of the village of Teller.

The area was cleared and leveled. 64 lin. ft. of box culverts were placed and low spots filled.

Expenditures:

1927—Territory of Alaska	\$ 223.30	
1928—Territory of Alaska	299.50	\$ 522.80

67F—Tin City-Goodwin 3 miles wagon road

This route extends from Tin City on the coast to mining operations inland.

The route was improved, low spots were graveled and culverts and bridges were constructed.

Expenditures:

1928—Alaska Road Commission	\$ 130.00	
Territory of Alaska	480.00	\$ 610.00

68—Flagging Trails

Under this heading expenditures for all temporary staking of winter trails are included. This work is done annually and in most instances to mark routes across frozen bays, lagoons, etc.

The following sections are staked annually:

Nimituk Point to mouth of Reilly Channel of Kobuk River	12
Kotzebue to Shesholik	9
South Angak to Island on the Notak	8
Kiwalik to Candle	5
Kiwalik to Choris Peninsula Neck	24
Deering to Hunter Creek	12
Nine Mile Point to Choris Peninsula Head	21
Teller to Douglas	18
Teller to Mission	6
Teller to head of Grantley Harbor	10
Teller to mouth of Igloo Creek	6
Grantley Harbor to New Igloo open spots	5
Salmon Lake to Nugget	8
Nome Locals	10
Cape Nome	3
Safety	2
Solomon	3
West Topkok Hill to Bluff	10
Bluff to Nine Mile Point	9
Walla Walla to Elm	9
Golovin to White Mountain	12
Golovin to McKinley Creek and west side of Golovin Bay	13
Isaac's Point to mouth of Koyuk River	18
Bonanza to mouth of Koyuk River	26
Isaac's Point to Caches and Bonanza	34
St. Michael's Bay	5
Point Romanoff to mouth of Pastolik River	16
Total	314

Expenditures

1927 Alaska Road Commission	\$ 636.92	
Territory of Alaska	1,490.00	\$ 2,126.92
1928 Alaska Road Commission	271.39	
Territory of Alaska	1,400.00	1,671.39
Total		\$ 3,798.31

73—Marshall Road

5 miles led road

This route extends from the landing on the Yukon River ten miles above Marshall to the mining operations on Willow Creek. A new location was adopted and constructed to sled road standard. The corduroy on the old location had become impassable and was abandoned.

Necessary maintenance was performed.

Expenditures:

1927 Alaska Road Commission	\$ 872.90*	
Territory of Alaska	42.00	\$ 914.90

* Includes expenditure of \$845.90 from season 1926 not formerly reported

73A—Kotik-Marshall 148 miles winter trail

This trail is an extension of the St. Michael-Kotik trail from Kotik up the Yukon River to Marshall. The route follows the general course of the river, cutting across large bends.

During the winter 1927-28 the trail was brushed out through timber and staked across open stretches. Banks were graded down at alongh crossings and approaches to the river and all such crossings well marked.

Expenditures:

1927—Alaska Road Commission \$ 535.00
Territory of Alaska 1,250.00 \$ 1,785.00

73D—Marshall Aviation Field

Arrangement was made with local residents of Marshall for the construction of a suitable landing field, the Territory to bear \$2,000 of the cost. Work was started but it not yet complete.

Allotted and obligated, 1928, Territory of Alaska

\$2,000.00

87A—Seward Peninsula Railroad

74 miles tramroad

This is the old Seward Peninsula narrow gauge railroad extending from Nome to Shelton on the Kuzhirin River. It was purchased by the Territory of Alaska in 1922 and has since been rehabilitated and maintained by the Alaska Road Commission. It was found by actual measurement that the length of this tramroad formerly carried as 87 miles is actually 74 miles.

During the biennium all low sections of track were raised and re-lined. Dies renewed where needed and track maintained in good condition for the operation of light gasoline locomotive and speeders.

A tunnel wye was laid at the end of the line, a new station building erected at Hot Springs siding and a cable suspension bridge erected at the end of the line over the Kuzhirin River for the use of foot travelers.

Expenditures:

1927—Alaska Road Commission \$19,037.92*
1928—Alaska Road Commission 5,983.89 \$28,021.81

* Includes expenditures of \$8,857.52 from season 1926 not formerly reported.

89B—Pilgrim Hot Springs Aviation Field

This field is located at the Hot Springs Mission. A contract was let to the Mission to construct a field 200 feet by 1,300 feet.

Work was started during the past season and will be completed next year.

Allotted and obligated, 1928, Territory of Alaska \$500.00

89C—Iron Creek-American Creek

12 miles sled road

This route extends from the Seward Peninsula Railroad, Route 89A, over the divide into American Creek.

Two small bridges were constructed and wet sections corduroyed to make the route passable for tractors and wagons in summer.

Expenditures:

1928—Territory of Alaska \$ 50.00
Territory of Alaska 150.00 \$ 200.00

THIRD DIVISION

SUMMARY OF PROJECTS

Allotments and Expenditures April 1, 1927, to March 31, 1929

No.	Name of Project	Wagon Road	Sled Road	Trail	Total	A.R.C. Coop. with Terr.	Territory Coop. with A.R.C.	Territorial Div. Board	Total
6E	Chitina-Native School Road	1			1		\$ 545.06		\$ 545.06
6F	Lower Tonsina Av. Field.....						654.74		654.74
6F	Copper Center Av. Field.....						160.50		160.50
10B	Seward-Nash	2 1/2			2 1/2		755.25	500.00	1,255.25
10D	Seward Aviation Field					142.80*	614.15		756.95
20K	Susitna Aviation Field						931.10		931.10
20L	Skwentna Aviation Field.....						527.30		527.30
35B	Palmer Fishhook	8 1/2			8 1/2	1,288.37	1,800.00		3,088.37
35C	Palmer-Matanuska River	1 1/4			1 1/4		81.70	153.50	225.20
35G	Palmer-Springer	3			3		8.75	427.51	426.26
35H	Wasilla-Finger Lk.-Palmer	12			12	1,886.32†	1,900.00		3,786.32
35I	Moose-Palmer	8			8		8.75	3,625.50	3,624.25
35J	Wasilla-Matanuska	7 3/4			7 3/4	2,091.34	1,925.00		4,016.34
35K	Matanuska Trunk Road	3			3	3,596.80	4,200.00		7,796.80
35L	Palmer-Matanuska	6 1/4			6 1/4		1,171.84	2,866.17	4,038.01
35O	Fishhook-Goldmint	4 1/4			4 1/4	4,391.27†	4,700.00		9,091.27
35Q	Edlund Road	3			3		11.25	1,468.00	1,479.25
35R	Bogart Road	7 1/2			7 1/2		187.82	3,970.00	4,157.82
35T	Werner Connection	1			1	264.00	210.00		474.00
35U	Moose Creek Av. Field.....						481.75		481.75
35V	Fishhook Aviation Field.....						917.49		917.49
35W	Wasilla Aviation Field						459.50		459.50
35X	Wasilla Av. Field Road	3			3		741.75		741.75
36	Valdez-Mineral Creek	8			8	3,700.65	5,500.00		9,200.65
36CA	Cordova Aviation Field						926.15		926.15
51F	Cache Creek Av. Field						179.90		179.90
55A	Kenai Aviation Field						901.51		901.51
57	McCarthy-Nizina	20			20	24,859.59	4,000.00		28,859.59

Territorial Divisional Board
Anton Elde, Chairman and Sec.
Garrit Snyder, Member.
Harry Morrison, Member.

No.	Name of Project	Wagon Road	Sled Road	Trail	Total	A.R.C. Coop. with Terr.	Territory Coop. with A.R.C.	Territorial Div. Board	Total
57A	Nizina River Bridge					11,230.32			11,230.32
57B	Nizina-Chittina River ..			25	25	1,782.46	2,200.00		3,982.46
57F	McCarthy Aviation Field....						1,780.88		1,780.88
60	Valdez Dyke						9,730.49		9,730.49
60A	Valdez Aviation Field					1,200.00††	1,151.65		2,351.65
61	Streina-Kuskulana	12 ½			12 ½		157.54		157.54
61A	Kotsina Trail			30	30	3,542.02	270.00		3,812.02
75	Anchorage Loop	19 ½			19 ½	4,101.31	6,290.00		10,391.31
75A	Anchorage Lake Spenard ..	4			4		1,585.25	864.66	2,449.91
75C	Chester C. Boat Landing	1			1		100.00	30.00	130.00
75E	McDonald Branch	1 ¼			1 ¼	247.01	230.00		477.01
75H	Lake Spenard Av. Field.....						177.45		177.45
75I	Oil Well Road	2 ¼			2 ¼		4,274.58		4,274.58
93B	Indian Riv.-Portage Creek..		9		9	2,766.23	3,600.00		6,366.23
93C	Curry Aviation Field						1,119.60		1,119.60
98	Homer Spit	13 ½			13 ½	7,382.02	9,707.57		17,089.59
98A	Nuka Bay Trail			1 ¼	1 ¼	609.71	724.90		1,334.61
98B	Niniichik Aviation Field						384.18		384.18
98C	Kusilof Aviation Field						674.52		674.52
	Lowell Cr. Flood Control....					71,053.56**	10,000.00		81,053.56
	Overhead Divisional Board..							70.00	70.00
	Allotted Low. Tonsina A. F.						1,000.00		1,000.00
Total		155 ¼	9	56 ¼	220 ½	\$146,135.78§	\$89,659.87	\$13,975.34	\$249,770.99

- *—Contributed by the City of Seward.
- †—Includes 75 contributed by E. P. Marion.
- ‡—Includes \$2,500 contributed by the Marion-Twin Gold Mining Co.
- ††—Contributed by the City of Valdez.
- **—Includes \$15,000 contributed by City of Seward.
- §—All A. R. C. expenditures are to Jan. 31, 1929. In accordance with the cooperative agreement of April 1, 1928, there remains a balance of \$19,232.79 A.R.C. funds allotted to carry the work to June 30, 1929.

OPERATIONS DURING BIENNium

6E—Chittina-Native School 1 mile wagon road

This road extends south from the village of Chittina to the native school.

During the biennium the road was cleared, grubbed and graded to a narrow standard. The surface was maintained with a grader.

Expenditures:

1927—Territory of Alaska	\$ 495.06
1928—Territory of Alaska	50.00
Total	\$ 545.06

6F—Lower Tonsina Aviation Field

This landing field is located adjacent to the Lower Tonsina Road-house on the Richardson Highway. It is "Y" shaped, each runway being 150 feet by 900 feet.

The field is located on ground which had been under cultivation and was plowed from the owner. The area was plowed and partially leveled.

Expenditures:

1928—Territory of Alaska	\$ 654.74
Allotted and obligated 1928	1,000.00

6G—Copper Center Aviation Field

This landing field is situated on public land along the west side of the Richardson Highway, one mile north of the Copper Center Roadhouse, on ground originally used as an experiment farm. It is 150 feet by 1,300 feet.

The area was leveled with a grader.

Expenditures:

1928—Territory of Alaska	\$ 160.50
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10B—Seward-Nash 2 ½ miles road

From Mile 3, Seward-Kenai Lake road, this road runs in a southeast-erly direction toward the head of the bay. It serves several homesteaders and dairies.

General maintenance was performed and flood damage repaired.

Expenditures:

1927—Territorial Divisional Board	\$ 500.00
1928—Territory of Alaska	755.25
	\$ 1,255.25

10D—Seward Aviation Field

This landing field, 200 by 1,000 feet, is situated on the grounds of the radio station 1 ½ mile northeast of Seward.

The field was cleared of trees, stumps grubbed and the area leveled. Debris thrown up by high tides was removed. In addition to cash contri-bution the City of Seward donated labor in summer 1928 valued at \$60.00.

Expenditures:

1927--Territory of Alaska	\$ 428.40	
Contributed by City of Seward	142.80	\$ 571.20
1928--Territory of Alaska		185.75
Total		\$ 756.95

20K—Susitna Aviation Field

This landing field, 225 feet by 1,500 feet, is situated on an island in the Susitna River, ½ mile below Susitna Station at the head of Cook Inlet.

In 1927 a special reconnaissance trip by boat was made to locate this field and lay it out. The field was completed in 1928. The area was cleared, grubbed and leveled.

Expenditures:

1927--Territory of Alaska	\$ 521.60	
1928--Territory of Alaska	409.50	\$ 931.10

20L—Skwentna Aviation Field

This field was located on an old river bar of the Skwentna River, 6 miles above the Skwentna roadhouse.

In 1927 a reconnaissance was made in this area with a view to locating a suitable site for landing field. Effort was made to have the field constructed by contract but due to the isolated location work has not been performed. The expenditure below is for location and survey.

Expenditures:

1927--Territory of Alaska	\$ 527.30	
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35B—Palmer-Fishhook, 8½ miles road

This road extends northwest from Palmer Station on the Matanuska Branch of the Alaska Railroad to a junction with the Wasilla-Fishhook road 11½ miles from Wasilla. It serves an area of farming lands, part of which is now under cultivation.

During the biennium extensive improvements were made. One-half mile of road was widened and the entire route reshaped with grader. Soft sections were surfaced with gravel.

Expenditures:

1927--Alaska Road Commission	\$ 781.99	
Territory of Alaska	800.00	1,581.99
1928--Alaska Road Commission	506.38	
Territory of Alaska	1,000.00	1,506.38
Total		\$ 3,088.37

35C—Palmer-Matanuska River 1½ miles wagon road

This road leads from Palmer Station south to the Matanuska River, where a cable tram crossing of the river is located.

Necessary maintenance of the road and tram was performed.

Expenditures:

1927--Territorial Divisional Board	\$ 153.50	
1928--Territory of Alaska	87.70	\$ 235.20

35G—Palmer-Springer 3 miles wagon road

This route connects several ranches between the railroad and the Matanuska River with the Palmer-Matanuska road at mile 5½ from Matanuska.

The road was cleared and graded to 14ft. width between Miles 1½ and 3.

Necessary maintenance was performed.

Expenditures:

1927--Territorial Divisional Board	\$ 427.51	
1928--Territory of Alaska	8.75	\$ 436.26

35—Wasilla-Finger Lake-Palmer 12 miles road

This 24-ft. graded earth road connecting Wasilla, Mile 160 on The Alaska Railroad with Palmer, crosses the Matanuska Trunk road at Forest Hill and serves an area of farms.

Necessary maintenance was performed, and short sections were provided with a gravel surface. The bridge across the outlet of Wasilla Lake was entirely renewed.

Expenditures:

1927--Alaska Road Commission	\$ 1,180.57	
Territory of Alaska	900.00	
1928--Contributed	75.00	\$ 2,155.57
1928--Alaska Road Commission	630.75	
Territory of Alaska	1,000.00	1,630.75
Total		\$ 3,786.32

35I—Moose-Palmer 8 miles wagon road

This road connects Palmer and Moose stations on the Matanuska Branch of The Alaska Railroad.

In 1927, 3 miles out of Palmer were cleared, grubbed and graded to a width of 30 feet. Minor repairs were made over the remainder of the route.

Expenditures:

1927--Territorial Divisional Board	\$ 3,625.50	
1928--Territory of Alaska	8.75	\$ 3,634.25

35J—Wasilla-Matanuska 7¾ miles road

This road parallels the railroad from Wasilla to Mile 6 where it turns northeast connecting with the Matanuska Trunk road at its Mile 2 from Matanuska.

The entire road was widened and regraded between Miles 4 and 6. A ¾-mile relocation was constructed eliminating two railroad crossings. Necessary maintenance was performed.

Expenditures:

1927--Alaska Road Commission	\$ 1,889.04	
Territory of Alaska	1,700.00	\$ 3,589.04
1928--Alaska Road Commission	202.30	
Territory of Alaska	225.00	427.30
Total		\$ 4,016.34

35K—Matanuska-Trunk Road 8 miles road

This important farm road extends north from Matanuska, crossing the Wasilla-Finger Lake Road at Forest Hall and ending at its junction with the Palmer-Fishhook road. It serves the Agricultural Experimental farm and a number of other farms.

The road was regraded and widened between Miles 1 and 2 and between Miles 4½ and 1. 4,900 lin. ft. of brush corduroy was laid on the flats in Miles 1 and 2 and surfaced with 1,215 cu. yds. gravel. Necessary maintenance was performed.

Expenditures:

1927—Alaska Road Commission	\$ 2,201.00	
Territory of Alaska	2,300.00	\$ 4,501.00
1928—Alaska Road Commission	1,395.80	
Territory of Alaska	1,900.00	3,295.80
Total		\$ 7,796.80

35L—Palmer-Matanuska 6½ miles road

Built for railroad construction purposes, this road has since been improved and maintained by the Territory. It parallels the railroad between Matanuska and Palmer and serves an important farming section.

The road was regraded and widened for 3¼ miles, from Mile 3 to Palmer, new culverts installed and some gravel surfacing placed on wet sections. The surface was maintained.

Expenditures:

1927—Territorial Divisional Board	\$ 2,866.17	
1928—Territory of Alaska	1,171.84	\$ 4,038.01

350—Fishhook-Goldmint 4½ miles wagon road

This road extends from the Fishhook Inn at the end of the Wasilla-Fishhook road, up the Little Susitna River valley to quartz mining operations.

The road was cleared, grubbed and grading practically completed during the season of 1928. Surfacing was placed on the worst sections. Additional surfacing will be necessary. The work was performed under a cooperative agreement with the Marion Twin Gold Mining Co.

Expenditures:

1928—Alaska Road Commission	\$ 1,891.27	
Territory of Alaska	4,700.00	
Contributed by Marion Twin Mining Co.	2,500.00	
Total		\$ 9,091.27

35Q—Edlund Road ¾ mile wagon road

This road connects farmers on the south side of the railroad with the Wasilla-Matanuska road at Mile 3.

The road was widened and the grade from the bench reduced. Gravel surface was provided where needed and maintenance performed.

Expenditures:

1927—Territorial Divisional Board	\$ 1,468.00	
1928—Territory of Alaska	11.25	\$ 1,479.25
Total		

35R—Bogard Road 7½ miles wagon road

This road turns west from Mile 6 of the Matanuska Trunk road and connects with the Wasilla-Fishhook Road ½ mile from Wasilla. It serves 13 farmers tributary to the route.

The grubbing and grading were completed to a width of 24 feet from Mile 4½ to the end of Mile 7½. Maintenance was performed.

Expenditures:

1927—Territorial Divisional Board	\$ 3,970.00	
1928—Territory of Alaska	187.82	
Total		\$ 4,157.82

35T—Werner Connection 1¾ mile road

This route connects the Palmer-Fishhook road with the Moose-Palmer road at a point 2½ miles north of Palmer.

Necessary maintenance was performed.

Expenditures:

1927—Alaska Road Commission	\$ 223.00	
Territory of Alaska	150.00	\$ 373.00
1928—Alaska Road Commission	41.00	
Territory of Alaska	60.00	101.00
Total		\$ 474.00

35U—Moose Creek Aviation Field

This landing field is located on the right limit of Moose Creek, ½ mile below the Premier Coal Mines. It is 200 feet by 1,000 feet. The field is located on part of an abandoned farm and had been cleared and grubbed.

The area was leveled and second growth brush removed.

Expenditures:

1927—Territory of Alaska	\$ 461.50	
1928—Territory of Alaska	20.25	\$ 481.75

35V—Fishhook Aviation Field

This field, 150 by 930 feet, is located on the road to the Willow Creek Mines, 4 miles from Fishhook Inn.

The area was cleared of brush and grubbed, stones removed, and low places filled with gravel. A cache belonging to one of the mining companies was moved across the road out of the area of the field.

Expenditures:

1927—Territory of Alaska	\$ 848.74	
1928—Territory of Alaska	68.75	\$ 917.49

35W—Wasilla Aviation Field

This field, 200 feet by 1,000 feet, is situated on the north side of The Alaska Railroad, 1 mile west of Wasilla. It is on part of an abandoned farm and the ground had been cultivated.

The area was plowed, harrowed and dragged.

Expenditures:

1927—Territory of Alaska \$ 459.50

35X—Wasilla Aviation Field Road 3/4 mile wagon road

This road extends from the railroad depot at Wasilla west along the south side of the railroad to the Snider milk farm, then turns north crossing the railroad to the Wasilla Aviation Field.

This road was constructed during summer of 1928. It is graded 24 ft. wide and gravel surfaced.

Expenditures:

1928 Territory of Alaska \$ 741.75

36—Valdez-Mineral Creek 8 miles wagon road

The road extends from the beach, 2 miles west of Valdez, up Mineral Creek, serving a number of lode developments and prospects.

The road was relocated over a section partly destroyed by floods and the entire location is now above flood danger from Mineral Creek. 1/2 mile was gravel surfaced. A wing dam was constructed at Mile 1 to divert the water from the roadway. A cable tramway was installed over Mineral Creek at Mile 4.8.

Expenditures:

1928 —Alaska Road Commission \$ 2,060.65
Territory of Alaska 2,500.00 \$ 4,560.65

1928 —Alaska Road Commission 1,640.00
Territory of Alaska 3,000.00 4,640.00

Total \$ 9,200.65

36CA—Cordova Aviation Field

This field is located on the east side of the Copper River Railway 17 miles from Cordova. It is "V" shaped, having one runway 200 feet by 1,250 feet and one 200 feet by 950 feet.

The area was cleared of brush and leveled. Proper markings were placed.

Expenditures:

1928 Territory of Alaska \$ 926.15

51F—Cache Creek Aviation Field

This landing field, 200 feet by 1,000 feet, is situated on the divide between Peters and Cache Creek, near Mile 33 of the Talkeetna-Cache Creek road.

The field was cleared of brush, low places filled and rocks removed.

Expenditures:

1927 Territory of Alaska \$ 179.98

55A—Kenai Aviation Field

This field, 200 feet by 1,200 feet, is situated about 1/4 mile north of the village of Kenai on part of what was formerly the Kenai Agricultural experiment station.

Clearing to provide additional width and length was performed and the area leveled.

Expenditures:

1927 Territory of Alaska \$ 901.51

57—McCarthy-Nizina 20 miles wagon road

This road extends from McCarthy on the Copper River and Northwestern Railway to mining operations on Dan Creek, crossing the Nizina River at Mile 9.

The road was extended 6 miles to the placer camp on Dan Creek. The grading on this section is very narrow but is passable for cars in good weather. The remaining 14 miles of this route were maintained in passable condition.

Expenditures:

1927 Alaska Road Commission \$13,964.20
1928 Alaska Road Commission \$10,859.39
Territory of Alaska 4,000.00 14,859.39

Total \$28,859.59

57A—Nizina River Bridge

This bridge crosses the Nizina River on the route from McCarthy to the mines on Dan and Chititu Creeks.

Necessary repairs of flood damage were made and the bridge extended on the south end by the addition of 320 lin. ft. of pile trestle.

Expenditures:

1927 Alaska Road Commission \$ 3,048.38
1928 Alaska Road Commission 8,181.94 \$11,230.32

57B—Nizina-Chitina River 25 miles trail

This trail branches from the McCarthy-Nizina road at the south end of the Nizina River bridge. Extending over a low ridge into the Chitina River, it follows up the river serving prospectors in the upper Chitina River valley.

During the hieautum the trail was extended 11 miles up the Chitina River valley. The grade leading up from the Nizina River was widened.

Expenditures:

1927 Alaska Road Commission \$ 839.72
Territory of Alaska 600.00 \$ 1,439.72

1928 Alaska Road Commission 942.74
Territory of Alaska 1,600.00 2,542.74

Total \$ 3,982.46

57F—McCarthy Aviation Field

This field is situated on the beach, 1/4 mile south of McCarthy.

The area was cleared, grubbed, plowed and leveled and is in good condition; size 350x900 feet.

Expenditures:

1928 Territory of Alaska \$ 1,780.88

60—Valdez Dyke

This dyke, constructed from Federal funds, encloses the town of Valdez on three sides and prevents encroachment of the floods from Valdez Glacier.

The Territorial Legislature by the act of May 2, 1927, provided funds for repairing the dyke. Weak sections were repaired and strengthened. New brush fascines, weighted down with rock and enclosed in wire netting, were placed along sections being attacked and additional material available for emergency repairs was stored along the dyke.

Expenditures:

1927—Territory of Alaska	\$ 6,364.06	
1928—Territory of Alaska	3,366.44	\$ 9,730.49

60A—Valdez Aviation Field

This landing field is situated in the northeast part of the Valdez townsite and inside the dyke.

An area approximately 300 feet by 2,300 feet was cleared of brush and large stones removed. Three small houses were removed from the area, low places were filled with gravel and the ground leveled with grader.

Expenditures:

1927—Territory of Alaska	\$ 359.37	
Contributed by City of Valdez	400.00	\$ 759.37
1928—Territory of Alaska	792.28	
Contributed by City of Valdez	800.00	1,592.28
Total		\$ 2,351.65

61—Strelna-Kuskulana 12½ miles wagon road

This road leads from Strelna on the Copper River and Northwestern Railway, up the right limit of the Kuskulana River to Mile 11, where it crosses to the left limit and extends to Berg's Mill.

Only minor repairs were made.

Expenditures:

1927—Territory of Alaska	\$ 157.54
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61A—Kotsina Trail 30 miles trail

This trail branches from the Strelna-Kuskulana road 2½ miles from Strelna. Turning to the west it extends to the Kotsina River, which it follows to copper prospects in the upper Kotsina Valley. Two crossings of the Kotsina River were necessary to avoid steep slopes and heavy slides.

During the 1927 season the trail was extended from Mile 17 to operations on Copper Creek, Mile 30. One 160-ft. suspension bridge suitable for pack horses and double enders was erected over the Kotsina at Mile 22.

During the 1928 season the grade leading to the first crossing of the Kotsina, Mile 10, was relocated and grade reduced.

Expenditures:

1927	Alaska Road Commission	\$ 3,189.66	\$ 3,189.66
1928	Alaska Road Commission	352.36	
	Territory of Alaska	270.00	622.36
	Total		\$ 3,812.02

75—Anchorage Loop 19½ miles road

This road extends from the railroad yards at Anchorage, north, parallel to Knik Arm for 5½ miles, then east for 4½ miles, crossing the railroad at its Mile 123. It then turns south 2½ miles, thence west one mile to the railroad, following near the railroad back to Anchorage. It serves a number of farms.

During the biennium 6,074 cu. yds of additional gravel surfacing were placed over 6 miles of road, 17 metal culverts were installed. Annual maintenance was performed.

Expenditures:

1927	Alaska Road Commission	\$ 3,107.06	
	Territory of Alaska	2,990.00	\$ 6,097.06
1928	Alaska Road Commission	994.25	
	Territory of Alaska	3,300.00	4,294.25
	Total		\$10,391.31

75A—Anchorage-Lake Spenard 4 miles road

This road extends southwest from Anchorage to Lake Spenard, serving six farms and is extensively used as a pleasure drive.

During the biennium 1,099 cu. yards of additional gravel surfacing were placed, 3 metal culverts installed and annual maintenance performed.

Expenditures:

1927—Territorial Divisional Board	\$ 864.66	
1928—Territory of Alaska	1,585.25	
Total		\$ 2,449.91

75C—Chester Creek Boat Landing 1 mile wagon road

This road extends from the southwest corner of the Anchorage townsite to water level on Knik Arm at the mouth of Chester Creek where small boats land.

Necessary maintenance was performed.

Expenditures:

1927—Territorial Divisional Board	\$ 30.00	
1928—Territory of Alaska	100.00	
Total		\$ 130.00

75E—McDonald Branch 1¼ miles road

This road branches from the Anchorage Loop road 2¼ miles from Anchorage, extending toward Knik Arm. It serves several farms and fox ranches.

Additional gravel surfacing was placed and annual maintenance performed.

Expenditures:

1927—Alaska Road Commission	\$ 177.01	
Territory of Alaska	150.00	\$ 327.01
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1928—Alaska Road Commission	70.00	
Territory of Alaska	80.00	150.00
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Total		\$ 477.01

75H—Lake Spenad Aviation Field

This landing field is located on the northwest shore of Lake Spenard. It is 200 by 1,000 feet.

The field was cleared, grubbed and leveled. One-third of the area was prepared by the residents of the locality, the latter work being valued at \$100.00.

Expenditures:

1927 Territory of Alaska	\$ 177.45
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75I—Oil Well Road2 $\frac{1}{4}$ miles wagon road

Starting from the end of Fifth Street on the east side of the Anchorage townsite, this road extends east 1 $\frac{1}{2}$ miles to the rim of Chester Creek, thence $\frac{3}{4}$ mile southeasterly along the rim of Chester Creek Valley.

This road was constructed during the past season. It was cleared 40 feet wide, and grubbed and graded to a width of 32 feet. 1,155 cu. yds. of gravel surfacing were placed over the entire route. The road is in good condition.

Expenditures:

1928 Territory of Alaska	\$ 4,274.58
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93B—Indian River-Portage Creek

9 miles sled road

This sled road extends from Chulitna Station, Mile 274 The Alaska Railroad, to mining operations on Portage Creek.

It was constructed in 1927. The work included clearing to 12 ft width, grubbing 8 ft. wide, necessary grading along wide slopes and the erection of a 60 ft. truss span with 45 lin. ft. of approach over Indian River.

Expenditures:

1927—Alaska Road Commission	\$ 2,766.23	
Territory of Alaska	3,600.00	
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Total		\$ 6,366.23

93C—Curry Aviation Field

This field, 200 feet by 1,100 feet, is located east of the hotel at Curry on The Alaska Railroad.

In 1927 the area was cleared, grubbed and leveled. Considerable work was required to provide a reasonably level surface. The work was performed by The Alaska Railroad, who cooperated with labor and use of equipment. The latter work was valued at \$1,200.00.

In 1928 additional leveling was performed and one-half acre of ground cleared on the north end to provide better clearance. The Alaska Railroad contributed services valued at \$400.00.

Expenditures:

1927—Territory of Alaska	\$ 876.60	
1928—Territory of Alaska	243.00	
Alaska Railroad	1,200.00	
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Total		\$ 2,319.60

98—Homer Spit 13 $\frac{1}{2}$ miles wagon road

This road leads from the old railroad dock at the end of Homer Spit to the farming land along the beach. It includes 8 miles of road connecting the various settlers and a connection from Mile 1 to the end of the spit.

During the biennium the road was extended 6 $\frac{3}{4}$ miles, including the section of 4 miles down the spit. A bridge consisting of one 55-ft. central span, two 30-ft. spans, one 35-ft. span and one 15-ft. span was erected over the slough which separates the spit from the mainland.

Expenditures:

1927 Alaska Road Commission	\$ 5,510.99	
Territory of Alaska	5,000.00	\$10,510.99
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1928 Alaska Road Commission	1,871.03	
Territory of Alaska	4,707.57	6,578.60
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Total		\$17,089.59

98A—Nuka Bay Trail1 $\frac{1}{4}$ mile trail

This trail leads from Tidewater at Nuka Bay, situated 80 miles southwest of Seward, up the left limit of Nuka River to the Alaska Hills Mining Company, serving this property and other prospects.

The trail was improved and widened during the season of 1927.

Expenditures:

1927 Alaska Road Commission	\$ 699.71	
Territory of Alaska	724.90	\$ 1,334.61

98B—Ninilchik Aviation Field

This field is located on a high gravel bar along the shore of Cook Inlet, southwest of the village of Ninilchik. The field is 240 feet by 1,335 feet, the long dimension being parallel to the shore of Cook Inlet.

In 1928 logs and debris were cleared away and the area leveled. Proper markings were placed.

Expenditures:

1928 Territory of Alaska	\$ 384.18
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98C—Kusilof Aviation Field

This field is located on the right limit of the Kusilof River, 2 miles above its mouth. It is situated adjacent to the post office and community radio station. This field is 150 feet by 1,200 feet.

In 1928 brush and stumps were removed and the area partially leveled by plowing and harrowing. Additional leveling will be required to

provide a suitable field. A tractor for the work was furnished by one of the residents.

Expenditures:

1928 Territory of Alaska \$ 674.52

Lowell Creek Flood Control

This project comprises diversion works and the construction of a timber flume for the control of the flood waters of Lowell Creek, at Seward. The Federal appropriation act provides that \$25,000 must be contributed toward the work by local interests. The City of Seward contributed \$15,000 and the Territorial Legislature by the act approved May 7, 1927, contributed \$10,000 to complete the total required.

Contract for the work was awarded in June, 1928, and the work completed in January, 1929.

Some work in addition to that covered by the contract remains to be done and will be performed by hired labor.

Expenditures:

1928 Alaska Road Commission \$56,053.56
Territory of Alaska 10,000.00
City of Seward 15,000.00

Total \$81,053.56

Overhead

This item includes only premiums on Divisional Chairman's and Treasurer's bonds and salaries to elected commissioners for making report of recommendations as provided by law.

Expenditures:

1927 Territorial Divisional Board \$ 70.00

Anchorage-Matanuska Road

On October 22, 1927, the Territorial Highway Engineer's report was submitted to the Chairman of the Board and was formally approved on November 1, 1927.

Juneau, Alaska, October 22, 1927.

Hon. George A. Parks
Chairman T. B. of R. C.
Juneau, Alaska.

Dear Sir:

In compliance with Section 2, Chapter 16, 1927 Session Laws, a reconnaissance survey and estimate for a wagon road to connect the towns of Anchorage and Matanuska in the Third Division has recently been completed.

In accordance with the cooperative provisions of the act inviting cooperation from the Alaska Road Commission, arrangement was made with Colonel Steese, Chairman of that Commission, whereby Mr. M. C. Edmonds, Superintendent of the A. R. C. of the Anchorage district, made a reconnaissance in the early summer.

On July 28th of this year, Colonel Steese submitted to me a detailed report of this survey together with an estimate of the cost of the construction.

During the month of September, I personally made an examination of the proposed route including the two alternative river crossings of the Knik and Matanuska Rivers.

GENERAL DESCRIPTION OF ROUTE

Leaving the Anchorage-Whitney road about two miles east of Whitney station (7 1/2 miles from Anchorage), the general location of the route lies between the Alaska Railroad and the chain of rugged mountains to the east until the crossing of the Eklutna River where the location touches the toe of the mountain. The location then follows the Alaska Railroad skirting the toe of the mountain until the Rock Bluffs at the Knik River are reached. Here the location crosses the Railroad track and follows immediately below and adjacent to the Railroad to Matanuska.

A reconnaissance was also made of a location leaving the Railroad at the Knik Bluffs and following up the left limit of the Knik River about eight miles to a point where the river is fairly well confined, thence crossing the river and going in a north-easterly direction to the old Matanuska River crossing, about one mile south of Palmer, thence following the old Alaska Road Commission road to Palmer.

While at Anchorage, Mr. Noel Smith, Manager of the Alaska Railroad, advised me that the management of the Railroad stood ready to cooperate with the Territory as far as possible in the construction of this project and verbally authorized the Territory to make such use of their bridges across the Knik and Matanuska rivers as would not interfere with the operations of the Railroad.

I explained to Mr. Smith that considerable thought had been given as to the feasibility of building the wagon road across the Knik and Matanuska flats, immediately below and adjoining the railway embankment. This plan would permit partial use of the Railroad bridges. That is, the one side of the wagon road bridges could be supported on the Railroad bridges, thereby only requiring the construction of the outer bridge truss. This plan would also offer protection to both the wagon road bridges and the road embankment from the periodical high floods of the Knik River.

The Railroad embankment across the flats is of considerable height; obviously a corresponding embankment or fill will be required for the wagon road; economy will require this work to be done with Railroad equipment, and of course, by the Railroad organization. I explained this to Mr. Smith and he assured me that the Railroad would gladly do the work, charging the Territory only the actual cost thereof.

Estimated cost of construction from Anchorage to Knik River Bluffs, total distance 34 miles, new construction, 28 1/2 miles \$166,000.00

Estimated cost of construction from Knik River Bluffs to Matanuska via Railroad location, distance 5 1/2 miles total (distance from Anchorage 41 1/2 miles) \$152,500.00

Estimated cost of construction from Knik River Bluffs to Palmer via upper Knik River Crossing, distance 17 miles (total distance from Anchorage 53 miles) \$344,000.00

TOTAL ESTIMATED COST OF PROJECT

Via upper Knik River crossing to Palmer \$510,000.00
Via Railroad location across Knik and Matanuska Rivers \$318,000.00

The above estimate does not provide for any surfacing material. On most of the route it is believed that no surfacing will be required for many years. However, in order to provide a good motor road, the entire mileage will eventually require surfacing.

Section 1, Chapter 16, 1927 Session Laws reads as follows:

"That the Territorial Board of Road Commissioners for the Territory of Alaska is hereby authorized to construct an automobile and wagon road which will connect the towns of Anchorage and Matanuska in the Third Judicial Division of the Territory of Alaska by the most direct and economical route; that in the performance of said work and the construction of said road the Board shall not expend more than the sum of Two Hundred Thousand Dollars (\$200,000.00) and shall not obligate the Territory in excess of the amounts which the Legislature may from time to time appropriate for such purposes; that there is hereby appropriated the sum of Twenty-Five Thousand Dollars (\$25,000.00) to be used for carrying out the provisions of this act, which amount shall be made available out of the monies which may be appropriated at the present session of the Legislature and allotted to the Third Judicial Division of Alaska for the construction and maintenance of roads, trails, bridges and ferries, and which shall continue available until expended."

It will be noticed that only \$25,000.00 is available for the coming season's operation. Further, the enabling act directs the Board to construct a road which will connect the towns of Anchorage and Matanuska by the most direct and economical route; hence, from the language of the act it is obvious that the location via the Railroad location across the Knik and Matanuska Rivers is the only route open for consideration.

RECOMMENDATIONS

1. That the route from Anchorage to Matanuska via the Railroad location across the Knik and Matanuska Rivers be adopted.
2. That the construction be started from the Anchorage end and that the same standard as that of the Anchorage loop road be adopted.
3. That the work be done under the existing cooperative arrangement with the Alaska Road Commission.

In starting the construction at the Anchorage end, such as is constructed and completed will become of immediate public use in connection with the existing road systems around Anchorage.

Except for the crossing of the Knik and Matanuska Rivers, there are no particular construction difficulties involved. There are, however, several sections which will be quite expensive of construction.

Yours very truly,

(Signed) R. J. SOMMERS,
Territorial Highway Engineer.

On March 26, 1928 the 1928 cooperative program, including the Matanuska project, was submitted to the Territorial Board for approval. Major Elliott, President of the Alaska Road Commission, appeared before the Board and objected to the inclusion in the cooperative program of the above item and submitted a letter giving the primary reasons for his objections.

Juneau, Alaska, March 28, 1928

The Territorial Board of Road Commissioners for Alaska,
Juneau, Alaska.

Gentlemen:

Receipt is acknowledged of a copy of the approved report by Mr. R. J. Sommers, Territorial Highway Engineer, to the Chairman of the Territorial Board of Road Commissioners for Alaska, dated October 22, 1927, covering the proposed road to connect Anchorage and Matanuska. This report contains the following recommendations:

1. That the route from Anchorage to Matanuska via the Railroad location across the Knik and Matanuska Rivers be adopted.
2. That the construction be started from the Anchorage end and that the same standard as that of the Anchorage loop road be adopted.
3. That the work be done under the existing cooperative arrangement with the Alaska Road Commission.

It is also shown by the report referred to that the lowest estimated cost of the road is \$318,000.00 without surfacing.

The act of the Legislature authorizes the construction of the road with the express stipulation that not more than \$200,000.00 of Territorial funds be expended on it. It also authorizes your Board to enter into a cooperative agreement with the Alaska Road Commission for the construction of the work. It is not known whether the Legislature had reliable information as to the probable cost of the work. If the Legislature understood that the ultimate cost would exceed \$200,000.00 the natural inference would be that the clause providing for cooperation by the Alaska Road Commission was understood to include contributions from Federal funds. If, on the other hand, the Legislature considered that \$200,000.00 would defray all costs, the cooperation expected of the Alaska Road Commission would naturally be limited to service in a constructing and supervisory capacity on behalf of the Territory.

Because it is considered by the Alaska Road Commission that the Legislature, as well as the people of the Territory, may have believed that the Alaska Road Commission would approve the expenditure of Federal funds on the road referred to, it is believed proper at this time to make a definite statement on behalf of the Commission that it can not approve at this time the expenditure of Federal funds on this project.

Our decision not to expend Federal Funds on this project is based on the following considerations:

1. The Act of Congress approved May 14, 1906 provides in part that: "The said board (Alaska Road Commission) shall have the power, and it shall be their duty to locate, lay out, construct, and maintain wagon roads If in their judgment such roads are needed" The judgment of the Alaska Road Commission in the present case is that the Anchorage-Matanuska road is not needed at this time. Accordingly this project is not one of which Federal funds may be properly expended, within the meaning of the act describing the functions of the Alaska Road Commission.

2. The communities concerned are already connected by a railroad which is giving service in proportion to the existing requirements and is ready and willing to enlarge its service when business requires it. The service referred to is being given at rates with which highway traffic could not compete, e. g., 11c cwt for less than carload shipments of vegetables.

3. The Alaska Road Commission has an understanding with the Secretary of the Interior that it will not parallel existing railroad lines.

4. The use of Federal funds for this project will inevitably deprive other communities which at present are in dire need of cheap transportation facilities of the full assistance from Federal appropriations to which they are entitled.

5. The estimated cost, without surfacing, of actual construction is \$318,000.00. This estimate contemplates the joint use with the railroad of bridges over certain streams with no satisfactory assurance that early renewal of the bridges will not be required. Further, the estimate includes no allowance for maintenance of completed portions during construction. Making allowances for these omitted factors it is believed the total expenditures by the time the road is completed will have amounted to approximately \$500,000.00. This amount is out of all proportion to the benefits expected; the project is economically unsound and therefore not worthy of assistance from Federal funds.

The foregoing constitute, in my opinion, compelling reasons for not authorizing the use of Federal funds to defray any part of the cost of the work and the Alaska Road Commission regrets that it must, therefore, decline to approve Federal allotments to this project.

Yours very truly,

(Signed) MALCOLM ELLIOTT
President.

In view of Major Elliott's position regarding this project, it was decided to eliminate it from the general program and consider it separately at a special meeting. The Chairman of the Board was directed to ask the Attorney General for an opinion in the premises. On March 27th the Governor submitted the following letter to the Attorney General:

Juneau, Alaska
March 27, 1928

The Hon. John Rustgard
Attorney General
Juneau, Alaska

My Dear Mr. Rustgard:

In the cooperative road program for 1928, prepared jointly by Major Gillette, Engineer Officer of the Alaska Road Commission, and R. J. Sommers, Territorial Highway Engineer, submitted to the Territorial Board on March 26th for formal consideration and approval, was included the item of \$25,000.00 for the beginning of the construction of the Anchorage-Matanuska road as contemplated by Chapter 16, 1927 Session Laws of Alaska.

Major Elliott, President of the Alaska Road Commission, appeared before the Board and objected to this item. He spoke at length setting forth the reasons for his objections on behalf of the Alaska Road Commission and submitted a letter setting forth briefly his objections, a copy of which is attached hereto:

The Board respectfully requests your construction of Chapter 16 on the following points:

1. As the estimated cost of this project by both the Territorial Highway Engineer and the Alaska Road Commission exceeds the authorization by \$118,000.00 or 59%, and in view of the fact that the Alaska Road

Commission do not approve the project and therefore can not contribute Federal funds and have notified the Territorial Board to this effect, is it mandatory upon the Board to commence construction before reporting these facts to the next Legislature?

2. Is cooperation on the part of the Alaska Road Commission required by this act?

Very truly yours,

(Signed) GEO. A. PARKS
Governor

The Attorney General replied as follows:

Juneau, Alaska, March 28, 1928.

Hon. Geo. A. Parks
Governor of Alaska
Juneau, Alaska

My Dear Governor:

I have the honor to acknowledge receipt of yours of yesterday wherein you submit the following questions as to the construction of Chapter 16, Laws of 1927:

1. As the estimated cost of this project by both the Territorial Highway Engineer and the Alaska Road Commission exceeds the authorization by \$118,000.00 or 59%, and in view of the fact that the Alaska Road Commission do not approve the project and therefore can not contribute Federal funds and have notified the Territorial Board to this effect, is it mandatory upon the Board to commence construction before reporting these facts to the next Legislature?

2. Is cooperation on the part of the Alaska Road Commission required by this act?

ANSWER TO FIRST QUESTION

It will be noted that Section 1 says nothing about cooperation with the Alaska Road Commission. It merely provides that the Territorial Board of Road Commissioners shall have authority to construct the road in question, and "that in performance of said work * * * said Board shall not exceed more than the sum of \$200,000.00 and shall not obligate the Territory in excess of the amounts which the Legislature may from time to time appropriate for such purpose." The sum made immediately available is \$25,000.00.

The line of the road has been surveyed and the estimate of costs has been made since this act was passed. It is found by the Board that the cost of construction will be at least \$318,000.00, or 59% over the limit fixed by the Legislature.

To begin with it may be pointed out, that inasmuch as the Alaska Road Commission has declined to participate or cooperate, the entire cost of completing the road would fall upon the Territory.

The authority of the Board to build this road is not plenary or unlimited. Three conditions have been imposed upon the power of the Board in the execution of this project: First, the road must extend from Anchorage to Matanuska; Second, it must not cost over \$200,000.00; Third, not to exceed what is actually made available biennially shall be expended by the Board.

The very first problem that confronts us is the question, what is the purpose of the limitation affixed to the ultimate cost? If it was the intent to authorize or direct the Board to pro-

ceed with the expenditure of the \$25,000.00 appropriated irrespective of the ultimate cost of the project it would serve no purpose to refer to the ultimate cost in this Act. But it is a general rule of statutory construction that every provision must be given effect or assumed to have had a purpose if this can be done without doing violence to the language employed, or rendering the statute internally discordant. Adhering to this rule I see no escape from the conclusion that the provision here in question was intended to give notice to the Board that the Legislature did not consider it wise to spend more than \$200,000.00 upon this road, and that if it could not be built for that sum it should not be undertaken. To hold that it is the duty of the Board to spend the \$25,000.00 notwithstanding the fact that the road, if completed, would far exceed in cost the limit fixed by the Act itself, would be to hold that it is the Board's duty to start in to do something which the Legislature has declared unlawful to finish—an absurdity which would involve the imputation of lack of ordinary intelligence on the part of the Legislature and this is inconsistent with the policy of the courts in construing statutes.

The language of Section 1 might afford argument for the contention that the limitation in question was intended to apply only to Territorial expenditures and not to the cost of the road. But in the present case, where the Alaska Road Commission has declined to cooperate, the cost of the road would be tantamount to Territorial expenditures. Moreover, the title of the Act not only interprets the language of Section 1, but would limit the statute in its operation, even if that statute were broader in its terms. It is elementary that where, as in our case, the Organic Law provides that the subject of the Act must be expressed in the title, the Act itself can not be broader than the title. In this case the title provides that the road authorized is "to cost not exceeding \$200,000.00, of which amount \$25,000.00 is made available." This limitation expressed in the title limits the operation of the Act.

Answering the first question I would therefore say, that where the board finds the completion of the road would cost more than \$200,000.00, it has no authority to proceed with the work.

ANSWER TO SECOND QUESTION

The doubt as to the meaning of Section 2 arises from a confusion of names applied to the organizations referred to. The section first provides that the "Territorial Engineer", probably meaning the Territorial Highway Engineer, shall survey and determine the route of the road. It next provides that the Territorial Board of Road Commissioners may enter into cooperative agreement with the "Board of Road Commissioners of Alaska", and that in case such agreement is entered into the sum made available may be expended by the latter body.

There is no such organization or officers as "Board of Road Commissioners of Alaska." Standing alone this name would probably be accepted as referring to the "Territorial Board of Road Commissioners." But inasmuch as it is referred to as a separate body from the latter, it is probable that the Alaska Road Commission, a Federal organization, was meant. Assuming this to be true, I would say that cooperation between the Alaska Road Commission and the Territorial Board is not a necessary requisite for the construction of the road provided for by Chapter 16 of the laws of 1927.

Respectfully submitted,
(Signed) JOHN RUSTGARD
Attorney General

On March 29th, at a special meeting, the Attorney General's opinion was received and the following resolution adopted by the Board: That the opinion of the Attorney General be accepted and that the actions of the Board be in accordance therewith.

On June 25th the Anchorage Commercial Club transmitted a communication to the Territorial Board relative to the \$25,000.00 diverted from the General Road Appropriation for the Third Division for the construction of the Anchorage-Matanuska road under Chapter 16, 1927 Session Laws, and urged the Board to request the Attorney General's office for an opinion as to whether or not this sum was available for general road work in the Third Division.

In compliance with this request the Governor, on July 24th, addressed the following letter to the Attorney General:

Juneau, Alaska, July 24, 1928.

Juneau, Alaska.
Hon. John Rustgard
Attorney General for Alaska
My dear Mr. Rustgard:

On June 16th the Anchorage Commercial Club transmitted a communication to the Territorial Board of Road Commissioners for Alaska, relative to the \$25,000.00 diverted from the General Road Appropriation for the Third Division for the construction of the Anchorage-Matanuska road under Chapter 16, 1927 Session Laws, and urged the Board to request your office for an opinion as to whether or not this sum is now available for general road work in the Third Division.

At a special meeting held by the Board on March 29th for the purpose of taking definite action on this project, the following resolution was passed:

That the opinion of the Attorney General, setting forth the administrative duties of the Board under Section 16, 1927 Session Laws of Alaska, be accepted and that the action of the Board be in accordance therewith, and therefore, no work be undertaken on the Anchorage-Matanuska road project during the current biennium and that all facts which have been considered by the Board on this subject be presented by the Territorial Highway Engineer in a special report to the next Legislature.

It will be noticed that the language of Chapter 16 pertaining to this appropriation concludes as follows: "and which shall continue available until expended."

Chapter 60, 1927 Session Laws, General Appropriation Act, contains the following item FOR ROADS:

For the construction, maintenance, and protection of public roads, bridges, trails, etc., to be expended according to the provisions of Chapter 11, Session Laws of 1919 and all amendments thereto, \$460,000.00.

An opinion from your office is now respectfully requested as to whether the \$25,000.00 set aside by the Legislature from the General Road Appropriation Act under Chapter 16, 1927 Session Laws, is available for general road work, etc., in the Third Division in accordance with the provisions of Chapter 11, Session Laws of 1919.

Very truly, yours,
(Signed) GEO. A. PARKS,
Governor.

The following was received in reply:

Juneau, Alaska, July 30, 1928.

Hon. Geo. A. Parks
Governor of Alaska
Juneau, Alaska.

My dear Governor:

This office is in receipt of yours of 24th instant inquiring whether or not the \$25,000.00 made available by Chapter 16, Laws of 1927, for the construction of an automobile and wagon road between Anchorage and Matanuska may be expended under the provisions of Section 5 of Chapter 11 of the Laws of 1919.

The Act of 1927 authorized the Territorial Board of Road Commissioners to commence the construction of the road between Anchorage and Matanuska provided it was found that such road, completed, would cost only \$200,000.00, and made \$25,000.00 for that purpose immediately available out of the funds otherwise apportioned to the Third Division under the provisions of the Act of 1919. The Territorial Board of Road Commissioners after investigation found that the contemplated road would cost not less than the \$318,000.00, 59% over the limit fixed by the Legislature.

This office in my communication of the 28th of last March held that inasmuch as the road in question could not be built within the limitations fixed by the Legislature the Territorial Board was without authority to commence the work or to expend any part of the \$25,000.00 upon the projected enterprise. The question now arises as to whether or not the \$25,000.00 in question is available for any other purpose.

Section 1 of the Act of 1927 makes the funds available in the following language:

"That there is hereby appropriated the sum of \$25,000.00 to be used for carrying out the provisions of this Act, which amount shall be made available out of the monies which may be appropriated at the present session of the Legislature and allotted to the Third Judicial Division of Alaska for the construction and maintenance of roads, trails, bridges and ferries, AND WHICH SHALL CONTINUE AVAILABLE UNTIL EXPENDED."

The General Appropriation Act of 1927 (Chapter 60) contains the following item under the heading "roads":

"For the construction, maintenance and protection of public roads, bridges, trails, etc., to be expended according to the provisions of Chapter 11, Session Laws of 1919 and all amendments thereto, \$460,000.00."

The two acts of 1927 must be construed together. When this is done I have no hesitancy of finding that the entire amount appropriated by Chapter 60 is made available for expenditure pursuant to the Road Act of 1919, as amended, unless the Territorial Board of Road Commissioners should proceed with the construction of a road pursuant to Chapter 16 of the Laws of 1927, in which event \$25,000.00 of the money otherwise available for roads in the Third Division may be expended on the Anchorage-Matanuska project, and that if the Territorial Board of Road Commissioners had proceeded under Chapter 16 of the Laws of 1927 the sum of \$25,000.00 would have continued to have been available until expended, though the work would have extended beyond the period when biennial appropriations otherwise terminate by operation of law.

As I have interpreted Chapter 16 the construction of the Anchorage-Matanuska road was at no time compulsory upon the Territorial Board, but was always a matter of discretion, unless the cost was found to exceed the limitation fixed by the Legislature, in which latter event the Board has no authority to expend any money whatever on the project. Under these circumstances I can not believe the Legislature, having given discretionary authority to the Board on the subject, intended to withdraw the \$25,000.00 from the funds available for the Third Division whether the Board proceeded with the building of the Anchorage-Matanuska road or not. It follows that in my opinion the \$25,000.00 is available for the expenditure by the Territorial Board pursuant to the provisions of the General Road Act of the Territory.

Respectfully submitted,

(Signed) JOHN RUSTGARD,
Attorney General.

On August 1st the Board voted to accept the Attorney General's opinion of July 30, 1928, and, therefore, consider the \$25,000.00 in question available for general road work in the Third Division.

Expenditures:

1927—Territory of Alaska	\$ 2,374.50*
1928—Territory of Alaska	784.90

Total \$ 3,159.40

*—Includes \$900 carried over from previous biennium not formerly reported.

5E—Tanana Aviation Field

This landing field, 300 feet by 900 feet, is situated on the north bank of the Yukon River, one mile east of the village of Tanana.

The area was cleared, grubbed, stripped and leveled. Stripping was fairly heavy. The field is in fair condition.

Expenditures:

1927—Territory of Alaska	\$ 1,488.99
1928—Territory of Alaska	912.63
	\$ 2,401.62

7AA—Cleary Creek Road 2 $\frac{3}{4}$ miles wagon road

This road is a portion of the old road up Cleary Creek. It extends up the creek from old Cleary City and serves a dredge, a quartz mine and several small operations.

In addition to necessary maintenance, additional gravel was placed on the road and a $\frac{3}{4}$ -mile extension was graded up Chatham Creek to the dredge.

Expenditures:

1927 Territorial Divisional Board	\$ 500.00
1928 Territory of Alaska	806.72
Contributed by Chatham Creek Dredging Co.	200.00
	1,006.72
Total	\$ 1,506.72

7BA—Spaulding Mine Road 1 $\frac{3}{4}$ miles wagon road

This road extends from old Dome City, on the Fox-Olmes road, to the Spaulding mine now being operated.

During the 1928 season an old road was partly relocated and rehabilitated. The entire length was graded and 403 cu. yds. of surfacing placed where most necessary. Heath and Kearns, now operating the Spaulding Mine, contributed to the work.

Expenditures:

1928—Territory of Alaska	\$ 2,382.03
Contributed by Heath and Kearns	400.00

Total \$ 2,782.03

7C—Summit-Fairbanks Creek 13 miles road

This road branches from the Fairbanks-Chatanika Road on Pedro Summit, 20 miles from Fairbanks, and extends down Fairbanks Creek. It serves several lode mines and two placer dredges.

In addition to annual maintenance, the last three miles of this route were rehabilitated. The road was regraded and widened, soft spots surfaced with tailings and bridges and culverts renewed.

Expenditures:

1927—Territorial Divisional Board	\$ 1,360.41
1928—Territory of Alaska	3,759.26

Total \$ 5,119.67

7CA—Summit-Fish Creek 8 $\frac{1}{2}$ miles road

This road branches from the Summit-Fairbanks Creek road in Mile 1 and follows around the head of Fairbanks Creek. Crossing the divide between Fairbanks and Fish Creeks, it follows down the right limit of Fish Creek to the mouth of Last Chance. It then crosses Fish Creek and extends up Last Chance Creek 1 mile. The route serves one large dredge operation and one small open cut mine.

In 1927, 2 $\frac{3}{4}$ miles of road were constructed from the end of the old road on Fish Creek to operations on Last Chance Creek. Operators on the creek, Jackson and Wackwitz, contributed labor valued at \$500.00.

In 1928 through cooperation with the Tanana Valley Gold Dredging Company, the old road to Fish Creek was abandoned and 6 miles of road constructed on a new location. This road now well serves this area but will require additional surfacing next season.

Expenditures:

1927 Territorial Divisional Board	\$ 2,776.16
1928 Territory of Alaska	5,903.83
Contributed by Tanana Valley Gold Dredging Co.	5,000.00
	\$10,903.83
Total	\$13,679.99

7D—Fairbanks-Ester 9 $\frac{1}{2}$ miles road

This road connects Fairbanks with Ester City on Ester Creek, formerly one of the richest camps in the Fairbanks district. Along this route are situated the Alaska Agricultural College and School of Mines and the Federal Agricultural Experimental Farm. This route has a very heavy automobile traffic.

In addition to annual maintenance, 3 $\frac{1}{2}$ miles of the road were regraded and widened, 4,237 cu. yds. gravel placed as surfacing on 5 miles and 39 metal culverts installed.

Expenditures:

1927 Alaska Road Commission	\$ 3,611.01
Territory of Alaska	3,500.00
	7,111.01
Contributed by others	321.01
1928 Alaska Road Commission	1,355.67
Territory of Alaska	3,400.00
	4,755.67
Total	\$12,187.69

7DC—St. Patricks-Happy 3 $\frac{3}{4}$ miles wagon road

This road branches from the Ester Dome road 1 $\frac{1}{2}$ miles from the main Fairbanks-Ester road, and extends across the heads of St. Patricks and Happy Creeks to within $\frac{1}{4}$ mile of Happy station on The Alaska Railroad.

In 1927 the road was extended $1\frac{1}{4}$ mile. The new road was graded to a width of 30 ft. and the road previously constructed was widened to an average width of 20 ft. Annual maintenance was performed.

Expenditures:

1927--Territorial Divisional Board	\$ 3,569.47
1928--Territory of Alaska	66.24

Total	\$ 3,635.71
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7JB—Palmer Creek Aviation Field

This landing field, 200 feet by 800 feet, is situated on the left limit of the main fork of the Chena River, 2 miles above the mouth of Palmer Creek.

The area was cleared and leveled during season 1927.

Expenditures:

1927--Territory of Alaska	\$ 575.00
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7JC—South Fork Chena River $1\frac{1}{2}$ miles sled road

This route branches from the Fairbanks-Chena Hot Springs sled road at the Colorado Roadhouse, Mile 35, and extends $1\frac{1}{2}$ mile across warm slough of the Chena River, connecting with an old trail leading to the South Fork of the Chena River.

In 1928, $1\frac{1}{2}$ mile of sled road was cleared and grubbed and a king post truss bridge of 32-ft. span with approaches 20 and 28 ft. erected over the warm slough.

Expenditures:

1928--Territory of Alaska	\$ 600.00
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7N—Farmers-Birch Hill $8\frac{3}{4}$ miles wagon road

This road branches from the Fairbanks-Chatanika Road at Mile 3 and follows the foothills, connecting with the Fairbanks-Ester road at Mile 4. The road serves a number of cultivated farms and passes through the best agricultural area of this district.

The road was reshaped with grader and 2,129 cu. yds. of surfacing were placed over 2 miles. Low spots were raised with earth and surfaced. Annual maintenance was performed.

Expenditures:

1927--Territorial Divisional Board	\$ 2,731.35
1928--Territory of Alaska	1,085.10

Total	\$ 3,816.45
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7T—Farmers-Chena Slough 5 miles wagon road

This road branches from the Richardson Highway 4 miles south of Fairbanks, extending to Chena Slough and up the slough, serving several homesteads.

During the biennium $2\frac{1}{2}$ miles were grubbed and graded to 20-ft. width and $1\frac{1}{2}$ mile previously completely regraded. Stumps were grubbed, 24 ft. wide over an additional mile and over the last 3 miles to 10-ft. width.

Expenditures:

1928--Territorial Divisional Board	\$ 2,730.03
1928--Territory of Alaska	3,271.71

Total	\$ 6,001.74
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7X—Chena Hot Springs Aviation Field

This landing field, 300 feet by 800 feet, is located on the left limit of Monument Creek near the Chena Hot Springs.

During the 1928 season the field was marked and brush pulled.

Expenditures:

1928--Territory of Alaska	\$ 50.00
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7I—Fairbanks Aviation Field

This landing field is located on the ball park, known as "Weeks Field", adjacent to the town of Fairbanks. The field consists of one runway 400 feet by 2,000 feet and one 400 feet by 1,750 feet, crossing at an angle of 41 degrees.

During the biennium one runway was completed and the other completed to size 400 feet by 1,750 feet. The work involved 16 acres clearing, 4 acres grubbing, 4 acres stripping and the movement of 14,648 cu. yds. of earth an average distance of 100 feet in leveling. A flood light for use in night landing was installed on the field and a flashing beacon to guide aviators in night flying was installed on the roof of the city power plant. The City of Fairbanks contributed to the cost of the improvement of the field. The Territory provided the lighting equipment.

Expenditures:

1927--Territory of Alaska	\$ 1,944.95
City of Fairbanks	1,944.95
Total	\$ 3,889.90

1928--Territory of Alaska	3,917.42
Territorial Divisional Board	1,953.90
City of Fairbanks	3,500.00
Total	\$ 9,371.32

Total	\$13,261.22
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9—Rampart-Eureka $4\frac{1}{2}$ miles wagon road, 23 miles sled road

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

During the biennium 554 lin. ft. of native timber trestle bridges were renewed and other repairs made on the wagon road section. Minor repairs were made to bridges on the sled road section.

Expenditures:

1927--Alaska Road Commission	\$ 3,280.18
Territory of Alaska	3,000.00
Total	\$ 6,280.18

1928--Alaska Road Commission	100.00
Territory of Alaska	150.00
Total	250.00

Total	\$ 6,530.18
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11P—Chicken Aviation Field

This landing field, 350 feet by 750 feet, is situated on the left limit of Chicken Creek, $\frac{1}{2}$ mile downstream from Chicken post office.

The area was cleared, plowed and leveled with grader, providing a very good landing field. Citizens of the locality cooperated with teams and labor valued at \$550.00.

Expenditures:

1928—Territory of Alaska	\$	501.00
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11Q—Eagle Aviation Field

This landing field, 350 feet by 800 feet, is located on the grounds of old Fort Egbert adjacent to the town of Eagle.

The area was leveled and one building removed which formed an obstruction. Markers were placed at the four corners of the field.

Expenditures:

1927—Territory of Alaska	\$	455.36
1928—Territory of Alaska	\$	165.39
	\$	620.75

15A—Central House-Circle Hot Springs $8\frac{1}{2}$ miles wagon road

This road branches from the Circle-Miller road at Central House, 34 miles from Circle, and extends to the Circle Hot Springs.

The entire route was cleared, 40 ft. wide in preparation for grading next season. Sufficient repairs were made to portions of the road to keep it passable throughout.

Expenditures:

1927—Territorial Divisional Board	\$	400.00
1928—Alaska Road Commission	\$	714.97
Territory of Alaska	\$	1,500.00
	\$	2,214.97
Total	\$	2,614.97

15C—Circle Hot Springs Aviation Field

This landing field, 400 feet by 1,700 feet, is situated $\frac{1}{2}$ mile east of the Circle Hot Springs resort.

Second growth brush was pulled and markers placed.

Expenditures:

1927—Territory of Alaska	\$	20.00
1928—Territory of Alaska	\$	50.00
	\$	70.00

15E—Miller Spur $\frac{1}{4}$ mile wagon road

This spur leads from the main Fairbanks-Circle road at Mile 116 from Fairbanks to the Miller House.

During the biennium the road was cleared, grubbed and graded. Wet portions were surfaced and a 40-ft. trestle bridge erected over Mastodon Creek.

Expenditures:

1927—Territorial Divisional Board	\$	1,559.55
1928—Territory of Alaska	\$	310.98

Total	\$	1,870.53
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16B—Eagle Creek Spur 1 mile wagon road

This road branches from the Fairbanks-Circle road in Mile 105 $\frac{1}{2}$ from Fairbanks and extends to the hydraulic operations on Eagle Creek.

The route was stripped and necessary hand grading performed by the operators on the creek. The road was then finished with tractor and grader.

Expenditures:

1927—Territorial Divisional Board	\$	81.17
1928—Territory of Alaska	\$	54.29

Total	\$	135.46
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17C—Nulato Aviation Field

This landing field, 225 feet by 950 feet, is situated adjacent to and downstream from the village of Nulato, on the north bank of the Yukon River.

The field was widened and the area leveled in 1927.

Expenditures

1927—Territory of Alaska	\$	2,011.98*
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* Includes \$1,500 from previous biennium not formerly reported.

17D—Tanana-Koyukuk Telephone Lines

This is a part of the old abandoned Signal Corps telegraph line along the Yukon River. The act of the Territorial Legislature approved May 3, 1927, provided for the rehabilitation and maintenance of this line.

During 1927 the line between Tanana and Galena, a distance of 194 miles, was covered. 3 miles of new line were constructed, 350 poles and tripods erected and 21 breaks repaired.

In 1928, 1 $\frac{1}{2}$ mile of line was moved back from the river and rebuilt and all breaks repaired. The line was operating throughout at the end of the season.

Expenditures:

1927—Territory of Alaska	\$	1,742.54
1928—Territory of Alaska	\$	955.77
	\$	2,698.31

18H—Koyukuk-Unalakleet Telephone Line

This includes that part of the old telegraph line from Koyukuk to Kaltag and Unalakleet in the 4th Division. The act of the Territorial Legislature approved May 3, 1927, provided for the rehabilitation and maintenance of this line.

Necessary repairs were made to the line and it was maintained in service.

Expenditures

1927—Territory of Alaska	\$	590.00
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22—Hot Springs-Sullivan Creek 10 miles wagon road

This road starts at the mouth of Hot Springs Slough on the Tanana River and leads to placer operations at Tofty on Sullivan Creek.

Only necessary repairs were made in spring of 1928.

Expenditures:

1928 Alaska Road Commission	\$ 148.25	
Territory of Alaska	280.00	\$ 428.25

23A—Snowshoe-Beaver 126 miles winter trail

This winter trail branches from the Olnes-Livengood trail, 14 miles from Olnes. It follows the Beaver River Valley part of its length. Crossing a low divide into the head of Victoria Creek, which is followed for a part of its length, it then crosses a second divide and extends across the Yukon River flats to Beaver.

Minor repairs were made.

Expenditures:

1927—Alaska Road Commission	\$ 131.38	
Territory of Alaska	140.00	\$ 271.38

23F—Chandalar Aviation Field

This landing field is 732 feet long, 250 feet wide on one end and 300 feet wide on the other. It is situated on the left limit and near the mouth of Little Squaw Creek, a tributary to the north fork of the Chandalar River.

The site was covered with a heavy coating of moss. This area was cleared, grubbed, stripped and leveled. Local contributions of labor to the work were valued at \$615.00.

Expenditures:

1927—Territory of Alaska	\$ 2,363.17	
1928 Territory of Alaska	2,921.24	\$ 5,284.41

29E—Bettles River Aviation Field

This landing field, 250 feet by 600 feet, is located at the scene of a new placer strike on Bettles River, 30 miles northeast of Wiseman.

In 1928 the field was cleared and leveled. Local contributions in labor amounted to \$250.00.

Expenditures:

1928—Territory of Alaska	\$ 250.00	
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30—Hot Springs Landing-Eureka 24 miles wagon road

This road extends from Hot Springs Landing on the Tanana River to Eureka, a mining camp on Eureka Creek. It passes through the town of Hot Springs, 2 miles from the landing, and forms part of a portage route from the Tanana to the Yukon River at Rampart.

During the biennium annual maintenance was performed and necessary repairs made.

Expenditures:

1927—Alaska Road Commission	\$ 1,639.39	
Territory of Alaska	2,000.00	\$ 3,639.39

1928—Alaska Road Commission	62.45	
Territory of Alaska	140.00	202.45

Total		\$ 3,841.84
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30B—Manley Hot Springs Aviation Field

This landing field, 350 by 800 feet, is situated on an old farm ½ mile up Hot Springs Slough from the village of Hot Springs.

During 1928 a contract was awarded for the enlargement of this field to 350 feet by 1,100 feet, level the portion previously constructed and cut timber around the edges. The work is not yet complete.

Expenditures:

1928—Territory of Alaska	\$ 25.00	
Allotted and obligated, Territory of Alaska		800.00

32B—Iditarod-Flat 8 miles road

This road connects Iditarod, the head of navigation on the Iditarod River, with Flat City, which is the supply point for the Flat mining district.

In 1927 necessary maintenance was performed and some gravel surfacing placed.

In 1928 the entire rehabilitation of this road was undertaken. 4 miles were regraded, 2¾ miles surfaced with a heavy coat of gravel, 1 mile of lateral ditches constructed and 4 timber culverts placed.

Expenditures:

1927 Alaska Road Commission		\$ 4,348.37
1928 Alaska Road Commission	\$ 4,481.90	
Territory of Alaska	10,994.08	15,475.98
Total		\$ 19,824.35

32E—Takotna Aviation Field

This landing field, 500 feet by 1,000 feet, is located on the ridge just back of the village of Takotna.

In 1927 markings to indicate the limits of the field were placed. In 1928 second growth brush was removed.

Expenditures:

1927—Territory of Alaska	\$ 25.00	
1928 Territory of Alaska	27.00	\$ 52.00

33H—Flat Aviation Field

This field, 400 feet by 1,200 feet, is located on a ridge 1½ mile northeast of the town of Flat.

Necessary maintenance was performed.

Expenditures:

1928 Territory of Alaska	\$ 200.00	
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36D—Ophir-Takotna

22 miles road

This road connects Takotna at the head of navigation on the Takotna River with Ophir, at the head of scow navigation on the Innoko River. It crosses a low divide near Takotna and follows down the Innoko Valley, serving placer operations on tributary creeks.

During the biennium the last mile of road into Ophir was completed. Additional gravel surfacing was placed over 8¼ miles and general maintenance performed.

Expenditures:

1927—Territory of Alaska	\$ 285.00
1928—Territory of Alaska	60.00
	\$ 345.00

92E—Yukon-Kuskokwim Portage

Chapter 51, Session Laws of 1927, appropriated the sum of \$15,000.00 from the General Fund of the Territory for the purpose of improving the portage connecting the Yukon River with the Kuskokwim River below Holy Cross, with the proviso that the Alaska Road Commission should contribute not less than two-thirds of the amount required to carry out the purpose of the Act.

The Alaska Road Commission is willing to approve a reasonable expenditure of Federal funds for the improvement of this portage on a co-operative basis; however, it advises that under the provisions of the law as it now stands, the initiation of work on this project would not result in completion of a through route for the following reasons:

1. Improvement of this route is estimated to cost a total of \$24,000.00, of which amount \$12,000.00 is necessary to improve land communication and \$12,000.00 for water communications.

2. It is an established policy of the Road Commission, based upon law, that they cannot undertake waterway improvements. Therefore, as the Road Commission could at best properly expend only \$12,000.00 on the land part of this improvement, there would then be available under the provisions of Chapter 51 only half enough funds to do the water part with Territorial funds.

Under the circumstances, it will be noted that it will be necessary for the Territory to provide the funds for waterway improvements in order that this project may be undertaken.

In 1927 a preliminary survey was made of this route with a view to its improvement. Plans and estimates were prepared for the construction of two trams, totaling 1½ miles, for the elimination of one portage by the construction of ¾ mile canal and for other necessary improvements to the water portions of the route. Ties and poles for the construction of the tram have been provided at the site and construction of the entire improvement now awaits amendment of existing Territorial legislation.

Expenditures:

1927—Alaska Road Commission	\$ 435.85
1928—Alaska Road Commission	1,987.22
	\$ 2,423.07

92Q—Upper Landing-Bear Creek 26 miles sled road

This sled road extends from the head of navigatidon on the Tuluksak River to dredging operations on Bear Creek.

In 1927 necessary clearing and grubbing was done and short sections corduroyed. A bridge was constructed over the Tuluksak River

In 1928 additional improvements were made.

The route is suitable for use by tractors and trailers in summer and for bob-sleds in winter.

Expenditures:

1927—Alaska Road Commission	\$ 1,698.00
Territory of Alaska	2,000.00
	\$ 3,698.00
1928—Alaska Road Commission	542.33
Territory of Alaska	1,100.00
	1,642.33
Total	\$ 5,340.33

97A—Healy Aviation Field

This field is located on a high bench back of the village of Healy on the Alaska Railroad.

It is "L" shaped, one runway being 250 feet by 800 feet, the other 250 feet by 500 feet.

The area was cleared, grubbed and leveled and grass seed sown.

Expenditures:

1928—Territory of Alaska	\$ 491.79
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Overhead

This item includes payment of premium on bonds of Divisional Treasurer and Chairman, and payment to elected Divisional Commissioners for services in preparing recommendations.

Expenditures:

1927—Territorial Divisional Board	\$ 55.00
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Total expenditures prior to Jan. 1, 1927:		
Construction	\$2,430,925.21	
Maintenance	221,621.89	\$2,652,547.10
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Total expenditures to Dec. 31, 1928:		
Construction	\$3,299,264.21	
Maintenance	341,520.53	\$3,640,784.74
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Source of Funds:		
Territorial Funds	\$ 309,387.91	
Federal Funds	3,331,396.83	\$3,640,784.74

TERRITORIAL SHELTER CABIN FUND

APRIL 1, 1927, TO MARCH 31, 1929

Report of the administration of the Shelter Cabin Fund apportioned by the Governor in compliance with Section 3, Chapter 17, Session Laws of 1917. \$40,000.00 was available for the biennium. The following work was accomplished by the Alaska Road Commission under its cooperative agreement with the Territorial Board.

The fund was apportioned as follows:

	Allotted 1927-28	Allotted 1928-29	Total Expended
Second Division	\$ 5,787.42	\$ 6,064.00	\$11,851.42
Third Division	3,398.00	3,242.21	6,640.21
Fourth Division	8,284.14	5,490.86	13,775.00
Totals	\$17,469.56	\$14,797.07	\$32,266.63

DISTRIBUTION

SECOND DIVISION
1927-28

Route No.	Location	Work Done	Cost
18	Topkok, 48 miles from Nome.	Repairs and wood	\$ 43.00
18	Chlukuk, 66 miles from Nome	Combination cabin and dog barn constructed	791.93
18	Walla Walla, 96 miles from Nome	Repairs and wood	20.00
18	Moses, 115 miles from Nome	Repairs and wood	36.
18A	McCoys, 19 miles from Hay- cock	Log Cabin and dog barn built	500.00
18A	Choris Peninsula, 20 miles from Kiwalik	Additional bills of con- struction	16.31
18A	Arctic Circle, 34 miles from Kiwalik	Furnishing wood	25.00
21	Coal Mine, 12 miles from Unalakleet	Stove pipe and repairs	6.68
28	Dahl, 12 miles from Shelton.	Windows	8.64
28A	Iron Creek, 60 miles from Nome	Combination cabin and dog barn built	563.90
28A	Hot Springs, 77 miles from Nome	Cabin built	279.45
28A	Shelton, 85 miles from Nome.	Combination cabin and dog barn built	630.25
28A	Windy, 19 miles from Shelton.	Combination cabin and dog barn built	\$1,146.00

Route No.	Location	Work Done	Cost
41A	Kobuk, 30 miles from Kotzebue	Repairs, stove renewed, 5 cords wood placed	84.00
41A	Hunt River, 161 miles from Kotzebue	Stove and pipe renewed	24.00
41B	Aukalurik, 196 miles from Kotzebue	Repairs	25.00
41B	Pingorak, 403 miles from Kotzebue	Remaining bills for material and erection combination cabin and dog barn	402.76
42	Pt. Romanoff, 35 miles from St. Michael	Repairs and placing wood	72.00
67	Woolley, 44 miles from Nome	Repairs and wood	35.00
67	Douglas, 59 miles from Nome	Repairs and wood	35.00
67A	Lost River, 27 miles from Teller	Combination cabin and dog barn built	725.30
67A	York, 47 miles from Teller	Rebuilding into separate cabin and dog barn	293.20
73A	Harnden, 20 miles from Marshall	Stove and pipe placed	24.00
Total			\$5,787.42

1928-29

18	Topkok, 48 miles from Nome	Furnishing wood and repairs	\$ 43.11
18	Walla Walla, 96 miles from Nome	Stove pipe and damper	2.45
18	Moses, 115 miles from Nome	Stove pipe and damper	2.45
21	Golsavia, 31 miles from Unalakleet	Rebuilding dog barn	50.00
28	Garfield, 24 miles from Shelton	Combination cabin and dog barn built	690.39
28A	Shelton, 74 miles from Nome	Furnishing broom and axe	2.15
28A	Windy, 96 miles from Nome	Furnishing broom and axe	2.15
28A	106 miles from Nome	Shelter tent and stove placed	45.35
41B	Corwin, 230 miles from Kotzebue	Remaining bills for erection of dog barn	307.50
41B	Tulukuk, 261 miles from Kotzebue	Remaining bills for erection of combination cabin and dog barn	480.50
42	Kotlik, 63 miles from St. Michael	Dog barn built	\$ 130.35
62A	Peace River, 13 miles from Haycock	Log cabin and log dog barn built	500.00
67	Woolley, 44 miles from Nome	General repairs and wood	93.85
67	Tissue, 51 miles from Nome	Combination cabin and dog barn built	719.06

Route No.	Location	Work Done	Cost
67	Douglas, 60 miles from Nome	General repairs	63.85
67A	Lopp Lagoon, 93 miles from Teller	Combination cabin and dog barn built	719.06
67A	Sinrazat, 123 miles from Teller	Combination cabin and dog barn built	718.96
67C	Agiapuk, 21 miles from Teller	Combination cabin and dog barn built	778.96
67C	New Igloo, 40 miles from Teller	Combination cabin and dog barn built	713.86
Total			\$6,064.00

THIRD DIVISION

1927-28

20H	11 miles from Nancy	12 ft. by 14 ft. cabin built	\$ 587.46
48	On Hiamna Bay	Completed partially finished 12 ft. by 14 ft. cabin	340.80
51E	Between Lake and Treasure Creeks	12 ft. by 14 ft. cabin built	596.00
61A	20 miles from Strelna	Log cabin 15 ft. by 16 ft. and log barn 15 ft. by 24 ft. built	1,004.84
92J	24 miles from Naknek	Stove renewed	30.00
92K	On Becharof Lake, one mile east of Gas Rock	10 ft. by 12 ft. cabin built	250.00
92K	21 miles from Egegik	Placing stove	2.40
96B	20 miles from Chickaloon	12 ft. by 14 ft. cabin built	585.10
Total			\$3,398.00

1928-29

20J	Lewis River, 18 miles from Susitna Station	12 ft. by 14 ft. log cabin built	\$ 312.78
51E	Treasure Creek	Lumber floor and corrugated iron roof placed	326.48
51E	Spruce Creek	12 ft. by 14 ft. log cabin built	477.18
54	Homestead, 33 miles from McCarthy	14 ft. by 16 ft. log cabin built	500.00
55	19 miles from Kenal	Stove and pipe renewed	24.63
55	35 miles from Kenal	Stove and pipe renewed	25.57
55	46 miles from Kenal	Stove and pipe renewed	25.57

Route No.	Location	Work Done	Cost
65G	Notch Creek, 73 miles from Slana	12 ft. by 12 ft. log cabin built	500.00
92I	Patch of Woods, 56 miles from Dillingham	12 ft. by 14 ft. log cabin erected	550.00
92K	West End, 21 miles from Egegik	Storm shed, plank floor and galvanized iron roof placed	166.66
92K	Gas Rock, 41 miles from Egegik	Storm shed, plank floor and galvanized iron roof placed	166.66
92K	East End, 57 miles from Egegik	Storm shed, plank floor and galvanized iron roof placed	166.68
Total			\$3,242.21

FOURTH DIVISION

1927-28

7JC	15 miles from Colorado Roadhouse	Stove installed	\$ 17.57
7K	Snowshoe, Globe and Tatolina	Remaining bills for roofs on 3 cabins	91.55
9	21 miles from Rampart	Stove renewed	20.26
9	10 1/2 miles from Rampart	Cabin built	200.00
23B	24 miles from Beaver	12 ft. by 14 ft. cabin partly complete	224.91
23B	46 miles from Beaver	13 ft. by 15 ft. cabin built	285.50
23B	55 miles from Beaver	13 ft. by 15 ft. cabin built	442.47
23D	16 miles from Caro	13 ft. by 15 ft. cabin built	258.89
29	22 miles from Tanana	Stove renewed	20.71
29	33 miles from Tanana	Stove renewed	20.71
29	45 miles from Tanana	Stove renewed	20.71
29	70 miles from Tanana	Stove renewed	20.71
29	80 miles from Tanana	Stove renewed	23.80
29	134 miles from Tanana	Stove renewed	23.80
29	140 miles from Tanana	Stove renewed	23.81
29	148 miles from Tanana	Stove renewed	23.81
29A	16 miles from Bettles	12 ft. by 12 ft. cabin built	208.40
29A	41 miles from Bettles	12 ft. by 14 ft. cabin built	227.21
29C	9 miles from junction with Route 29	12 ft. by 14 ft. cabin built	350.00
29D	30 miles from Bettles	12 ft. by 14 ft. cabin built	223.76
29D	40 miles from Bettles	12 ft. by 14 ft. cabin built	223.78
32AA	16 miles from Flat	Stove pipe and damper renewed	4.75

Route No.	Location	Work Done	Cost
32AA	32 miles from Flat	Stove pipe and damper renewed	4.75
32C	18 miles from Ophir	Damper renewed	.50
32C	Fritz's, 33 miles from Ophir	Stove renewed, bunks installed	67.80
34B	15 miles from Iditarod, Little Yentna River	12 ft. by 14 ft. cabin built	400.00
46	43 miles from Kobi	Stove pipe renewed	.86
46G	17 miles from Kobi	Stove renewed	18.25
46G	30 1/2 miles from Kobi	Stove renewed	18.26
46L	12 miles from Knights	12 ft. by 14 ft. cabin built	100.00
46L	18 miles from Knights	12 ft. by 14 ft. cabin built	100.00
46L	26 miles from Knights	12 ft. by 14 ft. cabin built	100.00
46L	38 miles from Knights	12 ft. by 14 ft. cabin built	189.96
63	50 miles from Dunbar	12 ft. by 14 ft. cabin built	298.29
65F	80 miles from Grundler, Sam Creek	12 ft. by 14 ft. cabin built	542.98
76	20 miles from Cantwell	Roof on cabin repaired and 16 ft. by 20 ft. barn built	610.00
76	43 miles from Cantwell	12 ft. by 14 ft. cabin and 16 ft. by 20 ft. barn built	1,196.38
92A	29 miles from Bethel	12 ft. by 14 ft. cabin built	800.00
92A	68 miles from Bethel	12 ft. by 14 ft. cabin built	800.00
92F	16 miles from Quinhagak	Stove renewed	15.00
92F	36 miles from Quinhagak	Stove renewed	15.00
92O	Foothills, 32 miles from Tuluksak	Remaining bills for stove and roof	49.00
Total			\$8,284.14

1928-29

9	10 miles from Rampart	Additional bills for roof and stove	46.61
23A	36 miles from Olnes, Bend	12 ft. by 14 ft. cabin built	150.00
23A	106 miles from Olnes, Victoria Creek	12 ft. by 12 ft. cabin built	350.00
23A	124 1/2 miles from Olnes, Larsens	12 ft. by 12 ft. cabin built	213.50
23B	24 miles from Beaver	Completed cabin started 1927	161.45
32C	18 miles from Ophir, Brown Creek	New stove and pipe placed	19.25
32C	33 miles from Ophir, Fritz's	New stove pipe placed	3.30
32C	46 miles from Ophir, First Chance	New stove and pipe placed	19.25
32D	14 miles from Flat, Bonanza	New damper	.50
34A	17 miles from Holy Cross, Walkers	12 ft. by 14 ft. log cabin built	500.00

Route No.	Location	Work Done	Cost
38B	15 miles from Poorman, Silver Creek	New stove and pipe placed	18.80
46A	24 miles from Roosevelt, Bartlett	New cabin and stove	148.30
46E	56 miles from Diamond, Snohomish	12 ft. by 14 ft. cabin built	100.00
46L	38 miles from Knights, Myrtle Creek	Additional bills for cabin and stove	20.04
53A	10 miles from Circle	10 ft. by 10 ft. tent and stove erected	100.00
65F	80 miles from Grundler, Sam Creek	Additional bills for cabin	103.64
76	30 miles from Cantwell, Brushkana	Cabin, 12 ft. by 14 ft. and horse barn 16 ft. by 20 ft. built	1,221.32
80B	17 miles from McGrath, Crooked Creek	12 ft. by 14 ft. cabin built	400.13
92E	90 miles from Russian Mission	Tent and stove placed	25.92
92M	26 miles below Kaltshak, Hermans	12 ft. by 14 ft. cabin built	319.43
92P	15 miles above Kaltshak, Halfway	12 ft. by 14 ft. frame cabin built	800.00
	165 miles below McGrath on River	New stove and pipe placed	19.42
	Arolic Gap, halfway from Quinhagak to mines	12 ft. by 14 ft. frame cabin	750.00
		Total	\$5,490.86