

Allotments and Expenditures April 1, 1931 to March 31, 1933 (continued)

<u>Name of Subproject</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>
Hizina Bridge	—	—	—	—	\$ 7,779.55	—	\$ 7,779.55
Chitina River Trail	—	—	33	33	1,340.56	160.00	1,500.56
Chititu Branch	6	—	—	6	545.09	25.00	570.09
Bremner Trail	—	—	30	30	1,843.78	190.00	2,033.78
Bremner Aviation Field	—	—	—	—	—	500.00	500.00
Anchorage Loop	19½	—	—	19½	9,310.91 (c)	1,055.00	10,365.91
Anchorage-Lake Spenard	4	—	—	4	523.34	1,968.20	2,491.54
Chester Creek Boat Landing	1	—	—	1	124.64	122.90	247.54
McDonald Branch	1½	—	—	1½	298.79	20.00	318.79
Oilwell Road	2½	—	—	2½	348.92	902.99	1,251.91
Anchorage Aviation Field	—	—	—	—	50.00 (d)	2,150.00	2,200.00
Homer Spit	13½	—	—	13½	825.31	30.00	855.31
Kasilof Road	7	—	—	7	560.83	1,012.10	1,572.93
Totals	160½	20	63	243½	\$134,382.19 (e)	\$30,150.00 (f)	\$164,532.19

- (a) \$5,000 from road fund; \$10,000 from special fund.
- (b) Includes \$7,100 contributed by Willow Creek Mining Company.
- (c) Includes \$15.00 contributed by G. W. Smith.
- (d) Contributed by Pacific International Airways.
- (e) All Alaska Road Commission expenditures are to December 31, 1932.
- (f) 1931 only; no funds available in 1932.

OPERATIONS DURING THE BIENNIUM

31 - 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 issuing from the Valdez Glacier. A special appropriation 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.

In 1931 8,657 tons of stone and 76,400 linear feet of 6-foot galvanized wire mesh were used in making compact rolls of rock, which were placed transversely to prevent scour.

In 1932 2,206 tons of stone were placed in 7,499 linear feet of 6-foot netting. 1,262 tons of this amount had to be hauled. 1,721 cubic yards of gravel and rock were used in raising the dike 2 feet higher for a distance of 1,565 linear feet. 6 cords of brush fascines were used and 800 lbs. of tie wire. The dike was riprapped for a distance of 2,104 feet.

Expenditures:

1931 - Alaska Road Commission	\$12,125.68	
Territory of Alaska	15,000.00	\$27,125.68
1932 - Alaska Road Commission	5,762.00	
Total		\$32,892.68

32 - Chitina-Native School (1 mile road):

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

No work was done in 1931.

Light maintenance was performed in 1932.

Expenditures:

1952 - Alaska Road Commission \$ 318.00

80 - 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.

In 1951 a standard wind cone was installed.

Nothing was done in 1952.

Expenditures:

1951 - Territory of Alaska\$ 9.09

100 - Seward Aviation Field:

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

In 1951 a meandering slough in the far end of the east-west runway was filled in and the water diverted, 1,000 feet on the north end of the north-south runway were slashed to give clearance and the entire field was dragged.

No work was done in 1952.

Expenditures:

1951 - Territory of Alaska \$286.77

150 - Palmer-Fishhook (9½ miles road):

This road extends from Palmer to Mile 11.5 from Wasilla on the Wasilla-Fishhook Road. Route 35K, Matanuska Trunk Road, forms a junction with it 4½ miles from Palmer.

Maintenance was performed throughout the biennium including a small amount of snow removal in the spring of 1932.

Expenditures:

1931 - Alaska Road Commission \$ 82.40	
Territory of Alaska <u>11.00</u>	\$ 93.40
1932 - Alaska Road Commission	<u>1,236.14</u>
Total ;..... ..	\$1,329.54

50 - Palmer-Matanuska River (1 1/2 miles road):

This road leads from Palmer, Mile 8 on the Matanuska Branch of The Alaska Railroad, to the Matanuska River, where a cable tram is installed.

A small amount of maintenance work was performed. This road is in poor condition, little used and suitable for wagons only.

Expenditures:

1931 - Alaska Road Commission \$ 27.17	
Territory of Alaska <u>4.00</u>	\$ 31.17
1932 - Alaska Road Commission	<u>227.91</u>
Total	\$ 259.08

55A - Gold Chord Branch (2 miles wagon road):

This road branches from the Willow Creek Extension, Route 55D, 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. Its purpose is to serve lode mines and prospects.

This road is at present of increased importance due to recent mining developments.

The road has been maintained in a manner commensurate with development.

Expenditures:

1931 - Alaska Road Commission	\$159.21	
Territory of Alaska	20.00	\$ 179.21
1932 - Alaska Road Commission	.....	672.65
Total	.....	\$ 851.86

3 - Lucky Shot-Willow Station (6 miles tractor road, 1 miles sled road):

This route extends down Willow Creek from the Lucky Shot Mine to Willow Station, Mile 187, The Alaska Road. It is an important road due to the heavy snowfall in Fishhook Pass on the route to Wasilla, which prohibits winter hauling. The first 6 miles are suitable for tractors in summer; the last 20 miles are suitable for tractors in summer but suitable as a sled road only.

The road was started in 1930. In 1931 it was cut through and otherwise opened to Willow Station; in 1932 many improvements were made over the entire route. A summary of all work accomplished during the biennium follows:

Clearing, 20 to 25 feet wide	.....	51.8 acres
Grubbing, 20 to 25 feet wide	.....	51.5 acres
Stripping, 20 feet wide	.....	2.4 acres
Scorduroying, 16 to 18 feet wide	.....	6,550.0 lin.ft.
Grader grading, 10 to 18 feet wide	.	9.37 miles
Scraper grading	.....	15,810.0 cu.yds.
Hand grading (including ditches)	...	950.0 cu.yds.
Metal culverts installed, 12" to 24" diameter	.....	35.
Timber culverts installed, 4' x 16' to 5' x 18'	.....	59.
Bridges, stringer type, native, 12' totaling	.....	411.0 lin.ft.
Bridges, truss type, fir, 1	.....	60.0 lin.ft.
Surfacing	.....	1,100.0 cu.yds.
Rock work, by hand	.....	15.0 cu.yds.

Expenditures:

1951 - Alaska Road Commission	\$21,610.98	
Territory of Alaska ..	1,953.64	
Contributed	<u>5,000.00</u>	\$28,544.59
1952 - Alaska Road Commission	11,390.16	
Contributed	<u>2,100.00</u>	<u>13,490.16</u>
Total		\$42,034.75

- Palmer-Springer (3 miles road):

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

In addition to light maintenance work during the biennium, two metal culverts were installed.

Expenditures:

1951 - Territory of Alaska	\$ 97.82	
1952 - Alaska Road Commission	51.68	\$ 149.50

4 - Wasilla-Palmer (12 miles road):

This route extends from Wasilla to Palmer. It crosses the Matanuska Trunk Road, Route 56K, 7 miles from Wasilla, and joins the Matanuska-Palmer Road, Route 55L, $\frac{1}{2}$ mile from Palmer. The road passes through an agricultural area and serves a number of farms.

In 1951 3 miles of this road through heavy timber were cleared and grubbed an additional 10 feet wide.

It was maintained during the biennium and the principal items of work accomplished other than routine maintenance are as follows:

Clearing, 10 feet wide	3.6 acres
Grubbing, 10 feet wide /	3.6 acres
Scraper grading	600.0 cu.yds.
Metal culverts installed, 12" to 18" diameter	15
Bridges repaired	1
Surfacing placed	150.0 cu.yds.

Expenditures:

1931 - Alaska Road Commission	\$1,875.85	
Territory of Alaska	<u>235.00</u>	\$2,110.85
1932 - Alaska Road Commission	.....	<u>744.84</u>
Total	.....	\$2,855.69

1 - Moose Creek Road (5½ miles road):

This road is a part of the old railroad construction road between Moose Creek and Palmer, on the Matanuska Branch of the railroad. It connects with Route 1, Palmer-Fishhook, 2½ miles from Palmer. The road is little used.

In 1931 only necessary maintenance was performed.

Nothing was done during the season of 1932. During the summer the bridge over Moose Creek went out, making the road impassable for through traffic.

Expenditures:

1931 - Territory of Alaska	\$ 185.95
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2 - Wasilla-Matanuska (7½ miles road):

This route practically parallels the Alaska Railroad on the north, from Wasilla to its junction with the Matanuska Trunk Road, Route 55K, two miles from Matanuska near the Agricultural Experiment Station.

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

Maintenance and minor improvements were made during the biennium including installation of 5 metal culverts, clearing 1.73 acres and placing 394 cubic yards of surfacing.

Expenditures:

1931 - Alaska Road Commission	\$546.82	
Territory of Alaska	<u>70.00</u>	\$ 616.82
1932 - Alaska Road Commission	.....	<u>\$1,681.23</u>
Total	.....	\$2,298.05

15K - Matanuska Trunk Road (8 miles road):

This route extends north from Matanuska Station, Mile 161 of the Alaska Railroad. It connects with the Wasilla-Matanuska Road at Mile 2, with the Wasilla-Finger Lake-Palmer Road at Mile 4½, with the Bogard Road at Mile 6 and ends at its junction with the Palmer-Fishhook Road. It serves the Agricultural Experiment Farm and a number of other farms.

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

This is the school bus route and is one of the chief roads in the Wasilla-Matanuska district. In 1951 a large amount of improvement work was done. In 1952 snow removal was authorized. The chief items of work accomplished are as follows:

Clearing, 11 feet wide	2.0 acres
Grubbing, 11 feet wide	1.5 acres
CORDUROYING, 18 feet wide	100.0 lin.ft.
Scraper grading	960.0 cy.yds.
Metal culverts installed, 12" to 24" diameter	7
Gravel surfacing placed	3,581.0 cu.yds.

Expenditures:

1951 - Alaska Road Commission	\$6,394.25	
Territory of Alaska	<u>1,025.00</u>	\$7,419.25
1952 - Alaska Road Commission		<u>\$2,370.18</u>

Total \$9,789.59

15L - Palmer-Matanuska (6½ miles road):

This road parallels the branchline of The Alaska Railroad between Palmer and Matanuska, serving several farms. A part of it serves as a school bus route.

The road is suitable for motor traffic.

In addition to necessary maintenance, 4 metal

culverts were installed and 588 cubic yards of surfacing were placed during the biennium. This is a part of the school bus route and snow removal was performed.

Expenditures:

1951 - Territory of Alaska \$ 538.27
1952 - Alaska Road Commission 883.51 \$1,421.58

52 - 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.

Due to increased mining activity served by this road, it has been improved during the past two years. The total work, in addition to maintenance, was as follows:

Hand grading, common	825 cu.yds.
Hand grading, solid rock	165 cu.yds.
Surfacing placed	489 cu.yds.
Metal culverts installed, 12" to 24" diameter	15

Expenditures:

1951 - Alaska Road Commission \$2,157.79
Territory of Alaska 270.00 \$2,407.79
1952 - Alaska Road Commission .. 802.88
Total \$3,210.67

53 - Edlund Road (3/4 mile road):

This road branches from the Wasilla-Matanuska Road at Mile 5 and extends south to the Fairview School and serves several farms.

Very light maintenance was performed.

Expenditures:

1931 - Territory of Alaska \$ 63.75
1932 - Alaska Road Commission 29.45 \$ 95.18

- Bogard Road (7½ miles road):

This road extends from Mile 6 of the Matanuska
Road, westerly to a connection with the Wasilla-
Fishhook Road ½ mile from Wasilla. It serves a large
mining area.

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

A small amount of maintenance was performed.

Expenditures:

1931 - Territory of Alaska \$ 84.89
1932 - Alaska Road Commission 433.50 \$518.39

- Warner Branch (½ mile road):

This road branches from the Fishhook-Palmer Road
½ miles from Palmer and serves two cultivated farms.

A small amount of maintenance was done in the
winter of 1932.

Expenditures:

1932 - Alaska Road Commission \$ 30.00

- Wasilla Aviation Field Road (¾ mile road):

This route extends from the Railroad Depot at
Wasilla parallel to the railroad tracks on the south
for ¾ mile, where it crosses the track to the aviation
field. It is suitable for motor traffic.

It was maintained by dragging.

Expenditures:

1951 - Territory of Alaska	\$ 22.45	
1952 - Alaska Road Commission	<u>107.10</u>	\$129.55

- Valdez-Mineral Creek (8 miles road):

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

The route is suitable for wagon traffic.

Necessary maintenance, principally slide removals, was performed in 1951.

Expenditures:

1951 - Alaska Road Commission	\$228.67	
Territory of Alaska	<u>29.00</u>	\$257.67

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 except in very wet weather.

In 1951 the principal work was the widening of Miles 3 to 4.5 and the relocation and partial completion of 800 feet from Young Creek to May Creek, made necessary by the river cutting out $\frac{1}{2}$ mile road in Mile 15. This work involved 6.8 acres of clearing, 6.5 acres of grubbing, 1.7 miles of grading, 5,670 linear feet of corduroy, moving 1,991 cubic yards with rotary scraper, graveling 982 yards, hand ditching 141 cubic yards, installation of 12 metal culverts and construction of 2 timber culverts.

In 1952, in addition to general maintenance, 1,451 linear feet were corduroyed, 2 metal culverts and 1 timber culvert were installed, and 1,445 cubic yards of gravel and bedding were placed.

Expenditures:

1951 - Alaska Road Commission	\$11,617.91	
Territory of Alaska	<u>2,025.00</u>	\$13,642.91
1952 - Alaska Road Commission	.....	<u>7,782.76</u>
Total	.....	\$21,425.67

57A - Nizina 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 linear feet of pile trestle approach.

This structure occasionally suffers serious damage from flood waters caused by the sudden breaking of an ice dam formed by the Nizina Glacier, which has held back the water in a lake to a depth of 280 feet. This happens annually.

In 1951 very little damage was done. 1,682 linear feet of piling were purchased to have on hand in emergency.

In 1952 extreme high water took out 24 bents of piling involving the driving of 120 piles and additional resting on 12 bents.

Expenditures:

1951 - Alaska Road Commission	\$ 774.65	
1952 - Alaska Road Commission	<u>7,004.92</u>	\$7,779.55

57B - Chitina River Trail (35 miles trail):

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

In 1951 8 miles of new trail, out from 7 to 9 miles, were added.

In 1952 minor repairs were made and the route was improved in view of improving a portion to sled road

standard.

Expenditures:

1951 - Alaska Road Commission	\$1,278.01	
Territory of Alaska	<u>160.00</u>	\$1,438.01
1952 - Alaska Road Commission	.....	<u>62.56</u>
Total	.....	\$1,500.58

RD - Chititu Branch (6 miles road):

This route branches from the McCarthy-Dan Creek Road in Mile 15 and extends up Chititu Creek to mining operations. The road is of low type largely across an all gravel bar.

Minor repairs were made.

Expenditures:

1951 - Alaska Road Commission	\$ 196.29	
Territory of Alaska	<u>25.00</u>	\$ 221.29
1952 - Alaska Road Commission	.....	<u>348.80</u>
Total	.....	\$ 570.09

RT - Bremner Trail (50 miles trail):

This trail was relocated. It now branches from the Chitina River Trail, Route 57B, at Mile 8, crosses the Chitina River and joins the original trail on Monahan Creek.

The purpose of the trail is to give access to recently discovered lode prospects.

In 1951 300 feet of trail were built along the face of a high bluff on the Klu River and five miles of trail worked over on the Bremner end.

In 1952 the trail was improved as a winter sled road from Mile 8 on the Chitina River Trail to the mouth of Monahan Creek, 18 miles, involving the clearing of 18.18 acres.

Expenditures:

1931 - Alaska Road Commission	\$1,505.49	
Territory of Alaska	190.00	\$1,695.49
1932 - Alaska Road Commission	.....	338.29
Total	.....	\$2,033.78

10 - Bremner Aviation Field:

This landing field is located near the head of Chahan Creek, a tributary of the Managita River, which parallels the Bremner River. It is 100 by 700 feet.

The field was constructed in 1931.

No work was done in 1932.

Expenditures:

1931 - Territory of Alaska	\$ 500.00
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11 - Anchorage Loop (19½ miles road):

Starting from the railroad yards this road extends northeast 5½ miles, thence easterly for 4½ miles, where it crosses the railroad, thence south 2½ miles, thence west 2 miles, where it again crosses the railroad. It then follows the north side of the railroad 1½ miles, then crossing the track, and extends along the south side of the railroad to the railroad yards on the north side of the city of Anchorage.

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

Improvements during the biennium consisted of giving access from the road to the Radio Station at Mile 13.5 and in placing additional surfacing. The road was well maintained. Snow removal was authorized in 1932.

Expenditures:

1931 - Alaska Road Commission	\$8,886.55	
Territory of Alaska	1,055.00	
Contributed	15.00	\$7,756.55
1932 - Alaska Road Commission	.....	2,809.56
Total	.....	\$10,565.91

164 - 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.

Necessary maintenance was performed during the biennium. Three metal culverts were installed and 325 cubic yards of gravel surfacing were placed. Snow removal was begun in 1952.

Expenditures:

1951 - Territory of Alaska	\$1,968.20
1952 - Alaska Road Commission	<u>523.54</u> \$2,491.54

165 - 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.

A small amount of maintenance was performed and one metal culvert installed.

Expenditures:

1951 - Territory of Alaska	\$ 122.90
1952 - Alaska Road Commission	<u>124.64</u> \$ 247.54

166 - McDonald Branch (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.

Necessary maintenance was performed.

Expenditures:

1951 - Alaska Road Commission	\$ 145.18	
Territory of Alaska	<u>20.00</u>	\$ 165.18
1952 - Alaska Road Commission	.....	<u>153.61</u>
Total	.....	\$ 318.79

VI - Oilwell Road (2 1/2 miles road):

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

The road is suitable for motor traffic.

The road was maintained and 429 cubic yards of gravel surfacing were placed.

Expenditures:

1951 - Territory of Alaska	\$ 902.99	
1952 - Alaska Road Commission	<u>348.92</u>	\$1,251.91

VII - 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 150 feet by 3,280 feet, and the east-west leg 400 feet by 1,600 feet.

In 1951 the City of Anchorage cleared and leveled a strip of ground 150 by 1,000 feet along the west boundary south of the present field, to give additional width to the north-south leg. They also installed a lighting system on a steel tower in the hangar space. The Territory provided funds for purchasing 200 feet of 9 inch iron pipe, which was placed in the road ditches to allow drainage to cross the road.

The field is in good condition.

In 1952 the field was dragged. Funds for the work were contributed by the Pacific International Airways.

Expenditures:

1951 - Territory of Alaska \$ 154.20
1952 - Contributed 50.00 \$ 204.20

Dillingham-Snag Point (2 miles road):

This route is identical with the 5 miles of the Sialak-Nushagak winter trail connecting Dillingham and the cannery at Snag Point. It is proposed to construct a road between the two points.

In 1951 two miles beginning at Dillingham were improved to a low standard road, the items of work accomplished being as follows:

Clearing, 50 feet wide.....	2.27 acres
Grubbing, 50 feet wide	2.27 acres
Chipping, 50 feet wide	1.38 acres
Skidwaying, 12 feet wide, brush	8,050.00 lin.ft.
Soil grading, 2 miles	2,500.00 cu.yds.
Strip grading	100.00 cu.yds.
Soil ditching, 1,595 linear feet	205.00 cu.yds.
Subverts, fir plank, 12" x 12" to	
18" x 30"	25
Bridges, fir stringer, 11' to 30'	
(5)	64.00 lin.ft.
Gravel surfacing	120.00 cu.yds.

In 1952 lumber was purchased for construction purposes but, owing to small appropriations, no work was done on the road.

Expenditures:

1951 - Alaska Road Commission	\$12,361.27	
Territory of Alaska	<u>2,150.00</u>	\$14,511.27
1952 - Alaska Road Commission		<u>55.75</u>

Total \$14,547.02

Homer Spit (15 1/2 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 $5\frac{1}{2}$ miles. From this point it extends west $1\frac{1}{2}$ miles and east $6\frac{1}{2}$ miles.

In addition to a small amount of maintenance 12 metal culverts, 18" to 24", were installed during the biennium.

Expenditures:

1951 - Alaska Road Commission \$	220.45	
Territory of Alaska	<u>30.00</u>	\$ 250.45
1952 - Alaska Road Commission		<u>604.86</u>
Total	\$	855.31

Basilof Road (7 miles road):

This road extends from the cannery at the mouth of the Basilof 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.

Maintenance and a small amount of improvement were carried on during both seasons of the biennium.

Expenditures:

1951 - Territory of Alaska	\$1,012.10	
1952 - Alaska Road Commission	<u>560.83</u>	\$1,572.93

FOURTH DIVISION

SUMMARY OF SUBPROJECTS

Allotments and Expenditures April 1, 1931 to March 31, 1933

<u>Name of Subproject</u>	<u>Wagon Sled</u>		<u>Trail</u>	<u>Total</u>	<u>A.R.C.</u>	<u>Territory</u>	<u>Total</u>
	<u>Road</u>	<u>Road</u>			<u>Coop. with</u>	<u>Coop.</u>	
					<u>Territory</u>	<u>with A.R.C.</u>	
Donnelly Aviation Field	---	---	---	---	\$ ---	\$ 14.11	\$ 14.11
Tanana Aviation Field	---	---	---	---	---	189.76	189.76
Cleary Creek Road	2-3/4	-	---	2-3/4	512.54 (a)	154.82	667.35
Fox-Olson	10 1/2	---	---	10 1/2	746.05	350.00	1,096.05
Dome-Spaulding	1-3/4	-	---	1-3/4	9.00	---	9.00
Summit-Fairbanks Creek	13	---	---	13	1,288.33	2,103.27	3,391.60
Summit-Fish Creek	8 1/2	---	---	8 1/2	147.31	199.76	347.07
Fairbanks-Ester	9 1/2	---	---	9 1/2	5,558.64 (b)	730.00	6,288.64
College Spur	1/2	---	---	1/2	4.97	28.25	33.22
Ester Dome	2 1/2	---	---	2 1/2	14.30	8.50	22.80
St. Patrick's-Happy	3-3/4	---	---	3-3/4	42.77	231.71	274.48
Ester-Beegler	1/2	---	---	1/2	---	10.28	10.28
Ready Bullion Creek	2	---	---	2	98.40	---	98.40
Laselle Road	2 1/2	---	---	2 1/2	---	171.42	171.42
Little Eldorado Road	6	---	---	6	6,597.38	3,529.00	10,126.38

<u>Name of Subproject</u>	<u>Wagon Road</u>	<u>Sled Road</u>	<u>Trail</u>	<u>Total</u>	<u>A.R.O. Coop. with Territory</u>	<u>Territory Coop. with A.R.O.</u>	<u>Total</u>
Fairbanks-Chena Hot Springs	—	64	—	64	565.79	275.00	840.79
Chena River Branch	—	35	—	35	—	65.00	65.00
Palmer Creek Aviation Field	—	—	—	—	—	14.11	14.11
Oines-Livengood	4	50	—	54	44,287.23	914.97	45,202.20
Farmers-Birch Hill	8-3/4	—	—	8-3/4	1,645.22	776.71	2,421.93
Grashl Bridges	—	—	—	—	1,009.26	469.47	1,478.73
Farmers-Chena Slough	9	—	—	9	219.25	1,496.27	1,715.52
Fairbanks Aviation Field	—	—	—	—	—	14.11	14.11
Rampart-Eureka	4 1/2	23	—	27 1/2	1,973.00	370.00	2,343.00
Chickon Aviation Field	—	—	—	—	—	49.00	49.00
Eagle Aviation Field	—	—	—	—	—	443.48	443.48
Central House-Circle Hot Springs	8 1/2	—	—	8 1/2	1,478.30	300.00	1,778.30
Deadwood Creek	9 1/2	—	—	9 1/2	5,656.80 (c)	2,610.00	8,266.80
Circle Hot Springs Aviation Field	—	—	—	—	45.00 (d)	64.11	109.11
Miller House Spur	1/2	—	—	1/2	87.49	206.05	293.54
Sourdough Creek Branch	4-3/4	—	—	4-3/4	368.79	206.29	575.08
U. S. Creek Branch	7	—	—	7	—	706.81	706.81
Nulato Aviation Field	—	—	—	—	—	14.13	14.13

Allotments and Expenditures April 1, 1931 to March 31, 1933 (continued)

<u>Name of Subproject</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>
Hot Springs-Sullivan Creek	10	---	---	10	923.61	120.00	1,043.61
Hot Springs Landing-Eureka	24	---	---	24	5,167.43	1,990.00	7,157.43
Manley Hot Springs Aviation Field	---	---	---	---	---	24.98	24.98
Flat-Iditarod	8	---	---	8	6,279.53	1,225.00	7,504.53
Takotna Aviation Field	---	---	---	---	---	1,479.25	1,479.25
Flat Aviation Field	---	---	---	---	---	223.42	223.42
Ophir-Takotna	22	---	---	22	10,047.61	2,500.00	12,547.61
Little Creek Road	3	---	---	3	218.08	---	218.08
Takotna Aviation Field Road	1 $\frac{1}{2}$	---	---	1 $\frac{1}{2}$	371.04	559.56	930.60
Games Creek Road	15-3/4	---	---	15-3/4	429.56	3,515.50	3,945.06
Ruby Aviation Field	---	---	---	---	---	23.76	23.76
Henana Cemetery Road	2 $\frac{1}{2}$	---	---	2 $\frac{1}{2}$	278.64	18.00	296.64
Lake Winchumina Aviation Field	---	---	---	---	---	14.11	14.11
Henana Aviation Field	---	---	---	---	---	65.48	65.48
Wiseman Aviation Field	---	---	---	---	---	623.33	623.33
Fort Yukon Aviation Field	---	---	---	---	---	14.11	14.11
Dunbar-Brooks	---	60	---	60	324.58	40.00	364.58
Livengood Creek Road	6 $\frac{1}{2}$	---	---	6 $\frac{1}{2}$	508.83	191.50	700.33
Livengood Aviation Field	---	---	---	---	---	164.12	164.12
McGrath Aviation Field	---	---	---	---	---	63.50	63.50
Taluksak Bear Creek	---	26	---	26	3,666.11	910.00	4,576.11
Totals	212 $\frac{1}{2}$	258	---	470 $\frac{1}{2}$	\$100,570.84 (e)	\$30,482.00 (f)	\$131,052.84 (f)

- (a) Includes \$32.00 contributed by Cleary Hill Alaska Mines Company.
- (b) Includes \$952.61 miscellaneous contributions.
- (c) Includes \$500.00 contributed by miners on Deadwood Creek.
- (d) Contributed by F. M. Leach.
- (e) All Alaska Road Commission expenditures are to December 31, 1932.
- (f) Expended in 1931; no money available for 1932.

OPERATIONS DURING THE BIENNIUM

Fairbanks Local System

Upon the following routes, a part of the Fairbanks local road system, necessary maintenance was performed, including installation of additional metal culverts where needed:

	<u>Miles</u>	
7AA Cleary Roads	2 $\frac{1}{2}$	road
7B Fox-Olness	10 $\frac{1}{2}$	"
7BA Dome-Spaulding Mine	1 $\frac{1}{2}$	"
7C Summit-Fairbanks Creek	13	"
7CA Summit-Fish Creek	8 $\frac{1}{2}$	"
7D Fairbanks-Ester	9 $\frac{1}{2}$	"
7DA College Spur	$\frac{1}{2}$	"
7DB Ester Dome	2	"
7DC St. Patricks-Happy	5 $\frac{3}{4}$	"
7DD Ester-Beegler	$\frac{1}{2}$	"
7GA Lazelle Road	2 $\frac{1}{2}$	"
7J Fairbanks-Chena Hot Springs ..	64	aled road
7JA Chena River Branch	35	" "
7N Farmers-Birch Hill	8 $\frac{3}{4}$	road
7NA Isabelle Creek Road	1 $\frac{1}{2}$	"
7NB Ballaine-Rickert	1	"
Total	165 $\frac{1}{2}$	

In 1932, in addition to routine maintenance, Route 7C, Summit-Fairbanks Creek, was regraded, new ditches formed and the drainage well established.

Expenditures:

1931 - Alaska Road Commission	\$2,764.89
Territory of Alaska	5,104.71
Contributions	<u>984.61</u> \$8,854.21
1932 - Alaska Road Commission	<u>6,785.42</u>
Total	\$15,639.63

1 - Connelly Aviation Field:

This field is located on a gravel bench on the right limit of the Delta River and on the west side of the Richardson Highway, opposite Mile 241 from Idex, and two miles south of the old Connelly telegraph station. The field is 1,200 feet long and from 300 to 400 feet wide.

No work has been done on this field during the past annum except to purchase and erect a standard wind cone in 1931.

Expenditures:

1931 - Territory of Alaska \$ 14.11

2 - 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 1,168 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.

In 1931 necessary annual maintenance, including drainage and cutting of willows and grass, was performed. A standard wind cone was erected.

Expenditures:

1931 - Territory of Alaska \$ 189.78

3 - Ready Bullion Creek (2 miles road):

This road branches from the Ester-Beegler Road, Route 7DD, 0.1 mile west of Ester, and extends up the right limit of Ready Bullion Creek to a quartz mill.

The route follows an old road constructed by miners and was not taken up as a project until 1932, when the owner of the quartz mill cooperated in doing all clearing and grubbing on 1,000 feet of road to the mill. The remaining work was afterward performed by the Alaska Road Commission.

Expenditures:

1932 - Alaska Road Commission \$ 98.40

11 - Little Eldorado (6 miles road):

This road leaves the Steese Highway 24 miles from Fairbanks and extends down Little Eldorado Creek for six miles. It gives access to the Fairbanks Exploration Company's ditch and several small placer mines along the creek.

The road is low type but passable for motor traffic.

In 1951 the road received considerable improvement in the way of cutting down the second growth and gravel surfacing. The following work was accomplished:

Clearing	10 acres
Grading	4 miles
Graveling, 5 $\frac{1}{2}$ miles	6,117 cu.yds.
New bridges, 1 only	18 lin.ft.
Metal culverts installed	254 lin.ft.

In addition to above, snow removal was authorized for the entire route.

In 1932 the only work done was smoothing of gravel surfacing and placing of one metal culvert.

Expenditures:

1951 - Alaska Road Commission	\$6,249.20	
Territory of Alaska	<u>3,529.00</u>	\$9,778.20
1932 - Alaska Road Commission		<u>348.18</u>

Total\$10,126.38

12 - Palmer Creek Aviation Field:

This field, 200 by 800 feet, is situated on the right limit 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 Curler Bar.

In 1951 a standard wind cone was erected.

No improvements or maintenance work done in 1932.

Expenditures:

1931 - Territory of Alaska \$ 14.11

- Olnes-Livengood (4 miles road, 50 miles trail):

This route begins at the terminus of Route 7B, Olnes, and runs north to the mining camp of Livengood, 54 miles by the original sled road.

The district has been served in past years by this route in the winter months and later by the Dunbar-Brooks sled road, located over a flat terrain. During the summer months it was formerly served by water route up the Tolovana River to the end of the Brooks Tram, formerly maintained by the Territory. Due to the unsatisfactory water service on account of low water, snags and log jams in Tolovana River, coupled with a high cost of up-keeping the 15 miles of wooden tram, the people interested petitioned for a road to connect the camp with Fairbanks, and after a meeting was held discussing the matter it was agreed, upon assurance that a road would be built, that the maintenance of the tram could be abandoned. Following out this agreement a survey was made in the summer of 1931, over the general route of the Olnes-Livengood Sled Road, the total distance being 61.7 miles.

Also during 1931 $1\frac{3}{4}$ miles of road were built from Olnes and an additional $2\frac{3}{4}$ miles partially completed. The materials for the Chatanika River Bridge were purchased and the false work put in.

In 1932 the bridge, including one 100-foot span, a 60-foot span and 112 feet of pile driven approach was practically completed. The timber from a 60-foot span on the old Brooks Tram was salvaged.

Expenditures:

1931 - Alaska Road Commission	\$37,011.62	
Territory of Alaska	<u>914.97</u>	\$37,926.59
1932 - Alaska Road Commission ,.....	<u>7,275.61</u>	
Total		\$45,202.20

1. - Graehl Bridges:

This project consists of two bridges over Garden Island Slough, one a pile trestle for heavy traffic, the other a suspension footbridge at the mouth of the slough.

In 1932 the 75-foot pile trestle was replaced and the foot-bridge repaired.

Expenditures:

1931 - Territory of Alaska	\$ 489.47
1932 - Alaska Road Commission	<u>1,009.26</u> \$1,478.73

2. - Farmers-Chena Slough (9 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, terminating at the Horn Ranch.

This road is unsurfaced but is passable for motor traffic after the frost is out of the ground.

In 1931 1½ miles were built on the far end and the surface of the road brought up to a 24-foot low type entry road.

Needed maintenance was performed in 1932.

Expenditures:

1931 - Territory of Alaska	\$1,496.27
1932 - Alaska Road Commission	<u>219.25</u> \$1,715.52

3. - Fairbanks Aviation Field:

This field, adjacent to the town of Fairbanks, consists of two runways 400 feet by 2,000 feet and an additional area 1,500 feet square for lighter-than-air aircraft.

The only improvement made during the biennium was the installation of a standard wind cone.

Expenditures:

1951 - Territory of Alaska \$ 14.11

I - Rampart-Eureka (4½ miles road, 23 miles sled road):

This route extends from the mining town of Rampart, to the Minook Valley and over the divide to Eureka, on the Tanana water-shed. It forms a part of a portage route between the Yukon and Tanana Rivers.

The first 4½ miles are suitable for wagon traffic; the remainder for bobsleds only.

In 1951 a 48-foot truss span with 74 feet of approaches was constructed over Big Minook Creek, two larger culverts were built and one bridge was repaired.

In 1952 the above bridge was damaged by excessive floods and an old bridge at 14 Mile was taken out. Repairs were made to the former and a new 60-foot bridge built at the 14 Mile location.

Expenditures:

1951 - Alaska Road Commission \$ 721.92

Territory of Alaska 570.00 \$1,091.92

1952 - Alaska Road Commission \$1,251.08

Total \$2,343.00

II - Chicken Aviation Field:

This landing field is situated on the left limit of Chicken Creek, ½ mile downstream from Chicken Post office. It is 1,200 feet long and varies in width from 157 feet at south end to 320 feet at center and 121 feet at north end.

In 1951 a small amount of maintenance in the way of cutting willows, etc., was performed.

Nothing was done in 1952.

Expenditures:

1951 - Territory of Alaska \$ 49.00

110 - Eagle Aviation Field:

This landing field is located on the grounds of the abandoned Military Post adjacent to the town of Eagle.

One runway is 350 by 1,650 feet. A cross runway is available 1,100 feet in length.

In 1931 several of the remaining buildings of the old Army Post were dismantled to improve the approaches. The field was leveled with tractor and grader.

No work was performed in 1932.

Expenditures:

1931 - Territory of Alaska \$ 445.48

144 - 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 maintained during the biennium.

Expenditures:

1931 - Alaska Road Commission \$ 584.52
Territory of Alaska 300.00 \$ 884.52
1932 - Alaska Road Commission 893.78

Total \$1,778.30

145 - Deadwood Creek (9½ miles road):

This route branches from 15A, Central House,-Circle Hot Springs, at Mile 2.5, and extends up the left limit of Deadwood Creek 8 miles, serving mining operations. It includes a branch road 1.5 miles in length, which leaves the main road at Mile 7 extending up Switch Creek.

In 1931 7 miles were graded to narrow standard, flat

sections having 24-foot width between ditches and uphill sections graded to 8 feet minimum width; 160 linear feet of metal culverts and 60 linear feet of fiber culverts were installed; 1.5 miles were graded at Switch Creek. All hand work on the latter section was performed by local miners.

In 1932 a small amount of maintenance was performed and 24 linear feet of culverts were installed.

Expenditures:

1931 - Alaska Road Commission	\$5,050.92	
Territory of Alaska	2,610.00	
Contributed	500.00	\$8,160.92
1932 - Alaska Road Commission	105.88	
Total	\$8,266.80	

147 - Circle Hot Springs Aviation Field:

This field is situated $\frac{1}{2}$ 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.

In 1931 the field was mowed and a standard wind flag was erected.

In 1932 the southeast end of the field was leveled and extended nearer the Hot Springs to provide for better landings. Funds for the work were contributed by F. M. Leach, the owner of the Hot Springs Hotel.

Expenditures:

1931 - Territory of Alaska	\$ 64.11	
1932 - Contributed	45.00	\$ 109.11

148 - Miller House Spur ($\frac{1}{2}$ mile road):

This road connects the Miller House with the Steese Highway at Mile 115 $\frac{1}{2}$ from Fairbanks.

It is suitable for motor traffic.

In 1931 the road was regraded, 40 linear feet of metal culverts were installed and one bridge was repaired.

Annual necessary maintenance was performed in 1932.

Expenditures:

1931 - Territory of Alaska	\$	206.05
1932 - Alaska Road Commission	<u>87.49</u>	\$ 293.54

U. S. Creek Branch (7 miles road):

This road branches from the Steese Highway at Mile 86.8 from Fairbanks, follows up the left limit of U. S. Creek over the divide and down to Nome Creek, serving the Nome Creek Dredging Company.

Annual maintenance was performed in 1931 and 20 linear feet of metal culverts were installed.

In 1932 no work was done on account of road being washed out but little, due to burning of the Nome Creek Dredge.

Expenditures:

1931 - Territory of Alaska	\$	706.81
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Bourdough Creek Branch (4 1/2 miles road):

This road branches from the Steese Highway 86.8 miles from Fairbanks and extends up the left limit of Bourdough Creek to placer operations.

Annual maintenance was performed over the biennium 1931-1932 the road was considerably improved by re-grading 1 1/2 miles and placing 448 cubic yards of gravel where needed.

Expenditures:

1931 - Territory of Alaska	\$	206.29
1932 - Alaska Road Commission	<u>368.79</u>	\$ 575.08

U. S. Aviation Field:

This landing field, 300 by 1,100 feet, is situated

the right limit of the Yukon River, below and
joining the village of Nulato.

Nothing has been done on this field during the
decennium except to install a standard cone in 1931.

Expenditures:

1931 - Territory of Alaska \$ 14.15

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 opera-
tions at Tofty on Sullivan Creek. Four miles of this
road are used by winter travel between Nenana and
Sullivan.

The road is suitable for wagon traffic.

Necessary annual maintenance was performed over
the decennium.

Expenditures:

1931 - Alaska Road Commission \$ 234.00
Territory of Alaska 120.00 \$ 354.00
1932 - Alaska Road Commission 689.61

Total \$1,043.61

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 1/4 miles
from the landing, thence across Hot Springs Slough over
a 100-foot Howe Truss span. It then follows along the
right limit of Baker Creek, crossing
Baker Creek at Mile 16 on a 135-foot pile trestle, thence
to the right limit of Eureka Creek. This road forms
a portage route between the Tanana and Yukon

is passable for motor traffic in dry weather.

This road was maintained and materially improved.

In 1951 the two miles between Hot Springs and the landing on the Tanana River, which bears most of the traffic, was surfaced with slide rock, the improvement work consisting of the following items:

Hand ditching	380 cu.yds.
Gravel surfacing placed covering 9,000 linear feet	1,765 cu.yds.
Corduroying laid	2,565 lin.ft.
Timber culverts installed	5

In 1952, in addition to maintenance, a 135-foot trestle was constructed across Baker Creek, replacing the 85-foot native timber Howe truss which had decayed.

Expenditures:

1951 - Alaska Road Commission	\$5,856.11	
Territory of Alaska	1,990.00	\$5,826.11
1952 - Alaska Road Commission	1,351.52	
Total	\$7,157.43	

Manley Hot Springs Aviation Field:

This landing field, 350 by 1,100 feet, is located on an old farm about one-half mile up the Hot Springs road on its right limit. The road to Eureka, Route 1, passes along the edge of the field.

A wind cone was erected in 1931; no work done in 1951.

Expenditures:

1951 - Territory of Alaska	\$ 24.98
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Flat-Iditarod (8 miles road):

This road connects Iditarod, the head of navigation on the Iditarod River, with Flat, the distributing

point for the mining district.

The road was maintained and necessary improvements made, principally in the way of added gravel surfacing. The following was accomplished during the biennium:

Constructed bridge over Otter Creek 34 feet long with 28 feet of approach.
Placed 1,309 cubic yards of gravel surfacing.
Installed 2 metal culverts and 6 plank culverts.

Expenditures:

1931 - Alaska Road Commission	\$2,435.50	
Territory of Alaska	<u>1,225.00</u>	\$3,660.50
1932 - Alaska Road Commission	.....	<u>3,844.03</u>
Total	.....	\$7,504.53

Route Takotna Aviation Field:

This landing field, 400 by 1,550 feet, is situated on a hill 400 feet above and one-half mile north of the village of Takotna.

In 1931 the field was made 150 feet longer and in addition an area 200 by 650 feet on the northwest end was slashed to give clearance. A standard wind cone was placed upon the south bank of the Takotna River to aid to aviators in landing on the river.

No work was done in 1932.

Expenditures:

1931 - Territory of Alaska	\$1,479.25
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Route Flat Aviation Field:

This route number covers two fields, the hill field 400 by 1,300 feet, and the flat field immediately adjacent to Flat being 300 by 400 feet. Landings are also made on the Iditarod River, 1/2 mile from Flat, both summer and winter.

In 1931 the hill field was leveled. A wind cone
erected at Iditarod for river landings and another
one was placed on the town field.

Expenditures:

1931 - Territory of Alaska \$ 223.42

D - Ophir-Takotna (22 miles road):

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

Annual maintenance and minor improvements were made consisting of the following items of work:

Installation of 6 metal culverts, 2 plank culverts and 4 timber culverts; placing of 2,370 cubic yards of gravel surfacing and repairing 3 bridges, and considerable ditching.

Expenditures:

1931 - Alaska Road Commission	\$4,704.47	
Territory of Alaska	<u>2,500.00</u>	\$7,204.47
1932 - Alaska Road Commission	.....	<u>5,343.14</u>
	Total	\$12,547.61

DD - Little Creek Road (3 miles road):

Leaving Route 38D at Mile 17½ from Takotna, this road extends up Little Creek, serving placer mines. It is suitable for light motor traffic.

No work was performed in 1931. In 1932 the Little Creek Dredge resumed operations and a small amount of maintenance was done.

Expenditures:

1932 - Alaska Road Commission \$ 218.08

AK - Takotna Aviation Field Road (1 1/4 miles road):

This road begins at the east end of Gold Run Creek Bridge at terminus of 38D, and after passing through the village of Takotna ascends the hill to the landing field. A part of the route takes in the old road to the river landing below Takotna, now abandoned.

In 1931 one-half mile of low standard new road was built to the top of the hill.

In 1932 minor improvements were made to the entire road.

Expenditures:

1931 - Territory of Alaska	\$ 559.58
1932 - Alaska Road Commission	<u>371.04</u>
Total	\$ 930.60

AK - Ganes Creek Road (16 2/3 miles road):

This route branches from Route 38D, 8 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.

In 1931 the last of the very necessary graveling of this road was done and other minor improvements were made.

In 1932 ordinary maintenance was performed.

Expenditures:

1931 - Territory of Alaska	\$3,515.50
1932 - Alaska Road Commission	<u>429.58</u>
Total	\$3,945.08

36 - Ruby Aviation Field:

This landing field is 1,500 feet long, 350 feet wide on one end and 700 feet wide on the other. It is located on a dry ridge, some 600 feet in elevation above the Yukon River, on its left limit, 1½ miles on an air line back of the town of Ruby, and is accessible from Ruby by a good auto road.

No work has been done on this field during the biennium except to install a standard wind cone in 1931.

Expenditures:

1931 - Territory of Alaska \$ 25.76

37 - Nenana Cemetery Road (2½ 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:

1931 - Alaska Road Commission \$ 29.70
Territory of Alaska 18.00 \$ 47.70
1932 - Alaska Road Commission 248.94

Total \$ 298.64

38 - Lake Minchumina Aviation Field:

This field, 300 by 1,200 feet, is situated near the southern shore of Lake Minchumina on the left limit of the Foraker Fork. It is used as an emergency landing field for planes going to points in the Kusko-koim district.

Nothing has been done on the field during the biennium except to install a standard wind cone in 1931.

Expenditures:

1951 - Territory of Alaska \$ 14.11

651 - 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 baseball field on the south edge of the town of Nenana and is about one-half mile from the south bank of the Tanana River.

In 1951 grass and willows were cut and a standard wind cone was erected.

Expenditures:

1951 - Territory of Alaska \$ 65.48

671 - Wiseman Aviation Field:

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

In 1951 one-half of the field was plowed, harrowed and dragged.

A wind cone was erected.

Expenditures:

1951 - Territory of Alaska \$ 625.55

681 - Fort Yukon Aviation Field:

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

A standard wind cone was erected.

Expenditures:

1951 - Territory of Alaska \$ 14.11

1 - Dunbar-Brooks (60 miles sled road):

This sled road extends from Dunbar, Mile 432 on the Alaska Railroad, to the placer mining camp of Brooks, on Livengood Creek, at the headwaters of the Klondike River.

Annual maintenance, consisting of removing windfalls, grading steep approaches to streams and minor bridge repairs, was performed.

Expenditures:

1951 - Alaska Road Commission	\$ 75.64	
Territory of Alaska	<u>40.00</u>	\$ 115.64
1952 - Alaska Road Commission	.....	<u>248.94</u>
Total	.....	\$ 364.58

2 - Livengood Creek Road (6½ miles road):

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

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

Annual maintenance was performed.

Expenditures:

1951 - Territory of Alaska	.....	\$ 191.50
1952 - Alaska Road Commission	.....	<u>508.83</u>
Total	.....	\$ 700.33

3 - Livengood Aviation Field:

This landing field is situated on a ridge back of and adjoining the village of Brooks in the Livengood mining district. It is 200 by 800 feet, with an extension at an angle 150 by 500 feet on the northeast corner, to provide for cross wind landings.

In 1931 the field was plowed, harrowed and leveled and a standard cone erected.

Expenditures:

1931 - Territory of Alaska \$ 164.12

OH - McGrath Aviation Field:

This landing field, 300 by 1,600 feet, is situated at the left limit of the Takotna River, one-fourth mile upstream from its confluence with the Kuskokwim River and adjacent to the village of McGrath.

In 1931 a small amount of drainage work was performed and a standard wind cone was erected over one of the buildings at McGrath.

Expenditures:

1931 - Territory of Alaska \$ 63.50

Q - Tuluksak-Bear Creek (28 miles sled road):

This winter sled road extends from the Upper landing on the Tuluksak River, the head of navigation, 50 miles to Tuluksak, to mining operations on Bear Creek.

The route is used by tractor-drawn wagons in summer and by bobsleds in winter.

Work has been confined principally to the completion of rough bridges over the main streams, some of which are pile driven. The New York-Alaska Gold Mining Company has cooperated in carrying on the work to the extent of furnishing board for the crew, supplying tools, camp equipment and tractor service.

During the biennium the following work has been

Build or post bent bridges, 5, totaling 129 lin.ft.
Pile driven trestles, 3, totaling 279 lin.ft.
Constructed 2 log culverts
Laid 860 linear feet corduroy
Necessary maintenance performed

penditures:

1931 - Alaska Road Commission	\$1,781.04	
Territory of Alaska	<u>910.00</u>	\$2,691.04
1932 - Alaska Road Commission		<u>1,885.27</u>
Total		\$4,576.11

TERRITORIAL SHELTER CABIN FUND

April 1, 1931 to March 31, 1933

Report of the administration of the Shelter Cabin apportioned by the Governor in compliance with Section 5, Chapter 17, Session Laws of 1917. \$10,000 appropriated under the act of April 30, 1931 but \$2,699.88 was allotted, which was expended during first year of the biennium as follows:

Second Division ...	\$1,424.05
Third Division	21.55
Fourth Division....	<u>1,254.30</u>
Total	\$2,699.88

DISTRIBUTION - SHELTER CABIN FUNDS

Second Division

<u>Location</u>	<u>Work Done</u>	<u>Cost</u>
Topkok, 48 miles from Nome	Repairs and wood	\$ 37.40
Cheskuk, 66 miles from Nome	do	37.50
Bonansa, 156 miles from Nome	Corrugated iron roof and wood	92.25
Ghoris Peninsula, 135 miles from Bonansa	New stove and coal	70.65
Riley Wreck, 169 miles from Bonansa	do	70.65
Selsovia, 32 miles from Unalakleet	Repairs	11.65
Nome River, 15 miles from Nome	New stovepipe	3.75
Iron Creek, 53 miles from Nome	do	3.75
Shelter tent, 104 miles from Nome	New tent	27.75
Riley Channel, 23 miles from Kotzebue	Repairs and wood	145.00
Piskik, 171 miles from Kotzebue	Corrugated iron roof and wood	38.00
Singaruk, 10 miles from Kiama	New cabin built	200.00 (a)
Aniyak, 25 miles from Kotzebue	Wood	25.00
Skolikseek, 59 miles from Kotzebue	do	25.00
Callahans, 37 miles from Kivalik	Additional bill for repairs	183.33

Distribution - Shelter Cabin Funds (continued)

<u>Location</u>	<u>Work done</u>		<u>Cost</u>
Romanoff, 38 miles from St. Michael	Wood	\$	12.00
Woolley, 45 miles from Nome	Repairs and wood		42.00
Tissac, 51 miles from Nome	do		37.00
Douglas, 60 miles from Nome	do		53.00
Blatchfords, 10 miles from Teller	New stove		26.00
Lost River, 26 miles from Teller	Repairs and wood		40.00
Yerk, 54 miles from Teller	do		40.00
Tin City, 64 miles from Teller	Wood		30.00
Lopp Lagoon, 91 miles from Teller	do		30.00
Sinrasat, 123 miles from Teller	do		30.00
Agiapuk, 21 miles from Teller	Coal		40.00
Bone Creek, 10 miles from Woolley	Repairs and wood		47.00
Merndon, 128 miles from Kotlik	Wood		23.00
		Total	\$ 1,424.00

(a) Local residents cooperated by furnishing part of labor.

Third Division

<u>Location</u>	<u>Work Done</u>	<u>Cost</u>
Sale Mountain, 83 miles from McCarthy	New stove and stovepipe	\$ 21.55

Fourth Division

North Fork, 54 miles from Fairbanks	Roof repaired	20.00
106 miles from Tanana	New cabin built	250.00
Hackett Creek, 13 miles from Bettles	14 by 16 foot cabin	300.00
Fritz's, 33 miles from Ophir	Add'l. bills, new cabin	167.30
Sevensa, 14 miles from Flat	Windows	4.00
Crevasse, 66 miles from Flat	Repairs	150.00
Shelter tent, 18 miles from Poorman	New stove pipe	3.00
45 miles from Circle		250.00
34 miles from Circle	Repairs	50.00
Blackfish Lake, 28 miles from Bethel	Repairs	30.00
Bahl's, 69 miles from Bethel	Repairs	30.00
		<u>30.00</u>
		\$ 1,254.30

TONGASS NATIONAL FOREST ROADS

<u>Route</u>	<u>Miles</u>	<u>Location Surveys</u>	<u>Construction</u>	<u>Monument- ation Surveys</u>	<u>Mainten- ance</u>	<u>Emergency Work</u>	<u>Total</u>
Ketchikan	17.344	32,644.95	892,523.54	1,600.00	80,960.41	5,299.77	1,013,028.67
Juneau	43.597	20,542.47	1,008,071.85	3,600.00	197,005.67	20,644.53	1,249,864.52
Petersburg	4.927	12,852.99	198,738.82	2,500.00	23,275.00		237,366.81
Hyder	23.732	14,785.93	775,707.22		112,665.00	9,703.41	912,861.56
Yakutat	1.428	1,888.35	31,539.60		900.00		34,327.95
Sitka	4.672	5,845.15	124,342.85	2,400.00	13,756.79		146,344.79
West Petersburg	2.854	2,700.00	61,153.02	1,300.00	100.00		65,253.02
Wrangell	6.323	2,771.53	149,603.94	2,800.00	22,900.00		178,075.47
Skagway	4.630	10,211.75	48,903.72	1,000.00	5,900.00		66,015.47
Kake	1.626	1,658.89	18,529.08		100.00		20,287.97
Point Agassiz	4.549	2,303.20	64,550.49	1,000.00	900.00		68,753.69
Mill Creek	0.874	839.41	10,109.49				10,948.90
Craig-Klawock	1.173	4,232.45	26,600.00		700.00		31,532.45
Douglas	1.902	6,590.00	3,300.00		1,900.00		11,790.00

CHUGACH NATIONAL FOREST ROADS

<u>Route</u>	<u>Miles</u>	<u>Location Surveys</u>	<u>Construction</u>	<u>Monument- ation Surveys</u>	<u>Mainten- ance</u>	<u>Emergency Work</u>	<u>Total</u>
Seward	21.103	13,180.01	336,366.73	3,800.00	76,550.00	5,919.64	435,816.38
Cordova	7.147	7,450.00	159,839.93		43,825.00		211,114.93
Kenai River	6.695	8,750.00	89,101.70		15,700.00	4,944.05	118,495.75
Girdwood	7.765	5,282.58	130,380.90		7,900.00		143,563.48
Katalla	13.459	5,500.00	27,745.86		12,565.00	4,081.68	49,892.54
Palmer Creek	11.314	3,067.03	61,908.24		20,900.00		85,875.27
Moose Pass	45.587	8,812.15	490,373.60		97,700.00	7,152.83	604,038.58
Johnson Pass	8.127		5,884.85		2,800.00		8,684.85
Afognak Lake	4.534	1,887.17	62,000.00		200.00		64,087.17

DISTRIBUTION OF ROAD MILEAGE BY PROJECTS

First Division

Roads built and maintained exclusively by the Territory

<u>Name of Road</u>	<u>Length in Miles</u>	<u>Total Length</u>
Raines-Chilcoot	3.00	
Raines-Pioneer Cemetery	0.50	
Ketchikan Cemetery	0.50	
Ketchikan Hydroport	0.25	4.25

Roads built and maintained cooperatively with the A.R.C.

Raines-Jones Point	1.50	
Raines-Pleasant Camp	42.00	
Forbush Extension	5.00	
Red Bay Road	10.00	
Raines-Indian River	.75	
Raines-National Cemetery	.50	
Red Creek-Salmon River	1.50	
Red River Road	.75	62.00

Roads built and maintained by B.P.R.
(\$526,100.85 contributed by Territory)

Barrow	4.630	
Barrow	45.587	
Barrow	1.902	
Barrow	1.428	
Barrow	4.672	
Petersburg	4.927	
Point Agassiz	4.549	
Point Petersburg	2.854	
Point	1.626	
Prudhoe	6.323	
Red Creek	0.874	
Red Klawock	1.173	
Rainier	17.344	
Salmon River	12.037	
Salmon Creek	11.695	119.65

Total mileage for Division 185.98

Second Division

Roads in this Division are built and maintained
separately by the Territory and the Alaska Road
Commission.

<u>of Road</u>	<u>Length in Miles</u>	<u>Total Length</u>
Council	57.00	
El-Ophir	12.00	
Epaga road	20.00	
El Creek	5.00	
Bessie	3.25	
El-Snake River	8.75	
El-Sunset	4.75	
Osborne	10.25	
El-Buster	7.25	
Wireless road	0.25	
Center Creek	2.75	
El-Creek Road	3.00	
El-Creek Road	6.00	
El Radio road	0.25	
El Inmachuk	25.00	
Elson Landing-Taylor	24.00	
Creek	9.00	
Elty-Goodwin	3.00	
El road	7.00	
El-Bluestone	5.00	
El Creek Branch	2.25	215.25

24 miles narrow gauge railway (Nome Shelton tram)

Third Division

built and maintained exclusively by the Territory

El-Matanuska	6.25
El-Springer	3.00
El-Palmer	5.50
El road	0.75
El road	7.50
El Aviation Road	0.75

anchorage-Spenard	4.00	
ester Boat Landing	1.00	
Well road	2.25	
strom road	0.75	
mer branch	0.50	
ilof road	7.00	
aina-Kuskulana	12.50	
ot Creek branch	6.00	
aby road	5.00	
aina Native School	1.00	65.75

Roads built and maintained cooperatively with the A.R.C.

<u>Road</u>	<u>Length in Miles</u>	<u>Total Length</u>
er-Fishhook	9.25	
er-Matanuska River	1.25	
ia-Finger Lake-Palmer	12.00	
ia-Matamska	7.75	
ia Trunk	8.00	
ord	2.00	
ok-Gold Mint	4.25	
not-Willow	26.00	
ge Loop	19.50	
ld branch	1.25	
pit	13.50	
ineral Creek	8.00	
ham-Snag Point	2.00	
ay-Dan Creek	20.00	
branch	6.00	
ay-Kennecott River	0.50	141.25

Roads built and maintained by A.R.C.

lson Highway	202.00	
er Cutoff	39.00	
China road	64.00	
ette	15.00	
er Park	55.00 (with Park Service funds)	
	3.00	
ia-Cache Creek	25.50	
ge Radio	0.25	
oberts	5.00	

<u>Name of Road</u>	<u>Length in Miles</u>	<u>Total Length</u>
Atak-Becharof Lake	8.75	
Chilla-Fishhook	16.00	
Low Creek Extension	13.00	
Chilla-Knik	14.50	
Changel extension	5.50	464.50

Roads built and maintained by B.P.R.
(\$111,043.51 contributed by Territory)

Chilla	13.459	
Dova	7.147	
Gyak	4.534	
W Creek	7.765	
Nason Pass	8.127	
Se Pass	45.587	
At River	6.695	
Mer Creek	11.314	
ard	21.103	125.73

Total mileage for Division 795.23

Fourth Division

Roads built and maintained by Territory

<u>Name of Road</u>	<u>Length in Miles</u>	<u>Total Length</u>
Harrison-Democrat	1.00	
Wary Creek road	2.75	
Chilla-Lake-American	4.75	
Chilla	10.50	
Spaulding	1.75	
Chilla-Fairbanks Creek	13.00	
Chilla-Fish Creek	8.25	
Chilla Spur	0.50	
Chilla Dome	2.25	
Chilla-Patrick-Happy	3.75	
Chilla-Beegler	0.50	
Chilla	2.25	
Chilla Eldorado	6.00	

<u>Name of Road</u>	<u>Length in Miles</u>	<u>Total Length</u>
Abelle Creek	1.75	
Armstrongs Birch Hill	8.75	
Blaine-Ricket	1.00	
Armstrongs-Chena Slough	9.00	
Miller House Spur	0.25	
St. Creek branch	7.00	
St. Creek Spur	1.00	
Hardough Creek Spur	4.75	
by Aviation road	1.25	
St. Creek-Livengood Creek	6.50	
St. Creek branch	1.00	
St. Creek Aviation road	1.25	
St. Creek road	3.00	
St. Creek road	15.75	
Takotna Aviation Field	0.75	120.25

Roads built and maintained by the Territory and A.R.C.

St. Creek road	9.50	
St. Creek-Eureka	4.50	
St. Creek-Springs-Central	8.50	
St. Creek-Springs-Eureka Landing	24.00	
St. Creek-Springs-Sullivan	10.00	
St. Creek-Cemetery road	2.50	
St. Creek-Flat	8.00	
St. Creek-Takotna	22.00	
St. Creek-Livengood	4.00	93.00

Roads built and maintained by A.R.C.

Airbanks Circle	163.25	
St. Creek-Liberty	15.00	
St. Creek-Seventy Mile	4.00	
St. Creek-South of July Creek	5.00	
St. Creek-Tanana	2.00	
Airbanks Radio road	0.25	
Airbanks Aviation road	0.50	
St. Creek-Livengood Creek road	9.50	
St. Creek-Caro	75.00	
St. Creek-Long	28.50	

<u>Name of Road</u>	<u>Length in Miles</u>	<u>Total Length</u>
g-Poorman	28.00	
sevelt-Kantishna	6.00	
an branch	5.50	
aman-Hammond	6.00	
ry-Eva Creek	11.50	
t-Flat Creek	5.00	
d Flat-Willow Creek	4.50	
low-Chicken	3.00	
t City-Otter Discovery	3.00	
dle Landing-Candle Creek	9.00	
fra-Nixon Mine	12.00	
e Harding Spur	1.75	
ardson Highway	189.00	567.25

Total mileage for Division 780.50

Total mileage for Territory ..1,976.86

DISTRIBUTION OF TRAILS AND SLED ROADS

	<u>1st Div.</u>		<u>2nd Div.</u>		<u>3rd Div.</u>		<u>4th Div.</u>	
	<u>Trails</u>	<u>Sled R.</u>	<u>Trails</u>	<u>Sled R.</u>	<u>Trails</u>	<u>Sled R.</u>	<u>Trails</u>	<u>Sled R.</u>
P.	25.00		3,448	44.5				
10.					1,150.50	209	3,412.5	1,167
at	<u>594.71</u>				<u>165.45</u>			
U	417.71		3,448	44.5	1,313.95	209	3,412.5	1,167
	Total sled roads				1,420.50 miles			
	Total trails				8,591.86		"	
	Total roads (vehicular)				<u>1,976.86</u>		"	
	Grand Total				11,989.22		"	

AVIATION FIELDS

<u>Field Location</u>	<u>Size</u>	<u>Condition</u>
1. American Creek	250' x 780'	Infrequently used
2. Anchorage	400' x 1600' - 150' x 400' x 3260'	Good
3. Bettles River	250' x 600'	Poor, infrequently used
4. Bluff	400' x 900'	Infrequently used
5. Brenner	100' x 700'	Fair
6. Candle	200' x 1200'	Poor
7. Cache Creek	200' x 1000'	Poor, infrequently used
8. Cantwell	800' x 200'	Privately built, poor
9. Chandalar	250' x 732'	Poor, infrequently used
10. Chena Hot Springs	300' x 800'	Fair
11. Chicken	200' x 1200'	Fair
12. Chisana	150' x 1000'	Fair
13. Chistochina	200' x 1150'	Good, infrequently used
14. Circle Hot Springs	400' - 750' x 1700'	Fair
15. Copper Center	150' x 1300'	Good
16. Cordova (17 miles out)	200' x 900' - 200' x 1250'	Poor
17. Council	110' x 1350'	Fair
18. Curry	200' x 1100'	Fair
19. Chitina River	180' x 1000'	Poor, infrequently used
20. Deering	150' x 2000'	Good
21. Donnelley	300' x 1200'	Good, infrequently used
22. Eagle	350' - 720' x 1650'	Fair
23. Fairbanks	400' x 2000' - 400' x 2000'	Good
24. Flat (town field)	300' x 800'	Fair
25. Flat	400' x 1300'	Good
26. Ft. Yukon	250' x 1400' - 150' x 800'	Fair
27. Golovin	100' x 1700'	Fair
28. Haycock	150' x 1400'	Fair
29. Healy	250' x 800' - 250' x 700'	Fair, infrequently used
30. Kantishna	200' x 600'	Poor, infrequently used
31. Kaslof	150' x 1200'	" " "
32. Kenai	200' x 1200'	Fair " "
33. Kiwalik	200' x 1600'	Fair

AVIATION FIELDS (continued)

<u>Field Location</u>	<u>Size</u>	<u>Condition</u>
34. Kotzebue	180'x1200'-195'x720'	Fair
35. Kobuk	240'x1300'	Fair
36. Koyuk	300'x1200'	Fair
37. Lake Minchumina	600'x1500'	Poor, infrequently used
38. Lake Spenard	250'x1000'	do
39. Livengood	200'x800'-150'x500'	Fair
40. Lost River	250'x1250'	Fair
41. Lower Tonsina	150'x900'-150'x900'	Poor, infrequently used
42. Manley Hot Springs	350'x1100'	do
43. Medfra	400'x1000'	Fair
44. Moose Creek	200'x1000'	Poor, infrequently used
45. Moses Point	200'x1500'	Fair
46. Marshall	200'x1300'	Fair
47. McCarthy	400'x1200'-200'x800'	Fair
48. McGrath	300'x1600'	Fair
49. Nabesna	200'x900'	Fair
50. Nenana	200'x900'	Fair
51. Ninilchik	240'x1335'	Poor, infrequently used
52. Nome	225'x1400'-200'x1400'	Good
53. Nulato	300'x1100'	Fair
54. Palmer Creek	200'x800'	Fair
55. Pilgrim Hot Springs	200'x1200'	Fair
56. Ruby	350'-700'x1500'	Good
57. Seward	200'x1400'-200'x1200'	Fair
58. Skagway	300'x1960'	Fair
59. Solomon	300'x1500'	Fair
60. St. Michael	50'x900'	(Emergency Field)
61. Susitna	225'x1500'	Poor, infrequently used
62. Tanana Crossing	300'x800'-300'x600'	do
63. Tanana	300'x1150'	Fair
64. Takotna	400'x1350'	Fair
65. Telida	250'x800'	Poor, infrequently used
66. Teller (two fields)	250'x1400' and 200'x1250'	Fair

AVIATION FIELDS (continued)

<u>Field Location</u>	<u>Size</u>	<u>Condition</u>
67. Unalakleet	250' x 1800' - 200' x 1200'	Fair
68. Upper Tonsina	250' x 1000'	Fair
69. Valdez	250' x 2300' - 250' x 950'	Good
70. Valdez Creek	200' x 1000'	Poor, infrequently used
71. Wales	250' x 1000'	Fair
72. Wasilla	200' x 1000'	Poor, infrequently used
73. Willow		Built with private funds
74. Wiseman	400' x 1400'	Fair

HYDROPLANE PLATFORMS

Ketchikan (Ramp and Platform)
Petersburg " " "
Wrangell " " "
Skagway Small Float
Cordova Ramp and Platform
Anchorage Float

EYAK LAKE HYDROPLANE LANDING

During the summer of 1931 a platform 80x75 feet, with a ramp 30 feet wide and 70 feet long, was erected on the shore of Eyak Lake near the town of Cordova, for the use of pontoon aircraft.

Expenditure:

Territory of Alaska	\$2,598.50	
City of Cordova	<u>866.10</u>	
Total	\$3,464.40	\$3,464.40

ANCHORAGE HYDROPLANE LANDING

During the 1931 season the town of Anchorage provided a float platform for use of pontoon aircraft.

Expenditure:

Contributed by the Territory of Alaska	\$	\$1,500.00
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SUMMARY OF AIRCRAFT OPERATIONS IN THE TERRITORY OF ALASKA

For the year ending June 30, 1931

<u>Name of Operator</u>	<u>Plane Miles</u>	<u>Passengers</u>	<u>Passenger Miles</u>	<u>Freight</u>	<u>Mail</u>	<u>Planes</u>
Alaska Washington Airways	161,114	4,922	574,329	3,299		3
Northern Air Transport	78,457	401	96,011	34,103		3
Alaskan Airways	120,905	647	149,267	47,441		9
A. Dieterle	8,960	94	6,100	3,500		3
Pioneer Airways	35,371	934	46,850			2
Pacific International Airways	98,951	584	88,694	58,454		4
Gillen Airways	<u>17,170</u>	<u>123</u>	<u>13,835</u>	<u>10,746</u>		<u>2</u>
Totals	520,728	7,705	975,106	157,543		26

For the year ending June 30, 1932

Alaskan Airways	208,074	1,044	187,541	84,641	30,066	11
Pacific International Airways	161,182	943	204,642	88,655	93,869	3
Alaska Southern Airways	74,872	2,185	191,635	9,768	None	1
Northern Air Transport	123,802	889	147,647	48,508	8,552	3
Ketchikan Airways	32,951	469	42,087	2,268	None	1
Gillen Airways	36,260	282	47,555	80,302	13,365	3
Barnhill & McGee	62,855	312	70,537	22,643	5,620	2
Star Air Service	15,450	323	21,800	None	None	1
A. E. Ferguson	21,840	106	16,464	None	None	1
Owen Neale	2,410	16	1,135	2,500	None	1
A. Dieterle	4,135	34	1,700	1,900	None	2
Laiblin & Graham	<u>10,582</u>	<u>34</u>	<u>6,869</u>	<u>150</u>	<u>7,878</u>	<u>1</u>
Totals	754,413	6,637	939,612	341,335	159,350	31

TANANA-UNALAKLEET TELEPHONE LINE (374 miles telephone Line)

Expenditures for the Tanana-Unalakleet telephone line are authorized by Chapter 38 of the 1931 Session Acts.

Seven thousand dollars was appropriated for the annuum; five thousand dollars being allotted to that part between Tanana and Kaltag in the Fourth Division and two thousand dollars for that part between Kaltag and Unalakleet in the Second Division.

With the suspension of road building activities during 1932 only necessary materials were purchased to enable residents along the line to maintain the line themselves.

For the reason that funds have always been totally inadequate to properly maintain the line, it has become completely grown over in places as to render it unusable for summer service. It does, however, constitute exceedingly important service during the winter months, especially for the mail carriers and those who travel by line.

U. S. Weather Bureau reports covering a very important section of the Nome-Fairbanks flight can only be had through the operation of this line.

Expenditures:

1931 - Territory of Alaska	\$3,252.87
1932 - Territory of Alaska	49.35
Total	\$3,282.22