

BIENNIAL REPORT

of the

Alaska
Territorial
Highway Engineer

and

Superintendent

of

Public Works



1939-1940

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TERRITORY OF ALASKA

Office of

Highway Engineer & Superintendent of Public Works

Juneau, Alaska
January 12, 1941

Honorable Ernest Gruening,
Governor of Alaska,
Juneau, Alaska.

Dear Sir:

I have the honor to transmit herewith to you and through your office to the Fifteenth Biennial Session of the Territorial Legislature the report for the Office of Highway Engineer and Superintendent of Public Works for the period beginning January 1, 1939, and ending December 31, 1940.

Respectfully yours,

WM. A. HESSE,

Highway Engineer and
Superintendent of Public Works.

Territorial Board of Road Commissioners

Hon. Ernest Gruening, Governor of AlaskaChairman
William A. Hesse, Territorial Highway EngineerSecretary
Oscar G. Olson, Territorial TreasurerMember

FOREWORD

This report shows expenditures covering all work performed on roads, trails, aviation fields and related projects under the jurisdiction of the Territorial Board of Road Commissioners together with the expenditures of special appropriations for shelter cabins and telephone land lines during the biennium.

All funds allotted to cooperative projects with the Alaska Road Commission, the Public Roads Administration, the U. S. Forest Service and the C. C. C. were in accordance with Section 1692 of the Compiled Laws 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 in January of the odd years the report of this office must be in the hands of the printer by the first of the year so that it does not include the full biennial period. Expenditures made after December thirty-first must of necessity be included in the next biennial report.

For the reason that the last quarter of the last year of the biennium is to be provided for out of the current appropriation and because it is not advisable to obligate the last dollar before additional funds are authorized it must be understood that balances indicated in this report do not imply that the funds for the period were too plentiful. As a matter of fact there are always outstanding obligations to be met that are not included in this report since it deals with expenditures only. Any residue that may remain at the close of the biennium is usually allotted to unfinished projects for the following biennium.

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

In the matter of aviation fields, however, it is felt that the republication 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 Public Roads Administration under the Public Works Agency, 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 Public Roads Administration confines its road building to the national forests of which Alaska has about 33,000 square miles. Forest road funds are authorized by Congress and 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 which at this time is about one-third of its rightful apportionment.

The Alaska Road Commission carries on its work in that part of Alaska 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 the taxes collected by the Federal Government outside of the incorporated towns. Sixty-five per cent of these receipts is allotted to the construction and maintenance of roads.

The Territorial Board of Road Commissioners carries on road, trail and aviation field construction and maintenance under appropriations made by the Territorial Legislature for such purposes. This fund is augmented by receipts from the sale of timber in the national forests. Twenty-five per cent of the receipts from such sales is turned over to the Territory and of this seventy-five per cent is allotted by law for roads and twenty-five per cent for schools.

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

By an Act of Congress of June 15, 1935, twenty-five per cent of the receipts derived from the Administration of the Migratory Bird Conservation Act is turned over to the Territory and is equally divided between roads and schools.

The Act likewise provides that funds so received shall be expended in the particular Territorial subdivisions in which the bird reservations are situated. Since the only bird reservation in Alaska from which funds are derived consists of the Aleutian Islands, these funds are credited to the Third Judicial Division.

This office has consistently advocated the extension of the Federal Highway Act to Alaska as a means of systematic road development.

No worthwhile progress was made in the United States in highway development until it was based upon systematic planning and financing.

Observations and Recommendations

It is unlikely that Territorial appropriations for roads will ever keep pace with demands for new roads. There is nothing serious about this; it is rather a symptom of progress. Nobody is concerned about roads when the population and industrial development is on the decline.

In order to care for the most urgent demands we are obliged to insist upon cooperation either from those who are directly interested or from some other public agency. It might be appropriate at this point to mention the fact that when there are never sufficient funds to meet all requests, some projects cannot be undertaken and some one is going to be bitterly disappointed.

The vital factor in the consideration of new projects is the urgency of the need. Manifestly a decision must be made by some one as to the relative need and importance of road projects.

A road that will serve the operations of some particular individual or concern may be more important to him or that concern than any other road in the world and may represent the difference between success or failure of the particular undertaking and yet from a public viewpoint it is not so important as a road that serves ten times as many enterprises.

It is not intended here to convey the impression that there are certain individuals who alone possess the knowledge to determine where roads should be built, nor that such individuals do not err in their judgment on such matters but there is a vast difference in the viewpoint between the individual who sees the whole picture and the individual who sees only a part of it.

Under the present setup the existing plan has been quite satisfactory. There are instances where we do not receive cooperation and cannot expect it but we get cooperation where it is at all possible and justified.

Road and aviation field construction today is hopeless without the use of modern equipment to carry on such work and since this equipment is necessary if not indispensable in most of the mining operations of today, these concerns that seek aid in the construction of roads and aviation fields are usually prepared to some extent to provide this equipment. This makes road building exceedingly advantageous both to the Territory and to those who require such aid. But since the mining concerns require the use of this equipment for mining for which it was primarily purchased and since the season for road building is also the season for mining, it is sometimes difficult to make this arrangement. Failure to carry out some projects therefore has not been due to any unwillingness on the part of the operators to cooperate nor on the part of the Territory to render assistance.

Just at this time road development in Alaska is being hampered by the lack of sufficient support on the part of the Federal Government. Apart from the activities of the Public Roads Administration which confines its road work exclusively to the national forests, there are no Federal funds available for new construction, and while Territorial expenditures for such purposes have been consistently increasing, the net result is about the same as it was.

Planned and systematic road construction in Alaska is only to be expected if and when the Federal Highway Act is extended to the Territory. Legislative sessions in the past have supported this policy so there is little that can be done within the Territory further than expressions to Washington through our delegate. There is a possibility that Federal authorities wonder if Alaska actually desires the extension of this Act in view of the fact that public representations have not been made.

The example of the progress that has been made in road construction in the continental United States since the adoption of the Federal Highway Act is evidence of the advantages of planned road building over a haphazard indifferent system or what in effect is no system at all.

Any request for Federal support for Alaska roads ought to be based upon some definite highway plan rather than a mere request for money to be expended without a plan. Any such plan should contemplate a definite mileage of trunk roads or an integrated system of trunk roads. Such a plan would justify its consideration by Congress and at once afford a basis for the extension of the Federal Highway Act to Alaska. Secondary or branch roads leading from this arterial system would of course be of immediate importance and follow so that Alaska would soon enjoy road expansion on a sound basis.

It is to be expected, however, that the road building expenditures must continue to increase as the Territory develops but the proportion that the Territory would be expected to contribute under the Federal Highway Act should be no greater, if indeed it would be as great as at the present time.

While it is not believed to be necessary to include recommendations in this report for the construction of the numerous roads that are justified and necessary, it is however felt that some definite and coherent plan for road development in Alaska is appropriate, not because it had not been thought of before, but because the practice that has existed for the past thirty-five years has failed to produce satisfactory results.

It is not to be expected that Alaska can hope to escape its road building responsibilities nor has there been any tendency to do so, but it is believed that the first consideration as a sensible approach to the question of funds required, whether they be Federal or Territorial, is a definite plan.

A tentative plan, such as would tie together most of the important roads and communities into one trunk system is suggested by this office.

This system would begin at Haines on sheltered inland waters navigable throughout the year and connect with the Richardson Highway from which other branches and connections would link up the major activities and industries of the interior. While this highway would follow the earliest overland route used by whites in traveling from tidewater to the interior it has the disadvantage of being within Canadian Territory for a distance of 200 miles, but it is believed that since Canada is sorely in need of free port facilities and access to its own territory through Skagway that some sort of trade could be made that would be mutually beneficial.

Assuming that such arrangements could be made the construction of the highway could be undertaken on a cooperative basis between the Federal and Territorial governments similar to the Federal Highway Act, in fact it would open the door to Alaska for participation under that Act.

The accompanying map tentatively indicates this proposal, but the definite location of such a highway or any portion of it would of course depend upon surveys.

HIGHWAY TOLLS

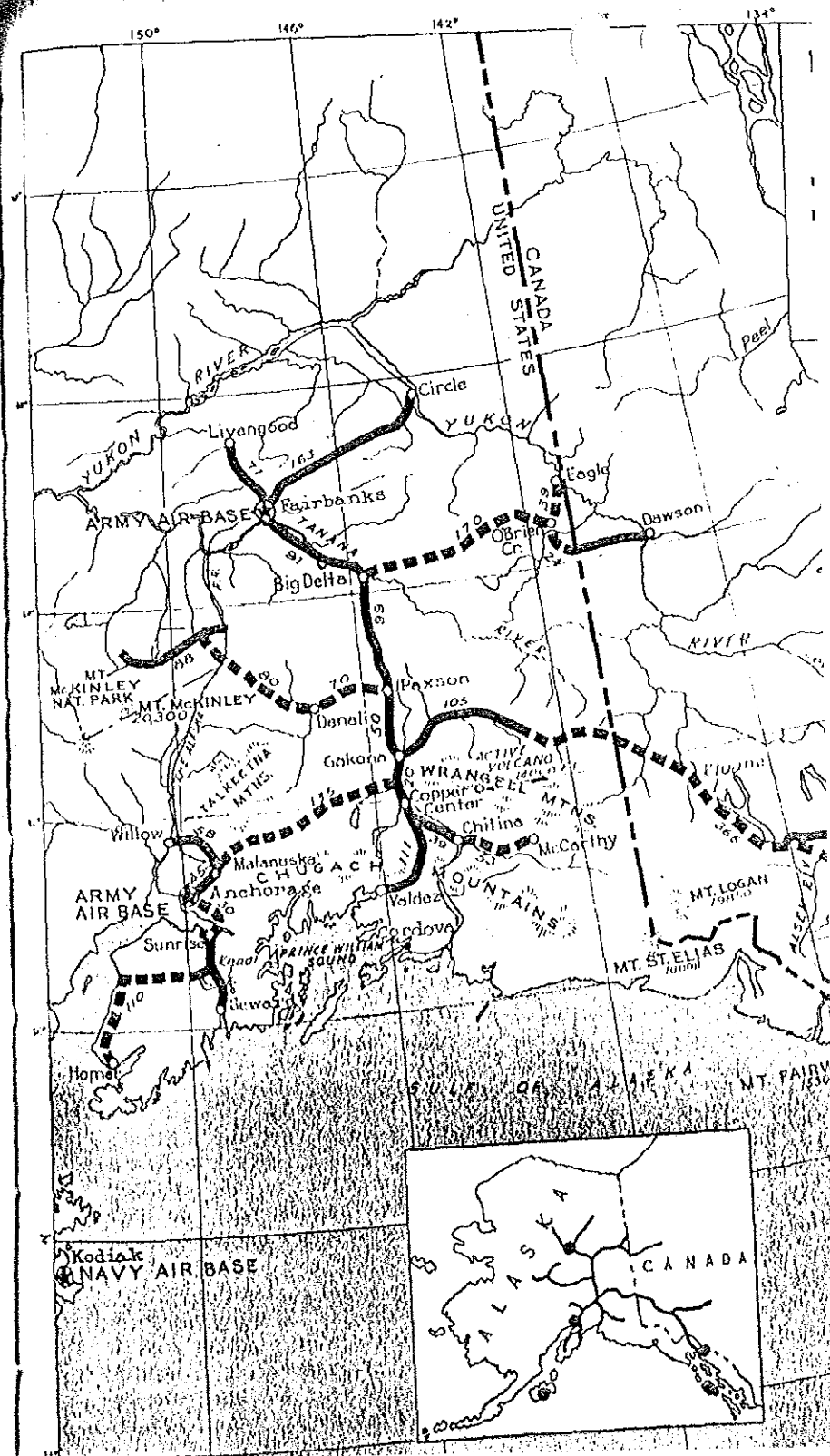
Neither the Territory nor this office has any jurisdiction in the highly controversial question of tolls that have been levied by the Federal government on a part of a single highway within the Territory. While this office does not favor tolls at all on highways in Alaska it believes that if this policy has been adopted as a means of collecting revenue that it should in fairness apply to all highways alike.

In the face of Section 9 of the Federal Highway Act, approved Nov. 9, 1921, which prohibits the collection of tolls upon any roads built under the provisions of that Act it is difficult to reconcile the attitude of the Federal government with respect to the collection of tolls in Alaska.

GASOLINE TAX

The question of road construction is so inseparable from the question of taxation that Alaska might as well face the fact now that it costs money to build and maintain roads and that we are the only civilized country in the world that exacts no taxes from the motor vehicles for which the roads are built and maintained.

An annual license fee of ten dollars upon a car or truck irrespective of its size or weight is neither sensible nor equitable. The gasoline tax is both scientific and equitable, has been adopted every where else in the world and should be adopted here.



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

The receipts from any tax of this kind should be credited exclusively to the road funds.

REGULATION OF TRAFFIC ON THE HIGHWAYS

The regulation of traffic on the public highways in Alaska is a vital necessity. Congress and the Legislature alone have the power to do this.

Sooner or later steps will have to be taken to safeguard lives and property along the highways, and if this is not done by the Legislature, it will be done by Congress. Such legislation is more appropriately the business of the Legislature than of Congress. There is a strong probability that any such measure passed by Congress will please us less than one we could devise ourselves.

ROAD FUNDS

This office has always believed in and advocated an inviolable road fund, into which certain tax receipts should be covered but whether the Legislature sees fit to consider this matter necessary or not there should be a very definite policy against the use of funds appropriated for roads and related matters for the construction of school houses, the purchase of equipment for hospitals, etc., out of funds appropriated and intended for roads.

There are some communities where aviation facilities consist of floats for sea planes rather than aviation fields, also there are communities where transportation is by boat rather than by roads and such communities require aid for floats, etc. It is believed that these aids are consistent enough and have been sanctioned by the Legislature in the past. This policy ought to be continued.

SHELTER CABINS

In a previous report of this office it was pointed out that since overland travel by dogs had been supplanted by travel by planes the need for shelter cabins no longer existed in the sense that it formerly did, but that isolated aviation fields built in the future would still require cabins for travelers by plane who might be forced down at such fields.

Shelter cabins today are occupied and used chiefly by natives, not necessarily en route from one place to another but using these refuge cabins for bases in their trapping operations. In the Second Division where it is necessary to provide fuel for these cabins at the public expense natives have been reported in numerous instances to have moved in and stayed until the fuel was gone and then moved on, ren-

Road Fund Disbursements by Divisions

(FROM 1931 to 1940 INCLUSIVE)

Year	First Division	Second Division	Third Division	Fourth Division	Total
1931	\$ 34,820.00	\$31,800.00	\$29,591.76	\$30,833.52	\$127,070.28
1932	97.60	2,503.75	0.00	45.60	2,646.95
1933	6,410.02	12,760.92	12,901.25	12,140.00	43,610.27
1934	14,971.60	14,000.00	14,808.05	13,600.00	57,379.65
1935	14,788.01	12,152.26	28,861.01	25,228.27	80,528.57
1936	41,572.47	30,709.05	17,454.84	19,767.15	109,503.46
1937	61,998.68	60,417.81	42,832.57	47,557.17	212,826.23
1938	50,359.05	43,669.31	55,493.10	51,207.29	200,733.75
1939	102,910.15	89,271.75	91,465.55	97,549.90	381,197.30
1940	58,364.64	59,479.63	58,007.33	59,021.06	232,932.66
Total	\$386,292.22	\$356,763.43	\$248,310.46	\$357,059.96	\$1,448,426.12

*Summed
and
checked
K-12*

(By

Year	FIRST DIVISION (Tongass National Forest)	THIRD DIVISION (Chugach National Forest)
1930	\$17,764.44	\$ 2,918.22
1931	7,623.05	2,032.40
1932	6,036.63	1,342.30
1933	None	None
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
1938	10,223.79	1,330.25
1939	9,523.83	1,264.34
Total	\$89,987.30	\$14,712.34

Available Funds

FOR BIENNIAL ENDING MARCH 31, 1941

Appropriated by Legislature	\$800,000.00
Accrued Forest Funds	22,397.21
Migratory Bird Conservation Act	167.97
Unexpended January 1, 1939	94,701.33
Total	\$917,266.51

Distribution of Funds
(From Previous Biennium and Expended Subsequent to Last Report)
JANUARY 1, 1939, to APRIL 1, 1939

	First Division	Second Division	Third Division	Fourth Division	Total
Alaska Road Commission	\$3,200.00	\$20,000.00	\$ 8,043.19	\$20,000.00	\$51,243.19
Territorial Road Board (a)	5,806.00	(b) 2.55	(c) 3,836.44	(d) 40.80	9,685.79
Total	\$9,006.00	\$20,002.55	\$11,879.63	\$20,040.80	\$60,928.98
(a)Hyder Sidewalks	\$ 55.50	(b)Lopp Lagoon	\$ 2.55	(c)Kenai Dock	\$ 41.20
Klawock Float	313.27	(c)Eyak Lake Revetment	56.62	Unalaska Road	500.00
Karta River Road	584.22	Pigot Bay Road	1,000.00	Seldovia P.W.A. Road	2,000.00
Wrangell Road	2,000.25	Seldovia C.C.C.	99.57	(d)Chicken Field	40.80
Hydaburg Float	352.76	Robe Lake Road	68.95		
Craig Road	2,500.00	Homer Dock	70.10		

Funds Available

APRIL 1, 1939 to APRIL 1, 1940

	First Division	Second Division	Third Division	Fourth Division	Total
Legislative Appropriation	\$100,000.00	\$100,000.00	\$100,000.00	\$100,000.00	\$400,000.00
Forest Roads Funds	10,223.79		1,380.25		11,604.04
Migratory Bird Act			130.47		130.47
Total	\$110,223.79	\$100,000.00	\$101,510.72	\$100,000.00	\$411,734.51

**Work Carried on by Board After Publication of Last
Report Prior to Beginning of Current Biennium**
January 1, 1939 to April 1, 1939

FIRST DIVISION

HYDER SIDEWALKS. This W.P.A. project sponsored by the Territory was continued until weather conditions made the suspension of the work necessary.

KLAWOCK SEA PLANE FLOAT. The work on this project with C.C.C. labor was continued and completed after the publication of the last report.

KARTA RIVER ROAD. This project was undertaken jointly by the Territory, the C.C.C. and the Flagstaff Mining Company. The work was continued during the winter.

WRANGELL WOOD ROAD. This road was a length of seven-tenths of a mile. The construction was undertaken to supply sorely needed employment in Wrangell and also to provide a road that reached a wood supply for the community. The work was supervised by the U. S. Forest Service.

HYDABURG SEA PLANE FLOAT. This project was completed with C.C.C. labor.

CRAIG-KLAWOCK ROAD. The work on this project consisted of a fill across a slough and furnished needed employment to the community of Craig. It was supervised by the U. S. Forest Service.

SECOND DIVISION

LOPP LAGOON AVIATION FIELD. This item covered the cost of recording a deed from Gard B. Kennedy to the ground included in this field.

THIRD DIVISION

EYAK LAKE REVETMENT. This project carried on by C.C.C. labor was completed.

PIGOT BAY ROAD. This road situated at Pigot Bay, an indentation of Prince William Sound, is 4,000 feet in length and serves mining operations. The work consisted of clearing, grubbing, grading and corduroying and the erection of three native timber bridges. The Superior Mining Company cooperated in the work.

SELDOVIA PROJECTS. This work consisted of various small C.C.C. projects in the vicinity of Seldovia in which the Territory contributed non-labor costs.

ROBE LAKE ROAD. This small road leading from the Richardson Highway near Valdez serves the sea plane ramp at Robe Lake. Maintenance and improvement with C.C.C. labor was continued.

HOMER DOCK. Work on this project was continued with C.C.C. labor.

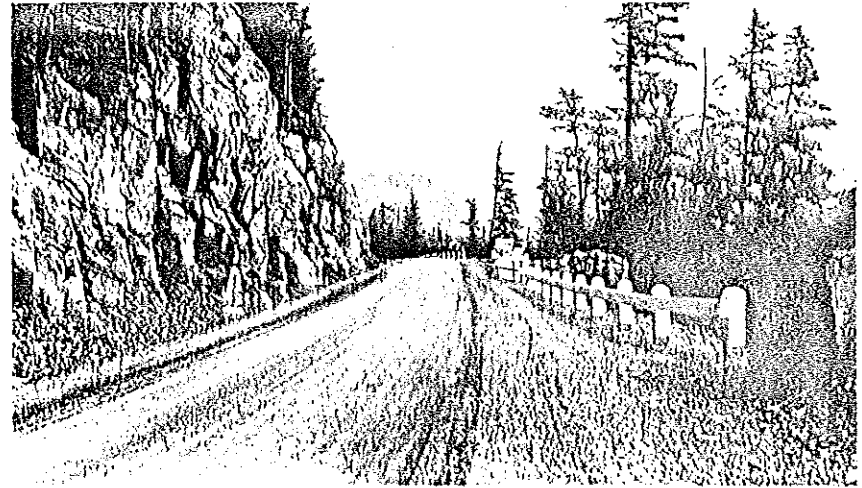
KENAI DOCK ROAD. This project which consisted of a revetment along the shore of the Kenai River to protect the hillside road from undermining was completed.

UNALASKA CEMETERY ROAD. This road, 2,070 feet in length extending from the village of Unalaska to the cemetery was undertaken with Territorial funds. It was an important need to the community and afforded employment that was needed.

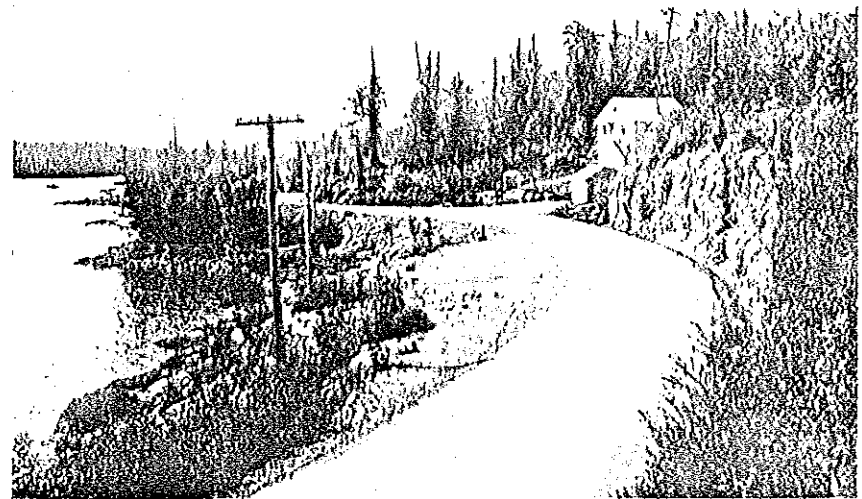
SELDOVIA RESERVOIR ROAD. This work was undertaken by the Territory for the double purpose of supplying a useful need and furnishing employment for the community.

FOURTH DIVISION

CHICKEN AVIATION FIELD ROAD. This work consisted of repairs to the road leading from the Chicken aviation field to the community and post office at Chicken.



CLACIER HIGHWAY NEAR JUNEAU



TONGASS HIGHWAY
CEMENT STABILIZED BASE

Distribution of Funds
APRIL 1, 1939 to APRIL 1, 1940

	First Division	Second Division	Third Division	Fourth Division	Total
Alaska Road Commission	\$ 2,500.00	\$54,400.00	\$58,772.35	\$64,500.00	\$180,172.35
Territorial Road Board (a)	91,404.15	(b) 14,869.15	(c) 20,813.57	(d) 13,009.10	140,095.97
Total	\$93,904.15	\$69,269.15	\$79,585.92	\$77,509.10	\$320,268.32

(a) Karta River Road	\$ 127.51	Hoonah Road	175.99	Kako Road	891.45
Unuk River Trail	5,931.78	Douglas Road	20,378.95	Marshall Field	880.00
Gastineau Channel	100.00	Bell Island Float	772.18	Nome Railroad	5.10
Eagle River Trail	1,500.00	Wrangell Float	46.53	(c) Seldovia C.C.C.	118.59
Carlson Creek Trail	2,484.00	Stensiand Road	805.61	Unalaska Road	500.00
Karta River Extension	7,012.99	Pioneer Cemetery	334.44	Homer Dock	112.80
Lisianski-Portage	2,494.00	Pioneer Sewer	103.32	Ouzinkie Road	1,415.00
Hirst Chichagof Float	248.54	(b) Nome Harbor	2,500.00	Ahtell Bridge	500.00
Hyder Sidewalks	1,042.24	Tin City Road	677.30	Kasilof Road	299.60
Bell Island Trail	2,955.70	Shungnak Trails	796.25	Bremner Field	1,712.45
Tenakee Float	0.75	Coffee Field	800.00	Poe Bay Road	1,000.00
Salmon River Control	400.00	Unalakleet Field	1,500.00	Robe Lake Road	38.68
Craig-Klawock Road	30,000.00	Klery Road	2,499.00	Homer Roads	16.50
Yankee Cove Road	2,470.70	Ungalik Road	624.60	Lake Otis Road	2.40
Echo Cove Road	1,797.40	Ungalik Field	1,301.00	Matanuska Flood con.	3.20
Windham Bay Road	5,032.53	Candle Field	500.00	Talkeetna Field	272.00
Cantu Trail	997.50	Solomon Field	1,394.45	Falls Creek Road	192.00
Skagway School	3,191.49	Golovin Field	500.00	Kenai Dock	172.50
Lisianski-Cann Road	1,600.00				

Homer Field	3.60	Fairbanks Field	494.77	Lower Wade Field	342.00
Colorado Field	2.70	Tatina Field	1,994.80	Totatlanika Field	250.50
Kodiak Roads	24.00	Woodchopper Field	387.50	Lower Ganes Road	121.50
Cliff Field	3.90	Coal Creek Road	612.40	Upper Wade Field	310.00
Spenard Road	2.70	Bell Creek Bridge	318.85	Squaw Creek Road	500.00
Matanuska Roads	7.20	Grubstake Field	300.00	Platinum Road	2,705.58
Griffin Hospital	14,413.75	Tuluksak Road	209.00	American Creek Road	500.00
(d)Nenana Field	1,250.00	Steel Creek Field	601.00	Circle Springs Field	2.85
Fort Yukon Field	481.50	Franklin Field	627.00	Ophir Field	9.75
		Walkers Fork Field	1,170.00		

Recapitulation of 1939 Funds

	First Division	Second Division	Third Division	Fourth Division	Total
Held over from previous biennium	\$ 9,006.00	\$ 23,002.55	\$ 11,879.63	\$ 20,040.80	\$ 60,928.98
Legislative appropriation	100,000.00	100,000.00	100,000.00	100,000.00	400,000.00
Forest Roads Funds	10,223.79		1,380.25		11,604.04
Migratory Bird Act			130.47		130.47
Total	\$119,229.79	\$120,002.55	\$113,390.35	\$120,040.80	\$472,663.49

Total Expenditures for 1939

	First Division	Second Division	Third Division	Fourth Division	Total
Alaska Road Comm. (holdover)	\$ 3,200.00	\$20,000.00	\$ 8,043.19	\$20,000.00	\$ 51,243.19
Territorial Board (holdover)	5,806.00	2.55	3,836.44	40.80	9,685.79

Alaska Road Com. (Current Funds)	2,500.00	54,400.00	58,772.35	64,500.00	180,172.35
Terr. Road Board (Current Funds)	91,404.15	14,869.15	20,813.57	13,009.10	140,095.97
Total	\$102,910.15	\$89,271.70	\$91,465.55	\$97,549.90	\$381,197.30

Summary of Allotments and Balances

APRIL 1, 1939 to APRIL 1, 1940

	First Division	Second Division	Third Division	Fourth Division	Total
Available funds	\$110,223.79	\$100,000.00	\$101,510.72	\$100,000.00	\$411,734.51
Expenditures	93,904.15	69,269.15	79,585.92	77,509.10	320,268.32
Unexpended balance	\$ 16,319.64	\$ 30,730.85	\$ 21,924.80	\$ 22,490.90	\$ 91,466.19

Funds Available for 1940

	First Division	Second Division	Third Division	Fourth Division	Total
Holdover	\$16,319.64	\$30,730.85	\$21,924.80	\$22,490.90	\$ 91,466.19
Appropriation	50,000.00	50,000.00	50,000.00	50,000.00	200,000.00
Forest Roads Funds	9,528.83		1,264.34		10,793.17
Migratory Bird Act			37.50		37.50
Total	\$75,848.47	\$80,730.85	\$73,226.64	\$72,490.90	\$302,296.86

Distribution of Funds
APRIL 1, 1940 to JANUARY 1, 1941

	First Division	Second Division	Third Division	Fourth Division	Total
Alaska Road Commission	\$23,500.00	\$35,750.00	\$53,450.00	\$47,125.00	\$159,825.00
Territorial Road Board (1)	34,864.64	(2) 23,729.63	(3) 2,557.33	(4) 11,956.06	73,107.66
Total	\$58,364.64	\$59,479.63	\$56,007.33	\$59,081.06	\$232,932.66

(1) Douglas Gymnasium	\$14,999.46	Tenakee Bath House	122.60	Kako Field	1,464.64
Hoonah Road	201.27	Klawock Plane Float	44.98	Kako Road	1,528.51
Helm Bay Road	694.39	(2) Nome Harbor	2,500.00	Haycock Field	500.00
Stephens Point Road	1,988.33	Kotzebue Av. Field	1,000.00	Shungnak Trails	997.75
Hyder Seaplane Float	435.40	American Creek Field	1,500.00	Golovin Field	500.00
Skagway School	718.62	Beaver Creek Field	342.90	Marshall Field	3,517.50
Hoonah Seaplane Float	30.00	Noxapaga Field	474.00	Rec. Deeds (Nome)	3.45
Gastineau Chan. Bar	125.00	Kotzebue Road	100.00	(3) Eyak Lake Loop Rd.	680.27
Unuk River Trail	498.00	Ruby Creek Field	200.00	Spenard Lake Field	5.40
Windham Bay Road	1,800.13	Tin City-Goodwin Rd.	496.75	Talkeetna Av. Field	66.00
Craig Float (Plane)	12.65	Ungalik Road	399.16	Naknek Lake Road	284.26
Craig-Klawock Road	10,000.00	Ungalik Av. Field	2,325.37	Matanuska Trunk Rd.	2.70
Sitka Seaplane Float	72.24	White Mt. Field	2,900.00	Mineral Creek Trail	348.00
Wrangell Narrows Float	3.40	Neva Creek Field	479.60	Homer Aviation Field	2.55
Angoon-Killisnoo Road	1,225.00	Serpentine Hot		Lake Otis Road	3.15
Hydaburg Plane Float	193.34	Springs Field	1,500.00	Kasilof Road	465.00
Slocum Arm Road	884.80	Keenan Field	1,000.00	Tetlin Av. Field	500.00
Carlanna Lake Road	815.03			Nash Road	200.00

(4) Nenana Av. Field	302.25	Flat Field (Rec.)	6.00	Platinum Road	2,070.78
Takotna Road (Rec.)	3.30	My Creek Av. Field	300.00	Platinum Av. Field	900.31
Steel Crk. Av. Field	1,176.00	Circle City Av. Field	1,002.85	Aniak Aviation Field	75.00
Walkers Fork Field	944.00	Grant Creek Road	994.00	Totatlanika Av. Field	200.00
Chicken Av. Field	30.87	Jack Wade Creek Rd.	562.00	Chicken Crk. Field Rd.	500.00
Lazelle Road (Rec.)	5.10	Eight Mile Crk. Field	800.00	Franklin Av. Field	216.00
Ophir Field (Rec.)	3.75	Myrtle Creek Field	1,500.00	Tuluksak Road	363.35

HOCNAH ROAD. This small extension of the Gartina Highway was carried on as a C.C.C. project in which the Territory cooperated, the work having been completed during the season of 1940.

DOUGLAS ROAD. This project consists of the first two-mile section of a highway to be constructed north on Douglas Island from the Douglas bridge. It consists of a Forest Highway project in which the Territory has cooperated. While funds were set up by the Territory in 1939 and the contract has been awarded no work was undertaken until November, 1940.

BELL ISLAND FLOAT. This sea plane float at Bell Island Hot Springs was undertaken as a C.C.C. project, the Territory having supplied the materials.

WRANGELL SEA PLANE FLOAT. The work on this project consisted of repairs only, in which the City of Wrangell performed the work and the Territory supplied the materials.

STENSLAND-HELM BAY ROAD. This road, 3,000 feet in length leading from Helm Bay to mining and prospecting operations, was cleared. About 900 feet was corduroyed and one bridge was built. The Territory cooperated to the extent of paying for the labor connected with the work. The road was not completed.

PIONEER CEMETERY. Burial space for the Pioneers at Sitka has been limited and a small area adjacent to the present graveyard was purchased with road funds. The addition of this tract to the existing burial ground should provide space for the next thirty years.

PIONEER HOME STORM SEWER. A project to reclaim additional shore space immediately adjacent to the Pioneer Home by filling was undertaken by the C.C.C. In order to do this it was necessary to extend the storm sewer and the Territory cooperated to the extent of furnishing the sewer pipe.

DOUGLAS SCHOOL GYMNASIUM. The Fourteenth Session of the Legislature authorized the expenditure of road funds for the construction of a school gymnasium at Douglas. The funds so authorized were used as the sponsor's contribution for the work as a W.P.A. project.

CRAIG SEA PLANE FLOAT. A small amount was expended for repairs on this float during the biennium.

SITKA SEA PLANE FLOAT. Repairs to this float were made during the season of 1940.

SLOCUM ARM ROAD. This road leads from Slocum Arm on Chichagof Island about three-quarters of a mile to mining operations. Aid is being given by the Territory to the extent of paying for the labor. All the necessary tools and supplies are being supplied by the mining operators.

STEPHENS POINT ROAD. This project consists of a spur about 3,000 feet in length leading from a point near mile 19 on the Glacier Highway and serving homesite settlers and is a cooperative project between the U. S. Forest Service, the C.C.C. and the Territory.

ANGOON-KILLISNOO ROAD. This project consisting of 2.7 miles of road between Angoon and Killisnoo was undertaken jointly by the C.C.C. and the Territory.

CARLANNA LAKE ROAD. This project consists of about two-thirds of a mile of road leading from the Tongass Highway in the northerly end of Ketchikan and serves settlers outside the Ketchikan area. About 700 feet of this road is within the municipality of Ketchikan which cooperated in the work. The existing road built some years ago by a work relief agency was greatly improved including the reconstruction of two bridges and the redecking of a third one.

TENAKEE PUBLIC BATH HOUSE. This project consists of the erection of a concrete bath house to replace the old building which was in a bad state of repair. The Tenakee springs are Federally controlled and not subject to entry so improvements if made at all must be made at the public expense. The Territory cooperated with the C.C.C. in this project though the community also contributed funds.

WRANGELL NARROWS FLOAT. This project consists of a float for small fishing craft about four miles south of Petersburg in the Wrangell Narrows. The Territory is cooperating with the C.C.C. in this project which is at this time under way.

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 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, approximating the extension of the channel lines of Snake River at its mouth, together with the revetment of the river banks, the dredging of the river itself and a basin 250 by 400 feet to a depth of eight feet.

The total cost of the work to date including all maintenance has been \$822,585.91 of which \$45,000 has been contributed and of which the Territory has contributed \$40,000.

Projects in the Second Division Upon Which Funds Were Expended by the Board During the Biennium

TIN CITY ROAD. The Territory cooperated on the maintenance of this road to the extent of labor costs alone. The road serves the only tin mining operations that are being carried on in the Territory at this time.

SHUNGNAK TRAILS. Maintenance of the trails in the Kobuk area was carried on during the biennium.

UNALAKLEET AVIATION FIELD. During the season of 1939 the runway of the Unalakleet field was lengthened and improved and a cross runway was also provided.

KLERY CREEK ROAD. Funds were allotted during the season of 1939 for the maintenance and improvement of this road for labor only; all other costs having been carried by the Klery Placers, Inc. No allotment was made during 1940.

UNGALIK RIVER ROAD. Labor costs covering the improvement and maintenance of this road was borne by the Territory during the biennium.

UNGALIK AVIATION FIELD. This field has always been considerable of a hazard which is worse than having no field at all. During the summer of 1940 the existing runway was lengthened and improved and a cross runway was added.

CANDLE AVIATION FIELD. Maintenance was performed on this field during 1939, but notwithstanding an allotment for the surfacing of the runway in 1940 nothing was done.

SOLOMON RIVER AVIATION FIELD. This field is located on the Solomon River about five miles from the old town of Solomon and was constructed during the summer of 1939. Besides serving that locally it affords an emergency landing for planes traveling in and out of Nome over that area.

GOLOVIN AVIATION FIELD. This field is not only important in the matter of local aviation, but is on the flight of all planes operating between Nome and Fairbanks. An effort has been made to improve this field as far as the site will permit. A short cross runway was added during the summer of 1940 to meet an occasional cross-wind of gale velocity. Aviators usually prefer a short, favorable runway in high winds to a long runway that is contrary to the wind.

MARSHALL AVIATION FIELD. This is a new field that construction work was begun upon in 1939 and completed in 1940.

WHITE MOUNTAIN FIELD. This field with two runways was:

constructed during the summer of 1940 and serves a community of 200 people.

COFFEE CREEK AVIATION FIELD. Considerable improvements were made upon the runways of this field during the summer of 1939.

KOTZEBUE AVIATION FIELD. A cross runway was added to this field during the summer of 1940.

AMERICAN CREEK AVIATION FIELD. This field, constructed during the summer of 1940, serves the Iron Creek Mining District.

BEAVER CREEK AVIATION FIELD. This field constructed during the summer of 1940 is located on Beaver Creek a tributary of the El Dorado River a district that is otherwise inaccessible during the mining season.

NOXAPAGA AVIATION FIELD. The existing runway was improved during the summer of 1940 and a cross runway added.

KOTZEBUE ROAD. A small allotment was made during the summer of 1940 to complete what had been undertaken locally. The road is about one mile in length and is locally known as the Cold Storage Road.

RUBY GREEK AVIATION FIELD. This field is located on Ruby Creek, a tributary of the Casa De Paga River, and serves mining interests in that vicinity. It was constructed during the season of 1940.

NEVA CREEK AVIATION FIELD. This field, located on the left limit of the Kougarok River at the junction of Neva Creek, was constructed during the summer of 1940 jointly by the Territory and the Fox Bar Dredging Company.

SERPENTINE AVIATION FIELD. This field is located at the Serpentine Hot Springs and consists of two separate runways, but the work was performed late in the season and additional work will be necessary to make safe runways. This work was performed during the season of 1940.

KEENAN FIELD. This field is located on the left limit of the Kougarok River about four miles above the Taylor Creek Field. The field was built at the expense of Castleton & Keenan dredge operators on the Kougarok. The Territory made an allotment for the extension of the runway during the season of 1940.

KAKO AVIATION FIELD. This field is located on the left limit of Buster Creek, a tributary of the Kako River and about four miles from its mouth at the Yukon River. The field was originally constructed by the Yukon Mining Company, but the Territory made an allotment in 1940 for the improvement of the runway.

HAYCOCK AVIATION FIELD. A small sum was expended during 1940 for the maintenance and improvement of this field.

KAKO ROAD. This road about four miles in length is of a very low standard only permitting of the movement of supplies from the Yukon River by cats. While the Territory has cooperated in the construction of this road the bulk of the work has been performed by the Yukon Mining Company.

Projects in the Third Division Upon Which Funds Were Expended by the Board During the Biennium

SELDOVIA PROJECTS. A small sum was expended in cooperation with the C.C.C. on various small projects in the vicinity of Seldovia.

UNALASKA CEMETERY ROAD. This road, about 2,000 feet in length, leads from the village of Unalaska to the local burial ground. The work was initiated before the expiration of the previous biennium and subsequent to the publication of the last report and was therefor paid for partly out of funds for the previous biennium and partly out of funds of the current biennium, but all of which is shown in the expenditures in this report.

HOMER DOCK. This project consists of a dock 46 by 22 feet on Kachemak Bay at the end of the Homer Spit and about five miles from the village of Homer. Work on this project was undertaken before the expiration of the previous biennium and after the last report of this office and was carried on chiefly by the community and the C.C.C. Additional Territorial funds were contributed during the season of 1939 under the same setup. By 1940 the original structure was in such bad repair on the account of torredo-infested piling that it was found necessary to replace all of the piling. Creosoted piling was purchased by the Territory through the Alaska Road Commission and its purchasing agent in Seattle, thus taking advantage of competitive bidding on the material. All of the labor in redriving the dock was performed by the community.

Expenditures for this project for 1940 are shown in the Alaska Road Commission statement of expenditures for the Territory elsewhere in this report, while expenditures made directly by the board are shown under that head.

OUZINKIE ROAD. This project consists of a road about one mile in length serving the community of Ouzinkie. It was constructed entirely by local labor with an allotment made by the Territory.

AHTELL CREEK BRIDGE. This project, consisting of a bridge across Ahtell Creek a tributary of the Slana River. Miners in the district had built their own road which involved principally labor, but asked for help in the construction of this bridge.

KASILOF ROAD. This road, seven miles in length, serves farmers in the vicinity of Kasilof. Maintenance work was performed during the biennium as has been in the past.

BREMNER AVIATION FIELD. Two previous attempts had been made to make a suitable runway in this district by hand and while these locations had been used they were considered hazardous. In 1939 mechanical equipment was taken overland into the Bremner, making it possible to construct a field at a better location, but at a site where mechanical equipment was necessary to make a field at all. The district is almost inaccessible by any other means and a suitable runway has now been provided.

POE BAY ROAD. This road $3\frac{1}{2}$ miles in length and referred to in a previous report, suffered great damage as a result of stream erosion. It was practically built originally by the Portage Gold Mines, Ltd. The Territory made a small contribution toward this construction in 1936. In 1939 another small allotment was made to repair the damage referred to.

ROBE LAKE ROAD AND SEA PLANE FLOAT. This project, consisting of a sea plane float and short road from the Richardson Highway near Valdez, was undertaken as a C.C.C. project in the previous biennium, and partial expenditures were noted in the last report. Such expenditures as were made from the funds of the previous biennium but subsequent to the last report are shown in this report as are also the funds that were expended during this biennium from the current funds.

TALKBETNA AVIATION FIELD. The necessary maintenance was performed on this field during both years of the biennium.

FALLS CREEK CROWN POINT ROAD. This road leaves the Alaska Railroad at about mile 24 and leads to a mining operation on the mountain east of the railway track. A small allotment was made in 1939 to enable tractor hauling to the mining operations.

KENAI DOCK. This project consisting of a small dock and road was undertaken as a C.C.C. project during the last biennium. In 1939 piling was supplied by the Territory and the dock which had been taken out by the spring breakup was replaced, all work having been performed by the community.

GRIFFIN MEMORIAL HOSPITAL. Chapter 42 of the Session Laws for 1939 authorizes the expenditure of \$15,000 of Third Division road funds for purchasing equipment and furnishings for the Griffin Memorial Hospital at Kodiak. Upon receiving a list of the equipment required this was submitted to the Department of Health for consideration and approval, after which all items were purchased through Mr. J. R. Ummel, Federal Purchasing Agent, in Seattle under competitive bidding.

One purchase made by Mr. W. J. Erskine, Chairman of the Board of Trustees for the hospital, and amounting to more than one thousand dollars was rejected for approval by this office since no bids were called for in making the purchase as provided for by Chapter 86 of the Session Laws for 1939.

EYAK LAKE REVETMENT. This project which was undertaken as a C.C.C. project during the previous biennium was completed during that biennium, but partly paid for subsequent to the last report of this office.

PIGOT BAY ROAD. This road, less than one mile in length and referred to in the previous report, was undertaken upon a cooperative basis during the past biennium, but payments were not completed until after the last report of this office.

EYAK LAKE LOOP ROAD. Regular maintenance was performed on this road during the biennium and considerable improvement was made in protecting the shore of the lake adjacent to the road which was threatened by wave action.

NAKNEK LAKE ROAD. This road, leading to a small lake used by sea planes, was improved during the summer of 1940.

MINERAL CREEK TRAIL. This trail, about 5½ miles in length leading from the Mineral Creek road to the Big Four lode property, was in such a bad state of repair and so badly overgrown as to be almost impassable. Work was performed on about four miles of this trail during the summer of 1940.

TETLIN AVIATION FIELD. An aviation field was constructed at this place during the summer of 1940.

NASH ROAD. This branch road from the Kenai Lake highway and serving homesites was improved during the season of 1940.

Edward W. Griffin Memorial Plaque

Chapter 89 of the Session Laws for 1939 authorized the expenditure of \$500 for the purchase of a bronze plaque in honor of Edward W. Griffin to be placed in the hospital named for him in Kodiak.

An appropriate bronze plaque was obtained and placed in the foyer of the hospital. The cost of the tablet was \$56.00, together with incidental expenses amounting to \$6.00, or a total of \$62.00.

Projects in the Fourth Division Upon Which Funds Were Expended by the Board During the Biennium

CHICKEN AVIATION FIELD ROAD. Minor repairs were made upon this road during the previous biennium, but paid for subsequent to the last report and such expenditure is noted in this report. During the season of 1940 this road was regraded and considerably improved.

FORT YUKON AVIATION FIELD. Both runways of this field were considerably improved during the season of 1939.

NENANA AVIATION FIELD. The runway of this field was considerably lengthened and improved during the biennium.

FAIRBANKS AVIATION FIELD. The main runway of this field was considerably lengthened and improved during 1939 as a C.C.C. project. In 1940 Territorial cooperation was transferred to the City of Fairbanks, but no claims for costs were received and it is not known if any further improvements were made.

TATINA AVIATION FIELD. This emergency aviation field at the confluence of the Tatina and South Fork of the Kuskokwim Rivers was constructed as a C.C.C. project during the summer of 1939. It is a very important emergency field on the northwest side of the Alaska Range in flights from Anchorage to McGrath, Flat and Nome.

WOODCHOPPER AVIATION FIELD. This field was originally constructed by the Alaska Alluvial Golds, Inc. During the season of 1939 the Territory allotted a small sum for the extension of the runway to cover labor costs only.

COAL CREEK ROAD. This road, serving mining operations on Coal and Woodchopper Creeks, tributaries of the Yukon River above Circle City. A small allotment was made during the summer of 1939 toward the maintenance of this road.

BELL CREEK BRIDGE. This bridge was constructed across the U. S. Smelting, Refining and Mining Company's ditch at Bell Creek on the Chatanika River to enable operators in the Ophir Creek district to reach their properties from the Steese Highway.

GRUBSTAKE FIELD. This field is used for light planes and was constructed entirely by hand because suitable equipment was not available. Definite assurance is now had that this field will be extended to reasonable dimensions during the coming season.

STEEL CREEK FIELD. All attempts to secure a field at this place have been unsuccessful to date though it is believed that now that the stripping has been accomplished that the thawing and drainage will in time enable the runway to be used.

FRANKLIN FIELD. This site like all new fields is being improved each season with the hope that a satisfactory runway can be developed.

LOWER JACK WADE FIELD. Maintenance and improvement of this field was done during the season of 1939, but no work was performed on the field during 1940.

UPPER JACK WADE FIELD. The runway of this field was lengthened and improved during the season of 1939.

SQUAW CREEK ROAD. A small allotment was made to enable supplies to be moved from the road terminating at the head of Jack Wade Creek to Squaw Creek a tributary of Canyon Creek.

PLATINUM-SALMON RIVER ROAD. This road was completed during the season of 1939 and a small allotment was made for the extension of this road to the scow landing on Goodnews Bay in the summer of 1940, this work however is unfinished.

PLATINUM AVIATION FIELD. A new runway was built at Platinum during the summer of 1940 which is more favorable to the prevailing winds. An additional runway should probably be added to make this field suitable for any weather conditions.

AMERICAN CREEK ROAD. This road from Fish Lake in the Hot Springs area serves dredging operations and a small allotment was made for maintenance during 1939. No expenditures were made upon this road during 1940.

WALKERS FORK AVIATION FIELD. Considerable improvement was made to this field during the biennium including the construction of a cross runway more favorable to the prevailing winds.

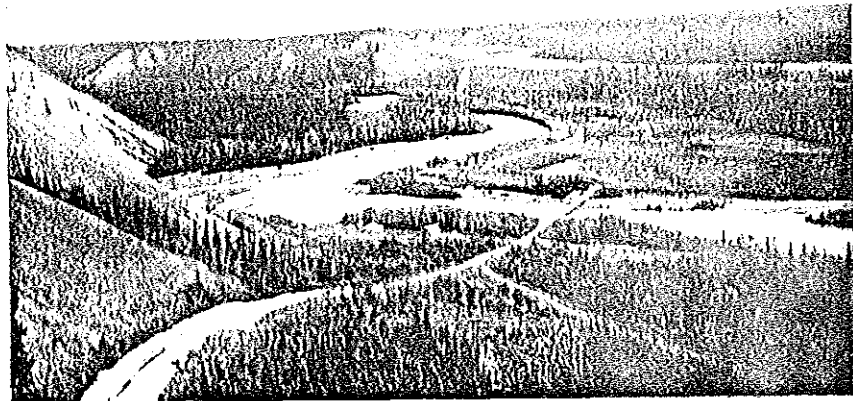
CHICKEN AVIATION FIELD. Some maintenance work was performed on this field during 1940.

MY CREEK FIELD. This emergency field was constructed on the Middle Fork of the Forty Mile River in 1940. A description of the field is to be found under Aviation Fields in this report.

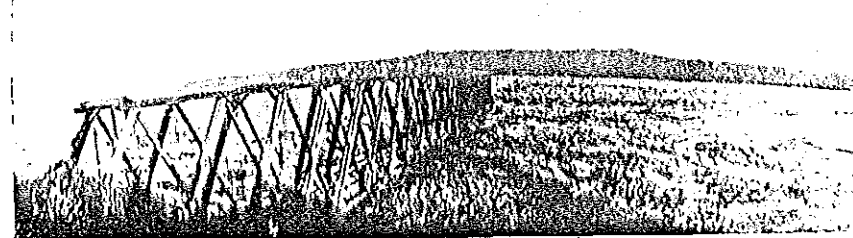
GRANT CREEK ROAD. Maintenance work and improvement was carried on during 1940 on this road which is described in a previous report.

JACK WADE ROAD. Work on this road leading from operations on Upper Jack Wade Creek to operations on the lower reaches of that stream were undertaken during the summer of 1940 on a cooperative basis, local interests having contributed 50% of the cost.

EIGHT MILE CREEK AVIATION FIELD. This field was constructed during the summer of 1940. The field is situated on Bettles River near the mouth of Eight Mile Creek and affords transportation facilities to a district that is nearly inaccessible.



COPPER RIVER VALLEY
GAKONA RIVER IN FOREGROUND



A GLACIER STREAM ON A RAMPAGE
NAZINA RIVER BRIDGE 2600 FEET IN LENGTH
1000 FEET WAS TAKEN OUT IN THIS FLOOD



GLACIER HIGHWAY
NEAR JUNEAU

MYRTLE CREEK AVIATION FIELD. This field was constructed during the summer of 1940 on a cooperative basis with local interests. It is located on Slate Creek in the Koyukuk district near the mouth of Myrtle Creek.

ANIAC AVIATION FIELD. This field was constructed entirely by local interests. Flood waters in the spring of 1940 necessitated some drainage to the field for which a small allotment was made.

TOTATLANIKA AVIATION FIELD. This field was constructed during the summer of 1939 and was lengthened and improved during the summer of 1940. A description of the field will be found elsewhere in this report.

LOWER GANES CREEK ROAD. A small allotment was made in 1939 for this road, which is described in the previous report. No expenditures were made during 1940.

TULUKSAK ROAD. Work was continued on this road during the biennium, the cost having been principally borne by the New York-Alaska Gold Dredging Company.

Summary of Expenditures

(By Alaska Road Commission)

APRIL 1, 1939 to MARCH 31, 1940

	First Division	Second Division	Third Division	Fourth Division	Total
Territory of Alaska	\$ 5,700.00 ^(a)	\$ 70,400.00 ^(b)	\$ 49,675.00 ^(c)	\$ 85,475.00 ^(d)	\$211,250.00
Contributed by Others		848.70	269.07	10,712.82	11,830.59
Alaska Road Commission ..	7,972.68	40,692.64	63,622.48	70,275.46	182,563.26
Totals	\$13,672.68	\$111,941.34	\$113,566.55	\$166,463.28	\$405,643.85

(a) Includes \$3,200 from previous biennium.

(b) Includes \$20,000 from previous biennium.

(c) Includes \$8,043.19 from previous biennium.

(d) Includes \$20,000 from previous biennium.

Summary of Allotments

APRIL 1, 1940 to MARCH 31, 1941

	First Division	Second Division	Third Division	Fourth Division	Total
Territory of Alaska	\$23,500.00	\$39,750.00	\$ 70,599.54	\$ 46,150.00	\$179,999.54
Contributed by Others		2,632.80 ^(a)			2,632.80 ^(a)
Alaska Road Commission	9,500.00	46,000.00	38,559.46	85,150.00	179,209.46
Totals	\$33,000.00	\$88,382.80	\$109,159.00	\$131,300.00	\$361,832.80

(a) Contributed by U. S. Smelting and Refining Co.

Summary of Expenditures in the First Division

In cooperation with the Alaska Road Commission

APRIL 1, 1939 to MARCH 31, 1940

Name of Project	Road	Sled Road	Trail	Total	A.R.C.	Territory	Total
Haines-Pleasant Camp	42½			42½	\$6,634.38	\$3,506.02*	\$10,140.40
Haines-Mud Bay	10			10	646.18	600.00	1,246.18
Haines-Chilkoot	3			3		438.75	438.75
Sitka-Pioneer Cemetery	½			½		82.00	82.00
Skagway Trails			6	6	24.20	100.00	184.20
Skagway Aviation Field						673.23	673.23
Point Gustavus Roads	3½			3½	607.92	300.00	907.92
Total	59½		6	65½	\$7,972.68	\$5,700.00	\$13,672.68

* \$3,200 carried over from previous biennium.

Summary of Allotments in the First Division

In cooperation with the Alaska Road Commission

APRIL 1, 1940 to MARCH 31, 1941

Name of Project	Road	Sled Road	Trail	Total	A.R.C.	Territory	Total
Haines-Pleasant Camp	42½			42½	\$1,000.00	\$12,000.00	\$13,000.00
Haines-Mud Bay	10			10		1,500.00	1,500.00

Haines-Chilkoot	3	600.00	600.00
Sitka-Indian River	3 ⁴	300.00	300.00
Sitka-Pioneer Cemetery Road	1 ²	200.00	200.00
Sitka-National Cemetery Road	1 ²	200.00	200.00
Skagway Trails	6	200.00	200.00
Skagway-Dyea Road	2 ¹ / ₂	8,500.00	17,000.00
Total	65³/₄	\$9,500.00	\$23,500.00
			\$33,000.00

Operations During the Biennium First Division

Except as noted below, for descriptions of routes see previous reports.

Haines-Pleasant Camp:

A large amount of maintenance was necessary in the spring of 1939 due to the terrific storm in October, 1938. The road was relocated for $\frac{1}{4}$ mile in the vicinity of Big Boulder bridge and a 70-foot pile driven, native timber bridge constructed at a location above the old bridge.

Due to the increased overflow from the Klehini River, 1600 feet of new log cribbed and rock filled dyke was constructed at Mile 25. Logs were cut and preparations made for raising the fill adjacent to the Chilkut River Crossing in the overflow area.

Several rock points were drilled and shot and surface maintenance was kept up to standard.

Haines-Mud Bay:

The last two miles were opened up so that it is possible to get through with a car in dry weather.

Haines-Chilkoot:

Sitka-Pioneer Cemetery Road:

Sitka-Indian River Road:

Sitka-National Cemetery Road:

Skagway Trails:

Only necessary maintenance was performed.

Point Gustavus Roads:

In 1939 minor repairs were made to the dock, the cribbed approach fill and to the roads. In 1940 this area was made a part of Glacier National Monument and all maintenance was discontinued.

Skagway-Dyea:

This is a new project initiated in 1940. It takes off of the existing Forest Highway at a point $\frac{1}{2}$ mile north of Skagway, turns left to the hill and runs south to a point above Smugglers Cove, a distance of a little over 2 miles. At the $1\frac{3}{4}$ mile point a branch road over $\frac{1}{4}$ mile long turns to the right toward Dyea, leading to a proposed new cemetery location. The total length of road constructed is $2\frac{1}{2}$ miles. Except for reaching the proposed cemetery site, it was constructed purely as a recreational road.

Summary of Expenditures in the Second Division

In cooperation with the Alaska Road Commission

APRIL 1, 1939 to MARCH 31, 1940

Name of Project	Sled			Total	A.R.C.	Territory	Total
	Road	Road	Trail				
Nome-Council	43 ¹ / ₂	38 ¹ / ₂	.....	82	\$ 1,863.95 (a)	\$ 7,434.12	\$ 9,298.07
Council-Ophir	12	.....	.....	12	91.30	260.00	351.30
Nome-Bessie	3 ¹ / ₄	.....	.....	3 ¹ / ₄	122.91	375.00	497.91
Bessie-Snake River	20 ³ / ₄	.....	.....	20 ³ / ₄	4,683.23	4,000.00	8,683.23
Bessie-Sunset Creek	12	.....	.....	12	436.20	1,300.00	1,736.20
Nome-Osborne	10 ¹ / ₄	.....	.....	10 ¹ / ₄	290.28	900.00	1,190.28
Bessie-Buster	7 ¹ / ₄	.....	.....	7 ¹ / ₄	147.69	450.00	597.69
Mouth of Center Creek	3	.....	.....	3	94.49	270.00	364.49
Little Creek Branch	2 ¹ / ₄	.....	.....	2 ¹ / ₄	54.07 (b)	150.00	204.07
Submarine-Paystreak	3	.....	.....	3	312.24 (c)	100.00	412.24
Nome Airfield .....	.....	.....	.....	.....	392.70 (d)	1,021.15	1,413.85
Seward Peninsula Telephone Lines .....	.....	.....	.....	.....	.....	102.53	102.53
Candle Creek Road	7	.....	.....	7	755.24	2,250.00	3,005.24
Deering-Inmachuk	25	.....	.....	25	525.03	1,700.00	2,225.03
Teller-Bluestone	15 ¹ / ₂	2 ¹ / ₂	.....	18	1,010.02	3,000.00	4,010.02
Marshall Road	4	.....	.....	4	317.68	2,000.00	2,317.68
Marshall Airfield .....	.....	.....	.....	.....	.....	220.00	220.00
Seward Peninsula Tram	80 ¹ / ₄*	.....	.....	80 ¹ / ₄	26,441.55 (e)	4,500.00	30,941.55
Bunker Hill-Kougarok	18 ¹ / ₂	20	.....	38 ¹ / ₂	3,984.76	40,000.00**	43,984.76
Pilgrim Springs Airfield .....	.....	.....	.....	.....	.....	21.00	21.00
Iron Creek Road .....	.....	7 ¹ / ₂	.....	7 ¹ / ₂	18.00 (f)	346.20	364.20
Totals	267¹/₂	68¹/₂	.....	336	\$41,541.34	\$70,400.00	\$111,941.34

- (a) Includes \$69.00 contributed by U. S. Smelting & Refining Co.
- (b) Includes \$30.00 contributed by U. S. Smelting & Refining Co.
- (c) Includes \$264.00 contributed by U. S. Smelting & Refining Co.
- (d) Contributed by various airlines.
- (e) \$30.00 contributed by Kougarok Limited and \$45.00 by U. S. Smelting & Refining Co.
- (f) Contributed by Tolbert Scott * Tramroad. ** \$20,000.00 carried over from previous biennium.

Summary of Allotments in the Second Division

In cooperation with the Alaska Road Commission

APRIL 1, 1940 to MARCH 31, 1941

Name of Project	Sled			Total	A.R.C.	Territory	Total
	Road	Road	Trail				
Nome-Bessie	3 ¹ / ₄	.....	.....	3 ¹ / ₄	.....	.....	.....
Bessie-Snake River	20 ³ / ₄	.....	.....	20 ³ / ₄	.....	.....	.....
Bessie-Sunset Creek	12	.....	.....	12	.....	.....	.....
Nome-Osborne	10 ¹ / ₄	.....	.....	10 ¹ / ₄	\$14,632.80 (a)	\$ 3,000.00	\$17,632.80
Bessie-Buster	7 ¹ / ₄	.....	.....	7 ¹ / ₄	.....	.....	.....
Mouth of Center Creek	3	.....	.....	3	.....	.....	.....
Submarine-Paystreak	3	.....	.....	3	.....	.....	.....
Nome Aviation Fields .....	.....	.....	.....	.....	.....	1,200.00	1,200.00
Deering-Inmachuk	25	.....	.....	25	3,000.00	1,000.00	4,000.00
Teller-Bluestone	15 ¹ / ₂	2 ¹ / ₂	.....	18	3,000.00	2,000.00	5,000.00
Marshall Road	4	.....	.....	4	.....	2,000.00	2,000.00
Bunker Hill-Kougarok	18 ¹ / ₂	20	.....	38 ¹ / ₂	25,200.00	28,800.00	55,000.00
Iron Creek Roads .....	.....	19 ¹ / ₂	.....	19 ¹ / ₂	1,000.00	1,000.00	2,000.00
Upper Bay Trail .....	.....	.....	135	135	800.00	750.00	1,550.00
Total	122¹/₂	42	135	299¹/₂	\$48,632.80	\$39,750.00	\$88,382.80

- (a) Includes \$2,632.80 contributed by U. S. Smelting & Refining Co.

Operations During the Biennium Second Division

Except as noted below, see previous reports for descriptions of routes.

Nome-Council:

Due to sea encroachment and failure of Nome River suspension bridge, a new 180-foot steel bridge supported on steel piles was constructed at a location one mile upstream from the old site. This necessitated a new route $1\frac{1}{2}$ miles long. Half the distance is over the old Jack Rose-Otter Creek Road, which was improved. The latter half was all new construction involving considerable yardage at the crossing.

A new cable and one new tripod were installed at Safety ferry.

Two old wooden bridges were replaced with metal culverts.

Maintenance with motor patrol was performed and necessary spot graveling done.

Council-Ophir:

Only necessary maintenance.

Nome-Bessie; Bessie-Snake River; Bessie-Sunset Creek; Nome-Osborne; Bessie-Buster; Mouth of Center Creek; Little Creek Branch; Submarine-Paystreak;

All the above local roads were kept in shape with patrol grader. Spot graveling was done where required.

In addition, Submarine-Paystreak Road was worked over completely in cooperation with the U. S. Smelting and Refining Company; 3,200 yards of gravel was hauled for surfacing.

The Nome-Osborne Road was changed for one-half mile, and a minor change on the Little Creek Road, expense borne by U. S. Smelting and Refining Company. Also a one-fourth mile loop was constructed on the Nome-Bessie Road. Several new metal culverts were installed.

Improvements in the way of grading and surfacing with 2,726 yards of gravel were performed on the Snake River Road in miles 19 to 22.

Nome Airfields:

A new entrance to the main field was constructed at the extreme southerly end where a 12"x32' metal culvert was installed. Also a drainage ditch was dug across the end of the field. 126 yards of spot graveling placed and field maintained with motor patrol.

The old field was leveled and smoothed to provide a cross runway.

Seward Peninsula Telephone Lines:

Necessary maintenance was performed.

Candle Creek Road:

General maintenance consisting of ditching, graveling, installation of culverts, was performed. The local mining company looked after and cooperated in the work.

Deering-Inmachuk:

Necessary maintenance, principally graveling, performed and seven metal culverts were installed. Two detours were constructed where river was encroaching. Two thousand yards of gravel was hauled for surfacing.

Teller-Bluestone:

The road was regraded in cooperation with the Bartholomae Dredging Co. Several hundred yards of gravel was used for surfacing.

Marshall Road:

Principal work aside from surface maintenance was ditching and widening. One and three-fourths miles were widened by dragline. Work was performed and supervised by the mining company on Willow Creek.

Seward Peninsula Tram:

One-half mile of new grade was constructed at U. S. Creek to avoid glacier area. A new 190-foot steel bridge consisting of one 100-foot truss span and five 18-foot approach spans were constructed over Nome River. The renewals were kept up at rate of 6,000 per year.

Bunker Hill-Kougarok:

Work was continued on the construction of this road leading to Taylor. Since the last report the road to auto standard has been advanced to Mile 18 $\frac{1}{2}$, a distance of 6 $\frac{1}{2}$ miles. The entire route (38 $\frac{1}{2}$ miles) is located and all opened up except a few stretches which will be graveled on the tundra.

Of the 20 miles classed as sled road, nothing has been done on $\frac{1}{2}$ mile except for side ditches; 7 $\frac{3}{4}$ miles have been stripped and ditched and 8 $\frac{3}{4}$ miles have been completely graded. On the last 3 miles, the strippings have been pushed to the center, side ditches have been put in and it is the intention to gravel the strippings.

Iron Creek Roads

Pigskin Springs Aviation Field:

(General maintenance was performed.)

Hooper Bay Trail:

This is a new project consisting of a winter trail requiring 75 miles of tripoding and 60 miles of temporary staking on lakes and rivers. The trail extends from Mountain Village on the Yukon River to Scammon Bay, various native villages and on to Nelson Island.

Timber for tripods was shipped in and a contract let for tripoding 75 miles of the trail, the work is to be performed this winter.

Summary of Expenditures in the Third Division

In cooperation with the Alaska Road Commission

APRIL 1, 1939 to MARCH 31, 1940

Name of Project	Road	Sled Road	Trail	Total	A.R.C.	Territory	Total
Thompson Pass Airfield						\$ 495.74	\$ 495.74
Chitina Native School Road	1			1		244.41	244.41
Chitina Airfield						335.11	335.11
Wasilla Mountain Roads	29	2 $\frac{1}{2}$		31 $\frac{1}{2}$	\$17,517.37(a)	300.00	17,817.37
Wasilla-Fishhook-Palmer Roads	41	2	12	55	6,567.52	1,633.43*	8,200.95
Palmer-Matanuska Roads	21			21	5,388.41	2,000.00	7,388.41
Wasilla-Finger Lake-Palmer Roads	33			33	5,170.89	2,500.00	7,670.89
Wasilla-Matanuska Roads	12 $\frac{1}{2}$			12 $\frac{1}{2}$	419.13	200.00	619.13
Matanuska Dyke						6.67	6.67
Valdez-Mineral Creek	10 $\frac{3}{4}$			10 $\frac{3}{4}$	901.47	200.00	1,101.47
Cliff Mine Airfield						441.29	441.29
Talkeetna Airfield						150.76*	150.76
Nebesna Airfield						4.75	4.75
McCarthy-Dan Creek	20			20	7,795.65	700.00	8,495.65
Chititu Branch	6 $\frac{1}{2}$			6 $\frac{1}{2}$	422.24	300.00	722.24
Valdez Airfield						6.47	6.47
Nizina-Bremner Sled Road		40		40	659.70	200.00	859.70
Anchorage-Loop Roads	29 $\frac{1}{2}$			29 $\frac{1}{2}$	4,724.60	4,200.00**	8,924.60
Anchorage-Lake Spenard Roads	13 $\frac{1}{4}$	1 $\frac{1}{2}$		14 $\frac{3}{4}$	724.64	5,000.00*	5,724.64
Lake Spenard-Lake Hood Canal						20,720.36	20,720.36
Unek Lake Road	1			1		1,140.75	1,140.75
Ingham-Wood River	9 $\frac{1}{4}$			9 $\frac{1}{4}$	2,098.43(b)	3,000.00	5,098.43
Bull River Road	13 $\frac{1}{2}$			13 $\frac{1}{2}$	4,635.85	2,000.00	6,635.85

Healy Airfield					17.16	17.16
Homer Roads	23		23	6,855.60	3,875.00	10,740.60
Kasilof Road	7		7		3.10	3.10
Total	271$\frac{1}{4}$	45$\frac{3}{4}$	12	329	\$63,891.55	\$49,675.00
						\$113,566.55

- * Includes \$224.07 contributed by Pacific-Alaska Consolidated Mining Co.
- * Includes \$45.00 contributed by Hilmer Lindstrom.
- * Carried over from previous biennium.
- ** Of this amount, \$1,259.00 carried over from previous biennium.

Summary of Allotments in the Third Division In cooperation with the Alaska Road Commission

APRIL 1, 1940, to MARCH 31, 1941

Name of Project	Road	Sled Road	Trail	Total	A.R.C.	Territory	Total
Chitina Airfield						\$ 1,000.00	\$ 1,000.00
Wasilla Mountain Roads	29	2 $\frac{1}{4}$		31 $\frac{1}{4}$	\$ 7,000.00	7,500.00	14,500.00
Wasilla-Fishhook-Palmer Roads	41	2	12	55	6,500.00	6,000.00	12,500.00
Grubstake Branch	$\frac{1}{2}$			$\frac{1}{2}$		2,500.00	2,500.00
Palmer-Matanuska Roads	21			21	2,000.00	1,500.00	3,500.00
Wasilla-Finger Lake-Palmer Roads	33			33	2,500.00	2,000.00	4,500.00
Wasilla-Matanuska Roads	12 $\frac{1}{2}$			12 $\frac{1}{2}$	1,000.00	1,500.00	2,500.00
Matanuska Dyke						1,100.00	1,100.00
Valdez-Mineral Creek	10 $\frac{3}{4}$			10 $\frac{3}{4}$	1,000.00	500.00	1,500.00
Cache Creek Airfield						300.00	300.00
McCarthy Roads	26 $\frac{1}{2}$			26 $\frac{1}{2}$	6,000.00	6,000.00	12,000.00
Nizina-Bremner Sled Road		40		40		1,000.00	1,000.00

Anchorage Loop Roads	29 $\frac{1}{2}$			29 $\frac{1}{2}$	3,500.00	3,500.00	7,000.00
Anchorage-Lake Spenard Roads	13 $\frac{1}{4}$	1 $\frac{1}{2}$		14 $\frac{3}{4}$	1,000.00	11,100.00	12,100.00
Lake Spenard Airfield						1,500.00	1,500.00
Lake Spenard-Lake Hood Canal						2,500.00	2,500.00
Bull River Road	13 $\frac{1}{2}$			13 $\frac{1}{2}$	250.00	750.00	1,000.00
Hunger Lake Dam						250.00	250.00
Karluk Suspension Bridge						3,500.00	3,500.00
Dillingham-Wood River	9 $\frac{1}{4}$			9 $\frac{1}{4}$	2,000.00	2,000.00	4,000.00
Homer Roads	23			23	5,809.46	10,390.54	16,200.00
Homer Dock						3,000.00	3,000.00
Homer Airfield						1,200.00	1,200.00
Total	262$\frac{3}{4}$	45$\frac{3}{4}$	12	320$\frac{1}{2}$	\$38,559.46	\$70,590.54	\$109,150.00

Operations During the Biennium

Third Division

Except as noted below, see previous reports for descriptions of routes.

Thompson Pass Airfield:

This field was surveyed and lengthened, making it 175 by 1700 feet.

Chitina-Native School Road:

This road was regraded and maintained.

Chitina Airfield:

This field was surveyed, improved and lengthened, making it 150 by 1850 feet. A fair standard road 0.3 mile long was constructed to it from the highway.

Wasilla-Mountain Roads:

A tractor road, 1½ miles long, was constructed from the Archangel Road up Reed Creek to mining properties.

To eliminate steep grades and bad curves, a new road 1 mile long was built between the Gold Mint and Archangel roads.

The Archangel Road was completely resurfaced, using mine waste rock. A new bridge was constructed over Archangel Creek.

Considerable widening was done on the lower end of the Gold Mint Road and on the Willow Creek Extension Road between Miles 5 and 8.

Seasonal maintenance was taken care of.

Wasilla-Fishhook-Palmer Roads:

A new bridge was constructed over Fishhook Creek to eliminate a bad curve. Improvement in alignment was made just below Fishhook Inn and at various points on the Palmer-Fishhook Road, including re-graveling about 2½ miles.

Roads were regularly maintained with patrol grader.

Grubstake Branch:

This is a new project which branches to the left 2¼ miles below the Lucky Shot Mine on the Lucky Shot-Willow Station Road. The work done consists of the construction of ½ mile of road to and across Willow Creek, including a 40-foot bridge over the creek. This road connects with an old road built by the miners which runs up Grubstake Creek.

Palmer-Matanuska Roads:

Principal work on this route was the realignment at Matanuska Junction. The road formerly ran under a railroad trestle where it was necessarily confined to passing between two bents, with a sharp curve each side of the trestle. The road now passes over the track, south of the trestle.

Part of the Springer Road was regraded and all other roads in this system were maintained with patrol grader.

Wasilla-Finger Lake-Palmer Roads:

The only construction work done on this route was the new ¾ mile connection between the Experimental Station and the Palmer-Matanuska Road via Cobbs Hill. Without this connection it was often impossible to drive from Matanuska to the Experimental Farm direct, on account of flood waters of the Matanuska River.

Several short sections of these roads were regraded and regular maintenance was performed.

Wasilla-Matanuska Roads:

Construction on this system was confined to a new connection between the Wasilla-Finger Lake-Palmer Road and the Wasilla-Matanuska Road at Haller's Ranch. Two sharp curves, one at Mile 3 and one at Mile 10, on the main road were flattened and surfaced.

Surface maintenance was carried on during the biennium.

Matanuska Dyke:

This is a new project, done in cooperation with W.P.A. funds and Road Commission supervision. The project consists of hand driving a slab dyke back from the bank of the Matanuska River above Matanuska, 1465 linear feet of dyke was put in but the job was left in an incomplete condition due to lack of W.P.A. labor.

Valdez-Mineral Creek:

Principal work consisted of widening at Mile 10, renewal of a footbridge over Mineral Creek and graveling of road in Mile 4. Several rock points were drilled and shot. Annual maintenance was performed.

Cache Creek Airfield:

This field was smoothed up and some cribbed log protection put in. Contour survey was completed.

Cliff Mine Airfield:

This field, size 90 by 725 feet, was constructed near the Cliff Mine purely as an emergency landing. A contour survey was made.

Valdez Airfield:

A small amount of maintenance was done.

Nabesna Airfield:

A contour survey was made.

McCarthy Roads:

The Dan Creek and Chititu Roads were maintained for traffic. Graveling was completed on the relocation over the Nizzina River bench.

Several bents were replaced in the Nizina River Bridge and the road on the east approach was raised and partly riprapped to form a dyke to keep out the overflow.

Nizina-Bremner Sled Road:

Six miles of tractor road was constructed from the mining company's property on Golconda Creek over Bremner Pass to the headwaters of Monahan Creek. The expense was shared by the mining company in that they furnished the tractor and dozer.

Anchorage Loop Roads:

A new bridge 22 feet wide and 145 feet long was constructed over Ship Creek in the railroad yards. The Railroad cooperated in furnishing material for the fill on the new location which involved a channel change.

The old Whitney Road as far as the powder house was regraveled.

All mileage was fully maintained in face of increased traffic.

Anchorage-Lake Spenard Roads:

This system now consists of 13¼ miles of road and 1½ miles of sled road, ¾ of a mile having been constructed as a branch to Lake Hood, since the last report. Some grading work was done on the Lake Otis Road but has not been taken up as new mileage due to incomplection.

Several improvements in way of alignment were made. Roads were fully maintained.

Lake Spenard Airfield:

A new airfield 100 by 1600 feet was constructed along the Spenard-Hood Canal to be used as place for changing over from wheels to pontoons and vice versa. A ramp into Lake Hood at the end of the field was constructed to facilitate changing over.

Lake Spenard-Lake Hood Canal:

This new project is a canal 175 feet wide by 2,000 feet long and 8 feet deep which connects the two lakes, providing a maximum pontoon runway 6200 feet long. Minimum depth of water is 3½ feet when lakes are at average height. Approximately 75,000 yards of material was excavated.



THE BLUE RIVER
UNDER RIVER TRAIL.



SINGAURUK SHELTER CABIN
KIANA-SELAWIK TRAIL

Naknek Lake Road:

This is a new project consisting of the construction of one mile of new road from the town of Naknek to Naknek Lake, used by airplanes, and provides a means of transportation between the two points.

Hunger Lake Dam:

A new project at the outlet of Hunger Lake $2\frac{1}{2}$ miles from Naknek. The work is being done to raise the level of the lake three feet in order to make this lake suitable for landing pontoon ships and much longer than the lake now being used. The Naknek Lake Road will be extended providing the dam proves to be practicable.

Bull River Road:

Regular maintenance performed in cooperation with the Golden Zone Mining Company which makes greatest use of the road.

Karluk River Suspension Bridge:

This new 300-foot suspension bridge spans the Karluk River, connecting the village with the school.

Dillingham-Wood River:

Five hundred feet of road was constructed from the top of the bench and end of the road to the cannery at Wood River and the last two miles of this road was worked over and graveled.

Regular maintenance was performed.

Healy Airfield:

A contour survey and map of this field was made, showing possibilities of enlargement.

Homer Roads:

Four and three-fourths miles of new roads to reach various settlers on the bench were constructed making the Homer Road system 23 miles.

The Spit Road was greatly improved. Graveling was extended east to the end of the road.

Homer Dock:

Creosoted piling were furnished, the construction of the dock being performed by the people of Homer.

Homer Airfield:

This new airfield was just recently completed. It is located along the bank of the slough near the Spit Road, a metal culvert with automatic gate having been installed under the road to keep out sea water at high tides. The field is 175 by 1500 feet.

Summary of Expenditures in the Fourth Division

In cooperation with the Alaska Road Commission

APRIL 1, 1939, to MARCH 31, 1940

Name of Project	Sled		Total	A.R.C.	Territory	Total
	Road	Trail				
Big Delta Airfield					\$ 324.76	\$ 324.76
Branches to the Richardson Highway 13	13		13	\$ 1,123.61 (a)	1,300.00	2,423.61
Branches to the Steese Highway 88	88		88	8,475.92 (b)	1,800.00	10,275.92
Fox-Livengood and Branches 82	82		82	21,506.05 (c)	11,115.65	32,621.70
Summit-Fairbanks Creek & Branches 23 ¹ / ₂	23 ¹ / ₂		23 ¹ / ₂	2,366.66 (d)	700.00	3,066.66
Fairbanks-Ester & Branches 30 ¹ / ₂ 6	30 ¹ / ₂	6	36 ¹ / ₂	2,955.25 (e)	500.00	3,455.25
Farmers-Birch Hill & Branches 13 ³ / ₄	13 ³ / ₄		13 ³ / ₄	2,796.04 (f)	1,000.00	3,796.04
Rampart-Eureka 4 ¹ / ₂ 23	4 ¹ / ₂	23	27 ¹ / ₂	971.73	400.00	1,371.73
Rampart Airfield					2,177.13	2,177.13
Stevens Village Airfield					729.48	729.48
Steel Creek Airfield					64.00	64.00
Franklin Airfield					114.43	114.43
Walkers Fork Airfield					213.00	213.00
Lower Wade Airfield					37.00	37.00
Chicken Airfield					52.06	52.06
Eagle Airfield					1,500.00	1,500.00
Circle Hot Springs Airfield					14.53	14.53
Nulato Airfield and Road 1	1		1		335.94	335.94
Beaver Airfield					1,786.24	1,786.24
Manley Hot Springs System 50 ³ / ₄	50 ³ / ₄		50 ³ / ₄	11,327.36	2,000.00	13,327.36
Miller Creek Airfield					756.93	756.93
Kuskokwim Landing Takotna 25 ¹ / ₄	25 ¹ / ₄		25 ¹ / ₄	13,668.41	46,000.00*	59,668.41
Ophir-Takotna Roads 26 ¹ / ₂	26 ¹ / ₂		26 ¹ / ₂	14,083.82 (g)	200.00	14,283.82

Manes Creek Road 20	20		20	1,715.43	1,000.00	2,715.43
Suby Airfield					464.92	464.92
Ophir Airfield					2,629.78	2,629.78
Kantishna Airfield					125.02	125.02
Wiseman Airfield					5,795.22	5,795.22
Tanana Crossing Airfield					1,283.39	1,283.39
Nation Airfield					1,055.52	1,055.52
Total	378¹/₂	29	407¹/₂	\$80,988.28	\$85,475.00	\$166,463.28

(a) Includes \$43.34 miscellaneous contributions.

(b) Includes \$90.03 miscellaneous contributions.

(c) Includes \$9,915.14 contributed by Livengood Placers, Inc., and \$100.00 by General Transportation Co.

(d) Includes \$317.58 contributed by U. S. Smelting & Refining Co. and \$39.20 by Hi Yu Mining Co.

(e) Includes \$131.22 miscellaneous contributions.

(f) Includes \$38.81 miscellaneous contributions.

(g) Includes \$37.50 contributed by Mrs. Fred Soini.

* Of this amount, \$20,000.00 carried over from previous biennium.

Summary of Allotments in the Fourth Division

In cooperation with the Alaska Road Commission

APRIL 1, 1940 to MARCH 31, 1941

Name of Project	Sled		Total	A.R.C.	Territory	Total
	Road	Trail				
Big Delta Airfields					\$ 1,000.00	\$ 1,000.00
Summit-Fairbanks Creek & Branches 23 ¹ / ₂	23 ¹ / ₂		23 ¹ / ₂	\$ 4,000.00	1,200.00	5,200.00
Fairbanks-Ester and Branches 30 ¹ / ₂ 6	30 ¹ / ₂	6	36 ¹ / ₂	2,500.00	500.00	3,000.00
Branches to the Steese Highway 90	90		90	14,050.00	1,250.00	15,300.00

Branches to Richardson Highway	143 3/4		143 3/4		1,100.00	1,100.00
Farmers-Birch Hill & Branches	14 1/2		14 1/2	2,600.00	900.00	3,500.00
Rampart Airfield					1,500.00	1,500.00
Eagle Airfield					1,200.00	1,200.00
Central House Airfield					1,000.00	1,000.00
Circle Airfield					1,250.00	1,250.00
Malato Airfield and Road	1		1		400.00	400.00
Manley Hot Springs Airfield					350.00	350.00
Miller Creek Airfield					400.00	400.00
Manley Hot Springs System	50 3/4		50 3/4	13,500.00	1,000.00	14,500.00
Flat Airfield					2,000.00	2,000.00
Flat Local Roads	31 1/4		31 1/4	9,000.00	1,000.00	10,000.00
Kuskokwim Landing Takotna	25 1/4		25 1/4	25,500.00	20,500.00	46,000.00
Ophir-Takotna Roads	26 1/2		26 1/2	12,000.00	500.00	12,500.00
Ganes Creek Road	20		20			
Ophir Airfield					1,800.00	1,800.00
Ruby Airfield					500.00	500.00
Wiseman Airfield					2,000.00	2,000.00
Medfra Airfield					300.00	300.00
Ferry-Eva Creek and Branch	21 3/4	2 1/4	24		3,000.00	3,000.00
Bethel Airfield and Road	1		1		500.00	500.00
Kinak-Kwigillingok-Kipnek		105	105	2,000.00	1,000.00	3,000.00
Total	349 3/4	8 1/4	105 463	\$85,150.00	\$46,150.00	\$131,300.00

Operations During the Biennium Fourth Division

Except as noted below, for description of routes see previous reports.

Big Delta Airfields:

The east-west runway was smoothed and leveled.

A new north and south runway was located 1/2 mile south of Big Delta, partially on private land, now deeded to the Federal and Territorial Governments and partially on public domain. This new field is 200 by 2500 feet and can be lengthened if necessary.

Branches to the Richardson Highway:

These consist of the Farmers-Chena Slough Road, the Richardson-Dennoval Creek Road and the newly constructed Chaman Street extension which leads from the end of Channing Street at Fairbanks to the bank of the Tanana River. One and three quarters miles were graded up on this new route and surfacing was done where necessary. Two miles of the Farmers-Chena Slough Road received a light gravel surface; this and the Dennoval Creek Road were maintained.

Branches to the Steese Highway:

This designation covers all branch roads to the Steese Highway beyond Noyes Slough except the Farmers-Birch Hill Road, the Sunnife-Fairbanks Creek Road with its branches, the Porcupine Creek Road and excepting sled roads and trails.

Construction work during the biennium consisted of extending the Lazelle Road for 1 1/2 miles to reach some farmers and the extension of the Miller House-Harrison Creek Road 3 1/2 miles to Johnston's placer ground on Harrison Creek. Mr. Johnston cooperated with equipment on this latter project.

The Nome Creek branch was rehabilitated and all other roads were maintained with patrol grader.

Fox-Livengood and Branches:

The main road has been heavily traveled during the biennium, some 5,000 tons of freight having gone over it. Occasional soft spots which developed were graveled.

The road up Livengood Creek to Any Creek was completely rehabilitated in which the local mining company contributed in cash. The road was also extended over the Hess Divide and down Mike Hess Creek to their damsite, this work being done by the company.

The 1 mile branch to Any Creek was graveled in cooperation with miners whom it served. A road connecting the main road with operations in Any Creek

was constructed. The mining operators cooperated by laying the necessary corduroy. Length this branch, $\frac{3}{4}$ mile.

Summit-Fairbanks Creek and Branches:

The Fish Creek Road was graveled for $2\frac{3}{4}$ miles in cooperation with the U. S. Smelting, Refining & Mining Company. Regular maintenance performed on all other roads.

Fairbanks-Ester and Branches:

Improvements were made on the road down Goldstream. Other roads were maintained.

Farmers-Birch Hill Road and Branches:

A $\frac{3}{4}$ -mile branch was constructed to the farms of Crosman and Fdeler. The main road from the college to KPAR radio station was graveled. All roads regularly patrolled.

Rampart-Eureka:

The first $4\frac{1}{2}$ miles were regraded, bridges were repaired and several timber culverts installed.

Rampart Airfield:

This field was constructed along the road, 1 mile from Rampart; size 200 by 2,300 feet.

Stevens Village Airfield:

This field was constructed near the village, size 100 by 2,150 feet.

Eagle Airfield:

This is a new airfield constructed at a point $\frac{1}{2}$ mile from Eagle; size 150 by 2,000 feet.

Circle Airfield:

This new airfield was partially completed. Area available for landing is 150 by 1,400 feet. Area stripped is 150 by 2,500 feet. It is located on ground purchased by the Territory.

Central Airfield:

This new field at Central House is on ground donated to the Territory. Its size is 150 by 2,000 feet.

Circle Hot Springs Airfield:

Field was dragged and a few holes filled.

Nulato Airfield:

The field was graded, after which grass was sown in an attempt to prevent soil erosion. Additional slashing was done on both approaches. Field was surveyed and mapped.

Beaver Airfield:

This is a new field, size 150 by 1,650 feet, constructed near Beaver Village on the Yukon River.

Manley Hot Springs Airfield:

This field was lengthened 500 feet, making it 200 by 2,600 feet.

Miller Creek Airfield:

This field was lengthened, making it 225 by 1,630 feet.

Manley Hot Springs System:

The road to Eureka was regraded and soft sections were graveled. Improvements in cooperation with miners on Omega Creek were made to the Omega Creek branch.

A large amount of work was done on the Tofly Road, completing the road to Sullivan Creek with all soft sections graveled. In addition, the road was graded down Cache Creek valley to Tofly, $\frac{1}{4}$ mile beyond Miller Creek airfield.

Flat Airfield:

This field was lengthened, making it now 150 by 2,950 feet.

Flat Local Roads:

The Flat-Slate Creek Road was extended across Slate Creek and up the left limit to placer properties. Cooperation was given by local interests. The main road to Iditarod was heavily graveled for 2 miles. All other routes were maintained.

Kuskokwim Landing-Takolna:

This new road, with branch to Candle Creek, was completed except for 1-8 of a mile of grading, construction of the Takolna River Bridge and graveling. The road has already been used for freighting from the Kuskokwim River and when finally completed will considerably reduce freight charges into the Takolna-Ophir mining district.

Ophir-Takolna Roads:

Ganes Creek Road:

Regular maintenance performed. Roads are greatly improved since arrival of motor grader used in surface maintenance.

Ophir Airfield:

This field was lengthened in cooperation with a local mining concern. It is now 105 by 2,045 feet.

Ruby Airfield:

Grass was sown in an attempt to stop erosion. The field was surveyed and mapped.

Kantishna Airfield:

Surface maintenance was done and a road constructed to the field.

Wiseman Airfield:

This is a new field built below and adjacent to Wiseman in the Koyukuk Valley. The runway for wheels is 150 by 2,000 feet. An additional area 150 by 1,170 feet has been stripped and leveled so that a length of 3,170 feet is available for ski landings.

Tanana Crossing Airfield:

This field was lengthened 500 feet, making it 200 by 3,300 feet. Half of the original area was leveled. Field was surveyed and mapped.

Medfra Airfield:

A small amount of maintenance work was done in way of digging a ditch to drain a soft spot.

Ferry-Eva Creek and Branch:

Reconnaissance and location surveys were made from the end of the Eva Creek Road to the Totatlanika River for the purpose of constructing a road to serve miners in that vicinity. The distance is 10½ miles from the end of the existing Eva Creek Road. Prior to the survey a mining operator had graded 2½ miles of this and in the late fall of 1940 rough grading was completed over the remaining eight miles. Mining operators furnished cooperation on this work.

Nation Airfield:

This new field, 150 by 1,700 feet, was constructed at village of Nation on ground partially donated. Some slashing remains to be done to make field serviceable.

Bethel Airfield and Road:

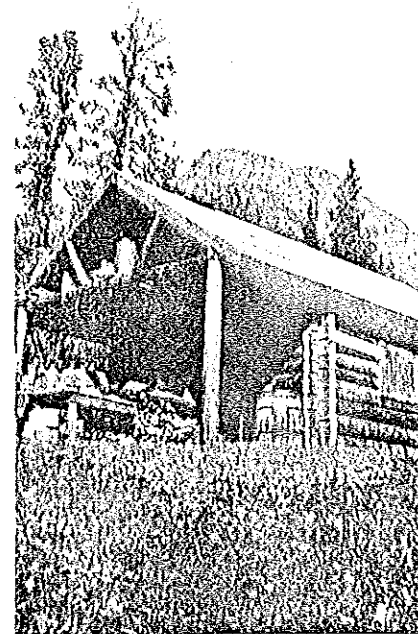
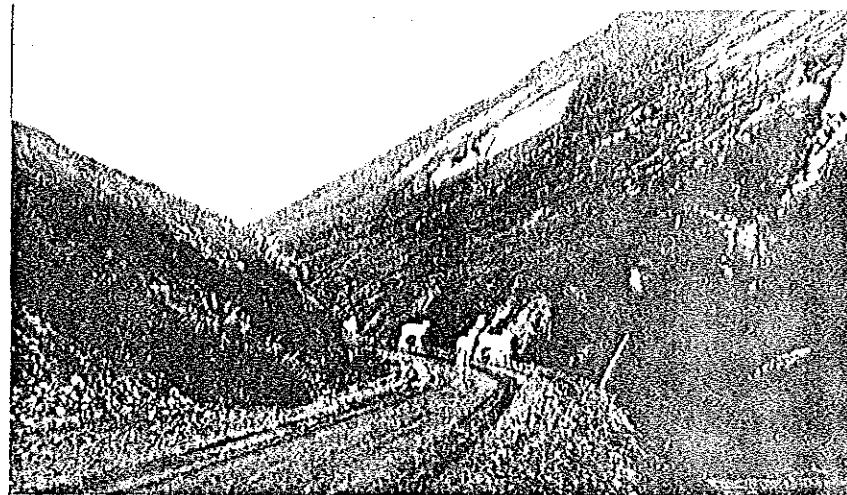
This field and road received necessary maintenance. A 700-foot branch road from field to Indian Hospital was constructed.

Kinak-Kwigillingok-Kipnek:

This is a new project at the mouth of the Kuskokwim River which involves the tripping of 105 miles of trail to various Indian villages, ending at Kipnek on Kuskokwim Bay. The trail connects with the Johnson River-Kinak Trail, which, in turn, connects with the Bethel-Quinhagak Trail. The work is now being carried on.



UNUK RIVER TRAIL

IGLOO CREEK SHELTER CABIN
MC KINLEY PARK

ALASKA MOUNTAIN SHEEP

SHELTER CABINS

Summary of Expenditures

	Expended	Expended or Obligated	Total
	1939	1940	
Second Division	\$ 750.00	\$ 715.60	\$ 1,465.60
Third Division		200.00	200.00
Fourth Division	1,085.00	740.00	1,825.00
Totals	\$1,835.00	\$1,655.60	\$3,490.60

Distribution

SECOND DIVISION

Name	Work Done	Exp. 1939	Exp. or Obl. 1940
Riley Wreck	Coal and stovepipe	\$ 33.00	
Arctic Circle	Coal and stovepipe	34.25	
Choris Peninsula	Coal	32.00	
Callahans	Coal	19.50	
Dome Creek	Wood and repairs	14.00	
Romanoff	Wood and repairs	21.00	
Patsys Cabin	Wood and repairs	21.00	
Herndon Portage	Wood and repairs	21.00	
Bonanza	Wood and repairs	15.00	
Aukaluluk	Coal	20.00	
Anlyak	Wood	25.00	
Okolikshook	Wood	25.00	
Aulik (built by C.C.C. 1937-38)	Wood	25.00	
New Igloo	Stovepipe	1.60	
Aglapuk	Stovepipe	2.40	
Tlssue	Wood and repairs	24.75	
Wooley	Wood and repairs	21.00	
Cape Douglas	Wood and repairs	21.00	
Lopp Lagoon	Wood and repairs	21.00	
Shrazat	Wood and repairs	21.00	
Halfway between Owl City and Chevak on Mt. VII- lage-Hooper Bay Trall	Materials and freight for 12x14 frame cab- in with stormshed	331.50	
	Cost Erection		\$250.00
Maintenance (Obligated to Dec. 1940)			465.60
		Totals	\$750.00
			\$715.60

THIRD DIVISION

Name	Work Done	Exp. 1939	Exp. or Obl. 1940
Cabins on Egegik-Kanatak Trail	Repair 3 cabins on Becharof Lake & construct 2 new cabins, material only (labor by C.C.C.)		\$200.00

FOURTH DIVISION

Name	Work Done	Exp. 1939	Exp. or Obl. 1940
Halfway (Nulato-Kaltag)	Move and repair	\$ 199.70	
Boulder Creek	Repairs and install stove	157.56	
Windy Arm	Repairs and install stove	161.92	
Ninety-eight Cabin	Install stove & pipe	23.60	
Tavern	New cabin	175.00	
Mile 30 Cabin (Nenana-Knights)	Repairs	20.00	
Henshaw Creek	New 14x16 log cabin	180.00	
Twelve Mile (Jim Pup Trail) (Bethel-Kipnek Trail)	New 13x13½ log cabin	167.22	
Itkavik River, 60 miles from Bethel	Materials & freight, new 12x14 frame cabin with stormshed, including partial cost erection		\$370.00
Kwikluk River, 110 miles from Bethel	Same		370.00
	Totals	\$1,035.00	\$740.00

SUMMARY OF EXPENDITURES AND OBLIGATIONS
FOR BIENNIUM

	2nd Div.	3rd Div.	4th Div.	Total
Alaska Road Commission	\$1,465.60	\$200.00	\$1,825.00	\$3,490.60
Terr. Board (Tatlina Field Cabin)			1,009.40	1,009.40
Terr. Board (Kobi-Gold King —2 cabins authorized)			500.00	500.00
Total	\$1,465.60	\$200.00	\$3,334.40	\$5,000.00

Summary of Expenditures for Telephone Lines

MAY 15, 1939 to JANUARY 1, 1941

Seward Peninsula Telephone Lines	2,217.25
Tanana-Unalakleet Line	1,727.90
Copper River Line	1,120.00
Rampart-Eureka Line	42.00
Total	\$5,107.15

Distribution of Road Mileage

FIRST DIVISION

Roads Built and Maintained by the Territory

Name of Road	Length in Miles	Total Miles
Windham Bay	6.00	
Haines-Chilkoot	3.00	
Sitka-Pioneer Cemetery	0.50	
Carlana Lake Road	0.60	
Karta River Road	4.00	14.10

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	
Porcupine Extension	5.00	
Mud Bay Road	10.00	
Sitka-Indian River	0.75	
Sitka-National Cemetery	0.50	
Point Gustavus Roads	3.50	
Skagway-Dyea Road	2.50	66.25

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 Public Roads Administration
(Tongass National Forest)

Location of Road	Length in Miles	Total Miles
Ketchikan	23.249	
Juneau District	45.387	
Petersburg	10.550	
Hyder District	23.322	

Sitka	8.694	
Wrangell	9.642	
Skagway	2.383	
Point Agassiz	4.568	
Craig-Klawoek	4.241	132.536

Roads Built and Maintained by U. S. Forest Service

Location of Road	Length in Miles	Total Miles
Tongass National Forest	35.9	35.9
Total for Division		249.286

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	20.75	
Snake River-Monument	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 Paystreak	3.00	
Candle-Candle Creek Road	7.00	
Candle Radio Road	0.25	
Deering-Inmachuk	25.00	
Dime Creek Road	9.00	
Tin City-Goodwin	5.50	
Marshal Road	4.00	
Teller-Bluestone	15.50	
Bunker Hill-Kougarok	18.50	231.75

(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	12.25
Chester Creek Boat Landing	1.00
Oil Well Road	8.00
Engstrom Road	1.75
Werner Branch	0.50
Kasilof Road	7.00
Falk Road	1.00
Chitina Native School Road	1.00
Lakeview Road	3.00
Ninilchik Aviation Field Road	0.75
Robe Lake Road	0.75
Eyak Lake Loop Road	0.25
Mabel Mine Road	0.25
McCarthy-Kennecott	3.50
South Second Street, Cordova	0.25
Ublan Road	0.50
Naknek Road	1.00
Grubstake Road	0.50

Roads Built and Maintained by the Public Roads Administra (Chugach National Forest)

Location of Road	Length in Miles	Total
Seward District	97.588	
Cordova	10.350	
Girdwood	7.775	
Afognak Lake	4.534	120

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

Name of Road	Length in Miles	Total
Anchorage Loop-Matanuska River	44.25	
Palmer-Fishhook	15.25	
Palmer-Matanuska River	1.25	
Wasilla-Finger Lake-Palmer	12.75	
Wasilla-Matanuska	9.25	
Matanuska Trunk Road and Branches	10.00	
Gold Cord	3.00	
Fishhook-Gold Mint	4.25	
Lucky Shot-Willow	26.00	
Anchorage Loop	19.50	
McDonald Branch	1.25	
Homer Roads	23.00	
Valdez-Mineral Creek	10.75	

Dillingham-Wood River	0.25	
McCarthy-Dan Creek	20.00	
Chitina Branch	6.50	
McCarthy-Kennercott River	0.50	
Seldovia-McDonald Spit	1.75	
McLeod Road	2.25	
Bodenburg-Butte	6.50	
Bull River Road	13.25	240.50

Roads Built and Maintained by the Alaska Road Commission

Name of Road	Length in Miles	Total Miles
Richardson Highway	202.00	
Edgerken Cutoff	39.00	
Chukana-Nabesna	108.00	
Iliamna Bay-Iliamna Lake	15.50	
Eklutna Lake Road	10.00	
Chitina-Copper River	1.00	
Talkeetna-Cheche Creek	23.50	
Anchorage Radio Road	0.25	
Kodiak Roads	12.50	
Kanatak-Beeharof 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	492.75
Chitina-McCarthy (R. R. Maintenance).....		59.00

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

Location of Road	Length in Miles	Total Miles
Chugach National Forest	27.6	27.6
Total Mileage for Division		960.847

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-Oines	10.00	
Dome-Spalding	2.50	
Summit-Fairbanks Creek	14.75	
Summit-Fish Creek	8.25	
College Spur	0.50	
Ester Dome	5.25	
St. Patrick-Happy-Goldstream	9.00	

Ester-Beepler	1.00	
Lazelle Road	4.00	
Little Eldorado	6.00	
Isabelle Creek	1.75	
Farmers-Birch Hill	8.75	
Bellaine-Rickert	2.50	
Farmers-Chena Slough	9.00	
Cushman Street Extension	1.75	
Crossman-Fideler	0.75	
Miller House-Harrison Creek	13.25	
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	
Little Creek Road	3.00	
Ganes Creek Road	20.00	
Takotna Aviation Field Road	1.50	
Ready Bullion Road	2.50	
Long-Birch Road	7.00	
Falth Creek Road	1.50	
Gillmore-Pearl Creek	8.75	
Gillmore-Summit Spur	0.25	
Goodnews Bay-Salmon River	11.00	
Tuluksak Road	13.50	
Wilbur Creek Road	0.50	205.25

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	
Omega Creek Road	7.00	
Nenana Cemetery Road	2.50	
Ferry-Totatlanika	21.75	
Iditarod-Flat	8.75	
Ohpir-Takotna	22.00	
Oines-Livengood	61.00	
Happy Creek (Flat)	1.00	
Gold Horn Branch	1.00	
Hot Springs-Tofty	18.00	
Grachi Bridge Road	0.50	
Kuskokwim-Takotna and Branches	25.25	
Greenstone Creek	1.75	

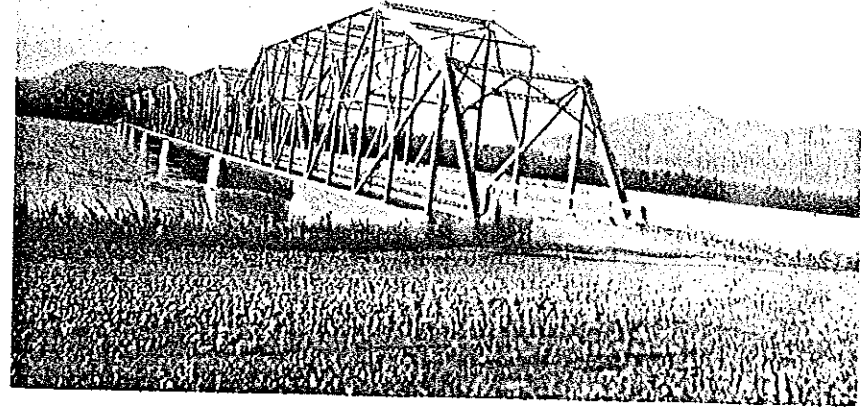
Coal Creek-Woodchopper	7.00	
Nulato Airfield Road	1.00	236.00

Roads Built and Maintained by the Alaska Road Commission

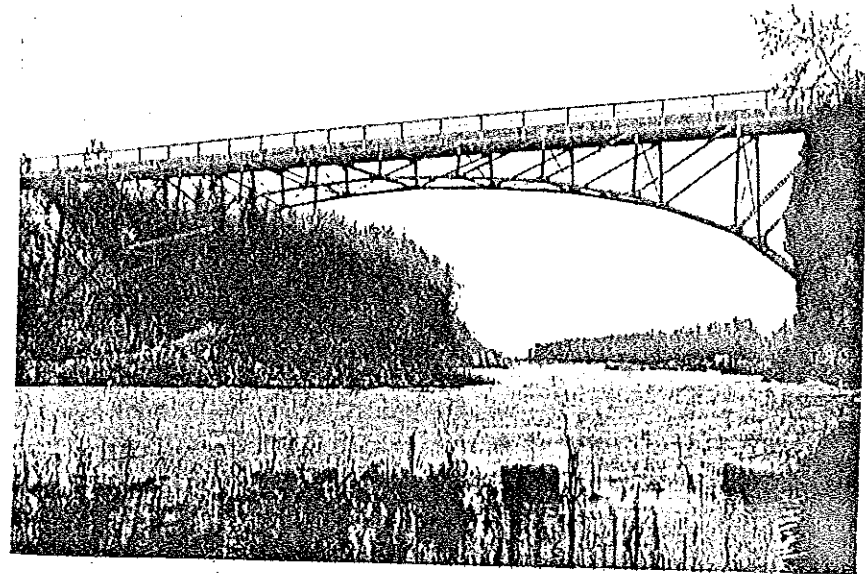
Name of Road	Length in Miles	Total Miles
Porcupine Creek	11.00	
Steese Highway (Fairbanks-Circle City)	163.25	
Ketchum Creek Branch	5.00	
Eagle-Liberty	22.00	
Eagle-Seventy Mile	4.00	
Fourth of July Creek	5.00	
Tanana-Mission Road	2.00	
Fairbanks Radio Station	0.25	
Deadwood Creek Road	9.50	
Ruby-Long	28.50	
Long-Poorman	28.00	
McKinley Park Road	91.25	
Kantishna-Park Boundary	4.50	
Nolan Branch	5.50	
Wiseman-Hammond	7.50	
Flat-Flat Creek	5.75	
Head of Flat-Willow Creek	4.50	
Willow-Chleken	3.00	
Flat-Slate Creek	7.00	
Cantwell-Valdez Creek	8.00	
Medfra-Nixon Ford Mine	12.00	
Lake Harding Spur	3.00	
Richardson Highway (Fairbanks-Isabelle Pass)	169.00	
Fairbanks-Ollmore Spurs	3.25	602.75
Total for Division		1044.00
Total for the Territory		2485.883

Distribution of Sled Roads and Trails

	First Division	Second Division	Third Division	Fourth Division	Total
A.R.C. and Territorial Sled Road		189.75	188.50	1,241.75	1,620.00
	First Division	Second Division	Third Division	Fourth Division	Total
A.R.C. and Territorial Trails	44.75	2,714.00	1,008.25	3,367.00	7,134.00
U. S. Forest Service Trails	746.7		259.2		1,005.9
Total	791.45	2,714.0	1,267.45	3,367.0	8,139.90



KNIK RIVER BRIDGE
ANCHORAGE-MATANUSKA ROAD
SIX 250-FOOT SPANS



EKLUTNA RIVER BRIDGE
ANCHORAGE-MATANUSKA ROAD

Mileage on which no work was performed:

Roads	140.75
Sled Roads	825.50
Trails	4,296.25

Aivation Fields in the Territory of Alaska

JANUARY, 1941

Name of Field	North Latitude	West Longitude	Dimensions in Feet
1. Anlak	61 39	159 41	150x1500
2. American Creek	65 06	151 14	80x1400
3. American Creek (Nome)	64 56	164 25	120x1150
4. Anchorage	61 12	149 52	400x2000 400x3940
5. Bear Creek	61 02	159 48	150x1700
6. Beaver	66 29	146 57	150x1050
7. Beaver Creek (Nome)	64 37	164 49	100x1100
8. Bethel	60 47	161 48	125x1260 140x2300
9. Bettles River	67 35	149 38	250x 600
10. Big Delta	64 09	145 50	250x2900 200x2500
11. Bluff	64 35	163 41	400x 900
12. Bremner	61 03	143 29	100x1300
13. Brooks (Livengood)	65 33	148 33	250x1800
14. Cache Creek	62 28	151 02	175x1600
15. Candle (Kotzebue)	65 55	161 55	180x1585
16. Candle (Kuskokwim)	62 29	155 51	150x1800
17. Cantwell	63 25	148 59	150x1850
18. Cape Prince of Wales	65 38	168 04	250x1000
19. Caribou	64 40	145 44	100x1800
20. Central House	65 34	144 46	150x2000
21. Chena Hot Springs	65 04	146 05	400x1500
22. Chicken	64 05	141 55	125x1860
23. Chisina	62 05	142 04	150x1000
24. Chistochina	62 35	144 43	185x1765
25. Chitina	61 42	144 33	150x1850
26. Circle City	65 49	144 05	150x2500
27. Circle Hot Springs	65 31	144 34	250x2475
28. Cliff Mine	61 09	146 35	90x 725
29. Clearwater (Kantishna)	63 45	150 21	150x1500
30. Coffee Creek	65 19	164 42	100x1000 150x1000
31. Colorado Creek (Ophir)	63 35	155 55	250x1800

Name of Field	North Latitude	West Longitude	Dimensions in Feet
32. Colorado Station	03 10	149 25	140x2000
33. Copper Center	01 58	145 21	225x1400
34. Cordova	00 33	145 44	200x2000
35. Council	04 55	103 44	150x1500
36. Council (Melsing Creek)	04 54	103 39	100x1250
37. Cripple Creek	03 31	166 01	150x2000
38. Curry	02 37	150 01	200x1100
39. Deacon Field (Long Creek)	04 25	155 30	150x2000
40. Deering	00 05	162 49	110x2300
41. Dick Creek	05 48	104 57	40x1100
42. Eagle	04 48	141 12	265x1550
43. Eagle (New Field)	04 48	141 13	150x2000
44. Eagle Creek	04 25	145 20	120x1700
45. Eight Mile Creek	07 36	149 25	50x1500
46. Eureka	05 11	150 16	180x1150
47. Fairbanks	04 40	147 44	400x3000 400x0100
48. Flat	02 28	158 03	150x2950
49. Fort Yukon	06 35	145 19	250x1600 150x1100
50. Franklin	04 10	141 43	105x1500
51. Gakona	02 18	145 17	225x4000
52. Ganes Creek	02 59	156 31	125x1600
53. Golovin	04 33	103 02	150x 850 150x2100
54. Goodpaster	04 23	144 07	75x1100
55. Grubstake (Bonnifield)	04 02	148 12	40x 900
56. Harris Creek	05 38	164 35	100x1300
57. Haycock	05 13	161 05	150x1400
58. Healy	03 50	149 01	250x 850 200x 700
59. Homer	59 38	151 31	175x1500
60. Jack Wade (Lower)	04 06	141 47	135x1700
61. Jack Wade (Upper)	04 07	141 36	110x2000
62. Juneau	58 22	134 35	200x2000
63. Kako River	01 54	161 26	150x1250
64. Kaltag	04 20	158 42	200x2000
65. Kantishna	05 33	151 00	150x1750
66. Kenai	00 34	151 15	200x1200
67. Kivalina	07 49	164 45	200x1500
68. Kiwaluk	06 01	161 58	250x1600
69. Kobuk	06 57	156 58	240x1300
70. Kotzebue	06 52	162 39	110x1250 180x1500 195x 720

Name of Field	North Latitude	West Longitude	Dimensions in Feet
71. Kougarok (Keenans)	05 43	164 49	200x1425
72. Kougarok (Lower)	05 24	164 34	125x1100
73. Koyuk	04 55	161 05	280x1600
74. Lammar & Flitzpatrick	06 58	156 48	200x1100
75. Lopp Lagoon	05 38	167 58	100x1500
76. Lost River	05 25	167 10	250x1250
77. Lucky Shot	01 44	149 25	100x1550
78. Macklin Creek	05 44	164 59	100x1200
79. Manley Hot Springs	05 00	150 41	200x2600
80. Marshall	01 52	162 06	150x1450
81. May Creek	01 20	142 43	200x1800
82. McCarthy	01 25	142 56	300x1600 200x2450
83. McGrath	02 58	155 36	200x1650
84. McGrath (N. C. Field)	02 57	155 36	150x2000
85. McKinley Park	03 43	148 54	100x1200
86. Medfra	03 00	154 37	110x2200
87. Miller Creek (Hot Springs)	05 05	150 57	225x1630
88. Miller House	05 32	145 12	150x1200
89. Moore Creek	02 30	157 11	125x1000
90. Moose Creek	01 43	149 07	200x1000
91. Moses Point	04 43	162 05	200x1500
92. My Creek	04 05	143 25	50x 900
93. Myrtle Creek	07 44	150 05	200x2000
94. Nabesna	02 24	142 52	225x1950
95. Nation	05 13	141 59	150x1700
96. Nenana	04 33	149 03	200x1900
97. Neva Creek	05 28	164 40	170x 950
98. Newhalen	59 42	154 56	200x1500
99. Nindchik	00 05	151 38	250x2000
100. Noatak	07 34	163 04	150x1500
101. Nome	04 30	165 21	200x3200
102. Noorvik	06 54	160 55	150x1500
103. Noxapaga	05 35	164 15	70x1100 100x1400
104. Nulato	04 44	158 04	155x2600
105. Nyac	00 56	160 06	150x2500
106. Omega Creek	05 09	150 24	230x 900
107. Ophir	03 10	156 33	105x2045
108. Palmer Creek	05 02	145 31	200x 800
109. Peters Creek	02 29	150 48	125x1650
110. Pilgrim Hot Springs	05 05	164 58	200x1200
111. Platinum	59 01	161 47	100x2120
112. Point Hope	68 20	166 10	200x4000
113. Poorman	04 05	155 30	180x1400

Name of Field	North Latitude	West Longitude	Dimensions in Feet
114. Quartz Creek	65 21	164 40	75x 800
115. Rampart	65 31	150 09	200x2300
116. Rapids	63 32	145 50	100x2500
117. Ruby	64 31	155 27	235x2600
118. Ruby Creek (Casadepaga)	64 47	164 18	80x 600
119. Schlitz Creek	65 49	164 49	100x1000
120. Selawik	66 34	160 03	100x 800
121. Serpentine Hot Springs	65 51	164 40	100x1400 80x1000
122. Seward	60 07	149 24	200x1900 200x1000
123. Skagway	59 27	135 19	200x2750
124. Slate Creek	63 16	144 57	150x1700
125. Snow Gulch (Arolic)	59 32	161 23	300x1200
126. Solomon River	64 37	164 24	300x1500
127. Spenard Lake	61 10	149 58	100x1600
128. Squirrel River	67 07	160 26	140x1400
129. Stevens Village	66 02	149 05	100x2150
130. Stuyohok	62 05	160 51	120x1100
131. Susitna Station	61 32	150 32	225x1500
132. Takolna	63 00	156 05	175x1700
133. Talkeetna	62 19	160 07	200x2100
134. Tanana	65 10	152 04	260x1500
135. Tanana Crossing	63 24	143 20	200x3300
136. Tettna	62 19	153 24	100x2000
137. Taylor Creek	65 40	164 48	150x1500
138. Teller (Two Fields)	65 18	166 20	300x1250 250x1400
139. Tetlin	63 10	142 20	100x1500
140. Thompson Pass	61 11	145 44	175x1700
141. Tin City	65 33	167 55	350x1500 500x2480
142. Tofty	65 05	150 55	140x1035
143. Tonsina (Upper)	61 38	145 13	175x1200
144. Totatlanika	64 01	148 31	200x1600
145. Unalakleet	63 54	160 46	200x2000 250x1750
146. Ungalik	64 34	160 43	150x1200 150x1750
147. Utopia Creek	66 02	153 44	100x2150
148. Valdez	61 08	146 15	200x1600 200x2500
149. Valdez Creek	63 11	147 28	300x1200
150. Walkers Fork	64 05	141 08	150x1876 225x2050

Name of Field	North Latitude	West Longitude	Dimensions in Feet
151. Wasilla	61 35	149 30	200x1650
152. Willow Station	61 43	150 03	150x1075
153. Windy (Aglapuk)	65 36	165 30	75x 930
154. Wiseman	67 26	150 15	150x2000
155. Woodchopper Field	65 18	143 25	100x1700

SEAPLANE RAMPS, PLATFORMS AND FLOATS

Cordova	Ramp and platform
Craig	Float with submerged apron and platform
Hoonah	Float with submerged apron and platform
Hyder	Float with submerged apron and platform
Petersburg	Float with submerged apron and platform
Robe Lake	Float with submerged apron and platform
Sitka	Float with submerged apron and platform
Skagway	Float with submerged apron and platform
Wrangell	Float with submerged apron and platform
Lake Spenard-Lake Hood Canal	175'x2000'

Tongass National Forest Roads—First Judicial Division

Built by Public Roads Administration

EXPENDITURES TO JUNE 30, 1940

Route	Miles	Location Surveys	Construction	Monumenta- tion Surveys	Maintenance	Emergency Work	Total
Ketchikan	23.249	\$ 44,006.97	\$1,362,510.99	\$ 3,495.47	\$177,852.39	\$ 5,299.77	\$1,593,165.59
Juneau District	45.387	63,643.33	1,504,546.72	7,091.40	424,192.02	34,707.43	2,034,180.90
Petersburg	10.550	15,517.16	410,302.34	3,327.69	70,476.21	.....	499,623.40
Hyder District	23.822	16,564.03	908,344.72	4,459.09	189,171.62	13,133.32	1,131,672.78
Sitka	8.694	14,399.05	272,976.14	2,305.66	37,301.52	.....	326,982.37
Wrangell	9.642	11,197.37	353,857.14	3,260.20	54,832.22	.....	423,146.93
Skagway	2.383	10,211.75	48,982.46	74.17	11,683.52	2,453.21	73,405.11
Point Agassiz	4.568	2,303.20	64,550.49	.....	2,275.74	.....	69,129.43
Craig-Klawock	4.241	13,225.72	36,636.00	.....	1,240.87	.....	51,102.59
Totals	132.536	\$191,063.58	\$4,962,707.00	\$24,013.68	\$969,026.11	\$55,593.73	\$6,202,409.10

Chugach National Forest Roads—Third Judicial Division

Seward District	97.588	\$68,603.24	\$1,738,304.05	\$ 8,916.09	\$400,748.99	\$43,623.37	\$2,260,195.74
Cordova	10.350	11,903.39	363,468.83	1,754.98	89,965.60	5,400.62	472,498.42
Girdwood	7.775	5,282.58	149,558.21	.....	24,392.49	.....	179,233.28
Afognak Lake	4.534	1,887.17	62,000.00	.....	316.70	.....	64,203.87
Totals	120.247	\$87,681.38	\$2,313,331.09	\$10,671.07	\$515,423.78	\$49,023.99	\$2,976,131.31
Transferred to other agencies	41.355	\$19,227.42	\$ 236,958.79	\$ 313.70	\$ 18,878.12	\$ 4,081.68	\$ 279,459.71

Abandoned because of realignment and obsolescence, 26.426 miles.