

BIENNIAL REPORT  
OF THE  
ALASKA  
TERRITORIAL  
HIGHWAY ENGINEER  
AND  
SUPERINTENDENT  
OF  
PUBLIC WORKS



*June  
18  
29  
69  
1935  
1936*

1935 - 1936

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Juneau, Alaska,  
January 9, 1937

Hon. John W. Troy,  
Governor of Alaska,  
Juneau, Alaska.

Dear Sir:--

There is herewith transmitted to you and through your office to the Thirteenth Session of the Legislature for the Territory of Alaska my report for the biennium ending December 31, 1936.

Respectfully yours,

WM. A. HESSE

Highway Engineer  
and Superintendent  
of Public Works

## TERRITORIAL BOARD OF ROAD COMMISSIONERS

Hon. John W. Troy, Governor of Alaska.....Chairman  
William A. Hesse, Territorial Highway Engineer.....Secretary  
Oscar G. Olson, Territorial Treasurer.....Member

### FOREWORD

This report shows the expenditures for work on all roads, landing fields and related matters under the jurisdiction of the Territorial Board of Road Commissioners.

All funds expended for national forest roads during the 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, except where otherwise noted.

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.

## 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 Board of Road Commissioners consisting of the Governor, the Territorial Treasurer and the Territorial 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 its respective district. These boards are not functioning nor is it necessary that they should. The Territorial Board gets a broader picture from other sources and the local boards, if they ever did exist have ceased to exist now.

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

Twenty five percent of the receipts from such sales is returned to the Territory and of this 75 percent is allotted by law to roads and 25 percent to the schools. The Federal law provides that this money must be expended in the national forest in which it originated.

An inconsistent Territorial law makes it necessary to divide the road money equally between the four Judicial Divisions, which cannot be done and should not be done.

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 timber value of the particular forest to the timber value of all forests and fifty percent 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 percent on a basis of area and about 7½ percent on a basis of the timber value.

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 the taxes collected by the Federal Government outside of the incorporated towns.

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 to the Territory of Hawaii. It would provide a sensible solution to the overlapping road building agencies now existing.

## Distribution of Territorial Road Funds

(FROM APRIL 1, 1931 TO JANUARY 1, 1936)

Year	First Division	Second Division	Third Division	Fourth Division	Total
1931 .....	\$ 34,820.00	\$31,800.00	\$ 29,566.76	\$ 30,883.52	\$127,070.28
1932 .....	97.60	2,502.75	0.00	45.60	2,646.95
1933 .....	6,410.02	12,769.00	12,300.25	12,140.00	43,610.27
1934 .....	14,971.60	14,000.00	14,895.00	13,600.00	57,376.60
1935 .....	14,788.01	12,152.23	22,360.01	24,728.27	80,028.57
1936 .....	41,572.47	26,769.00	17,454.84	19,767.15	105,503.46
<b>Total</b> .....	<b>\$112,659.70</b>	<b>\$99,325.03</b>	<b>\$102,426.86</b>	<b>\$101,164.54</b>	<b>\$416,236.13</b>

During the preceding six-year period \$1,041,000 was appropriated for roads in addition to which \$115,385.43 was received in forest road funds, making an aggregate expenditure for the period of \$1,156,385.43. It should be remembered that during this period our road mileage was vastly smaller and that practically no aviation fields existed prior to 1928.

Obviously each new mile of road constructed and each new landing field increases the maintenance load by just that much and unless appropriations are increased we must ultimately reach a standstill in the matter of road construction.

### Available Funds for the Current Biennium

Appropriation by the Legislature .....	\$200,000.00
Accrued Forest Funds .....	34,738.80
Refund to Treasurer on gasoline .....	1.85
<b>Total</b> .....	<b>\$234,740.65</b>

### Distribution of Territorial Road Funds for the Biennium\*

	First Division	Second Division	Third Division	Fourth Division	Total
Cooperation with the Alaska Road Commission .....	\$10,123.00	\$31,000.00	\$23,648.00	\$32,250.00	\$97,023.00
Cooperation with the Bureau of Public Roads .....	53.90		72.70		126.60
Expended by the Board .....	45,981.98	2,861.28	22,094.15	12,245.42	83,182.43
Special Projects .....	(a) 200.00	(b) 5,000.00			5,200.00
<b>Total</b> .....	<b>\$56,360.49</b>	<b>\$38,861.28</b>	<b>\$45,814.85</b>	<b>\$44,495.42</b>	<b>\$185,532.03</b>

\*Does not include last three months of biennial period

(a) Hyder Flood Control

(b) Nome Harbor

### Summary of Expenditure of Territorial Road Funds

(FROM APRIL 1, 1935 TO MARCH 31, 1936)

	First Division	Second Division	Third Division	Fourth Division	Total
Cooperation with Alaska Road Commission .....	\$ 4,900.00	\$ 9,000.00	\$13,648.00	\$18,750.00*	\$46,298.00*
Cooperation with Bureau of Public Roads .....	32.60		67.05		99.65
Expended by the Board .....	(a) 9,853.41	(b) 652.28	(c) 14,644.96	(d) 6,478.27	31,630.92
Special Projects .....		(e) 2,500.00			2,500.00
<b>Total</b> .....	<b>\$14,783.91</b>	<b>\$12,152.23</b>	<b>\$28,360.01</b>	<b>\$25,228.27</b>	<b>\$80,528.57</b>

\*Includes \$500 held over from previous biennium

(a) \$338.00 Fish Creek Trail	\$198.43 Eyak Loop Road	\$2,583.42 Ft. Yukon Bridge
\$990.48 Hyder Walks	\$687.69 Kenai Dock	\$500.25 Kaltag Aviation Field
\$2,108.79 Hoonah Road	\$8,699.76 Valdez Mineral Creek Road	\$1,500.00 Jack Wade Aviation Field
\$6,418.14 Craig-Klawock Road	\$500.00 Lucky Shot Aviation Field	\$150.00 Happy-Goldstream Road
(b) \$292.50 Candle Aviation Field	\$449.68 Seldovia Cemetery Road	\$500.00 Chicken Aviation Field
\$359.78 Noorvik Aviation Field	\$2.40 Wasilla Aviation Field	\$534.60 Beaver Bridge
(c) \$1,500.00 Katalia Trails	\$420 Cache Creek Aviation Field	\$500.00 Ft. Yukon Aviation Field
\$2,111.25 Seward Bridge	\$270 Kasilof Aviation Field	\$195.00 Jack Wade Bridges
\$433.85 Kasilof Road	(d) \$15.00 Koyukuk Reconnaissance	(e) Nome Harbor

## Summary of Allotments of Territorial Road Funds

(FROM APRIL 1, 1936 TO MARCH 31, 1937)

	First Division	Second Division	Third Division	Fourth Division	Total
Cooperation with Alaska Road Commission .....	\$ 5,225.00	\$26,000.00*	\$10,000.00	\$14,000.00	\$55,225.00*
Cooperation with Bureau of Public Roads .....	21.30	.....	5.65	.....	23.95
Expended by the Board .....	(a) 36,126.17	(b) 2,209.00	(c) 7,449.19	(d) 5,767.15	51,551.51
Special Projects .....	(e) 200.00	(f) 2,500.00	.....	.....	2,700.00
<b>Total .....</b>	<b>\$41,572.47</b>	<b>\$30,709.00</b>	<b>\$17,454.84</b>	<b>\$19,767.15</b>	<b>\$109,503.46</b>

\*\$4,000 carried over from previous biennium

(a) \$14,768.21 Craig-Klawock Road	\$1.95 Homer Spit Road
\$707.49 Skagway Aviation Field	\$1,000.00 Eyak Lake Revetment
\$18,158.78 Unuk River Trail	\$102.07 Seward Aviation Field
\$1,491.69 Hawk Inlet Road	(d) \$154.20 Nenana Aviation Field
\$1,000.00 Juneau Land Slide	\$548.48 Jack Wade Aviation Field
(b) \$850.00 Selawik Aviation Field	\$1,803.00 Cripple Aviation Field
\$1,359.00 Taylor Creek Aviation Field	\$2,156.31 Hot Springs Aviation Field
(c) \$1,252.27 Seward Bridge	\$565.00 Tanana Crossing Aviation Field
\$74.87 Eyak Loop Road	\$455.00 Goodpaster Aviation Field
\$1,022.60 Poe Bay-Portage Mine Road	\$85.16 Ruby Aviation Field
\$772.85 Bremner Aviation Field	(e) Hyder Flood Control
\$1,047.09 Naknek Water Supply	(f) Nome Harbor
\$2,175.49 Snag Point-Dillingham Road	

## Summary of Expenditures in the First Division

In cooperation with the Alaska Road Commission

APRIL 1, 1935 TO MARCH 31, 1936

Name of Project	Wagon Road	Sled Road	Trail	Total	A.R.C.	Territory	Total
Haines-Pleasant Camp .....	42	.....	.....	42	\$ 7,395.56	\$ 2,099.50	\$ 9,495.06
Haines-Mud Bay .....	11	.....	.....	11	604.64	500.00	1,104.64
Haines-Chilkoot .....	3	.....	.....	3	.....	844.12	844.12
Sitka-Pioneer Cemetery Road .....	1 $\frac{1}{2}$	.....	.....	1 $\frac{1}{2}$	.....	256.34	256.34
Skagway Trails .....	.....	.....	6	6	100.00	75.20	175.20
Point Gustavus Roads .....	3 $\frac{1}{2}$	.....	.....	3 $\frac{1}{2}$	340.39	1,124.84	1,465.23
<b>Total .....</b>	<b>60</b>	<b>.....</b>	<b>6</b>	<b>66</b>	<b>\$ 8,440.59</b>	<b>\$ 4,900.00</b>	<b>\$13,340.59</b>

## Summary of Allotments in the First Division

In cooperation with the Alaska Road Commission

APRIL 1, 1936 TO MARCH 31, 1937

Name of Project	Wagon Road	Sled Road	Trail	Total	A.R.C.	Territory	Total
Haines-Pleasant Camp .....	42	.....	.....	42	\$ 5,475.50	\$ 3,025.00	\$ 8,500.50
Haines-Mud Bay .....	11	.....	.....	11	1,000.00	.....	1,000.00
Haines-Chilkoot .....	3	.....	.....	3	.....	500.00	500.00
Sitka-Pioneer Cemetery Road .....	1 $\frac{1}{2}$	.....	.....	1 $\frac{1}{2}$	.....	200.00	200.00
Skagway Trails .....	.....	.....	6	6	200.00	.....	200.00
Point Gustavus Roads .....	3 $\frac{1}{2}$	.....	.....	3 $\frac{1}{2}$	2,600.00	1,500.00	4,100.00
<b>Total .....</b>	<b>60</b>	<b>.....</b>	<b>6</b>	<b>66</b>	<b>\$ 9,275.50</b>	<b>\$ 5,225.00</b>	<b>\$14,500.50</b>

## OPERATIONS DURING THE BIENNIUM

### FIRST DIVISION

#### 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 road then crosses the Chilkat River and follows up the left limit of the Klehini River to Mile 39, thence over a low hill to the Canadian boundary at Pleasant Camp. At Little Boulder Creek a ford crosses the Klehini River to the Porcupine mining camp, distant about three miles.

Work accomplished consisted of some minor relocations, graveling and cutting off rock points. Two small bridges were replaced. New dykes were installed at 26½ Mile and others lengthened to shear the current of the Klehini River away from the road.

In 1936, 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.

#### 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 recent one mile extension was graveled.

#### 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. A culvert was put in to replace a bridge.

#### Pioneer Cemetery Road (½ 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.

#### Skagway Trails (6 miles trail):

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

Maintenance work was done.

#### Point Gustavus Roads (3½ miles road):

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. The log cribbing, to prevent high tides from washing away the earth fill approach, was raised and lengthened.

Minor repairs were made to the dock and the Good Creek Bridge. Some spot graveling was done. The Salmon River Bridge was completely renewed with a 276-foot pile driven trestle. The draw span was eliminated by raising the channel crossing 8 feet.

## Summary of Expenditures in the Second Division

In cooperation with the Alaska Road Commission

APRIL 1, 1935 TO MARCH 31, 1936

Name of Project	Wagon Road	Sled Road	Trail	Total	A.R.C.	Territory	Total
Nome-Council .....	43½	38½	.....	82	*\$ 7,376.06	\$ 1,600.00	\$ 8,976.06
Council-Ophir .....	12	.....	.....	12	500.00	698.76	1,198.76
Casa de Paga .....	20	.....	.....	20	100.00	243.29	343.29
Nome-Bessie .....	3½	.....	.....	3½	5,000.00	1,149.15	6,149.15
Bessie-Snake River .....	18½	2¼	.....	20¾	5,289.24	1,308.80	6,598.04
Candle-Candle Creek .....	7¼	.....	.....	7¼	7,019.88	1,800.00	8,819.88
Deering-Inmachuk .....	25	.....	.....	25	3,882.07	.....	3,882.07
Teller-Bluestone .....	10¾	7¼	.....	18	5,256.68	1,500.00	6,756.68
Marshall Road .....	7	.....	.....	7	1,872.11	700.00	2,572.11
<b>Total</b> .....	<b>147¼</b>	<b>48</b>	.....	<b>195¼</b>	<b>\$36,296.04</b>	<b>\$ 9,000.00</b>	<b>\$45,296.04</b>

\*Includes \$6 contributed by Alaska Sunset Mines, \$15 by Carl Bale and \$60 by Grant Jackson.

## Summary of Allotments in the Second Division

In cooperation with the Alaska Road Commission

APRIL 1, 1936 TO MARCH 31, 1937

Name of Project	Wagon Road	Sled Road	Trail	Total	A.R.C.	Territory	Total
Nome-Council .....	43½	38½	.....	82	.....	*\$ 4,000.00	\$ 4,000.00
Council-Ophir .....	12	.....	.....	12	.....	1,000.00	1,000.00
Casa de Paga .....	20	.....	.....	20	.....	500.00	500.00
Nome-Bessie .....	3½	.....	.....	3½	.....	1,150.00	1,150.00
Bessie-Snake River .....	18½	2¼	.....	20¾	.....	500.00	500.00
Candle-Candle Creek .....	7¼	.....	.....	7¼	.....	3,500.00	3,500.00
Deering-Inmachuk .....	25	.....	.....	25	.....	2,000.00	2,000.00
Teller-Bluestone .....	10¾	7¼	.....	18	.....	7,000.00	7,000.00
Teller Aviation Field .....	.....	.....	.....	.....	.....	350.00	350.00
Marshall Road .....	7	.....	.....	7	.....	5,500.00	5,500.00
2d Division Aviation Fields .....	.....	.....	.....	.....	.....	500.00	500.00
<b>Total</b> .....	<b>147¼</b>	<b>48</b>	.....	<b>195¼</b>	.....	<b>\$26,000.00</b>	<b>\$26,000.00</b>

\*Held over from previous biennium.

## OPERATIONS DURING THE BIENNIUM

### SECOND DIVISION

#### Nome-Council (43½ miles road, 38½ miles sled road):

From Nome this road follows the coast to Bonanza, Mile 32, then along the Solomon River to East Fork, Mile 49. It then follows the bed of the East Fork for a distance of about 10 miles and crosses over the Skookum Divide, passing the head of Skookum Creek into the head waters of Fox River, a distance of 6 miles. Thence down Fox River, a distance of 12 miles, it continues 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 43½ the road is passable for motor traffic. From Mile 43½ to Council light wagons may be used.

General maintenance was performed. The Nome River suspension bridge approaches were replaced after the storm of September 1935.

Seven bridges were repaired, the three ferries operated and several culverts installed.

#### 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. The road was maintained throughout.

Twenty culverts were installed.

#### Casa de Paga Road (20 miles road):

From its junction with the Nome-Council Road 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 mining operations 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.

#### 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. A large part of the traffic to the mining operations near Nome passes over this road.

One-quarter of a mile of new road was built to connect with "B" Street at Nome for use during the construction of 44 feet of bridge over Dry Creek.

The road was regularly maintained with maintainer and several thousand yards of gravel added where needed. Five culverts were put in.

#### Bessie-Snake River (18½ miles road, 2¼ miles sled road):

This road commences at the end of the Nome-Bessie Road 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 served by this road.

General maintenance was performed, 1½ miles of road graveled, and 26 culverts were installed.

#### Candle-Candle Creek (7¼ miles road):

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

Considerable improvements were made to this road and it was extended for three-fourths of a mile including a bridge over Patterson Creek. Ditching and graveling constituted the principal work. Several culverts were installed. A bridge was built over Candle Creek to serve a power plant and over 4,000 yards of gravel was spread.

#### 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 1935 work on this road consisted of a slight amount of spring breakup work, general maintenance and improvement as follows: Hauled and spread 2,215 cubic yards of gravel; repairs to bridge approaches; constructed 1,372 feet of new road where the river was encroaching.

In 1936 the road was maintained and considerable gravel was put on for surfacing.

#### Teller-Bluestone (10¾ miles road, 7¼ miles sled road):

This road extends across the tundra from Teller to Gold Run Creek and the Bluestone mining district. The first 10¾ miles is suitable for trucks, the balance for tractor-drawn wagons in summer or bob sleds in winter.

During the biennium, 1¾ additional miles of sled road was improved for automobile traffic.

In 1935, the work on this road consisted of general maintenance and improvement of the wagon road as follows: Installed 9 new culverts, hauled and spread over route 1,660 cubic yards of gravel, graded 18 days; put in 2,540 linear feet of brush corduroy.

In 1936, an A. R. C. tractor was shipped from Nome. One and three-fourths miles of the tractor road was converted to auto road and four and three-fourths miles of the summer tractor road was improved.

#### Teller Aviation Field:

This field consists of one landing strip on the spit one-fourth mile northeast of Teller, a second strip on the spit across the entrance to Grantley Harbor,



300 by 1,350 feet, and a third strip approximately 200 by 1,200 feet along the road about one-fourth of a mile southeast of Teller.

No work was done in 1935.

In 1936 the third strip mentioned above was leveled.

Marshall Road (7 miles road):

This road 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 1935, general maintenance and improvement work was done as follows: Cleaned and improved ditches, put in 16 new log culverts, repaired 26 log culverts, laid 1,085 feet of new corduroy and spread 279 loads of gravel.

Considerable work was done during the summer of 1936. With the use of a mining company's tractor and an Alaska Road Commission grader, the road was regraded. Gravel was hauled by truck and the entire road put in better shape than it has ever been.

## Summary of Expenditures in the Third Division

In cooperation with the Alaska Road Commission

APRIL 1, 1935 TO MARCH 31, 1936

Name of Project	Wagon Road	Sled Road	Trail	Total	A.R.C.	Territory	Total
Thompson Pass Aviation Field .....				1		\$ 174.22	\$ 174.22
Chitina Native School .....	1			9 <sup>1</sup> / <sub>2</sub>	\$ 7,666.05	102.75	102.75
Matanuska Trunk Road .....	9 <sup>1</sup> / <sub>2</sub>			7 <sup>1</sup> / <sub>4</sub>	17,292.75	678.13	8,344.18
Palmer-Matanuska .....	7 <sup>1</sup> / <sub>4</sub>			2 <sup>1</sup> / <sub>2</sub>		700.00	17,992.75
Edlund Road .....	2 <sup>1</sup> / <sub>2</sub>			1 <sup>1</sup> / <sub>2</sub>		82.26	82.26
Warner Connection .....	1 <sup>1</sup> / <sub>2</sub>			8 <sup>3</sup> / <sub>4</sub>		214.98	214.98
Wasilla Aviation Field Road .....	8 <sup>3</sup> / <sub>4</sub>			10 <sup>3</sup> / <sub>4</sub>	3,535.85	324.63	324.63
Valdez-Mineral Creek .....	10 <sup>3</sup> / <sub>4</sub>			20	*6,858.92	6,748.00	10,283.85
McCarthy-Dan Creek .....	20			6 <sup>1</sup> / <sub>2</sub>	474.22	611.08	7,470.00
Chititu Branch .....	6 <sup>1</sup> / <sub>2</sub>			19 <sup>1</sup> / <sub>2</sub>	1,753.74	511.95	986.17
Anchorage Loop .....	19 <sup>1</sup> / <sub>2</sub>			5		166.70	1,920.44
Anchorage-Lake Spenard .....	5			1		2,209.75	2,209.75
Chester Creek Boat Landing Road .....	1			2 <sup>1</sup> / <sub>4</sub>		6.32	6.32
Oilwell Road .....	2 <sup>1</sup> / <sub>4</sub>			17 <sup>1</sup> / <sub>4</sub>	78.87	117.23	117.23
Homer Spit .....	17 <sup>1</sup> / <sub>4</sub>					1,000.00	1,078.87
Total .....	106 <sup>3</sup> / <sub>4</sub>			106 <sup>3</sup> / <sub>4</sub>	\$37,650.40	\$13,648.00	\$51,308.40

\*Of this amount \$4.75 contributed by Gillam Airways.

## Summary of Allotments in the Third Division

In Cooperation with the Alaska Road Commission

APRIL 1, 1936 TO MARCH 31, 1937

Name of Project	Wagon Road	Sled Road	Trail	Total	A.R.C.	Territory	Total
Robe Lake Road	1 $\frac{1}{2}$			1 $\frac{1}{2}$	\$ 450.00	\$ 60.00	\$ 60.00
Matanuska Trunk Road	9 $\frac{1}{2}$			9 $\frac{1}{2}$	1,000.00	540.00	1,000.00
Palmer-Matanuska	7 $\frac{1}{4}$			7 $\frac{1}{4}$		900.00	1,900.00
Edlund Road	2 $\frac{1}{2}$			2 $\frac{1}{2}$		20.00	20.00
Werner Connection	1 $\frac{1}{2}$			1 $\frac{1}{2}$		50.00	50.00
Wasilla Aviation Field Road	5 $\frac{1}{4}$			5 $\frac{1}{4}$		30.00	30.00
Valdez-Mineral Creek	10 $\frac{3}{4}$			10 $\frac{3}{4}$	200.00	5,500.00	5,700.00
Cache Creek Aviation Field	20			20	8,500.00		8,500.00
McCarthy-Dan Creek	1 $\frac{1}{2}$			1 $\frac{1}{2}$	1,000.00		1,000.00
McCarthy-Kennecott River	6 $\frac{1}{2}$			6 $\frac{1}{2}$		500.00	500.00
Chitina Branch	2			2		200.00	200.00
Kennecott-McCarthy					2,200.00		2,200.00
Valdez Aviation Field	19 $\frac{1}{2}$			19 $\frac{1}{2}$		1,180.00	1,180.00
Anchorage Loop	5			5		20.00	20.00
Anchorage-Lake Spenard	1			1		100.00	100.00
Chester Creek Boat Landing Road	2 $\frac{1}{4}$			2 $\frac{1}{4}$		6,000.00	6,500.00
Oilwell Road	17 $\frac{1}{2}$			17 $\frac{1}{2}$			
Homer Spit							
<b>Total</b>	<b>106<math>\frac{3}{4}</math></b>			<b>106<math>\frac{3}{4}</math></b>	<b>\$19,360.00</b>	<b>\$10,000.00</b>	<b>\$29,360.00</b>

## OPERATIONS DURING THE BIENNIUM

### THIRD DIVISION

#### Thompson Pass Aviation Field:

This is an emergency landing field located adjacent to the Richardson Highway at Mile 20; size 100 by 1,000 feet.

In the season of 1935 it was cleared of moss and the entire area leveled with tractor and grader.

No work was done in 1936.

#### Robe Lake Road ( $\frac{1}{2}$ mile road):

This is a branch road, connecting Robe Lake with the Richardson Highway near the 3-Mile post. The lake is used for landing of pontoon planes.

Work done during the biennium consisted of graveling the worst spots in 1936.

#### 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.

Surface maintenance was done with motor grader and several spots were graveled.

#### Matanuska Trunk Road (9 $\frac{1}{2}$ miles road):

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

In 1935 a three-fourths mile branch at Mile 2 $\frac{1}{4}$  was constructed; 1655 cubic yards of gravel was put on and 3 metal culverts installed. Maintenance was performed.

In 1936 another three-fourths mile branch was constructed and all the soft spots in the road were well graveled. General maintenance was performed.

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

#### Palmer-Matanuska (7 $\frac{1}{4}$ 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.

In 1935, due to the Matanuska Colonization project, three branches totaling one mile were constructed. Five thousand seven hundred cubic yards of gravel was spread; the rock point near Palmer was removed.

In 1936 the entire road was widened. Gravel was put on in the spring.

**Edlund Road (2½ miles road):**

This road branches from the Wasilla-Malamuska Road in Mile 3 and after passing the Palrview school continues for 2 miles, serving several homesteads.

Annual maintenance was done during the biennium.

**Werner Branch (½ mile road):**

This is a branch road leading north from the Palmer-Fishhook road at Mile 3½. In 1935 it was graveled; in 1936, maintained.

**Wasilla Aviation Field Road (¾ mile road):**

This road runs west from Wasilla to the aviation field. One hundred fifty cubic yards of gravel was put on in 1935 while in 1936 it was maintained.

**Valdez-Mineral Creek (10¾ miles road):**

This road extends from the end of McKinley Street in Valdez across the tide flats and delta of Mineral Creek for 2¾ miles, thence up Mineral Creek for a distance of 8 miles to an area of mining activity.

In 1935 the road up the creek was widened and short grades were reduced.

In 1936 the creek road was connected with the town of Valdez, including the construction of 1600 feet of pile driven trestle. The road is now passable for cars.

**Cache Creek Aviation Field:**

This is a new field, approximately 150 by 1100 feet, constructed in 1934 on the right limit of Cache Creek just below the mouth of Thunder Creek.

The spring flood of 1936 did considerable damage. Repairs were made.

**McCarthy-Dan Creek (20 miles road):**

This road 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.

The new road on the bench crossing Young Creek three-fourths of a mile upstream was graveled, and the sidehill road leading to the bench was widened. A location was made from Young Creek crossing to the main road.

The road was well maintained during the period.

**McCarthy-Kennecott River (¾ mile road):**

This road extends from McCarthy across the Kennecott River serving several homesteaders.

The road was maintained.

**Chititu Branch (6½ miles road):**

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

The last one-half mile of the road was widened.

General maintenance was carried on.

**McCarthy-Kennecott (2 miles road):**

This road runs from the McCarthy depot up the left limit of the Kennecott River to the Kennecott mill and office buildings.

The road was maintained in 1936.

**Valdez Aviation Field:**

This field, situated in the town of Valdez has two runways, 200 by 2500 and 200 by 1600 feet.

In 1936 the large rocks were picked off and the low spots filled with gravel.

**Anchorage Loop (19½ miles road):**

Starting from the railroad yards, this road extends northeast 5½ miles, thence easterly for 4½ miles, where it crosses the railroad, thence south 2½ miles, thence west 2 miles, where it again crosses the railroad. It then follows the north side of the railroad 1½ miles 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 is kept open during the winter months as a school bus route. Several metal culverts were installed.

**Anchorage-Lake Spenard (4 miles road):**

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

1165 cubic yards of gravel was put on in 1935 and 5 metal culverts installed.

General maintenance was performed in 1936, including a small amount of additional gravel surfacing. The road is kept open during the winter months with a snow plow.

**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.

**Oilwell Road (2¼ miles road):**

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

It is suitable for motor traffic.

In 1935 the section from the city limits to the aviation field was gravelled. Maintenance was performed during the biennium.

**Homer Spit (17½ 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.

A small amount of maintenance was performed in 1935.

In 1936 a branch road 1½ miles long was graded up the hill to new turn lands on the beach and the balance of the road maintained.

## Summary of Expenditures in the Fourth Division

In Cooperation with the Alaska Road Commission

APRIL 1, 1935 TO MARCH 31, 1936

Name of Project	Wagon Road	Sled Road	Trail	Total	A.R.C.	Territory	Total
Richardson-Democrat Creek .....	4	.....	.....	4	.....	\$ 324.24	\$ 324.24
Big Delta Aviation Field .....	.....	.....	.....	.....	.....	197.13	197.13
Richardson-Salchaket .....	30	.....	.....	30	\$ 5,524.61	100.00	5,624.61
Salchaket-Fairbanks .....	40	.....	.....	40	*7,969.69	100.00	8,069.69
Fish Lake-American Creek .....	4 <sup>3</sup> / <sub>4</sub>	.....	.....	4 <sup>3</sup> / <sub>4</sub>	110.56	500.00	610.56
Cleary Creek .....	5	.....	.....	5	.....	226.25	226.25
Dome-Spaulding .....	2 <sup>1</sup> / <sub>2</sub>	.....	.....	2 <sup>1</sup> / <sub>2</sub>	.....	791.41	791.41
Summit-Fairbanks Creek .....	13	.....	.....	13	1,019.94	1,112.45	2,132.39
Summit-Fish Creek .....	8 <sup>1</sup> / <sub>4</sub>	.....	.....	8 <sup>1</sup> / <sub>4</sub>	.....	1,161.30	1,161.30
Ester-Dome .....	5	.....	.....	5	24.53	708.59	733.12
St. Patricks-Happy-Goldstream .....	8 <sup>1</sup> / <sub>2</sub>	.....	.....	8 <sup>1</sup> / <sub>2</sub>	1,081.21	350.00	1,431.21
Little Eldorado Creek .....	6	.....	.....	6	.....	690.28	690.28
Farmers-Birch Hill .....	8 <sup>3</sup> / <sub>4</sub>	.....	.....	8 <sup>3</sup> / <sub>4</sub>	566.72	370.84	937.56
Isabelle Creek .....	1 <sup>3</sup> / <sub>4</sub>	.....	.....	1 <sup>3</sup> / <sub>4</sub>	.....	59.16	59.16
Eagle Aviation Field .....	.....	.....	.....	.....	.....	174.68	174.68
Faith Creek .....	1 <sup>1</sup> / <sub>2</sub>	.....	.....	1 <sup>1</sup> / <sub>2</sub>	.....	609.97	609.97
Long-Birch Creek .....	.....	.....	.....	.....	23.84	500.00	523.84
Little Creek Road .....	3	.....	.....	3	.....	226.60	226.60
Poorman Aviation Field .....	.....	.....	.....	.....	.....	1,793.87	1,793.87
Takotna Aviation Field Road .....	.....	.....	.....	.....	.....	758.53	758.53
Ganes Creek Road .....	16 <sup>3</sup> / <sub>4</sub>	.....	.....	16 <sup>3</sup> / <sub>4</sub>	*3,609.22	2,489.09	6,098.31
Nenana Cemetery Road .....	2 <sup>1</sup> / <sub>2</sub>	.....	.....	2 <sup>1</sup> / <sub>2</sub>	791.89	2,500.00	3,291.89
Livengood Creek Road .....	.....	.....	.....	.....	.....	461.61	461.61
Medfra Aviation Field .....	.....	.....	.....	.....	.....	2,544.00	2,544.00
Coal Creek-Woodchopper .....	.....	.....	.....	.....	865.28	.....	865.28
<b>Total .....</b>	<b>192<sup>1</sup>/<sub>2</sub></b>	.....	.....	<b>192<sup>1</sup>/<sub>2</sub></b>	<b>\$21,587.49</b>	<b>\$18,750.00</b>	<b>\$40,337.49</b>

\*Of this amount, \$316.70 miscellaneous contributions.

\*\*Includes \$150 contributed by Ganes Creek Dredging Co.

## Summary of Allotments in the Fourth Division

In Cooperation with the Alaska Road Commission

APRIL 1, 1936 TO MARCH 31, 1937

Name of Project	Wagon Road	Sled Road	Trail	Total	A.R.C.	Territory	Total
Big Delta Aviation Field	30			30	\$ 2,000.00	\$ 100.00	\$ 100.00
Richardson-Salchaket	40			40	2,000.00		2,000.00
Salchaket-Fairbanks	5			5		100.00	100.00
Cleary Creek	2½			2½		100.00	100.00
Dome-Spaulding	13			13		1,000.00	1,000.00
Summit-Fairbanks Creek	8½			8½		1,000.00	1,000.00
Summit-Fish Creek	5			5		500.00	500.00
Ester-Dome	8½			8½	450.00	300.00	750.00
St. Patricks-Happy-Goldstream	6			6		400.00	400.00
Little Eldorado Creek	4			4		1,175.00	1,175.00
Gilmore-Pearl	8¾			8¾	250.00	350.00	600.00
Farmers-Birch Hill	1¾			1¾		50.00	50.00
Isabelle Creek						1,000.00	1,000.00
Eagle Aviation Field	4¾			4¾	80.00	20.00	100.00
Sourdough Creek	1½			1½	250.00	50.00	300.00
Faith Creek	7			7	100.00		100.00
Long-Birch Creek	3			3		300.00	300.00
Little Creek Road						2,000.00	2,000.00
Poorman Aviation Field	1½			1½		200.00	200.00
Takotna Aviation Field Road	16¾			16¾	645.00	1,955.00	2,600.00
Ganes Creek Road						300.00	300.00
Ruby Aviation Field	2½			2½	100.00		100.00
Nenana Cemetery Road						100.00	100.00
Wiseman Aviation Field	7			7	100.00	300.00	400.00
Livengood Creek Road						300.00	300.00
Valdez Creek Aviation Field						1,500.00	1,500.00
Medfra Aviation Field	7			7	3,900.00	900.00	4,800.00
Coal Creek-Woodchopper							
<b>Total</b>	<b>192¼</b>	<b>192¼</b>	<b>192¼</b>	<b>192¼</b>	<b>\$ 9,875.00</b>	<b>\$14,000.00</b>	<b>\$23,875.00</b>

## OPERATIONS DURING THE BIENNIUM

### FOURTH DIVISION

#### 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 and graveling of soft spots:

	Miles
7AA Cleary Roads	5 road
7BA Dome-Spaulding Mine	2¼ road
7C Summit-Fairbanks Creek	13 road
7CA Summit-Fish Creek	3¾ road
7DB Ester-Dome	5 road
7DC St. Patricks-Happy-Goldstream	8½ road
7H Little Eldorado	6 road
7N Farmers-Birch Hill	8¾ road
7NA Isabelle Creek Road	1¾ road
<b>Total</b>	<b>58½ road</b>

A three-fourths mile branch was constructed on 7AA, a one-half mile branch on 7BA and 3 miles on Route 7DB.

#### Richardson-Democrat Creek (4 miles 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.

The last one-half mile of the road was made passable for auto traffic.

Maintenance was performed.

#### Fairbanks to Richardson (70 miles road):

This is the north 70 miles of the Richardson Highway.

Territorial expenditures consisted of an allotment of \$200 for snow removal in the spring of 1936.

#### 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 gas boat from Tanana River up Fish Creek and thence across Fish Lake. There is a dredge in operation near the head of American Creek.

The road 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.

No work was done in 1936.

**Gilmore-Pearl Creek (4 miles road):**

This is a new road, approximately 4 miles in length, connecting Gilmore Creek with Pearl Creek, a branch of Pish Creek. The road was constructed in 1936 in cooperation with lode miners on Pearl Creek.

**Eagle Aviation Field:**

This field, 350 by 1600 feet, was leveled and gravel was placed in sand holes. By removal of two old Army post buildings, the axis of the field was changed slightly to permit of safer approach. Brush was slashed on the south end.

**Sourdough Creek (4¾ miles road):**

This road branches from the Steese Highway at Mile 67 and follows up the left limit of Sourdough Creek for 4¾ miles to placer operations.

The road was maintained during the biennium.

**Faith Creek (1½ miles road):**

This road branches from the Steese Highway near Mile 73, goes over a ridge to the left and drops into Faith Creek to placer operations.

In 1935 the last half mile was widened, culverts were installed, and the road was graded.

Maintenance was performed in 1936.

**Long-Birch Creek (7 miles road):**

This is a branch from the Ruby-Long Road. It turns to the left from a point near Mile 23, follows up Bear Pup in a northeasterly direction and crosses a low divide into Myrtle Creek, a tributary of Flint Creek.

This is a low type of road, built in 1934 to accommodate placer mining operations on Myrtle and Flint Creeks. Maintenance work was performed.

**Little Creek Road (3 miles road):**

Leaving the Ophir-Takotna Road at Mile 17½ from Takotna, this road extends up Little Creek serving placer mines. It is suitable for light motor traffic.

Annual maintenance was carried on including spot graveling and installation of one metal culvert.

**Poorman Aviation Field:**

This 200 by 1500 foot field is located on a ridge adjacent to the Long-Poorman road at Mile 54.

Work was begun in 1935 and completed in 1936. The field is in good condition.

**Takotna Aviation Field Road (1½ miles road):**

This road begins at the east end of Gold Run bridge, or at the terminus of the Ophir-Takotna Road, and after passing through the village of Takotna.

ascends the hill to the landing field. A part of the route is over the old road to the river landing below Takotna, now abandoned.

General maintenance work was performed and 6 metal culverts installed.

**Ganes Creek Road (16¾ miles road):**

This road branches from the Ophir-Takotna Road, 6 miles from Takotna, and extends across the Upper Yankee Creek Valley to Ganes Creek. It serves dredges operating on Yankee and Ganes Creeks.

In 1935, the road was widened from two to three feet and a 1-mile branch down Ganes Creek was constructed. Miners contributed \$700 in cash and labor.

General maintenance and further widening was accomplished in 1936.

**Ruby Aviation Field:**

This field, size 350 by 1500 feet, is located on a ridge 2½ miles from Ruby.

No work was done in 1935.

In 1936, a narrow extension approximately 200 feet long was added to the upper end in order to afford a longer runway.

**Nenana Cemetery Road (2½ miles road):**

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

It is suitable for light motor traffic.

In 1935 the entire road was regraded. Soft spots were resurfaced.

Light maintenance was performed in 1936.

**Wiseman Aviation Field:**

This airfield, size 400 by 1400 feet, is located directly back of the town of Wiseman in the Koyukuk District.

No work was done in 1935.

In 1936, a small amount of maintenance was done consisting of filling depressions and cutting willows.

**Livengood Creek Road (7 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.

Annual maintenance was performed.

**Valdez Creek Aviation Field:**

This field, size 125 by 900 feet, is located on the bench on the right limit of Valdez Creek, three-fourths of a mile from the settlement of Valdez Creek.

No work was done in 1935; in 1936 a number of large boulders were removed and the field was leveled.

**Medfra Aviation Field:**

This is a new field, approximately 200 by 1500 feet in size. It is located one-fourth of a mile from the Medfra post office on a low birch ridge adjacent to the road to the Nixon Fork mine.

Construction of the field was begun in 1935 and completed in 1936.

**Coal Creek-Woodchopper (7 miles road):**

This road leads from the mouth of Coal Creek (tributary to the Yukon between Circle and Eagle), up the left limit of the creek to a dredge camp.

The dredging company contributed all expenses for the project except labor cost.

The road was begun in 1935 and in 1936 was made passable for trucks except for the first mile which is in peat and muck formation on a sidehill and will require corduroy and gravel.

**TERRITORIAL SHELTER CABIN FUND**

Chapter 27 of the Territorial Session Laws for 1935 continues the policy of shelter cabin support inaugurated in 1917 and which is justified so long as there is any overland travel and while shelter cabin requirements are not so large as they have been in the past the policy should be continued.

The drastic curtailment of shelter cabin funds by the Eleventh Session of the Legislature was sorely felt. It is always better to have an available fund remaining unexpended at the close of the biennium than to have some one perish on the trail because no funds at all were authorized.

The following table gives the distribution of this fund during the past two years:

	Expended 1935	Expended or Obligated 1936	Total
First Division .....		\$ 3,400.29	\$ 3,400.29
Second Division .....	\$ 1,516.96	3,259.28	4,776.24
Third Division .....	843.20	432.00	1,275.20
Fourth Division .....	3,815.41	2,732.50	6,547.91
Total .....	\$ 6,175.57	\$ 9,824.07	\$15,999.64
Less amount allotted November 1, 1934	\$ 1,000.00		\$ 1,000.00
Expended out of 1935 appropriation	\$ 5,175.57	\$ 9,824.07	\$14,999.64
Unexpended balance			\$ .36

**Distribution****FIRST DIVISION**

	1935	1936
Two new cabins and aerial cableway on Unuk River		\$3,400.29

**SECOND DIVISION**

	1935	1936
Whaleback .....	Wood	\$ 34.00
Old Woman .....	Wood	34.00
10 Mile .....	Wood	34.00
22 Mile .....	Wood	34.00
Arctic Circle .....	Moving cabin; coal	92.00
Anlyuk .....	Wood and coal	52.00
Okolkshook .....	Wood, coal and repairs	68.50
Romanoff .....	Wood, stove and repairs	113.70
Wooley .....	Wood, stove, pipe, repairs	68.77
Lost River .....	Wood, pipe, repairs, freight	30.00
Herndon Portage .....	Wood and repairs	38.30
Walla Walla .....	Wood, stove, pipe and repairs	46.97
Bonanza .....	Wood and repairs to dog barn	53.25
Choris Peninsula .....	Coal	48.00
Riley Wreck .....	Coal	52.50
Nome River Box Car .....	Window and stove pipe damper	2.40
Aukalurik .....	Coal	37.80
Tulukuk .....	Coal	19.95
Pingarorik .....	Stove, pipe, axe, coal	62.55

Sinaru .....	Stove, pipe, axe, coal, hauling .....	41.25	
Callahans .....	Coal .....	16.00	
Douglas .....	Stove, pipe, wood, repairs .....	64.57	
York .....	Wood, pipe, repairs .....	44.95	
Lopp Lagoon .....	Wood, broom, pipe .....	60.30	
Sinrazat .....	Wood, broom, pipe .....	42.45	
Kaltag River .....	Wood .....	10.00	
Corwin Coal Mine .....	Coal .....	19.95	
Kotlik .....	Wood .....	19.95	
Dome Creek .....	Wood .....	20.00	
Nome River .....	Wood .....	18.30	
Nugget .....	Wood .....	18.30	
Iron Creek .....	Wood and roof plate .....	23.50	
Hot Springs .....	Wood, roof plate and stack .....	26.50	
Shelton .....	Wood .....	21.00	
Tissue .....	Wood and latches .....	21.75	
Agiapuk .....	Coal .....	12.50	
Kiwalik .....	Wood and repairs .....	14.00	
Golsovia .....	Wood and repairs .....	10.50	
Patsys Cabin .....	Wood and repairs .....	10.50	
Moses .....	Wood and repairs .....	14.00	
Cape Thompson .....	Wood .....	50.00	
Noatak .....	Wood .....	14.00	
Pitmegea .....	New Cabin .....		\$ 800.00
Peard Bay .....	New Cabin .....		800.00
Cape Prince of Wales .....	Dog Barn .....		150.00
Maintenance Obligated to December 31, 1936 .....			1,509.23
<b>Totals .....</b>		<b>\$1,516.96</b>	<b>\$3,259.23</b>

### THIRD DIVISION

	1935	1936	
Cold Bay .....	New Cabin (expended by board) .....	215.00	
Izembek Bay .....	New Cabin (expended by board) .....	119.35	
Copper Creek .....	New stove and roof repaired .....	7.45	*\$ 27.00
Notch Creek .....	New stove pipe .....	* 1.40	* 5.00
Summit Creek .....	New Cabin .....	500.00	
Maintenance obligated to December 31, 1936 .....			400.00
<b>Totals .....</b>		<b>\$ 843.20</b>	<b>\$ 432.00</b>

\*Obligated prior to April 1, 1936

### FOURTH DIVISION

	1935	1936	
Jack Smith Bay .....	Repairs and stove pipe .....	249.56	
Carter Bay .....	Repairs and stove pipe .....	222.66	
Arolic Gap .....	Stove, new roof, pipe, repairs .....	325.86	
Beluga Peak .....	New stove pipe .....	13.36	
Warehouse Creek .....	New Cabin .....	799.31	
Johnny Dahls .....	New stove and pipe .....	33.36	
Reindeer Creek .....	New Cabin .....	484.00	
Ruby .....	New Cabin .....	750.00	
Kinak .....	New Cabin .....		850.00

Bonanza .....	New Cabin .....	800.00	
Four Cabins .....	New stoves, pipe, repairs .....	40.82	* 235.00
One Cabin .....	New stove, pipe, repairs .....	34.22	* 100.00
58 Mile .....	New stove, pipe, repairs .....	20.59	* 22.50
Tavern .....	New stove, pipe, repairs .....	84.33	
26 Mile .....	Stove and pipe .....	22.51	
33 Mile .....	Repairs to roof .....	84.33	
Three Cabins .....	New stoves, pipe and repairs .....	35.50	* 125.00
Maintenance obligated to December 31, 1936 .....			600.00
Kaltag-Unalakleet .....	New Cabin (expended by the board) .....	265.00	
Kaltag-Nulato .....	New Cabin (expended by the board) .....	350.00	
<b>Totals .....</b>		<b>\$3,815.41</b>	<b>\$2,732.50</b>

\*Obligated prior to April 1, 1936

## LOCATION OF SHELTER CABINS

### FIRST DIVISION

#### Mouth of Unuk River

On Unuk at mouth of Blue

Stikine River near International Boundary

Total for First Division—3

### SECOND DIVISION

Route 8—Nome—Council—82 miles

Fox River—24 miles N.E. from Solomon

Route 18—Nome—Kaltag—280 miles

Topkok—15 miles E. Topkok

Chiuktuk—13 miles E. Bluff

Walla Walla—8 miles S.W. Eilm

Moses—11 miles N.E. Eilm

Whaleback—23 miles N.E. Unalakleet

Route 18A—Bonanza—Kotzebue—240 miles

Kiwalik River—19 miles N.W. Haycock

Quartz Creek—32 miles from Haycock

Choris Peninsula—20 miles from Keewalik

Arctic Circle—34 miles from Keewalik

Riley's Wreck or Camp Blossom—19 miles S.E. Kotzebue

Bonanza—51 miles N. Unalakleet

Route 21—Unalakleet—St. Michael—60 miles

Coal Mine—12 miles S. Unalakleet

Golsovia—32 miles S.W. Unalakleet



**Route 26H—Candle-Bear Creek—45 miles**

Hunter Creek—17 miles S.E. Candle

**Route 28—Shelton-Candle—162 miles**

Dahl—12 miles N. Shelton

Garfield—22 miles N.E. Shelton

Boulder—31 miles N.E. Shelton

Aurora—50 miles S.W. Deering

Cottonwood—35 miles S.W. Deering

**Route 28A—Nome-Serpentine Hot Springs—148 miles**

Nome River—14 miles N. Nome (on tram road)

Nugget—34 miles N. Nome (on tram road)

Iron Creek—52 miles N.E. Nome (on tram road)

Hot Springs Station—67 miles N.E. Nome (on tram road)

Shelton—74 miles N.E. Nome (on tram road)

Windy—18 miles N. Shelton on Kougarok River

Coarse Gold—8 miles S. Taylor

**Route 37—Topkok-Candle—154 miles**

Timber—12 miles S.W. Council

Boston—12 miles N.E. Council

Telephone—30 miles N.E. Council

Haven—52 miles N.E. Council

Last Chance—75 miles N.E. Council

**Route 41A—Kotzebue-Shungnak—200 miles**

Riley Channel—24 miles S.E. Kotzebue

Salmon River—113 miles N.E. Kotzebue

Hunt River—137 miles N.E. Kotzebue

Pitlik—12 miles N.W. Shungnak Village

**Route 41AA—Kiana-Selawik—130 miles**

Singauruk—12 miles S.E. Kiana

**Route 41B—Kotzebue-Pt. Barrow—517 miles**

Aniyak—25 miles N.W. Kotzebue

Okolikshook—59 miles N.W. Kotzebue

Aukalurik—33 miles N.E. Point Hope (Tigara)

Pitanegca—81 miles N.E. Point Hope (Tigara)

Tulukuk—64 miles S.W. Point Lay (village)

Pingarorok—28 miles N.E. Icy Cape (village)

Peard Bay—25 miles N.E. Wainwright

Sinaru—22 miles S.W. Point Barrow

**Route 41C—Choris Peninsula-Noorvik—100 miles**

Callahans—40 miles N.E. Kiwalk

**Route 41F—Kotzebue-Noatak—60 miles**

Noatak on Noatak River—35 miles N. Kotzebue

**Route 42—St. Michael-Kotlik—63 miles**

Romnoff—30 miles S.W. St. Michael

Kotlik—57 miles S.W. St. Michael

**Route 62A—Haycock-Bear Creek—22 miles**

Peace River—14 miles N.W. Haycock

**Route 67—Nome-Teller—80 miles**

Woolley—44 miles N.W. Nome

Tissue River—51 miles N.W. Nome

Cape Douglas—23 miles S.E. Teller

**Route 67A—Teller-Cape Prince of Wales—67 miles**

Lost River—25 miles N.W. Teller

York—47 miles N.W. Teller

Tim City—10 miles S.E. Wales

Lopp Lagoon—25 miles N.E. Wales

Shirazat—26 miles S.W. Shishmaref

**Route 67C—Teller-Mary's Igloo—40 miles**

Aglapuk—21 miles E. Teller

New Igloo—9 miles N.W. Pilgrim Springs

**Route 67J—Woolley-Gold Run—30 miles**

Dome Creek—30 miles S.E. Teller

**Route 73A—Kotlik-Marshall—148 miles**

Herndon Portage—20 miles W. Marshall

**On direct line between Shishmaref and Teller—65 miles**

Ear Mountain—20 miles S. Shishmaref

Nuluk—40 miles S. Shishmaref

Total for Second Division—64

**THIRD DIVISION****Route 20B—Susitna-Rainy Pass—127 miles**

Pontello—117 miles from Susitna Station

Delzelle—127 miles from Susitna Station

**Route 20H—Nancy-Susitna—22 miles**

Cabin—11 miles from Nancy

**Route 20J—Susitna-Tyonek—46 miles**

Lewis River—28 miles from Tyonek

**Route 48—Hlamna Bay-Hlamna Lake—12 miles**

Cabin on Hlamna Bay—12 miles from Hlamna

**Route 51**

Moose Creek—12 miles from Talkeetna

**Route 51C—Yentna-Mills Creek—19 miles**

Mouth of Clearwater—Yentna River, mouth of Clearwater

**Route 51E—Mills Creek-Cache Creek—23 miles**

Summit Creek—14 miles from Cache Creek (winter trail)

Spruce Creek—40 miles from Talkeetna

Treasure Creek—13 miles from Cache Creek

**Route 54—Nizina-Chisana—78 miles**

Homestead—33 miles from McCarthy

Fredericka—50 miles from McCarthy

Seolai—57 miles from McCarthy

Solo Mountain—20 miles from Chisana

**Route 55—Kenai-Russian River—60 miles**

Moose River—25 miles from Kenai

Moose River—35 miles from Kenai

Moose River—46 miles from Kenai

**Route 56A—Katalla-Yakataga—60 miles**

Cape Suckling—30 miles from Katalla

Middle Timber—44 miles from Katalla

Tsit—50 miles from Katalla

**Route 61A—Strelna-Kotsina—35 miles**

Kotsina—17 miles from Strelna

**Route 65Q—Slana-Chisana—97 miles**

Cooper Pass—20 miles from Nabesna

Notch Creek—10 miles from Chisana

**Route 92H—Togiak-Nushagak—125 miles**

Birch Creek—8 miles from Dillingham

Tuklong River—38 miles from Dillingham

**Route 92I—Lewis Point Naknek—86 miles**

Lewis Point—20 miles from Dillingham

Portage Creek—38 miles from Dillingham

**Route 92J—Naknek-Igigik—50 miles**

Halfway—24 miles from Naknek

**Route 92K—Igigik-Kanatak—85 miles**

West End Becharoff Lake—25 miles from Igigik

One mile east Cias Rock—47 miles from Igigik

East end Becharoff Lake—57 miles from Igigik

Rapids—21 miles from Igigik

**Route 95A—Kings Cove Portage**

Cold Bay Cabin—Near Kings Cove

Izembek Bay Cabin—Opposite Cold Bay on Bering Sea

**Route 96B—Chickaloon-Nelehina—63 miles**

Boulder Creek—20 miles from Chickaloon

Brush Camp—26 miles from Chickaloon

Trail Creek—46 miles from Chickaloon

**Route 90 C—Shelter Cabins**

Mouth Susitna—Cabin at mouth of Susitna River

Total for Third Division—38

**FOURTH DIVISION****Route 7K—Olmes-Livengood—54 miles**

Snowshoe—15 miles from Olmes

**Route 9—Rampart-Eureka—27½ miles**

Cabin 10 miles from Rampart

Cabin 21 miles from Rampart

**Route 11A—Eagle-Liberty—27 miles**

Gravel Gulch—12 miles from Eagle

**Route 11AA—American Summit-Liberty—12 miles**

Liberty—25¼ miles from Eagle

**Route 11B—Liberty-Forty Mile—23 miles**

O'Brien—23 miles from Eagle

**Route 11E—Eagle-Seventy Mile—60 miles**

Summit—9 miles from Eagle

**Route 18—Nome-Kaltag—280 miles**

Ten Mile (Kaltag River)—10 miles W. of Kaltag

22 Mile—17 miles W. of Kaltag

**Route 20DA—Takotna-Ophir—20 miles**

Yankee Creek—11 miles from Takotna

**Route 20DB—Ophir-Dishkaket—55 miles**

Hurst Creek—20 miles from Ophir

**Route 23A—Snowshoe-Beaver—117 miles**

Beaver Bluff—20 miles from Snowshoe  
 Fossil Creek—32 miles from Snowshoe  
 Summit Creek—48 miles from Snowshoe  
 Upper Victoria—54 miles from Snowshoe  
 Victoria Creek—61 miles from Snowshoe  
 Bull Creek—71 miles from Snowshoe  
 Larsen's—83 miles from Snowshoe  
 Seventeen Mile—100 miles from Snowshoe

**Route 23B—Beaver-Caro—75 miles**

Mile 14—From Beaver  
 Mile 24—From Beaver  
 Mile 46—From Beaver  
 Mile 55—From Beaver  
 Mile 61—From Beaver

**Route 23C—Caro-Big Creek—47 miles**

Middle Fork—13 miles from Caro (2)  
 Lower Discovery—(34 miles from Caro)

**Route 23D—Caro-Flat Creek—45 miles**

18 Mile Cabin—18 miles from Caro  
 Grave Creek—27 miles from Caro

**Route 29—Gibbon-Bettles—156 miles**

12 mile cabin—12 miles from Tanana  
 22 mile cabin—24 miles from Tanana  
 33 mile cabin—36 miles from Tanana  
 45 mile cabin—48 miles from Tanana  
 60 mile cabin—64 miles from Tanana  
 70 mile cabin—73 miles from Tanana  
 80 mile cabin—80 miles from Tanana  
 90 mile cabin—90 miles from Tanana  
 96 mile cabin—96 miles from Tanana  
 106 mile cabin—106 miles from Tanana  
 Hanshaw Creek—134 miles from Tanana  
 Chinnoke cabin—148 miles from Tanana

**Route 29A—Bettles-Coldfoot—52½ miles**

Hacket Creek—13 miles from Bettles  
 North Fork—23 miles from Bettles  
 Windy Arm—43 miles from Bettles

**Route 29C—Mile 70-Hughes—60 miles**

7 mile cabin—7 miles from intersection with Route 29

**Route 29D—Wild River Trail—57 miles**

8 mile cabin—8 miles from Bettles

Wild River—17 miles from Bettles  
 45 mile cabin—45 miles from Bettles

**Route 31—Creek—50 miles—(leaves Richardson Highway at Mile 331)**

Redman Creek—16½ miles from Highway  
 Ninety Eight—20 miles from Highway  
 Butte Creek—40 miles from Highway  
 Caribou Creek—50 miles from Highway

**Route 32A—Tukotna-Flat—95 miles**

Lincoln Creek—40 miles from Tukotna  
 Fourth of July—54 miles from Tukotna  
 Guggenheim Creek—30 miles from Flat

**Route 32AA—Tukotna-Flat (via Moore Creek)—93 miles**

Ruby Creek—16 miles from Flat.

**Route 32C—Ophir-Iditarod—76 miles**

Brown Creek—14 miles from Ophir  
 Fritz R.R.—33 miles from Ophir  
 First Chance—46 miles from Ophir

**Route 32D—Flat-Crooked—54 miles**

Bonanza—14 miles from Flat  
 Summit—28 miles from Flat  
 Donkey—42 miles from Flat

**Route 34A—Flat-Holy Cross—103 miles**

Walkers—17 miles from Holy Cross  
 Reindeer River—25 miles from Flat

**Route 34B—Iditarod-Shageluk-Anvik—85 miles**

Little Yentna—15 miles from Iditarod  
 Yentna—30 miles from Iditarod

**Route 38B—Poorman-Cripple—47 miles**

Silver Creek—15 miles from Poorman  
 Hogans—28 miles from Poorman  
 Colorado—41 miles from Poorman

**Route 38C—Ophir-Cripple—47 miles**

Carlson's Road House—20 miles from Ophir

**Route 46—Kobe-Eureka—95 miles**

Middle River—12 miles from Kobe  
 19 Mile—31 miles from Kobe  
 27 Mile—39 miles from Kobe

**Route 46A—Roosevelt-Kantishna—34 miles**

Bear Creek—16 miles from Roosevelt  
 Bartletts—24 miles from Roosevelt  
 No Name—Unknown

**Route 46B—Lignite-Kantishna—85 miles**

8 Mile—8 miles from Glacier

**Route 46C—Nenana-Knights—41 miles**

Mile 30 cabin—30 miles from Nenana

**Route 46D—McKinley Park Trail—86 miles**

Savage—12 miles from McKinley Park Station  
 Sanctuary—22 miles from McKinley Park Station  
 Igloo Creek—34 miles from McKinley Park Station  
 East Fork—43 miles from McKinley Park Station  
 Toklat—54 miles from McKinley Park Station

**Route 46E—Diamond-Telida—93 miles**

Snohomish—56 miles from Diamond

**Route 46G—Kobe-Bonnifield—45 miles**

Totallinika—17 miles from Kobe  
 Tallinika—20½ miles from Kobe

**Route 46I—Toklat Trail**

Twelve Mile Cabin—12 miles from Knights  
 East Fork Toklat—18 miles from Knights  
 Crooked Creek—26 miles from Knights  
 Myrtle Creek—40 miles from Knights

**Route 53A—Circle-Fl. Yukon—67 miles**

10 Mile—10 miles from Circle  
 20 Mile—20 miles from Circle  
 Halfway—34 miles from Circle  
 45 Mile—45 miles from Circle

**Route 65F—Grundeler-Tamana Crossing—124 miles**

Sam Creek—90 miles from Grundeler

**Route 76—Cantwell-Valdez Creek—55 miles**

Mile 20 Cabin—20 miles from Cantwell  
 Brushkanna—30 miles from Cantwell  
 43 Mile Cabin—43 miles from Cantwell

**Route 80B—McGrath-Telida—92 miles**

Crooked Creek—17 miles from McGrath

**Route 92A—Bethel-Quinhagak—90 miles**

Blackfish Cakc—28 miles from Bethel  
 Dabls—18 miles from Eck  
 Warehouse Creek—20 miles from Quinhagak

**Route 92C—Akiak-Russian Mission—75 miles**

Phillips—28 miles from Akiak  
 Big Georges—54 miles from Akiak

**Route 92E—Yukon Kuskokwim Portage—120 miles**

90 mile cabin from Russian Mission  
 90 mile cabin from Russian Mission  
 120 mile cabin from Russian Mission

**Route 92F—Quinhagak-Goodnews Bay—60 miles**

Jack Smith Bay—16 miles from Quinhagak  
 Indian River—36 miles from Quinhagak  
 Arolic Gap—6 miles from Quinhagak  
 Bellign Peak—2 miles from Munttrak

**Route 92FA**

Reindeer Creek—5 miles from Munttrak

**Route 92M—Aniak-Tuluksak—60 miles**

Swift Creek—14 miles from Aniak  
 Ophir Creek—30 miles from Aniak  
 Bogus Creek—46 miles from Aniak  
 Bob Hemans—26 miles from Kaltshak

**Route 920—Tuluksak-Bear Creek—32 miles**

Tin House—15 miles from Tuluksak  
 Foothills—32 miles from Tuluksak

**Route 92P—Holy Cross-Kaltshak—53 miles**

Halfway—15 miles above Kaltshak

**Route 4I—Richardson Highway—371 miles**

Shaw Creek—79 miles from Fairbanks

**Route 4II2—Richardson Highway—371 miles**

Beals Cache—109 miles from Fairbanks  
 Halfway Cabin—Between Nulato and Kaltag

Total for Fourth Division ..... 121

**TOTAL FOR TERRITORY ..... 226**

## WORK CARRIED ON BY THE BOARD DURING THE BIENNIUM

### FIRST DIVISION

#### Fish Creek Trail:

This trail, originally built by the U. S. Forest Service, serves a promising district in the Hyder area. During the fall of 1935 property owners made a shipment of ore and called upon the board for improvement of the trail. A small allotment was made.

#### Hyder Walks:

During the winter of 1935 and 1936 relief in Hyder was found to be necessary by the Governor's office. An investigation disclosed that the sidewalks were in such a dilapidated condition as to actually be dangerous and that the school yard covered with grass, weeds and stumps, etc., was an unfit place for the children.

There were two sidewalks in particular in Hyder, the responsibility for the upkeep of which seemed to be unclaimed. The one locally known as the Neutral Zone walk crossing a strip of neutral territory adjacent to the Canadian-American boundary and the other called the All American walk leading to the boundary.

The Governor's office called upon the board for such cooperation on the part of the Territory as would cover other items than labor, for which alone he was authorized to expend Federal funds.

#### Hoonah Road:

This project consists of about 1,600 lineal feet of road leading to a fox farm and several habitations. The clearing of the right of way was the only work performed.

#### Craig-Klawock Road:

This project contemplates ultimately the construction of a road between Craig and Klawock, a distance of 6.5 miles. Work of clearing the right of way out of Craig for a distance of three miles was started during the winter of 1935 and in 1936 the timber being felled the entire distance. During the summer of 1936 grubbing and burning was undertaken and about one half the work was finished. Dense heavy timber makes the work of clearing on the project an exceedingly difficult one.

#### Hawk Inlet Road:

This road leading from tidewater on Hawk Inlet to the property of the Alaska Empire Gold Mining Company a distance of about 1½ miles has been privately built and maintained. During the summer of 1936 the board was asked to contribute something toward the improvement and a small allot-

ment was made to cover labor costs only, the company furnishing the tools, powder and equipment.

The work on the road consisted of the construction of 3,500 feet of new road, removing rock points and cutting down hills to lessen the grades, placing two log culverts and providing ditches for drainage.

#### Skagway River Flood Control:

During the periods of flood water it has been necessary to protect the bank of the Skagway River adjacent to the aviation field. Since only small allotments have been made in the past, such work as has been done was of an emergency nature and only temporary.

During the spring of 1936 230 lineal feet of rock and wire mattresses were placed along the river bank and two rock jetties were placed in the river at points where the current was threatening the bank. Two hundred and thirty lineal feet of river bank was raised by means of sand bags.

#### Unuk River Trail:

This project is intended to provide a horse trail for overland transportation from the mouth of the Unuk River on Burroughs Bay (an indentation of Behm Canal) to the Canadian boundary a distance of 28 miles.

Work during the past summer was carried on along the upper 9 miles where the river transportation is most difficult and 7.75 miles was completed including 19 bridges, totalling 1165 lineal feet.

In addition to the trail work a shelter cabin 17 by 23 feet was constructed at the mouth of the Unuk River and another 16 by 20 feet just below the mouth of the Blue River. An aerial cableway was erected across the Unuk River at the Blue River shelter cabin for the benefit of stranded or shipwrecked travelers on the opposite side.

#### Juneau Land Slide:

On the evening of November 22, a terrific land slide swept down the mountain side on lower Franklin Street, destroying buildings and entailing the loss of fifteen lives. Lower Franklin Street was buried under debris about 12 feet deep.

The task of removing the slide and recovering the bodies of the victims was one that the city of Juneau was unable to bear. The Territorial Road Board promptly allotted \$1,000 toward paying for the labor of clearing away the slide.

### SECOND DIVISION

#### Candle Aviation Field:

The Candle aviation field is located about one third of a mile below the town of Candle on a river bar that is subject to scoring by ice during the breakup, making the field unsafe for landing. Small allotments have been made from time to time for the improvement of the field in the spring.

**Norvik Aviation Field:**

A new field 130 by 1500 feet was built here during the summer of 1935.

**Council Aviation Field:**

Two aviation fields have been built at Council, neither of which are satisfactory. Increased activity in dredging operations in the Council City district made it necessary to do something about the landing facilities there.

Upon an investigation of the conditions in which aviators were consulted it was decided that since it was hopeless to make anything out of the so-called town field and since the hill field could not be advantageously enlarged, that it was too inaccessible and was subject to down drafts, the only other location that could be made level, hard and smooth, with unobstructed approaches was a dredged area at the mouth of Ophir Creek about two miles up the Nukluk River from Council and served by a road from Council.

The construction of the field was pledged but a breakdown of the equipment occurred when the work was about two-thirds completed.

**Selawik Aviation Field:**

During the summer of 1936 a landing field 100 by 1,000 feet was built at Selawik.

**Taylor Creek Landing Field:**

Increased mining activity in the Kougarok district north of Nome created a need for a landing field suitably located to serve that area. During the summer of 1936 work was started on a field across the Kougarok River from the Taylor Creek road house and post office.

Considerable stripping was necessary on the upper end of the field to get down to a gravel surface for the runway and only 1,200 feet of the runway was completed at the close of the season.

The present field is about 150 feet by 1,200 feet and is level, hard and smooth. The field is conveniently located as a distributing point for the upper Kougarok district and radio telephone communication has been established at Taylor Creek. The lower Kougarok is likewise served with a suitable landing field.

**THIRD DIVISION****Katalla Trails:**

**Katalla-Mirror Slough (8 miles)**—Work on this trail consisted of clearing the brush growth from 3 miles, grading  $\frac{1}{2}$ -mile and the construction of 5 bridges totalling 205 lineal feet.

**Katalla-Oil Well Road (5 miles)**—Work performed on this road consisted of the clearing of brush for 4 miles and the construction of 5 new bridges totalling 170 feet in length.

**Point Hey Trail (1 mile)**—Work consisted of clearing brush and the construction of a 20-foot bridge.

**Cave Point Trail**—The work on this trail consisted of clearing brush and general repairs.

**Bering River Nichiwak Road (5 miles)**—The work on this road consisted of clearing away the drift that had accumulated as a result of the previous winter's floods, the construction of 450 feet of new road and the replacing of three bents in the Nichiwak River bridge that had been carried away.

**Seward Bridge:**

During the summer of 1935 a sixty-foot span was erected across a glacial stream about 3 miles from Seward on the old cemetery road and was no sooner completed when the most terrific flood known to that section occurred, the water passing over the bridge decking and around both ends of the bridge.

Temporary timber approaches were built and during the spring of 1936 the bridge was raised 20 inches and two 16-foot bents were added on each end, making the total length of the structure 124 feet.

**Kasilof Road:**

This road extends from Kasilof to farms up the Kasilof River, a distance of seven miles. During the summer of 1935 the road was improved throughout its entire length by filling some low spots, cleaning out the ditches and spreading a light dressing of gravel over the entire road where needed. During the summer of 1936 no maintenance work was done.

**Eyak Lake Loop Road:**

This road leading from the Cordova city limit line through old town and back into the Eyak Lake Highway probably receives more vehicular traffic than any other road leading out of Cordova.

General maintenance work was performed during the summer.

**Eyak Lake Revetment:**

This improvement consists of a log cribbing 12 feet wide and 300 feet long, and is located on the sand spit on the west end of Eyak Lake. The cribbing is five feet high and is filled with rock and gravel.

The sand spit forms a shelter for small boats and protects the inhabited shore from wave action during storms. Recent storms had removed the sand spit to such an extent that it was feared that it might be entirely wiped out.

The Territory contributed toward the improvement jointly with the city of Cordova.

**Kenai Dock:**

This small dock, built originally by the community, was carried away by the ice in the breakup. An appeal was made to the road board for help to replace the dock. Lumber only for the dock was supplied by the Territory and all the labor, piling and use of the driver was furnished by the community.

**Valdez-Mineral Creek Road:**

Mining activity in the Mineral Creek area made it necessary for the board to undertake the construction of a road from the town of Valdez across the tide flats to connect with the existing road up Mineral Creek, a distance of 3.6 miles and involving the construction of 1,600 feet of trestle bridges.

During the winter of 1935 and 1936 the bridges were driven and built and 9 acres of clearing and 3 acres of grubbing was done. The filling consisting of about 10,000 yards of gravel to bring the grade above the highwater mark was deferred until spring.

Equipment for this work was furnished by the Alaska Road Commission and financial cooperation was furnished by the F.E.R.A.

**Seldovia Cemetery Road:**

This road was built during the winter of 1935 and 1936 by the community of Seldovia. The board cooperated to the extent of surfacing the road 800 feet in length.

**Lucky Shot Aviation Field:**

This field on Cralgie Creek immediately adjacent to the Lucky Shot Camp was originally built by the mining company but was too short for safe landing. Since the field is probably more used than any other in the vicinity of Anchorage the board made an allotment during the summer of 1935 for its improvement.

**Dillingham-Snag Point-Nelsonville Road:**

This work consisted of the general improvement of the Dillingham-Snag Point road and consisted of dragging the entire road (5.75 miles), spreading 162 yards of gravel and the repair of two bridges and four culverts.

On the Nelsonville branch 1,750 lineal feet of road was graded, 1,000 feet corduroyed, the installation of four culverts and the spreading of 423 yards of gravel.

**Poe Bay-Portage Mine:**

This road leads from Poe Bay on the west side of Prince William Sound to the property of the Portage Gold Mines Ltd., a distance of 3½ miles. The work consisting of building bridges and corduroying soft stretches to permit caterpillar transportation was mostly performed by the mining company but during the summer of 1936 the Territory made a small contribution toward the cost of labor performed on the road.

**Bremner Aviation Field:**

New mining activity on the Bremner River in the Copper River valley made it necessary to render some aid for the improvement of the landing field there since the district has no roads. The small allotment made is believed to have been too small to provide a suitable runway.

**Naknek Water Supply:**

The water supply of Naknek village is known to be unsuitable for domestic use and has been condemned by physicians. In the spring of 1935 the village petitioned the board, setting forth that the water was unwholesome and while the adults took the precaution of boiling it the children continued to drink it as it was and resulting in sickness to them. It was pointed out that good spring water was available but that the community had no funds to purchase a necessary pump, tank and other equipment needed for a community water supply, and offered to perform all labor connected with the installation if the Territory would aid them in getting the equipment. The request being small was granted by the board.

**Seward Aviation Field:**

The runway on this field was badly rutted in the spring of 1936 from use by planes at a time when the surface was soft. The runway was bladed and greatly improved.

**Cold Bay Shelter Cabin:**

This cabin, located at the head of Cold Bay near Kings Cove on the Alaska Peninsula, is a frame cabin 14 by 16 feet with tar paper roof and is provided with bunks, table, seats and stove.

**Izembek Bay Shelter Cabin:**

This is a frame cabin, 12 by 14 feet, with galvanized iron roof and is provided with stove, bunks, table and seats. It is located on Izembek Bay a distance of 7 miles from the Cold Bay Shelter Cabin.

**FOURTH DIVISION****Fort Yukon Suspension Bridge:**

During the summer of 1935 the board erected a 300-foot span suspension bridge across a slough at Fort Yukon to enable airplane passengers to cross to and from the landing field without the necessity of using a boat.

**Kallag Aviation Field:**

During the summer of 1935 the board built a landing field on the opposite side of the Yukon River from Kallag. This field has a runway 200 by 2,000 feet and affords good landing facilities except during any period when the river might cover it as a result of ice jams.

**Chicken Aviation Field:**

This field was lengthened and materially improved during the summer of 1935.

**Fort Yukon Aviation Field:**

During the summer of 1935 this field was cleared of brush growth and generally improved.

**Tanana Crossing Aviation Field:**

This important field, located on the Juneau-Fairbanks flight course, was in a dangerous condition on account of soft places on the runway. During the summer of 1936 the soft places which were caused by filling low places with moss during the original construction of the field were dug out and replaced with gravel which greatly improved the field. The Pacific Alaska Airways cooperated in this work, the Territory having paid for labor only.

**Jack Wade Bridges:**

During the fall of 1935 high water on Jack Wade Creek carried away the bridges on the trail along the creek and they were replaced.

**Beaver Bridge:**

This bridge across a slough at the village of Beaver was built to enable children to cross to reach the school. It is 120 feet in length, built entirely of logs supported by log crib piers.

**Happy-Goldstream Road:**

This branch of the St. Patricks-Happy road leading to farms on lower Goldstream had some light maintenance performed on it during the summer of 1935.

**Jack Wade Aviation Field:**

This field, having a runway of 200 by 1,500 feet, was built during the summer of 1935 in cooperation with the Jack Wade Dredging Company. Soft places on the runway made landing dangerous, particularly to strange pilots. During the summer of 1936 the soft places were filled with gravel, greatly improving the safety of the field.

**Nenana Aviation Field:**

During the summer of 1936 brush which was becoming a menace to planes was removed.

**Cripple Landing Field:**

This field, 125 by 1,500 feet in the Ophir district, was built during the summer of 1935 under a verbal agreement that unfortunately resulted in a controversy afterwards. The Cripple Mining Company which built the field on ground that belonged to the company and which had been mined, reserved the field for its private use, charging tolls on freight and passengers landing upon the field. Protests were made to the board and the field was finally taken over by the Territory at a cost of \$1,803.00.

**Hot Springs Aviation Field:**

This location while previously carried as a landing field occupied the private homestead claim of Mr. Martin Sabin who generously allowed planes to land in his oat field. In the summer of 1928 an attempt was made to build a

field in the vicinity but the particular site chosen was visited by down drafts and was condemned by pilots.

Since this is a very important field on the Fairbanks-Nome flight course the board acquired for the Territory a sufficiently large tract, including Mr. Sabin's oat field at a cost of \$1,000, the same representing less than it would have cost to clear and level the tract and increased the length of the runway to 2,100 feet. The approaches were cleared of timber and the field is one of the best in the Territory having a single runway.

**Ituby Aviation Field:**

This important stopping point on the Fairbanks-Nome flight was materially improved during the summer of 1936.

**Goodpaster Aviation Field:**

New discoveries of gold bearing quartz on the Goodpaster River about 110 miles east of Fairbanks gives promise of opening an entirely new area to mining. Planes have been landing upon an improvised river bar landing field about 12 miles from the discoveries.

During the summer of 1936 a small allotment was made to improve a location that had been chosen by pilots within two miles of the scene of the discoveries.

**Kaltag-Nulato Shelter Cabin:**

A new log shelter cabin, 12 by 14 feet, was built on the trail midway between Kaltag and Nulato. The distance of 45 miles between these points without any habitation made too long a journey, especially if the trails were heavy and the weather bad.

**Kaltag-Unalakleet Shelter Cabin:**

A new log shelter cabin 12 by 12 feet was erected on the west side of Ten Mile Creek on the Kaltag-Unalakleet portage.

## Special Projects

**Salmon River Flood Control:**

During the summer of 1935 the United States Army Engineers built a dike 6½ feet high and 4,576 feet long to protect the town of Hyder from the flood waters of the Salmon River. The Territory contributed \$7,000 toward this work which sum was paid during the previous biennium (Chapter 122 Session Laws for 1933).

In the summer of 1936 the War Department called upon the Territory for \$200 to be applied toward the maintenance of this dike and this sum was allotted.



**Nome Harbor:**

On December 22, 1917, the City of Nome entered into an agreement with the War Department in which the City of Nome pledged itself to contribute \$2,500 annually toward the improvement of the Snake River channel in order to permit the unloading of freight and passengers on the river bank from scows and small craft.

The City of Nome defaulted in this agreement and since 1925 the Legislature has authorized road funds to be used for this purpose. Up to 1931 each Legislature in turn made this authorization and by the Act of 1931 (Chapter 3) it became a continuing act.

The project roughly consists of two parallel concrete and timber jetties following the opposite channel lines of Snake River, the easterly one being 1,016 feet in length and the westerly one being 616 feet long, together with the revetment of the river bank and the dredging of an 8-foot channel and the dredging of a basin about 200 by 600 feet.

The construction cost of this project has been \$272,950 while the maintenance cost to date has been \$285,618 or a total cost of \$558,568 in addition to \$35,000 of contributed funds.

**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 Road .....	0.50	
Ketchikan Hydroport .....	0.25	4.25

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

Name of Road	Length in Miles	Total Miles
Juneau-Douglas bridge and approaches .....	0.50	0.50

**Roads Built and Maintained by the Bureau of Public Roads (\$327,551.55 contributed by Territory)**

Name of Road	Length in Miles	Total Miles
Ketchikan .....	20.176	
Juneau .....	43.007	
Petersburg .....	7.857	
Hyder .....	23.838	
Yakutat .....	1.428	
Sitka .....	4.611	
West Petersburg .....	2.852	
Wrangell .....	6.325	
Skagway .....	4.771	
Kake .....	1.419	
Hydaburg .....	0.903	
Hoonah .....	1.379	
Point Agassiz .....	4.568	
Mill Creek .....	0.895	
Craig-Klawock .....	1.179	
Douglas .....	2.015	127.223

**Roads Built and Maintained by U. S. Forest Service**

Name of Road	Length in Miles	Total Miles
Tongass National Forest .....	12.49	12.49
Total for Division .....		209.463

## SECOND DIVISION

All Roads in this Division are Built and Maintained Cooperatively  
by the Territory and the Alaska Road Commission

Name of Road	Length in Miles	Total Miles
Nome-Council	43.50	
Council-Ophir	12.00	
Casa de Paga Road	20.00	
Shovel Creek	5.00	
Nome-Bessie	3.25	
Bessie-Snake River	18.50	
Snake River-Monument	3.00	
Bessie-Sunset	12.00	
Nome-Osborne	10.25	
Bessie-Buster	7.25	
Spruce Creek	1.50	
Nome Wireless Road	0.25	
Mouth Center Creek Road	2.75	
Little Creek Branch	2.25	
Submarine-Phystreuk	3.00	
Candle-Candle Creek Road	7.25	
Candle Radio Road	0.25	
Derring-Immachuk	25.00	
Dine Creek	0.00	
Tin City-Goodwin	3.00	
Marshall Road	7.00	
Teller-Bluestone	10.75	
Bunker Hill-Kougurok	3.00	209.75

Also 80.25 miles narrow gauge railway (Nome-Shelton tram)

## THIRD DIVISION

Roads Built and Maintained by the Territory

Name of Road	Length in Miles	Total Miles
Spennard-Campbell Creek	2.00	
Palmer-Matanuska	7.25	
Moose-Palmer	4.00	
Edlund Road	2.50	
Palmer-Springer	11.50	
Bogard Road	8.50	
Wasilla Aviation Field Road	0.75	
Anchorage-Spennard	5.00	
Chester Creek Boat Landing	1.00	
Oil Well Road	2.75	
Engstrom Road	1.75	
Werner Branch	0.50	
Kasilof Road	7.00	
Strehm-Kuskulana	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	0.75	
Robe Lake Road	0.75	84.50

Roads Built and Maintained by the Bureau of Public Roads  
(\$111,056.00 contributed by Territory)

Name of Road	Length in Miles	Total Miles
Seward	20.989	
Cordova	7.143	
Kemal River	6.076	
Kutalla	13.894	
Girdwood	7.775	
Palmer Creek	11.925	
Moose Pass	45.541	
Johnson Pass	8.133	
Afognak Lake	4.534	126.610

Roads Built and Maintained by U. S. Forest Service

Name of Road	Length in Miles	Total Miles
Chugach Forest	14.56	14.56

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

Name of Road	Length in Miles	Total Miles
Anchorage Loop-Matanuska River	44.00	
Palmer-Fishhook	15.25	
Palmer-Matanuska River	1.25	
Wasilla-Finger Lake-Palmer	12.75	
Wasilla-Matanuska	9.25	
Matanuska Trunk Road	9.50	
Gold Cord	2.50	
Fishhook-Gold Mtnt	4.25	
Lucky Shot-Willow	26.00	
Anchorage Loop	19.50	
McDonald Branch	1.25	
Homer Split Road	17.25	
Vuldez-Mineral Creek	10.75	
Dillingham-Sung Point	6.00	
McCarthy-Dan Creek	20.00	
Chitina Branch	6.50	
McCarthy-Kennecott River	0.50	
Seldovia McDonald Split	1.75	
McLeod Road	2.25	
Spennard-Campbell Creek	2.00	
Bodenburg-Butte	6.50	219.00

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	107.50	
Green Butte	15.00	
Ilamna Bay-Ilamna Village	12.00	
Talkeetna-Cache Creek	23.50	
Anchorage Radio Road	0.25	
Kodiak Roads	16.50	
Kanatak-Beacharof Lake	8.75	
Wasilla-Fishhook	16.00	
Willow Creek Extension	13.00	
Wasilla-Knik	19.75	
Archangel Extension	5.50	

Peters Creek Road .....	9.50	
Sutton-Nelchina .....	19.00	507.25
Total for Division .....		951.92

#### FOURTH DIVISION

##### Roads Built and Maintained by the Territory

Name of Road	Length in Miles	Total Miles
Richardson-Democrat .....	4.00	
Cleary Creek Roads .....	5.00	
Fish Lake-American Creek .....	4.75	
Fox-Olmes .....	10.00	
Dome-Spaulling .....	2.50	
Summit-Fairbanks Creek .....	13.75	
Summit-Fish Creek .....	8.25	
College Spur .....	.50	
Ester Dome .....	5.00	
St. Patrick-Happy-Goldstream .....	9.00	
Ester-Beezier .....	1.00	
Lazelle Road .....	2.25	
Little Eldorado .....	0.00	
Isabelle Creek .....	1.75	
Farmer's-Birch Hill .....	8.75	
Bellaine-Heckert .....	2.50	
Farmer's-Chena Slough .....	9.00	
Miller House-Harrison Creek .....	9.50	
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 .....	7.00	
Amy Creek Branch .....	1.00	
Brooks Aviation Field Road .....	1.25	
Little Creek Road .....	3.00	
Ganes Creek Road .....	17.00	
Takotna Aviation Field Road .....	1.50	
Ready Bullion Road .....	2.50	
Faith Creek Road .....	1.50	
Long-Birch Road .....	7.00	
Gillmore-Pearl Creek .....	8.50	
Gillmore-Summit Spur .....	0.25	168.00

##### 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 .....	16.00	
Hot Springs Landing-Eureka .....	24.00	
Hot Springs-Sullivan .....	10.00	
Nenana Cemetery Road .....	2.50	
Iditarod-Flat .....	8.75	
Ophir-Takotna .....	22.00	
Olmes-Livengood .....	61.00	
Happy Creek (Flat) .....	1.00	
Gold Horn Branch .....	1.00	
Hot Springs-Tofty .....	6.00	
Graehl Bridge and Road .....	0.50	

Greenstone Creek .....	1.75	
Coal Creek-Woodchopper .....	7.00	175.50

##### Roads Built and Maintained by Alaska Road Commission

Name of Road	Length in Miles	Total Miles
Steese Highway (Fairbanks-Circle City) .....	163.25	
Kotchum Creek Branch .....	5.00	
Eagle-Liberty .....	15.00	
Eagle-Seventy-mile .....	4.00	
Fourth of July Creek .....	5.00	
Dunbar-Tumam .....	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	
Mt. McKinley Park Road .....	88.00	
Roosevelt-Kantishna .....	6.00	
Nolan Branch .....	5.50	
Wiseman-Hammond .....	7.50	
Perry Station-Eva Creek .....	11.50	
Flat-Flat Creek .....	5.75	
Head of Flat-Willow Creek .....	4.50	
Willow-Chicken .....	3.00	
Flat-Slate Creek .....	6.00	
Cantwell-Valdez Creek .....	8.00	
Candle Landing-Candle Creek .....	9.00	
Medfra-Nixon Mine .....	12.00	
Lake Harding Spur .....	2.00	
Richardson Highway (Fairbanks-Isabelle Pass) .....	169.00	
Fairbanks-Gillmore Spurs .....	3.25	602.00
Total mileage for Division .....		945.50
Total mileage for Territory .....		2,316.663

## DISTRIBUTION OF SLED ROADS AND TRAILS

### SLED ROADS

Division	First Division	Second Division	Third Division	Fourth Division	Total
.....		169.25	239.25	1,236.75	1,645.25

### TRAILS

A.R.C. and Territorial Trails .....	23.0	3,028.0	945.25	3,497.0	7,493.25
U. S. Forest Service Trails .....	619.30		225.82		845.12
Total .....	642.30	3,028.0	1,171.07	3,497.0	8,338.37

Total auto roads .....

2,316.663 miles

Total sled roads .....

1,645.25 miles

Total trails .....

8,338.37 miles

Name of Field	North Latitude	West Longitude	Dimensions
82. Tin City	65°33'	167°56'	150'x1000'
83. Valdez	61°00'	146°15'	200'x1600' 200'x2500'
84. Valdez Creek	63°11'	147°23'	125'x900'
85. Wasilla	61°35'	149°30'	200'x1000'
86. Willow Creek (Private Field)	61°44'	149°23'	240'x1200'
87. Willow Creek Mines (Lucky Shot)	61°44'	149°25'	130'x1500'
88. Willow Station (Private Field)	61°43'	150°03'	150'x1100'
89. Wiseman	67°26'	150°15'	400'x1400'

Probably because Alaska does not have the other facilities for transport that other countries have it excels all other countries in the amount of air traffic operations in proportion to its population.

The following summary of aircraft operations gives a picture of the remarkable growth in this method of transport since its inception or rather since records were first kept ten years ago.

#### Aircraft operations for the two-year period ending March 31, 1929:

Planes in service	8
Number of plane miles	331,591
Number of passengers carried	2,171
Number of passenger miles	272,999
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 passenger 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	947,000
Number of pounds of freight and mail 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 passenger miles	942,176
Number of pounds of freight and mail 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

#### 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	369,398

#### Aircraft operations for the fiscal year ending June 30, 1935:

Number of planes in service	73
Number of plane miles	1,695,654
Number of passengers carried	13,318
Number of passenger miles	2,148,692
Number of pounds of mail carried	226,340
Number of pounds of freight carried	1,496,917

#### Aircraft operations for the fiscal year ending June 30, 1936:

Number of planes in service	79
Number of plane miles	2,130,920
Number of passengers carried	16,992
Number of passenger miles	3,035,013
Number of pounds of mail carried	279,730
Number of pounds of freight carried	2,138,886

## RADIO TELEPHONES

Chapter 90 of the Session Laws for 1931 authorized the installation of radio telephones by the Governor in the Second Judicial Division and provided a direct appropriation of \$7,000 from the general fund and authorized the use of \$5,000 from the Second Division road funds. This act created a fund into which the receipts of these (Second Division) stations were to be covered.

Chapter 117 of the Session Laws for 1933 authorized the Territorial Road Board to make radio telephone installations throughout the Territory where in the opinion of the board they were needed and appropriated \$20,000 to be equally divided among the four Judicial Divisions.

This Act provided for the collection of tolls and the remittance of the net tolls to the Territorial Treasurer.

This Act was poorly drawn, the uppermost consideration apparently having been the equal division of the appropriation irrespective of the existing needs. The cost of licensed equipment at that time together with the restrictions of the Act itself made any action on the part of the board impossible. To grant the authority to stations to remit net tolls to the Territorial Treasurer would not only result in a very bad practice but would of itself destroy the proper record of costs. Bills incurred by a station should pass through the regular process of approval and payment and should under no circumstances be deducted from cash receipts.

Under the Act of 1931 the following stations were installed by the Governor:

Place	Kind of Equipment	Power in Watts	Date of Installation
Marshall	Northern Radio Co.	50	September 22, 1931
St. Michael	Northern Radio Co.	50	October 8, 1931

Under subsequent Acts and now being referred to as Chapter 27 Article V of the Compiled Laws for the Territory for 1933 the following stations have been installed:

Place	Kind of Equipment	Power in Watts	Date of Installation
Angoon—Collins Radio Co.		40	March 28, 1936
Atka—Northern Radio Co.		50	July 6, 1936
Aitu—Northern Radio Co.		50	July 6, 1936
Deering—Collins Radio Co.		40	October 14, 1935
Homer—Collins Radio Co.		40	April 16, 1936
Hoonah—Collins Radio Co.		40	January 23, 1936
Hydaburg—Collins Radio Co.		40	April 19, 1936
Jack Wade—Collins Radio Co.		40	June 22, 1936
Kake—Collins Radio Co.		40	April 17, 1936
Kasilof—Collins Radio Co.		40	November 29, 1935
Kenai—Collins Radio Co.		40	November 29, 1935
North Naknek—Northern Radio Co.		30	November 26, 1936
Porcupine—Northern Radio Co.		30	June 26, 1936
Selawik—Northern Radio Co.		30	November 29, 1936
Shungnak—Northern Radio Co.		30	November 21, 1936
Taylor Creek—Northern Radio Co.		30	July 14, 1936
Toiler—Northern Radio Co.		30	June 29, 1936
			Destroyed by fire Oct. 10
Tenakee—Northern Radio Co.		30	March 26, 1936
Umnak—Northern Radio Co.		30	July 6, 1936
Unalaska—Northern Radio Co.		30	September 26, 1936
Yakutat—Northern Radio Co.		50	November 7, 1936

These radio telephone stations have been installed at an average cost of \$1,150 each. This does not however, include the power unit in many of the installations. The board now requires the community to furnish the current to operate the set which approximately equals 25 percent of the cost, the cooperation on the part of the community fixed by the Act.

It is believed that since the Territory is responsible to the Federal Communications Commission for these stations the title to the telephone equipment should rest with the Territory.

It might be appropriate here to mention the very generous cooperation of the Alaska Communications System (the U. S. Army Signal Corps) which has made the installations with practically no cost to the Territory. This has been somewhat of a burden upon that organization at a time when it was comparatively short handed and the Territory has been advised that this service can no longer be extended.

The following table gives the cost of each station together with the receipts for the station:

# Table Showing Costs and Disbursements of All Territorial Radio Telephones

Station	Installed Cost	Operating Cost	Tolls Paid	Total Expenditures	Receipts from Communities	Tolls Received	Total Receipts	Net Expenditures
Angoon	\$ 1,073.83	\$ 232.90	\$ 39.57	\$ 1,346.30	(Power)	\$ 88.27	\$ 88.27	\$ 1,258.03
Atka	1,479.10	51.53	6.70	1,537.33	(Power)	23.96	23.96	1,513.37
Attu	1,474.80	13.52	0.00	1,488.32	(Power)	0.00	0.00	1,488.32
Deering	1,383.29	16.80	132.83	1,532.92	326.75	172.20	498.95	1,033.97
Homer	1,323.96	45.59	2.00	1,371.55	325.00	0.00	325.00	1,046.55
Hoonah	1,429.80	238.39	52.62	1,720.81	0.00	166.87	166.87	1,553.94
Hydaburg	1,024.68	232.90	20.58	1,278.16	(Power)	39.42	39.42	1,238.73
Jack Wade	1,912.79	12.90	99.57	2,025.26	400.00	159.49	559.49	1,465.77
Kake	1,122.57	232.90	5.55	1,361.02	(Power)	83.03	83.03	1,277.99
Kasilof	1,170.43	67.06	72.05	1,309.54	292.60	141.75	434.35	875.19
Kenai	1,215.64	14.40	24.33	1,254.37	302.30	34.46	336.76	917.61
Marshall	3,328.08	(a)864.72	2,118.37	6,311.17	0.00	3,138.91	3,138.91	3,172.26
North Naknek	924.95	12.90	0.00	937.85	(Power)	0.00	0.00	937.85
Porcupine	656.55	12.91	21.70	691.16	(Power)	62.05	62.05	629.11
Selawik	756.53	14.35	0.00	770.88	(Power)	0.00	0.00	770.88
Shungnak	781.89	12.91	0.00	794.80	(Power)	0.00	0.00	794.80
St. Michael	3,149.26	(b)899.16	594.36	4,642.78	0.00	1,133.72	1,133.72	3,509.06
Taylor Creek	698.97	14.35	48.13	761.45	(Power)	110.49	110.49	650.96
Teller	893.52	25.80	85.39	1,004.71	200.00	48.44	248.44	756.27
Tenakee	733.95	232.90	22.73	989.58	96.90 (Power)	91.66	188.56	801.02
Umnak	1,137.50	13.53	1.40	1,152.43	289.03	2.90	291.93	860.50
Unalaska	918.29	29.70	0.00	947.99	(Power)	3.80	3.80	944.19
Yakutat	1,410.38	12.90	0.00	1,423.28	(Power)	0.00	0.00	1,423.28
*Yakutat Subsidy	600.00			600.00				600.00
<b>Totals</b>	<b>\$30,600.76</b>	<b>\$3,305.02</b>	<b>\$3,347.88</b>	<b>\$37,253.66</b>	<b>\$2,232.58</b>	<b>\$5,501.43</b>	<b>\$7,734.01</b>	<b>\$29,519.65</b>

(a) \$153.25 Expended in previous biennium.

(b) \$73.80 Expended in previous biennium.

\*Libby, McNeil & Libby telegraph station at Yakutat was subsidized during the winter of 1935 and 1936

## CONDITION OF RADIO TELEPHONE FUND

Total appropriation (1935)		\$45,000.00
Received from Communities		2,232.58
Expended from appropriation for installation	\$24,123.42	
Expended from appropriation for operation	3,077.97	
Balance unexpended	20,031.19	
	<b>\$47,232.58</b>	<b>\$47,232.58</b>

## TELEPHONE LAND LINES

Chapter 69 of the Session Laws for 1935 authorize the Territorial Land Board to reconstruct and maintain the abandoned U. S. Signal Corps telegraph line from Rampart to Eureka and to maintain the line from Tanana to Unalakleet conditional upon an investigation to determine the feasibility and practicability of such rehabilitation and maintenance.

The Rampart-Eureka section, 28 miles in length, was reconstructed during the summer of 1935 but it was believed that the upkeep of the line from Tanana to Unalakleet was no longer warranted. From Unalakleet where there is an Army telegraph station the line has been maintained to Unalakleet, a distance of 135 miles.

The maintenance of this section of the line is considered important since weather reports so necessary in the Fairbanks-Nome plane flights would not otherwise be available.

A special allotment of \$200 was made by the board for the rehabilitation of the Hot Springs-Nomina section and further small expenditures on the part of the line are recommended.

### DISTRIBUTION OF THE FUND

Appropriation		\$2500.00
Rampart-Eureka Line	\$ 707.33	
Hot Springs-Nomina Line	200.00	
Unalakleet-Unalakleet (Expended)	574.06	
Unalakleet-Unalakleet (Obligated)	298.35	
*Unexpended balance	719.54	
	\$2,500.00	

\*Will probably be used during the remaining three months of the biennium.

## 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, 1936

Route	Miles	Location Surveys	Construction	Monumentation Surveys	Maintenance	Emergency Work	Total
Ketchikan	20.176	\$ 37,186.39	\$1,169,235.24	\$ 1,758.19	\$112,191.00	\$ 5,299.77	\$1,325,670.79
Juneau	43.007	29,774.86	1,146,353.41	6,643.42	307,594.39	29,085.93	1,519,655.91
Petersburg	7.857	15,517.16	386,767.91	3,327.69	40,540.43		449,133.19
Hyder	23.838	15,300.64	782,905.86	2,433.47	145,153.40	11,369.36	957,162.73
Yakutat	1.428	1,838.35	31,539.50		2,911.38		36,289.33
Sitka	4.611	14,000.53	165,475.17	2,335.66	18,924.51		200,705.87
West Petersburg	2.852	2,700.00	61,153.92	311.06	7.65		64,171.73
Wrangell	6.325	9,168.34	187,683.72	2,567.39	34,308.83		233,728.28
Skagway	4.771	10,211.75	48,982.46		7,680.23		66,874.44
Kake	1.419	1,658.89	32,529.83		83.00		34,271.77
Hydaburg	0.903	2,433.90	29,998.46				32,432.36
Angoon		2,636.84					2,636.84
Hoonah	1.379	1,570.03	36,229.13				37,799.16
Point Agassiz	4.568	2,303.20	64,550.49		1,403.39		68,257.03
Mill Creek	0.895	839.41	10,109.43				10,948.93
Craig-Klawock	1.179	7,417.02	26,413.85		1,210.87		35,041.74
Douglas	2.015	16,068.03	126,629.07		4,015.98		146,713.03
<b>Totals</b>	<b>127.223</b>	<b>\$170,675.54</b>	<b>\$4,306,559.78</b>	<b>\$19,546.83</b>	<b>\$676,025.06</b>	<b>\$45,735.06</b>	<b>\$5,219,562.23</b>

# CHUGACH NATIONAL FOREST ROADS—THIRD JUDICIAL DIVISION

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

EXPENDITURES TO JUNE 30, 1936

Route	Miles	Location Surveys	Construction	Monumentation Surveys	Maintenance	Emergency Work	Total
Seward .....	20.989	\$24,825.98	\$ 522,067.04	\$8,671.23	\$102,757.45	\$15,724.29	\$ 672,045.99
Cordova .....	7.143	11,908.39	214,737.41	1,549.72	61,218.79	980.76	290,395.07
Kenai River .....	6.676	9,291.62	89,101.70	.....	19,781.24	6,267.93	124,442.49
Katalla .....	13.894	5,500.00	27,745.85	.....	12,941.54	4,081.68	50,269.08
Girdwood .....	7.775	5,282.58	130,380.90	.....	15,403.15	.....	151,066.63
Palmer Creek .....	11.925	3,067.0*	61,908.24	.....	26,484.45	.....	91,459.72
Moose Pass .....	45.541	8,812.15	430,126.23	389.71	134,887.79	13,429.92	587,645.83
Johnson .....	8.133	.....	5,884.85	.....	2,793.38	.....	8,678.23
Afognak Lake .....	4.534	1,887.17	62,000.00	.....	316.70	.....	64,203.87
<b>Totals .....</b>	<b>126.610</b>	<b>\$70,574.92</b>	<b>\$1,543,952.29</b>	<b>\$8,610.66</b>	<b>\$376,584.49</b>	<b>\$40,484.58</b>	<b>\$2,040,206.94</b>



## AVIATION

Commercial aviation in Alaska was inaugurated by C. Ben Eilson about 14 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 mail plane 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 a quarter of a million dollars has been expended by the Territorial Board of Road Commissioners for such projects.

Unfortunately the Federal Government has not yet seen fit to extend any help in the matter of providing landing facilities in the Territory.

The following is a list of fields that have been constructed to date. Outside of one comparatively small Public Works allotment by the Federal Government, the fields have been wholly built and maintained either by the Territory or privately built.

Name of Field	North Latitude	West Longitude	Dimensions
1. American Creek	65°06'	151°14'	250'x 780'
2. Anchorage	61°11'	149°52'	400'x2000'—400'x3260'
3. Bear Creek	61°02'	159°48'	150'x 800'
4. Big Delta	64°09'	145°50'	200'x1500'
5. Baldwin (Private)	66°15'	161°19'	100'x1100'
6. Bettles River	67°35'	149°38'	250'x 600'
7. Bluff	64°35'	163°41'	400'x 900'
8. Brooks (Livengood)	65°33'	148°33'	200'x1600'
9. Bremner	61°03'	143°21'	170'x 800'
10. Cache Creek	62°28'	151°02'	100x 900'
11. Candle	65°56'	161°57'	200'x1200'
12. Cantwell	63°25'	148°50'	200'x1000'
13. Cape Prince of Wales	65°38'	168°04'	250'x1000'
14. Chena Hot Springs	65°04'	146°05'	300x 800'
15. Chicken	64°05'	141°55'	200x1400'
16. Chisana	62°05'	142°04'	150'x1000'
17. Chistochina	62°35'	144°43'	250'x1700'
18. Circle Hot Springs	65°31'	144°31'	400'x1700'
19. Copper Center	61°58'	145°21'	150' to 350'x1400'
20. Cordova (Federal)	60°33'	145°44'	200'x2000'
21. Council	64°54'	163°38'	110'x1300'
22. Cripple Creek	63°31'	156°01'	125'x1450'
23. Curry	62°37'	150°01'	200'x1100'
24. Deering	66°05'	162°49'	150'x2000'
25. Donnelley	63°40'	145°55'	300'x1200'
26. Eagle	64°48'	141°12'	350'x1600'
27. Fairbanks	64°49'	147°44'	400'x2100'—400'x1900'

Name of Field	North Latitude	West Longitude	Dimensions
28. Flat	62°28'	158°03'	150'x1950'
29. Fort Yukon	66°35'	145°19'	250'x1400' 150'x800'
30. Gakoma (Private)	62°18'	145°17'	300'x1500'
31. Ganes Creek	62°59'	156°31'	100'x 800'
32. Golovin	64°35'	163°00'	100'x1700'
33. Goodnews Bay	59°02'	161°47'	400'x3000'
34. Haycock	65°13'	161°05'	150'x1400'
35. Healy	63°50'	149°01'	250'x800' 250'x700'
36. Jack Wade	64°06'	141°47'	150'x1400'
37. Juncata (Private)	58°22'	134°35'	200'x2000'
38. Kaitag (East side Yukon)	64°20'	158°42'	250'x2000'
39. Kenai	60°34'	151°19'	200'x1200'
40. Kiwalik	66°01'	161°58'	250'x1600'
41. Kobuk	66°57'	156°58'	240'x1300'
42. Kotzebue	66°52'	162°39'	180'x1200'—195'x720'
43. Koyuk	64°55'	161°05'	280'x1600'
44. Lost River	65°25'	167°10'	250'x1250'
45. Lower Kougarak	65°24'	164°34'	125'x1100'
46. Lower Tonsina	61°38'	144°42'	150'x900' 150'x900'
47. Manley Hot Springs	65°00'	150°41'	200'x2100'
48. May Creek (Federal)	61°20'	142°43'	150'x1500'
49. McCarthy	61°25'	142°56'	300'x1160' 191'x2167'
50. McGrath	62°58'	155°36'	330'x1350'
51. McKinley Park (Private)	63°43'	148°54'	100'x 700'
52. Medfra	63°06'	154°37'	200'x1500'
53. Moose Creek	61°43'	149°07'	200'x1000'
54. Moses Point	64°43'	162°05'	200'x1500'
55. Nabesna	62°24'	142°52'	200'x 900'
56. Nenana	64°33'	149°03'	200'x 900'
57. Nimschik (Winter)	60°05'	151°38'	240'x1335'
58. Nome (Federal)	64°30'	165°21'	200'x3200'
59. Noorvik	66°54'	160°55'	150'x1500'
60. Nulato	64°44'	158°03'	300'x1100'
61. Ophir	63°10'	156°33'	200'x 800'
62. Palmer Creek	65°02'	145°31'	200'x 800'
63. Peters Creek	62°29'	150°48'	125'x1100'
64. Pilgrim Hot Springs	65°05'	164°58'	200'x1200'
65. Poorman	64°06'	155°30'	100'x1500'
66. Ruby	64°31'	155°27'	350'x1600'—200'x1100'
67. Selawik	66°34'	160°03'	100'x1000'
68. Seward	60°07'	149°24'	200'x1900'—200'x1000'
69. Skagway	59°27'	135°19'	300'x1960'
70. Solomon (Beach Landing)	64°35'	164°22'	235'x5200'
71. Slate Creek (Private Field)	63°16'	144°57'	150'x1700'
72. Squirrel River (Private Field)	67°08'	160°20'	150'x1200'
73. Susitna Station	61°32'	150°32'	225'x1500'
74. Takotna	63°00'	156°05'	300'x1300'
75. Tanana	65°10'	152°04'	300'x1400'
76. Tanana Crossing	63°24'	143°20'	300'x1500'—500' ex.
77. Taylor Creek	65°40'	164°48'	150'x1200'
78. Teller (Two Fields)	65°18'	166°20'	300'x1250'—250'x1400'
79. Thompson Pass	61°11'	145°44'	100'x1000'
80. Unalakleet	63°54'	160°46'	200'x1500'—250'x1500'
81. Upper Tonsina	61°38'	145°13'	250'x1000'