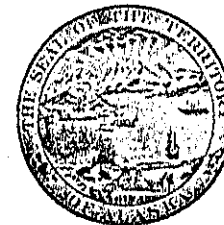


**BIENNIAL REPORT**  
OF THE  
ALASKA  
TERRITORIAL  
HIGHWAY ENGINEER  
AND  
SUPERINTENDENT  
OF  
PUBLIC WORKS



**1937 - 1938**

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Juneau, Alaska  
January 3, 1939

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

Dear Sir:--

There is herewith transmitted to you and through your office to the Fourteenth Session of the Alaska Legislature my report for the biennium ending December 31, 1938.

Respectfully yours,

WM. A. HESSE,  
Highway Engineer  
and  
Supt. 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 expenditures covering all work performed on roads, trails, aviation fields and related matters under the jurisdiction of the Territorial Board of Road Commissioners together with expenditures of special appropriations for shelter cabins and telephone land lines during the biennium.

All funds were allotted to cooperative projects with the Alaska Road Commission in accord with Section 1692 of the Compiled Laws of Alaska for 1933.

Funds for roads are appropriated by the Legislature for the biennial periods ending March 31 of the odd years and since the Legislature convenes early in January of the odd years the report of this office must be in the hands of the printer early in December which means that it must be prepared before that time. Since we have four months of the biennium to run at the time this report is written, it is manifestly impossible to make a financial statement covering the full biennial period. Moreover we have reached the end of the road building season which does not begin again until early in the next biennium.

Prior to 1935 when the Legislature convened on the first Monday in March, a legitimate reason existed for the establishment of a fiscal year beginning April 1, but since the Legislature now convenes on the second Monday in January it is believed that the Territorial fiscal year should correspond with the calendar year.

An attempt has been made to condense this report as much as possible and for that reason a description of the various routes is omitted except when work on the route has been initiated during the biennium. Likewise the list of shelter cabins is omitted, reference being made only to new cabins constructed.

In the matter of aviation fields it is felt that the re-publication of this list with the new fields constructed during the biennium is useful and necessary.

## 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.

The Bureau of Public Roads confines its road building to the national forests of which Alaska has about 30,000 square miles.

Forest road funds are apportioned among the States and Territories having national forests on a basis of the relative forest areas and timber values. By an Act of Congress of June 1938 Alaska was eliminated from participation on the above mentioned basis and is restricted to \$400,000 annually.

The Alaska Road Commission carries on its work in that part of the Territory outside of the national forests and is likewise supported by Congressional appropriations. These appropriated funds are supplemented by what is known as the Alaska Fund, being taxes collected by the Federal Government outside of the incorporated towns. Sixty-five percent of the receipts of these tax levies is allotted to the construction of roads.

The Territorial Board of Road Commissioners carries on road, trail and landing field construction and maintenance under appropriations made by the Territorial Legislature for such purposes. This road fund is augmented by 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 seventy-five percent is allotted by law for road construction and twenty-five percent for schools.

The Federal law provides that the money so received must be spent in the national forest in which it originated.

Under an Act of Congress of June 15, 1935 twelve and one-half percent from the receipts derived from the administration of the Migratory Bird Conservation Act accrue to the Territorial road fund. This amounted to \$312.50 during the biennium.

Since no part of the Federal road funds are available for landing field construction, this ever-increasing public need falls more heavily each year upon the Territory.

The construction and maintenance of shelter cabins is provided for by a special appropriation of the Legislature as is also the fund for the maintenance of about 200 miles of telephone land lines.

The Federal Highway Act has been extended to the 48 states of the Union and to the Territory of Hawaii. It should be extended to Alaska since it affords a sensible solution to the road problems of the Territory.

The extension of this Act to the Territory does not necessarily imply that it is going to cost the Territory less, nor the Federal Government more for Alaska roads. Alaska should expect to pay a fair share of the cost of its road development. It has done so in the past.

## Road Fund Disbursements by Divisions

(FROM 1931 TO 1938 INCLUSIVE)

| Year        | First<br>Division | Second<br>Division | Third<br>Division | Fourth<br>Division | Total        |
|-------------|-------------------|--------------------|-------------------|--------------------|--------------|
| 1931 .....  | \$34,820.00       | \$31,800.00        | \$29,566.76       | \$30,883.52        | \$127,070.28 |
| 1932 .....  | 97.60             | 2,503.75           | 0.00              | 45.60              | 2,647.95     |
| 1933 .....  | 6,410.02          | 12,760.00          | 12,300.25         | 12,140.00          | 43,610.27    |
| 1934 .....  | 14,971.60         | 14,000.00          | 14,805.05         | 13,600.00          | 57,376.65    |
| 1935 .....  | 14,788.01         | 12,152.28          | 28,360.01         | 25,228.27          | 80,528.57    |
| 1936 .....  | 41,572.47         | 30,709.00          | 17,454.84         | 19,767.15          | 109,503.46   |
| 1937 .....  | 61,998.68         | 60,417.81          | 42,852.57         | 47,557.17          | 212,826.23   |
| 1938 .....  | 50,359.05         | 43,669.31          | 55,498.10         | 51,207.29          | 200,733.75   |
| Total ..... | \$225,017.43      | \$208,012.15       | \$200,837.58      | \$200,429.00       | \$834,296.15 |

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## Forest Road Funds Receipts by Divisions

(FROM 1930 TO 1937 INCLUSIVE)

| Year        | (Tongass National Forest)<br>FIRST DIVISION | (Chugach National Forest)<br>THIRD DIVISION |
|-------------|---|---|
| 1930 .....  | \$17,764.44                                 | \$ 2,918.22                                 |
| 1931 .....  | 7,628.05                                    | 2,082.40                                    |
| 1932 .....  | 6,036.68                                    | 1,842.30                                    |
| 1933 .....  | 0.00  | 0.00  |
| 1934 .....  | 7,536.58                                    | 1,409.85                                    |
| 1935 .....  | 8,159.22                                    | 1,152.18                                    |
| 1936 .....  | 12,788.08                                   | 1,679.31                                    |
| 1937 .....  | 10,321.63                                   | 983.49                                      |
| Total ..... | \$70,234.68                                 | \$12,067.75                                 |

REGIONAL HIGHWAY ENGINEER

## Funds Available for the Biennium

|  |              |
|--|--------------|
| Appropriation by the Legislature .....           | \$400,000.00 |
| Accrued Forest Funds* .....                      | 25,772.49    |
| Accrued Biological Survey Funds .....            | 312.50       |
| Funds held over from the previous biennium ..... | 48,459.14    |
| Total funds available .....                      | \$474,544.13 |

\*Forest fund receipts for 1936 and 1937 calendar years.

# Distribution of Funds

(HELD OVER FROM THE PREVIOUS BIENNIUM)

| First Division<br>\$14,333.20(a) | Second Division<br>\$11,000.00(b) | Third Division<br>\$11,772.80(c) | Fourth Division<br>\$11,055.55(d) | Miscellaneous<br>\$297.59       | Total<br>\$48,459.14 |
|----------------------------------|-----------------------------------|----------------------------------|-----------------------------------|---------------------------------|----------------------|
| (a)                              |                                   |                                  | (c)                               |                                 |                      |
| \$12,000.00                      | Craig-Klawock Road                |                                  | \$ 8,722.37                       | Bull River Road                 |                      |
| 554.65                           | Sitka Seaplane Float              |                                  | 1,277.63                          | Colorado Station Aviation Field |                      |
| 487.50                           | Wrangell Seaplane Float           |                                  | 1,500.00                          | Peters Creek Aviation Field     |                      |
| 581.25                           | Petersburg Seaplane Float         |                                  | 256.00                            | Iliamna Trail                   |                      |
| 705.00                           | Craig Seaplane Float              |                                  | 16.80                             | Deeds, Recording, etc.          |                      |
| 4.80                             | Deeds, Recording, etc.            |                                  |                                   |                                 |                      |
| (b)                              |                                   |                                  | (d)                               |                                 |                      |
| \$10,000.00                      | Bunker Hill-Kougarok Road         |                                  | \$ 5,000.00                       | Takotna-Nixon Fork Road         |                      |
| 1,000.00                         | Council Aviation Field            |                                  | 5,000.00                          | Hot Springs-Eureka Road         |                      |
|                                  |                                   |                                  | 394.55                            | Flat Aviation Field             |                      |
|                                  |                                   |                                  | 375.00                            | Fairbanks Snow Removal          |                      |
|                                  |                                   |                                  | 286.00                            | Goodpaster Aviation Field       |                      |

## Road Funds Available

FROM APRIL 1, 1937 TO MARCH 31, 1938

|                                 | First<br>Division  | Second<br>Division | Third<br>Division  | Fourth<br>Division | Total               |
|---------------------------------|--------------------|--------------------|--------------------|--------------------|---------------------|
| Legislative Appropriation ..... | \$50,000           | \$50,000.00        | \$50,000.00        | \$50,000.00        | \$200,000.00        |
| Forest Funds .....              | 12,788.07          | .....              | 1,679.30           | .....              | 14,467.37           |
| Biological Survey Funds .....   | .....              | .....              | 150.00             | .....              | 150.00              |
| <b>Total .....</b>              | <b>\$62,788.07</b> | <b>\$50,000.00</b> | <b>\$51,829.30</b> | <b>\$50,000.00</b> | <b>\$214,617.37</b> |

## Expenditures of Road Funds

FROM APRIL 1, 1937 TO MARCH 31, 1938

|   | First<br>Division  | Second<br>Division | Third<br>Division  | Fourth<br>Division | Total               |
|---|--------------------|--------------------|--------------------|--------------------|---------------------|
| Cooperation with Alaska Road Commission ..... | \$ 9,300.00        | \$25,200.00        | \$25,600.00        | \$16,020.00        | \$ 76,120.00        |
| Expended by Board .....                       | (a)38,296.88       | (b)24,143.41       | (c)5,408.92        | (d)20,407.23       | 88,256.44           |
| <b>Total .....</b>                            | <b>\$47,596.88</b> | <b>\$49,343.41</b> | <b>\$31,008.92</b> | <b>\$36,427.23</b> | <b>\$164,376.44</b> |

|   |  |
|---|--|
| <p>(a)</p> <p>\$25,805.30 Unuk River Trail</p> <p>337.39 Skagway Seaplane Float</p> <p>2,000.00 Wrangell Boat Harbor</p> <p>3,000.00 Petersburg Harbor</p> <p>1,091.19 Echo Cove Trail</p> <p>1,000.00 Hawk Inlet Road</p> <p>63.00 Deeds, Recording, etc.</p> <p>(b)</p> <p>\$ 2,500.00 Nome Harbor</p> <p>3,492.50 Klery Creek Road</p> <p>5,053.19 Davidsons Landing-Kougarok Road</p> <p>10,000.00 Candle Aviation Field</p> <p>303.42 Tin City Aviation Field</p> <p>500.00 Coffee Creek Aviation Field</p> <p>1,488.00 Shungnak Trails</p> <p>800.00 Taylor Aviation Field</p> <p>6.30 Deeds, Recording, etc.</p> | <p>(c)</p> <p>\$ 100.50 Cordova Aviation Field</p> <p>599.46 Kasilof Road</p> <p>92.30 Eyak Lake Loop Road</p> <p>2,471.84 Bremner Aviation Field</p> <p>870.05 Kenai Dock</p> <p>126.73 Tyonek Road and Aviation Field</p> <p>165.35 Lake Spenard Road Extension</p> <p>213.62 Eyak Lake Reveuement</p> <p>121.76 Fifth Avenue-Palmer Road</p> <p>50.31 Seldovia Sawmill Road</p> <p>27.25 Ninilchik School Road</p> <p>18.85 Ninilchik River Foot Bridge</p> <p>27.79 McDonald Spit Spur Road</p> <p>34.95 Homer Hill Road</p> <p>154.42 Seward Aviation Field</p> <p>300.00 Valdez Creek Aviation Field</p> <p>33.60 Deeds, Recording, etc.</p> |
|---|--|

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(d)

|           |                                |
|-----------|--------------------------------|
| \$ 836.00 | Walker's Fork Aviation Field   |
| 1,230.00  | Upper Jack Wade Aviation Field |
| 1,024.25  | Steel Creek Aviation Field     |
| 500.00    | Stuyohok Aviation Field        |
| 217.99    | Lower Jack Wade Aviation Field |
| 98.00     | Tanana Aviation Field          |
| 499.00    | Nenana-Hot Springs Trail       |
| 1,025.00  | Lower Ganes Creek Road         |
| 167.00    | Salvaging Fort Yukon Bridge    |
| 82.50     | Tanana Trail                   |

(d)

|          |                                  |
|----------|----------------------------------|
| \$ 81.50 | Jack Wade Bridges                |
| 1,088.00 | Franklin Aviation Field          |
| 150.00   | Timber Creek Bridge              |
| 500.00   | Chena Hot Springs Aviation Field |
| 500.00   | Moore Creek Aviation Field       |
| 502.41   | American Creek Road              |
| 680.00   | Goodpaster Aviation Field        |
| 599.53   | Hot Springs Aviation Field       |
| 500.00   | Eureka Aviation Field            |
| 1,327.93 | Chicken Aviation Field           |
| 150.00   | Steel Creek-Squaw Creek Trail    |
| 8,052.50 | Goodnews Bay-Salmon River Road   |
| 595.62   | Clearwater Aviation Field        |

## Road Funds Available

FROM APRIL 1, 1938 TO MARCH 31, 1939

|                                      | First<br>Division  | Second<br>Division | Third<br>Division  | Fourth<br>Division | Total               |
|--------------------------------------|--------------------|--------------------|--------------------|--------------------|---------------------|
| Unexpended Balance—1937 .....        | \$15,191.19        | \$ 656.59          | \$20,820.38        | \$13,572.77        | \$ 50,240.93        |
| Legislative Appropriation .....      | 50,000.00          | 50,000.00          | 50,000.00          | 50,000.00          | 200,000.00          |
| Forest Funds .....                   | 10,321.63          |                    | 983.49             |                    | 11,305.12           |
| Biological Survey Funds .....        |                    |                    | 162.50             |                    | 162.50              |
| Refund Echo Cove Trail .....         | 5.80               |                    |                    |                    | 5.80                |
| Refund Gasoline (Spenard Road) ..... |                    |                    | 3.55               |                    | 3.55                |
| <b>Total</b> .....                   | <b>\$75,518.62</b> | <b>\$50,656.59</b> | <b>\$71,969.92</b> | <b>\$63,572.77</b> | <b>\$261,717.90</b> |

## Expenditures of Road Funds

(FROM APRIL 1, 1938 TO DECEMBER 31, 1938)

|   |                    |                    |                    |                    |                     |
|---|--------------------|--------------------|--------------------|--------------------|---------------------|
| Cooperation with the Alaska Road Commission ..... | \$ 9,970.00        | \$21,700.00        | \$51,500.00        | \$40,000.00        | \$123,170.00        |
| Expended by the Board .....                       | 40,389.05          | 21,969.31          | 3,998.10           | 11,207.29          | 77,563.75           |
| <b>Total</b> .....                                | <b>\$50,359.05</b> | <b>\$43,669.31</b> | <b>\$55,498.10</b> | <b>\$51,207.29</b> | <b>\$200,733.75</b> |

(1)

|           |                                |
|-----------|--------------------------------|
| \$ 200.00 | Hyder Flood Control            |
| 21,845.10 | Unuk River Trail               |
| 202.17    | Tenakee Seaplane Float         |
| 216.63    | Hoonah Seaplane Float          |
| 2,409.76  | Skagway Seaplane Float         |
| 3,000.00  | Lisianski-Portage Road         |
| 1,998.82  | Eagle River-Yankee Basin Trail |
| 1,847.90  | Yankee Cove Road               |
| 1,739.51  | Karta River Road               |
| 1,499.87  | Skagway Aviation Field         |
| 3,142.14  | Texas Creek Road Extension     |
| 1,104.19  | Hyder Sidewalks                |
| 84.36     | Bell Island Trail              |
| 48.70     | Klawock Seaplane Float         |
| 534.00    | Lisianski-Cann Creek Road      |
| 515.90    | Deeds, Recording, etc.         |

(2)

|             |                            |
|-------------|----------------------------|
| \$ 2,500.00 | Nome Harbor                |
| 154.00      | Windy Creek Aviation Field |
| 1,984.50    | Ungalik River Road         |

(3)

|          |                                |
|----------|--------------------------------|
| \$ 15.58 | Homer Hill Road                |
| 417.39   | Homer Dock                     |
| 45.83    | Eyak Lake Loop Road            |
| 974.67   | Seward Aviation Field          |
| 1.12     | South Second Street (Cordova)  |
| 198.10   | Kasilof Road                   |
| 743.74   | Karluk River Bridge            |
| 18.80    | Miller Landing Road            |
| 72.09    | McDonald Split Spur            |
| 47.36    | Seldovia Sawmill Road          |
| 132.78   | Kenai Dock and Road            |
| 219.76   | Eyak Lake Revestment           |
| 176.48   | Lake Spenard Extension Road    |
| 21.90    | Fifth Avenue-Palmer Road       |
| 14.40    | Ninilchik Aviation Field       |
| 30.83    | Ninilchik School Road          |
| 58.61    | Ninilchik Foot Bridge          |
| 198.45   | Chenega Dock                   |
| 92.96    | Tyonek Aviation Field and Road |
| 80.95    | Cordova Seaplane Ramp          |
| 424.50   | Robe Lake Road and Float       |
| 11.80    | Deeds, Recording, etc.         |

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|          |                                  |             |                                  |
|----------|----------------------------------|-------------|----------------------------------|
| 478.80   | Taylor Aviation Field            | \$ 1,000.00 | Reconstruction Fort Yukon Bridge |
| 2,895.00 | Wilson Creek Road                | 4,552.63    | Goodnews Bay-Salmon River        |
| 2,999.10 | Tin City-Goodwin Road            | 999.00      | Grant Creek Road                 |
| 1,002.50 | Noxapaga Aviation Field          | 200.00      | Fort Yukon Aviation Field        |
| 228.50   | Harris Creek Aviation Field      | 94.50       | Fort Yukon Aviation Field Road   |
| 236.41   | Kotzebue Aviation Field          | 500.00      | Grubstake Aviation Field         |
| 287.00   | Lopp Lagoon Aviation Field       | 582.00      | Tuluksak River Road              |
| 3,775.44 | Davidson's Landing-Kougarok Road | 1,500.00    | Stevens Village Aviation Field   |
| 500.00   | Coffee Creek Aviation Field      | 381.75      | Jack Wade Trail                  |
| 448.06   | Deering Aviation Field           | 499.71      | Lower Jack Wade Aviation Field   |
| 1,500.00 | Golovin Aviation Field           | 728.25      | Walkers Fork Aviation Field      |
| 1,650.00 | Squirrel River Aviation Field    | 150.00      | Pooman Winter Aviation Field     |
| 1,350.00 | Klery Creek Road                 | 9.45        | Deeds, Recording, etc.           |

### Summary of Allotments

APRIL 1, 1937 TO MARCH 31, 1938

By Alaska Road Commission

|                              | First Division     | Second Division    | Third Division      | Fourth Division    | Total               |
|------------------------------|--------------------|--------------------|---------------------|--------------------|---------------------|
| Territory of Alaska .....    | \$ 9,300.00        | \$35,200.00(a)     | \$35,600.00(a)      | \$26,020.00(a)     | \$106,120.00(b)     |
| Contributed by Others .....  |                    | 24.98              | 59.41               | 23.64              | 108.03              |
| Alaska Road Commission ..... | 5,015.14           | 35,037.14          | 74,649.28           | 54,717.90          | 169,419.46          |
| <b>Totals .....</b>          | <b>\$14,315.14</b> | <b>\$70,262.12</b> | <b>\$110,308.69</b> | <b>\$80,761.54</b> | <b>\$275,647.49</b> |

(a) Includes \$10,000 from previous biennium.  
 (b) Includes \$30,000 from previous biennium.

### Summary of Allotments

APRIL 1, 1938 TO MARCH 31, 1939

By Alaska Road Commission

|                              | First Division     | Second Division    | Third Division     | Fourth Division     | Total               |
|------------------------------|--------------------|--------------------|--------------------|---------------------|---------------------|
| Territory of Alaska .....    | \$ 9,970.00        | \$21,700.00        | \$51,500.00        | \$40,000.00         | \$123,170.00        |
| Contributed by Others .....  |                    |                    | 800.00             | 1,950.00            | 2,750.00            |
| Alaska Road Commission ..... | 4,630.00           | 38,100.00          | 43,350.00          | 63,070.00           | 149,150.00          |
| <b>Totals .....</b>          | <b>\$14,600.00</b> | <b>\$59,800.00</b> | <b>\$95,650.00</b> | <b>\$105,020.00</b> | <b>\$275,070.00</b> |

### Summary of Expenditures in the First Division

In cooperation with the Alaska Road Commission

APRIL 1, 1937 TO MARCH 31, 1938

| Name of Project                   | Sled       |              | Trail    | Total      | A. R. C.           | Territory          | Total              |
|-----------------------------------|------------|--------------|----------|------------|--------------------|--------------------|--------------------|
|                                   | Road       | Road         |          |            |                    |                    |                    |
| Haines-Pleasant Camp .....        | 42½        | .....        | .....    | 42½        | \$ 3,563.03        | \$ 6,230.18        | \$ 9,793.21        |
| Haines-Mud Bay .....              | 10         | .....        | .....    | 10         | 651.51             | 1,000.00           | 1,651.51           |
| Haines-Chilkoot .....             | 3          | .....        | .....    | 3          | 249.39             | 440.00             | 689.39             |
| Sitka-Pioneer Cemetery Road ..... | ½          | .....        | .....    | ½          | .....              | 303.35             | 303.35             |
| Skagway Trails .....              | .....      | .....        | 6        | 6          | 132.00             | 220.00             | 352.00             |
| Skagway Aviation Field .....      | .....      | .....        | .....    | .....      | .....              | 426.47             | 426.47             |
| Point Gustavus Roads .....        | 3½         | .....        | .....    | 3½         | 419.21             | 680.00             | 1,099.21           |
| <b>Total .....</b>                | <b>59½</b> | <b>.....</b> | <b>6</b> | <b>65½</b> | <b>\$ 5,015.14</b> | <b>\$ 9,300.00</b> | <b>\$14,315.14</b> |

## Summary of Allotments in the First Division

In cooperation with the Alaska Road Commission

APRIL 1, 1938 TO MARCH 31, 1939

| Name of Project                   | Miles                              |          |                                    | A. R. C.           | Territory          | Total              |
|-----------------------------------|------------------------------------|----------|------------------------------------|--------------------|--------------------|--------------------|
|                                   | Road                               | Trail    | Total                              |                    |                    |                    |
| Haines-Pleasant Camp .....        | 42 <sup>1</sup> / <sub>2</sub>     | .....    | 42 <sup>1</sup> / <sub>2</sub>     | \$ 3,830.00        | \$ 2,170.00        | \$12,093.00        |
| Haines-Mud Bay .....              | 10                                 | .....    | 10                                 | 400.00             | 600.00             | 1,000.00           |
| Haines-Chilkoot .....             | 3                                  | .....    | 3                                  | .....              | 500.00             | 500.00             |
| Sitka-Pioneer Cemetery Road ..... | 1 <sup>1</sup> / <sub>2</sub>      | .....    | 1 <sup>1</sup> / <sub>2</sub>      | .....              | 200.00             | 200.00             |
| Skagway Trails .....              | .....                              | 6        | 6                                  | 100.00             | 100.00             | 200.00             |
| Point Gustavus Roads .....        | 3 <sup>1</sup> / <sub>2</sub>      | .....    | 3 <sup>1</sup> / <sub>2</sub>      | 300.00             | 400.00             | 700.00             |
| <b>Total .....</b>                | <b>59<sup>1</sup>/<sub>2</sub></b> | <b>6</b> | <b>65<sup>1</sup>/<sub>2</sub></b> | <b>\$ 4,630.00</b> | <b>\$ 9,970.00</b> | <b>\$14,600.00</b> |

## OPERATIONS DURING THE BIENNIUM

### First Division

Except as noted below, for description of routes see biennial report 1935-1936.

#### Haines-Pleasant Camp:

Two branch roads, each one-quarter mile in length, were built in 1937 to serve settlers near Haines.

Usual maintenance was performed, including additional gravel surfacing and metal culvert installation. A steel bridge, 56 feet in length, was erected at Little Boulder to replace old wood truss which had become unsafe.

An unprecedented rainstorm in October 1938 caused considerable damage to the road. Several large alders blocked the road, and the Big Boulder bridge, a 30-foot span, was washed out. Temporary repairs were made and the road opened to traffic in November.

#### Haines-Mud Bay:

The correct length of this route is 10 miles.

General maintenance was performed. Sufficient improvement was made on the Mud Bay end to allow trucks to reach Mud Bay. Rock points in Mile 4 were widened.

#### Haines-Chilkoot:

A section of narrow road through rock in Mile 2, which had always glaciered badly, was widened and a ditch built on the inside. Glaciering was greatly reduced during the past winter. Necessary maintenance was performed.

#### Sitka-Pioneer Cemetery Road:

Only necessary maintenance was performed.

#### Skagway Aviation Field:

This field is located within the city limits of Skagway on the east bank of the Skagway River.

Protection work, consisting of brush and rock, was done to prevent the river from encroaching on the field.

#### Skagway Trails:

The usual maintenance was performed.

#### Point Gustavus Roads:

Repairs were made to the log cribbed approach fill to the dock. Necessary maintenance was performed on the road.



# Summary of Expenditures in the Second Division

In cooperation with the Alaska Road Commission

APRIL 1, 1937 TO MARCH 31, 1938

| Name of Project        | Sled        |            |             | Total       | A. R. C.           | Territory          | Total              |
|------------------------|-------------|------------|-------------|-------------|--------------------|--------------------|--------------------|
|                        | Road        | Road       | Trail       |             |                    |                    |                    |
| Nome-Council           | 43½         | 38½        | ....        | 82          | \$ 3,699.58        | \$ 8,761.60        | \$12,461.18        |
| Council-Ophir          | 12          | ....       | ....        | 12          | 183.50             | 120.00             | 303.50             |
| Nome-Bessie            | 3¼          | ....       | ....        | 3¼          | 461.97             | 310.00             | 771.97             |
| Bessie-Snake River     | 20½         | ¼          | ....        | 20¾         | 1,022.19           | 640.00             | 1,662.19           |
| Bessie-Sunset Creek    | 12          | ....       | ....        | 12          | 491.03             | 330.00             | 821.03             |
| Nome-Osborne           | 10¼         | ....       | ....        | 10¼         | 465.78             | 320.00             | 785.78             |
| Bessie-Buster          | 7¼          | ....       | ....        | 7¼          | 816.71             | 590.00             | 1,406.71           |
| Mouth of Center Creek  | 2¾          | ....       | ....        | 2¾          | 533.97             | 400.00             | 933.97             |
| Submarine Paystreak    | 3           | ....       | ....        | 3           | 81.38              | 60.00              | 141.38             |
| Nome Aviation Field    | ....        | ....       | ....        | ....        | 24.98 (a)          | 1,030.63           | 1,055.61           |
| Candle Creek Road      | 7           | ....       | ....        | 7           | 1,952.26           | 1,280.00           | 3,232.26           |
| Candle Aviation Field  | ....        | ....       | ....        | ....        | ....               | 40.00              | 40.00              |
| Deering-Inmachuk       | 25          | ....       | ....        | 25          | 1,989.23           | 1,320.00           | 3,309.23           |
| Haycock Aviation Field | ....        | ....       | ....        | ....        | ....               | 21.25              | 21.25              |
| Tin City-Goodwin       | 4           | ....       | ....        | 4           | 1,173.83           | 2,500.00           | 3,673.83           |
| Marshall Road          | 4           | ....       | ....        | 4           | 1,704.67           | 3,500.00           | 5,204.67           |
| Bunker Hill-Kougarok   | 5¼          | 10¼        | ....        | 15½         | 20,462.04          | 10,000.00 (b)      | 30,462.04          |
| Iron Creek Road        | ....        | 7½         | ....        | 7½          | ....               | 3,976.52           | 3,976.52           |
| <b>Total</b>           | <b>159¾</b> | <b>56½</b> | <b>....</b> | <b>216¼</b> | <b>\$35,062.12</b> | <b>\$35,200.00</b> | <b>\$70,262.12</b> |

(a) Contributed by local airlines.

(b) Carried over from previous biennium.

BIENNIAL REPORT

# Summary of Allotments in the Second Division

In cooperation with the Alaska Road Commission

APRIL 1, 1938 TO MARCH 31, 1939

| Name of Project        | Sled        |            |             | Total       | A. R. C.           | Territory          | Total              |
|------------------------|-------------|------------|-------------|-------------|--------------------|--------------------|--------------------|
|                        | Road        | Road       | Trail       |             |                    |                    |                    |
| Nome-Council           | 43½         | 38½        | ....        | 82 )        | \$ 6,500.00        | \$ 3,000.00        | \$ 9,500.00        |
| Council-Ophir          | 12          | ....       | ....        | 12 )        |                    |                    |                    |
| Nome-Bessie            | 3¼          | ....       | ....        | 3¼ )        | 8,100.00           | 4,900.00           | 13,000.00          |
| Bessie-Snake River     | 20½         | ¼          | ....        | 20¾ )       |                    |                    |                    |
| Bessie-Sunset Creek    | 12          | ....       | ....        | 12 )        | 1,000.00           | 500.00             | 1,500.00           |
| Nome-Osborne           | 10¼         | ....       | ....        | 10¼ )       |                    |                    |                    |
| Bessie-Buster          | 7¼          | ....       | ....        | 7¼ )        | 1,000.00           | 500.00             | 1,500.00           |
| Mouth of Center Creek  | 3           | ....       | ....        | 3 )         |                    |                    |                    |
| Submarine Paystreak    | 3           | ....       | ....        | 3 )         | 1,000.00           | 500.00             | 1,500.00           |
| Nome Aviation Field    | ....        | ....       | ....        | .... )      |                    |                    |                    |
| Candle Creek Road      | 7           | ....       | ....        | 7           | 1,000.00           | 500.00             | 1,500.00           |
| Deering-Inmachuk       | 25          | ....       | ....        | 25          | 2,500.00           | 1,000.00           | 3,500.00           |
| Haycock Aviation Field | ....        | ....       | ....        | ....        | ....               | 1,000.00           | 1,000.00           |
| Marshall Road          | 4           | ....       | ....        | 4           | 1,000.00           | 500.00             | 1,500.00           |
| Bunker Hill-Kougarok   | 12          | 3½         | ....        | 15½         | 19,000.00          | 10,000.00          | 29,000.00          |
| Iron Creek Road        | ....        | 7½         | ....        | 7½          | ....               | 500.00             | 500.00             |
| <b>Total</b>           | <b>162¾</b> | <b>49¾</b> | <b>....</b> | <b>212½</b> | <b>\$38,100.00</b> | <b>\$21,700.00</b> | <b>\$59,800.00</b> |

TERRITORIAL HIGHWAY ENGINNER

## OPERATIONS DURING THE BIENNIUM

### Second Division

Except as noted below, see biennial report 1935-36 for description of routes.

#### **Nome-Council:**

Maintenance was performed and the Safety and Solomon ferries operated during the open season.

Extensive repairs were made to the Nome River Bridge which was damaged by storm. This storm also washed sand over portions of the road on the spit between Safety and Bonanza. These sections were repaired by placing drift logs to form a track across bad sand sections.

#### **Council-Ophir:**

Light maintenance performed with grader and tractor. Footbridge over Ophir Creek repaired.

#### **Nome-Bessie; Bessie-Snake River; Bessie-Sunset Creek; Nome-Osborne; Bessie-Buster; Mouth of Center Creek; and Submarine Paystreak:**

Maintenance was performed on these local roads. The surface was kept in condition by operation of motor patrol grader and spot graveling placed where necessary.

A branch road one-quarter mile in length was constructed from the Center Creek road to Skahn mining operations.

#### **Nome Aviation Field:**

This field is located one mile north of Nome on the Nome-Bessie road. It is 200 by 3200 feet.

The field was dragged and 548 cu. yds. additional gravel placed in low spots. Snow was removed from a part of the field to permit wheel landings. Local airplane companies contributed to the work.

#### **Candle Aviation Field:**

This is a new field constructed in the fall of 1937. It is located on the right limit of the Kiwalik River opposite the mouth of Candle Creek. The field is 1585 feet long and averages 180 feet in width.

Arrangements for the work and inspection of the field were performed, the Territory making settlement directly with the contractor.

#### **Candle Creek Road:**

Maintenance, including placing of considerable additional gravel surfacing was performed.

#### **Deering-Inmachuk:**

Maintenance was performed: placed 2184 cubic yards additional surfacing, installed 112 linear feet of metal culverts and brush corduroyed 712 linear feet in 1937. Additional spot graveling was done in 1938 and the road is in good condition.

#### **Haycock Aviation Field:**

This field is located ½-mile east of Haycock Post Office. It is 150 by 1400 feet. Extensive repairs were made to this field during the early summer of 1938.

#### **Tin City-Goodwin:**

During 1937 in cooperation with the American Tin Fields Co., who supplied all equipment, the road was extended 1.4 miles and maintenance work performed on the road previously constructed.

In 1938 the work on this project was arranged by the Territory direct with the operators.

#### **Marshall Road:**

This road was formerly described as extending 7 miles from the landing. Only 4 miles have been improved and the additional 3 miles have been dropped. Further improvement was made on the first 4 miles from the landing. 1196 cubic yards surfacing and 1920 linear feet of brush corduroy was placed in 1937. Maintenance including some improvement was done in 1938.

#### **Bunker Hill-Kougarak:**

This route extends from the end of the tram at Bunker Hill up the right limit of the Kougarak River. As projected, it will cross the Kougarak at Fox Bar and extend up the left limit to Taylor, estimated total length 40 miles. The road has been constructed to mile 12 and preliminary ditching performed to mile 14.

Because the location is largely over frozen tundra, surfacing of practically the entire route is required. The road is passable for trucks to mile 12. A ferry was maintained over the Kustlin River at Bunker Hill.

#### **Iron Creek Road:**

This is a tractor road which extends from the Iron Creek roadhouse to the mouth of Rabbit Creek, thence up Iron Creek bars to the canyon. A road was graded around the canyon to serve upper Iron Creek. Total length 7½ miles.

The road was constructed in 1937 and included grading and ditching where required, installing culverts and a small amount of rock work. Maintenance was performed in 1938.

# Summary of Expenditures in the Third Division

In cooperation with the Alaska Road Commission

APRIL 1, 1937 TO MARCH 31, 1938

| Name of Project                 | Sled                                |                                   |              | Total                               | A. R. C.           | Territory          | Total               |
|---------------------------------|-------------------------------------|-----------------------------------|--------------|-------------------------------------|--------------------|--------------------|---------------------|
|                                 | Road                                | Road                              | Trail        |                                     |                    |                    |                     |
| Chitina Native School Road      | 1                                   | .....                             | .....        | 1                                   | .....              | \$ 15.92           | \$ 15.92            |
| Lucky Shot-Willow Station       | 26                                  | .....                             | .....        | 26                                  | 8,064.86           | 5,819.78           | 13,884.64           |
| Matanuska Trunk Road-Branches   | 9 <sup>1</sup> / <sub>2</sub>       | .....                             | .....        | 9 <sup>1</sup> / <sub>2</sub>       | 708.27             | 450.00             | 1,158.27            |
| Palmer-Matanuska-Branches       | 7 <sup>1</sup> / <sub>4</sub>       | .....                             | .....        | 7 <sup>1</sup> / <sub>4</sub>       | 1,042.29           | 610.00             | 1,652.29            |
| Edlund Road                     | 2 <sup>1</sup> / <sub>2</sub>       | .....                             | .....        | 2 <sup>1</sup> / <sub>2</sub>       | 189.26             | 95.00              | 284.26              |
| Bogard Road                     | 8 <sup>1</sup> / <sub>2</sub>       | .....                             | .....        | 8 <sup>1</sup> / <sub>2</sub>       | 1,344.42           | 870.00             | 2,214.42            |
| Valdez-Mineral Creek            | 10 <sup>3</sup> / <sub>4</sub>      | .....                             | .....        | 10 <sup>3</sup> / <sub>4</sub>      | 401.12             | 859.41             | 1,260.53            |
| Eyak Lake Loop Road             | 1 <sup>1</sup> / <sub>4</sub>       | .....                             | .....        | 1 <sup>1</sup> / <sub>4</sub>       | .....              | 64.80              | 64.80               |
| Cache Creek Aviation Field      | .....                               | .....                             | .....        | .....                               | .....              | 117.38             | 117.38              |
| Talkeetna Aviation Field        | .....                               | .....                             | .....        | .....                               | .....              | 1,052.58           | 1,052.58            |
| McCarthy-Dan Creek              | 20                                  | .....                             | .....        | 20                                  | 11,545.43          | 6,750.00           | 18,295.43           |
| Chititu Branch                  | 6 <sup>1</sup> / <sub>2</sub>       | .....                             | .....        | 6 <sup>1</sup> / <sub>2</sub>       | 435.60             | 275.00             | 710.60              |
| McCarthy Aviation Field         | .....                               | .....                             | .....        | .....                               | 10.09(a)           | 96.40              | 106.49              |
| McCarthy-Kennecott              | 3 <sup>1</sup> / <sub>2</sub>       | .....                             | .....        | 3 <sup>1</sup> / <sub>2</sub>       | 49.32(b)           | 735.76             | 785.08              |
| Valdez Aviation Field           | .....                               | .....                             | .....        | .....                               | .....              | 243.45             | 243.45              |
| Anchorage-Lake Spenard          | 5                                   | .....                             | .....        | 5                                   | .....              | 2,330.68           | 2,330.68            |
| Chester Creek Boat Landing Road | 1                                   | .....                             | .....        | 1                                   | .....              | 16.01              | 16.01               |
| Oilwell Road                    | 5 <sup>1</sup> / <sub>2</sub>       | .....                             | .....        | 5 <sup>1</sup> / <sub>2</sub>       | .....              | 3,470.21           | 3,470.20            |
| Dillingham-Snag Point           | 6                                   | .....                             | .....        | 6                                   | 735.80             | 450.00             | 1,185.80            |
| Bull River Road                 | 9                                   | 4 <sup>1</sup> / <sub>2</sub>     | .....        | 13 <sup>1</sup> / <sub>2</sub>      | 50,182.23          | 10,000.00(c)       | 60,182.23           |
| Colorado Aviation Field         | .....                               | .....                             | .....        | .....                               | .....              | 1,277.63(d)        | 1,277.63            |
| <b>Total</b>                    | <b>122<sup>1</sup>/<sub>4</sub></b> | <b>4<sup>1</sup>/<sub>2</sub></b> | <b>.....</b> | <b>126<sup>1</sup>/<sub>2</sub></b> | <b>\$74,708.69</b> | <b>\$35,600.00</b> | <b>\$110,308.69</b> |

(a) Contributed by others.

(b) Contributed by the Kennecott Corp.

(c) Includes \$8,722.37 from previous biennium.

(d) From previous biennium

# Summary of Allotments in the Third Division

In cooperation with the Alaska Road Commission

APRIL 1, 1938 TO MARCH 31, 1939

| Name of Project                   | Sled                                |              |           | Total                               | A. R. C.           | Territory          | Total              |
|-----------------------------------|-------------------------------------|--------------|-----------|-------------------------------------|--------------------|--------------------|--------------------|
|                                   | Road                                | Road         | Trail     |                                     |                    |                    |                    |
| Chitina Aviation Field            | .....                               | .....        | .....     | .....                               | \$ 800.00(a)       | \$ 3,000.00        | \$ 3,800.00        |
| Chitina Native School Road        | 1                                   | .....        | .....     | 1                                   | .....              | 500.00             | 500.00             |
| Lucky Shot-Willow Station         | 26                                  | .....        | .....     | 26                                  | 3,000.00           | 1,000.00           | 4,000.00           |
| Matanuska Trunk Road and Branches | 9 <sup>1</sup> / <sub>2</sub>       | .....        | .....     | 9 <sup>1</sup> / <sub>2</sub>       | .....              | .....              | .....              |
| Palmer-Matanuska and Branches     | 7 <sup>1</sup> / <sub>4</sub>       | .....        | .....     | 7 <sup>1</sup> / <sub>4</sub>       | .....              | .....              | .....              |
| Edlund Road                       | 2 <sup>1</sup> / <sub>2</sub>       | .....        | .....     | 2 <sup>1</sup> / <sub>2</sub>       | 7,350.00           | 5,350.00           | 12,700.00          |
| Bogard Road                       | 8 <sup>1</sup> / <sub>2</sub>       | .....        | .....     | 8 <sup>1</sup> / <sub>2</sub>       | .....              | .....              | .....              |
| Valdez-Mineral Creek              | 10 <sup>3</sup> / <sub>4</sub>      | .....        | .....     | 10 <sup>3</sup> / <sub>4</sub>      | 500.00             | 500.00             | 1,000.00           |
| McCarthy-Dan Creek                | 20                                  | .....        | .....     | 20                                  | .....              | .....              | .....              |
| Chititu Branch                    | 6 <sup>1</sup> / <sub>2</sub>       | .....        | .....     | 6 <sup>1</sup> / <sub>2</sub>       | 11,500.00          | 3,000.00           | 14,500.00          |
| Anchorage-Lake Spenard            | 10                                  | .....        | .....     | 10                                  | .....              | 7,000.00           | 7,000.00           |
| Chester Creek Boat Landing        | 1                                   | .....        | .....     | 1                                   | .....              | 100.00             | 100.00             |
| Oilwell Road                      | 5 <sup>1</sup> / <sub>2</sub>       | .....        | .....     | 5 <sup>1</sup> / <sub>2</sub>       | 1,500.00           | 1,500.00           | 3,000.00           |
| Kalsin Bay Trail                  | .....                               | .....        | 21        | 21                                  | .....              | 1,000.00           | 1,000.00           |
| Dillingham-Wood River             | 9 <sup>1</sup> / <sub>4</sub>       | .....        | .....     | 9 <sup>1</sup> / <sub>4</sub>       | 1,500.00           | 14,000.00          | 15,500.00          |
| Bull River Road                   | 13 <sup>1</sup> / <sub>2</sub>      | .....        | .....     | 13 <sup>1</sup> / <sub>2</sub>      | 5,000.00           | 5,000.00           | 10,000.00          |
| Homer Roads                       | 18 <sup>1</sup> / <sub>2</sub>      | .....        | .....     | 18 <sup>1</sup> / <sub>2</sub>      | 8,000.00           | 6,250.00           | 14,250.00          |
| Peters Creek-Cache Creek          | 14 <sup>1</sup> / <sub>2</sub>      | .....        | .....     | 14 <sup>1</sup> / <sub>2</sub>      | 5,000.00           | 3,000.00           | 8,000.00           |
| Mabel Mine Road                   | 1 <sup>1</sup> / <sub>4</sub>       | .....        | .....     | 1 <sup>1</sup> / <sub>4</sub>       | .....              | 300.00             | 300.00             |
| <b>Total</b>                      | <b>164<sup>1</sup>/<sub>2</sub></b> | <b>.....</b> | <b>21</b> | <b>185<sup>1</sup>/<sub>2</sub></b> | <b>\$44,150.00</b> | <b>\$51,500.00</b> | <b>\$95,650.00</b> |

(a) Contributed by residents of Chitina.

## OPERATIONS DURING THE BIENNIUM

### Third Division

Except as noted below, for description of routes see biennial report 1935-36.

#### Chitina Aviation Field:

This field is located one-quarter mile from the road and five miles from Chitina. The field is 160 by 1500 feet. The work was started late in the fall of 1938. By concentrating all available equipment on the job, a usable field was obtained before work was closed down by freezing weather. It is estimated that approximately 20,000 cubic yards were moved. The ground conditions were favorable for efficient and economical handling of this quantity of material. The residents of Chitina contributed \$800 toward the work.

#### Chitina Native School Road:

Necessary maintenance was performed. Funds were provided for surfacing the route and this work will be done early next spring when conditions are more favorable.

#### Lucky Shot-Willow Station:

This road extends from Willow Station on the Alaska Railroad to the Lucky Shot mine, a distance of 26 miles. It serves the entire mining district in the Willow Creek drainage.

During 1937 surfacing was completed on this route, 10 miles of surfacing being placed that year.

In 1938 maintenance was performed with particular attention to improving the drainage by installing additional culverts and some hand ditching.

#### Matanuska Trunk Road and Branches; Palmer Matanuska Road and Branches; Edlund Road:

Necessary maintenance was performed including spot graveling, surface grading and brush cutting.

#### Bogard Road:

This road is a connection from the Wasilla-Fishhook road to the Palmer-Fishhook road. It serves a number of homesteads. The road was regraded and widened throughout. The alignment was improved and surfacing was placed where required, a total of 4 miles being so surfaced.

#### Valdez-Mineral Creek:

The road was widened on the upper end and slides removed as required. The road has been kept passable but is of low standard.

#### Cache Creek Aviation Field:

Damage caused by spring floods was repaired.

#### Talkeetna Aviation Field:

This field is located on a reserve within the city limits of Talkeetna. The field is 200 by 2100 feet.

Construction by stripping and leveling with tractor and dozer was performed in the fall of 1937. Local residents had donated labor to clear the site.

#### McCarthy-Dan Creek:

The relocation over the high bench between the Nizina River and Young Creek to a connection with the Chititu Branch was completed. An 80-foot steel span and protection dykes were constructed at the Young Creek crossing. Gravel surfacing was placed on 6 miles of road between May Creek and Dan Creek.

Maintenance was performed over the balance of the route.

#### Chititu Branch:

This road leaves the Dan Creek road in Mile 13 and extends to mining operations on Chititu Creek.

Necessary maintenance was performed including widening sidehill grade through the Chititu canyon.

#### McCarthy Aviation Field:

Located on the bench one-half mile from McCarthy, this field has two runways.

An extension of 200 feet was made on the long runway, requiring stripping and leveling.

#### McCarthy-Kennecott:

Maintenance was performed and 553 cubic yards of gravel surfacing was placed.

#### Valdez Aviation Field:

Both runways were improved by stripping brush and sod from sides and ends. Small brush on the runways was pulled. Stumps and trees were cleared from the south end of the main runway to allow turning room for planes with skids.

#### Anchorage-Lake Spenard and Branches:

The road around Lake Spenard was relocated on the east side of the lake abandoning a portion of the road around the west side. The road was extended  $5\frac{3}{4}$  miles to serve settlers in this area. Length of road is now 10 miles, including branches. The clearing of the relocation and extension was done in the winter of 1937-38 by CCC labor. Grubbing, stripping and preliminary grading was performed in the late fall of 1938. No surfacing has been placed on this extension.

Snow removal was performed to Lake Spenard as required.

**Chester Creek Boat Landing:**

Necessary maintenance was performed.

**Oilwell Road:**

This road was extended 3½ miles to serve settlers in the area. The road is now 5½ miles in length.

Clearing and grading was performed on the 3½ miles extension. Surfacing was placed only where most needed. The old road was maintained. Snow removal was performed as required to keep the road open to the airport.

**Kalsin Bay Trail:**

This trail extends from the end of the Kodiak road near Abberts ranch to Kalsin Bay by way of English Bay and Middle Bay, a distance of 21 miles. Improvements were made to 5 miles of the trail between English Bay and Middle Bay by constructing bridges and culverts.

**Dillingham-Wood River:**

This route has been extended to the Wood River cannery. The extension begins one mile from Snag Point. The total length of this project is now 9¼ miles. The distance from Dillingham to Wood River is 8¼ miles with a one mile branch to Snag Point. Construction of the 3¼ miles extension was completed except for ¼ mile of surfacing. The work done included in addition to necessary clearing and grading, 1½ miles of corduroy and 2½ miles of gravel surfacing.

The extension to the Wood River cannery places this terminus of the road on protected waters where freight can be discharged by lighter and pontoon equipped planes can safely land. All the settlements along the beach are now connected by road.

**Bull River Road:**

This road extends from Colorado Station on the Alaska Railroad to mining operations west of the West Fork of the Chulitna, a distance of 13¼ miles. The road was opened up by clearing, stripping, preliminary grading and construction of bridges during 1937.

In 1938 grading was completed and surfacing placed where necessary. Principal bridge crossings were over the Middle Fork, Bull River and West Fork of the Chulitna; a total of 1436 lineal feet of standard pile trestle was constructed.

**Colorado Aviation Field:**

This field is located west of the railroad at Colorado Station. The runway is 140 feet by 1700 feet with timber slashed for 950 feet on the south approach and 780 feet on the north. The work was performed in the spring of 1937 and included clearing, grubbing, stripping, grading and leveling. Most of the work was performed with a tractor and dozer.

**Homer Roads:**

The road was extended 1 mile to the east to serve additional settlers. Necessary improvements were made on the section of road leading from the new dock at the end of the spit to the mainland. A large part of this section is on a grass-covered sand spit and little work was required or desirable as grading this type of soil would destroy the blinding effect of the sod and probably make the route impassable. A section of ½ mile near the mainland that is covered at extreme high tide was surfaced with gravel and clay. Also ½ mile was corduroyed and 1 mile was surfaced on the mainland. Necessary maintenance was performed on the balance of the road including repairs to the bridge over the slough.

**Peters Creek-Cache Creek:**

This road extends from the Talkeetna-Cache Creek road at Mile 22 up the Peters Creek valley for 14¼ miles to the upper Peters Creek crossing. Extensive mining operations are underway on this creek and this route is followed to reach operations on upper Cache Creek.

The route was greatly improved during the biennium. The trail through the canyon was widened to permit truck travel. This included some fairly heavy rock work. A steel bridge 56 feet in length was erected over Peters Creek at the upper crossing. Surfacing was placed on corduroy sections over swampy ground. Plans to extend the work toward upper Cache Creek were not carried out due to extremely wet weather conditions at the end of the season.

**Mabel Mine Road:**

The road branches from the Archangel road serving the Mabel mill and mine, length, ¼ mile.

The road was graded and some surfacing placed to allow trucks to reach the mill and camp buildings.

|                       |         |             |             |              |
|-----------------------|---------|-------------|-------------|--------------|
| Ruby-Poorman Road     | 56 1/2  | 20,000.00   | 500.00      | 20,500.00    |
| Kuskokwim-Yakotna     | 5       | 5,000.00    | 15,000.00   | 20,000.00    |
| Medfra Aviation Field | .....   | .....       | 1,500.00    | 1,500.00     |
| Totals                | 283 1/2 | \$65,020.00 | \$40,000.00 | \$105,020.00 |

(a) Contributed by residents and mining operators at Ophir.

## OPERATIONS DURING THE BIENNIUM

### Fourth Division

Except as noted below, for description of routes see biennial report, 1935-36.

#### Richardson-Democrat Creek:

Only limited maintenance was performed.

#### Rapids Aviation Field:

This is a new field constructed in the summer of 1937. It is located along the road just north of Rapids Roadhouse. The field is 1300 feet long and varies from 90 to 150 feet in width. Labor for clearing was donated by the roadhouse operator. The field is on gravel and was constructed with tractor and dozer.

#### Big Delta Aviation Field:

This field is located 1 mile south of the ferry over the Tanana River and near the road. It is now 200 feet by 2900 feet. During 1938 the runway was extended 400 feet and stumps and other obstructions removed for an additional 500 feet on the south approach.

#### Cleary Creek Roads:

This road system branches from the main road on the left limit of Cleary Creek and serves operations on Wolf Creek, Chatham Creek and the Cleary Hills quartz mine. Total length 6 miles.

During 1938 an extension of 1 mile up Wolf Creek was completed. Operators on Wolf Creek did the grading and furnished labor to assist in loading gravel for surfacing.

#### Fox Olmes; Olmes-Livengood:

These two projects comprise the route connecting the main road at Fox with the Livengood mining district. Total length 71 miles.

During 1937 practically all portions of this route requiring it were surfaced either with gravel or crushed rock. During 1938 only maintenance was performed.

#### Summit-Fairbanks Creek and Branches:

This route extends off the main highway at the Summit Roadhouse over the divide and down Fairbanks Creek. During 1938 a branch road was graded from the saddle in Mile 4 into the head of Wolf Creek to serve quartz mining operations.

Necessary maintenance was performed.

## Summary of Expenditures in the Fourth Division

In cooperation with the Alaska Road Commission

APRIL 1, 1937 TO MARCH 31, 1938

| Name of Project                      | Sled        |            | Trail      | Total       | A. R. C.           | Territory          | Total              |
|--------------------------------------|-------------|------------|------------|-------------|--------------------|--------------------|--------------------|
|                                      | Road        | Road       |            |             |                    |                    |                    |
| Rapids Aviation Field                | ---         | ---        | ---        | ---         | ---                | \$ 229.10          | \$ 229.10          |
| Fox-Olnes                            | 10          | ---        | ---        | 10          | \$ 1,023.83        | 1,000.00           | 2,023.83           |
| Summit-Fairbanks Creek               | 13¾         | ---        | ---        | 13¾         | ---                | 3,882.07           | 3,882.07           |
| College Spur                         | ½           | ---        | ---        | ½           | 23.64 (a)          | 66.38              | 90.02              |
| Ester Dome Road                      | 5           | ---        | ---        | 5           | ---                | 1,002.24           | 1,002.24           |
| St. Patricks-Goldstream and Branches | 9           | ---        | ---        | 9           | 1,102.53           | 440.00             | 1,542.53           |
| Farmers-Birch Hill                   | 8¾          | ---        | ---        | 8¾          | 909.54             | 395.00             | 1,304.54           |
| Isabelle Creek Road                  | 1¾          | ---        | ---        | 1¾          | 220.66             | 90.00              | 310.66             |
| Farmers-Chena Slough                 | 9           | ---        | ---        | 9           | ---                | 1,026.54           | 1,026.54           |
| Circle Hot Springs Aviation Field    | ---         | ---        | ---        | ---         | ---                | 674.14             | 674.14             |
| Hot Springs Landing-Eureka           | 24          | ---        | ---        | 24          | 5,636.71           | 5,000.00 (b)       | 10,636.71          |
| Flat Aviation Field                  | ---         | ---        | ---        | ---         | ---                | 374.15             | 374.15             |
| Takotna-Ophir                        | 22          | ---        | ---        | 22          | 21,701.88          | 4,012.89           | 25,714.77          |
| Little Creek Road                    | 3           | ---        | ---        | 3           | ---                | 31.36              | 31.36              |
| Takotna Aviation Field Road          | 1½          | ---        | ---        | 1½          | ---                | 14.13              | 14.13              |
| Ganes Creek Road                     | 17          | ---        | ---        | 17          | ---                | 1,230.12           | 1,230.12           |
| Ophir Aviation Field                 | ---         | ---        | ---        | ---         | ---                | 170.50             | 170.50             |
| Brooks-Livengood Creek               | 7           | ---        | ---        | 7           | ---                | 623.39             | 623.39             |
| Livengood Aviation Field             | ---         | ---        | ---        | ---         | ---                | 139.25             | 139.25             |
| Takotna-Nixon Fork                   | 1           | 15½        | ---        | 16½         | 24,122.75          | 5,000.00 (b)       | 29,122.75          |
| Wiseman Aviation Field               | ---         | ---        | ---        | ---         | ---                | 618.74             | 618.74             |
| <b>Totals</b>                        | <b>133¾</b> | <b>15½</b> | <b>---</b> | <b>148¾</b> | <b>\$54,741.54</b> | <b>\$26,020.00</b> | <b>\$80,761.54</b> |

(a) Includes \$23.64 contributed by the University of Alaska.

(b) From previous biennium.

## Summary of Allotments in the Fourth Division

In cooperation with the Alaska Road Commission

APRIL 1, 1938 TO MARCH 31, 1939

| Name of Project                      | Sled |      | Trail | Total | A. R. C.     | Territory | Total     |
|--------------------------------------|------|------|-------|-------|--------------|-----------|-----------|
|                                      | Road | Road |       |       |              |           |           |
| Richardson-Democrat Creek            | 4    | ---  | ---   | 4     | ---          | \$ 100.00 | \$ 100.00 |
| Big Delta Aviation Field             | ---  | ---  | ---   | ---   | ---          | 270.00    | 270.00    |
| Cleary Creek Roads                   | 6    | ---  | ---   | 6     | ---          | 500.00    | 500.00    |
| Fox-Olnes                            | 10   | ---  | ---   | 10    | \$ 500.00    | 500.00    | 1,000.00  |
| Olnes-Livengood                      | 61   | ---  | ---   | 61    | 9,570.00     | 2,930.00  | 12,500.00 |
| Summit-Fairbanks Creek and Branches  | 14¾  | ---  | ---   | 14¾   | ---          | ---       | ---       |
| College Spur                         | ½    | ---  | ---   | ½     | ---          | ---       | ---       |
| Ester Dome Road                      | 5½   | ---  | ---   | 5½    | ---          | ---       | ---       |
| St. Patricks-Goldstream and Branches | 9    | ---  | ---   | 9     | 1,000.00     | 3,000.00  | 4,000.00  |
| Isabelle Creek Road                  | 1¾   | ---  | ---   | 1¾    | ---          | ---       | ---       |
| Farmers-Chena Slough                 | 9    | ---  | ---   | 9     | ---          | ---       | ---       |
| Farmers-Birch Hill                   | 8¾   | ---  | ---   | 8¾    | 1,500.00     | 1,500.00  | 3,000.00  |
| Gilmore-Pearl Creek                  | 8¾   | ---  | ---   | 8¾    | ---          | 200.00    | 200.00    |
| Hot Springs Landing-Eureka           | 25½  | ---  | ---   | 25½   | 6,000.00     | 2,000.00  | 8,000.00  |
| Hot Springs-Tofty                    | 9    | 7    | ---   | 16    | 3,000.00     | 5,000.00  | 8,000.00  |
| Ruby Aviation Field                  | ---  | ---  | ---   | ---   | ---          | 300.00    | 300.00    |
| Takotna-Ophir                        | 22   | ---  | ---   | 22    | 16,500.00    | 3,500.00  | 20,000.00 |
| Little Creek Road                    | 3    | ---  | ---   | 3     | ---          | ---       | ---       |
| Ganes Creek Road                     | 17   | ---  | ---   | 17    | ---          | 2,000.00  | 2,000.00  |
| Ophir Aviation Field                 | ---  | ---  | ---   | ---   | 1,950.00 (a) | 800.00    | 2,750.00  |
| Brooks-Livengood Creek               | 7    | ---  | ---   | 7     | ---          | 200.00    | 200.00    |
| Long-Trail Creek                     | ---  | ---  | 10    | 10    | ---          | 200.00    | 200.00    |

**College Spur; Ester Dome Road; St. Patricks-Goldstream and Branches; Isabelle Creek Road; Farmers-Chena Slough:**

In addition to the regular maintenance on these local roads, 1½ miles were surfaced on the Ester-Dome road. Quartz mine operators contributed labor to load the surfacing material. Also a ¼ mile road was built from the end of this road to a quartz mine at the head of Eva Creek.

**Farmers-Birch Hill:**

This road leaves the Ester Road near the College and follows along the foothills to a connection with the Fairbanks-Fox Road at Mile 3 from Fairbanks. The road is 8½ miles in length and serves a number of farms.

In addition to regular maintenance, surfacing was placed on all those portions of this road not previously surfaced. This work is to be done on a cooperative basis with the CCC, the latter furnishing all labor. Five miles of road is to be surfaced.

**Gilmore-Pearl Creek:**

An extension of ¼ mile was constructed to reach new mining developments.

**Hot Springs Landing-Eureka:**

This road extends from the steamboat landing on the Tanana River to the Eureka mining camp, distance 25 miles.

This road was greatly improved during the biennium. The road was regraded, all low spots surfaced and a few bad sections corduroyed. Due to shift in the channel, river boats were unable to reach the old landing and it was necessary to extend the road 1½ miles downstream to reach deeper water. About ¼ mile of old road was abandoned.

**Hot Springs-Tofty:**

This road branches from the Eureka road 1 mile from Hot Springs and extends to mining operations at Sullivan Creek. Sufficient improvement has been made to allow trucks to travel 9 miles. The balance of 7 miles is passable for tractors only. Grading, corduroy and surfacing were accomplished over the first 9 miles in 1937-38.

**Ruby Aviation Field:**

This field was improved in 1937. The size is now 150 by 2000 feet. A runway at about a 30 degree angle to the first is 160 by 1600 feet.

Heavy rains caused erosion of the surface and necessary repairs were made.

**Circle Hot Springs Aviation Field:**

This field is located ½ mile north of the Circle Hot Springs resort. The field is now 400 by 2200 feet.

To facilitate winter landings an extension of 500 feet was constructed by stripping niggerheads and moss.

**Flat Aviation Field:**

This field is located adjacent to the town of Flat on dredge tailings. It is 150 by 1950 feet.

Maintenance consisting of dragging and spot graveling was performed in 1937.

**Takotna-Ophir:**

This road connects the village of Takotna on the Takotna River with the mining camp of Ophir on the Innoko River, distance 22 miles.

In addition to regular maintenance, bridges over Yankee Creek, California Creek and Ganes Creek were replaced with steel spans, the first two with 44 foot beam spans and the latter with a 100 foot span and 18 foot approach. Gravel surfacing was placed on several sections and the 100 foot trestle bridge over Gold Run Creek at Takotna was renewed with native timber.

**Little Creek Road; Ganes Creek Road:**

Only necessary maintenance was performed.

**Ophir Aviation Field:**

This field is located adjacent to the settlement at Ophir. It has a usable runway of 100 by 1117 feet.

Improvement was made to this field in the early summer of 1938 by hauling tailings from the Hard and Uotilla dragline operation. This material was loaded without cost and this company's tractor and dozer performed some work on the field without cost. Residents of Ophir and vicinity subscribed \$1950 toward the work.

**Brooks-Livengood Creek:**

Minor repairs were made to this road but it is in poor condition. The company preparing to start dredging operations on Livengood Creek, placed tailings on a part of the road with tractors and scrapers.

**Livengood Aviation Field:**

This field is located on the bench just back of the village. It is 250 by 1300 feet. The field was improved during 1937 by leveling and cutting brush on the north end.

**Long-Trail Creek:**

This is an old trail extending from Long to placer operations on Trail Creek. No funds have previously been expended on this route. A bridge was constructed over Flint Creek.

**Ruby-Poorman:**

This road extends from Ruby by way of Long to the mining operations on Poorman Creek. Length 56½ miles. This road has been in poor condition due to lack of surfacing and proper drainage. Surfacing was placed on about 4



miles of the worst road on Long Creek. This was made possible by the cooperation of the mining operator on Long Creek loading the trucks with his dragline.

Maintenance was performed over this entire route.

**Takotna Aviation Field Road:**

Minor repairs were made.

**Takotna-Nixon Fork:**

This route was first selected as the most feasible to connect Takotna with a point on the Takotna River where river steamers could navigate at all stages of water. It follows the left limit of the Takotna River along the foothills, thereby avoiding a crossing of the Takotna. The length of the proposed route is 18 miles which would include a part of the road from Takotna to the airfield. Preliminary work on this location consisting of clearing, grubbing, construction of bridges and some corduroying was performed in 1937.

After the ground was opened up it was apparent that to provide a truck road over this route would be very costly and would require much more corduroy and surfacing than originally estimated. Also no suitable location was available for warehouses at the Nixon Fork terminus. For these reasons and in view of other developments in the area affecting this project, the route was abandoned in favor of the more favorable route described below.

**Kuskokwim-Takotna:**

This route as projected starts from a point on the Kuskokwim River 22 miles by river below McGrath, crosses the divide at the head of Candle Creek, thence across the Tutalina valley, around the southern slope of Takotna Mountain, across the Takotna River and joins the Takotna-Ophir Road  $1\frac{1}{4}$  miles from Takotna. The length of the route selected is  $22\frac{1}{2}$  miles. Mining operations on Candle Creek required a road. This partly influenced the selection of this route as well as the fact that ground conditions are much more favorable. The larger part of the road can be built with tractors and dozers and a passable road provided much earlier and at less cost to serve all operations than by any other available route.

A preliminary location was made over the entire route and final location staked for  $8\frac{1}{2}$  miles on the Kuskokwim end and for  $5\frac{1}{2}$  miles on the Takotna end. Preliminary clearing, stripping and opening up with dozers was performed over 5 miles from the Kuskokwim landing. The route was cleared, stripped and graded for 2 miles from the Takotna end. Also some corduroy was placed in the Takotna flat and the road surfaced across the flat to the proposed crossing.

**Medfra Aviation Field:**

This field is located on the right limit of the Kuskokwim River at Medfra. It is now 2200 feet long and from 100 to 125 feet in width. Grading the runway was completed late in the fall of 1938 with a tractor and dozer.

**Wiseman Aviation Field:**

During 1937 material was hauled to fill the sag about midway of the field. The entire field was dragged and willows cut.

## WORK CARRIED ON BY THE BOARD DURING THE BIENNIUM IN THE FIRST DIVISION

### With Funds Carried Over from the Previous Biennium

**Sitka Scaplane Float:**

A scaplane float with a submerged apron and a platform 20 by 40 feet was installed in Sitka with cooperation from the community as provided for by law.

**Craig-Klawock Road:**

This project up to the present time has been confined to clearing and grubbing of three miles of right-of-way which was begun during the winter of 1935 and 1936 and finished in 1937 with funds held over from the previous biennium.

The right-of-way is now ready for road construction which is contemplated during the coming biennium.

**Craig Scaplane Float:**

A scaplane float with a submerged apron and a platform 20 by 40 feet was constructed in Craig, the town of Craig having contributed 25 per cent of the cost.

**Petersburg Scaplane Float:**

A scaplane float with a submerged apron and a platform 20 by 32 feet was constructed at Petersburg, the community having contributed 25 per cent of the cost.

**Wrangell Scaplane Float:**

A scaplane float with a submerged apron and a platform 20 by 32 feet was constructed at Wrangell, the town having contributed 25 per cent of the cost.

## WORK CARRIED ON BY THE BOARD DURING THE BIENNIUM IN THE FIRST DIVISION

### Unuk River Trail:

This trail leaves tidewater at the mouth of the Unuk River, on Burroughs Bay, an indentation of Behm Canal and follows the north side of the Unuk River valley a distance of 25¼ miles to the Canadian boundary.

Work on this project was begun in the spring of 1936 and was completed in October 1938.

In addition to trail work a public shelter cabin 17 by 23 feet was constructed at the mouth of the Unuk River and another 16 by 20 feet was constructed just below the mouth of the Blue River.

An aerial cableway was erected across the Unuk River just below the mouth of the Blue River for the benefit of stranded or shipwrecked travelers on the opposite side of the river from the trail.

### Skagway Seaplane Float:

Lumber and logs for a seaplane float at Skagway were purchased in 1937 but the tow was lost on the way to Skagway.

In 1938 materials were sent to Skagway and a substantial seaplane float and approach was built. Up to this time pilots have been reluctant to make flights to Skagway.

### Skagway Landing Field:

Owing to the size of planes using this field and on account of obstructions to the upper end approach and because this field affords an emergency landing for the large planes carrying mail between Juneau and Fairbanks it was found necessary to increase the length of this field.

The City of Skagway acquired the property and the Territory lengthened the field to 2600 feet.

### Wrangell Small Boat Harbor:

Chapter 51 of the Session Laws for 1937 made \$6,000 available out of the First Division road funds for the construction of a small boat harbor at Wrangell.

The City of Wrangell made tests of the area to be excavated which disclosed no material that could not be easily dug. Accordingly the City of Wrangell entered into a contract for the excavation for the sum authorized.

The contractor set up a Sauerman scraper and commenced operations with every indication that the work would be completed. Upon a statement from the City of Wrangell that certain yardage had been removed the Territory made a partial payment of \$2,000. It seems that trouble began to develop

about this time, the material being so fine that it ran back into the excavated area and work was suspended.

### Petersburg Harbor:

Chapter 9 of the Session Laws for 1937 authorized the use of \$8,000 out of the First Division road funds to reimburse the City of Petersburg on account of the cost to that city in the improvement of its harbor. This money was paid to the City of Petersburg.

### Echo Cove-Davies Creek Trail:

This trail, which branches from the Echo Cove-Eagle River trail, extends up Davies Creek and serves lode prospects. The project consists of about 1 mile of new construction.

### Hawk Inlet Road:

Improvement of this road which serves lode mining properties on Hawk Inlet, consisted of expenditures for labor only in 1937. No work was performed in 1938.

### Hyder Flood Control:

The Board made a small contribution to this work which was carried on under the supervision of the War Department.

### Lisianski-Portage Road:

This road, about 2 miles in length, leading from the head of Lisianski Inlet, serves lode mining properties now under development.

### Eagle River-Yankee Basin Trail:

This trail which branches from the Eagle River-Echo Cove trail about 5 miles from Eagle River, passes through Yankee Basin and over the divide to the head of Canyon Creek, serving lode mining properties now under development.

The entire distance from Eagle River is 8½ miles, of which two miles of new trail was built and considerable improvement made to the existing trail.

### Yankee Cove Road:

This projected road leaves tidewater at Yankee Cove and follows a trail location. It is about 2 miles in length and is intended to serve lode properties now under development. Because a negligible part of the values can be recovered by amalgamation it will be necessary to ship concentrate and a road is necessary rather than a trail.

Work done consisted of clearing, grubbing and hand grading. Considerable work remains to be done.

### Lisianski-Cann Creek Road:

This road, originally built by the Federal Government, serves lode mining properties on Cann Creek and for a thousand feet is supported upon a native timber trestle. This structure is so badly decayed as to be dangerous and the

operators have agreed to assume the cost of improvement and maintenance of the road if the Territory would agree to the reconstruction of the thousand feet so as to eliminate the timber structure.

## Cooperation with the CCC

The Alaska Division of the CCC proposed cooperation on various projects throughout the Territory on a basis of the Territory furnishing the non labor items only.

It was pointed out that the regulations under which the CCC was set up made it exceedingly difficult for them to carry non labor costs and that without some outside funds for such purposes a curtailment of this activity would result. The Board agreed to this cooperation and much splendid work has been done, advantageous both to the CCC and the Territory. Among the projects in this Division under this agreement which are completed, underway or authorized are the following:

### Hoonah Seaplane Float:

A small seaplane float was constructed at Hoonah, thus enabling planes to moor in safety while passengers alight or embark.

### Tenakee Seaplane Float:

A similar seaplane float to the one constructed at Hoonah was built at Tenakee.

### Karta River Road:

This road, leading from tidewater on Karta Bay on the east coast of Prince of Wales Island, extends up the Karta River to its source at the foot of Salmon Lake, a distance of about 2 miles. This road will serve mining properties and follows the most practicable route for a road across Prince of Wales Island.

### Texas Creek Road Extension:

This project begins at the present end of the Texas Creek Road, 21 miles from Hyder, and is intended to be of a low standard to permit tractor hauling to lode mining properties that are developing. The length of the project when completed will be 3 miles. Due to the late start made in August 1938, only 4,000 feet was completed.

### Hyder Sidewalks:

While the Board has persistently refused to build sidewalks or improve streets within any community, the situation at Hyder presents a somewhat different aspect.

The percentage of unemployed in Hyder has stood relatively higher than any other community in the Territory. With no industry the community has become impoverished.

Because the existing wooden sidewalks are so badly decayed and dilapidated as to be dangerous, women and children have no choice but to walk on the highway passing through the town and used almost exclusively by Canadians, passing from Stewart, B. C., through the town of Hyder, to mines on the Canadian side of the boundary.

Hyder is unincorporated and has no city officials nor does it have a deputy marshal, and the only limitation for speed with Canadian drivers is what their cars are capable of making and this seldom satisfies those under the influence of liquor.

This office is unwilling to admit that it would construct sidewalks for the people of Hyder only because alien drivers refuse to obey either our laws or the dictation of decency. We ought to have courage enough to control a road that has been built exclusively with American money and is used almost exclusively by Canadians.

The CCC was willing to construct the walks, thus affording much needed employment if the Territory would furnish the lumber. The Board agreed to this but work has been suspended till spring.

### Hydaburg and Klawock Seaplane Floats:

Seaplane floats were authorized for Hydaburg and Klawock to be constructed with labor furnished by the CCC.

### Bell Island Trail:

This Forest Service trail leaves tidewater at Bell Island hot springs on an elevated walk which required repair and toward which a small contribution was made.

## Reconstruction Territorial Museum Building

The Territorial Board of Administration invited the attention of the Territorial Road Board to the necessity of providing office space for Territorial officials who were compelled to rent space in privately owned buildings and suggested that this constituted an emergency. The suggestion was made to recondition the old museum building, owned by the Territory, which had been altered for the requirements of a theater, thus providing space for Territorial officials and preventing at the same time the ruination of a valuable property, lying idle and deteriorating.

The only emergency fund that might be used was provided for in Chapter 49 of the Session Laws for 1937, this being an emergency appropriation for \$20,000 under the administration of the Territorial Road Board.

The Territorial Road Board consented to the use of this fund for the purpose and bids for the reconstruction of the building were submitted as follows:

|  |             |
|--|-------------|
| Boyer & Jensen Construction Co. ....               | \$17,488.00 |
| Mendenhall Construction Company .....              | 18,000.00   |
| Hans Berg .....                                    | 20,758.00   |
| Mellow & Jackson .....                             | 18,015.00   |
| Larson & Bolm .....                                | 17,900.00   |
| Krause, Kline & Redman .....                       | 17,898.00   |
| Alaska Electric Light & Power Co. (Lighting) ..... | 239.00      |

The Boyer and Jensen bid was accepted on the building and the Alaska Electric Light & Power Company bid on the lighting fixtures.

Extras and alternates added to the base bid brought the entire construction costs to the following:

|  |                    |
|--|--------------------|
| Boyer & Jensen general contract .....            | \$17,488.00        |
| Alaska Electric Light & Power Co. lighting ..... | 239.00             |
| Moving and setting up fixtures .....             | 220.00             |
| Venetian blinds .....                            | 320.00             |
| Weather stripping (low bkl) .....                | 400.00             |
| Closet over staircase .....                      | 97.00              |
| Floor outlets for phones and desk lamps .....    | 13.00              |
| Architect's fees .....                           | 913.35             |
| <b>Total</b> .....                               | <b>\$19,690.85</b> |
| Unexpended balance of appropriation .....        | 309.15             |

The unexpended balance was, by authority of the Governor, covered into a maintenance fund for the building which is being contributed to by the tenants of the building.

## WORK CARRIED ON BY THE BOARD DURING THE BIENNIUM IN THE SECOND DIVISION

### With Funds Carried Over from the Previous Biennium

#### Council Aviation Field:

Construction work on this field in the Niukluk River valley near the mouth of Ophir Creek about two miles from Council City was started in the previous biennium but on account of a breakdown of the equipment work was deferred till 1937 when the field was completed and paid for out of the funds allotted and held over from the previous biennium.

For the expenditure of the remaining funds held over from the previous biennium see description of work in Second Division under cooperation with the Alaska Road Commission.

## WORK CARRIED ON BY THE BOARD DURING THE BIENNIUM IN THE SECOND DIVISION

#### Tin City Aviation Field:

This field is used much on account of tin mining operations in this region, and was improved during the summer of 1937.

#### Klery Creek Road:

This project consists of about 7 miles of road from Squirrel River to placer mining operations on Klery Creek about 45 miles north of the Arctic Circle.

The work consists chiefly of placing brush corduroy and covering with gravel. The Klery Mines Inc. has furnished all of the mechanical equipment and the Territory bears the other costs.

During the season of 1937, 8,500 feet of road was completed, making in all 4 miles up to that time. On account of a somewhat smaller allotment in 1938 most of the road work was confined to repairs and improvement of the existing road.

One thousand yards of gravel was hauled and distributed in resurfacing soft places.

#### Squirrel River Aviation Field:

This very important field was considerably improved during the summer of 1938. Thirty-one hundred yards of gravel was moved to eliminate a sag from the runway which was increased to 1,400 feet in length. A start was made on a cross runway which is needed and recommended.

#### Shungnak Trails:

Various trails in the vicinity of Shungnak leading to the creeks where mining and prospecting operations are being carried on were improved during the summer of 1937.

#### Candle Aviation Field:

Candle is an important point in aircraft operations on the north side of the Seward Peninsula. The existing field there was too short for safe landing and an obstructed approach rendered the effective length shorter than its actual length. Apart from this the field itself, being a river bar, was always left badly scored by the action of the ice after the spring breakup. The field not only involved considerable outlay for maintenance but constituted a hazard for landing or taking off.

The Legislature in its Thirteenth Session proposed the construction of a new field out of road funds allotted to the Second Division.

Accordingly a contract was let in 1937 for the construction of a new field on the right limit of the Kivalik River at the mouth of Candle Creek and immediately opposite the town of Candle. This field is an improvement over the old one, not alone for the safety in landing and taking off, but because of the convenience of its location to the community.

#### Coffee Creek Aviation Field:

This field, located on Coffee Creek in the Kougarok district, was constructed by local miners at their own expense and the Territory made a contribution in 1937 toward the improvement of the existing runway. During the summer of 1938 a further allotment was made for the improvement of the original runway and the construction of a cross runway that was found necessary.

#### Davidson's Landing-Kougarok Road:

This route is intended to serve the upper Kougarok mining district by bringing freight that has been shipped directly from Seattle to Teller, a distance of 40 miles overland from Davidson's Landing on Mary's River to Taylor Creek. In the past probably most of the tonnage consigned to the upper Kougarok has followed this route notwithstanding the fact that it has been barely passable for tractors and trailers. Considerable money has been spent on patching the worst places to enable operators to move freight. To make a truck road or even a good cat road with the funds available is out of the question in addition to which this route does not serve the lower Kougarok area.

The extension of the road from the termination of the narrow gauge railway at Bunker Hill up the Kougarok valley to Taylor Creek involves a road the same length as the Davidson's Landing road but is tributary to Nome instead of Teller. Twelve miles of this road is completed and it now serving the lower Kougarok district.

In consideration of the fact that the Bunker Hill road would serve the entire Kougarok valley, that there remains but 28 miles to build against 40 miles of road from Davidson's Landing, it would seem that the practicable solution to the problem would be to concentrate expenditures on the Bunker Hill road.

During 1937 and 1938 temporary work has been carried on throughout the season in making repairs of the worst places on the Davidson's Landing route to enable operators to get over. About all that can be said in favor of this work is that it has helped to keep freight moving. Nothing of a permanent character has been done nor can it be with the limited funds spread over a stretch of 40 miles, that has never even been carried as a road.

#### Ungalik River Road:

This road from tidewater near the mouth of the Ungalik River to Bonanza, a distance of about six miles, serves mining operations on the Ungalik River,

The construction work consists of placing corduroy and other material over the surface of the soft places and placing culverts for drainage to enable

the hauling of dredging machinery with tractors. Mining concerns are supplying all of the equipment together with gas and oil, while the Territory pays the labor only. This work was begun in the summer of 1938 and is unfinished at the time this report is written.

#### Wilson Creek Road:

This road from Marshall on the Yukon River, extends up the valley of Wilson Creek to Disappointment Creek a distance of about 7 miles, serving new placer mining operations. Work on this project is being carried on by interested operators who furnish all of the mechanical equipment, the Territory bearing the other costs. The work on this project was begun during the summer of 1938 and is unfinished at the time this report is written.

#### Tin City-Goodwin Road:

This road, leading from the Bering Sea at the mouth of Cape Creek (Cape Prince of Wales), extends up Cape Creek across a low divide to Goodwin Gulch on the Arctic slope a distance of 5½ miles.

Tin mining operations are being carried on by the American Tin Fields Inc. on both of these streams, the gravel being hauled over the road to the concentrating plant on the beach where the tin oxide cassiterite is recovered and shipped to London for treatment. This is the source of practically all of the American production of mined tin.

During the summer of 1937 about 1.4 miles of road was built and during the summer of 1938 1.5 miles of road was constructed besides improving the part built during the previous year.

#### Noxapaga Aviation Field:

This field, located at the head of Black Gulch, a tributary of the Noxapaga River, serves new mining developments in that section which might properly be included in the Kougarok mining district. The field was constructed during the summer of 1938.

#### Harris Creek Aviation Field:

This field, located about 1½ miles up Harris Creek from its junction with the north fork of the Kougarok River, was practically built by local operators who called upon the Territory for help to finish it. It was completed during the summer of 1938.

#### Lopp Lagoon Aviation Field:

This emergency field is located on Lopp Lagoon and is intended to serve new tin mining operations on the north side of Cape Mountain. It was constructed during the summer of 1938.

#### Pilgrim Hot Springs Aviation Field:

The runway of this field was getting so rough as to require smoothing and a small allotment was made for this purpose during the summer of 1938.

**Deering Aviation Field:**

A small allotment was made during the summer of 1938 for the improvement of this field.

**Golovin Aviation Field:**

The construction of a new runway was begun in the fall of 1938 at this place and while completed enough for planes to land on the final completion of the field will take place in the spring of 1939. This field is quite important on the Nome to Fairbanks route.

## Cooperation with the CCC on Projects in the Second Division

**Kotzebue Aviation Field:**

This is an important aviation center for Seward Peninsula planes and has long needed improvement. Delay was first occasioned by a long drawn out affair in getting the matter of title cleared, which was accomplished just about the time that the CCC was organizing camps in the Territory.

The field now consists of a north and south runway 250 by 1300 feet and an east and west runway 140 by 1090 feet.

## Nome Harbor Improvement

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

The City of Nome however, 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 briefly, consists of two parallel jetties following approximately the channel lines of Snake River at its mouth. The easterly one was 1,016 feet in length and the westerly one 616 feet, together with the revetment of the river bank and the dredging of the river itself to a depth of eight feet.

Storms in the fall of 1937 damaged the east jetty to the extent that it was found necessary to reconstruct it which was done during the summer of 1938 at a cost of \$98,175.

The total cost of this work has been more than \$650,000 toward which \$40,000 has been contributed to date.

## WORK CARRIED ON BY THE BOARD DURING THE BIENNIUM IN THE THIRD DIVISION

### With Funds Carried Over from the Previous Biennium

**Peters Creek Landing Field:**

The construction work on this field was actually performed during the previous biennium but a settlement therefor was not made until the latter part of April 1937.

**Hamna-Knutson Bay Trail:**

Work on this trail consisted of cutting out 3 miles of new trail and the construction of 14 new bridges together with improvement over twenty miles of trail. The work was completed before the expiration of the previous biennium but payment for the same was not made until April 1937.

For the expenditure of the remaining funds held over from the previous biennium see description of work in the Third Division under cooperation with the Alaska Road Commission.

## WORK CARRIED ON BY THE BOARD DURING THE BIENNIUM IN THE THIRD DIVISION

**Cordova Aviation Field:**

A small sum was expended on this field during the summer of 1937 in removing loose rocks from the runway.

**Bremner Aviation Field:**

Considerable assistance was given in 1937 to the Bremner mining district toward the improvement of the aviation field. This district is obliged to rely upon this method of transportation and further expenditures will undoubtedly be required before a safe dependable field is to be had. No expenditure was made upon this field during the summer of 1938.

**Valdez Creek Aviation Field:**

A small expenditure was made on this field during the summer of 1937 and the runway was considerably improved.

**Kasilof Road:**

This road extends from the mouth of the Kasilof River 7 miles up the valley serving farmers. During the seasons of 1937 and 1938 maintenance work was performed on this road.

**Eyak Lake Loop Road:**

Regular maintenance work was performed on this road during the seasons of 1937 and 1938, consisting of spot graveling and smoothing the surface and the replacement in 1937 of a wooden culvert by a 24-inch metal culvert.

**Seward Aviation Field:**

This field usually becomes rutted after the spring thaw and while regrading it helps matters it is not of a permanent character. During 1937 this was done but in 1938 an attempt was made to surface the runway with gravel which greatly improved it. More surfacing however is necessary for a permanent job.

**Pigot Bay Road:**

This road is in the Port Wells district and extends from tidewater on Pigot Bay to developing lode properties less than a mile from the bay. Other properties would ultimately be served by the extension of this road.

An allotment was made in 1938 representing approximately a fifty per cent cooperation on the part of the Territory.

**Unalaska Cemetery Road:**

A small allotment was made for the people of Unalaska to enable them to provide a vehicular road to the cemetery.

## Projects Carried On in the Third Division by CCC Toward Which the Territory Made Contributions

**Lake Spenard Road Extension:**

In extending this road it was relocated so as to pass on the east instead of the west side of Spenard Lake. It is intended to serve numerous settlers in the area south of the lake.

Seven miles of right-of-way was cleared and grubbed by the CCC. The grading of this road is elsewhere referred to in this report.

**Fifth Avenue-Palmer Road:**

This road constitutes the new cutoff into the Anchorage Loop Road, eliminating the necessity of passing through the railroad yards and avoiding numerous railroad crossings on the route to Palmer. One and one-half miles was cleared and grubbed by the CCC in addition to getting out piling for the Ship Creek bridge.

**Tyonek Aviation Field and Road:**

This field has been cleared and grubbed over an area of 200 by 2000 feet and will be ultimately increased to 300 by 3000 feet. A road  $\frac{1}{4}$  mile in length to the field was constructed.

**Tyonek Trails:**

This project consists of  $3\frac{1}{2}$  miles of trail in all, adjacent to Tyonek.

**Kenai Dock and Road:**

This project consists of a dock for small boats and 900 feet of road to the top of the bench together with the construction of 800 lineal feet of log cribbing.

**Miller Landing Road:**

This project consists of  $\frac{1}{4}$  mile of road from the main easterly road at Homer to the beach.

**Homer Hill Road:**

This road consists of an extension of the Homer Hill road about one mile in length to reach the top of the bench west of Homer.

**Homer Dock:**

This project consists of a dock in Kachemak Bay on the end of the Homer Spit, having an 80-foot frontage and an approach, together with a dolphin. There is 15 feet of water at the dock on a minus 5-foot tide. This dock is suitable for moderate sized ocean vessels.

**Ninilchik River Foot Bridge:**

This consists of a foot bridge across the Ninilchik River 50 feet in length by 4 feet in width.

**Ninilchik School Road:**

This project consists of a road 0.30 mile in length from the village to the Territorial school.

**Ninilchik Aviation Field:**

This work consisted of lengthening and improving the existing aviation field. It is now 250 by 2,000 feet.

**Seldovia Sawmill Road:**

This project consisted of one mile of road together with a 35-foot bridge and 40 feet of approaches.

**McDonald Spit Spur:**

This project consists of a short spur from the McDonald Spit road 0.3 of a mile in length.

**Eyak Lake Revetment:**

This project consisted of reconstructing a log cribbing on a sand spit that forms small boat shelter on Eyak Lake adjacent to Cordova. Ten thousand lineal feet of logs were placed and 1200 cubic yards of rock and 1650 yards of gravel filling was placed in the cribbing.

**Chenega Dock:**

This project at Chenega in Prince William Sound which consists of a dock 12 by 150 feet, was constructed with CCC labor, the Territory having made a small contribution for materials.

## WORK CARRIED ON BY THE BOARD DURING THE BIENNIUM IN THE FOURTH DIVISION

### With Funds Carried Over from the Previous Biennium

**Flat Aviation Field:**

This item consisted of the improvement of the Flat aviation field and was authorized during the previous biennium though not settled for until the affairs of that period were closed.

**Richardson Highway Snow Removal:**

The Board has been reluctant to expend road funds for snow removal and has adopted the policy that no money will be set aside for such purposes but that each case will be considered upon its merits.

There seems to be times when snow removal is justified though it is not justified as a policy until more funds are available than we now have.

This particular item involved the transportation of supplies to points along the Richardson highway out of Fairbanks which became blocked earlier than usual and before supplies were obtained. The settlement for the authorization took place after the affairs of the biennium were closed.

**Goodpaster Aviation Field:**

The improvement of this field was authorized during the previous biennium but payment for the work was not made until May 1937.

For the expenditure of the remaining funds held over from the previous biennium see description of work in the Fourth Division under cooperation with the Alaska Road Commission.

**Miscellaneous Expenditures:**

Under this head was the expenditure for recording and deeds and the purchase of Alaska maps. The increased demand for maps had exhausted all available maps and the Board authorized a replenishment of the supply.

## WORK CARRIED ON BY THE BOARD DURING THE BIENNIUM IN THE FOURTH DIVISION

**Franklin Aviation Field:**

This field intended to serve the Franklin post office, is located on the opposite side of the South Fork of the Forty Mile River from Franklin and about 900 feet in elevation above the river.

The field was constructed during the summer of 1937.

**Jack Wade Bridges:**

Torrential floods on Jack Wade Creek usually carry away foot bridges and during the 1937 and 1938 season it was found necessary to replace these bridges.

**Chena Hot Springs Aviation Field:**

During the summer of 1937 considerable improvement was made upon this field which is being used more now than in the past.

**Moore Creek Aviation Field:**

This field, lying between Flat and Takotna, was constructed by operators in that district. In 1937 the Territory made a small allotment for the improvement of the runway.

**American Creek Road:**

This road from Fish Lake is 4 3/4 miles in length and serves dredging operations on American Creek. During the summer of 1937 a small allotment was made for the improvement of this road, the dredging company having furnished all of the mechanical equipment necessary for such work.

**Goodpaster Aviation Field:**

A cloudburst on the Goodpaster River during the summer of 1937 put this field out of commission. Since the only means of transportation to the Goodpaster is by planes immediate steps were taken to restore this field.

**Hot Springs Aviation Field:**

This important field lying on the course of planes flying between Fairbanks and Nome also serves a large mining district of which Hot Springs is the distributing center. During the summer of 1937 considerable improvement was made to the runway of this field.

**Eureka Aviation Field:**

This field, 24 miles from Hot Springs, was built by local mining concerns which the field serves. During the summer of 1937 a contribution was made by the Territory toward the improvement of the runway on a basis of paying for the labor.



**Chicken Aviation Field:**

This field is the best and the most important in the Forty Mile district. During the summer of 1937 the runway was lengthened from 1400 to 1860 feet.

**Steel Creek-Squaw Creek Trail:**

This trail, used by the miners in the Squaw Creek-Canyon Creek area to reach the post office at Steel Creek, was practically impassable in places and an allotment was made during the summer of 1937 for its improvement.

**Goodnews Bay-Salmon River Road:**

This road extends from the village of Platinum on Goodnews Bay to platinum mining operations on Salmon River and its tributaries a distance of 11 miles.

During the summer of 1937 8.8 miles of this road was completed, involving the handling of more than 43,000 yards in placing surfacing material at a cost to the Territory of \$915 per mile. The road was completed during the summer of 1938.

It would be unfair not to acknowledge the splendid cooperation by the mining operators who furnished all of the modern mechanical equipment necessary to accomplish the task so rapidly and cheaply.

**Clearwater Aviation Field:**

This field in the Kantishna district, was built at the expense of mining operators. During the summer of 1937 the Territory made an allotment to cover the cost of labor in improving the runway.

**Walkers Fork Aviation Field:**

This field lies on a low saddle between Walkers fork and Canyon Creek in the Forty Mile district, serving mining operations in both places. During the summer of 1937 the field was constructed and during the summer of 1938 the runway was improved by hauling material into the soft places and otherwise making the field safer and smoother.

**Upper Jack Wade Field:**

This field is on Jack Wade Creek about ten miles from its mouth and is intended to serve local mining operators as well as a post office nearby. It was built during the summer of 1937.

**Steel Creek Aviation Field:**

The construction of a field at this place was undertaken during the summer of 1937 to serve the post office and the surrounding district tributary to it.

A runway was cleared on the bench of the Forty Mile River immediately above the mouth of Steel Creek and 500 feet in elevation above the river.

A road was bulldozed to the valley floor, but conditions existing made the completion of the field impossible. No equipment could be obtained during the summer of 1938 to complete the work.

**Stuyohok Aviation Field:**

This field, which was built by local mining concerns, is about 9 miles north of the Yukon River at Tuckers slough and about 35 miles southwest of Holy Cross. During the summer of 1937 the Territory made an allotment for the improvement of the runway.

**Lower Jack Wade Aviation Field:**

This very important field serving mining operations on and tributary to lower Jack Wade Creek, was improved during the seasons of 1937 and 1938. The runway was increased from 1400 to 1500 feet.

**Tanana Aviation Field:**

This field though used little is on the course of the Fairbanks-Nome flights. During the fall of 1937 a small sum was allotted for clearing brush growth from the field.

**Nenana-Hot Springs Trail:**

An expenditure was made for the removal of brush along this winter mail route.

**Lower Ganes Creek Road:**

This proposed road would leave the Takotna-Ophir road at Ganes Creek and follow up Ganes Creek to serve mining operations. While a road exists serving Ganes Creek it crosses a divide reaching Ganes Creek about nine miles from the mouth. This road is not open for travel as early in the spring as would the road be following Ganes Creek. A small allotment was made in the fall of 1937 to cover the labor costs in clearing the right-of-way. No allotment was made in 1938.

**Salvaging Material and Reconstruction of Fort Yukon Bridge:**

The spring breakup of 1937 undermined and carried away one of the towers of the suspension bridge at Fort Yukon which crosses a slough from the Porcupine River and affords a means of reaching the aviation field without the necessity of using a boat. The recovery of the cables and a tower which had been carried 3 miles down the Yukon was authorized.

During the spring of 1938 before the breakup the span was re-erected on a site believed to be more favorable than the previous one.

**Tanana Trail:**

Minor repairs were made on the winter trail near Tanana during 1937.

**Grant Creek Road:**

This road, about thirty miles below Tanana is 4 miles in length and serves mining operations on Grant Creek flowing into the Yukon from the north.

The road was practically built by Walter G. Fisher at his own expense but the Territory made a small allotment for the improvement of the road in 1938.

**Fort Yukon Aviation Field:**

A small allotment was made during the summer of 1938 for the removal of brush from this field.

**Tuluksak Road:**

This projected road is intended to reach placer mining operations in the vicinity of Bear Creek from navigable water on the Tuluksak River, enabling operators to reduce their freight costs. An allotment was made during the summer of 1938 to carry on work in conjunction with local operators.

**Stevens Village Aviation Field:**

During the summer of 1938 an allotment was made for the construction of a landing field at this place. The importance of a field here has long been recognized but the difficulty of building a field without the proper equipment has resulted in its postponement.

This field is on a direct line between Fairbanks and Wiseman to which place planes are travelling constantly. The field serves the people of Stevens village and constitutes an emergency landing for planes as well as a point where gasoline can be had.

**Poorman Winter Landing Place:**

A small allotment was made for the removal of brush on a suitable site for the landing of planes in the winter time. While this constitutes a justified emergency for the inhabitants of that district it is not intended to be carried as an aviation field.

## Projects Undertaken by the Board in Cooperation with the CCC

**Fairbanks Aviation Field:**

To provide better airport facilities at Fairbanks the Board entered into an agreement with the CCC and the City of Fairbanks whereby labor costs are to be borne by the CCC and the non labor costs to be equally divided between the City of Fairbanks and the Territory. This project contemplates the extension of the east and west runway from 3,059 feet to 6,109 feet.

In addition to providing a runway suitable for any plane it takes the runway outside of the heavy fog that hovers over the town in extremely cold weather and makes landing on the present field not only guesswork but hazardous. Also it carries the runway to the Chena slough which will facilitate the change from wheels to pontoons or vice versa.

The Territory's estimated share of this work is \$1700.

**Emergency Fields in Rainy Pass:**

There has long been a necessity for emergency landing fields in the Rainy Pass area for the accommodation of planes flying to McGrath, Takotna, Pit, Ophir and Kuskokwim points.

A favorable site 18 miles northwest of the pass at the confluence of the South Fork of the Kuskokwim River and the Rohn or Tatina River has been found and one is said to exist in the vicinity of Stillman Lake, about 16 miles southeast of the pass. It is said that a field can be built on the Rohn River site by hand and comparatively little expense though such is not the case in the Stillman Lake location where mechanical equipment would be required. Undoubtedly a further examination of the area on the southeast side of the pass will disclose a better site.

The Board has agreed to cooperate with the CCC during the coming year to construct these fields.

## 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            | 3.50        |

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

| Name of Road            | Length in Miles | Total Miles |
|-------------------------|-----------------|-------------|
| Haines-Jones Point      | 1.50            |             |
| Haines-Pleasant Camp    | 42.50           |             |
| Poreupline Extension    | 5.00            |             |
| Mud Bay Road            | 10.00           |             |
| Sitka-Indian River      | 0.75            |             |
| Sitka-National Cemetery | 0.50            |             |
| Point Gustavus Roads    | 3.50            |             |
| Rink River Road         | 0.75            | 64.50       |

#### Roads Built and Maintained by 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

| Location of Road | Length in Miles | Total Miles |
|------------------|-----------------|-------------|
| Ketchikan        | 23.289          |             |
| Juneau District  | 45.551          |             |
| Petersburg       | 10.550          |             |
| Hyder District   | 23.823          |             |
| Sitka            | 8.694           |             |
| Wrangell         | 6.266           |             |
| Skagway          | 2.428           |             |
| Point Agassiz    | 4.568           |             |
| Craig-Klawock    | 1.179           | 126.348     |

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

| Location of Road          | Length in Miles | Total Miles   |
|---------------------------|-----------------|---------------|
| Tongass National Forest   | 25.65           | 25.65         |
| <b>Total for Division</b> |                 | <b>220.50</b> |

### SECOND DIVISION

#### All Roads in This Division Are Built and Maintained by the Territory and 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         | 20.50           |             |
| Snake River-Montument      | 3.00            |             |
| Nome-Osborne               | 10.25           |             |
| Bessie-Sunset              | 12.00           |             |
| Bessie-Buster              | 7.25            |             |
| Spruce Creek               | 1.50            |             |
| Nome Wireless Road         | 0.25            |             |
| Mouth of Center Creek Road | 3.00            |             |
| Little Creek Branch        | 2.25            |             |
| Submarine Physbreak        | 3.00            |             |
| Candle-Candle Creek Road   | 7.00            |             |
| Candle Radio Road          | 0.25            |             |
| Deering-Tunnachuk          | 25.00           |             |
| Dime Creek Road            | 9.00            |             |
| Tin City-Goodwin           | 5.50            |             |
| Marshall Road              | 4.00            |             |
| Teller-Bluestone           | 15.00           |             |
| Bunker Hill-Kougurok       | 12.00           | 224.50      |

(Also 80.25 miles narrow gauge railway (Nome-Bunker Hill Tram))

### THIRD DIVISION

#### Roads Built and Maintained by the Territory

| Name of Road                | Length in Miles | Total Miles |
|-----------------------------|-----------------|-------------|
| Spenard-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-Lake Spenard      | 10.00           |             |
| Chester Creek Boat Landing  | 1.00            |             |
| Oil Well Road               | 5.50            |             |
| Engstrom Road               | 1.75            |             |
| Werner Branch               | 0.50            |             |
| Kaslof Road                 | 7.00            |             |
| Falk Road                   | 1.00            |             |

## BIENNIAL REPORT

|                                     |      |       |
|-------------------------------------|------|-------|
| Chitina Native School Road .....    | 1.00 |       |
| Lakeview Road .....                 | 3.00 |       |
| Ninilchik Aviation Field Road ..... | 0.75 |       |
| Robe Lake Road .....                | 0.75 |       |
| Fynk Lake Loop Road .....           | 0.25 |       |
| Mabel Mine Road .....               | 0.25 |       |
| McCarthy-Kennecott .....            | 3.50 |       |
| South Second Street, Cordova .....  | 0.25 | 73.00 |

## Roads Built and Maintained by the Bureau of Public Roads

| Location of Road      | Length in Miles | Total Miles |
|-----------------------|-----------------|-------------|
| Seward District ..... | 97.615          |             |
| Cordova .....         | 10.350          |             |
| Girdwood .....        | 7.775           |             |
| Afognak Lake .....    | 4.534           | 120.274     |

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 .....                      | 3.00            |             |
| Fishhook-Gold Mint .....             | 4.25            |             |
| Lucky Shot-Willow .....              | 26.00           |             |
| Anchorage Loop .....                 | 19.50           |             |
| McDonald Branch .....                | 1.25            |             |
| Homer Roads .....                    | 18.25           |             |
| Valdez-Mineral Creek .....           | 10.75           |             |
| Dillingham-Wood River .....          | 9.25            |             |
| McCarthy-Dan Creek .....             | 20.00           |             |
| Chititu Branch .....                 | 6.50            |             |
| McCarthy-Kennecott River .....       | 0.50            |             |
| Seldovia-McDonald Spit .....         | 1.75            |             |
| McLeod Road .....                    | 2.25            |             |
| Bodenburg-Butte .....                | 6.50            |             |
| Bull River Road .....                | 13.25           | 235.00      |

## Roads Built and Maintained by the Alaska Road Commission

| Name of Road                   | Length in Miles | Total Miles |
|--------------------------------|-----------------|-------------|
| Richardson Highway .....       | 202.00          |             |
| Edgerton Cutoff .....          | 39.00           |             |
| Gulkana-Nabesna .....          | 108.00          |             |
| Green Butte .....              | 15.00           |             |
| Iliamna Bay-Iliamna Lake ..... | 15.50           |             |

## TERRITORIAL HIGHWAY ENGINEER

|                                 |       |        |
|---------------------------------|-------|--------|
| Talkeetna-Cache Creek .....     | 23.50 |        |
| Anchorage Radio Road .....      | 0.25  |        |
| Kodiak Roads .....              | 16.50 |        |
| Kanatak-Beecharof Lake .....    | 8.75  |        |
| Wasilla-Fishhook .....          | 16.00 |        |
| Willow Creek Extension .....    | 15.00 |        |
| Wasilla-Knik .....              | 19.75 |        |
| Archangel Extension .....       | 5.50  |        |
| Upper Willow Creek Branch ..... | 1.25  |        |
| Peters Creek Road .....         | 14.75 |        |
| Sutton-Nelchina .....           | 19.00 | 519.75 |

## Forest Roads Built and Maintained by the U. S. Forest Service

| Location of Road                 | Length in Miles | Total Miles |
|----------------------------------|-----------------|-------------|
| Chugach National Forest .....    | 23.6            | 23.6        |
| Total Mileage for Division ..... |                 | 971.62      |

## FOURTH DIVISION

## Roads Built and Maintained by the Territory

| Name of Road                       | Length in Miles | Total Miles |
|------------------------------------|-----------------|-------------|
| Richardson-Democrat .....          | 4.00            |             |
| Cleary Creek Roads .....           | 6.00            |             |
| Fish Lake-American Creek .....     | 4.75            |             |
| Fox-Olmes .....                    | 10.00           |             |
| Dome-SpaULDing .....               | 2.50            |             |
| Summit-Pulbunks Creek .....        | 14.75           |             |
| Summit-Fish Creek .....            | 8.25            |             |
| College Spur .....                 | 0.50            |             |
| Ester Dome .....                   | 5.25            |             |
| St. Patrick-Happy-Goldstream ..... | 9.00            |             |
| Ester-Beegler .....                | 1.00            |             |
| Lazelle Road .....                 | 2.25            |             |
| Little Eldorado .....              | 6.00            |             |
| Isabelle Creek .....               | 1.75            |             |
| Farmers-Birch Hill .....           | 8.75            |             |
| Bellaine-Rickert .....             | 2.50            |             |
| Farmers-Chena Slough .....         | 9.00            |             |
| Miller House-Harrison Creek .....  | 12.50           |             |
| U. S. Creek Road .....             | 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  |        |
| Long-Birch Road .....             | 7.00  |        |
| Faith Creek Road .....            | 1.50  |        |
| Gilmore-Pearl Creek .....         | 8.75  |        |
| Gilmore-Summit Spur .....         | 0.25  |        |
| Goodnews Bay-Salmon River .....   | 11.00 |        |
| Tuluksak Road .....               | 3.00  | 186.00 |

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

| Name of Road                      | Length in Miles | Total Miles |
|-----------------------------------|-----------------|-------------|
| Ester Creek Road .....            | 9.50            |             |
| Rampart-Eureka .....              | 4.50            |             |
| Central House-Portage Creek ..... | 18.00           |             |
| Hot Springs Landing-Eureka .....  | 25.50           |             |
| 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 .....           | 9.00            |             |
| Grachl Bridge Road .....          | 0.50            |             |
| Kuskokwim-Takotna .....           | 5.00            |             |
| Greenstone Creek .....            | 1.75            |             |
| Coal Creek-Woodchopper .....      | 7.00            | 177.00      |

Roads Built and Maintained by the Alaska Road Commission

| Name of Road                                   | Length in Miles | Total Miles |
|--|-----------------|-------------|
| Porcupine Creek .....                          | 11.00           |             |
| Stcese Highway (Fairbanks - Circle City) ..... | 163.25          |             |
| Ketchum Creek Branch .....                     | 5.00            |             |
| Eagle-Liberty .....                            | 15.00           |             |
| Eagle-Seventy Mile .....                       | 4.00            |             |
| Fourth of July Creek .....                     | 5.00            |             |
| Tanana-Mission Road .....                      | 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           |             |
| McKinley Park Road .....                       | 90.50           |             |
| Kantishna-Park Boundary .....                  | 4.00            |             |
| Nolan Branch .....                             | 5.50            |             |
| Wiseman-Hammond .....                          | 7.50            |             |
| Ferry 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   |              |
| Medfra-Nixon Fork Mine .....                       | 12.00  |              |
| Lake Harding Spur .....                            | 3.00   |              |
| Richardson Highway (Fairbanks-Isabelle Pass) ..... | 169.00 |              |
| Fairbanks-Gilmore Spurs .....                      | 3.25   | 605.50       |
| Total for Division .....                           |        | 968.50 Miles |

Total for the Territory ..... 2,385.12 Miles

\*46.25 miles of road carried in previous report abandoned.

Distribution of Sled Roads and Trails

|  | First Division | Second Division | Third Division | Fourth Division | Total    |
|--|----------------|-----------------|----------------|-----------------|----------|
| A. R. C. and Territorial Sled Road ..... |                | 163.50          | 192.50         | 1,234.75        | 1,590.75 |
|  | First Division | Second Division | Third Division | Fourth Division | Total    |
| A. R. C. and Territorial Trails .....    | 51.25          | 2,654.0         | 950.25         | 3,295.75        | 6,951.25 |
| U. S. Forest Service Trails....          | 688.57         |                 | 244.47         |                 | 933.04   |
| Total .....                              | 739.82         | 2,654.0         | 1,194.72       | 3,295.75        | 7,884.29 |

Mileage on which no work was performed:

|                  |          |
|------------------|----------|
| Roads .....      | 93.50    |
| Sled Roads ..... | 1,033.75 |
| Trails .....     | 4,861.50 |

## SHELTER CABINS

Since the Legislative Act in 1917 authorizing the construction and maintenance of shelter cabins for the benefit of winter travellers on overland trails the following expenditures by two-year periods have been made:

|                                       |                     |
|---------------------------------------|---------------------|
| 1917 .....                            | \$ 20,000.00        |
| 1919 .....                            | 5,000.00            |
| 1921 .....                            | 10,000.00           |
| 1923 .....                            | 15,000.00           |
| 1925 .....                            | 20,000.00           |
| 1927 .....                            | 40,000.00           |
| 1929 .....                            | 20,000.00           |
| 1931 .....                            | 10,000.00           |
| 1933 .....                            | 2,000.00            |
| 1935 .....                            | 15,000.00           |
| 1937 (expended during biennium) ..... | 4,367.40            |
|                                       | <u>\$161,367.40</u> |

Since the airplane is supplanting overland travel and airmail contracts are taking the place of mail transport by dogs it is now apparent that purely from a standpoint of overland travel the shelter cabin is no longer a pressing need.

Appropriations for shelter cabins are however recommended because we now have a new use for such shelters. With a continuing increase of aircraft operations the Territory is now confronted with the establishment of emergency fields along the principal lines of flight and these fields where they are isolated should be provided with shelter cabins and stoves.

The only shelter cabin erected by the Board during the biennium was on the Healy aviation field, used chiefly in transporting sick or injured miners to the hospital.

## Summary of Expenditures

|                          | Expended<br>1937  | Expended or<br>Obligated<br>1938 | Total             |
|--------------------------|-------------------|----------------------------------|-------------------|
| Second Division .....    | \$ 531.40         | \$ 528.25                        | \$1,059.65        |
| Third Division .....     | 487.54            | 100.00                           | 587.54            |
| Fourth Division .....    | 1,035.21          | 1,685.03                         | 2,720.21          |
| Totals .....             | <u>\$2,054.15</u> | <u>\$2,313.25</u>                | <u>\$4,367.40</u> |
| Unexpended Balance ..... |                   |                                  | <u>\$4,132.60</u> |

## Distribution

### SECOND DIVISION

| Name                                       | Work Done                       | Exp.<br>1937 | Exp. or<br>Obl. 1938 |
|--|---------------------------------|--------------|----------------------|
| Riley Channel .....                        | Stovepipe and wood .....        | \$ 30.00     |                      |
| Bonanza .....                              | Repairs and wood .....          | 57.00        |                      |
| Riley Wreck .....                          | Stove, repairs, coal .....      | 32.00        |                      |
| Arctic Circle .....                        | Stove, coal .....               | 32.00        |                      |
| Choris Peninsula .....                     | Stove, coal .....               | 36.16        |                      |
| Moses .....                                | Wood .....                      | 7.00         |                      |
| Walla Walla .....                          | Wood .....                      | 7.00         |                      |
| Golsovia .....                             | Wood and install stove .....    | 23.72        |                      |
| Herndon Portage .....                      | Wood .....                      | 21.00        |                      |
| Romanoff .....                             | Wood and install stove .....    | 23.72        |                      |
| Okolkshook .....                           | Stovepipe and wood .....        | 43.00        |                      |
| Cape Thompson .....                        | Stovepipe .....                 | 2.50         |                      |
| Point Hope .....                           | Stovepipe .....                 | 2.50         |                      |
| Aukalurik .....                            | Stove .....                     | 30.00        |                      |
| Whaleback .....                            | Wood .....                      | 14.00        |                      |
| Old Woman .....                            | Wood .....                      | 14.00        |                      |
| 22 Mile (Kaltag Portage) .....             | Wood .....                      | 14.00        |                      |
| 10 Mile (Kaltag Portage) .....             | Wood .....                      | 14.00        |                      |
| Lopp Lagoon .....                          | Wood .....                      | 21.00        |                      |
| Sinrazat .....                             | Wood .....                      | 21.00        |                      |
| Nome River .....                           | Wood .....                      | 15.00        |                      |
| Megget .....                               | Wood and stovepipe .....        | 17.00        |                      |
| Davidson's Landing-Kougarok<br>Route ..... | Tar paper and repairs .....     | 53.80        |                      |
| Maintenance .....                          | (obligated to Dec. 31, 1938) .. |              | \$ 528.25            |
| Totals .....                               |                                 | \$ 531.40    | \$ 528.25            |

### THIRD DIVISION

| Name                         | Work Done                       | Exp.<br>1937 | Exp. or<br>Obl. 1938 |
|------------------------------|---------------------------------|--------------|----------------------|
| Boulder Creek .....          | Repairs .....                   | \$ 30.00     |                      |
| Trail Creek .....            | Repairs .....                   | 20.79        |                      |
| East End Becharof Lake ..... | Repairs .....                   | 100.00       |                      |
| West End Becharof Lake ..... | Repairs .....                   | 110.00       |                      |
| Gas Rocks .....              | Repairs .....                   | 110.00       |                      |
| Egegik Rapids .....          | Repairs .....                   | 116.75       |                      |
| Clearwater .....             | Repairs .....                   |              | \$ 10.00             |
| Brushkana .....              | Repairs .....                   |              | 24.66                |
| Mouth Susitna River .....    | Repairs .....                   |              | 5.00                 |
| Maintenance .....            | (Obligated to Dec. 31, 1938) .. |              | 60.34                |
| Totals .....                 |                                 | \$ 487.54    | \$ 100.00            |

## FOURTH DIVISION

| Name                       | Work Done                           | Exp.<br>1937 | Exp. or<br>Obl. 1938 |
|----------------------------|-------------------------------------|--------------|----------------------|
| Jack Smith Bay             | Stovepipe                           | \$ 2.50      |                      |
| Warehouse Creek            | Stovepipe                           | 2.50         |                      |
| Lincoln Creek              | Repairs                             | 9.00         |                      |
| Fourth of July             | Repairs                             | 9.00         |                      |
| Swift Creek                | Repair roof                         | 33.30        |                      |
| Ophir Creek                | Repair roof                         | 33.30        |                      |
| Brown Creek                | Repairs                             | 14.00        |                      |
| Carter Bay                 | Stovepipe                           | 2.75         |                      |
| Arolic Gap                 | Stovepipe                           | 2.25         |                      |
| Beluga Peak                | Stovepipe                           | 3.75         |                      |
| Reindeer Creek             | Stovepipe                           | 3.75         |                      |
| Hogans                     | New stove                           | 18.75        |                      |
| Morelock Creek             | New cabin                           | 296.00       |                      |
| 24 Mile (Beaver-Caro)      | Stove and pipe                      | 19.56        |                      |
| 80 Mile (Tanana-Bettles)   | Stove and pipe                      | 39.15        |                      |
| Hanshaw Creek              | Stove and pipe                      | 39.15        |                      |
| 17 Mile (Wild River)       | Stove and pipe                      | 39.15        |                      |
| 45 Mile (Wild River)       | Stove and pipe                      | 39.15        |                      |
| Butte Creek                | Stove and pipe                      | 39.60        |                      |
| 10 Mile (Circle Ft. Yukon) | Repair roof                         | 30.00        |                      |
| 45 Mile (Circle Ft. Yukon) | Repair roof                         | 45.00        |                      |
| Totatlunika                | New cabin, windows, stove           |              | 200.00               |
| Tutlunika                  | Repairs, stove                      |              | 100.00               |
| Old Island Village         | New cabin                           |              | 560.00               |
| Ruby                       | New cabin (replace one burned 1937) |              | 825.00               |
| Healy Landing Field        | New cabin                           | 313.60       |                      |
| Totals                     |                                     | \$1,035.21   | \$1,685.00           |

## TELEPHONE LAND LINES

(Chapter 29, Session Laws for 1937)

Originally the appropriations for the upkeep of the abandoned U. S. Signal Corps telegraph line for use as an emergency telephone line covered that section from Tanana to Unalakleet, a distance of 374 miles.

Because the line from Tanana was in such a dilapidated condition and since there seemed to be less need for this section, recent appropriations have covered the section from Nulato and Unalakleet and authorized the rehabilitation of the section from Rampart to Eureka.

The principal reason for these lines was on account of the need for weather reports in connection with aviation in an area where no other means of communication existed.

The fund having been amply sufficient during the past biennium, the Board authorized the expenditure of a small sum for the repair of that section from Koyukuk Station to Nulato.

It is understood that Radio telephone communication has been established at Unalakleet and in the event of such facilities being established at Rampart and Kallag the necessity for the land lines would no longer exist.

The following is a summary of expenditures under this Act, showing the amount expended and the amount obligated. With the breakup of the rivers in the spring it is possible that some expenditure will be necessary, assuming that the Legislature sees fit to continue this service:

|                    |            |
|--------------------|------------|
| Appropriation      | \$2,500.00 |
| Expended           | \$1,131.80 |
| Obligated          | 330.00     |
| Unexpended balance | \$1,038.20 |

## AVIATION

To some communities in Alaska aviation fields are more important than roads for the reason that roads would cost millions of dollars and require years to build.

The necessity for the improvement of existing fields and the establishment of emergency fields provided with shelter along the important lines of flight cannot be too strongly emphasized. This office believes that while radio communication, weather reports, etc., constitutes a need in aircraft operations, nothing is quite so important as a place to land if the necessity arises.

Subjoined is a table showing all of the fields and other aids in the Territory together with the cost. In order to make the tabulation complete it was necessary to include fields and other facilities now in disuse.

## Aviation Fields in the Territory of Alaska

### January, 1939

| Name                       | North<br>Latitude | West<br>Longitude | Dimensions<br>In Feet | Cost       |
|----------------------------|-------------------|-------------------|-----------------------|------------|
| 1. Aniak                   | 61 39             | 159 41            | 150x1500              | †          |
| 2. American Creek          | 65 06             | 151 14            | 80x1400               | \$ 940.00* |
| 3. Anchorage               | 61 12             | 149 52            | 400x2000-400x3260     | 6,722.04   |
| 4. Bear Creek              | 61 02             | 159 48            | 150x 800              | 400.00     |
| 5. Bethel                  | 60 47             | 161 48            | 200x1200-200x2500     | 52,555.25  |
| 6. Bettles River           | 67 35             | 149 38            | 250x 600              | 500.00     |
| 7. Bluff                   | 64 35             | 163 41            | 400x 900              | 30.00      |
| 8. Big Delta               | 64 09             | 145 50            | 200x1900              | 494.04     |
| 9. Bremner                 | 61 03             | 143 29            | 170x1300              | 5,744.69   |
| 10. Brooks (Livengood)     | 65 33             | 148 33            | 250x1800              | 5,628.64   |
| 11. Cache Creek            | 62 28             | 151 02            | 100x 900              | 1,669.60   |
| 12. Candle (Kotzebue)      | 65 55             | 161 55            | 180x1885              | 12,287.50  |
| 13. Candle (Kuskokwim)     | 62 29             | 155 51            | 150x1800              | †          |
| 14. Cantwell (Broad Pass)  | 63 25             | 148 59            | 200x1000              | 500.00     |
| 15. Cape Prince of Wales   | 65 38             | 168 04            | 250x1000              | 121.40     |
| 16. Caribou                | 64 40             | 145 44            | 100x1800              | †          |
| 17. Chandalar**            | 67 35             | 148 17            | 250x 750              | 3,335.74   |
| 18. Chena Hot Springs      | 65 04             | 146 05            | 150x1000              | 2,239.58   |
| 19. Chicken                | 64 05             | 141 55            | 125x1860              | 5,643.93   |
| 20. Chisina                | 62 05             | 142 04            | 150x1000              | 1,744.63   |
| 21. Chistochina            | 62 35             | 144 43            | 250x1700              | 2,634.97   |
| 22. Chilina                | 61 42             | 144 33            | 160x1500              | 3,910.85   |
| 23. Chitina River**        | 61 03             | 141 38            | 180x1000              | 735.00     |
| 24. Clearwater (Kantishna) | 63 45             | 150 21            | 150x1500              | 595.62*    |
| 25. Circle Hot Springs     | 65 31             | 144 34            | 400x2200              | 3,376.35   |
| 26. Coffee Creek           | 65 19             | 164 42            | 100-150x1000          | 1,000.00*  |
| 27. Colorado Creek (Ophir) | 63 35             | 155 55            | 250x1800              | †          |
| 28. Colorado Station       | 63 10             | 149 25            | 140x1700              | 1,295.63   |
| 29. Copper Center          | 61 58             | 145 21            | 150-350x1400          | 276.92     |
| 30. Cordova                | 60 33             | 145 44            | 200x2000              | 56,042.40  |
| 31. Council                | 64 55             | 163 44            | 150x1500              | 3,244.27   |
| 32. Cripple Creek          | 63 31             | 156 01            | 125x1800              | 1,803.00   |
| 33. Curry                  | 62 37             | 150 01            | 200x1100              | 4,221.05   |
| 34. Deering                | 66 05             | 162 49            | 150x2000              | 1,607.71   |
| 35. Donnelley              | 63 40             | 145 55            | 300x1200              | 137.42     |
| 36. Eagle                  | 64 48             | 141 12            | 230-300x1550          | 3,961.71   |
| 37. Eureka                 | 65 11             | 150 16            | 180x1150              | 500.00*    |
| 38. Fairbanks              | 64 49             | 147 44            | 400x3000-400x6100     | 21,669.33  |
| 39. Fishhook**             | 61 48             | 149 15            | .....                 | 917.49     |
| 40. Flat                   | 62 28             | 158 03            | 150x1900              | 5,950.15   |
| 41. Fort Yukon             | 66 35             | 145 19            | 250x1400-150x800      | 7,765.87   |
| 42. Franklin               | 64 10             | 141 43            | 120x1200              | 1,088.00   |
| 43. Gakona                 | 62 18             | 145 17            | 300x1500              | 41.79*     |

| Name                    | North<br>Latitude | West<br>Longitude | Dimensions<br>In Feet | Cost      |
|-------------------------|-------------------|-------------------|-----------------------|-----------|
| 44. Ganes Creek         | 62 59             | 156 31            | 100x1500              | †         |
| 45. Golovin             | 64 33             | 163 02            | 150x1800              | 3,786.97  |
| 46. Goodpaster          | 64 23             | 144 07            | 75x1100               | 1,421.00  |
| 47. Grubstake           | 64 02             | 148 12            | 40x 900               | 500.00    |
| 48. Harris Creek        | 65 38             | 163 35            | 100x1300              | 228.50*   |
| 49. Haycock             | 65 13             | 161 05            | 150x1400              | 2,136.65  |
| 50. Healy               | 63 50             | 149 01            | 250x 800-250x 700     | 955.39    |
| 51. Jack Wade (Lower)   | 64 06             | 141 47            | 160x1500              | 2,766.18  |
| 52. Jack Wade (Upper)   | 64 07             | 141 36            | 110x1500              | 1,230.00* |
| 53. Juneau              | 58 22             | 134 35            | 200x2000              | †         |
| 54. Kaltag              | 64 20             | 158 42            | 200x2000              | 500.25    |
| 55. Kantishna**         | 65 33             | 151 00            | 150x 900              | 775.00    |
| 56. Kasilof**           | 60 21             | 151 16            | 150x1200              | 674.22    |
| 57. Kennel              | 60 34             | 151 15            | 200x1200              | 1,901.11  |
| 58. Kiwalik             | 66 01             | 161 58            | 250x1600              | 908.50    |
| 59. Koluk               | 66 57             | 156 58            | 240x1300              | 2,309.50  |
| 60. Kotzebue            | 66 52             | 162 39            | 250x1300-140x1090     | 2,191.86  |
| 61. Kougarok (Lower)    | 65 24             | 164 34            | 125x1100              | 362.84    |
| 62. Koyuk               | 64 55             | 161 05            | 230x1600              | 312.98    |
| 63. Lake Spenard**      | 61 11             | 149 57            | 250x1000              | 277.45    |
| 64. Lopp Lagoon         | 65 38             | 167 58            | 86x1300               | 267.00    |
| 65. Lake Minchumina**   | 63 55             | 152 00            | 600x1500              | 914.11    |
| 66. Lost River          | 65 25             | 167 10            | 250x1250              | 253.94    |
| 67. Manley Hot Springs  | 65 00             | 150 41            | 200x2100              | 5,135.90  |
| 68. Marshall**          | 61 55             | 162 07            | 200x1300              | 2,100.00  |
| 69. May Creek           | 61 20             | 142 43            | 150x1500              | 500.00    |
| 70. McCarthy            | 61 25             | 142 56            | 300x1164-191x2360     | 5,543.73  |
| 71. McGrath             | 62 58             | 155 36            | 200x2000              | 26,986.26 |
| 72. McKinley Park       | 63 43             | 148 54            | 100x 700              | 400.00    |
| 73. Medfra              | 63 06             | 154 37            | 100-125x2200          | 4,389.00  |
| 74. Moore Creek         | 62 36             | 157 11            | 125x1000              | 500.00*   |
| 75. Moose Creek         | 61 43             | 149 07            | 200x1000              | 481.75    |
| 76. Moses Point         | 64 43             | 162 05            | 200x1500              | 254.20    |
| 77. Nabesna             | 62 24             | 142 52            | 200x 900              | 3,198.64  |
| 78. Nenana              | 64 33             | 149 03            | 200x 900              | 1,262.24  |
| 79. Ninilchik           | 60 05             | 151 38            | 250x2000              | 398.58    |
| 80. Nontak              | 67 34             | 163 04            | 150x1400              | ††        |
| 81. Nome                | 64 30             | 165 21            | 200x3200              | 35,552.07 |
| 82. Noorvik             | 66 54             | 160 55            | 150x1500              | 350.78    |
| 83. Noxapaga            | 65 35             | 164 15            | 100x1450              | 1,002.50  |
| 84. Nulato              | 64 44             | 158 04            | 110x2000              | 23,236.50 |
| 85. Omega Creek         | 65 09             | 150 24            | 230x 900              | †         |
| 86. Ophir               | 63 10             | 156 33            | 100x1117              | 3,945.62  |
| 87. Palmer Creek        | 65 02             | 145 31            | 200x 800              | 839.11    |
| 88. Peters Creek        | 62 29             | 150 48            | 120x1100              | 1,500.00  |
| 89. Pilgrim Hot Springs | 65 05             | 164 58            | 200x1200              | 1,527.90  |



| Name                              | North    |           | West              |            | Dimensions<br>In Feet | Cost |
|-----------------------------------|----------|-----------|-------------------|------------|-----------------------|------|
|                                   | Latitude | Longitude | Latitude          | Longitude  |                       |      |
| 90. Platinum                      | 59 01    | 161 47    | 400x3000          | †††        |                       |      |
| 91. Point Hope                    | 68 20    | 166 10    | 200x4400          | †††        |                       |      |
| 92. Poorman**                     | 64 06    | 155 30    | 100x1500          | 3,847.20   |                       |      |
| 93. Rapids                        | 63 32    | 145 50    | 90-150x1800       | 229.10     |                       |      |
| 94. Ruby                          | 64 31    | 155 27    | 150x2000-160x1600 | 13,319.42  |                       |      |
| 95. Salmon River**                | 58 55    | 161 40    | 100-175x1100      | †          |                       |      |
| 96. Savage River                  | 63 44    | 149 18    | 250x1200          | 160.93     |                       |      |
| 97. Selawik                       | 66 34    | 160 03    | 100x1000          | 850.00     |                       |      |
| 98. Seward                        | 60 07    | 149 24    | 200x1900-200x1000 | 17,198.27  |                       |      |
| 99. Skagway                       | 59 27    | 135 19    | 300x2600          | 10,153.18  |                       |      |
| 100. Slate Creek                  | 63 16    | 144 57    | 150x1700          | †          |                       |      |
| 101. Solomon                      | 64 35    | 164 22    | 235x5200          | ††† 719.83 |                       |      |
| 102. Squirrel River               | 67 08    | 160 20    | 140x1400          | 1,650.00   |                       |      |
| 103. Stevens Village              | 66 02    | 149 05    | 40x1400           | 1,500.00   |                       |      |
| 104. St. Michael**                | 63 29    | 162 01    | 50x 900           | 110.00     |                       |      |
| 105. Stuyotok                     | 62 05    | 160 51    | 120x1100          | 500.00*    |                       |      |
| 106. Susitna Station              | 61 32    | 150 32    | 225x1500          | 931.10     |                       |      |
| 107. Takotna                      | 63 00    | 156 05    | 300x1300          | 8,865.40   |                       |      |
| 108. Talkeetna                    | 62 19    | 150 07    | 200x2100          | 1,052.58   |                       |      |
| 109. Tanana                       | 65 10    | 152 04    | 300x1400          | 6,372.92   |                       |      |
| 110. Tanana Crossing              | 63 24    | 143 20    | 250x2700          | 12,015.71  |                       |      |
| 111. Taylor Creek                 | 65 40    | 164 48    | 100-200x1500      | 2,637.80   |                       |      |
| 112. Telida**                     | 63 27    | 152 35    | 250x 800          | 850.00     |                       |      |
| 113. Teller (Two Fields)          | 65 18    | 166 20    | 300x1250-250x1400 | 1,781.45   |                       |      |
| 114. Thompson Pass                | 61 11    | 145 44    | 100x1000          | 174.22     |                       |      |
| 115. Tin City                     | 65 33    | 167 55    | 350x1560-500x2480 | 303.42*    |                       |      |
| 116. Tofty                        | 65 14    | 150 55    | 140x1035          | †          |                       |      |
| 117. Tonsina (Lower)              | 61 38    | 144 12    | 150x 900-150x 900 | 1,587.15   |                       |      |
| 118. Tonsina (Upper)              | 61 38    | 145 13    | 250x1000          | 1,747.47   |                       |      |
| 119. Tyonek                       | 61 03    | 151 10    | 300x2000          | 219.69     |                       |      |
| 120. Unalakleet                   | 63 54    | 160 46    | 200x1500-250x1500 | 1,641.17   |                       |      |
| 121. Valdez                       | 61 06    | 146 15    | 200x1600-200x2500 | 6,544.32   |                       |      |
| 122. Valdez Creek                 | 63 11    | 147 28    | 300x1200          | 2,954.00   |                       |      |
| 123. Walkers Fork                 | 64 05    | 141 08    | 130x1200          | 1,564.75   |                       |      |
| 124. Wasilla                      | 61 35    | 149 30    | 200x1000          | 999.50     |                       |      |
| 125. Willow Creek                 | 61 44    | 149 28    | 240x1200          | †          |                       |      |
| 126. Willow Creek (Lucky<br>Shot) | 61 44    | 149 25    | 130x1500          | 805.95*    |                       |      |
| 127. Willow Creek Station         | 61 43    | 150 03    | 150x1100          | †          |                       |      |
| 128. Windy (Aglapuk)              | 65 36    | 165 30    | 45x 930           | 154.00     |                       |      |
| 129. Wiseman                      | 67 26    | 150 15    | 400x1400          | 9,669.79   |                       |      |

\*Does not represent total cost. Work performed by others.

\*\*Field abandoned.

†Privately built.

††Built by CCC.

†††Beach Field.

## Sea Plane Ramps, Platforms and Floats

|  | Cost        |
|--|-------------|
| Ketchikan* Ramp and Platform                       | \$14,423.80 |
| Wrangell* Ramp and Platform                        | 9,304.40    |
| Petersburg* Ramp and Platform                      | 8,637.65    |
| Cordova Ramp and Platform                          | 3,464.40    |
| Wrangell Float with Submerged Apron and Platform   | 650.00      |
| Petersburg Float with Submerged Apron and Platform | 775.00      |
| Craig Float with Submerged Apron and Platform      | 940.00      |
| Sitka Float with Submerged Apron and Platform      | 554.65      |
| Tenakee Float with Submerged Apron and Platform    | 202.17      |
| Hoonah Float with Submerged Apron and Platform     | 216.63      |
| Skagway Float with Submerged Apron and Platform    | 3,559.07    |

\*Abandoned.

|  |              |
|--|--------------|
| Contributed by the Territory of Alaska | \$282,327.74 |
| Contributed by Federal Government      | 214,117.31   |
| Contributed by others                  | 31,066.90    |

Total cost of aid to aviation

\$528,011.95

# TONGASS NATIONAL FOREST ROADS--FIRST JUDICIAL DIVISION

Built by the Bureau of Public Roads  
EXPENDITURES TO JUNE 30, 1938

| Route           | Miles          | Location             |                        | Monumentation       |                      | Emergency Work      |  | Total                  |
|-----------------|----------------|----------------------|------------------------|---------------------|----------------------|---------------------|--|------------------------|
|                 |                | Surveys              | Construction           | Surveys             | Maintenance          | Work                |  |                        |
| Ketchikan       | 23,289         | \$ 42,350.42         | \$ 1,193,948.65        | \$ 1,820.41         | \$ 147,221.23        | \$ 5,299.77         |  | \$ 1,395,640.48        |
| Juneau District | 45,551         | 57,123.95            | 1,240,870.17           | 7,091.40            | 365,569.08           | 34,543.29           |  | 1,805,197.89           |
| Petersburg      | 10,550         | 13,517.16            | 410,302.34             | 3,327.69            | 56,437.84            |                     |  | 485,585.03             |
| Hyder District  | 23,823         | 16,564.03            | 883,036.67             | 4,225.77            | 168,547.62           | 13,133.32           |  | 1,087,507.41           |
| Sitka           | 8,694          | 14,270.17            | 272,976.14             | 2,305.66            | 27,364.61            |                     |  | 316,916.58             |
| Wrangell        | 6,266          | 10,667.90            | 245,121.90             | 3,260.20            | 44,060.54            |                     |  | 263,110.54             |
| Skagway         | 2,428          | 10,211.75            | 48,982.46              |                     | 9,257.21             | 1,997.86            |  | 70,449.28              |
| Point Agassiz   | 4,563          | 2,303.20             | 64,550.49              |                     | 2,048.11             |                     |  | 68,901.80              |
| Craig-Klawock   | 1,179          | 10,296.25            | 26,413.65              |                     | 1,240.87             |                     |  | 37,950.97              |
| <b>Totals</b>   | <b>126,348</b> | <b>\$ 179,304.83</b> | <b>\$ 4,453,202.67</b> | <b>\$ 22,031.13</b> | <b>\$ 821,747.11</b> | <b>\$ 54,974.24</b> |  | <b>\$ 5,531,259.98</b> |

# CHUGACH NATIONAL FOREST ROADS--THIRD JUDICIAL DIVISION

|   |                |                     |                        |                    |                      |                     |  |                        |
|---|----------------|---------------------|------------------------|--------------------|----------------------|---------------------|--|------------------------|
| Seward District                                   | 97,615         | \$ 55,694.22        | \$ 1,444,508.63        | \$ 7,909.50        | \$ 345,334.12        | \$ 37,623.79        |  | \$ 1,891,040.32        |
| Cordova   | 10,350         | 11,908.39           | 363,488.83             | 1,761.41           | 73,339.54            | 5,265.38            |  | 455,743.55             |
| Chitwood  | 7,775          | 5,282.53            | 145,659.36             |                    | 19,238.36            |                     |  | 170,385.30             |
| Afognak Lake                                      | 4,534          | 1,887.17            | 62,000.00              |                    | 316.70               |                     |  | 64,203.87              |
| <b>Totals</b>                                     | <b>120,274</b> | <b>\$ 74,742.36</b> | <b>\$ 2,015,836.83</b> | <b>\$ 9,670.91</b> | <b>\$ 438,228.72</b> | <b>\$ 42,889.17</b> |  | <b>\$ 2,591,368.04</b> |
| Transferred to other agencies                     | 41,355         | \$ 19,227.42        | \$ 256,958.79          | \$ 313.70          | \$ 18,878.12         | \$ 4,081.68         |  | \$ 279,459.71          |
| Abandoned because of realignment and obsolescence | 26,381         |                     |                        |                    |                      |                     |  |                        |

## OBSERVATIONS AND RECOMMENDATIONS

The outstanding need of Alaska is the construction of more roads and aviation fields.

It has been a practice in the past to take up the financial slack in the Territory at the expense of the roads. There have been times when the financial outlook as reported by the Territorial treasurer was dubious, and of course it would not do to close the schools or turn the pioneers into the street in the event of a further financial trend downwards.

In 1931 road expenditures were greatly reduced and in 1932 road funds were withdrawn entirely, but what had been a tendency based upon a belief that the financial condition of the Territory dictated such action had now become a habit and in 1933 and 1934 road funds were restricted to one-half the appropriation, and again in 1935 road funds were reduced by the Administrative Board. In the meantime no other activity suffered.

In no case was this the fault of the Legislature which had made funds available during the periods mentioned, nor is there any criterion intended for the restriction of expenditures at any time when the income of the Territory indicates that such action is necessary. But now after passing through a period of financial uncertainty, we are faced with this same inclination from a different direction.

No sooner are we out of the woods financially when new activities spring up like mushrooms, some of which are of questionable merit and the most of which are entirely unnecessary and all, of which constitute the same threat against the road funds that a shortage of revenues did in the past.

This office has always advocated an inviolable road fund not to be made a plaything of by reason of anything except an actual shortage of revenues, and into which certain revenues should be placed as for example a certain percentage of the tax paid by the mining industry should be by law credited to the road fund. Any funds collected from the *licensing of motor vehicles* or any funds collected from any tax levies that may be made on gasoline used by motor vehicles on the roads should likewise be credited to the road fund.

Legislating roads with memorials without providing the funds might momentarily arouse the admiration of constituents but it will never build a foot of road.

There is a very definite picture covering the whole Territory that the Road Board sees; there is a sincere desire on the part of the Board to assist in road development everywhere that there is a need and within its ability to do so. To appropriate money for roads and then to pass bills involving expenditures in excess of what we have and totally ignoring the fact that existing roads must be maintained, only confuses the situation and causes bitterness among those who believe that a memorial or a bill is a positive pledge that work on a given project will be undertaken.

The policy of dividing the road funds equally between the four judicial divisions is as impracticable as it is impossible and while every effort is made to do so under the existing law, sooner or later the fallacy of this policy will be recognized. It would be just as reasonable for the Federal Government to apportion its road funds equally among all the states or for the states to apportion their road funds equally among all the counties. It cannot be done and should not be done.

The examination of expenditures of all Territorial funds when compared with similar expenditures in the western states for example, or even with similar expenditures by the Federal Government in Alaska discloses the relation of roads in Alaska to that of education. If there is anything unfair in this comparison it is against rather than in favor of the expenditure for roads. Since Alaska does not enjoy the other facilities for transport that the states do it therefore needs the roads more than the states do.

The following tabulation gives the relative expenditures for roads and education in percentages of the whole expenditures for the States of Nevada, Montana, Idaho and Washington as well as the expenditure of the Federal Government in Alaska for the same activities and the expenditures of the Territorial Government itself.

|                                | Percentage of All Expenditures<br>ROADS | Percentage of All Expenditures<br>EDUCATION |
|--------------------------------|---|---|
| State of Nevada                | 33.89%                                  | 13.94%                                      |
| State of Montana               | 32.10%                                  | 9.20%                                       |
| State of Idaho                 | 27.31%                                  | 10.43%                                      |
| State of Washington            | 21.78%                                  | 20.20%                                      |
| Federal Government in Alaska   | 10.79%                                  | 5.9%  |
| Territory of Alaska, 1935-1937 | 7.49%                                   | 47.59%                                      |

It will be seen from the above that Alaska receives the least for roads and the most for education. During the past twenty years there has been an expenditure of about 13.43% of all Territorial funds for roads and about 43.33% for education.

It is only intended here to emphasize the fact that you cannot eternally take the funds away from the roads and still have roads.

We might at the present rate ultimately establish the greatest institutions of learning on earth but we will never build roads and establish industries in the hinterland with which to support the schools.

## Legislation Relating to Traffic on the Public Roads

Legislation affecting traffic on the public roads is vitally essential. Congress and the Legislature only have the power to control this.

The Thirteenth Session of the Legislature refused to do this on the ground that regulations had already been promulgated by the Secretary of the Interior. This is true but these regulations have no force since no penalty is provided for non-compliance and all road building agencies are helpless.

We have a condition today that did not exist a few years ago. Heavy mining machinery is being transported over bridges that were not designed to carry such loads and special permission should be required in each case where the loads cannot be reduced to the maximum provided for by law, which would at least enable light structures to be shored for the occasion.

A driver can stop his car in the middle of the road on a curve, wander off into the woods and pick blueberries and if the oncoming traffic crashes into his car there is nothing that can be done in so far as traffic regulations are concerned.

Those agencies charged with the responsibility of constructing and maintaining roads would be happy to assist in the preparation of an adequate measure for the consideration of the Legislature.

## Gasoline Tax

As a matter of a policy that seems to be a good thing in nearly every civilized country in the world, the gas tax as affecting motor vehicles on the highways should be adopted.

It is the fairest tax that has ever been devised in that the tax paid is precisely in proportion to the extent to which the roads are used. It has the further advantage of being a self-collecting tax as well as a painless tax.

There is no legitimate reason why motor vehicles for which the highways have been built at a cost of millions of dollars should not contribute something toward them in the way of taxes.

Receipts from this sort of a tax should be credited exclusively to the road funds.