

Juneau, Alaska,
January 12, 1935.

Hon. John W. Troy,
Governor of Alaska,
Juneau, Alaska.
Dear sir:

There is transmitted herewith to you and through your office to the Twelfth Session of the Legislature for the Territory of Alaska my report for the biennium ending December 31, 1934.

Respectfully yours,

WM. A. HESSE.
Highway Engineer.

FOREWORD

This report shows the expenditures for work on all roads and related matters under the jurisdiction of the Territorial Board of Road Commissioners. All funds allotted for national forest roads during the past biennium have been confined to acquiring the rights of way where such roads have been constructed across privately owned property.

All funds allotted to cooperative projects with the Alaska Road Commission were expended by that agency as was also the shelter cabin fund.

Cooperative agreements entered into by the Territorial Board of Road Commissioners during the biennium were in accordance with Section 1692 of the Compiled Laws of Alaska for 1933.

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ROAD BUILDING AGENCIES AND SOURCES OF FUNDS

Road building activities in the Territory of Alaska are administered under three different agencies. The Bureau of Public Roads under the Department of Agriculture, the Alaska Road Commission under the Department of the Interior and the Territorial Road Board consisting of the Governor, the Territorial Treasurer and the Highway Engineer.

In each of the four Judicial Divisions there is an individual road board consisting of two elective members without pay whose duty it is to make recommendations for road work in their respective districts.

The construction of roads, trails, bridges, aviation fields and shelter cabins in the Territory is carried on under the Territorial Board of Road Commissioners and is supported by appropriations made by the Legislature. Road funds are also derived from receipts from the sale of timber in the national forests.

Twenty-five per cent of the receipts of such sales is returned to the Territory and of this 75% is allotted by law to roads and 25% to the schools. No reference is made in this report to funds received from the sale of timber for the reason that the Administrative Board created by the Eleventh Territorial Legislature prescribes the expenditures that may be made by the Board irrespective of where the monies come from.

The Bureau of Public Roads confines its road building to the national forests of which Alaska has about 33,000 square miles. Forest road funds are apportioned among 28 States and two Territories having national forests; fifty percent of which is allotted to any particular forest on a basis of the ratio of the value of the timber of that particular forest to the timber value of all forests and fifty per cent on a basis of the ratio which the area of that forest bears to the total forest areas. Under that arrangement Alaska is allotted about 13% on a basis of the area and about 7.5% on a basis of the timber values.

The Alaska Road Commission carries on its road work in that part of the Territory outside of the national forests and is likewise supported by Congressional appropriations. These appropriations are supplemented by what is known as the Alaska Fund, being taxes collected outside of incorporated towns by the Federal Government.

Sixty-five percent of the receipts from this fund is allotted to the construction of roads, twenty-five percent to the schools and ten percent to the relief of indigents.

H. R. 8679 introduced in Congress by Delegate Dimond provides for the extension of the Federal Highway Act to Alaska as it has been to all the States and the Territory of Hawaii. This is as it should be.

Because we have managed our road affairs during the past four years with one-half the money that we expended during the previous two years does not indicate that we have accomplished the task fully. The facts are that we have been in default as may be seen in the summary of the past four bienniums:

1927-1929 road funds expended	\$500,365
1929-1931 road funds expended	407,635
1931-1933 road funds expended	129,717
1933-1935 road funds expended	101,000

TERRITORIAL ROAD FUNDS

Total appropriation for biennium	\$200,000.00
Total expenditures and allotments	100,986.92
Unexpended balance	99,013.08

DISTRIBUTION OF ROAD FUNDS FOR THE BIENNIUM

	First Division	Second Division	Third Division	Fourth Division	Total
Cooperation with the Alaska Road Commission	\$ 8,950.00	\$20,700.00	\$21,300.00	\$24,900.00	\$ 75,850.00
Cooperation with the Bureau of Public Roads	1,425.70	.....	38.15	.....	1,463.95
Expended by the Board	4,005.92	1,060.00	5,767.15	840.00	11,673
Special projects	7,000.00	5,000.00	.....	.....	12,000.00
Total	\$21,381.62	\$26,760.00	\$27,105.30	\$25,740.00	\$100,986.92

SUMMARY OF EXPENDITURES OF TERRITORIAL ROAD FUNDS

FROM APRIL 1, 1933 TO MARCH 31, 1934

	First Division	Second Division	Third Division	Fourth Division	Total
Cooperation with the Alaska Road Commission	\$ 1,500.00	\$ 9,400.00	\$ 6,500.00	\$11,400.00	\$ 28,800.00
Cooperation with the Bureau of Public Roads	904.10	.....	33.10	.....	937.20
Expended by the Board	(a) 4,005.92	(b) 860.00	(c) 5,767.16	(d) 740.00	11,373.07
Special projects .....	.....	(e) 2,500.00	.....	.....	2,500.00
Total	\$ 6,410.02	\$12,760.00	\$12,300.25	\$12,140.00	\$ 43,610.27

(a) Salmon River flood control. (b) Includes \$600 for Candle aviation field and \$260 for Kaltag-Unalakleet telephone line. (c) Includes \$2,500 for Eklutna road, \$2,423.50 for Seward aviation field and \$843.65 for Mineral Creek road. (d) Includes \$600 for Grant Creek road and \$140 for Nulato-Kaltag telephone line. (e) Allotment for Nome harbor under authority of Chapter 3 Session Laws for 1931.

DISTRIBUTION OF ALLOTMENT OF TERRITORIAL ROAD FUNDS

For the period beginning April 1, 1934 and ending December 31, 1934

	First Division	Second Division	Third Division	Fourth Division	Total
Cooperation with the Alaska Road Commission	\$ 7,450.00	\$11,300.00	\$14,800.00	\$13,500.00	\$ 47,050.00
Cooperation with the Bureau of Public Roads	521.60	.....	5.05	.....	526.65
Expended by Road Board .....	.....	(a) 200.00	.....	(b) 100.00	300.00
Special	(c) 7,000.00	(d) 2,500.00	.....	.....	9,500.00
Total	\$14,971.60	\$14,000.00	\$14,805.05	\$13,600.00	\$ 57,376.65

(a) Kaltag-Unalakleet telephone line. (b) Nulato-Kaltag telephone line. (c) Salmon River flood control in cooperation with War Department under authority Chapter 122 Session Laws for 1933. (d) Nome harbor under authority Chapter 3 Session Laws for 1931.

EMERGENCY WORK CARRIED ON BY BOARD

Salmon River Flood Control:

The townsite of Hyder comprising less than 150 acres of level ground is the only area on the Portland Canal in American territory suitable for a townsite and convenient to the mining district.

In the early summer of 1933 the Territorial Road Board authorized an expenditure of \$4,000 for protective work against the flood waters of Salmon River until such time as the plan already approved by the U. S. Army could be carried out and for which cooperation by the Territory to the amount of \$7,000 had been pledged.

The work carried on by the Territory during the summer of 1933 consisted of clearing away snags and drift for a mile along the river, the construction of a lumber and gravel dam 86 feet in length at a point on the river at the extreme upper end of the townsite and the construction of 549 lineal feet of jetties at points where the current was threatening.

This work has withstood the flood waters since that time and permanent work is now assured by the War Department since the Territory was called upon for the \$7,000 cooperation provided for in Chapter 122 of the Session Laws for 1933.

Candle Aviation Field:

This field located on a river bar about 1/3 of a mile below the town of Candle has always been too short for safe landing and the effect of the spring break-up had resulted in scoring the runway making landing difficult and even dangerous.

Six hundred dollars was allotted by the Road Board for smoothing and extending the runway.

Kaltag-Unalakleet Telephone Line:

This section of the Tanana-Unalakleet telephone line is vitally important in the transmission of weather reports for the benefit of aviators in the Fairbanks-Nome flights and the Road Board has undertaken to keep the line open with small allotments annually.

Eklutna Road:

In the summer of 1933 the Territorial Road Board allotted \$2,500 toward the construction of this road which leaves the Anchorage Loop road seven miles from the town of Anchorage.

The citizens of Anchorage contributed generously toward this work and with a total fund of \$5,353.45 seven miles was cleared, grubbed and graded, the terminus then being at Eagle River. During the season of 1934 the Alaska Road Commission has widened and extended this road bringing it up to a higher standard.

Seward Aviation Field:

The landing field at the head of Resurrection Bay about one mile from the town of Seward was extended and improved during the summer of 1933

the work consisting of grubbing and grading an area 600 feet in length by 200 feet in width and clearing an area 500 feet in length by 200 feet in width, and cutting tall trees over an area 2,000 feet in length by 300 feet in width and regrading the entire field.

Mineral Creek Road:

A revival of prospecting in the Valdez district made it necessary for the Territory to expend a small sum to clear out some slides on the Mineral Creek road, the work being confined to those portions of the road between miles 3 and 5 and from mile 6 to mile 6 1/2 and consisting principally of clearing slides and brush from the road.

Grant Creek Road:

This road serves newly developed placer mining ground on Grant Creek a tributary of the Yukon River on the right limit and about thirty miles below Tanana. The road is four miles in length and has been practically built by Walter G. Fisher who not only cleared and grubbed the entire four miles of road but built one half mile of corduroy and two bridges.

The Territorial Road Board allotted six hundred dollars during the summer of 1933 for enough grading to enable a Fordson with a trailer to be taken over the road.

Nulato-Kaltag Telephone Line:

This constitutes the Fourth Division section of the portion of the Tanana-Unalakleet telephone line that is being maintained by the Road Board for the purpose of obtaining weather reports so vitally important in the Fairbanks-Nome flights and which cannot be obtained from any other source.

Nome Harbor Improvement:

Chapter 61 of the Session Laws for 1925 authorizes the Territorial Road Board to pay the city of Nome the sum of \$2,500 annually out of the appropriations for roads and allotted to the Second Judicial Division of Alaska to relieve said city of Nome of its obligation and agreement with the War Department to pay annually the sum of \$2,500 toward the maintenance and improvement of the harbor of said city of Nome.

Chapter 49 of the Session Laws for 1927 and Chapter 19 of the Session Laws of 1929 are repetitions of the above mentioned Act and Chapter 3 of the Session Laws for 1931 authorize the Territorial Road Board to expend the sum of \$2,500 annually out of the monies appropriated each session to the Legislature for roads and trails and allotted to the Second Judicial Division of Alaska toward the maintenance and improvement of the Nome harbor which makes the authority continuing without any further legislative act.

SUMMARY OF EXPENDITURES IN THE FIRST DIVISION

In cooperation with the Alaska Road Commission

APRIL 1, 1933 TO MARCH 31, 1934

Name of Project	Wagon Road	Sled Road	Trail	Total	A.R.C.	Territory	Total
Haines-Pleasant Camp	42			42	\$27,213.96	\$ 837.58	\$28,051.54
Haines-Mud Bay	11			11	443.29	40.00	483.29
Haines-Chilkoot	3			3	813.07	200.00	1,013.07
Sitka-Indian River	$\frac{3}{4}$			$\frac{3}{4}$	590.59	35.00	625.59
Sitka Pioneer Cemetery Road	$\frac{1}{2}$			$\frac{1}{2}$		46.80	46.80
National Cemetery Road	$\frac{1}{2}$			$\frac{1}{2}$	95.25	20.00	115.25
Skagway Trails			6	6	618.97	35.00	653.97
Skagway Aviation Field						185.62	185.62
Point Gustavus Roads	$3\frac{1}{2}$			$3\frac{1}{2}$	18,016.83	100.00	18,116.83
Total	61$\frac{1}{4}$		6	67$\frac{1}{4}$	\$47,791.96	\$ 1,500.00	\$49,291.96

BIENNIAL REPORT

SUMMARY OF ALLOTMENTS IN THE FIRST DIVISION

In cooperation with the Alaska Road Commission

APRIL 1, 1934 TO MARCH 31, 1935

Name of Project	Wagon Road	Sled Road	Trail	Total	A.R.C.	Territory	Total
Haines-Pleasant Camp	42			42	\$ 4,600.00	\$ 5,585.62	\$10,185.62
Haines-Mud Bay	11			11	1,000.00		1,000.00
Haines-Chilkoot	3			3		600.00	600.00
Sitka-Indian River	$\frac{3}{4}$			$\frac{3}{4}$	600.00		600.00
Sitka Pioneer Cemetery Road	$\frac{1}{2}$			$\frac{1}{2}$		250.00	250.00
National Cemetery Road	$\frac{1}{2}$			$\frac{1}{2}$	200.00		200.00
Skagway Trails			6	6	700.00		700.00
Point Gustavus Roads	$3\frac{1}{2}$			$3\frac{1}{2}$	4,425.00		4,425.00
Skagway Aviation Field						1,014.38	1,014.38
Total	61$\frac{1}{4}$		6	67$\frac{1}{4}$	\$11,525.00	\$ 7,450.00	\$18,975.00

TERRITORIAL BOARD OF ROAD COMMISSIONERS

OPERATIONS DURING THE BIENNIUM

FIRST DIVISION

3AB—Haines-Pleasant Camp Road (42 miles):

This road leaves Haines and follows up the left limit of the Chilkat River to Wells, above the confluence of the Klehini and Chilkat Rivers. The route then crosses the Chilkat River and follows up the left limit of the Klehini River to 39 Mile, thence over a low hill to the boundary at Pleasant Camp. At Little Boulder Creek a ford crosses the Klehini River to the Porcupine mining camp, a distance of about 3 miles.

The principal work accomplished consisted of building 2½ miles of new road between 38½ and 41 Mile in order to get away from the river which had been encroaching upon the road. The 825-foot pile bridge over the Chilkat River at 24½ Mile was replaced and the fill raised in Mile 25 to get above the overflow of the Klehini River. Two small bridges were replaced. Several dykes were installed at 26½ Mile to shear the current of the Klehini away from the road.

General maintenance was taken care of. This work consisted of regrading, widening narrow points, repairing washouts, and repairing bridges. In addition, several culverts were put in and the road was gravel surfaced in the worst places.

3D—Haines-Mud Bay (11 miles road):

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

In addition to general maintenance, several culverts were installed and the road was extended for one mile to a homestead.

3E—Haines-Chilkoot (3 miles road):

This road runs up the southern shore of Chilkoot Inlet, serving several homesteaders and fur farmers. It is suitable for light motor traffic.

General maintenance was performed consisting of removing slides and ditching.

14—Sitka-Indian River (¾ mile road):

This road extends from the city limits of Sitka through the National Monument, connecting with the national forest road to the power station. It is gravel surfaced and suitable for motor traffic.

TERRITORIAL BOARD OF ROAD COMMISSIONERS

Necessary maintenance was performed. The road was widened and additional surfacing was placed.

14C—Pioneer Cemetery Road (¼ mile road):

This road extends from the city limits of Sitka to the Pioneer Cemetery. It is a gravel surfaced road suitable for motor traffic.

Necessary maintenance was performed. A small amount of gravel surfacing was placed. One bridge was replaced with a culvert and fill.

14D—National Cemetery Road (¼ mile road):

This road leads from the city limits of Sitka to the National Cemetery. It is gravel surfaced and suitable for motor traffic.

Necessary maintenance was performed.

44A—Skagway Trails (6 miles trail):

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

The trail system was maintained and considerable improvement made to the trail leading to Dyea. The suspension bridge was painted.

44B—Skagway Aviation Field:

This landing field, 310 by 1960 feet, is located in the north end of the Skagway townsite along the Skagway River. Land was acquired by the Territory and the field constructed in 1930 by the Territory. It has been maintained by the Territory and is now in good condition.

Several improvements were made during the biennium. A 40-foot runway was graveled and rolled the entire length of the field and sand pockets in the balance of the area graveled. Trees and brush were cut on both approaches.

81—Point Gustavus Roads (3½ miles road):

At present this route consists of one continuous stretch of road beginning at the 30 by 42-foot ocean dock and running east for 1½ miles thence north for 2 miles, crossing Salmon River and Good Creek, to the Parker homestead. It serves several ranchers.

Included in the 3½ miles is a 10-foot pile driven approach to the dock 1500 feet in length. This work together with the 1¼ miles of road between the dock approach and the Salmon River bridge was built during the previous year. A thousand feet of road on the flat adjoining the dock approach involved log cribbing to prevent high tides from washing it away.

Minor repairs were made to the dock, and the approaches to Salmon River and Good Creek were redecked. Some spot graveling was done.

SUMMARY OF EXPENDITURES IN SECOND DIVISION

In cooperation with the Alaska Road Commission
APRIL 1, 1933 TO MARCH 31, 1934

Name of Project	Wagon Road	Sled Road	Trail	Total	A.R.C.	Territory	Total
Nome Council	57		25	82	(a) \$ 8,890.46	\$ 2,348.00	\$11,038.46
Council-Ophir	12			12	729.31	160.00	889.31
Casa de Paga	20			20	891.16	220.00	1,111.16
Nome-Bessie	3 1/4			3 1/4	290.58	75.00	365.58
Bessie-Snake River	20 1/2			20 1/2	12,378.55	1,200.00	13,578.55
Bessie-Sunset	9			9	(b) 9,828.52	1,200.00	11,028.52
Nome-Osborne	10 1/4			10 1/4	(c) 620.79	150.00	770.79
Bessie-Buster	7 1/4			7 1/4	432.87	105.00	537.87
Galtag-Nome			280	280	2,154.47	530.00	2,684.47
Jonanza-Kotzebue			240	240	200.90	50.00	250.90
Polovin-Council			35	35	41.21	10.00	51.21
Spruce Creek		1 1/2		1 1/2	383.89	95.00	478.89
Inalakeet-St. Michael			68	68	16.00	4.00	20.00
Denter Creek Road	2 3/4			2 3/4	288.43	70.00	358.43
Little Creek Branch	2 1/4			2 1/4	59.31	14.00	73.31
Submarine Paystreak	3			3	78.44	20.00	98.44
Candle-Candle Creek	6 1/2			6 1/2	1,748.41	430.00	2,178.41
Bear Creek Trail			45	45	75.16	19.00	94.16
Candle-Kiwalik			18	18	17.19	5.00	22.19
Deering-Inmachuk	25			25	2,472.95	620.00	3,092.95
Nome-Serpentine Spgs.			148	148	316.81	80.00	396.81
Bluff-White Mountain			15	15	.44	.10	.54
Kotzebue-Shungnak			200	200	206.45	52.00	258.45
Kiana-Selawik-Shungnak			131	131	655.44	160.00	815.44
Kotzebue-Pt. Barrow			517	517	13.85	4.00	17.85
Kiwalik-Norvik			100	100	1.49	.40	1.89
St. Michael-Kotlik			63	63	65.79	19.00	84.79
Davidson's Landing-Taylor	24	16		40	2,471.33	615.00	3,086.33
Dime Creek	9			9	769.81	190.00	959.81
Nome-Teller			83	83	391.02	96.00	487.02
Teller-Cape Prince of Wales			67	67	95.57	25.00	120.57
Teller-Bluestone	9	9		18	1,344.88	335.00	1,679.88
Teller-Pilgrim Hot Springs			48	48	56.40	14.00	70.40
Teller-American River			35	35	19.00	5.00	24.00
Tin City-Goodwin	3			3	233.31	60.00	293.31
Flagging Trails			712	712	798.67	201.00	999.67
Marshall Road	7			7	385.57	90.00	475.57
Kotlik-Marshall			148	148	43.33	10.00	53.33
Old Hamilton-Scammon Bay			89	89	1.87	.50	2.37
Paimute-Marshall			100	100	115.10	28.00	143.10
Iron Creek-American Creek			12	12	368.72	90.00	458.72
Total	230 1/4	26 1/2	3,179	3,436 1/4	\$49,751.05	\$ 9,400.00	\$59,151.05

- a) Includes \$250.48 contributed by the city of Nome, \$40 by G. R. Jackson and \$26 by the Alaska Sunset Mine.
 b) Includes \$250 contributed by the Monument Creek Mining Company.
 c) Includes \$42 contributed by the Dry Creek Dredging Company.

BIENNIAL REPORT

TERRITORIAL BOARD OF ROAD COMMISSIONERS

SUMMARY OF ALLOTMENTS IN THE SECOND DIVISION

In cooperation with the Alaska Road Commission

APRIL 1, 1934 TO MARCH 31, 1935

Name of Project	Wagon Road	Sled Road	Trail	Total	A.R.C.	Territory	Total
Nome Council	57		25	82	\$14,960.00	\$ 1,000.00	\$15,960.00
Council-Ophir	12			12	1,330.00		1,330.00
Passa de Paga	20			20	1,710.00		1,710.00
Nome-Bessie	3 1/4			3 1/4	300.00		300.00
Bessie-Snake River	20 1/2			20 1/2	13,150.00	2,450.00	15,600.00
Bessie-Sunset	9			9	11,000.00		11,000.00
Nome-Osborne	10 1/4			10 1/4	900.00		900.00
Bessie-Buster	7 1/4			7 1/4	600.00		600.00
Altag-Nome			280	280	960.00		960.00
Mananza-Kotzebue			240	240	880.00		880.00
Polovin-Council			35	35	120.00		120.00
Pruce Creek		1 1/2		1 1/2	250.00		250.00
Inalakleet-St. Michael			68	68	240.00		240.00
Center Creek Road	2 3/4			2 3/4	300.00		300.00
Little Creek Branch	2 1/4			2 1/4	150.00		150.00
Submarine Paystreak	3			3			
Candle-Candle Creek	6 1/2			6 1/2	5,750.00	3,500.00	9,250.00
Bear Creek Trail			45	45	160.00		160.00
Candle-Kiwalik			18	18	80.00		80.00
Deering-Inmachuk					6,250.00		6,250.00
Nome-Serpentine Spgs.	25		148	148	2,060.00		2,060.00
Taylor Aviation Field						1,500.00	1,500.00
Lower Kougarok Field						500.00	500.00
Bluff-White Mountain			15	15	40.00		40.00
Kotzebue-Shungnak			200	200	720.00		720.00
Kiana-Selawik-Shungnak			131	131	480.00		480.00
Kotzebue-Pt. Barrow			517	517	1,680.00		1,680.00
Kotzebue-Norvik			100	100	360.00		360.00
St. Michael-Kotlik							
Davidson's Landing-Taylor	24	16	63	63	240.00		240.00
Dime Creek	9			9	1,500.00		1,500.00
Nome-Teller			83	83	320.00		320.00
Teller-Cape Prince of Wales			67	67	240.00		240.00
Teller-Bluestone	9	9		18	5,000.00	1,000.00	6,000.00
Teller-Pilgrim Hot Springs			48	48	160.00		160.00
Teller-American River			35	35	120.00		120.00
Tin City-Goodwin	3			3	250.00		250.00
Flagging Trails			712	712	3,200.00		3,200.00
Marshall Road	7			7	650.00	1,350.00	2,000.00
Kotlik-Marshall			148	148			
Old Hamilton-Scammon Bay			89	89	320.00		320.00
Paimute-Marshall			100	100	320.00		320.00
Iron Creek-American Creek			12	12	650.00		650.00
Total	230 1/2	26 1/2	3,179	3,436 1/2	\$77,400.00	\$11,300.00	\$88,700.00

OPERATIONS DURING THE BIENNIUM

SECOND DIVISION

8—Nome-Council (57 miles road, 25 miles trail):

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

The principal work accomplished on this route was the construction of two 45-foot truss bridges over Solomon River and the graveling of 2½ miles of road. One thousand four hundred forty-nine cubic yards of gravel was placed. The Nome River suspension bridge was thoroughly overhauled; lateral rods, hanging rods, floor beams, decking and railings were replaced.

Three bridges were repaired and the three ferries operated.

In addition to the Territorial and Federal funds, \$250.48 was contributed by the city of Nome, \$40 by G. R. Jackson and \$26 by the Alaska Sunset Mines.

8D—Council-Ophir (12 miles road):

This road extends from Council up Ophir Creek to Crooked Creek serving mining operations. It is suitable for wagon traffic.

Two thousand feet of new road was constructed to avoid a deep crossing on Ophir Creek and three tank culverts were installed. The road was maintained throughout.

8H—Casa de Paga Road (20 miles road):

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

Light maintenance was performed over the entire route during the biennium, including graveling soft spots, repairing corduroy and cleaning ditches with grader.

13A—Nome-Bessie (3¼ miles road):

This is the main road leading from Nome in a northerly direction to the

Bessie Claim on the third beach line. Over this road passes a large part of the traffic to the mining operations near Nome.

The road was regularly maintained with maintainer and several hundred yards of gravel was added where needed.

13B—Bessie-Snake River (20½ miles road):

This road commences at the end of Route 13A and extends across Anvil and Glacier Creeks and up the left limit of Snake River to some promising quartz prospects near its head. There are several placer operations along the route.

During the biennium this road has been extended 4¼ miles, involving the hauling and spreading of 8,000 cubic yards of gravel, construction of several small bridges and the installation of numerous culverts.

13C—Bessie-Sunset Creek (9 miles road):

Commencing at the end of Route 13A this road runs west crossing Little Creek and Anvil Creek, thence to the head of Sunset Creek and over the divide toward Penny River. This project includes a branch road 2 miles in length to mining operations on Monument Creek.

In the last two years the road has been extended 2½ miles. Two 18-foot bridges and one 16-foot bridge were built. Two wooden culverts and 32 metal culverts were installed. More than 2,000 yards of gravel was hauled and spread.

The Monument Creek branch was repaired and maintained, the Monument Creek Mining Company contributing \$250 toward this work.

13F—Nome-Osborne (10¼ miles road):

This road starts from Route 13A about 1¼ miles from Nome and extends in an easterly direction to Nome River which is crossed at a ford. The road then extends up Osborne Creek to dredging operations.

The road is suitable for motor traffic except at high water stages.

General maintenance and improvement work was performed consisting of graveling and grader maintenance.

13K—Bessie-Buster (7¼ miles road):

This road commences at the end of Route 13A and follows over the divide at the head of Dry Creek down the right limit of Dexter Creek to Nome River, thence up the left limit of Nome River.

General maintenance was performed.

18—Kaltag-Nome (280 miles trail):

Commencing at Kaltag, this trail crosses the divide or portage to the Unalakleet River, which it follows to Unalakleet. From Unalakleet it follows the coast to Bonanza on the east shore of Norton Bay, crossing to Isaacs Point on the west shore it follows the coast to Walla Walla, where it crosses the divide to Quinahock. It then follows the Quinahock to the coast, crossing the divide into McKinley Creek, which it follows to Golo, Alaska, and thence

to Golovin. From Golovin it crosses to Portage Creek, which it follows to its head, crossing the divide into Cheruk Creek, which it follows to the coast, thence along the coast to Nome.

Work on this route in 1933 was as follows: Set up missing trail stakes and improved trail from Solomon to Bluff, thence to White Mountain, 35 miles. Built new suspension bridge suitable for dog team travel over Topkok Creek, Mile 48—towers 12 feet, decking overall 220 feet and 4 feet wide.

Reset missing trail stakes from foot of McKinley Hill, Mile 84, to Walla Walla, Mile 96. Brushed out trail, cut out windfalls, repaired bridges between Walla Walla and Moses, 19 miles. Extensive repairs to trail and bridges between Unalakleet and Kaltag, 74 miles as follows:

Completely rebuilt 9 bridges; minor repairs to 17 bridges, such as new approaches, replacing decking, rewiring and bracing; cleared away 2 log jams above bridges; reset trail stakes as required.

Minor repairs were made in 1934.

18A—Bonanza-Kotzebue (240 miles trail):

This winter mail trail leaves the Kaltag-Nome mail trail, Route 18, at Bonanza, 155 miles east of Nome on the east shore of Norton Bay and follows up Norton Bay to the mouth of Koyuk River. Crossing over Star Mountain it reaches the Koyuk River again at Dime Landing and follows Route 62 to Haycock. Crossing successively the Peace River Divide, the Peace River Valley and the Sweepstakes Divide, it follows up Sweepstakes Creek to its head. Crossing into the Kiwalik Valley, it follows the right limit to Snyder's Roadhouse, crosses to the left limit as far as the mouth of Lava Creek and follows the river to Candle. From Candle it follows the Kiwalik River for 2 miles, cuts across the tundra for 16 miles to Willow Bay, and follows the coast to Deering. From Deering, it crosses Kotzebue Sound on the ice to Choris Peninsula and follows the coast to Cape Blossom. After a portage of 5 miles behind Cape Blossom, the coast is followed to Kotzebue.

Work on this route in 1933 was as follows: Hauling and replacing missing tripods between Dime Creek and Quartz Creek, 32 miles; staking 11 miles permanent trail between Arctic Circle Cabin and Callahan's Cabin. Restaked 3 miles trail between Candle and Quartz Creek. Inspection of trail during March.

The work of replacing missing stakes was done in 1934 with other necessary repairs.

18B—Golovin-Council (35 miles trail):

This route leaves the Kaltag-Nome Trail, Route 18, at Golovin, 78 miles east of Nome on the east shore of Golovin Bay. It follows up Golovin Bay to White Mountain and thence up the Fish and Nukluk Rivers to Council.

Work on this route consisted of putting up more tripods and trail markers, especially where trail crosses river; also widening trail where river hinders travel to permit of horse team travel.

18J—Spruce Creek (1½ miles sled road):

This route extends from the beach, at a point 7 miles east of Solomon, 1½ miles up Spruce Creek.

In 1933, laid 1,080 feet (beach) pole corduroy. Laid 395 feet brush and sod corduroy; constructed a 32-foot bridge. Miscellaneous repairs, ditching, hand grading and filling chuck holes.

In 1934, general maintenance was performed.

21—Unalakleet-St. Michael (68 miles trail):

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

Minor repairs were made.

25D—Center Creek Road (2¾ miles road):

This road as relocated branches from Route 13A at Mile 0.75 and extends across the tundra back of Nome to the left limit of Snake River, thence up Snake River across the mouth of Center Creek to Little Little Creek extending up this creek one-half mile to mining operations.

The work consisted of spreading several hundred cubic yards of gravel and installation of additional culverts.

25DA—Little Creek Branch (2¼ miles road):

This road branches from Route 25D at Mile 1.7 and extends to the Little Creek headquarters of the Hammon Company. It parallels the tram for 1 mile.

General maintenance was performed.

25E—Submarine Paystreak (3 miles road):

This road commences near the one-half mile post on Route 25D, crosses the Snake River Bridge and follows the right bank of Snake River to the workings on Submarine Paystreak.

Redrove 3 bents of the Snake River Bridge and maintained the road including a small amount of additional gravel surfacing.

26—Candle-Candle Creek (6½ miles road):

This road connects the village of Candle with placer mining operations on Candle Creek.

Considerable improvements were made to this route and it was extended for one-half mile including a bridge over Patterson Creek. Ditching and graveling constituted the principal work. Several culverts were installed.

26B—Bear Creek Trail (45 miles trail):

This route extends from Candle to operations on Bear Creek.

It is a winter dog sled trail but it is possible to get over with a buckboard

A new 30-foot bridge was constructed over Lava Creek on the trail to Bear Creek via Quartz Creek. A bridge was constructed as a contribution by the miners on Quartz Creek.

Other improvements were made.

26C—Candle-Kiwalik (18 miles trail):

This trail connects the village of Candle with the village of Kiwalik on Kotzebue Sound.

The route is passable for foot travel in summer and suitable for dog sleds in winter.

Maintenance was performed.

27—Deering-Inmachuk (25 miles road):

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

In 1933 work on this route consisted of a slight amount of spring breakup work, general maintenance and improvement as follows: Graded road (25 miles) twice; hauled and spread 2,612 cubic yards gravel; 12 loads sod; repairs to bridge approaches. Resurfaced in weak spots 37,320 lineal feet of road; ditched 875 feet; put in 4 new culverts; repaired one bridge and one culvert; constructed 450 feet new road where river was encroaching.

In 1934, the road was regraded and several thousand yards of gravel was put on for surfacing.

28A—Nome-Serpentine Hot Springs (148 miles trail):

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

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

The work during the biennium consisted of replacing permanent trail stakes; repairs to ferry boat at Shelton; new foot bridge at Quartz Creek; installing and removing ferry at Shelton and other general repairs.

28B—Taylor Aviation Field:

One thousand five hundred dollars was allotted for the construction of this field in 1934 but the money was not expended due to a disagreement between the Board of Road Commissioners and the local miners concerning its location. The allotment is being held—

over pending a settlement as to the location of the field. When built it will serve miners in the Upper Kougarok.

28C—Lower Kougarok Aviation Field:

This field was constructed in 1934 on dredge tailings for convenience of placer operators along the lower reaches of the Kougarok River.

37A—Bluff-White Mountain (15 miles trail):

This is a winter trail connecting Bluff on the Nome-Kaltag Trail with White Mountain on the Golovin-Council Trail. This route is now generally used for winter travel between Nome and Council.

Only minor repairs were made.

41A—Kotzebue-Shungnak (200 miles trail):

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

The work during the biennium consisted of general maintenance and improvement consisting mostly of replacing missing stakes, brushing out trail up Kobuk River as far as Kiana. The trail was inspected each winter.

41AA—Kiana-Selawik-Shungnak (131 miles trail):

This is a new route developed on account of Postal officials designating Selawik as a post office and routing mail from Kotzebue via Kiana and Selawik to Shungnak.

In 1933, this trail was improved by making one line change of about 1 mile over the summit of Waring Mountains between Kiana and Selawik. Besides this change the trail was brushed out wider in several places and more tripods erected in open stretches through the timber. Early in the year a reconnaissance was made for a new trail from Selawik to Shungnak Village. The location of trail was made after which a contract was let to A. R. Ferguson for construction of same as per specifications. This contract was completed and the trail is now being used by United States mail carriers. The trail is reported to be in good condition.

In 1934 general maintenance was performed.

41B—Kotzebue-Point Barrow (517 miles trail):

This winter dog trail extends northward from Kotzebue to the mainland and follows the coast to Point Barrow.

Temporary trail staking and general maintenance was carried on where required during the biennium.

41C—Kiwalik-Noorvik (100 miles trail):

This winter trail follows the beach from Kiwalik via Elephants Point and Sewalik Lake to Noorvik on the Shungnak River.

Temporary trail staking where required over ice was done together with replacement of missing permanent stakes.

42—St. Michael-Kotlik (63 miles trail):

From St. Michael, this winter trail follows the St. Michael Canal for 8 miles, thence by way of Pikmiktalik Village, Point Romanoff and Pastolik to Kotlik. It forms a part of the winter route up the Yukon River.

The trail is suitable for dog sleds.

The principal work on this route was from the Romanoff Shelter Cabin, Mile 36, to Kotlik, Mile 57. This work consisted of permanently staking between 12 and 15 miles of trail (using beach wood poles) from what is known as the Reindeer Camp, near Coffee Point to Pastolik Village, near Kotlik. The necessity for having this staking done was because the direct ice trail from Romanoff Cabin to Kotlik is often difficult and unsafe for travel after extreme high water which causes formation of "shell ice" which cuts the dogs' feet.

49—Davidson's Landing-Taylor (24 miles road, 16 miles sled road):

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

The first 24 miles are a low type road suitable for tractor-drawn wagons. The last 16 miles of road is passable for light wagons, but until lately has been used only for bob sleds in winter.

In 1933, general repairs and improvements were made on this route from Davidson's Landing to the mouth of Henry Creek, a distance of about 35 miles. Work consisted of cutting down river banks, brushing out road on river portages, hand grading, ditching, brush corduroying and graveling. The principal work was done between Miles 20 and 27, being near the head of Mary's River and over the divide to Coarse Gold Creek where a total of 1670 feet of new road was brush corduroyed and graveled.

No work was done in 1934.

62—Dime Creek (9 miles road):

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

In 1933, general maintenance was performed consisting of cutting stringers and decking for two bridges, 20 and 24 feet long; repairs to two large culverts; repairing 950 feet of corduroy; hauling and thinly spreading gravel over corduroy—292 wagon loads of gravel.

Equipment consisted of a rented Best Caterpillar "10" and wagons.

Maintenance and improvement work was done in 1934.

67—Nome-Teller (83 miles trail):

The winter mail trail follows the coast from Nome to Cape Douglas, where it cuts across to Cape Riley, and thence into Teller.

Annual maintenance has been done during the biennium consisting of replacing missing stakes. The ferries at Cripple River and Slnrock were operated during the summer. Temporary trail staking was done where needed.

67A—Teller-Cape Prince of Wales (67 miles trail):

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

Work done consisted only of maintenance of row boat ferry between Teller Mission on the spit, and the mainland and replacing of missing trail stakes and necessary temporary staking.

67B—Teller-Bluestone (9 miles road, 9 miles sled road):

This route extends across the tundra from Teller to Gold Run Creek and the Bluestone mining district. The first 9 miles is suitable for trucks, the balance for tractor-drawn wagons, in summer or bob sleds in winter.

During the biennium, 3 additional miles of sled road was improved for automobile traffic.

In 1933, the work on this route consisted of general maintenance and improvement over the entire route as follows: Cleaned ditches, installed 7 new culverts, built one 12-foot bridge, hauled 34 wagon loads of sod for bridge approaches, hauled and spread 338 cubic yards of gravel, graded 18½ days.

Equipment used: Alaska Road Commission grader, rented "20" Caterpillar and wagons. Able to drive auto over 9 miles at close of season, but road not up to standard.

The entire route was materially improved in 1934, due to increased mining activities.

67C—Teller-Pilgrim Hot Springs (48 miles trail):

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

The work on this project consisted of temporary staking and minor maintenance.

67D—Teller-American River (35 miles trail):

This winter trail extends from Teller across Grantley Harbor to American River and up this river to Budd Creek. From Budd Creek there is a trail through to Shismaref though no work has been done on this portion of the route.

The route is suitable for dog sleds.

Necessary temporary trail staking was done.

67E—Tin City-Goodwin (3 miles road):

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

General maintenance and improvement work was performed. Principal work consisted of surfacing 1000 feet and the construction of 300 feet of ditch. Formerly the tin miners have contributed an equal amount of work on this road. In 1933 they did an equal amount of work on an aviation field which they have reported finished (200 by 1500) feet and in good condition.

Necessary maintenance was performed in 1934.

68-Flagging Trails (712 miles temporary trails):

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

The following sections are staked annually, if required:

	Miles
Nimluk Point to mouth of Reilly Channel of Kokub River	12
Kotzebue to Shesholik	9
South Angak to Island on the Noatak	8
Kiwalik to Candle	5
Kiwalik to Choris Peninsula Neck	24
Deering to Hunter Creek	12
Nine Mile Point to Choris Peninsula Head	21
Teller to Douglas	18
Teller across Lagoon	9
Teller to head of Grantley Harbor	10
Teller to mouth of Igloo Creek	6
Grantley Harbor to New Igloo—open spots	5
Salmon Lake to Nugget	8
Nome Locals	10
Cape Nome	3
Safety	2
Solomon	3
West Topkok Hill to Bluff	10
Bluff to Nine Mile Point	9
Walla Walla to Elim	9
Golovin to White Mountain	12
Golovin to McKinley Creek and west side of Golovin Bay	13
Isaac's Point to mouth of Koyuk River	18
Bonanza to mouth of Koyuk River	26
Isaac's Point to Caches and Bonanza	34
St. Michael's Bay	5
Point Romanoff to mouth of Pastolik River	16
Elephants Point to Callahans	12
Total	329

In 1933, 273 miles were staked. The exact mileage staked the fall and winter of 1934 has not yet been reported.

73 Marshall Road (7 miles road):

This route extends from the landing on the Yukon River, 10 miles above Marshall, to the mining operations on Willow Creek. It is passable for trucks except in very wet weather.

In 1933, general maintenance and improvement work was done as follows: Cleaned and improved 4250 feet of ditch, hand graded and improved

3075 feet of road, cleared and grubbed over a stretch of 10,225 feet, put in 14 new culverts, and laid 184 feet of new corduroy.

General improvement work was continued during the summer of 1934.

73A—Kotlik-Marshall (148 miles trail):

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

Replaced a few missing stakes, graded cut bank approaches to Yukon River, erected few tripods over river bars where trail crosses river.

73C—Scammon Bay Trail (89 miles trail):

This route leaves the Kotlik-Marshall Trail at Old Fort Hamilton and extends across the delta of the Yukon River via Akularok Mission and Black River to Scammon Bay.

Temporary trail staking over lakes and sloughs was done for 15 miles and minor maintenance was performed.

73E—Paimute-Marshall (100 miles trail):

This is a temporary winter trail on the Yukon River between the villages of Paimute and Marshall.

The route is marked annually with willow stakes.

89C—Iron Creek-American Creek (12 miles sled road):

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

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

In 1933, general maintenance and improvement work was done as follows: Cutting brush for line change to avoid soft tundra, placing permanent stakes, operation of grader 9 days. (Miners reported about one-half of this amount was contributed.)

Rented equipment: 2-ton Caterpillar, grader and wagons.

This route was generally maintained in 1934.

SUMMARY OF EXPENDITURES IN THIRD DIVISION

In cooperation with the Alaska Road Commission
APRIL 1, 1933 TO MARCH 31, 1934

Name of Project	Wagon Road	Sled Road	Trail	Total	A.R.C.	Territory	Total
Chitina Native School	1			1	\$	\$ 11.75	\$ 11.75
Palmer-Fish Hook	9¼			9¼	388.02	40.00	428.02
Palmer-Matanuska River	1¼			1¼	284.22	30.00	314.22
Gold Cord Branch	2½			2½	198.65	21.00	219.65
Lucky Shot-Willow Station	26			26	20,305.32	2,973.25	23,278.57
Palmer-Springer	3			3	50.95	80.00	130.95
Wasilla-Palmer	12			12	312.63	34.00	346.63
Wasilla-Matanuska	7¾			7¾	828.39	90.00	918.39
Matanuska Trunk Road	8			8	424.98	45.00	469.98
Palmer-Matanuska	6¼			6¼	293.64	560.00	853.64
Fish Hook-Gold Mint	4¼			4¼	131.15	15.00	146.15
Edlund Road	2½			2½	1,314.68		1,314.68
Bogard Road	7½			7½	91.44	180.00	271.44
McCarthy-Dan Creek	20			20	9,190.11	1,000.00	10,190.11
Chititu Branch	6			6	487.78	50.00	537.78
Bremner Trail		26	14	40	9,973.46	100.00	10,073.46
Anchorage Loop	19½			19½	3,123.65	340.00	3,463.65
Anchorage-Lake Spenard	4			4	585.34	65.00	650.34
Chester Creek-Boat Landing	1			1	197.00	20.00	217.00
McDonald Branch	1¼			1¼	18.65	2.00	18.65
Oilwell Road	2¼			2¼	300.91	33.00	333.91
Kodiak Roads	14¼		1	15½	23,931.25	500.00	24,431.25
Homer Spit	15½			15½	10,632.55	200.00	10,832.55
Kasilof Road	7			7	975.28	110.00	1,085.28
Total	182¼	26	15	223¼	\$84,038.05	\$ 6,500.00	\$90,538.05

BIENNIAL REPORT

SUMMARY OF ALLOTMENTS IN THE THIRD DIVISION

In cooperation with the Alaska Road Commission
APRIL 1, 1934 TO MARCH 31, 1935

Name of Project	Wagon Road	Sled Road	Trail	Total	A.R.C.	Territory	Total
Chitina Native School	1			1	\$	\$ 300.00	\$ 300.00
Palmer-Fish Hook	9¼			9¼	3,500.00		3,500.00
Palmer-Matanuska River	1¼			1¼	4,500.00		4,500.00
Gold Cord Branch	2½			2½	3,000.00		3,000.00
Lucky Shot-Willow Station	26			26	29,694.68		29,694.68
Lucky Shot Aviation Field						300.00	300.00
Palmer-Springer	3			3	1,000.00	1,000.00	2,000.00
Wasilla-Palmer	12			12	4,000.00		4,000.00
Wasilla-Matanuska	7¾			7¾	3,000.00		3,000.00
Matanuska Trunk Road	8			8	1,800.00		1,800.00
Palmer-Matanuska	6¼			6¼		1,500.00	1,500.00
Fish Hook-Gold Mint	4¼			4¼	200.00		200.00
Edlund Road	2½			2½	500.00	500.00	1,000.00
Bogard Road	7½			7½		1,500.00	1,500.00
Valdez-Mineral Creek	8			8	10,000.00	3,000.00	13,000.00
Cache Creek Aviation Field						1,000.00	1,000.00
Kenai Dock						1,700.00	1,700.00
McCarthy-Dan Creek	20			20	5,000.00		5,000.00
Chititu Branch	6			6	6,000.00		6,000.00
Bremner Trail		26	14	40	3,500.00		3,500.00
Anchorage Loop	19½			19½	3,750.00	1,000.00	4,750.00
Anchorage-Lake Spenard	4			4	500.00	1,000.00	1,500.00
Chester Creek-Boat Landing	1			1		250.00	250.00
McDonald Branch	1¼			1¼	250.00		250.00
Oilwell Road	2¼			2¼		250.00	250.00
Anchorage Aviation Field						500.00	500.00
Kodiak Roads	14¼		1	15½	13,238.37		13,238.37
Homer Spit	15½			15½	2,200.00		2,200.00
Kasilof Road	7			7		1,000.00	1,000.00
Total	190¼	26	15	231¼	\$95,633.05	\$14,800.00	\$110,433.05

TERRITORIAL BOARD OF ROAD COMMISSIONERS

OPERATIONS DURING THE BIENNIUM

THIRD DIVISION

6E—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 1933.

In 1934, the road was regraded and improved.

35B—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.

Work on this project consisted of maintenance and general improvement.

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 new steel bridge was erected during the winter of 1933-34. This route will be a part of the Anchorage-Matanuska Road when that road is finally completed.

Light maintenance was performed in 1933.

In 1934, the road was graded to standard and a fill made to connect with the trestle approach to the steel span.

35DA—Gold Cord Branch (2½ miles wagon road):

This road branches from the Willow Creek Extension, Route 35D, at Mile 3.4. It follows the left limit of Gold Cord 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 of increased importance due to recent mining developments.

A small amount of surfacing was done in 1933.

During the summer of 1934 the road was extended one-half mile to the High Grade Mine, the last one-fourth mile having been constructed by the company on a cooperative agreement.

35DB—Lucky Shot-Willow Creek Station (26 miles road):

This route extends down Willow Creek from the Lucky Shot Mine to Willow Station, Mile 187, The Alaska Railroad. It is an important road serving the most important mining operations in the Willow Creek district. The heavy snowfall in Fishhook Pass on the route to Wasilla prohibits winter hauling over that route.

At the last biennial report this road was passable for a tractor for 6 miles, the balance of the distance being cut out and classed as a sled road.

In the last two years heavy work has been done on the entire route and the road brought up to road standard except for additional graveling. It is now passable for light auto traffic even in wet weather.

A 100-foot fir Howe truss has been constructed across Willow Creek.

The Lucky Shot Mining Company has contributed liberally toward the construction of this road.

35DC—Lucky Shot Aviation Field:

This field, approximately 130 by 1300 feet, is situated one-fourth of a mile west of the Lucky Shot Mining Company's camp. It was constructed by the company as a short field and has been in use for two years.

This year the Territory contributed toward the cost of an extension on the west end, making it serviceable for larger planes.

35G—Palmer-Springer (3 miles road):

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

The road was maintained and the clearing widened in 1933.

In 1934, the entire road was graded and the weak spots graveled making it passable for auto traffic in wet weather.

35H—Wasilla-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, ¼ mile from Palmer. The road passes through an agricultural area and serves a number of farms.

The work on this project during the biennium consisted of general maintenance and improvement.

35J—Wasilla-Matanuska (7¼ 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 Experiment Station.

Bridges were repaired, additional culverts installed and all soft spots were graveled.

35K—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 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 traffic except in very wet weather.

This is the school bus route and is one of the chief roads in the Wasilla-Matanuska district.

General maintenance was performed.

35L—Palmer-Matanuska (6¼ miles road):

This road parallels the branch line 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.

General maintenance and improvement work was done including raising the grade in several places and surfacing approximately one-half mile.

35O—Fishhook-Goldmint (4¼ miles road):

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

It is a low class wagon road.

General maintenance was performed.

35Q—Edlund Road (2½ miles road):

This road branches from the Wasilla-Matanuska Road in Mile 3 and after passing the Fairview School continues for 2 miles serving several homesteads enroute.

In 1933 the road was extended 1¼ miles to reach two new homesteads.

In 1934, annual maintenance was done.

35R—Bogard Road (7½ miles road):

This road extends from Mile 6 of the Matanuska Trunk Road, westerly to a connection with the Wasilla-Fishhook Road one-half 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.

A small amount of maintenance was performed.

36—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.

Very little maintenance has been done on this route until the past summer when, on account of increased mining activity, the entire road was worked over making it passable for trucks with light loads.

51F—Cache Creek Aviation Field:

This is a new field, approximately 150 by 1100 feet, constructed the past summer on the right limit of Cache Creek just below the mouth of Under Creek.

The Harper and Murray Co. cooperated in the cost of the work. The board and room for the labor

55B—Kenal Dock and Approach:

This is a new project which was completed this year. It consists of a small pile-driven dock and approach at the mouth of the Kenal River at Kenal together with a plank roadway from the end of the approach extending up a cut bank to the elevation of the town on a high bench.

The townspeople cooperated in the work by furnishing and driving the piling.

57—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. Due to the channel gradually changing and cutting out that portion of the road on the bar from the end of the Nizina Bridge to Young Creek a new road was constructed on the bench crossing Young Creek three-fourth of a mile upstream. At present a temporary road runs down Young Creek to the bridge over that stream.

The balance of the road was maintained.

57D—Chititu Branch (6 miles road):

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

The location of the east end of this road was changed to take it out of the bed of Chititu Creek, making it passable for auto traffic to placer operations.

General maintenance was carried on.

61F—Bremner Trail (26 miles sled road, 14 miles trail):

This road and trail branch from Route 57 in Mile 10, cross the Chititu River about 10 miles up and follow up the Chakina River to a divide, then to the Bremner Gold Mining Company's operations on Monahan Creek.

Eleven miles of the distance have been converted to sled road standard in the past two years and improvements made on the balance.

The trail has been used extensively the past two winters.

75—Anchorage Loop (19½ miles road):

Starting from the railroad yards, this road extends northeast 5¼ miles thence easterly for 4¼ miles, where it crosses the railroad, thence south 2 miles, thence west 2 miles, where it again crosses the railroad. It then follows the north side of the railroad 1½ miles again 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 surfaced. It is suitable for motor traffic.

Operations during the biennium consisted of additional gravel surfacing and drainage work. Nine miles of the road are kept open during the winter months as a school bus route.

75A—Anchorage-Lake Spenard (4 miles road):

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

General maintenance was performed including a small amount of additional gravel surfacing. The road is kept open during the winter months with a snow plow.

75C—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.

75E—McDonald Branch (1¼ miles road):

This road branches from the Anchorage Loop Road at Mile 2¼ and extends to the shore of Cook Inlet serving several farms.

The road is suitable for motor traffic. Necessary maintenance was performed.

75I—Oilwell Road (2¼ miles road):

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

It is suitable for motor traffic. Maintenance was performed.

75J—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 being 150 to 400 feet by 3,260 feet, and the east-west leg, 400 by 1,600 feet.

The funds expended cover the cost of transporting a tractor-drawn steel roller furnished by the Alaska Road Commission, from Valdez to Anchorage, and the operation of this roller after the field had been leveled. Some additional clearing and lengthening of both runways was accomplished.

94—Kodiak Road (14½ miles road, 1 mile trail):

This route covers all of the roads adjacent to the town of Kodiak on Kodiak Island, as follows:

Kodiak-Abberts	9 miles road, 1 mile trail
Cannery Road	¼ mile road
Kodiak-Mill Bay	3½ miles road
Madsen Branch	½ mile road

The Kodiak-Abberts Road extends southeast along the coast passing Abberts' Ranch at Mile 5 on the Buskin River to Olds' Ranch 4 miles farther. The Cannery Road branches from the Abberts Road close to the town.

The Kodiak-Mill Bay Road runs in the opposite direction to Mill Bay and the Madsen Road branches from it near Mile 2½.

The Potato Patch Road runs north from the village to a community garden.

Funds during the biennium were furnished principally from the Public Works Administration and the work accomplished consisted of extending the Abberts Road 4 miles, construction of the Mill Bay Road for 3 miles, construction of the two branch roads mentioned above and also the new road to the Potato Patch.

98—Homer Spit (15½ 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 3½ miles and east 6½ miles.

Operations during the biennium consisted of extending the west road for 2 miles and maintenance of the balance.

98D—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.

Work consisting of maintenance and a small amount of improvement was carried on during both seasons of the biennium.

SUMMARY OF EXPENDITURES IN THE FOURTH DIVISION

In cooperation with the Alaska Road Commission

APRIL 1, 1933 TO MARCH 31, 1934

Name of Project	Wagon Road	Sled Road	Trail	Total	A.R.C.	Territory	Total
Sh Lake-American Creek	4%	.....	.....	4%	\$	\$ 665.04	\$ 665.04
Healy Creek System	2%	.....	.....	2%	.....	137.97	137.97
Ex-Olmes	10½	.....	.....	10½	431.31	75.00	506.31
Summit-Fairbanks Creek	13	.....	.....	13	(a) 78.68	1,455.45	1,534.13
Summit-Fish Creek	8½	.....	.....	8½	.....	697.25	697.25
Fairbanks-Ester Creek	9½	.....	.....	9½	(b) 7,519.43	1,280.00	8,799.43
College Spur	½	.....	.....	½	.....	13.44	13.44
Star Dome	2¼	.....	.....	2¼	.....	287.35	287.35
St. Patrick-Happy	8½	.....	.....	8½	1,031.06	180.00	1,211.06
Wazelle Road	2¼	.....	.....	2¼	1,765.03	.....	1,765.03
Little Eldorado	6	.....	.....	6	233.44	40.00	273.44
Fairbanks-Chena Hot Springs	.....	64	.....	64	249.98	45.00	294.98
Chena River Branch	.....	35	.....	35	122.48	25.00	147.48
Farmers-Birch Hill	8¾	.....	.....	8¾	5,401.87	1,894.28	7,296.15
Farmers-Chena Slough	9	.....	.....	9	.....	138.00	138.00
Central House-Circle Hot Springs	8½	.....	.....	8½	(c) 1,073.70	180.00	1,253.70
Miller House-Harrison Creek	7½	.....	.....	7½	3,308.36	550.00	3,858.36
Hot Springs-Sullivan Creek	10	.....	.....	10	337.36	55.00	392.36
Hot Springs Landing-Eureka	24	.....	.....	24	5,897.70	500.00	6,397.70
Hitarod-Flat	8¾	.....	.....	8¾	2,453.97	420.00	2,873.97
Phir-Takotna	22	.....	.....	22	5,700.02	930.00	6,630.02
Little Creek Road	3	.....	.....	3	.....	254.23	254.23
Takotna Aviation Field Road	1½	.....	.....	1½	217.49	.....	217.49
Manes Creek Road	15¾	.....	.....	15¾	.....	871.07	871.07
Chena Cemetery Road	2¼	.....	.....	2¼	172.97	30.00	202.97
Upernivik-Brooks	.....	60	.....	60	420.45	70.00	490.45
Upernivik-Livengood	6½	.....	.....	6½	.....	455.92	455.92

Healy Aviation Field	150.00	150.00
Total	196	159	355	\$36,415.30	\$11,400.00	\$47,815.30	

a) Contributions by others. (b) Includes \$567.82 miscellaneous contributions. (c) Includes \$95.10 contributed by F. M. Leach.

SUMMARY OF ALLOTMENTS IN THE FOURTH DIVISION

In cooperation with the Alaska Road Commission

APRIL 1, 1934 TO MARCH 31, 1935

Name of Project	Wagon Road	Sled Road	Trail	Total	A.R.C.	Territory	Total
Richardson-Democrat	3½	½	.....	4	\$	\$ 3,000.00	\$ 3,000.00
Fish Lake-American Creek	4¾	.....	.....	4¾	.....	2,500.00	2,500.00
Cleary Creek System	2¾	.....	.....	2¾	.....	100.00	100.00
Fox-Olnes	10½	.....	.....	10½	34,950.00	.....	34,950.00
Dome-Spauiding	1¾	.....	.....	1¾	.....	50.00	50.00
Summit-Fairbanks Creek	13	.....	.....	13	1,000.00	1,400.00	2,400.00
Summit-Fish Creek	8¾	.....	.....	8¾	400.00	.....	400.00
Fairbanks-Ester Creek	9½	.....	.....	9½	17,000.00	.....	17,000.00
College Spur	½	.....	.....	½	25.00	.....	25.00
Ester Dome	2¼	.....	.....	2¼	575.00	350.00	925.00
St. Patrick-Happy	8½	.....	.....	8½	400.00	.....	400.00
Lazelle Road	2¼	.....	.....	2¼	50.00	.....	50.00
Little Eldorado	6	.....	.....	6	.....	200.00	200.00
Fairbanks-Chena Hot Springs	.....	64	.....	64	400.00	.....	400.00
Chena River Branch	.....	35	.....	35	100.00	.....	100.00
Farmers-Birch Hill	8¼	.....	.....	8¼	10,000.00	.....	10,000.00
Farmers-Chena Slough	9	.....	.....	9	700.00	500.00	1,200.00
Central House-Circle Hot Springs	8½	.....	.....	8½	600.00	.....	600.00
Miller House-Harrison Creek	7½	.....	.....	7½	6,691.64	.....	6,691.64
Hot Springs-Sullivan Creek	10	.....	.....	10	300.00	.....	300.00
Hot Springs Landing-Eureka	24	.....	.....	24	1,700.00	.....	1,700.00
Iditarod-Flat	8¾	.....	.....	8¾	8,000.00	.....	8,000.00
Gold Horn Branch	1	.....	.....	1	(a) 2,000.00	2,000.00	4,000.00
Long-Birch Creek	6	1	.....	7	.....	400.00	400.00
Ophir-Takotna	22	.....	.....	22	5,000.00	.....	5,000.00
Little Creek Road	3	.....	.....	3	500.00	.....	500.00
Takotna Aviation Field Road	1½	.....	.....	1½	100.00	.....	100.00
Chena Creek Road	15¾	.....	.....	15¾	2,500.00	.....	2,500.00

BIENNIAL REPORT

Nenana Cemetery Road	2½	.....	.....	2½	200.00	.....	200.00
Dunbar-Brooks	.....	60	.....	60	600.00	.....	600.00
Brooks-Livengood	6½	.....	.....	6½	2,500.00	.....	2,500.00
Cripple Aviation Field	3,000.00	3,000.00

Total	208¾	160½	368¾	\$96,291.64	\$13,500.00	\$109,791.64
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(a) Contributed by W. E. Dunkle.

TERRITORIAL BOARD OF ROAD COMMISSIONERS

OPERATIONS DURING THE BIENNIUM

Fairbanks Local System:

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

	Miles
7AA Cleary Roads	2¾ road
7BA Dome-Spaulding Mine	1¾ road
7C Summit-Fairbanks Creek	13 road
7CA Summit-Fish Creek	8¾ road
7DA College Spur	½ road
7DB Ester Dome	2 road
7DC St. Patricks-Happy	3¾ road
7H Little Eldorado	6 road
7GA Lazelle Road	2¾ road
7J Fairbanks-Chena Hot Springs	64 sled road
7JA Chena River Branch	35 sled road
7NA Isabelle Creek Road	1¾ road
7NB Ballaine-Rickert	1 road
Total	142

44A—Richardson-Democrat Creek (3½ miles road, ½ mile sled road):

This route branches from the Richardson Highway at Richardson and extends up Banner Creek 1 mile, thence up Democrat Creek 3 miles to mining operations.

During the 1934 season this old road was worked over and made passable for auto traffic in dry weather except for the last ½ mile.

5C—Fish Lake-American Creek (4¾ miles road):

This road extends from the landing at Fish Lake, up American Creek, serving placer operations. The Fish Lake landing is reached by gasboat from the Tanana, up Fish Creek and thence across Fish Lake. There is a dredge in operation near the head of American Creek.

The route is passable for motor traffic and is used largely by tractors and trailers.

General repairs and maintenance work was performed. The American Creek Dredging Co. furnished equipment, without charge, for the work and after the operations in the summer of 1934 have agreed to maintain the road in the future.

7B—Fox-Olnes (10½ miles road):

This road connects the town of Fox, which is at Mile 11 on Route 7G, with Olnes, on lower Dome Creek. It crosses over the divide separating Goldstream from the Chatanka River, going up Fox Gulch and down Dome Creek.

In 1933, the road was maintained and 4 metal culverts were installed.

In 1934, due to this road being a part of the new route to Livengood a start was made toward making extensive improvements consisting of miles of new road and standardizing the balance in order to eliminate curves and excessive grades. This work was approximately 80% complete at the end of the 1934 working season.

7D—Fairbanks-Ester (9½ miles road):

This is an important and much-used road which connects Fairbanks with the mining town of Ester. Along this road is situated the Alaska Agricultural College and School of Mines, the Government Farm and Experimental Stations, and several home sites. Several roads leading to various farms and mining properties branch from this road.

The road is standard graded and has a light gravel surface. It is suitable for motor traffic.

Due to the increased traffic on this road on account of the Fairbanks Exploration Co. taking up options on Ester and Cripple Creeks it has been necessary to do a large amount of work on it the past two years.

This work consisted principally of graveling; several thousand yards were placed. A new bridge was constructed over St. Patrick's Creek and broken replaced with a metal culvert.

The road is now in good condition in any kind of weather.

7N—Farmers-Birch Hill (8¾ miles road):

This road branches from the Steese Highway near Mile 3 from Fairbanks and follows around the edge of Birch Hill, connecting with the Ester Road, Route 7D, 3½ miles from Fairbanks. It serves an area of farms.

The road is standard graded and soft sections have been surfaced.

In 1933, the entire road was regraded, the right of way was swelled out, 4,000 feet of corduroy was laid and several thousand cubic yards of broken rock was placed.

In 1934, extensive graveling of worst sections was continued and several culverts were installed.

7T—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 limit 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 surface is out of the ground.

General maintenance was performed in 1933.

In 1934, several weak spots in the first two miles were graveled and material secured adjacent to the Richardson Highway.

15A—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.

BIENNIAL REPORT

The road was maintained during the biennium and several metal culverts were installed.

15E—Miller House-Harrison Creek (7½ miles road):

This route number formerly designated the road known as the Miller House Spur, which branches from the Steese Highway at Mile 115½.

During the last two years the spur road has been extended up the right limit of Independence Creek to the divide separating it from Harrison Creek. There are several placer mining operations along the road and others on Harrison Creek that will be reached by extending the road.

At the end of the 1934 season a road suitable for wagons was completed to the summit.

22—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 Tofty on Sullivan Creek. Four miles of this road are used by winter travel between Nenana and Tanana.

The road is suitable for wagon traffic.

Necessary annual maintenance was performed over the biennium.

30—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, 1¼ miles from the landing, thence across Hot Springs Slough over a 100-foot Howe Truss span. It then follows along the sidehills on the right limit of Baker Creek crossing that creek at Mile 16, thence up the right limit of Eureka Creek. This road forms part of a portage route between the Tanana and Yukon Rivers.

It is passable for motor traffic in dry weather.

General maintenance was performed during the biennium. In the fall of 1933 a 100-foot Howe truss of Douglas fir was erected over Baker Creek, using the pile trestle at false work.

32B—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.

In addition to general maintenance consisting principally of spot graveling, a 4000-foot extension was built from Iditarod upstream to the main channel of the river eliminating the necessity of boats coming into the slough which was navigable only in high water.

A minor line change involving a small bridge over Cottonwood Creek was made at Mile 7¼.

33FA—Gold Horn Branch (1 mile road):

This road branches to the right from the Flat-Slate Creek Road, Route 33F, 2½ miles from Flat. It climbs to the bench on the left limit of Otter Creek and goes upstream to the Gold Horn lode mine.

TERRITORIAL BOARD OF ROAD COMMISSIONERS

This is a new route constructed during August and September, 1934. W. E. Dunkle contributed fifty per cent of the total cost.

38AB—Long-Birch Creek (6 miles road, 1 mile sled road):

This is a branch from Route 38A, Ruby-Long. It turns left from point near Mile 28, follows up Bear Pup in a northeasterly direction and crosses a low divide into Myrtle Creek, a tributary of Flint Creek.

This is a new low-class road built in 1934 to accommodate placer mining operations on Myrtle and Flint Creeks.

38D—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 the vicinity of Ophir. It provides a portage route between the Kuskokwim and Yukon River watersheds.

In addition to annual maintenance, two short sections totaling one mile were widened and all weak spots in the road were graveled.

38DA—Little Creek Road (3 miles road):

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

Annual maintenance was carried on.

38G—Takotna Aviation Field Road (1¼ miles road):

This road begins at the east end of Gold Run Creek Bridge, or a 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.

General maintenance work was performed.

38H—Ganes Creek Road (15¾ 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 dredge operations on Yankee and Ganes Creeks.

The road is very narrow but is suitable for light motor traffic.

General maintenance with a small amount of improvement in way of widening was accomplished.

46F—Nenana Cemetery Road (2¼ 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.

Light maintenance was performed.

63—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 Tolovana River.

Annual maintenance, consisting of removing windfalls, grading steep approaches to streams and repairs to 6 bridges, was performed.

It is probable that this winter road will be used very little upon the final completion of the Olnes-Livengood Road.

63B—Livengood Creek Road (6½ miles road):

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

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

In 1933, annual maintenance was performed.

During the summer of 1934 the entire road was regraded, drainage was improved and all culverts repaired.

64B—Cripple Landing Field:

This field is located on Cripple Creek, a branch of Colorado Creek which flows into the Innoko River. It is constructed on the tailings left behind the operations of a dragline placer outfit.

It was constructed during the summer of 1934. The Cripple Mining Co. contributed to the work by furnishing a tractor and bulldozer and board of the labor. The exact size has not yet been reported.

97A—Healy Aviation Field:

This is an "L" shaped landing field with one runway 250 by 800 feet and the other 250 by 500 feet. It is located on a high bench above the town of Healy on the right limit of the Nenana River.

A small amount of improvement in the way of leveling was done in 1933.

No work was done in 1934.

TERRITORIAL SHELTER CABIN FUND

APRIL 1, 1933 TO DEC. 31, 1934

Report of the administration of the Shelter Cabin Fund apportioned in compliance with Chapter 120, Session Laws of 1933, approved May 4, 1933 \$2,000 was appropriated, which was expended and allotted as follows:

	Expended	Allotted	Total
	1933	1934	
Second Division	\$ 906.73	\$ 600.00	\$1,506.73
Fourth Division	93.27	400.00	493.27
Totals	\$1,000.00	\$1,000.00	\$2,000.00

Since the Act of 1917 inaugurating the establishment of shelter cabin along the trails and sled roads of the Territory, and for which an appropriation of \$20,000 was made at that time, each succeeding Legislature following what was accepted as a fixed and established policy, made appropriations for these very useful havens for winter travelers.

The following is a summary of all appropriations for shelter cabins:

1917	\$ 20,000
1919	5,000
1921	10,000
1923	15,000
1925	20,000
1927	40,000
1929	20,000
1931	10,000
1933	2,000
Total	\$142,000

It will be seen that from the time that the erection and maintenance of shelter cabins was adopted as a policy until 1933 the sum of \$140,000 was spent, representing an average annual expenditure of \$8,750.

In 1933 the Legislature made an appropriation of \$2,000 for shelter cabins for the biennium, while the 1933 requirements alone were estimated at \$15,050.

The argument was presented that airplanes had supplanted dog team travel and that shelter cabins were no longer necessary.

There is no question but that airplanes have diverted much winter travel from the land and it may be that in time no dog sled traveling will be done at all, but the incontestible fact remains that the Territory still has 275 shelter cabins that some mushers are still depending upon and they require repairs and replacements. In the untimbered areas of the Second Division these cabins must be supplied with fuel and a very conservative estimate of the annual upkeep charges in the Second Division alone \$1,500.

The question for the Legislature to decide is whether or not it chooses to abandon the shelter cabins entirely. The appropriation of \$1,000 annually amounts to abandonment.

**DISTRIBUTION
SECOND DIVISION**

Dist. Route No.	on Route Name	Work Done	Expended 1933	Exp. & Obl. 1934
18	48	Topkok	Repairs	\$ 15.00
18	66	Cheokuk	Repairs	15.00
18	156	Bonanza	Wood	30.00
18	230	Whaleback	Wood	41.90
18	241	Old Woman	Wood	41.90
18	249	Ten Mile	Wood	31.90
18	264	22 Mile	Wood	31.90
18A	135	Choris Peninsula	Coal	19.50
18A	149	Arctic Circle	Coal	16.00
18A	169	Riley Wreck	Axe, shovel and coal	20.50
21	32	Golsovia	Stove, pipe and wood	35.00
28A	105	Dahl Creek	Coal	7.00
28A	111	Windy Tent	Coal	10.52
28A	126	Coarse Gold	Coal	7.00
41A	23	Riley Channel	Repairs, hauling and coal	133.50
41B	261	Tulukuk	Coal	12.50
41C	37	Callahan's	Coal	16.00
42	38	Romanoff	Repairs, wood, pipe	52.50
67	45	Wooley	Repairs and wood	36.51
67	51	Tissue	Repairs and wood	90.97
67	60	Douglas	Repairs and wood	74.96
67A	10	Blatchfords	Roof plate	1.25
67A	26	Lost River	Stove, pipe and wood	34.70
67A	54	York	Repairs, stove, pipe, wood	50.30
67A	64	Tin City	Repairs, stove, pipe, wood	8.00
67A	91	Lopp Lagoon	Pipe and wood	12.50
67A	123	Sinzarat	Axe, pipe, wood	13.25
67J	10	Dome Creek	Repairs, wood	24.42
73A	72	Patsys	Wood	8.00
73A	128	Herndon Portage	Tools and wood	14.25
Obligated but no report received (covers fuel and repairs)				459.59
Totals			\$906.73	\$ 600.00

FOURTH DIVISION

29A	14	Henshaw Creek	Stove and pipe	\$ 26.78
32AA	14	Ruby	New cabin (part of cost)	\$ 300.00
46	43	19 Mile	Stove and pipe	22.16
46C	17	Tavern	Stove and pipe	22.16
46C	31	31 Mile	Stove and pipe	22.17
46L	26	Crooked Creek	Stove and pipe	22.51
Obligated but no report received (includes part of cost of new cabin at Warehouse Creek)				77.49
Totals			\$ 93.27	\$ 400.00
Grand Totals			\$1,000.00	\$1,000.00

DISTRIBUTION OF ROAD MILEAGE

FIRST DIVISION

Roads Built and Maintained by the Territory

Name of road	Length in Miles	Total Miles
Haines-Chilkoot	3.00	
Sitka-Pioneer Cemetery	0.50	
Ketchikan-Cemetery	0.50	
Ketchikan Hydroport	0.25	4.25

**Roads Built and Maintained Cooperatively by the Territory and
Alaska Road Commission**

Name of road	Length in Miles	Total Miles
Haines-Jones Point	1.50	
Haines-Pleasant Camp	42.00	
Porcupine Extension	5.00	
Mud Bay Road	11.00	
Sitka-Indian River	0.75	
Sitka-National Cemetery	0.50	
Point Gustavus Roads	3.50	
Rink River Road	0.75	65.00

Roads Built and Maintained by Alaska Road Commission

Name of road	Length in Miles	Total Miles
Skagway-Glacier Road	3.25	
Juneau-Douglas bridge and approaches	0.50	3.75

Roads Built and Maintained by Bureau of Public Roads

(\$327,551.55 contributed by Territory)

Name of road	Length in Miles	Total Miles
Skagway	4.630	
Juneau	43.845	
Douglas	1.807	
Yakutat	1.428	
Sitka	4.672	
Petersburg	4.927	
Point Agassiz	4.549	
West Petersburg	2.854	
Kake	1.626	
Wrangell	6.323	
Mill Creek	0.874	
Craig-Klawock	1.173	
Ketchikan	20.246	
Salmon River	12.037	
Texas Creek	11.695	
Hoonah	1.378	124.065

Total mileage for Division 197.07

SECOND DIVISION

All roads in this Division are built and maintained cooperatively by the Territory and the Alaska Road Commission

Name and location of road	Length in Miles	Total Miles
Nome-Council	57.00	
Council-Ophir	12.00	
Casadelega Road	20.00	
Shovel Creek	5.00	
Nome-Bessie	3.25	
Bessie-Snake River	20.50	
Bessie-Sunset	9.00	
Nome-Osborne	10.25	
Bessie-Buster	7.25	
Nome Wireless Road	0.25	
Mouth Center Creek Road	2.75	
Submarine Paystreak	3.00	
Candle-Candle Creek Road	6.50	
Candle Radio Road	0.25	
Deering-Inmachuk	25.00	
Davidson Landing-Taylor	24.00	
Dime Creek	9.00	
Tin City-Goodwin	3.00	
Marshall Road	7.00	
Teller-Bluestone	9.00	
Little Creek Branch	2.25	
Bunker Hill-Kougarok	1.50	237.75

Also 77 miles narrow gauge railway (Nome-Shelton train)

THIRD DIVISION

Roads Built and Maintained by the Territory

Name of road	Length in Miles	Total Miles
Spenard-Campbell Creek	2.00	
Palmer-Matanuska	6.25	
Moose-Palmer	5.50	
Edlund Road	2.50	
Palmer-Springer	3.00	
Bogard Road	7.50	
Wasilla Aviation Field Road	0.75	
Anchorage-Spenard	4.00	
Chester Creek Boat Landing	1.00	
Oil Well Road	2.25	
Engstrom Road	0.75	
Werner Branch	0.50	
Kastlof Road	7.00	
Strelina-Kuskolina	12.50	
Nugget Creek Branch	6.00	
Granby Road	5.00	
Chitina Native School Road	1.00	
Falk Road	1.00	
Lakeview Road	3.00	
Ninilchik Aviation Field Road	0.50	72.00

Roads Built and Maintained Cooperatively by the Territory and Alaska Road Commission

Name of road	Length in Miles	Total Miles
Palmer-Fishhook	9.25	
Palmer-Matanuska River	1.25	
Wasilla-Finger Lake-Palmer	12.00	
Wasilla-Matanuska	7.75	
Matanuska Trunk Road	8.00	
Gold Cord	2.50	
Fishhook-Gold Mint	4.25	
Lucky Shot-Willow	26.00	
Anchorage Loop	19.50	
McDonald Branch	1.25	
Homer Spit Road	15.50	
Valdez-Mineral Creek	8.00	
Dillingham-Snag Point	5.75	
McCarthy-Dan Creek	20.00	
Chititu Branch	6.00	
McCarthy-Kennecott River	0.50	
Seldovia-McDonald Spit	1.50	149.00

Roads Built and Maintained by Alaska Road Commission

Name of road	Length in Miles	Total Miles
Richardson Highway	202.00	
Edgerton Cutoff	39.00	
Gulkana-Nabesna	107.00	
Green Butte	15.00	
Mt. McKinley Park Road	73.00	(with Park Service funds)
Iliamna Bay-Iliamna Village	12.00	
Talkeetna-Cache Creek	23.50	
Anchorage Radio Road	0.25	
Kodiak Roads	14.50	
Kanatak-Becharof Lake	8.75	
Wasilla-Fishhook	16.00	
Willow Creek Extension	13.00	
Wasilla-Knik	14.50	
Archangel Extension	5.50	544.00

Roads Built and Maintained by the Bureau of Public Roads
(\$111,056.66 contributed by Territory)

Name of road	Length in Miles	Total Miles
Katalla	13.459	
Cordova	7.147	
Afognak	4.534	
Crow Creek	7.765	
Johnson Pass	8.127	
Moose Pass	45.587	
Kenai River	6.695	
Palmer Creek	11.314	
Seward	21.103	125.73
Total mileage for Third Division		890.77

FOURTH DIVISION

Roads Built and Maintained by the Territory

Name of road	Length in Miles	Total Miles
Richardson-Democrat	3.50	
Cleary Creek Roads	2.75	
Fish Lake-American Creek	4.75	
Fox-Oines	10.50	
Dome-Spauding	1.75	
Summit-Fairbanks Creek	13.00	
Summit-Fish Creek	8.25	
College Spur	.50	
Ester Dome	2.25	
St. Patrick-Happy	8.50	
Ester-Beegler	0.50	
Lazelle Road	2.25	
Little Eldorado	6.00	
Isabelle Creek	1.75	
Farmer's-Birch Hill	8.75	
Ballaine-Rickert	1.00	
Farmer's-Chena Slough	9.00	
Miller House-Harrison Creek	7.50	
U. S. Creek Branch	7.00	
Eagle Creek Spur	1.00	
Sourdough Creek Spur	4.75	
Ruby Aviation Field Road	1.25	
Brooks-Livengood Creek	6.50	
Amy Creek Branch	1.00	
Brooks Aviation Field Road	1.25	
Little Creek Road	3.00	
Ganes Creek Road	15.75	
Takotna Aviation Field Road	1.50	
Ready Bullion Road	2.00	
Falth Creek Road	1.50	
Long-Birch Road	6.00	145.00

Roads Built and Maintained by the Territory and
Alaska Road Commission

Name of road	Length in Miles	Total Miles
Ester Creek Road	9.50	
Rampart-Eureka	4.50	
Circle Springs-Central House	8.50	
Hot Springs-Eureka Landing	24.00	
Hot Springs-Sullivan	10.00	
Nenana Cemetery Road	2.50	
Iditarod-Flat	8.75	
Ophir-Takotna	22.00	
Oines-Livengood	61.00	
Happy Creek (Flat)	1.00	
Gold Horn Branch	1.00	
Hot Springs-Tofty	16.00	168.75

Roads Built and Maintained by Alaska Road Commission

Name of road	Length in Miles	Total Miles
Steese Highway (Fairbanks - Circle City)	163.25	
Ketchum Creek Branch	5.00	
Eagle-Liberty	15.00	
Eagle-Seventy Mile	4.00	
Fourth of July Creek	5.00	
Dunbar-Tanana	2.00	
Fairbanks Radio Station	0.25	
Fairbanks Aviation Field Road	0.50	
Deadwood Creek Road	9.50	
Ruby-Long	28.50	
Long-Poorman	28.00	
Roosevelt-Kantishna	6.00	
Nolan-Branch	5.50	
Wiseman-Hammond	6.00	
Ferry Station-Eva Creek	11.50	
Flat-Flat Creek	5.00	
Head of Flat-Willow Creek	4.50	
Willow-Chicken	3.00	
Flat-Slate Creek	6.00	
Candle Landing-Candle Creek	9.00	
Medfra-Nixon Mine	12.00	
Lake Harding Spur	1.75	
Richardson Highway (Fairbanks-Isabelle Pass)	169.00	
Upper Landing Bear Creek	26.00	526.25
Total mileage for Division	840.00	
Total mileage for Territory	2,165.55	

DISTRIBUTION OF SLED ROADS AND TRAILS

SLED ROADS

First Division	Second Division	Third Division	Fourth Division	Total
	59.0	159.0	1,218.5	1,436.5

TRAILS

A.R.C. and Territorial Trails	23.0	3,419.0	1,058.75	3,502.5	8,003.25
Forest Service Trails	459.6		251.80		747.40
Total	518.6	3,419.0	1,310.55	3,502.5	8,750.65
Total vehicular roads					2,165.55
Total sled roads					1,436.50
Totals trails					8,750.65
Grand total					12,352.20

AVIATION

Commercial aviation in Alaska was first inaugurated by Colonel C. Ben Eielson about 12 years ago with a special contract for carrying United States mail from Fairbanks to McGrath, a distance of about 300 miles.

At that time the mail was being transported by dog sled and was 17 days in transit between the two points whereas the first air mail trip was accomplished in 2 hours and 45 minutes.

These flights made at a time of the year when the weather conditions were least favorable demonstrated the possibilities of the airplane as being peculiarly adapted to the difficult transportation conditions of interior Alaska.

In 1925 the Legislature made a small sum available for the construction of landing fields and since that time more than \$200,000 has been expended by the Territorial Board of Road Commissioners for such projects.

The following is a list and description of fields constructed:

Name of Field	Latitude	Longitude	Dimensions
1. American Creek	65°12'N	151°13'W	250'x 780'
2. Anchorage	61°11'N	149°58'W	400'x2000' E-W 400'x360' N-S
3. Bettles River	67°35'N	149°38'W	250'x 600'
4. Bluff	64°35'N	163°41'W	400'x 900'
5. Brooks (Livengood)	65°33'N	148°33'W	200'x1600'
6. Bremner (winter only)	61°05'N	143°26'W	170'x 800'
7. Cache Creek	62°27'48"N	151°02'24"W	100'x 900'
8. Candle	65°56'N	161°57'W	200'x1200'
9. Cantwell	63°25'N	148°59'W	200'x1000'
10. Cape Prince of Wales	65°37'N	168°03'W	250'x1000'
11. Chandalar	67°35'N	148°17'W	250'x 750'
12. Chena Hot Springs	65°08'N	144°34'W	300'x 800'
13. Chicken	64°05'N	141°55'W	200'x1200'
14. Chisana	62°05'N	142°04'W	150'x1000'
15. Chistochina	62°35'N	144°43'W	200'x1700'
16. Circle Hot Springs	65°30'N	144°34'W	400'x1700'
17. Copper Center	61°58'N	145°21'W	200'x1400'
18. Cordova (pontoon landing also)	60°33'N	145°44'W	200'x2200'
19. Council	64°54'N	163°38'W	110'x1300'
20. Cripple Creek	63°34'N	155°58'W	150'x1000'
21. Curry	62°37'N	150°01'W	200'x1100'
22. Deering	66°05'N	162°49'W	150'x2000'
23. Donnelley	63°40'N	145°55'W	300'x1200'
24. Eagle	64°48'N	141°05'W	350'x1600'
25. Fairbanks (flood lights)	64°49'N	147°44'W	400'x2100'—400'x1900'
26. Flat (Hill Field)	62°29'N	158°04'W	400'x1300'
27. Flat (Town Field)	62°28'N	158°03'W	150'x1950'
28. Fortuna Ledge (Marshall)	61°55'N	162°07'W	200'x1300'
29. Fort Yukon	66°35'N	145°19'W	250'x1400'—150'x800'
30. Gwin	64°35'N	163°00'W	100'x1700'
31. Gulkana	65°13'N	161°05'W	150'x1400'

Name of Field	Latitude	Longitude	Dimensions
32. Healy	63°50'N	149°05'W	250'x800'—250'x700'
33. Kenal (winter only)	60°34'N	151°15'W	200'x1200'
34. Kasilof	60°21'N	151°16'W	150'x1200'
35. Kiwalik	66°01'N	161°58'W	250'x1600'
36. Kobuk	66°57'N	156°58'W	240'x1300'
37. Kotzebue	66°52'N	162°39'W	180'x1200'—195'x720'
38. Koyuk	64°55'N	161°05'W	280'x1600'
39. Lake Minchumina	63°55'N	152°00'W	600'x1500'
40. Lost River	65°25'N	167°10'W	250'x1250'
41. Lower Tonsina	61°38'N	144°42'W	150'x900'—150'x900'
42. Manley Hot Springs	64°59'N	150°40'W	350'x1000'
43. McCarthy	61°25'N	142°56'W	300'x1200'—200'x2100'
44. McGrath	62°58'N	155°36'W	330'x1350'
45. McKinley Park (private)	63°43'N	148°57'W	100'x 700'
46. Moses Point	64°43'N	162°05'W	200'x1500'
47. Nabesna	62°24'N	142°52'W	200'x 900'
48. Nenana	64°33'N	149°03'W	200'x 900'
49. Nindichik (winter field)	60°05'N	151°38'W	240'x2800'
50. Nome (old field)	64°31'N	165°21'W	225'x1400'—225'x1400'
51. Nome (new field)	64°30'N	165°21'W	200'x3200'
52. Nulato	64°44'N	158°03'W	300'x1100'
53. Palmer Creek	65°03'N	145°30'W	200'x 800'
54. Pilgrim Hot Springs	65°05'N	164°58'W	200'x1200'
55. Ruby	64°41'N	155°30'W	350'x1500'—200'x1100'
56. Seward	60°07'N	149°26'W	200'x2100'—200'x1000'
57. Skagway	59°27'N	135°19'W	300'x1960'
58. Solomon (beach field)	64°35'N	164°22'W	235'x5200'
59. Susitna Station	61°32'N	150°32'W	225'x1500'
60. Takotna	63°00'N	156°05'W	300'x1300'
61. Tanana	65°10'N	152°04'W	300'x1400'
62. Tanana Crossing	63°24'N	143°20'W	350'x1500'—250'x600'
63. Telda	63°27'N	152°35'W	250'x 800'
64. Teller (two fields)	65°16'N	166°20'W	250'x1400'—300'x1250'
65. Thompson Pass (emergency)	61°11'N	145°44'W	200'x1000'
66. Unalakleet	63°54'N	160°46'W	250'x1500'—200'x1500'
67. Upper Tonsina	61°38'N	145°13'W	250'x1000'
68. Valdez	61°06'N	146°15'W	250'x2500'—200'x1600'
69. Valdez Creek	63°10'N	141°28'W	125'x 900'
70. Wasilla	61°35'N	149°30'W	200'x1000'
71. Willow Creek Mines	61°44'18"N	149°25'W	130'x1300'
72. Willow Creek Field	61°43'42"N	149°28'30"W	240'x1200'
73. Willow Station	61°43'20"N	150°03'15"W	150'x1100'
74. Wiseman	67°26'N	150°15'W	450'x1350'

Notwithstanding the fact that the effect of the depression has manifested itself in Alaska there has been a substantial and regular increase in the volume of business in commercial aviation since it was first begun in this Territory as will be seen from the following annual reports:

Aircraft Operations for the Two-Year Period Ending March 31, 1929

Planes in service	8
Number of plane miles	331,591
Number of passenger miles	272,999
Number of passengers carried	2,171
Number of pounds of mail carried	24,250
Number of pounds of freight carried	94,701

Aircraft Operations for the Fiscal Year Ending June 30, 1930

Planes in service	24
Number of plane miles	338,422
Number of passengers carried	3,654
Number of plane miles	684,361
Number of pounds of mail carried	17,690
Number of pounds of freight carried	103,043

NOTE: It will be seen that the volume of business for 1930 exceeds that of the two previous years.

Aircraft Operations for the Fiscal Year Ending June 30, 1931

Number of planes in service	26
Number of plane miles	381,234
Number of passengers carried	7,947
Number of passenger miles	947,695
Number of pounds of mail and freight carried	161,718

Aircraft Operations for the Fiscal Year Ending June 30, 1932

Number of planes in service	31
Number of plane miles	742,854
Number of passengers carried	6,637
Number of plane miles	942,176
Number of pounds of mail and freight carried	496,680

Aircraft Operations for the Fiscal Year Ending June 30, 1933

Number of planes in service	42
Number of plane miles	1,059,155
Number of passengers carried	7,743
Number of passenger miles	1,222,510
Number of pounds of mail carried	151,570
Number of pounds of freight carried	634,016

There was but one disastrous accident during this period in which a new pilot on his first flight in the Territory and a single passenger were killed. There were eleven minor accidents resulting in damage to the planes but no injuries to passengers or pilots.

Aircraft Operations for the Fiscal Year Ending June 30, 1934

Number of planes in service	56
Number of plane miles	1,126,610
Number of passengers carried	10,194
Number of passenger miles	1,533,311
Number of pounds of mail carried	124,972
Number of pounds of freight carried	869,398

There were twelve minor accidents with no resulting injuries to passengers or pilots and two fatal accidents in which five lives were lost.

RADIO TELEPHONE

Section 117 of the Session Laws for 1933 authorized the Territorial Board of Road Commissioners to install, maintain and operate a radio telephone system throughout the Territory, requiring communities where such radio telephones were established to contribute 25% of the cost of installation, and to agree to contribute if necessary toward the maintenance.

The sum of \$20,000 was appropriated therefor to be equally divided among the four Judicial Divisions.

The United States Signal Corps was contemplating then and has since abandoned thirteen regular telegraph stations in the Second and Fourth Divisions in five of which regular telegraph service was replaced by radio telephone sets installed by the Northern Commercial Company.

Inquiries were received by the Road Board from Candle, Teller, Wiseman, Yakutat and Hoonah. Candle, Teller and Wiseman did not feel able to cooperate on a basis of 25% of the cost of installing radio telephone sets and some arrangement is believed to have been made whereby those communities took over the abandoned Signal Corps stations at a nominal price.

The Board carefully investigated the radio telephone equipment of the various manufacturers throughout the United States and finally decided that the best dependable equipment sufficiently powerful to insure 24-hour service and cheap enough to permit of two installations in each Division with the funds available was a 100-watt set manufactured by the Collins Radio Company of Cedar Rapids, Iowa, to cost \$1,709 F. O. B. Seattle, Washington.

It was felt by the Board that a deposit of \$500 would be required from any community requiring a radio telephone installation to be made. The first request came from the town of Hoonah accompanied with a deposit of \$500 and a Collins set was ordered by wire. After the Collins Company had assembled most of the set and acquired such equipment as they themselves did not manufacture, word was received indirectly that if such equipment was installed by the Territory for the transmission of commercial messages the American Telephone and Telegraph Company would institute suit against both the Collins Company and the Territory for infringements of basic patent rights.

Since the Territory had specifically asked the Collins Company if their equipment could be used commercially or if existing patent rights prevented such use and being advised that the use of their equipment commercially was permitted, the order for the set was cancelled, and the deposit returned to Hoonah. About this time the town of Yakutat made a request for a radio telephone set accompanied with a deposit for \$500 which was likewise returned.

It was felt by the Road Board that since the equipment of other manufacturers with the same power output did not permit of but one installation in a Division with the funds available that the matter of radio telephone installation at this time would not be undertaken.

It is true that much cheaper sets are available on the market but the United States Signal Corps advised against the purchase of these sets. There is a question whether radio telephone is on a par with regular telegraph in the transmission of messages that are intended to be private.

Scrambling equipment is manufactured that enables radio telephone messages to be transmitted secretly but the cost is prohibitive.

TONGASS NATIONAL FOREST ROADS—FIRST JUDICIAL DIVISION

Built by the Bureau of Public Roads
(Courtesy of the Bureau of Public Roads)

EXPENDITURES TO JUNE 30, 1934

Route	Miles	Location Surveys	Construction	Monumentation Surveys	Maintenance	Emergency Work	Total
Ketchikan	20.246	\$ 36,578.88	\$1,042,914.10	\$ 1,758.19	\$ 86,521.31	\$ 5,299.77	\$1,173,072.25
Juneau	43.845	20,847.84	1,097,917.09	6,480.73	225,295.53	28,674.91	1,379,216.10
Petersburg	4.927	13,455.48	234,318.69	3,327.69	27,178.04	.....	278,279.90
Hyder	23.732	15,251.61	775,707.22	2,433.49	120,607.34	10,060.64	924,060.30
Yakutat	1.428	1,888.35	31,539.60	.....	1,624.46	.....	35,052.41
Sitka	4.672	8,472.18	132,788.58	2,305.66	16,093.96	.....	159,660.38
West Petersburg	2.854	2,700.00	61,153.02	283.29	7.65	.....	64,143.96
Wrangell	6.323	2,771.53	149,603.94	1,218.10	26,024.97	.....	179,618.54
Skaagway	4.630	10,211.75	48,982.46	.....	6,592.14	.....	65,786.35
Take	1.626	1,658.89	18,529.08	.....	.....	.....	20,187.97
Point Agassiz	4.549	2,303.20	64,550.49	.....	978.40	.....	67,832.09
Mill Creek	0.874	839.41	10,109.49	.....	.....	.....	10,948.90
Craig-Klawock	1.173	6,132.41	26,413.85	.....	1,163.62	.....	33,709.88
Douglas	1.807	9,066.41	11,028.88	.....	2,238.98	.....	22,334.27
Hoonah	1.379	1,570.03	19,499.66	.....	.....	.....	21,069.69
Hydaburg .....	.....	2,433.90	.....	.....	.....	.....	2,433.90
Angoon .....	.....	2,636.84	.....	.....	.....	.....	2,636.84
Totals	124.065	\$138,818.71	\$3,725,056.15	\$17,807.15	\$514,326.40	\$44,035.32	\$4,440,043.73

CHUGACH NATONAL FOREST ROADS—THIRD JUDICIAL DIVISION

Built by the Bureau of Public Roads
(Courtesy of the Bureau of Public Roads)

EXPENDITURES TO JUNE 30, 1934

Route	Miles	Location Surveys	Construction	Monumentation Surveys	Maintenance	Emergency Work	Total
Seward	21.103	\$ 14,712.79	\$ 388,396.92	\$ 3,450.51	\$ 84,507.85	\$ 6,155.32	\$ 497,222.89
Cordova	7.147	7,774.97	159,839.93	.....	49,192.15	.....	215,807.05
Kenai River	6.695	9,291.62	89,101.70	.....	17,081.16	4,944.05	120,418.53
Girdwood	7.765	5,282.58	130,380.90	.....	9,557.00	.....	145,220.48
Katalla	13.459	5,500.00	27,745.86	.....	12,941.54	4,081.68	50,269.08
Palmer Creek	11.314	3,067.03	61,908.24	.....	22,534.05	.....	87,509.32
Moose Pass	45.587	8,812.15	419,570.86	.....	108,770.95	8,233.01	617,386.97
Johnson Pass	8.127	.....	5,884.85	.....	2,793.38	.....	8,678.23
Afognak Lake	4.534	1,887.17	62,000.00	.....	303.50	.....	64,190.67
Totals	119.371	\$ 56,327.81	\$1,416,829.36	\$ 3,450.51	\$306,681.58	\$23,414.16	\$1,806,703.22