

Expenditures:

1929-Territory of Alaska\$40.09
1930-Territory of Alaska 67.24..\$107.33

67. Chitina Aviation Field:

This proposed field is situated opposite the $4\frac{1}{2}$ mile point on the Richardson Highway north of Chitina and adjacent to the Copper River. A survey was made and map and estimate prepared.

Expenditures:

1930-Territory of Alaska\$109.02

103. Seward-Wash (2 $\frac{1}{2}$ Miles Road):

This road branches from the Seward-Kenai Lake Road at Mile 3, and runs in a southeasterly direction toward the end of Resurrection Bay and the Seward Radio Station, serving several settlers who have homesteaded in this vicinity.

In 1929 maintenance was performed.

In 1930 this sub-project was included in the Forest Road System.

Expenditures:

1929-Territory of Alaska\$460.00

108. Seward Aviation Field:

This landing field was relocated north of the Radio Station Road and one mile from Seward. The field consists of two runways, the north-south runway being 200 feet by 1,400 feet, and the east-west runway 200 feet by 1,200 feet.

In 1929 contract was awarded for clearing and grubbing the entire area. This work was completed in 1930 and grading completed on the north-south runway. Grading the east-west runway was 50% complete. 2,100 cu. yards of material were moved.

Expenditures:

1929-Territory of Alaska	\$4,500.00	
Contd. by City of Seward...	<u>1,500.00</u>	6,000.00
1930-Territory of Alaska	<u>2,429.92</u>	
Contd. by City of Seward...	<u>809.97</u>	<u>3,239.89</u>
Total		9,239.89

35B. Palmer-Fishhook (9½ Miles Road):

This road extends from Palmer to Mile 11.5 from Wasilla on the Wasilla-Fishhook Road. This sub-project now includes only 5 miles originally carried as 35B, 1¾ miles originally carried as 35T, Werner connection, and 2½ miles of 35I, Moose-Palmer. The Matanuska Trunk Route 35K, joins this route ¼ miles from Palmer.

In 1929 regrading and surfacing wet sections was performed over the first ¼ miles from the Fishhook Road.

In 1930, 1-¾ miles were regraded and widened to 32 feet, wet sections surfaced and 8 metal culverts installed.

Expenditures:

1929-Alaska Road Commission ..	\$1,081.12	
Territory of Alaska	<u>968.95</u>	\$2,050.07
1930-Alaska Road Commission ..	<u>2,532.32</u>	
Territory of Alaska	<u>990.00</u>	<u>3,522.32</u>
Total		5,572.39

35C. Palmer-Matanuska River (1½ Miles Road):

This road leads from Palmer Mile 6 on the Matanuska Branch of The Alaska Railroad, to the Matanuska River, where a cable tram is installed.

Minor repairs were made.

In 1930 a survey and soundings were made at the proposed bridge site on the Matanuska River and estimate of cost of bridge prepared.

Expenditures:

1929-Territory of Alaska\$10.00
1930-Alaska Road Commission206.74 ..\$216.74

35D. Gold Chord Branch (2 Miles Road):

This road branches from the Willow Creek Extension, Route 35D, at Mile 3.4. It follows the left limit of Gold Chord Creek for one-half mile, thence crossing to the right limit it follows to the head of the creek. It serves three mines, only one of which is now producing.

Construction of this new road was completed. The work included 2 miles grading, 20% solid rock, 1,622 cu. yds. gravel surfacing placed on 1³/₄ miles, 12 metal and 1 timber culvert installed.

Expenditures:

1929-Alaska Road Commission ..\$5,591.24
Territory of Alaska 3,000.00
Contributed by others..... 2,000.00..10,591.24
1930-Alaska Road Commission .. 637.55
Territory of Alaska 250.00 887.55
Total 11,478.79

35E. Palmer-Springer (3 Miles Road):

Branching from the Matanuska-Palmer Road, Route 35E, 5 miles from Matanuska, this road extends east, serving several farms.

The first $\frac{1}{2}$ mile was widened, wet places surfaced and 2 metal culverts installed.

Minor repairs were made and necessary maintenance performed.

Expenditures:

1929-Territory of Alaska\$10.00
1930-Territory of Alaska221.22..\$231.22

35E. Wasilla-Finger Lake-Palmer (12 Miles Road):

This route extends from Wasilla to Palmer. It crosses the Matanuska-Trunk Road, Route 35K, 7 miles from Wasilla and joins the Matanuska-Palmer Road, Route 35L, $\frac{1}{2}$ mile from Palmer. The road passes through an agricultural area and serves a number of farms.

Maintenance was performed.

Expenditures:

1929-Alaska Road Commission ...	\$23.96	
Territory of Alaska	20.00	\$43.96
1930-Alaska Road Commission ..	587.93	
Territory of Alaska	240.00	827.93
Total		871.89

35F. Wasilla-Matanuska (7-3/4 Miles Road):

This route practically parallels the Alaska Railroad on the north from Wasilla to its junction with the Matanuska Trunk Road, Route 35K, 2 miles from Matanuska near the Agricultural Experimental Station.

The road, though unsurfaced, is suitable for motor traffic except in wet weather.

Necessary maintenance was performed. 407 cu. yds. surfacing material was placed on wet sections and 4 metal culverts installed.

Expenditures:

1929-Alaska Road Commission ...	\$245.01	
Territory of Alaska	230.00	475.01
1930-Alaska Road Commission ...	880.53	
Territory of Alaska	300.00	1180.53
Total		1655.54

JK, Matanuska Trunk Road (8 Miles Road):

This route extends north from Matanuska Station, Mile 151 of the Alaska Railroad. It connects with the Wasilla-Matanuska Road at Mile 2, with the Wasilla-Finger Lake-Palmer Road at Mile $4\frac{1}{2}$, with the Bogard Road at Mile 6 and ends at its junction with the Palmer-Fishhook Road. It serves the Agricultural Experimental Farm and a number of other farms.

The road, though largely unsurfaced, is suitable for motor traffic except in very wet weather.

3 miles were regraded and widened 10 feet. 1,518 cu. yds. of surfacing were placed, and five metal culverts installed.

Expenditures:

1929-Alaska Road Commission ...	\$509.78	
Territory of Alaska	400.00	\$909.78
1930-Alaska Road Commission ...	1356.45	
Territory of Alaska.....	500.00	1856.45
Total		2766.23

KL, Palmer-Matanuska ($6\frac{1}{2}$ Miles Road):

This road parallels the branch line of The Alaska Railroad between Palmer and Matanuska, serving several farms.

The road is suitable for motor traffic.

1,130 lin. feet of brush corduroy were laid 18 feet wide and 1,136 cu. yds. of surfacing material placed on wet sections. 4 metal culverts were installed. Necessary maintenance was performed.

Expenditures:

1929-Territory of Alaska	\$1,799.64	
1930-Territory of Alaska	489.70	\$2,289.34

58. Fishhook-Goldmint (4 1/2 Miles Road):

This road extends from the end of the Wasilla-Fishhook Road, Mile 16, up the Little Susitna Valley to the Goldmint Mines.

3017 cu. yds. of surfacing were placed on 3 miles of road. 3 metal and 5 timber culverts installed. 3/4 mile of road was widened.

Expenditures:

1929-Alaska Road Commission ..	\$2,380.49	
Territory of Alaska	<u>2,200.00</u>	4,580.49
1930-Alaska Road Commission ..	1,144.25	
Territory of Alaska	<u>400.00</u>	1,544.25
Total		<u>6,124.74</u>

59. Edlund Road (3/4 Mile Road):

This road branches from the Wasilla-Matanuska Road in Mile 3 and extends south to the Fairview School and serves several farms.

Maintenance was performed.

Expenditures:

1930-Territory of Alaska	\$29.05
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5R. Bogard Road (7 1/2 Miles Road):

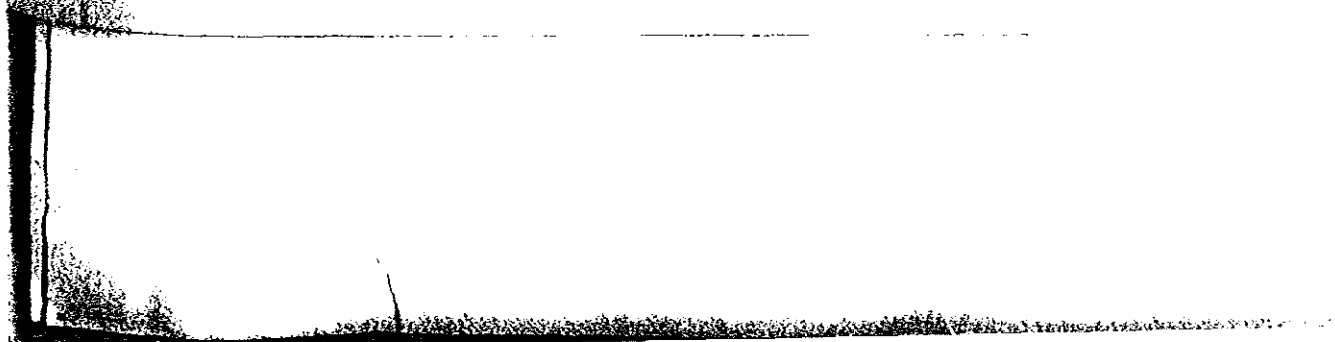
This road extends from Mile 6 of the Matanuska Trunk Road, westerly to a connection with the Wasilla-Fishhook Road 1/2 mile from Wasilla. It serves a large farming area.

The road is narrow graded and unsurfaced. It is passable for motor traffic except in very wet weather.

Maintenance was performed.

Expenditures:

1930-Territory of Alaska	\$169.38
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15A. Engstrom Road (3/4 Mile Road):

This road branches from the Bogard Road $\frac{1}{2}$ mile from the junction with the Matanuska Trunk Road. It will extend to the Engstrom farm, a distance of 1- $\frac{3}{4}$ miles.

$\frac{3}{4}$ mile of this route was grubbed and graded 10 feet wide. It is passable for wagon traffic. The timber has been cut by Mr. Engstrom.

Expenditures:

1930-Territory of Alaska\$969.58

15B. Werner Branch ($\frac{1}{2}$ Mile Road):

This road branches from the Fishhook-Palmer Road $\frac{3}{4}$ miles from Palmer and serves two cultivated farms.

$\frac{1}{2}$ mile was grubbed and graded. The clearing had been performed by the farmers.

Expenditures:

1930-Territory of Alaska\$190.12

16. Valdez-Mineral Creek (8 Miles Road):

This road extends from the beach, about 2 miles west of Valdez, up Mineral Creek for a distance of 8 miles to an area of mining activity.

The route is suitable for wagon traffic.

Repairs were made and maintenance performed.

Expenditures:

1929-Alaska Road Commission\$914.34	
Territory of Alaska 900.00	.1,814.34
1930-Alaska Road Commission 136.34	
Territory of Alaska 50.00	186.34
Total	2,000.68

360A. Cordova Aviation Field:

This landing field is located on the east side of the Copper River and Northwestern Railway, 17 miles from Cordova. It is "V" shaped, having one runway 200 feet by 1,250 feet and one 200 feet by 900 feet.

Minor repairs were made.

Expenditures:

1929-Territory of Alaska	\$15.75
1930-Maintenance by Territorial Board	450.00
Total.....	<u>465.75</u>

54A. Chisana Aviation Field:

This landing field, 150 feet by 1,000 feet, is located just north of the village of Chisana.

The area was cleared of large stones and leveled. Markers were placed.

In 1930 timber was cut on the north approach and additional leveling done.

Expenditures:

1929-Territory of Alaska	\$1,494.63
1930-Territory of Alaska.....	<u>262.50</u> 1,757.13

54B. Nabesna Aviation Field:

This landing field, 200 feet by 900 feet, is located on the west side of the Nabesna River opposite the mouth of Jack Creek.

The area was cleared of brush and large stones and leveled. Markers were placed.

Expenditures:

1929-Territory of Alaska\$1,476.58
1930-Territory of Alaska 512.40 \$1,988.98

77. McCarthy-Dan Creek (20 Miles Road):

This route extends from McCarthy on the Copper River and Northwestern Railway across the Nizina River to mining operations on Dan Creek.

The road is suitable for light motor traffic to Mile 14 and is passable for motor traffic to Dan Creek in dry weather.

In 1929 the section from Mile 14 to Dan Creek was partially graded and drainage installed. 3/4 mile of the road along the Nizina in Mile 14, destroyed by floods, was rebuilt. Repairs were made from McCarthy to Mile 9.

In 1930 the road was regraded between Miles 4 and 13 and 3,247 cu. yds. of surfacing placed between miles 4 and 9.3. Between miles 13 and 20, four miles of road were regraded and 1,000 cu. yds. of material placed in fills. 12 metal and 5 timber culverts were installed. Maintenance was performed throughout.

Expenditures:

1929-Alaska Road Commission ..\$6,910.72
Territory of Alaska 3,712.05 \$10,622.77
1930-Alaska Road Commission ..12,440.82
Territory of Alaska 5,107.56 17,548.38
Total 28,171.15

78. Nizina River Bridge:

This bridge over the Nizina River on Route 57 consists of two Howe Truss Timber spans 180 feet each resting on concrete piers and 2,000 lin. feet of pile trestle approach.

Heavy flood damage occurred during the summer of 1929, and minor damage during the flood of 1930. Necessary repairs were made.

Expenditures:

1929-Alaska Road Commission ..\$7,766.81
1930-Alaska Road Commission .. 4,374.44 . \$12,141.25

J. Mizina-Chitina River (25 Miles Trail):

This trail branches from the McCarthy-Dan Creek at the north end of the Mizina bridge and extends over a low divide into the Chitina River Valley serving inspectors on the upper Chitina River.

An investigation was made of the work required on this route. Minor repairs were made and a short section of trail brushed out.

Expenditures:

1929-Alaska Road Commission ...\$33.50
Territory of Alaska..... 25.00..\$58.50
1930-Alaska Road Commission....186.92
Territory of Alaska 90.00 276.92
Total 335.42.

K. Chititu Branch (6 Miles Road):

This route branches from the McCarthy-Dan Creek road at Mile 13 and extends up Chititu Creek to mining operations. The road is of low type largely across an old gravel bar.

1,500 feet of new road to avoid 2 creek crossings are built in Mile 2. $\frac{1}{2}$ mile extension was graded in Mile 5 and $\frac{3}{4}$ mile of right of way cleared in Mile 6.

Expenditures:

1929-Alaska Road Commission\$1,459.03
1930-Alaska Road Commission ..\$1,196.63
Territory of Alaska 450.00 1,646.63
Total 3,105.66

L. McCarthy Aviation Field:

This landing field is located on the bench $\frac{1}{4}$ mile south of the village of McCarthy and along the McCarthy Dan Creek Road. It is 400 by 1,200 feet with a crossway of 200 by 1,200 feet of which 800 feet is usable.

The original field was enlarged from 300 by 900 feet
300 by 1200 feet. A cross runway 200 by 1200 feet
cleared. The west end extending 400 feet from the
edge of the main field was stripped and leveled,
providing a usable east-west runway 800 feet long.

Expenditures:

1929-Territory of Alaska\$ 142.12
1930-Territory of Alaska1,003.13..\$1,145.25

H. Chitina River Aviation Field:

This landing field, 180 by 1,000 feet is located
on a bar in the upper Chitina River near the mouth of
Little Creek.

The area was leveled and markers placed.

Expenditures:

1930-Territory of Alaska\$735.00

I. Valdez Dike:

The Valdez Dike was constructed by this Commission
in 1913 to protect the government property within
the limits of Valdez from overflow by the streams
coming from the Valdez Glacier. A special appropria-
tion for the purpose was made by Congress. Subsequent
maintenance charges have been met by contribution by
the City of Valdez and the Territory of Alaska, the
Commission performing the work.

21,180 square feet of brush fascine mattresses
were placed and loaded with 2,186 linear feet of
fill consisting of rock rolled in wire netting to
protect the face of the dike from scour.

Expenditures:

1929-Territory of Alaska ...\$5,661.20
1930-Territory of Alaska ... 7,733.88..\$13,395.08

A. Valdez Aviation Field:

This field is located in the northeast part of the site of Valdez and inside the dike. Its dimensions are 2,300 feet by 250 feet with a cross run of 730 feet at the center.

A new runway was cleared across the north end of the field available for winter landing. The area cleared is 250 by 600 feet and provided a cross runway 250 by 250 feet. The town of Valdez cleared and graveled a way 80 feet wide from the south end of the field to the tide line. The town constructed a public hangar at the field 40x50 feet.

Expenditures:

1930-Territory of Alaska\$113.25

B. Upper Tonsina Aviation Field:

This landing field, 250 feet by 1,000 feet, is located along the Richardson Highway west of the Upper Tonsina Roadhouse, Mile 80 from Valdez.

The area was cleared, grubbed and leveled. 3.5 acres were cleared and grubbed, 1,950 cu. yds. of earth and 100 yds. of boulders were removed. Timber was cleared back 250 feet from each end of the field. The area was so ed with broom grass and clover seed.

Expenditures:

1929-Territory of Alaska\$1,699.97

1930-Territory of Alaska 47.50..\$1,747.47

C. Brenner Trail (30 Miles Trail):

This route leaves Long Lake on the Copper River and Northwestern Railway, crosses the Mixina River, just above its confluence with the Chitina River, crosses the Chitina River and continues up the left limit of the river to the mouth of the Chakina River. Following the left limit of the Chakina it crosses a fairly high divide into the headwaters of the Brenner River.

$\frac{1}{2}$ mile of trail was graded 4 feet wide leading out of Chitina River and trail was extended 13 miles to headwaters of the Bremner.

Expenditures:

1929-Alaska Road Commission\$1,232.06
Territory of Alaska 1,100.00..\$2,332.06

Chistochina Aviation Field:

This landing field is located adjacent to the Gulkana-Chistochina Road at Mile 3 $\frac{1}{4}$. It is 1,150 feet long, 100 feet wide at north end, and 200 feet wide at south

The area was cleared, stripped and leveled. Considerable grading was necessary to provide a level sur-

Expenditures:

1930-Territory of Alaska\$2,055.97

Anchorage Loop (19 $\frac{1}{2}$ Miles Road):

Starting from the Railroad Yards, this road extends east 5 $\frac{1}{2}$ miles, thence easterly for 4 $\frac{1}{2}$ miles, where it crosses the railroad, thence south 2 $\frac{1}{2}$ miles, thence west 2 miles, where it again crosses the railroad. It follows the north side of the railroad 1 $\frac{1}{2}$ miles crossing the track and extends along the south side of the railroad to the railroad yards, on the west side of the City of Anchorage.

The road is graded to standard width and practically surfaced. It is suitable for motor traffic.

Necessary maintenance was performed, consisting of repairs to gravel surface and maintenance of surface with small grader and maintainer. 3,706 cu. yds. were used as resurfacing and 2 timber bridges replaced with metal culverts and fills. 7 metal culverts were installed.

Expenditures:

1929-Alaska Road Commission ..	\$1,012.41	
Territory of Alaska	950.00	\$1,962.41
1930-Alaska Road Commission ..	3,405.78	
Territory of Alaska	1,400.00	4,805.78
Total		6,768.19

1. Anchorage-Lake Spenard (4 Miles Road):

This route extends southwest from the south city limits of Anchorage to Lake Spenard.

The road is well graded and surfaced and is suitable for motor traffic.

Maintenance was performed. 1,125 cu. yds. of gravel was placed as resurfacing over 2 miles.

Expenditures:

1929-Territory of Alaska	\$1,422.18
1930-Territory of Alaska	813.39
	\$2,235.57

2. Chester Creek Boat Landing (1 Mile Road):

This road extends from the southwest corner of the Anchorage townsite to the mouth of Chester Creek, where there is a suitable landing for small boats.

The road is narrow graded and surfaced and is suitable for motor traffic.

Maintenance was performed.

Expenditures:

1929-Territory of Alaska	\$128.83.
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3. McDonald Road (1½ Miles Road):

This road branches from the Anchorage Loop Road at Mile 2½ and extends to the shore of Cook Inlet serving several farms.

The road is suitable for motor traffic.

Minor repairs were made and maintenance performed.

Expenditures:

1929-Alaska Road Commission ...	\$26.85	
Territory of Alaska	25.00	\$51.85
1930-Alaska Road Commission ...	515.33	
Territory of Alaska	340.00	855.33
Total		907.18

N. Oilwell Road (2 1/4 Miles Road):

This route extends east from the city limits of Anchorage to the Chester Creek Valley and serves several areas.

It is suitable for motor traffic.

1,215 cu. yds. of gravel were placed as surfacing on 1/2 mile of road, 3 metal culverts installed and surface maintained.

Expenditures:

1929-Territory of Alaska	\$826.92	
1930-Territory of Alaska	549.47	\$1,376.39

N. Anchorage Aviation Field:

This landing field is located south of the Oilwell Road, one-half mile east of the Anchorage townsite. It consists of two runways, the north-south leg being 400 feet by 2,260 feet, and the east-west leg, 400 feet by 600 feet.

The area was cleared, plowed, and leveled and grass seed sown. Telephone and light lines were extended from Anchorage to the field. The City of Anchorage maintained the ground.

Expenditures:

1929-Territory of Alaska	\$1,804.84	
Cont. by the City of Anchorage.	<u>1,800.00</u>	\$3,604.84
1930-Territory of Alaska	502.16	
Cont. by the City of Anchorage.	<u>507.00</u>	<u>1,009.16</u>
Total		4,614.00

2. Eklutna Road (21-3/4 Miles proposed Road):

This route branches from the Anchorage Loop Road 7 miles from Anchorage and extends along the foothills above the railroad to Eklutna. A power station and the industrial school is at that place.

A location survey was made over the entire route and 7 miles cleared 60 feet wide.

Expenditures:

1930-Territory of Alaska	\$2,350.00
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3. Valdez Creek Aviation Field:

This landing field is located on the beach on the west limit of Valdez Creek opposite Discovery claim. The field consists of one 200 by 1,000 foot runway.

The area was cleared, plowed, and partially levelled. Large boulders were removed. Additional leveling is required before this field is suitable for use.

Expenditures:

1929-Territory of Alaska	\$602.60
1930-Territory of Alaska	<u>717.05</u>
	\$1,319.65

4. Gurry Aviation Field:

This landing field, 200 feet by 1,100 feet is situated 1/2 mile east of the Gurry Hotel, Mile 248 on The Alaska Railroad.

Additional leveling was performed and timber slashed on approaches.

Expenditures:

1929-Territory of Alaska\$124.41
1930-Territory of Alaska 73.70 ..\$198.11

H. Homer Spit (13½ Miles Road):

This project includes the road from the old settlement of Homer at the outer end of Homer Spit, up the spit to the mainland and the road along the mainland east and west from the spit connecting a number of homesteads. The road extends north up the spit 5½ miles. From this point it extends west 1½ miles and east 6½ miles.

Maintenance was performed.

Expenditures:

1929-Alaska Road Commission\$189.55
Territory of Alaska 160.00 ..\$349.55

I. Kasilof Road (7 Miles Road):

This road extends from the cannery at the mouth of the Kasilof River, up the right limit of the river for a distance of 7 miles, serving a group of fur farmers.

The road is passable for wagons. The road was cleared, grubbed, and graded. Grading on flat ground 24 feet in width, one 18 foot bridge was built. Timber and 7 metal culverts installed, and 853 lin. ft of corduroy were laid.

Expenditures:

1929-Territory of Alaska\$7,072.22
1930-Territory of Alaska10,946.13..\$18,018.35

J. Cordova-Eyak Boat Landing Road (1600 feet road):

This road leads from the Cordova-Eyak Lake Forest Highway, about one mile from town, to a boat landing at the head of Eyak Lake. The road also passes through the Alutian Reservation and serves the new native school constructed there this year.

Work consisted of clearing, grubbing and grading. The site is completed and ready for surfacing. This item should be included in next years program. Estimated cost to properly complete project \$1,500.00

Expenditures:

Territory of Alaska \$1,498.87

FOURTH DIVISION

SUMMARY OF SUBPROJECTS

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

No.	Name of Route	Wagon Sled		Trail	Total	A.R.C. Coop. with Territory	Territory Coop. with A.R.C.	Total
		Road	Road					
64B	Donnelly Aviation Field.....	--	--	--	--	--	123.31	123.31
65	Tanana Aviation Field	--	--	--	--	--	1,683.54	1,683.54
71A	Cleary Creek Road	2-3/4	--	--	2-3/4	123.00(a)	1,452.09	1,576.09
72	Fox-Olnes	13	--	--	13	14,097.18	1,367.86	15,465.04
73A	Spaulding Mine Road	1-3/4	--	--	1-3/4	--	322.14	322.14
74	Summit-Fairbanks Creek	13	--	--	13	--	4,549.17	4,549.17
75A	Summit-Fish Creek	8 1/2	--	--	8 1/2	--	2,575.57	2,575.57
76	Fairbanks-Ester	9 1/2	--	--	9 1/2	2,884.27(b)	1,100.00	3,984.27
77A	College Spur	1	--	--	1	--	456.06	456.06
77B	Ester Dome	2 1/2	--	--	2 1/2	--	18.02	18.02
78C	St. Patricks-Happy	3-3/4	--	--	3-3/4	--	249.15	249.15
79A	Lazelle Road	2 1/2	--	--	2 1/2	--	555.85	555.85
79	Little Eldorado	6	--	--	6	--	1,151.25	1,151.25
79	Fairbanks-Chena Hot Springs...	--	64	--	64	1,196.91	545.00	1,741.91
79A	Chena River Branch	--	35	--	35	450.00	110.00	560.00
79B	Palmer Aviation Field	--	--	--	--	--	250.00	250.00
79	Farmers-Birch Hill.....	8-3/4	--	--	8-3/4	--	1,530.92	1,530.92
79A	Isabelle Creek	1-3/4	--	--	1-3/4	--	119.42	119.42
79B	Balleine-Richert.....	1	--	--	1	--	15.33	15.33
79	Graehl Bridge	--	--	--	--	--	2,809.28	2,809.28
79	Farmers-Chena Slough	7 1/2	--	--	7 1/2	--	5,092.42	5,092.42
79	Fairbanks Aviation Field	--	--	--	--	4,044.45(c)	2,149.55	6,194.00
11P	Chicken Aviation Field	--	--	--	--	--	1,223.38	1,223.38
11Q	Eagle Aviation Field	--	--	--	--	--	1,698.75	1,698.75
15A	Central House-Circle Hot Sprgs.	8 1/2	--	--	8 1/2	19,159.46	4,070.00	23,229.46
15C	Circle Hot Springs Aviation Fld.	--	--	--	--	--	251.00	251.00
15E	Miller House Spur	1/2	--	--	1/2	--	129.64	129.64
15A	U.S. Creek Branch	7	--	--	7	3,500.00(d)	7,924.31	11,424.31
16B	Eagle Creek Spur	1	--	--	1	--	170.57	170.57
16D	Sourdough Creek Branch	4 1/2	--	--	4 1/2	--	2,765.13	2,765.13
17C	Kulato Aviation Field	--	--	--	--	--	1,499.91	1,499.91
17D	Tanana-Kaltag Telephone Line .	--	--	--	--	--	3,985.28	3,985.28

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

<u>No.</u>	<u>Name of Project</u>	<u>Road</u>	<u>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>
22	Hot Springs-Sullivan Creek.....	10	--	--	10	2,043.02	610.00	2,653.02
23	Chandalar Aviation Field	--	--	--	--	--	120.00	120.00
30	Hot Springs-Eureka	24	--	--	24	8,794.26	3,356.96	12,151.22
30B	Manley Hot Springs Aviation Fld.	--	--	--	--	--	850.00(e)	850.00
32	Flat-Iditarod	8	--	--	8	26,250.23	4,339.26	30,589.49
32A	Iditarod River Reconnaissance...	--	--	--	--	--	100.00	100.00
32B	Takotna Aviation Field	--	--	--	--	--	317.93	317.93
33	Flat Aviation Field	--	--	--	--	--	500.00	500.00
33B	Ophir-Takotna	22	--	--	22	9,114.95	2,100.00	11,214.95
33BA	Little Creek Road	3	--	--	3	--	2,142.38	2,142.38
33B	Ganes Creek Road	15-3/4	--	--	15-3/4	--	1,576.30	1,576.30
33C	Ruby Aviation Field	--	--	--	--	--	442.25	442.25
33D	Ophir Aviation Field	--	--	--	--	--	1,010.12	1,010.12
35	Nenana Cemetery Road	2 1/2	--	--	2 1/2	474.25(f)	110.24	584.49
35A	Nenana Aviation Field	--	--	--	--	--	60.56	60.56
37A	Wiseman Aviation Field	--	--	--	--	--	926.97	926.97
39	Ft. Yukon Aviation Field	--	--	--	--	--	990.00	990.00
63	Dunbar-Brooks	--	60	--	60	456.11	155.00	611.11
63B	Livengood Creek Road	6 1/2	--	--	6 1/2	--	418.86	418.86
63C	Brooks Tram	13	--	--	13	14,838.98(g)	--	14,838.98
63D	Livengood Aviation Field	--	--	--	--	--	289.50	289.50
63E	Tanana Crossing Aviation Field.	--	--	--	--	--	550.00	550.00
63F	McGrath Aviation Field	--	--	--	--	--	6,757.85	6,757.85
97B	Yukon-Kuskokwim Portage	--	--	120	120	8,699.74	11,000.00(h)	19,699.74
	Allotted Takotna Aviation Field						1,482.00	1,482.00
	Allotted Takotna Aviation Field Road						500.00	500.00
	Total.....	208	159	120	487	116,126.90(i)	92,588.68	208,715.58

Construction Expenditures by Board:

Nechan-Kokomo Creek\$500.00
 Lighting Equipment, Fairbanks Aviation Field 33.98

- Contributed by Chatham Gold Dredging Company.
- Includes \$596.71 miscellaneous contributions.
- Includes \$2,244.45 contributed by Fairbanks Commercial Club and \$1,800 by the Aero Arctic Society.
- Contributed by the Nome Creek Dredging Company.
- Includes \$8.00 allotted and obligated in previous biennium, expended this biennium.
- Includes \$236. contributed by the City of Nenana
- Includes \$718.24 contributed by the citizens of Brooks.
- Includes \$7500 from special appropriation Chapter 106, 1929.
- All A. R. C. expenditures are to December 31, 1930. In accordance with cooperative agreement of April 1, 1930, there remains a balance of \$3,609.48 A. R. C. allotted to carry the work to June 30, 1931.

OPERATIONS DURING BIENNIUM

Fairbanks Local System:

Upon the following routes leading from the Fairbanks local system, only necessary maintenance was performed.

	<u>Miles:</u>	
13 Spaulding Mine Road	1-3/4	Road
10 Summit-Fairbanks Creek	13	"
14 Summit-Fish Creek	8 1/2	"
11 Ester Creek	9 1/2	"
12 College Spur Road	1/2	"
15 Ester Dome Road	2	"
16 St. Patricks-Happy	3-3/4	"
17 Ester-Beegler	1/2	"
18 Lovelle Road	2 1/2	"
19 Little Eldorado Road	6	"
20 Fairbanks-Chena Hot Springs Sled Road.	6 1/4	Sled Road
21 Fairbanks-Birch Hill	8-3/4	Road
22 Chena River Branch Sled Road	35	Sled Road
23 Isabella Creek Road	1-3/4	Road
24 Lorraine Rickert Road	1	"
Total.....	158	

Expenses:

10 Alaska Road Commission.....	\$ 1,111.63	
11 Territory of Alaska	6,580.04	
12 Contributed by others	596.71	\$8,298.38
13 Alaska Road Commission	2,822.93	
14 Territory of Alaska	6,717.84	9,540.77
Total	17,829.15	

Donnelly Aviation Field:

This field is located on a gravel bench on the right side of the Delta River and on the west side of the Richardson Highway opposite Mile 241 from Valdez, and three miles south of the old Donnelly telegraph station. The field is 1,200 feet long and from 290 to 400 feet wide.

Brush was removed and necessary leveling done.

Expenses:

10 Territory of Alaska.....	\$123.31
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12. Tanana Aviation Field:

This field is situated on the right limit of the Tanana River, one mile upstream from the town of Tanana. The field is irregular in shape, its greatest length being 1,165 feet and its greatest width 300 feet. It lies on a level, fairly dry bench, parallel to the river. There are no obstructing hills in the near vicinity.

The field was enlarged 7.1 acres were cleared, stripped and leveled. 500 lin. feet of drainage ditch was constructed.

Expenditures:

1929-Territory of Alaska	\$1,498.34	
1930-Territory of Alaska	165.30	\$1,663.54

13. Cleary Creek Road (2-3/4 Miles Road):

This route is a portion of road formerly included in Route 7A. Summit-Chatanika, which was abandoned in favor of a new location. It serves mining operations along Cleary Creek above the town of Cleary.

The road is of low standard but largely on good condition and is suitable for motor traffic.

A 1/2 mile extension was constructed to serve the Cleary Hill Mine. Necessary maintenance was performed.

Expenditures:

1929-Territory of Alaska	\$326.99	
Contributed by other.....	123.00	\$449.99
1930-Territory of Alaska		1126.10
Total		1576.09

14. Fox-Olmes (13 Miles Road):

This road connects the town of Fox, which is at Mile 24 on Route 70, with Olmes, which is at Mile 26 on the Chatanika Branch of The Alaska Railroad. It crosses the divide separating Goldstream from the Chatanika River, passing through the old mining town of Dome.

The road is of low standard but is passable for motor traffic.

In 1929 bridges between Dome and Olnes were repaired.

In 1930, after abandonment of the Chatanika branch of the Alaska Railroad, work was started on the rehabilitation of this road. 5,630 cu. yds. of surfacing material were placed on $4\frac{1}{2}$ miles. 3 miles were regraded and 11 timber culverts installed.

Expenditures:

1929-Territory of Alaska	\$867.86	
1930-Alaska Road Commission	14,097.18	
Territory of Alaska	500.00	14,597.18
Total		15,465.04

B. Palmer Creek Aviation Field:

This field, 200 feet by 500 feet, is situated on the left bank of the main fork of the Chena River, 2 miles above the mouth of Palmer Creek. It is located on a gravel bar sometimes referred to as Van Curly Bar.

Second growth brush was removed and the area leveled.

Expenditures:

1930-Territory of Alaska.....	\$250.00
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C. Graehl Bridge:

This project includes the pile trestle bridge over a slough on the winter cut-off from the Fairbanks Road, Route 78, into Fairbanks and a suspension bridge over Noyes Slough near its junction with the slough.

Damage to the pile trestle caused by ice run in the spring of 1929 and by high water in the summer of 1930 was repaired. A 300 foot suspension foot bridge was erected over Noyes Slough connecting Graehl with Garden

Expenditures:

1929-Territory of Alaska\$1,309.28
1930-Territory of Alaska 1,500.00 \$2,809.28

7. Farmers-Chena Slough (7½ Miles Road):

This route leaves the Richardson Highway near Mile 4 from Fairbanks and extends eastward to and up the left bank of Chena Slough. It serves the needs of several farmers.

The last 33 miles of this road were grubbed and graded to a narrow standard. 210 lin. feet of corduroy were laid, a 60 foot trestle bridge was constructed and 3 timber culverts installed.

Expenditures:

1929-Territory of Alaska\$349.47
1930-Territory of Alaska 4,679.95..\$5,029.42

8. Fairbanks Aviation Field:

This landing field is located on the ball park adjacent to the City of Fairbanks, known as "Weeks Field". It consists of two runways, 400 feet by 2,000 feet, crossing at an angle of 41° and an area 1,500 feet square adjacent to the city for use by lighter-than-air craft.

An area 1,500 feet square was cleared adjoining the existing aviation field on the south. A runway 40 feet wide on a 547 foot radius was stripped. Eight concrete pylons and a concrete base were constructed in readiness for the erection of a mooring mast. Funds for the work were provided by the Territory of Alaska, the Aero Arctic Society and the citizens of Fairbanks. Use of equipment and labor was contributed by the Fairbanks Exploration Agency.

The plane runways were maintained.

Expenditures:

1929-Territory of Alaska ...	\$2,149.55	
Contd. by Fairbanks C.G.	1,960.45	
Contd. by Aero Arctic ..	<u>1,800.00</u>	..\$5,910.00
1930-Contd. by Fairbanks.....		284.00
By Territorial Board		<u>33.98</u>
Total		6,227.98

17. Chicken Aviation Field:

This landing field is situated on the left limit of Chicken Creek, $\frac{1}{2}$ mile downstream from Chicken Post office. It is 1,200 feet long and varies in width from 187 feet at south end to 320 feet at center and 150 feet at north end.

The field was extended from 750 feet to 1,000 feet in length and additional leveling was performed.

Expenditures:

1929-Territory of Alaska	\$750.00	
1930-Territory of Alaska	<u>473.38</u>	\$1,223.38

18. Eagle Aviation Field:

This landing field is located on the grounds of the abandoned military post adjacent to the town of Eagle.

The runway is 350 feet by 1,650 feet. A cross runway is available 1,100 feet in length. Three more buildings were removed and wireless masts moved to provide a cross runway. Excavations under buildings were filled and the area leveled.

Expenditures:

1929-Territory of Alaska	\$500.00	
1930-Territory of Alaska	<u>898.75</u>	..\$1,698.75

1. Central House-Circle Hot Springs (8½ Miles Road):

This road leaves the Steese Highway at Central House, Mile 129 from Fairbanks and extends in an easterly direction to Circle Hot Springs.

The road was graded to standard width. 1,640 lin. feet of corduroy were laid, 92 lin. feet of frame trestle bridges built and 41 metal culverts installed. 2,200 cu. yds. of gravel were placed at surfacing.

In 1930, 7 miles were regraded. 6,574 cu. yds of gravel surfacing placed over 8 miles and 180 lin. feet of metal culverts installed.

Expenditures:

1929 Alaska Road Commission	\$14,042.98	
Territory of Alaska	1,570.00	\$15,612.98
1930 Alaska Road Commission	5,116.48	
Territory of Alaska	2,500.00	7,616.48
Total		23,229.46

2. Circle Hot Springs Aviation Field:

This field is situated ½ mile east of Circle Hot Springs. It is 1,700 feet long, 400 feet wide on one end and 750 feet wide on the other.

A part of the area was leveled with a grader.

Expenditures:

1930 Territory of Alaska	\$251.60
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3. Miller House Spur (¼ Mile Road):

This road connects the Miller House with the Steese Highway at Mile 115½ from Fairbanks.

It is suitable for motor traffic.

Maintenance was performed.

Expenditures:

1929-Territory of Alaska\$43.70
1930-Territory of Alaska 85.94 ..\$129.64

U. S. Creek Branch (7 Miles Road):

This road branches from the Steese Highway at Mile 7.4 from Fairbanks, follows up the left limit of U.S. Creek, over the divide and down to Nome Creek, serving the Nome Creek Dredging Co.

In 1929 the route was cleared, grubbed and 6 miles of corduroy were laid and 4,176 lin. feet of corduroy were laid and covered with material from the ditches. 17 culverts were installed.

In 1930 general maintenance was performed and additional surfacing placed.

Expenditures:

1929-Territory of Alaska\$6,640.46
Contd. by Nome Creek Dredging Co. 3,500.00..\$10,140.46
1930-Territory of Alaska 1,283.85
Total 11,424.31

Eagle Creek Spur (1 Mile Road):

This road leaves the Steese Highway at Mile 105 1/2 from Fairbanks and leads down into Eagle Creek serving hydraulic mining operations. The road is largely on a grade.

The road was widened to average 10 feet in width.

Expenditures:

1929-Territory of Alaska\$169.32
1930-Territory of Alaska 1.25..\$170.57

Sourdough Creek Branch (1 1/2 Miles Road):

This road branches from the Steese Highway 66.8 miles from Fairbanks and extends up the left limit of Sourdough Creek to placer operations.

4 1/2 miles were graded to narrow standard, 1,294 lin. ft. of corduroy were laid, 369 cu. yds. of surfacing material were placed and 18 timber culverts were installed.

Expenditures:

1930-Territory of Alaska\$2,765.13

Malato Aviation Field:

This landing field is situated on the right limit of the Yukon River, below and adjoining the village of Malato.

The field was enlarged to 300 by 1,100 feet and the air area leveled.

Expenditures:

1929-Territory of Alaska\$1,499.91

Kenana-Koyukuk Station Telephone Line:

This is a portion of the abandoned Signal Corps telegraph line along the Yukon River. The repair and maintenance of this line as a telephone line were provided for by Act of the Territorial Legislature Chapter 20, 1929 Session.

27 tripods and 96 poles were erected. 4 1/2 miles of line were reconstructed. Line taken out during spring break-up was replaced. Winter service was maintained.

Expenditures:

1929-Territory of Alaska\$1,638.68
1930-Territory of Alaska 2,346.60 \$3,985.28

Hot Springs-Sullivan Creek (10 Miles Road):

This road extends from the mouth of Hot Springs Slough on the Tanana River to the placer mining operations at Sullivan Creek. Four miles of this road are used by winter travel between Nenana and Tanana.

This road is suitable for wagon traffic.

General repairs were made to damaged sections.

Expenditures:

1929-Alaska Road Commission ...	\$907.50	
Territory of Alaska	110.00	\$1,017.50
1930-Alaska Road Commission ...	1,135.52	
Territory of Alaska	500.00	1,635.52
Total		2,653.02

23 F Chandalar Aviation Field:

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

Minor improvements were made.

Expenditures:

1930-Territory of Alaska	\$120.00
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Hot Springs Landing-Eureka (24 Miles Road):

This road begins at Hot Springs Landing, on the Tanana River and goes to the mining center of Eureka. It passes through the town of Hot Springs, 1-3/4 miles from the landing, thence across Hot Springs Slough over a 100 foot truss span. It then follows along the side-hill on the right limit of Baker Creek crossing that creek at Mile 16 on an 80 foot truss span, thence up the left limit of Eureka Creek. This road forms part of a winter route between the Tanana and Yukon Rivers.

It is suitable for wagon traffic and passable for motor traffic in dry weather.

The section from Hot Springs village to Eureka was rehabilitated, 20 miles were regraded and widened, 1,429 cu. yds. of surfacing material was placed on 1-1/4 miles of road and 200 lin. feet of metal culverts installed.

Expenditures:

1929-Alaska Road Commission	\$1,454.41	
Territory of Alaska	164.00	\$1,618.41
1930-Alaska Road Commission.....	7,339.85	
Territory of Alaska	3,192.96	10,532.81
Total		12,151.22

H. Bailey Hot Springs Aviation Field:

This landing field is located on an old farm about 1/4 mile to the Hot Springs Slough on its right limit. The road to Eureka, Route 30, passes along the edge of the field.

The field was enlarged to 350 by 1,000 feet.

Expenditures:

1929-Territory of Alaska	\$850.00
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I. Iditarod-Flat (8 Miles Road):

This road connects Iditarod, the head of navigation on the Yukon River with Flat, the distributing point for the mining district.

The route is graded and 7 miles surfaced, 7,766 cu. yds. of gravel were placed as surfacing on 5-3/4 miles of this road, one 16 foot bridge was constructed, 3 bridges and 23 metal culverts installed.

Maintenance was performed.

Expenditures:

1929-Alaska Road Commission ...	\$21,680.54	
Territory of Alaska	<u>2,139.26</u>	23,819.80
1930-Alaska Road Commission ...	4,569.69	
Territory of Alaska	<u>2,200.00</u>	<u>6,769.69</u>
Total		<u>30,589.49</u>

24. Iditarod River Reconnaissance:

At the direction of the Territorial Board an examination was made of the situation at Iditarod with a view to the establishment of water transportation to the town of Iditarod. A cutoff had occurred in the Iditarod river above the town. Plans were drawn and estimate of costs made for two methods of relief. First, to divert the river to its former channel. Second, to extend the river below Iditarod to navigable water and provide a mill, warehouse and slip for unloading freight.

The second method was recommended as being cheaper and better. The first method could not be completed within the funds allotted by Act of the Legislature, Chapter 10, 1929.

The recommendation was approved by the Territorial Board and funds set up for the work, but at the request of the citizens of Iditarod, the work was not performed. Satisfaction with the method to be used was assigned as the reason for the protest.

Expenditures:

1929 Territory of Alaska	\$100.00.
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25. Takotna Aviation Field:

This landing field is situated on high ground directly west of the town of Takotna. It is 1,200 feet long and 30 feet wide.

The area was graded and leveled. Grass and small shrubs were cut.

Expenditures:

1929-Territory of Alaska\$299.93
1930-Territory of Alaska 18.00...\$317.93
Allotted and obligated Territory.....1482.00

W. Flat Aviation Field:

This landing field is located 2½ miles northwest of Flat, on the Flat-Iditarod Road. The field is 1,200 feet long and 400 feet wide.

A supplemental field for use by small planes was constructed on the tailing piles adjacent to Flat City. Local residents and the air transportation interests contributed labor valued at \$400.00

The field near town was enlarged to 250 by 1,000 feet.

Expenditures:

1929-Territory of Alaska\$500.00

E. Chair-Takotna (22 Miles Road):

This road extends from Takotna, the head of navigation of the Takotna River to mining operations on the watershed of the Innoko River and in the vicinity of Chair. It provides a portage route between the Kuskokwim and the Yukon River watershed.

2½ miles of road were resurfaced, 5 timber culverts installed, the Ganes Creek bridge repaired and maintenance of road performed.

Expenditures:

1929-Alaska Road Commission ...	\$6,248.89	
Territory of Alaska	700.00	\$6,948.89
1930-Alaska Road Commission....	2,866.06	
Territory of Alaska	1,400.00	4,226.06
Total		11,214.95

DA, Little Creek Road (3 Miles Road):

Leaving Route 38D at Mile 17½ from Takotna, this route extends up Little Creek serving placer mines.

2 miles were regraded and 334 cu. yds. surfacing material placed.

Maintenance was performed. The Flume Dredge Co. expended \$550.00 for maintenance and improvement.

Expenditures:

1929-Territory of Alaska\$75.00
1930-Territory of Alaska 2067.38..\$2,142.38

E. Ganes Creek Road (15-¾ Miles Road):

This route branches from Route 38D, 6 miles from Takotna, and extends across the Upper Yankee Creek Valley to Ganes Creek. It serves dredges operating on Yankee and Ganes Creeks.

The road is well graded and suitable for motor traffic.

An extension of 1-¾ miles was constructed up Ganes Creek over the tailing piles. ¼ mile at the beginning of the route was surfaced. Maintenance was performed.

Expenditures:

1929-Territory of Alaska\$1,136.30
1930-Territory of Alaska 440.00..\$1,576.30

F. Ruby Aviation Field:

This landing field is 1,500 feet long, 230 feet wide on one end and 700 feet wide on the other. It is located on a gravel ridge, some 600 feet in elevation above the Yukon River, on its left limit, 1½ miles on an air line back from the town of Ruby and is accessible from Ruby by a gravel auto road.

One half of the field was plowed and leveled in order to remove growth of willows and brush. The other half was similarly handled in 1928. An addition 200 by 400 feet was constructed on the northeast corner.

Expenditures:

1929-Territory of Alaska\$291.88
1930-Territory of Alaska 150.37...\$442.25

M. Ophir Aviation Field:

A new location was selected for this landing field. The new site is southwest of the village of Ophir.

An area 200 by 800 feet was cleared preparatory to building. 215 lin. feet of drainage ditch was constructed.

Expenditures:

1930-Territory of Alaska\$1,010.12

N. Nenana Cemetery (2 1/2 Miles Road):

This road connects the town of Nenana with the cemetery south of the town and serves several farms.

It is suitable for light motor traffic.

Maintenance was performed.

Expenditures:

1929-Alaska Road Commission ...\$60.00
Territory of Alaska 20.24
Contributed236.00...\$316.24
1930-Alaska Road Commission ...178.25
Territory of Alaska 90.00... 268.25
Total 584.49

N. Nenana Aviation Field:

This landing field is 900 feet long, 500 feet wide on one end and 100 feet wide on the other. It is located on the old base ball field on the south edge of the town of Nenana and is about 1/2 mile from the south bank of the Tanana River.

Grass was mowed over the entire field.

Expenditures:

1929 Territory of Alaska\$60.56

A. Wiseman Aviation Field:

This landing field, 400 feet by 1,400 feet, is located on the right limit of the Middle Fork of the Yukon River, just back of an adjoining the town of Wiseman.

Additional leveling was performed.

Expenditures:

1929 Territory of Alaska\$705.15

1930 Territory of Alaska 221.82..\$926.97

B. Ft. Yukon Aviation Field:

This field is situated west of the town of Ft. Yukon and a small slough. It is 250 by 1,400 feet with a runway available 150 by 800 feet.

An additional area was prepared for landing adjacent to the original field. This area is 150 feet wide, 600 feet long on one side and 250 feet on the other.

Expenditures:

1931 Territory of Alaska\$990.00

C. Dunbar Brooks (60 Miles Sled Road):

This sled road extends from Dunbar, Mile 432 on The Yukon Railroad to the placer mining camp of Brooks, situated on the left bank of the Tolovana River at the headwaters of the Tolovana River.

Repairs were made to bridges and approaches to river crossings, not bridge, were graded. Windfalls were removed.

Expenditures:

1929-Alaska Road Commission	\$355.61	
Territory of Alaska	<u>105.00</u>	\$460.61
1930-Alaska Road Commission	<u>100.50</u>	
Territory of Alaska	<u>50.00</u>	<u>150.00</u>
Total		<u>611.11</u>

B. Brooks-Livengood Creek (6½ Miles Road):

This road extends from the town of Brooks up the
the limit of Livengood Creek to various placer mining
operations.

It is in fair condition as a wagon road for use in
any weather.

Maintenance was performed.

Expenditures:

1929-Territory of Alaska	\$287.69	
1930-Territory of Alaska	<u>131.17</u>	\$418.86

C. Brooks Tram (13 Miles Tram):

This is an old tram road extending from the town of
Brooks, down the valley of the Tolovana River, to the
point of navigation on that stream. The rails are of
standard gauge. A touring car, equipped with flanged
wheels, is used for motive power. Trailers equipped with
standard type of wheels are used to haul the loads. It
is possible, when the surface of the rails is dry, to
haul a load of 2½ tons, at a speed of ten miles an hour.

This tram was purchased from private individuals by
the Territory under authority of a special act of the
Territorial Legislature in 1924. The Alaska Road Com-
mission has since improved and maintained it.

1.2 miles of track were renewed. The tram was main-
tained and operated.

Expenditures:

1929-Alaska Road Commission	\$7,969.83	
Contributed	<u>718.24</u>	\$8,688.07
1930-Alaska Road Commission		<u>6,150.91</u>
Total		14,838.98

Livengood Aviation Field:

This landing field is situated on a ridge back of adjoining the village of Brooks in the Livengood Mag district. It is 200 by 800 feet with an extension on angle 150 by 300 feet on the northeast corner, to provide for cross wind landings.

Area was cleared and grubbed to provide additional area for skid landing.

Expenditures:

1930-Territory of Alaska	\$289.50
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Tanana Crossing Aviation Field:

This landing field is located on the left limit of the Tanana River opposite the village of Tanana Crossing. It is 300 by 800 feet with a cross runway 300 by 600 feet.

Area was cleared, grubbed and graded.

Expenditures:

1929-Territory of Alaska	\$300.00
1930-Territory of Alaska	<u>250.00</u> ...\$550.00

McGrath Aviation Field:

This landing field is situated on the left limit of the Tanana River, 1/4 mile upstream from its confluence with the Kobuk River and adjacent to the village of McGrath.

The field was completed. It is 1,600 feet long and 200 feet wide. The work involved heavy grubbing, leveling and the construction of drainage

Expenditures:

1929-Territory of Alaska	\$4,099.95
1930-Territory of Alaska	<u>2,657.90</u> ..\$6,757.85

2. Yukon-Kuskokwim Portage (120 Miles Trail):

This summer portage is passable for canoes and poling boats from Russian Mission via the Yukon River, and the Alakwilak Slough to the River Portage, then by a series of grassy lakes and sloughs, down Crooked Creek, up Masca Creek, and over another portage to Mud Creek and on to the Kuskokwim River.

A light steel rail tram was constructed over the two bridges. A canal 3,000 feet long, 7 feet wide and 3 1/2 feet deep was excavated across what was formerly the main portage. The work involved laying 5,934 lin. feet of track and the excavation of 2,495 cu. yds. of material. Two winches and 3 ramps were installed for raising and lowering up steep grades from the water. Two derricks were erected for handling boats. Brush was cleared from the banks of Crooked Creek, and entrances to sloughs and lakes marked with tripods, and direction signs. A log dam was constructed at the mouth of Mud Creek to provide additional depth of water in that stream.

Expenditures:

1929-Alaska Road Commission	\$3,810.34	
Territory of Alaska	3,000.00	
Territory, Special	<u>7,500.00</u> ..	\$14,310.34
1930-Alaska Road Commission	4,889.40	
Territory of Alaska	<u>500.00</u>	5,389.40
Total		<u>19,699.74</u>

Kokomo Creek (3 Miles Road):

This road leaves the Fairbanks Creek Road at Meehan Office on Fairbanks Creek, and leads to placer claims on Kokomo Creek.

Work consisted of corduroying about 400 feet at the mouth of Kokomo Creek.

Expenditures:

Territory of Alaska	\$500.00
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