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BIENNIAL REPORT

Territorial Highway Engineer
Territorial Board of Road Commissioners
for the
TERRITORY OF ALASKA

April 1, 1929 to March 31, 1931.

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TERRITORIAL BOARD OF ROAD COMMISSIONERS:

Hon. Geo. A. Parks, Chairman

Hon. Cash Cole, Secretary

Walstein G. Smith, Member

R. J. Sommers, Territorial Highway Engineer.

Juneau, Alaska
March 2, 1931.

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

Sir:

Herewith I beg to transmit through your office, to the Tenth 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, 1929 to March 31, 1931.

Respectfully yours,

/s/ Cash Cole

Secretary of the Board.

REMARKS:

This report covers all road work and other expenditures under the jurisdiction of the Territorial Board of Road Commissioners, during the biennium, April 1, 1929 to March 31, 1931.

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 expended directly by the Territorial Board is shown in this report under that caption.

Cooperative agreements entered into by the Territorial Board during the biennium were in accordance with Chapter II, Section 17, Session Laws of Alaska, April 21st, 1919.

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

Such recommendations as received by the Territorial Board were largely carried out by Territorial funds directly, or by cooperative funds under the U.S. Forest Service and the Alaska Road Commission. However, it is obvious that sufficient funds are not available 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.

AVIATION

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

First Division

Skagway
Ketchikan, Hydro-
Plane Port.
Wrangell, Hydro-
Plane Port.
Petersburg, Hydro-
Plane Port.

Total4

Second Division

Nome
Solomon
Golovin
Moses Point
Unalakleet
Council
Marshall
Teller
Deering
Keewalik
Candle
Kotzebue
Kobuk
Wales
Pilgrim Hot
Springs
Bluff
Koyuk
Haycock
Lost River
St. Michael

Total20

Third Division

Anchorage
Kenai
Valdez
Wasilla
Cache Creek
Curry
Willow Creek
Moose Creek
Susitna Station
Lake Spanard
McCarthy
Seward
Gordova (17 miles
out.)
Lower Tonsina
Copper Center
Kusilof
Ninilchik
Cantwell
Upper Tonsina
Valdez Creek
Upper Guktna
River
Nebozna
Chisana

Total23

Fourth Division

Fairbanks
Nenana
Kantishna
Lake Minchumina
Telida
Berry's Landing
McGrath
Tokotna
Ophir
Flat
Manley's Hot Springs
American Creek
Tanana
Ruby
Nulato
Livengood
Ft. Yukon
Chandalar
Wiseman
Circle Hot Springs
Chena Hot Springs
Palmer Creek
Eagle
Chicken Creek
Healy
Bettles River
Tanana Crossing

Total27

The dimensions of the aviation fields vary in size from 250 feet by 600 feet to 600 feet by 2,000 feet. The Fairbanks and Anchorage fields, each have two runways 400 feet by 1400 feet. The Fairbanks field is equipped with a B.B.T. intermediate mail air port flood light for night landing. This light has given very satisfactory results; a similar light should be installed at the Anchorage field.

At the present writing there are four commercial aviation companies operating in the Territory; at Nome, the Northern Air Transport Company, the Alaska Air Ways Inc., at Fairbanks, the Alaska Air Ways Inc., at Anchorage, the International Air Ways and the Alaska Air Ways Inc., and at Valdez, the Gillman Air Ways.

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 Territorial aviation field are constructed were also extended to communication service, that Board, in cooperation with the Signal Corps, might remedy this situation.

The commercial success and progress of aviation in the Territory has far exceeded the expectations of the most optimistic persons interested in this 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 the Territory, should be rendered.

FUNDS

Biennium April 1, 1929, to March 31, 1931.

Territorial Appropriation, 1929, Roads	\$320,000.00	
Forest Revenue - 1929 & 1930	36,154.32	
Refund from Forest Service, Sec. No. 1		
Texas Creek Road	850.59	
Refund from Forest Service, Sec. No. 2		
Texas Creek Road	4,670.00	
Refund from Alaska Railroad acc't.		
Fairbanks aviation light	13.75	
Refund due from City of Wrangell acc't.		
Wrangell Hydro-Plane Port.....	2,033.91	
Refund from Town of Petersburg acc't.		
Petersburg Hydro-Plane Port.....	<u>2,007.21</u>	365,729.78
Holdover from previous biennium:		
1st Division	7,082.69	
2nd "	295.11	
3rd "	12,809.83	
4th "	<u>391.51</u>	20,579.14
Total for roads		<u>\$386,308.92</u>

Special Appropriations, 1929:

Telephone Lines, Haycock-Candle Ch. 80.....	7,500.00	
" " Seward Peninsula. Ch. 44	5,000.00	
Yukon-Kuskokwim Portage, Ch. 106	7,500.00	
Shelter Cabins	20,000.00	
Salmon River protection work, Hyder, Ch. 26	<u>7,500.00</u>	47,500.00

Set up by Department of Interior, per J.A. Ramsey for Salmon River protection work, Hyder	1,440.04	1,440.04
Total for roads		\$435,248.96

BIENNIAL EXPENDITURES:

Cooperation with Forest Service	39,650.00(a)	
" " A. R. C.	293,386.02	
Expended direct by the Board	34,669.41(b)	
Office, Territorial Highway Engineer	10,125.92	
Secretary of the Board	<u>864.35</u>	378,695.70

Non-reverting Unexpended Balances:

Due from City of Wrangell on acc't Wrangell Hydro-Plane Port	2,033.91	
1st Division	3,369.38	
2nd "	1,071.36	
3rd "	30.47	
4th "	<u>1,108.10</u>	7,613.22
Total for roads		386,308.92

Special Appropriation Expenditures:

Shelter Cabins	18,628.99	
Unexpended balance reverting	<u>1,371.01</u>	20,000.00
Salmon River protection, Hyder, Ch.26	8,939.55(c)	
Unexpended balance reverting	<u>.49(c)</u>	8,940.04
Telephone line, Haycock-Candle, Ch.80	74.00	
Unexpended balance reverting, Ch.80	<u>7,426.00</u>	7,500.00
Telephone lines, Seward Peninsula, Ch.44	5,000.00	5,000.00
Yukon-Kuskokwim Portage, Ch.106	<u>7,500.00</u>	<u>7,500.00</u>
Grand Total		\$435,248.96

(a) Includes \$15,000.00 obligated for West Petersburg Road.

(b) Includes:

Ketchikan Cemetery Road	\$3,300.81
Meehan to Kokomo Creek	500.00
Recording of rights of way deeds	68.75
Printing aviation report blanks	12.00
Lower Tonsina Aviation Field	1,003.60
Maintenance Cordova Aviation Field	450.00
Lighting equipment, Fairbanks Aviation Field	33.98
Ketchikan-Hydro-Plane Port	6,365.71

Ketchikan Hydro-Plane Port Road	1,692.38
Wrangell Hydro-Plane Port	9,194.40
" " " " " Road	110.00
Petersburg Hydro-Plane Port	5,028.84
" " " " " Road	608.81
Investigation Sitka Hydro-Plane Port	98.33
" Juneau " " "	69.44
Skagway Seaplane Float	286.32
Cordova-Eyak boat landing road	1,498.87
Surfacing Ketchikan-Ward Cove Terr. Section	1,200.00
Aviation field cuts	67.20
Miscellaneous cablegrams	29.77
Stenographic work	50.00

(c) Includes \$1,440.04 contributed by Department of the Interior.

ALLOTMENT OF TERRITORIAL FUNDS
Fiscal Year, April 1, 1929, to March 31, 1930.

Available Funds:- General Road Appropriation.

	1st	2nd	3rd	4th	
	<u>Division</u>	<u>Division</u>	<u>Division</u>	<u>Division</u>	<u>Totals</u>
Holdover 4/1/29	2,082.69	295.11	12,809.83	391.51	15,579.14
Appropriation	40,000.00	40,000.00	40,000.00	40,000.00	160,000.00
Forest Revenues	3,867.92	3,867.92	3,867.92	3,867.92	15,471.68
Refunds	5,850.59	--	--	13.75	5,864.34
Totals	<u>\$51,801.20</u>	<u>44,163.03</u>	<u>56,677.75</u>	<u>44,273.18</u>	<u>196,915.16</u>
		DISTRIBUTION			
Coop. Forest Ser.	6,450.00	--	4,500.00	--	10,950.00
Coop. Alaska Road Commission	24,100.00(a)	40,974.35(b)	43,500.00(c)	42,338.68(d)	150,913.03
Territorial Board	5,842.45	1,088.70	2,140.33	1,137.81	13,209.29
Holdover 4/1/30	12,408.75	2,009.98	6,537.42	796.69	21,842.84
Totals	<u>51,801.20</u>	<u>44,163.03</u>	<u>56,677.75</u>	<u>44,273.18</u>	<u>196,915.16</u>

(a) Includes \$4,600.00 for aviation fields.

(b) Includes \$2,500.00 for Nome Harbor, \$74.00 for telephone lines Chapter 80, \$440.35 for telephone lines Chapter 20, and \$8,342.67 for aviation fields.

(c) Includes \$12,444.87 for aviation fields.

(d) Includes \$15,003.72 for aviation fields, and \$1,638.68 for telephone lines Chapter 20.

Fiscal Year April 1, 1930 to March 31, 1931.

Available funds:	General Road Appropriation.				
	1st	2nd	3rd	4th	Totals
	<u>Division</u>	<u>Division</u>	<u>Division</u>	<u>Division</u>	
Holdover 4/1/30	12,408.75	2,099.98	6,537.42	796.69	21,842.84
Appropriation	40,000.00	40,000.00	40,000.00	40,000.00	160,000.00
Forest Revenues	5,170.66	5,170.66	5,170.66	5,170.66	20,682.64
Refunds	<u>7,677.21</u>	--	--	--	<u>7,677.21</u>
Totals	64,256.62	47,270.64	51,708.08	45,967.35	209,202.69
		DISTRIBUTION			
Coop. Forest Ser.	24,200.00	--	4,500.00	--	28,700.00
Coop. Alaska Road Commission	11,681.08(a)	45,241.91(b)	43,600.00(c)	41,950.00(d)	142,472.99
Territorial Board	25,030.72	954.67	3,560.15	2,904.85	32,450.39
Holdover 4/1/31	<u>3,369.38</u>	<u>1,071.36</u>	<u>30.47</u>	<u>1,108.10</u>	<u>5,579.31</u>
Totals	64,281.18	47,267.94	51,690.62	45,962.95	209,202.69

(a) Includes \$2,181.08 for aviation fields.

(b) Includes \$2,500.00 for Nome, Harbor, \$4,142.26 for aviation fields, \$599.65 for telephone lines Chapter 20, and \$13,000.00 for Sunset Creek Road.

(c) Includes \$8,133.52 for aviation fields.

(d) Includes \$7,371.83 for aviation fields and \$2,346.60 for telephone lines Chapter 20.

**SUMMARY OF ALL TERRITORIAL APPROPRIATIONS AND ACCUMULATIVE FUNDS TO
MARCH 31, 1931.**

Forest Revenues to June 30, 1930	\$320,136.41
April 30, 1917, Shelter Cabins	20,000.00
May 3, 1917, Road, 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 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, Tolevna 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, Seward Peninsula	3,999.20
April 30, 1925, Pioneer Com. Road	3,341.02
May 2, 1927, Telephone Lines, Seward Peninsula	4,000.00
May 5, 1927, Roads, etc.	460,000.00
May 5, 1927, Shelter Cabins	32,266.63
April 27, 1929, Telephone Lines, Seward Peninsula	5,000.00
May 1, 1929, Telephone Lines	74.00
May 2, 1929, Yukon-Kuskokwim Portage	7,500.00
May 2, 1929, Shelter Cabins	18,628.99
May 2, 1929, Roads, etc.	320,000.00

Salmon River Protection Work	8,939.55
Deposits from sales and refunds	428.75
	<u>\$2,850,066.27</u>

SUMMARY OF EXPENDITURES TO MARCH 31, 1931:

Expended by Territory prior to April 1, 1921	684,239.64
Expended by Territory, April 1, 1921 to March 31, 1931	90,173.08
Supervised by Alaska Road Commission 1921-1931	226,691.32
Cooperative with Alaska Road Commission 1920-1931	1,500,201.42
Cooperative with Forest Service 1920-1931	329,199.50
Total expended to March 31, 1931.....	<u>2,824,073.42</u>
Balance April 1, 1931, Forest Revenues non-reverting....	5,579.31
Balance obligated but unexpended, funds deposited with Alaska Road Commission	
Second Division: Aviation Fields	2,000.00
Sunset Creek Road	10,000.00
Fourth Division: Aviation Fields	1,482.00
Takotna Aviation Field Road	500.00
	<u>2,850,066.27</u>

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 several years ago. Marking this channel for use by small boats was authorized by act of April 27, 1929.

Markers of spruce poles, spaced at intervals of from 100 to 200 feet, were maintained during the biennium.

Expenditures:

1929-Territory of Alaska ...	\$361.00	
1930-Territory of Alaska....	<u>200.00</u>	
Total		\$561.00

1AB-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 39, 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.

Work during the biennium consisted largely of maintenance. Additional gravel surfacing was placed, bridges repaired and brush cut. The surface was maintained with power grader.

Expenditures:

1929 - Alaska Road Commission ..	\$2,489.30	
Territory of Alaska	<u>4,875.87</u>	\$7,365.17
1930 - Alaska Road Commission ..	856.35	
Territory of Alaska	<u>4,199.89</u>	<u>5,056.24</u>
Total		12,421.41

30 - Porcupine Extension (5 Miles Road, 15 Miles Trail).

This is the old road to Porcupine Creek, on the right limit of the Klehini River. It was formerly reached by a bridge at Wells which crossed the Chilkat River below the confluence of the Klehini. The route is now used as a wagon road between Porcupine and Glacier Creeks, the remainder being suitable for use as a trail only.

Only minor repairs were made to the road portion of this route which is very little used.

Expenditures:

1929-Alaska Road Commission ..	\$35.00	
Territory of Alaska.....	<u>65.00</u>	\$100.00

31 - Haines-Mud Bay (10 Miles Road)

This road extends southward from Haines along the west side of the Chilkat Peninsula to the cannery on Lstnikof Cove and then across the Peninsula to Mud Bay on the east side of the Peninsula.

In addition to necessary maintenance, the section between the cannery and Mud Bay was further improved. High culverts were installed, and one mile gravel surfaced.

Expenditures:

1929-Alaska Road Commission ..	\$183.00	
Territory of Alaska	<u>340.00</u>	\$523.00
1930-Alaska Road Commission .	230.72	
Territory of Alaska	<u>1,400.00</u>	<u>1,630.72</u>
Total		\$2,153.72

13 Haines-Chilkoot (3 Miles Road):

This route, as relocated, follows the shore line well above high tide, around the peninsula north of Haines to Chilkoot Inlet.

In 1929, 2 $\frac{1}{4}$ miles of road were constructed on the new location. The work involved the removal of 6,226 cu. yds. of rock and 1,268 cu.yds. of earth. 496 cu. yds. of surfacing were placed on $\frac{3}{4}$ mile of road and 6 metal culverts were placed. Residents on the route contributed labor valued at \$1,000.

In 1930, $\frac{1}{2}$ mile of road was surfaced and 22 metal culverts placed. Slides were removed and necessary maintenance performed.

Expenditures:

1929-Territory of Alaska ..	\$10,398.82	
1930-Territory of Alaska ..	<u>1,552.21</u>	\$11,951.03

14 - Sitka-Indian River-- $\frac{3}{4}$ Mile Road:

This road extends from the city limits of Sitka through the National Monument, connecting with the Forest Service road to the power station.

The road is gravel surfaced and suitable for motor traffic.

In 1929 the 60 span bridge over Indian River was renewed.

In 1930 only necessary maintenance was performed.

Expenditures:

1929-Alaska Road Commission ..	\$135.39	
Territory of Alaska.....	290.00...	\$425.39
1930-Alaska Road Commission ...	21.34	
Territory of Alaska.....	<u>79.00...</u>	<u>100.34</u>
Total		525.73

140. Pioneer Cemetery Road ($\frac{1}{2}$ Mile Road):

This road extends from the city limits of Sitka to the Pioneer Cemetery.

It is gravel surfaced and suitable for motor traffic.

During the biennium only necessary maintenance was performed.

Expenditures:

1929-Territory of Alaska.....	\$129.31
1930-Territory of Alaska.....	<u>188.90</u>
	\$318.21

14D. National Cemetery Road ($\frac{1}{2}$ Mile Road):

This road leads from the city limits of Sitka to the National Cemetery.

It is gravel surfaced and suitable for motor traffic.

Only necessary maintenance was performed.

Expenditures:

1929-Alaska Road Commission ..	\$36.02
Territory of Alaska.....	<u>70.00</u>
	\$106.02
1930-Alaska Road Commission...	51.06
Territory of Alaska.....	<u>320.00</u>
	371.06
Total	477.08

40. Douglas-Gastineau Channel (2 Miles Road):

This route extends from the village of Douglas northwest along the shore of Gastineau Channel, serving several dairies, farms and the cemetery.

It is gravel surfaced and suitable for motor traffic.

In 1929, $\frac{1}{2}$ mile of this road adjoining the city limits of Douglas was surfaced. Minor repairs were made to bridges.

In 1930 this road was included in the Forest Road System.

Expenditures:

1929-Alaska Road Commission ...	\$191.20	
Territory of Alaska	<u>410.00</u>	\$601.20

41A. 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 the section of trail to Dyea was completed and the trail to Smuggler's Cove improved. Minor repairs to other trails were made.

Expenditures:

1929-Alaska Road Commission ..	\$50.00	
Territory of Alaska.....	<u>150.00</u>	\$230.00
1930-Alaska Road Commission ..	<u>30.00</u>	
Territory of Alaska.....	<u>170.00</u>	<u>200.00</u>
Total		<u>430.00</u>

41B. Skagway Aviation Fields

This landing field is located in the north end of the Skagway townsite, and along the Skagway river. The field is 310 by 1960 feet.

In 1929 surveys were made and land acquired by the City of Skagway. Clearing was started and equipment assembled for the work.

In 1930 the field was leveled and sowed to grass seed. Leveling required the moving of 9000 cu. yds. of material. A brush dike was constructed along a part of the west side of the field to prevent encroachment by the Skagway River.

Expenditures:

1929-Territory of Alaska..	\$3,600.00	
1930-Territory of Alaska..	<u>3,181.08</u>	\$6,781.08
City of Skagway, purchase of site		<u>3,213.48</u>
Total		<u>9,994.56</u>

81. Good Creek-Salmon River (1½ Miles Road):

This road extends from Parkers ranch on Good Creek, Strawberry Point, eastward to and across Salmon River, connecting up several homesteads. This subproject also includes landing facilities for small boats serving the area.

In 1929 the scow originally used as a landing was replaced by a 30 by 42 foot dock constructed with creosoted piles and provided with small warehouse and stiff-leg derrick.

In 1930 repairs were made to the dock. Ditches on the road were cleaned and bridges repaired.

Expenditures:

1929-Alaska Road Commission ..	\$1,206.21	
Territory of Alaska.....	<u>2,410.00</u>	3,616.21
1930-Alaska Road Commission ..	65.00	
Territory of Alaska	<u>390.00</u>	<u>455.40</u>
Total		<u>4,071.81</u>

Ketchikan Hydro-Plane Port:

The Ketchikan Hydro-Plane Port is located on the Ketchikan-Ward Cove Highway about 1½ mile northwest of Ketchikan. The structure consists of a platform 60 by 112 feet with a 15% incline ramp 40 feet wide, extending to mean low water. An electric winch is provided for pulling planes up the ramp onto the platform. The structure was built jointly by the City of Ketchikan and the Territory.

Expenditures:

City of Ketchikan	\$6,365.71	
Territory of Alaska ...	<u>6,365.71</u>	
Total		\$12,731.42

Ketchikan Cemetery Road ($\frac{1}{2}$ Mile):

This road leaves the Ketchikan-Saxman Highway about one mile east of the townsite of Ketchikan. It extends about $\frac{1}{2}$ mile north to the new Ketchikan cemetery site.

Expenditures:

Territory of Alaska\$5,300.81.

Ketchikan Hydro-Plane Port Road ($\frac{1}{4}$ Mile):

This road connects the Ketchikan Hydro-Plane Port with the Ketchikan-Ward Cove Highway.

Expenditures:

Territory of Alaska \$1,692.38

Wrangell Hydro-Plane Port:

This structure is located on the Wrangell Highway, 2 miles east of Wrangell. The structure is the same as Ketchikan.

Expenditures:

City of Wrangell	\$2,033.91	
Territory of Alaska	<u>7,160.49</u>	
Total		\$9,194.40

Wrangell Hydro-Plane Port Road:

Work consisted of grading approach from the Wrangell Highway to the hydro-plane port.

Expenditures:

Territory of Alaska\$110.00

Petersburg Hydro-Plane Port:

This structure is located on the Petersburg Highway about 1 mile south of Petersburg. The structure is the same as Ketchikan.

Expenditures:

City of Petersburg\$2,007.21
Territory of Alaska.... 6,021.63
Total \$8,028.84

Petersburg Hydro-Plane Port Road:

Work consisted of grading approach from the Petersburg Highway to the Hydro-Plane Port.

Expenditures:

Territory of Alaska.....\$608.81

Skagway Seaplane Float:

This structure consists of a small float anchored in the Skagway harbor. It was built jointly by the town of Skagway and the Territory.

Expenditures:

City of Skagway\$95.44
Territory of Alaska286.32
Total \$381.76

Surfacing, Ketchikan-Ward Cove Territorial Section
(1500 ft.):

This project is located between the City limits of Ketchikan and the Ketchikan-Ward Cove Forest Highway. Work consisted of some regrading and crushed rock surfacing of the entire project. This section has now been included in the Tongass Forest Highway System.

Expenditures:

Territory of Alaska\$1,200.00

Almon River Protection Work (Hyder):

The 1929 Legislature appropriated \$7500.00 for protection of the town of Hyder from the floods of the Almon River; to this amount was added \$1440.04 by the United States Land Office, accrued from lot sales in the town of Hyder.

Work consisted of timber revetment for river diversion at the bluff about 3/4 of a mile north of Hyder and about 3/4 mile down the river. A new channel was cut and the river diverted into an old channel leading behind an island and flowing into the bay. The work was done during the early summer of 1929, and up to the present time has withstood fall floods. It is believed that with a very small annual maintenance fund for removing lodged timber debris, the present channel can be maintained. It is recommended that \$2,000.00 be made available for this work.

Expenditures:

From Land Office Fund	\$1,440.04
Territory of Alaska, Ch.26.....	<u>7,499.51</u>
Total	\$8,939.55

SECOND DIVISION

SUMMARY OF SUBPROJECTS

Allotments and Expenditures April 1, 1929 to March 31, 1931.

No.	Name of Project	Wagon Sled			Total	A.R.C. Coop. with Territory	Territory coop. with A.R.C.	Total
		Road	Road	Trail				
8	Nome-Council.....	57	—	25	82	\$15,682.59(a)	\$12,001.38	\$27,638.97
8D	Council-Ophir.....	12	—	—	12	1,144.92	1,150.00	2,294.92
8H	Casa de Paga Road	20	—	—	20	3,837.99	3,000.00	6,837.99
8K	Council Aviation Field	—	—	—	—	—	1,008.64	1,008.64
13A	Nome-Bessie	3 $\frac{1}{2}$	—	—	3 $\frac{1}{2}$	4,858.87	3,400.00	8,258.87
13B	Bessie-Snake River	8 $\frac{3}{4}$	—	—	8 $\frac{3}{4}$	2,263.75	1,550.00	3,813.75
13BA	Snake River-Momment Creek.....	—	3	—	3	658.76(b)	200.00	858.76
13C	Bessie-Little Creek	2	—	—	2	182.20	160.00	342.20
13CA	Little Creek-Sunset Creek	1 $\frac{1}{2}$	—	—	1 $\frac{1}{2}$	512.13	3,000.00	3,512.13
13F	Nome-Osborn	10 $\frac{1}{2}$	—	—	10 $\frac{1}{2}$	2,537.15(c)	1,650.00	4,187.15
13K	Bessie-Buster	7 $\frac{1}{2}$	—	—	7 $\frac{1}{2}$	1,883.87	1,120.00	3,003.87
18	Kaltag-Nome	—	—	280	280	2,040.43	1,385.00	3,425.43
18A	Bonanza-Kotzebue	—	—	240	240	1,197.09	790.00	1,987.09
18B	Golovin-Council	—	—	35	35	99.00	60.00	159.00
18D	Unalakleet Aviation Field	—	—	—	—	—	795.17	795.17
18E	Solomon Aviation Field	—	—	—	—	—	353.68	353.68
18F	Golovin Aviation Field	—	—	—	—	—	1,063.95(d)	1,063.95
18G	Moses Aviation Field	—	—	—	—	—	22.20	22.20
18H	Kaltag-Unalakleet Tel. Line	—	—	—	—	—	1,000.00	1,000.00
21	Unalakleet-St. Michael	—	—	60	60	980.76	650.00	1,630.76
21A	St. Michael Aviation Field	—	—	—	—	—	110.00	110.00
25C	Nome Wireless	$\frac{1}{2}$	—	—	$\frac{1}{2}$	98.28	100.00	198.28
25D	Mouth of Center Creek	3 $\frac{1}{2}$	—	—	3 $\frac{1}{2}$	8,105.13(e)	2,831.20	10,936.33
25E	Submarine-Paystreak	3	—	—	3	447.60	500.00	947.60
25L	Nome Aviation Field	—	—	—	—	381.00(f)	2,297.41	2,678.41
25M	Telephone Lines Seward Penn.....	—	—	—	—	150.00(g)	5,000.00(h)	5,150.00
26	Candle-Candle Creek	6	—	—	6	3,464.66	3,250.00	6,714.66
26B	Bear Creek Trail	—	—	45	45	7.09	6.00	13.09
26D	Kiwalik Aviation Field	—	—	—	—	—	136.50	136.50
26E	Candle Aviation Field	—	—	—	—	—	1,005.00	1,005.00
26F	Telephone Line Reconnaissance...	—	—	—	—	—	148.00(i)	148.00
26G	Candle Radio Road	$\frac{1}{2}$	—	—	$\frac{1}{2}$	240.00	260.00	500.00
27	Deering-Immachuck	25	—	—	25	4,042.18	4,500.00	8,542.18

Allotment and Expenditures April 1, 1929; to March 31, 1931.

No.	Name of Project	Wagon Sled		Trail	Total	A. R. C. Coop. with Territory	Territory coop. with A. R. C.	Total
		Road	Road					
27A	Deering Aviation Field	--	--	--	--	--	703.75	703.75
28	Shelton-Candle	--	--	152	152	23.00	12.00	25.00
28A	Nome-Serpentine Hot Springs ...	--	--	148	148	2,381.58	1,370.00	3,751.58
37B	Bluff Aviation Field	--	--	--	--	--	80.00	80.00
41	Kiana-Klery Creek	--	--	12	12	60.46	58.00	118.46
41A	Kotzebue-Shungnak	--	--	200	200	339.38	220.00	559.38
41C	Kiwalik-Noorvik	--	--	100	100	120.00	180.00	300.00
41D	Kotzebue Aviation Field	--	--	--	--	--	677.50	677.50
41E	Kobuk Aviation Field	--	--	--	--	--	1,999.00	1,999.00
62	Dime Creek Road	9	--	--	9	590.92	300.00	890.92
62A	Haycock-Bear Creek	--	--	22	22	181.82	120.00	301.82
62B	Haycock Aviation Field	--	--	--	--	--	105.00	105.00
62C	Koyuk Aviation Field	--	--	--	--	--	27.08	27.08
67	Nome-Teller	--	--	80	80	964.00	680.00	1,644.00
67A	Teller-Cape Prince of Wales ...	--	--	67	67	288.26	185.00	473.26
67B	Teller-Bluestone	11	18	--	18	1,871.95	1,850.00	3,721.95
67C	Teller-Pilgrim Hot Springs	--	--	48	48	41.00	30.00	71.00
67E	Teller Aviation Field	--	--	--	--	--	438.00	438.00
67F	Tin City-Goodwin	3	--	--	3	366.73	390.00	656.73
67G	Lost River Aviation Field	--	--	--	--	--	121.40	121.40
67H	Wales Aviation Field	--	--	--	--	--	121.40	121.40
67J	Woolley-Gold Run	--	--	30	30	200.00	300.00	500.00
68	Flagging Trails	--	--	712	712	3,087.39	2,845.00	5,932.39
73	Marshall Road	--	5	--	5	1,813.65	1,650.00	3,463.65
73A	Kotlik-Marshall	--	--	148	148	76.85	115.00	191.85
73C	Scammon Bay Trail	--	--	89	89	20.73	12.00	32.73
73D	Marshall Aviation Field	--	--	--	--	--	2,000.00(j)	2,000.00
89A	Seward Peninsula Railroad	74	--	--	74	20,951.29	--	20,951.29
89B	Pilgrim Aviation Field	--	--	--	--	--	1,116.00(k)	1,116.00
89C	Iron Creek-American Creek	--	--	12	12	524.78	480.00	1,004.78
89D	Nome Harbor	--	--	--	--	--	5,000.00	5,000.00
	Allotted Haycock Aviation Field	--	--	--	--	--	2,000.00	2,000.00
	Allotted Sunset Creek Road	--	--	--	--	--	10,000.00	10,000.00
	Totals.....	246	26	2505	2777	\$88,746.32(1)	\$89,590.26	\$178,336.58

- (a) Includes \$270.00 contributed by Hastings Creek Dredging Co.
- (b) Includes \$500.00 contributed by S. L. B. Development Co.
- (c) Includes \$37.50 contributed by Dry Creek Dredging Company
- (d) Includes \$300.00 allotted and obligated in previous biennium, expended this biennium.
- (e) Includes \$3,197.60 contributed by Hammon Goldfields Consolidated.
- (f) Includes \$297.00 contributed by Alaska Airways and \$84.00 by Northern Air Transport.
- (g) Contributed by A. V. Cordovado.
- (h) From Special Appropriation.
- (i) Includes \$74.00 from Special Appropriation.
- (j) Allotted and obligated in previous biennium, expended this biennium.
- (k) Includes \$500.00 allotted and obligated in previous biennium, expended this biennium.
- (l) All A. R. C. expenditures are to December 31, 1930. In accordance with the cooperative agreement of April 1, 1930, there remains a balance of \$33,376.60 A. R. C. funds allotted to carry the work to June 30, 1931.

OPERATIONS DURING BIENNIUM

<u>Nome Locals</u>	<u>Miles</u>
Route 13A Nome-Bessie	3.5
13B Bessie-Snake River	8.75
13C Bessie-Little	2.0
13F Nome-Osborn	10.25
13K Bessie-Buster	5.0
250 Nome-Wireless	0.25
25X Submarine-Paystreak	3.0

During the biennium necessary repairs and general maintenance were performed on the local Nome roads listed above. One-half mile of the Bessie-Snake River road was surfaced and one 40 foot bridge rebuilt. Heavy resurfacing necessitated by the increased traffic, was performed on the Nome-Bessie Road.

Expenditures:

1929-Alaska Road Commission ...	\$10,798.58	
Territory of Alaska	6,510.00	\$17,308.58
1930-Alaska Road Commission ...	1,435.64	
Territory of Alaska	1,970.00	
Contributed by others	37.50	3,442.14
Total		<u>20,750.72</u>

1. Nome-Council (57 Miles road, 25 miles trail):

From Nome this road follows the coast to Bonanza, Mile 32, then along the Solomon River to East Fork, Mile 49. It then follows the bed of the East Fork, for a distance of about 10 miles and crosses over the Skookum Divide, passing the head of Skookum Creek into the head waters of Fox River, a distance of 6 miles. thence down Fox River, a distance of 12 miles, it follows the creek bed to end of the Council corduroy which it follows to Council, a distance of 5 miles. 3 ferries and 1 trolley are operated and maintained as a part of this route. From Nome to Mile 49 the road is passable for motor traffic. From Mile 49 to Council light wagons may be used.

In 1929, $\frac{1}{2}$ mile of new road (relocation) was graded to connect with the old railroad grade in Mile 44. 170 lin. ft. of trestle bridge were constructed over Big Kurrah Creek. Maintenance was performed.

In 1930 the route was placed on a permanent location between Miles 44 and 46. The old railroad grade was regraded, $\frac{1}{2}$ mile of brush and old tie corduroy was placed. 12 culverts installed and light surface placed on the 2 miles. Repairs were made to sections of road between miles 33 and 44 damaged by high water. A new ferry was constructed at Bonanza River crossing.

Expenditures:

1929-Alaska Road Commission ..	\$12,575.28	
Territory of Alaska	6,025.58	\$18,600.86
1930-Alaska Road Commission ..	2,837.31	
Territory of Alaska	5,975.80	
Contributed by others ...	270.00	9,083.11
Total		\$27,683.97

D. Council-Ophir Creek (12 Miles road):

This road extends from Council up Ophir Creek to Crooked Creek and serves mining operations along these creeks.

The road is suitable for wagon traffic.

During the biennium necessary repairs were made to this road, 470 lin. ft. of corduroy was placed and all low spots in corduroy were gravel surfaced.

Expenditures:

1929-Alaska Road Commission	\$726.92	
Territory of Alaska	450.00	\$1,176.92
1930-Alaska Road Commission ...	418.00	
Territory of Alaska	700.00	1,118.00
Total		\$2,294.92

J. Casa de Paga Road (20 miles):

From its junction with Route 8 at the East Fork this road follows the Solomon river bed for about 1 mile to the mouth of Montana Creek, then crosses the Ruby Divide into Ruby Creek, a distance of 3.4 miles. From Ruby the road follows down to the various camps at work on the Casa de Paga.

In 1929 the section from East Fork to base of Ruby Divide was regraded. Necessary repairs were made to graded sections and large boulders removed from river beds.

In 1930 necessary maintenance was performed.

Expenditures:

1929-Alaska Road Commission ...	\$3,138.99	
Territory of Alaska	2,000.00	\$5,138.99
1930-Alaska Road Commission ...	699.00	
Territory of Alaska	1,000.00	1,699.00
Total		6,837.99

K. Council Aviation Field:

This aviation field is located on a hill one mile east of the village of Council. It is 100 by 800 feet.

The area is cleared and leveled.

Expenditures:

1930-Territory of Alaska\$1,008.64

L. Snake River-Monument Creek (3 miles Sled Road):

This road branches from route 13B, 9 miles from Council. It extends down Glacier Creek, and across Snake River to Monument and Sunset Creeks. The route is suitable for use by tractors in summer.

Creek crossings were graded down and grader work performed over entire route, filling low spots and smoothing road. Local mining operators contributed to the work.

Expenditures:

1930-Alaska Road Commission ...	\$185.76	
Territory of Alaska	200.00	
Contributed by others.....	<u>500.00</u>	\$885.76

33A. Little Creek-Sunset Creek (1½ Miles Road):

This route extends from the end of the Little Creek road across Snake River to mining operations on Sunset Creek. As projected this route will be 5 miles in length.

During the season 1½ miles of road were constructed. The work included the construction of two 26 foot bridges, eight culverts, and placing of 1,600 cu. yds. of gravel.

Expenditures:

1930-Alaska Road Commission	\$ 512.13	
Territory of Alaska	<u>3,000.00</u>	\$3,512.13
Allotted, Territory, 1930		10,000.00

34. Kaltag-Home (280 Miles Trail):

Commencing at Kaltag, this trail crosses the divide to the Unalakleet River, which it follows to Unalakleet. From Unalakleet it follows the coast to the East shore of Norton Bay, crossing to Point on the west shore it follows the coast to Walla Walla, where it crosses the divide to Quinahock. It then follows the Quinahock to its head, crossing the divide into McKinley Creek, which it follows to Golovin and thence to Golovin. From Golovin it crosses to Heritage Creek, which it follows to its head, crossing the divide into Cheruk Creek, which it follows to the coast, thence along the coast to Home.

This is the most important winter trail in this district, as all the mail for Nome and the Seward Peninsula comes on over this route.

Stakes were replaced where necessary, repairs were made to the bridges and trails brushed out where in timber. 8 miles of new trail (relocation) was cut through timber and 21 miles staked.

Expenditures:

1929-Alaska Road Commission ..	\$1,740.33	
Territory of Alaska	1,000.00	\$2,740.33
1930-Alaska Road Commission ..	300.10	
Territory of Alaska	385.00	685.10
Total		3,425.43

14. Bonanza-Kotzebue (240 Miles Trail):

This winter mail trail leaves the Kaltag-Nome mail trail, Route 18, at Bonanza, 155 miles east of Nome on the east shore of Norton Bay and follows up Norton Bay to the mouth of Koyuk River. Crossing over Star Mountain it reaches the Koyuk River again at Dime Landing and follows Route 62 to Haycock. Crossing successively the Peace River divide, the Peace River valley and the Sweepstakes Divide, it follows up Sweepstakes Creek to its head. Crossing into the Keewalik Valley, it follows the right limit to Snyder's Roadhouse, crosses to the left limit as far as the mouth of Lava Creek and follows the river to Candle. From Candle, it follows the Keewalik River for two miles, cuts across the tundra for 16 miles to Willow Bay, and follows the coast to Deering. From Deering it crosses Kotzebue Sound on the low to Chris Peninsula and follows the coast to Cape Klendon. After a portage of five miles behind Cape Klendon, the coast is followed to Kotzebue.

Permanent stakes were replaced where necessary and new permanent stakes placed over 16 miles between Kotzebue and Riley Wreck.

Expenditures:

1929-Alaska Road Commission ..	\$1,157.09	
Territory of Alaska	<u>750.00</u>	\$1,907.09
1930-Alaska Road Commission ..	40.00	
Territory of Alaska	<u>40.00</u>	80.00
Total		<u>1,987.09</u>

18. Golovin-Council (35 miles trail):

This route leaves the Kaltag-Nome Trail, Route 18, at Golovin, 75 miles East of Nome on the east shore of Golovin Bay. It follows up Golovin Bay to White Mountain and thence up the Fish River and Nieukiuk Rivers to Council.

Necessary repairs were made to permanent staking.

Expenditures:

1929-Alaska Road Commission	\$99.00	
Territory of Alaska	<u>60.00</u>	\$159.00

19. Unalakleet Aviation Field:

This landing field is located on the beach, $\frac{1}{2}$ mile north of the village of Unalakleet. It consists of two runways, one 250 by 1,500 feet, and one 200 by 1,200 feet.

In 1929, the cross runway, 200 by 1,200 feet was added to this field, and the original runway widened to 250 feet.

Expenditures:

1929-Territory of Alaska	\$795.17
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20. Solomon Aviation Field:

This is an emergency landing field, 300 ft. by 1,500 feet., located on the spit south of the lagoon and $2\frac{1}{4}$ miles east of Solomon.

A new wind vane and markers were placed. Debris was cleared from the beach to provide a 5,000 foot runway.

Expenditures:

1929-Territory of Alaska\$30.20
1930-Territory of Alaska323.48 \$353.68

57. Golovin Aviation Field:

Two fields are available at this place, both located near the village of Golovin. The upper field used during bad weather is 200 by 1,500 feet. The lower field for use during mild weather is 150 by 1,000 feet. An additional landing is available for small planes directly back of the stores. A bridge was constructed over a small slough connecting the latter field with the village.

Expenditures:

1929-Territory of Alaska\$948.10
1930-Territory of Alaska 115.85..\$1,063.95

58. Moses Aviation Field:

This is an emergency landing field, 200 ft. by 1,500 feet, located $\frac{1}{2}$ mile west of the Moses shelter cabin on the north shore of Norton Sound.

Markers and wind vane were placed.

Expenditures:

1929-Territory of Alaska\$22.20

59. Koyukuk Station-Unalakleet Telephone Line.

This is the abandoned Signal Corps Telegraph line along the Lower Yukon River and over the portage to Unalakleet along the route of the winter mail trail. The improvement and maintenance of this line for use as a telephone line was provided for by the Territorial Legislature in the Act of April 4, 1929.

The line was maintained in as good condition as possible within the available funds. Four phones were installed in Shelter Cabins.

Expenditures:

1929-Territory of Alaska....\$400.35
1930-Territory of Alaska.... 599.65..\$1,000.00

1. Unalakleet-St. Michael (60 Miles Trail):

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

In 1929, ice along beach was leveled and maintenance performed.

In 1930, a new trail leaving the shore 9 miles south of Unalakleet and following the foothills to Golcovia is permanently staked.

Expenditures:

1929-Alaska Road Commission	\$939.76	
Territory of Alaska	<u>600.00</u>	\$1,539.76
1930-Alaska Road Commission	41.00	
Territory of Alaska	<u>50.00</u>	<u>91.00</u>
Total		<u>1,630.76</u>

2. St. Michael Aviation Field:

This is an emergency landing field 50 by 900 feet, located on the spit near St. Michael.

The area was cleared of debris and markers placed.

Expenditures:

1930 - Territory of Alaska

	\$110.00
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3. Mouth of Center Creek (3½ Miles Road):

This road was relocated. It now branches from route 1 at Mile 0.75 and extends across the tundra back of the tram. Thence parallel to the tram for approximately one mile and across the tundra to the Pease Company's operations on Little Creek.

In 1929, $\frac{1}{2}$ mile of road was constructed, made necessary by the new location. Work included heavy gravel surface and a bridge over Bourbon Creek.

In 1930, the Hammon Company cooperated in the construction of 2.4 miles of new road along the tram and to their dredge. In addition to money contributed the company furnished a power shovel and one truck for the work.

Expenditures:

1929-Alaska Road Commission ...	\$4,808.43	
Territory of Alaska	<u>2,552.00</u>	\$7,360.43
1930-Alaska Road Commission ...	100.00	
Territory of Alaska	279.20	
Contributed by others.....	<u>3,196.70</u>	<u>3,575.90</u>
Total		\$10,936.33

Nome Aviation Field:

This landing field is located 2 miles north of Nome along the Nome-Bessie Road. It has two perpendicular runways each 200 ft. by 1,400 ft.

In 1929 the north-south runway was widened to 225 feet, corners at junction with east-west runway were cut back 60 feet and east half of field drained and leveled.

In 1930, the west side of the north-south runway was widened and graded off to the road providing an area for hangars. Aviation companies contributed funds for this work.

Expenditures:

1929-Territory of Alaska	\$1,197.37	\$1,197.37
1930-Territory of Alaska.....	1,100.04	
Contributed by others....	381.00	<u>1,481.04</u>
Total		2,678.41

24. Seward Peninsula Telephone Lines:

This sub-project includes the overland telephone lines on Seward Peninsula. Provision was made for repair and maintenance of the long distance lines and for construction of necessary sections by Act of the Territorial Legislature of April 27, 1929.

In 1929, 28 miles of line between Nome and U. S. Roadhouse on the Nome-Shelton line were rehabilitated. Repairs were made to this line between Pilgrim Hot Springs and Shelton. Repairs were also made to line between Nome and Selovin, between White Mountain and Council and between Candle and Deering.

In 1930 besides necessary maintenance of lines, 12 miles of line between Solomon and Safety were reconstructed. 7 telephones were installed. A contribution for work on the Deering-Candle line was received.

Expenditures:

1929-Territory of Alaska ...	\$2,493.61	...	\$2,493.61
1930-Territory of Alaska	2,506.93		
Contributed by others ..	150.00	...	2,656.39
Total			5,150.00

25. Candle-Candle Creek (6 Miles Road):

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

Heavy repairs were made over entire route. 1,250 feet of new road were constructed up Candle Creek and across Patterson Creek.

Expenditures:

1929-Alaska Road Commission	\$2,274.99		
Territory of Alaska	1,350.00	...	\$3,624.99
1930-Alaska Road Commission	1,189.67		
Territory of Alaska	1,900.00		3,089.67
Total			6,714.66

60. Bear Creek Trail (45 Miles Trail):

This route extends from Candle to operations on Bear Creek. Minor repairs were made.

Expenditures:

1929-Alaska Road Commission\$7.09
Territory of Alaska 6.00 \$13.09

61. Keewalik Aviation Field:

This landing field, 200 ft., by 1,400 ft., is located on the spit at Keewalik.

The field was dragged, low spots filled, and markers and wind vane placed.

Expenditures:

1929-Territory of Alaska\$136.00

62. Candle Aviation Field:

This landing field, 200 ft. by 1,200 ft. is located on an island 1/2 mile downstream from the village of Candle.

The field was widened and lengthened and all brush removed from the island. The area was dragged.

Expenditures:

1929-Territory of Alaska\$1,005.00

63. Telephone line Reconnaissance:

The Act of May 1, 1929, of the Territorial Legislature provided for the construction, rehabilitating, or purchase of telephone lines between Haycock and Candle and between Taylor and Shelton.

A reconnaissance was made and estimates submitted. It was found that property constructed lines could not be built for the available funds.

Expenditures:

1929-Territory of Alaska\$148.00

66. Candle Radio Road (1/4 Mile Road):

This road leads from the main street of the village of Candle to the Radio Station.

770 lin. feet of corduroy were laid, and 207 cu. yds. of gravel surfacing placed.

Expenditures:

1930-Alaska Road Commission\$240.00

Territory of Alaska 260.00 ..\$500.00

7. Deering-Inmachuck (25 miles Road):

This road extends from Deering up the Inmachuck river to mining operations along the river. The road is suitable for motor traffic to Mile 22 and for tractors and wagons to Mile 25.

1/2 mile new road was constructed in Mile 9 to avoid encroachment of river. Culverts were renewed where necessary and maintenance work performed over entire route. 2,200 lin. ft. of brush corduroy was laid and 200 cu. yds. of surfacing placed.

Expenditures:

1929-Alaska Road Commission\$2,423.63

Territory of Alaska 2,200.00 ..\$4,623.63

1930-Alaska Road Commission 1,618.55

Territory of Alaska 2,300.00 3,918.55

Total 8,542.18

7A. Deering Aviation Field:

This landing field is located on the beach at Deering. It is 2,000 feet long and varies in width from 125 to 200 feet.

The field was extended 500 feet and the greater part added to 200 feet.

Expenditures:

1929-Territory of Alaska\$576.50
1930-Territory of Alaska..... 127.25..\$703.75

M. Shelton-Candle (152 Miles Trail):

This route extends from Shelton in a northeasterly direction via Dahl Creek to the Kougarok River, then along the east slope of the divide to the head of the river, where it crosses into Aurora Creek. It follows the mouth of Aurora Creek, crosses the Noxapaga, and goes up Berry Creek, crossing the divide to the mouth of the right fork of Good Hope, thence up Cottonwood Creek, thence up Divide Creek, crossing the divide and following the ridge to the Innachuk River, thence down the Innachuk to Arizona Creek, thence directly over the divide to Wade Creek, thence crossing the divide in an easterly direction across Kugruk Flats to the Kugruk River, thence easterly over the divide to the mouth of Patterson, thence down the Candle-Creek Road to Candle.

The trail was relocated between Shelton and Dahl Creek on drier ground. Missing stakes were replaced.

Expenditures:

1929-Alaska Road Commission\$23.00
Territory of Alaska 12.00 \$35.00

Nome-Serpentine Hot Springs (148 Miles Trail):

This winter mail trail leaves Nome over route 13A to the mouth of Dexter Creek. Crossing Nome River, it follows the left limit to the mouth of Willow Creek, thence 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 Nugget Roadhouse, it crosses Salmon Lake, follows the Pilgrim River to Iron Creek, and across the divide to the Hot Springs. It then cuts across to the Igloo and up the Kusatrin River to Shelton, the northern terminus of the Seward Peninsula Railway.

From Shelton the trail crosses the divide to the Sugarok River and follows up the river to Taylor and Serpentine Hot Springs.

The trail is suitable for dog teams. The portion from Shelton to Taylor is used by tractors and wagons in summer.

Work was largely confined to the section from Shelton to Serpentine Hot Springs. River banks were graded, drainage ditches filled, and wet sections corduroyed.

Expenditures:

1929-Alaska Road Commission	\$2,213.43	
Territory of Alaska.....	1,200.00	\$3,413.43
1930-Alaska Road Commission	168.15	
Territory of Alaska	170.00	338.15
Total		3,751.58

B. Bluff Aviation Field:

This landing field, 400 ft. by 900 ft. is located on the shore of Horton Sound, 3 miles east of the village of Bluff and 50 miles east of Nome.

The area was leveled, large rocks removed, and holes filled. Markers and wind vane were placed.

Expenditures:

1929-Territory of Alaska

1929-Territory of Alaska	\$80.00
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Kiana-Klery Creek (12 Miles Trail):

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

Missing stakes were replaced and a passenger tram used across Klery Creek.

Expenditures:

1929-Alaska Road Commission	\$30.46	
Territory of Alaska	18.00	\$48.46
1930-Alaska Road Commission	30.00	
Territory of Alaska	40.00	70.00
Total		118.46

11. Kotzebue-Shungnak (200 Miles Trail):

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

20 miles were permanently staked across portages between Kotzebue and Shungnak. River banks were graded and tripods placed at crossings.

Expenditures:

1929-Alaska Road Commission	\$299.38	
Territory of Alaska	<u>180.00</u>	\$479.00
1930-Alaska Road Commission ...	40.00	
Territory of Alaska	<u>40.00</u>	<u>80.00</u>
Total		559.38

12. Keewalik-Moorvik (100 Miles Trail):

This winter trail follows the beach from Keewalik to Elephant Point and Selawik Lake to Moorvik on the Shungnak River.

Stakes were distributed over 25 miles of this trail between Keewalik and Elephant Point. These stakes will be set next season.

Expenditures:

1930-Alaska Road Commission ...	\$120.00	
Territory of Alaska	<u>180.00</u>	\$300.00

13. Kotzebue Aviation Field:

This landing field is located directly behind the radio station at Kotzebue. It has one runway 180 feet by 200 feet and one 195 feet by 720 feet.

High sections were graded down and low sections filled. Drainage ditches were constructed and markers and wind vane placed.

Expenditures:

1929-Territory of Alaska\$427.50
1930-Territory of Alaska 250.00..\$677.50

15. Kobuk Aviation Field:

This landing field, 150 feet by 1200 feet, is located on the Kobuk River at Kobuk Post Office, 75 miles upriver from the mouth.

The area was cleared and leveled, all work being performed by hand.

Expenditures:

1929-Territory of Alaska\$1,000.00
1930-Territory of Alaska 999.00..\$1,999.00

16. Dime Creek (9 Miles Road):

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

General repairs were made.

Expenditures:

1929-Alaska Road Commission\$590.92
Territory of Alaska 300.00 \$890.92

17. Haycock-Bear Creek (22 Miles Trail):

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

The trail was widened through timber, river banks graded and open stretches staked. 2 small bridges were constructed.

Expenditures:

1929-Alaska Road Commission\$12.82
Territory of Alaska 120.00 \$301.82

21. Haycock Aviation Field:

This landing field is located near the village of Haycock. It has been completed to 100 by 925 feet. Work was started on this field in 1929 and has not yet been completed. Arrangements have been made for the completion of this field to 150 by 1,400 feet.

Expenditures:

1929-Territory of Alaska\$105.00
 Allotted, Territory 1929.2,000.00

22. Koyuk Aviation Field:

This landing field is located across the Koyuk River from Koyuk village near the outlet of the river into Norton Bay. The field is now 1,200 feet long, 50 feet wide.

Markers and wind vanes were placed.

Expenditures:

1929-Territory of Alaska\$27.08

23. Nome-Teller (80 Miles Trail):

This winter mail trail follows the coast from Nome to Cape Douglas, where it cuts across to Cape Allyn and then into Teller.

Necessary repairs were made and permanent stakes placed where necessary. Two ferries were operated on this route in summer.

Expenditures:

1929-Alaska Road Commission	....	\$745.08	
Territory of Alaska	.....	<u>400.00</u>	\$1,145.08
1930-Alaska Road Commission	.....	219.00	
Territory of Alaska	.....	<u>280.00</u>	<u>499.00</u>
Total	.....		<u>1,644.08</u>

7A. Teller-Cape Prince of Wales (67 Miles Trail):

This is the extension of Route 67 to Cape Prince of Wales. It crosses the bay from Teller to the Reindeer station and follows the beach to the mission settlement at Cape Prince of Wales. Travel from Nome to Shismaref sometimes follows this route.

Trail stakes were renewed where necessary. A ferry boat was placed at entrance to lagoon above Teller mission.

Expenditures:

1929-Alaska Road Commission	\$238.26	
Territory of Alaska	120.00	\$368.26
1930-Alaska Road Commission	50.00	
Territory of Alaska	55.00	105.00
Total		473.26

7B. Teller-Bluestone (18 Miles Sled Road):

This route extends across the tundra from Teller to old Sun Creek and the Bluestone mining district.

It is passable for tractor-drawn wagons in summer and suitable for winter bob-sled traffic.

Additional work performed on this route made a portion of it suitable for use by trucks. 1185 lin. feet of roadway were laid, 288 cu. yds. of surfacing placed, and 10 culverts installed.

Expenditures:

1929-Alaska Road Commission ...	\$1,121.95	
Territory of Alaska	650.00	\$1,771.95
1930-Alaska Road Commission ...	750.00	
Territory of Alaska	1,200.00	1,950.00
Total		3,721.95

17. Teller-Pilgrim Hot Springs (48 Miles Trail):

This winter trail extends from Teller across Stanley Harbor, Imuruk Bay and up the Kuzitrin River to Mary's Igloo to Pilgrim Hot Springs.

Necessary repairs were made to staking.

Expenditures:

1929-Alaska Road Commission ...	\$ 26.00	
Territory of Alaska	15.00	\$41.00
1930-Alaska Road Commission ...	15.00	
Territory of Alaska	15.00	30.00
Total		\$71.00

18. Teller Aviation Field:

This landing field, 250 feet by 1,400 feet, is located $\frac{1}{2}$ mile northeast of the village of Teller. A runway for cross winds is located on the sand spit at Teller. This runway is 200 by 1,200 feet. The main runway was graded and ditch constructed across upper end. An additional runway on the spit was graded and marker and wind vane placed.

Expenditures:

1929-Territory of Alaska	\$230.00	
1930-Territory of Alaska	208.00	\$438.00

19. Tin City-Goodwin (3 Miles Road):

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

Surfacing was completed on $1\frac{1}{2}$ miles of this road and general repairs made. Local operators contributed \$500.00 valued at \$500.00

Expenditures:

1929-Alaska Road Commission	\$272.73	
Territory of Alaska	150.00	\$422.73
1930-Alaska Road Commission	94.00	
Territory of Alaska	140.00	234.00
Total		\$656.73

VI. Lost River Aviation Field:

This landing field 250 feet by 1,200 feet, is located on the beach $\frac{1}{4}$ mile west of the mouth of Lost River.

Driftwood was cleared from the site and markers and wind vane placed.

Expenditures:

1929 - Territory of Alaska\$121.40

VII. Wales Aviation Field:

This landing field, 250 feet by 1,000 feet is located $\frac{1}{2}$ mile north of the village of Wales at Cape Prince of Wales.

The area was leveled and markers and wind vane placed.

Expenditures:

1929-Territory of Alaska\$121.40

VIII. Weoley-Gold Run (30 Miles Trail):

This winter trail extends from Cape Weoley on the Weoley Trail to mining operations on Gold Run.

30 miles of this route were permanently staked.

Expenditures:

1929-Alaska Road Commission\$200.00
Territory of Alaska 300.00 ..\$500.00

IX. Flagging Trails (712 Miles Temporary Trails):

This sub-project includes the seasonal staking of temporary trails on the ice of rivers, lagoons and bays.

The following sections are staked annually: Miles

Wainik Point to mouth of Reilly Channel of Kobuk River	12
Wasebue to Shesholik	9
Wath Angak to Island on the Noatak	8
Wawalik to Candle	5
Wawalik to Choris Peninsula Neck	24
Waring to Hunter Creek	12
Nine Mile Point to Choris Peninsula Head	21
Weller to Douglas	18
Weller across Lagoon	9
Weller to head of Grantley Harbor	10
Weller to mouth of Igloo Creek	6
Grantley Harbor to New Igloo--open spots	5
Wagon Lake to Nugget	8
Wagon Locals	10
Wagon Home	3
Wagon	2
Wagon	3
Wagon Topkok Hill to Bluff	10
Wagon Bluff to Nine Mile Point	9
Wagon Mile Walla to Elm	9
Wagon Alvin to White Mountain	12
Wagon Alvin to McKinley Creek and west side of Golovin Bay	13
Wagon Alvin's Point to mouth of Koyuk River	18
Wagon Alvin's Point to mouth of Koyuk River	26
Wagon Alvin's Point to Caches and Bonanza	34
Wagon St. Michael's Bay	5
Wagon Alvin Romanoff to mouth of Pastolik River ...	16
Wagon Alvin's Point to Callahans	12
Total	<u>329</u>

Expenditures:

1929-Alaska Road Commission ...	\$2,087.39	
Territory of Alaska	<u>1,135.00</u>	..\$3,222.39
1930-Alaska Road Commission ...	1,000.00	
Territory of Alaska	<u>1,710.00</u>	<u>2,710.00</u>
Total		<u>5,932.39</u>

9. Marshall Road (7 Miles Road):

This route extends from the landing on the Yukon River, 10 miles above Marshall, to the mining operations at Willow Creek.

In 1929 one-half of the route was converted to a summer tractor road.

In 1930 the entire route was improved so that it is now passable for wagons and for trucks in dry weather. A mile of corduroy was placed and covered, 2 miles of road hand-graded, and 26 culverts installed.

Expenditures:

1929-Alaska Road Commission ...	\$1,213.65	
Territory of Alaska	750.00	\$1,963.65
1930-Alaska Road Commission ...	600.00	
Territory of Alaska	900.00	1,500.00
Total		3,462.65

10. Kotlik-Marshall (148 Miles Trail):

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

Minor repairs were made.

Expenditures:

1929-Alaska Road Commission ...	\$8.10	
Territory of Alaska	5.00	\$13.10
1930-Alaska Road Commission ...	68.75	
Territory of Alaska	110.00	178.75
Total		191.85

11. Scammon Bay Trail (89 Miles Trail):

This route leaves the Kotlik-Marshall Trail at Old Fort Hamilton and extends across the delta on the

Yukon River via Akularok Mission and Black River to
Icasson Bay.

Minor repairs were made.

Expenditures:

1929-Alaska Road Commission ...\$20.73
Territory of Alaska 12.00 ...\$32.73

10. Marshall Landing Field:

This landing field located near the village of
Marshall on the Yukon River is 200 feet by 1,300 feet.

The construction of this field was performed by the
citizens committee under contract. Local labor was also
wanted.

Expenditures:

1930-Territory of Alaska\$2,000.00

11. Seward Peninsula Railroad (74 Miles Tram):

This is a narrow gauge railroad, formerly operated
as a steam road, extending from Nome up the Nome River
valley and over the divide to the Kuzitrin River at
Walter. The road was purchased by the Territory of
Alaska in 1921 and has since been rehabilitated and
maintained by this Commission.

The route is used by narrow-gauge gasoline loco-
motives drawing flat cars of not over 10 tons total
weight, and by light speeders and passenger cars.

Ties were replaced where required, bridges repaired
and track maintained.

Expenditures:

1929-Alaska Road Commission ...\$12,275.15
1930-Alaska Road Commission ... 8,676.14 . \$20,951.29

98. Pilgrim Aviation Field:

This landing field, 200 feet by 1,200 feet, is located $\frac{1}{2}$ mile south of the Pilgrim Hot Springs Mission.

The field was lengthened to 1,200 feet, telephone line removed from side of field and entire area graded and leveled. Markers and wind vane were placed.

Expenditures:

1929-Territory of Alaska	\$716.00	
1930-Territory of Alaska	<u>400.00</u>	\$1,116.00

99. Iron Creek-American Creek (12 Miles Sled Road):

This route extends from Iron Creek on the Seward Peninsula Railroad to operations on American Creek.

It is passable for tractor-drawn wagons in summer and hob-sleds in winter.

Grading was performed where possible along river banks and along side hills. Two small bridges and culverts were built. Mining operators furnished labor valued at \$500.00.

Expenditures:

1929-Alaska Road Commission ...	\$324.78	
Territory of Alaska	<u>180.00</u>	\$504.78
1930-Alaska Road Commission ...	200.00	
Territory of Alaska	<u>300.00</u>	<u>500.00</u>
Total		1,004.78

THIRD DIVISION

SUMMARY OF SUB-PROJECTS

Allotments and Expenditures, Apr. 1, 1929 to March. 31, 1931

<u>No.</u>	<u>Name of Project</u>	<u>Wagon Road</u>	<u>Sled Road</u>	<u>Trail</u>	<u>Total</u>	<u>A.R.C. Coop. with Territory</u>	<u>Territory Coop. with A.R.C.</u>	<u>Total</u>
6E	Chitina-Native School Road	1	—	—	1	—	54.60	54.60
6F	Lower Tonsina Aviation Field ..	—	—	—	—	—	967.10(a)	967.10
6G	Copper Center Aviation Field ..	—	—	—	—	—	107.33	107.33
6H	Chitina Aviation Field	—	—	—	—	—	109.02	109.02
10B	Seward-Nash	2½	—	—	2½	—	460.00	460.00
10D	Seward Aviation Field.....	—	—	—	—	2,309.97(b)	6,929.92	9,239.89
35B	Palmer-Fishhook	9½	—	—	9½	3,613.44	1,958.95	5,572.39
35C	Palmer-Matanuska River	1½	—	—	1½	206.74	10.00	216.74
35DA	Gold Chord Branch	2	—	—	2	8,228.79(c)	3,250.00	11,478.79
35D	Palmer-Springer	3	—	—	3	—	231.22	231.22
35E	Wasilla-Finger Lake-Palmer	12	—	—	12	611.89	260.00	871.89
35F	Wasilla-Matanuska	7/3/4	—	—	7-3/4	1,125.54	530.00	1,655.54
35X	Matanuska Trunk Road	8	—	—	8	1,866.23	900.00	2,766.23
35L	Palmer-Matanuska	6½	—	—	6½	—	2,289.34	2,289.34
35O	Fishhook-Goldmint	4½	—	—	4½	3,524.74	2,600.00	6,124.74
35Q	Edlund Road	—	3/4	—	3/4	—	29.05	29.05
35R	Bogard Road	7½	—	—	7½	—	169.38	169.38
35RA	Engstrom Branch	—	3/4	—	3/4	—	969.58	969.58
35T	Werner Branch.....	—	½	—	½	—	190.12	190.12
36	Valdez-Mineral Creek	8	—	—	8	1,050.68	950.00	2,000.68
36CA	Cordova Aviation Field	—	—	—	—	—	15.75	15.75
54A	Chisana Aviation Field	—	—	—	—	—	1,757.13	1,757.13
54B	Nabesna Aviation Field	—	—	—	—	—	1,988.98	1,988.98
57	McCarthy-Dan Creek	20	—	—	20	19,351.54	8,819.61	28,171.15
57A	Hizina Bridge	—	—	—	—	12,141.25	—	12,141.25
57B	Hizina-Chitina River	—	—	25	25	220.42	115.00	335.42
57D	Chititu Branch	6	—	—	6	2,655.66	450.00	3,105.66
57F	McCarthy Aviation Field	—	—	—	—	—	1,145.25(d)	1,145.25
57H	Upper Chitina Aviation Field .	—	—	—	—	—	735.00	735.00
60	Valdez Dyke	—	—	—	—	—	13,395.08	13,395.08
60A	Valdez Aviation Field	—	—	—	—	—	113.25	113.25
60B	Upper Tonsina Aviation Field..	—	—	—	—	—	1,747.47	1,747.47

No.	Name of Project	Wagon Sled			Total	A.R.C. Coop. with Territory	Territory Coop. with A.R.C.	Total
		Road	Road	Trail				
61F	Bremner Trail.....	—	—	30	30	1,222.00	1,100.00	2,332.06
65X	Chistochena Aviation Field ...	—	—	—	—	—	2,055.97	2,055.97
75	Anchorage Loop	19½	—	—	19½	4,418.19	2,350.00	6,768.19
75A	Anchorage-Lake Spenard	4	—	—	4	—	2,235.57	2,235.57
75C	Chester Creek Boat Landing ...	1	—	—	1	—	128.83	128.83
75E	McDonald Branch	1½	—	—	1½	542.18	365.00	907.18
75I	Oilwell Road	2½	—	—	2½	—	1,376.39	1,376.39
75J	Anchorage Aviation Field	—	—	—	—	2,307.00(e)	2,307.00	4,614.00
75L	Eklutna Road	—	—	—	—	—	2,350.00	2,350.00
76A	Valdez Aviation Field	—	—	—	—	—	1,319.65	1,319.65
93C	Curry Aviation Field	—	—	—	—	—	198.11	198.11
98	Homer Spit	13½	—	—	13½	189.55	160.00	394.55
98S	Kasilof Road	7	—	—	7	—	18,018.35	18,018.35
Totals		149½	—	55	204½	65,595.87(f)	87,213.00	152,808.67

Construction Expenditures by the Boards:

Lower Tonsina Aviation Field\$1,003.60
Maintenance Cordova Aviation Field ... 450.00
Cordova-Eyak-Boat Landing Road 1,498.87

- (a) Includes \$500 allotted and obligated in previous biennium, expended this biennium.
(b) Contributed by City of Seward.
(c) Includes \$2,000 contributed by Golden Bear Mining Co.
(d) Includes \$500 allotted and obligated in previous biennium, expended this biennium.
(e) Contributed by City of Anchorage.
(f) All Alaska Road Commission expenditures are to December 31, 1930. In accordance with the cooperative agreement of April 1, 1930, there remains a balance of \$27,861.44, Alaska Road Commission funds allotted to carry the work to June 30, 1931.

OPERATIONS DURING BIENNIUM

65. Chitina-Native School (1 Mile Road):

This road extends from Chitina to the Native School conducted by the Bureau of Education. It is narrow graded but suitable for light motor traffic.

Necessary maintenance was performed.

Expenditures:

1929-Territory of Alaska\$54.00

67. Lower Tonsina Aviation Field:

This landing field is located adjacent to the Lower Tonsina Roadhouse on the Richardson Highway. It is "V" shaped, each runway being 150 ft. by 900 ft.

Leveling was completed and standing timber cut on approaches on east and south. Grass on the field was sowed.

Expenditures:

1929-Territory of Alaska	\$575.42	
1930-Territory of Alaska	<u>391.68</u>	967.10
By Territorial Board		<u>1,003.60</u>
Total		1,970.70

68. Copper Center Aviation Field:

This landing field is situated southwest of the Richardson Highway one mile north of the Copper Center Roadhouse. It is 150 feet by 1,300 feet, widening to 300 feet on north end.

The area was regraded and leveled. An extension was graded on the northwest to provide for cross wind landings.