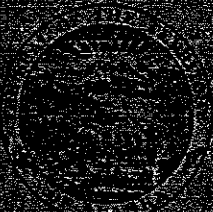


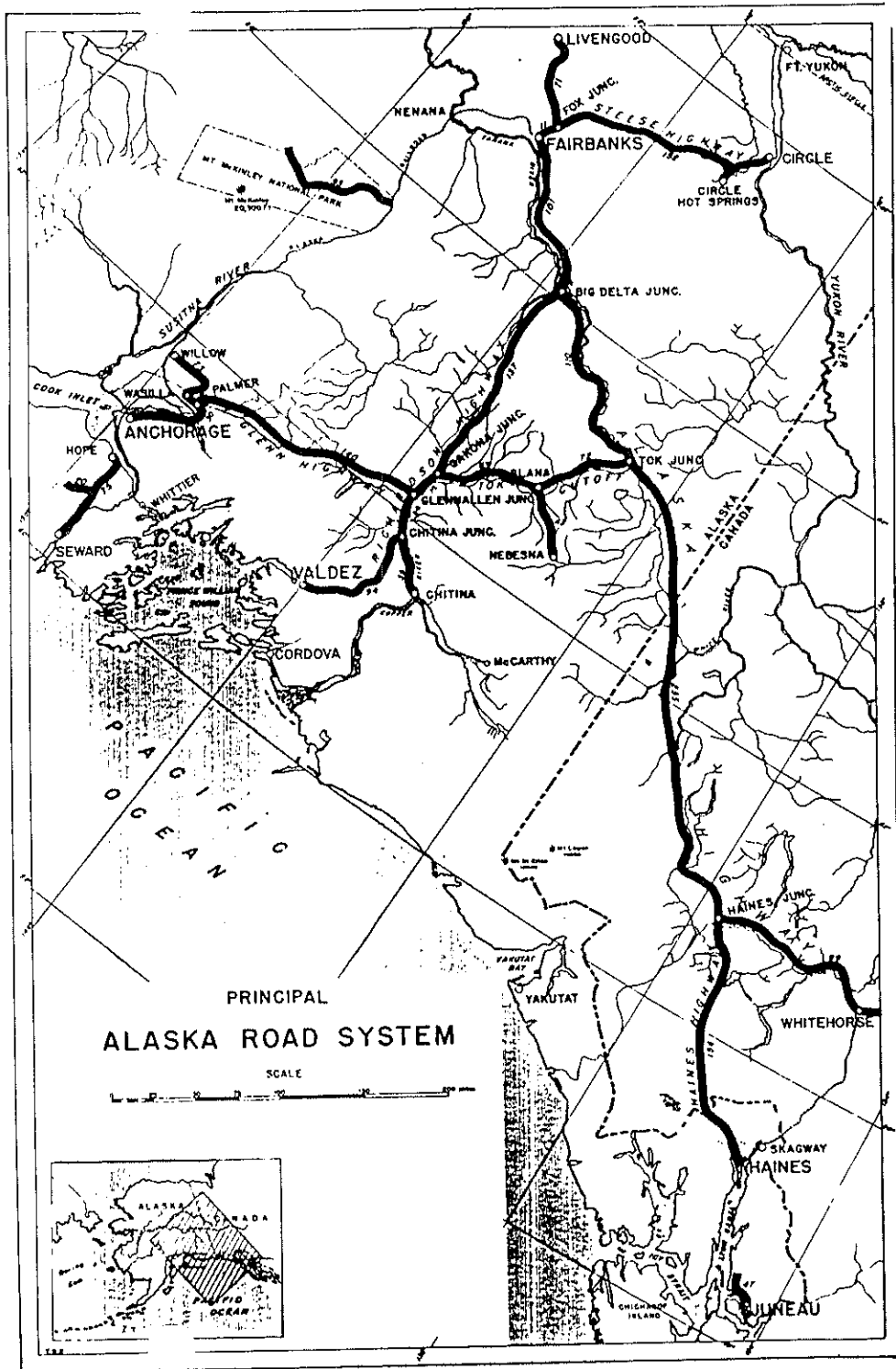
FRANKLIN D. MCGRAW
ENGINEER
SUPERINTENDENT OF PUBLIC WORKS



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**TERRITORY OF ALASKA
OFFICE OF
HIGHWAY ENGINEER AND SUPERINTENDENT
OF PUBLIC WORKS**

January 15, 1945.

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

Dear Sir:

I have the honor to transmit to you, and through you to the Seventeenth Biennial Session of the Territorial Legislature, the report of the Office of Highway Engineer and Superintendent of Public Works for the period beginning January 1, 1943, and ending December 31, 1944.

Respectfully yours,

WM. A. HESSE,
Highway Engineer and
Superintendent of Public Works

TERRITORIAL BOARD OF ROAD COMMISSIONERS

Hon. Ernest Gruening, Governor of Alaska.....Chairman
 William A. Hesse, Territorial Highway Engineer.....Secretary
 Oscar G. Olson, Territorial Treasurer.....Member

FOREWORD

This constitutes the seventh and final biennial chapter covering the custodianship of this office by the present incumbent.

Because the war makes it necessary to delete much of the text that would otherwise be incorporated herein and because a policy of economy is deemed advisable in all matters that do not relate to the war, the scope of this report has been limited to only what is thought to be essential.

The usual maintenance was carried on during the biennium upon all roads where the Territory was wholly or partly responsible together with the maintenance of aviation fields and some new construction.

Reference will be found elsewhere in this report to special appropriations covering the maintenance of shelter cabins and telephone land lines, the final payment out of the funds of the previous biennium on the complete plans and specifications for the proposed wing to the Pioneers Home at Sitka, and the appropriation for the Territorial building in Juneau.

At the request of the Territorial Guard the resumption of shelter cabin maintenance in the Second Division was authorized though it is believed that the expenditure was of doubtful value due to the fact that overland travel in the winter time has been almost entirely supplanted by airplane travel.

ROAD BUILDING AGENCIES AND SOURCES OF FUNDS

Road building activities in 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 basis and was restricted to \$400,000 annually which at that time was 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 taxes collected by the Federal Government outside of the incorporated towns. Sixty-five percent of these receipts are 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 percent of the receipts from such sales are turned over to the Territory and of this seventy-five percent is allotted by law for roads and twenty-five percent for schools.

The Federal law provides that the money so received must be spent in the national forest in which it originated and hence refunds from the Tongass National Forest are allocated to the First Division and those received from the Chugach National Forest to the Third Division.

By an Act of Congress of June 15, 1935, twenty-five percent 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. This Act likewise provides that the funds so received shall be expended in the particular Territorial subdivisions in which the bird sanctuaries are situated. Since the only bird reservation in Alaska from which funds are derived, is located in the Aleutian Islands, these funds are credited to the Third 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 in highway development was made in the United States until it became based upon systematic planning and financing.

Under this law Congressional authorizations are made two years in advance enabling the state or territory to plan accordingly. It is a national act for the benefit of all states and territories and all states and territories, except Alaska, have availed themselves of its benefits.

HOW THE ROAD FUNDS ARE SPENT

To draw a line across the map of Alaska and to establish a fixed rule that a certain percentage of the road funds shall be expended on each side of such line might seem feasible and easy enough on paper, but in practice it does not work out that way.

The theory of an equal division of the road funds between the four judicial divisions is as impracticable as it is unsound. It is obvious that a division having a population of 1,600 white people does not require as much road development as one that has more than 18,000 white people; not that the native people are not as much entitled to the use of the roads as anyone else, but simply for the reason that they do not, for the most part, live where the roads are or use them and therefore a comparison of the white population serves as a better index to the needs.

The last legislature made \$250,000 available for roads for this biennium or \$62,500 for each division and funds to the extent of \$24,000 were held over from the previous biennium.

Neglecting the holdover which had been set up out of the funds of the last biennial period, each division started on April 1, 1943, with \$31,250 of appropriated funds for the first year of this biennium, but the expenditures for this period show that the First Division used \$10,541.31; the Second Division used \$19,910.85; the Third Division used \$45,438.95 and the Fourth Division used \$40,812.21. So that while the expenditures remained within the authorizations in the First and Second Divisions, the Third and Fourth Divisions exceeded the amounts authorized by law.

In the second period of the biennium beginning April 1, 1944, \$31,250 was again theoretically available for each division, but the First Division, having used \$10,541.31 had a theoretical balance of \$51,958.69 out of the entire appropriation; the Second Division had a balance of \$42,589.15; the Third Division having exceeded its allotment during the first year had a theoretical balance of \$17,061.05 and the Fourth Division a balance of \$21,687.79.

The expenditures for the whole period (as of December 31, 1944) disclose that in the First Division the expenditures were \$32,206.03 less than were authorized; in the Second Division the expenditures were \$16,441.22 less than authorized; in the Third Division the expenditures were \$17,186.88 in excess of its share and in the Fourth Division the expenditures were \$11,254.89 in excess of its share.

This, of course, could be carried forward to the next biennium or ad infinitum but to do so would be useless since it would merely build up theoretical surplusses and deficits. What actually happens is that the slate is cleaned and a new start made.

From March 1, 1931 to January 1, 1944, the First Division has used less of the appropriated funds by \$96,566.14 than was authorized to be expended; the Second Division has used more by \$25,751.09; the Third Division \$34,169.31 more and the Fourth Division \$36,645.74 more than has been authorized under the law, while those charged with the responsibility of administering these funds have done their best to spread these funds as evenly as has been consistent with the needs.

GASOLINE TAX

This office has consistently recommended the gasoline tax for motor vehicles using the highways.

Alaska is the only civilized country in the world that exacts no tax from the owners of motor vehicles for the use of the highways.

Millions of dollars have been expended for the construction and maintenance of roads and yet the motor vehicles contribute nothing toward it for it is felt that an annual vehicle tax of ten dollars amounts to nothing.

Refunds in the gasoline tax for non road use or even to the municipalities to compensate them for the wear and tear of their streets can and are being made elsewhere but this office does not believe that aircraft operations for which fields have been built at the public expense should be exempt.

REGULATION OF TRAFFIC UPON THE HIGHWAYS

Under a legislative act of March 27, 1941, the Territorial Board of Road Commissioners was charged with the duty of promulgating regulations relating to traffic upon the highways, to employ patrol officers for the purpose of enforcing the law in order to safeguard life and property on the roads.

So far only a small organization has been built up, barely sufficient to remind travelers on the highways that we have traffic laws and that we mean to enforce them. This office however believes while our modest efforts have met the requirements of the day the time will come soon when we must prepare for something better.

Once the highways now under control of the military establishment are thrown open for public travel an expansion of this activity on the part of the Territory will not only become necessary but urgent. Not only will there be more travel on the highways but the type of travelers is likely to be more troublesome.

First of all the whole traffic act should be rewritten and should embrace a new and adequate vehicle registration law and the whole

matter should be administered by one agency. It is done everywhere else—it should be done here.

Under the present setup the Territorial Treasurer administers the vehicle registration act and in turn delegates the sale of license plates to the municipalities which in turn add a fee for the privilege of driving vehicles within such municipalities. The Treasurer issues the drivers' licenses and delegates that also to various persons throughout the Territory.

It seems sensible that everything that pertains to the use of motor vehicles in the Territory should be under one agency. It will of course be necessary to arrange for the sale of licenses throughout the Territory but municipalities should not be permitted to levy a tax on Territorially issued license plates. It is done nowhere else and it should not be done here.

If the Territory feels that the municipalities are entitled to compensation for the wear and tear of their streets, let the Territory reimburse them equitably for it.

A ten dollar license fee on a car irrespective of its size or weight is neither sensible nor equitable. One heavily loaded truck will inflict more damage to the roads than all the pleasure cars combined and moreover it seems that trucks should come within the "for-hire" category. Nobody drives a truck on the highways for the pleasure of it.

Leaving out of consideration the receipts from fines imposed by the courts for traffic violations which are by law, required to be turned into the Territorial treasury (the Third and Fourth Divisions turn none in), the receipts from vehicle and drivers' licenses would greatly exceed the cost of the highway patrol and if a gas tax law is enacted the profits would contribute substantially toward road and aviation field construction which is to be desired.

Our present highway patrol organization is something that the Territory can well feel proud of. These men have done more than they were employed to do. On patrol duty part of the day and night; aroused from their sleep to answer calls to investigate everything from wrecked cars to family quarrels, rendering service with a smile on the highways to travelers in distress, and through it all maintaining a courteous demeanor. It is indeed the beginning of a similar organization to the famous Canadian Northwest Mounted Police.

For the most part our patrol officers at the present time have had experience or training in such work but it is believed that the Territory in the future should not only exercise care in selecting the personnel for this important work but should rotate its patrol officers annually through a training school that is operated by a national organization.

It should be remembered that the members of our present force saw fit to give their services to the Territory during the boom times notwithstanding the offer of more lucrative jobs.

As observed in the last biennial report of this office, the weak feature of the traffic laws is the lack of cooperation by the courts. A fine of ten,

fifteen or twenty-five dollars for speeding simply constitutes a license to do so and some drivers seem willing to pay it, especially when their pockets are bulging with money.

Three time offenders should go to jail and it should be written into the statutes.

Drunken driving cases are definitely on the increase because in most of the cases the court refused to comply with the statutory law making it mandatory upon the courts to revoke the drivers' licenses when found guilty of operating a motor vehicle while under the influence of liquor. This office believes that the only way to get drunken drivers off the roads is to make jail sentences mandatory upon conviction and that the period of revocation shall not under any circumstances be less than one year.

Fifteen or thirty days in jail will give drunken drivers plenty of time to think the matter over. We don't want the fines,—we are not getting them anyhow, but we do want to get drunken drivers who endanger the lives of others, off the highways.

During 1943 there were two deaths due to motor vehicles and both of these cases involved pedestrians who were struck down.

In one case the driver of the vehicle was exonerated of any blame while the other case, which was never satisfactorily solved, showed conclusively that it was a case of too much drinking in a bootleg neighborhood.

The ratio of deaths to accidents, involving injuries, was nearly twice that of the United States, while the fatalities per 100,000 of population was 2½ compared with 18 in the United States.

During the year 1944 there were 7 deaths due to motor vehicles of which one involved the death of a pedestrian who was struck down. The driver of the vehicle was sentenced to 18 months in the penitentiary.

While the unfavorable record of 8.75 deaths per 100,000 of population is to be regretted, it is still proportionately far below that of the United States.

There is only one explanation for the increased traffic fatalities which is embodied in one word, "speed." So long as the courts impose nominal fines for reckless and drunken driving there is no hope of preventing fatalities on the highways.

It is felt that deaths upon the highways expressed in terms of population do not serve as a proper basis for comparison, especially here in Alaska, where more than half of our population does not use motor vehicles at all. It is used in this report for the sake of a comparison with the continental United States.

There is only one sensible basis of comparison by which motor vehicle accidents can be appraised and that is the number of vehicles that move over the highways and the number of people who ride in them; in other words motor vehicle passenger-miles, but obviously such data is unobtain-

able anywhere. It would seem, however, that a comparison based upon the current number of registered vehicles would present a truer picture, but here again no such data for the United States is available at this time.

TERRITORIAL OFFICE BUILDING

Chapter 39 of the Session Laws for 1943 authorized \$750 for alterations to the Territorial building in Juneau so as to provide quarters in the basement for the custodian of the building and to alter the room vacated by the custodian for the Department of Health.

It was found that the contemplated alterations affected the fuel supply line which in turn necessitated the alteration of the sidewalk which was already dangerous to pedestrians.

An arrangement was made with the Department of Health whereby it agreed to contribute toward the alterations within the building thus leaving sufficient funds for the repairs outside the building.

Financial Statement

Funds	
Legislative Appropriation	\$750.00
Contributed by the Department of Health	146.95
	\$896.95
Expenditure	
Alteration of the Basement	\$721.95
Rearranging of the fuel line and reconstruction of sidewalk	175.00
	\$896.95

PLANS FOR PROPOSED WING TO PIONEERS HOME

The existing Pioneers Home building has been more or less crowded for many years and in 1939 the Territory purchased the Goddard Hot Springs about 15 miles from Sitka with the view of taking care of the overflow. About 15 or 20 pioneers have been housed there since that time.

In 1941 the legislature appropriated \$175,000 for the construction and equipment of an addition to the home and on August 2, the Administrative Board authorized the appropriation to be used for the purpose.

On September 10, the Pioneers Home Building Commission employed the architect who drew the plans for the present building to make a study of the situation so as to ascertain just what could be done to provide additional space without marring the appearance of the present building.

The architect accordingly made a study of every possible extension and made the recommendation of what seemed to be the only plan which would facilitate the care of the 94 additional pioneers contemplated and which would harmonize with the present building and enhance its beauty.

The building conditions at this time became unfavorable and continued to grow worse. In December we became involved in the war so that all hopes for construction had to be abandoned. But in the meantime plans and specifications were completed.

Finally a movement was started in Sitka to tear out our sidewalk and leave us with none at all and to tear down a stone wall which was erected at a great cost, in order to widen the street. This act of vandalism would have been committed had not the Attorney General sounded a timely warning.

Congress was memorialized for permission to do this and the bill was subsequently passed. The architect was mortified at the proposal and took it upon himself to write to Delegate Dimond explaining that such a move would disrupt plans upon which he had spent months of labor.

The facts are that the Territory had already donated 6 feet to the street at the time of the original construction and the grounds are already woefully limited.

To tear down what has already been done at a great expense would not only be a colossal mistake but would wreck the home and the grounds and would forever destroy any plan for an addition, except a botched job of patchwork which the limited space would necessitate.

It challenges all understanding why nobody seems at all concerned about the Territory's interest in the matter. We have lost almost everything at Sitka except the ground the building stands on and if the same generous attitude prevails we will lose that.

Nobody said a word about narrow streets when the Sitka Cold Storage Company sought the waterfront and half of a narrow street and got it through the generosity of the legislature which promptly memorialized Congress.

There is no more necessity for this proposal than there would be to tear out the front of this building to widen Fourth Street and it is hoped that the legislature will never consent to the relinquishment of a single square foot of the grounds that now constitute the Pioneers Home.

Financial Statement

Balance due on plans and specifications paid from the funds of the previous biennium but sub- sequent to last report	\$500.00
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SHELTER CABINS

The expenditures for shelter cabins consisted entirely of the purchase and delivery of hardware, such as stoves, stove pipe, hinges, glass, etc., and was confined exclusively to the Second Division, there being no requests from elsewhere.

One reason for the discontinuance of shelter cabin upkeep in 1941 was on account of the fact that they are seldom used anymore by travelers,

but have been preempted by trappers, who in some instances have used up all the fuel supply and then proceeded to burn up the benches and tables before abandoning the cabins.

The situation today is so different than it was in the early days when travelers used the winter trails regularly. At that time the traveling public automatically policed these cabins. No one at that time would think of remaining in a cabin beyond the requirements of his journey and the unwritten law of the trail would have crucified any person who would burn up the last combustible article in a cabin before vacating it.

Shelter cabins in the early days afforded a worthwhile facility, but the need for them is not believed to exist today.

Financial Statement

Appropriation	\$ 5,000.00
Expenditures	2,225.09
Unexpended balance	\$ 2,774.91

TELEPHONE LAND LINES

For many years telephone land lines in the lower Yukon valley have been maintained by the Territory for the free use and benefit of the public. These lines consist of the overland telegraph lines of the U. S. Signal Corps which were abandoned in 1925.

For many years the maintenance of this communication system has been justified in that it has supplied weather reports from points where other communication did not exist.

While the gaps that formerly existed in communication in this part of Alaska have been largely closed by Federal agencies a small appropriation for this purpose might still be advisable though no request has been made for it.

Any appropriation for the Seward Peninsula telephone land lines which are operated by a private company on a commercial basis might be regarded as a subsidy and of doubtful validity.

SUMMARY OF EXPENDITURES—TELEPHONE LAND LINES April 1, 1943 to December 31, 1944

Appropriation	\$5,000.00
Expenditures	477.25
Unexpended balance	\$4,522.75

NOME HARBOR IMPROVEMENT

This project consists briefly of two parallel jetties, the lines of which conform approximately to the channel lines of Snake River extended at the mouth, with the relevelment of the river banks and the dredging of the river itself and a basin 250 by 400 feet to a depth of eight feet.

The City of Nome entered into an agreement with the War Department pledging itself to contribute \$2,500 annually toward the maintenance

of this improvement, but defaulted, and the Territory has, during the past 20 years, contributed to this work from road funds.

The total cost of the project to date has been \$985,196.67, of which the Territory has contributed \$50,000.

THE HAINES HIGHWAY

Notwithstanding the blunders that have been committed, the Haines road in time, will probably be the most heavily traveled if not the most important highway in the north.

First of all, any thought of an overland connection with this highway, or with any other inland route, to serve the communities of southeastern Alaska is too fantastic to deserve serious consideration. The great inland waterway already affords an unexcelled transportation facility, but as a further aid to motor vehicle transport this can be supplemented by ferry service that will cause little inconvenience or interruption to travel. This it would seem, affords a simpler solution as compared with inviting ponderous and expensive engineering problems in road building that would serve no better purpose in the end.

It might be well at this time to study the possible extension of the Haines road to the south a distance of about 55 miles to St. James Bay where good harbor facilities exist. This would bring the terminus of the road to within 20 miles of Tee Harbor which is 19 miles from Juneau by highway.

No insuperable engineering problems are believed to be involved in this extension and it would not only have the advantage of placing the terminus of the Haines road within a ferry distance of 20 miles but this ferry shuttle would follow a course across Lynn Canal that is protected from storms by islands.

The extension of the existing highway from Juneau through Skagway to Haines would involve the construction of about 160 miles of road over the worst terrain to be found anywhere. It would be a colossal undertaking.

It is not believed that travel throughout the year over the Haines' road is practicable nor is there likely to be any necessity for it for a long time to come. Long overland journeys in the north in the winter are no longer necessary or desirable. For a distance of about 40 miles, snow removal on this road would constitute a serious problem.

Outside of the necessity for three major line changes, this road today is one of the finest in the north. It cannot and will not be abandoned.

There are generally good reasons why roads require rebuilding. Not necessarily because they were improperly built in the first instance nor because the original builders erred in their judgment as to choice of location. Where cost has been a controlling factor alignment and grades have suffered to the extent that any considerable increase in traffic has demanded reconstruction. It must be remembered also that many of our roads were located and built at a time when alignment and visibility meant precisely nothing but when the cost was usually very important.

So, after all, reconstruction goes on everywhere not only with high-ways but with railways as well. It is not unreasonable to hope that after sober judgment is again restored, that what has been done under the stress of war will be corrected.

THE COPPER RIVER HIGHWAY

Appropriate to be included among projects that deserve attention and study is a road leading from Cordova up the Copper River valley and connecting with the Richardson Highway.

There are three possible alternative routes, none of which have been studied to any extent, but all of which are predicated upon following the abandoned Copper River and Northwestern railway part of the way or all the way, and where bridges across the streams are already built.

The live, thundering Childs glacier, 49 miles from Cordova on this route, affords the most spectacular scene to be found anywhere; certainly nothing in Alaska compares with it for breath-laking grandeur.

Alaska cannot afford to lose this scenic wonder by reason of the abandonment of the railway.

THE SEAL OF ALASKA

The attempt to have the Alaska seal cover everything has resulted in its depicting nothing, and when reduced to the size of a quarter dollar, such as is used on the cover of this report, it becomes little more than a smudge.

The Alaska seal should be legible enough so that what is on it can be seen when it is reduced to the size ordinarily used and it should not require the interpretation of the artist who designed it.

Other countries have their fishing, mining, lumbering and agricultural industries but few of them have a midnight sun which is distinctive and characteristic of Alaska.

It is suggested that the seal of Alaska be changed to a scene of the sun shining in all its glory at the hour of midnight with the caption:

"LAND OF THE MIDNIGHT SUN"

FINANCIAL STATEMENT
Contingent Expenditures for Office of Highway Engineer
and Superintendent of Public Works
From March 1, 1931 to December 31, 1944

Years	Appropriation	Expenditures	Unexpended Balance	as of
1931-1932	\$ 6,000.00	\$ 1,438.24	\$ 4,561.76	December 31, 1932
1933-1934	3,000.00	1,166.67	1,833.33	December 31, 1934
1935-1936	6,000.00	2,708.10	3,291.90	December 31, 1936
1937-1938	4,000.00	2,077.98	1,922.02	December 31, 1938
1939-1940	6,000.00	2,456.76	3,543.24	December 31, 1940
1941-1942	4,000.00	2,174.42	1,825.58	December 31, 1942
1943-1944	3,000.00	1,050.10	1,949.90	December 31, 1944
Totals	\$32,000.00	\$13,072.27	\$18,927.73	December 31, 1944

ROAD FUND DISBURSEMENTS BY DIVISIONS
From 1931 to 1944 Inclusive

Year	First Division	Second Division	Third Division	Fourth Division	Total
1931	\$ 34,820.00	\$ 31,800.00	\$ 29,566.76	\$ 30,833.52	\$ 127,020.28
1932	97.60	2,503.75	0.00	45.60	2,646.95
1933	6,410.02	12,760.00	12,300.25	12,140.00	43,610.27
1934	14,971.60	14,000.00	14,805.05	13,600.00	57,376.65
1935	14,788.01	12,152.28	28,360.01	24,728.27*	80,008.57*
1936	41,572.47	26,709.00*	17,454.84	19,767.15	105,503.46*
1937	61,998.68	50,417.81*	32,852.57*	37,557.17*	182,826.33*
1938	50,359.05	43,669.31	55,498.10	51,207.29	200,733.75
1939	99,710.15*	69,271.70*	83,422.36*	77,549.90*	329,964.11*
1940	58,364.64	59,479.63	56,007.33	59,081.06	232,932.66
1941	39,578.80*	49,035.00*	42,652.79*	37,751.87*	169,018.46*
1942	24,102.68	52,249.36	39,360.10	41,984.55	157,696.69
1943	10,541.31*	19,910.85*	45,709.10*	40,812.21*	116,973.47*
1944	19,752.66	25,147.93	34,247.93	32,942.68	112,091.30
Totals	\$477,067.67	\$469,106.62	\$492,237.19	\$480,001.27	\$1,918,412.75

*Expenditures for fiscal years adjusted to holdovers.

FOREST ROAD FUND RECEIPTS
 (By Divisions to which they are credited)
 From 1930 to 1943 Inclusive

Year	Tongass National Forest FIRST DIVISION	Chugach National Forest THIRD DIVISION	Total
1930	\$ 17,764.44	\$ 2,918.22	\$ 20,682.66
1931	7,628.05	2,082.40	9,710.45
1932	6,036.68	1,842.30	7,878.98
1933	None	None	None
1934	7,536.58	1,409.85	8,946.43
1935	8,159.22	1,152.18	9,311.40
1936	12,788.08	1,679.31	14,467.39
1937	10,321.63	983.49	11,305.12
1938	10,223.79	1,380.25	11,604.04
1939	9,528.83	1,264.34	10,793.17
1940	10,142.48	1,336.31	11,478.79
1941	11,853.48	833.48	12,686.96
1942	13,674.58	998.90	14,673.48
1943	18,390.84	1,417.81	19,808.65
Total	\$144,048.68	\$19,298.84	\$163,347.52

DISBURSEMENT OF FUNDS

(Expended in previous biennium subsequent to last report)

January 1, 1943 to April 1, 1943

	1st. Division	2nd. Division	3rd. Division	4th. Division	Total
Territorial Road Board	(a) \$2,343.10	(b) \$4,239.64	(c) \$2,316.41	(d) \$2,318.71	\$11,217.86
(a) Highway Traffic Act	\$2,316.42		(c) Highway Traffic Act	\$2,316.41	
Sitka Seaplane Float	26.68				
(b) Highway Traffic Act	\$2,316.44		(d) Highway Traffic Act	\$2,316.46	
Candle Creek Road	1,784.25		Recording Deed	2.25	
Candle Creek Field	138.95				

FUNDS AVAILABLE FOR PERIOD

April 1, 1943 to April 1, 1944

Source of Funds	1st. Division	2nd. Division	3rd. Division	4th. Division	Total
Legislative Appropriation	\$31,250.00	\$31,250.00	\$31,250.00	\$31,250.00	\$125,000.00
National Forest Receipts	25,379.57		3,168.69		28,548.26
Held over from Previous Biennium	5,000.00	15,000.00	1,000.00	3,000.00	24,000.00
Migratory Bird Act			836.34		836.34
	\$61,629.57	\$46,250.00	\$36,255.03	\$34,250.00	\$178,384.60

EXPENDITURES FOR PERIOD
Beginning April 1, 1943 and Ending March 31, 1944

	1st. Division	2nd. Division	3rd. Division	4th. Division	Total
Alaska Road Commission (a)	\$ 5,000.00	(b) \$24,500.00	(c) \$40,600.00	(d) \$31,050.00	\$101,150.00
Territorial Board (1)	10,541.31	(2) 10,410.85	(3) 5,838.95	(4) 12,762.21	39,553.32
Migratory Bird Funds			(5) 270.15		270.15
Total	\$15,541.31	\$34,910.85	\$46,709.10	\$43,812.21	\$140,973.47

(a) Held over from previous biennium. (b) \$15,000 held over from previous biennium. (c) \$1,000 held over from previous biennium. (d) \$3,000 held over from previous biennium.

(1) Hoonah Seaplane Float	\$ 35.00	(3) Cordova Aviation Field	\$ 200.00
Gastineau Channel Bar	175.00	Highway Traffic Act	5,638.95
Carlanna Lake Road	671.77		
Salmon River Flood Control	200.00	(4) Snow Removal	\$ 76.12
Bridget Cove Road	870.55	New Idria Aviation Field	1,073.27
Goddard Hot Springs Dock	2,950.00	Stevens Village Field	346.15
Highway Traffic Act	5,638.99	Fish Creek-Tungsten Road	2,523.16
		Miller Creek Aviation Field	172.00
(2) Solomon-Council Road	\$ 302.38	Recording Deed	2.55
Nome Harbor	2,500.00	Platinum Aviation Field	2,689.97
Candle-Candle Creek Road	500.00	Medfra Aviation Field	240.00
White Mountain Aviation Field	700.00	Highway Traffic Act	5,638.99
Solomon River Aviation Field	769.50		
Highway Traffic Act	5,638.97	(5) Seward Old Cemetery Road	\$ 270.15

BIENNIAL REPORT

FUNDS AVAILABLE FOR PERIOD
Beginning April 1, 1944 and Ending March 31, 1945

Source of Funds	1st. Division	2nd. Division	3rd. Division	4th. Division	Total
Legislative Appropriation	\$51,958.69	\$42,589.15	\$17,061.05	\$21,687.79	\$133,296.68
Forest Road Funds	43,770.41		4,586.50		48,356.91
Migratory Bird Act Funds			988.94		988.94
	\$95,729.10	\$42,589.15	\$22,636.49	\$21,687.79	\$182,642.53

TERRITORIAL HIGHWAY ENGINEER

EXPENDITURES FOR PERIOD

Beginning April 1, 1944 and Ending December 31, 1944

	1st. Division	2nd. Division	3rd. Division	4th. Division	Total
Alaska Road Commission	\$12,200.00	\$16,800.00	\$27,100.00	\$23,200.00	\$ 79,300.00
Territorial Board (a)	7,552.66	(b) 8,347.93	(c) 7,147.93	(d) 9,742.63	32,791.20
Total	\$19,752.66	\$25,147.93	\$34,247.93	\$32,942.63	\$112,091.20

(a) Cape Fanshaw Float	\$ 46.00	(c) Kenai Aviation Field Road	\$ 300.00
Hyder Flood Control	200.00	Cordova Aviation Field	1,000.00
Gastineau Channel Bar	175.00	Highway Traffic Act	5,847.93
Wrangell Seaplane Float	900.00	(d) Beaver Aviation Field	\$ 600.00
Hydaburg Seaplane Float	379.73	Koyukuk Aviation Field	350.00
Recording Deed	4.00	Miller Creek Aviation Field	200.00
Highway Traffic Act	5,847.93	Ohio Creek Road	200.00
(b) Nome Harbor	\$2,500.00	Ferry-Totatlanika Road	1,618.00
Highway Traffic Act	5,847.93	Hughes Aviation Field	926.75
		Highway Traffic Act	5,847.93

BIENNIAL REPORT

ALLOTMENT TERRITORIAL FUNDS

In Cooperation with the Alaska Road Commission

April 1, 1943 to March 31, 1944

	1st. Div.	2nd. Div.	3rd. Div.	4th. Div.	Total
Carried over from previous biennium	\$5,000.00	\$15,000.00	\$ 1,000.00	\$ 3,000.00	\$24,000.00
Allotted		9,500.00	39,600.00	28,050.00	77,150.00
Total Expended	\$5,000.00	\$24,500.00	\$40,600.00	\$31,050.00	\$101,150.00

SUMMARY OF EXPENDITURES IN THE FIRST DIVISION

In cooperation with the Alaska Road Commission

April 1, 1943 to March 31, 1944

Name of Project	Road	A.R.C.	Territory	Total
Haines-Mud Bay	10	\$323.45	\$2,513.27	\$2,836.72
Haines-Chilkoot	3		2,486.73	2,486.73
TOTAL	13	\$323.45	\$5,000.00	\$5,323.45

TERRITORIAL HIGHWAY ENGINEER

SUMMARY OF EXPENDITURES IN THE SECOND DIVISION

In cooperation with the Alaska Road Commission

April 1, 1943 to March 31, 1944

Name of Project	Road	Sled Road	Trail	Total	A.R.C.	Territory	Total
Nome-Council and Branches	65	18½		83½	\$ 6,776.91	\$17,089.56	\$23,866.47
Nome-Bessie	3¼			3¼	78.08	100.00	178.08
Bessie-Snake River	20¾			20¾	747.42	1,500.00	2,247.42
Bessie-Sunset Creek	12			12	89.92	130.00	219.92
Nome-Osborne	10¼			10¼	156.56	250.00	406.56
Bessie-Buster	7¼			7¼	732.48	1,500.00	2,232.48
Nome Airfields						280.44	280.44
Candle Creek Road	7			7	89.86	100.00	189.86
Deering-Inmachuk	25			25	331.42	550.00	881.42
Teller-Bluestone	15½	2½		18	466.26	900.00	1,366.26
Flagging Trails			224	224	572.72	1,100.00	1,672.72
Bunker Hill-Kougarok	38½			38½	524.38	1,000.00	1,524.38
TOTAL	204½	21	224	449½	\$10,566.01	\$24,500.00	\$35,066.01

BIENNIAL REPORT

SUMMARY OF EXPENDITURES IN THE THIRD DIVISION

In cooperation with the Alaska Road Commission

April 1, 1943 to March 31, 1944

Name of Project	Road	Sled Road	Total	A.R.C.	Territory	Total
Willow Mountain Roads	29	2¼	31¼	\$ 1,622.85 (a)	\$ 1,000.00	\$ 2,622.85
Wasilla-Fishhook-Palmer Roads	47¾		47¾	16,189.21 (b)	5,000.00	21,189.21
Palmer-Matanuska Roads	21		21	2,687.59	1,000.00	3,687.59
Wasilla-Finger Lake-Palmer	33½		33½	2,910.95	3,000.00	5,910.95
Wasilla-Matanuska Roads	12½		12½	1,064.84	1,000.00	2,064.84
Cache Creek Airfield					146.23	146.23
Peters Creek Airfield					73.11	73.11
McCarthy-Dan Creek	20		20	886.33	1,000.00	1,886.33
Anchorage Loop Roads	26¾		26¾	4,357.46	3,000.00	7,357.46
Anchorage-Lake Spenard Roads	16¼	1	17¼	3,004.53 (c)	9,563.60	12,568.13
Dillingham-Wood River	9½		9½	661.33	1,500.00	2,161.33
Bull River Road	17		17	1,125.59	6,000.00	7,125.59
Homer Roads	28½		28½	4,169.86 (d)	8,000.00	12,169.86
Kasilof Roads	7		7		317.06	317.06
TOTAL	268¾	3¼	272	\$38,680.54	\$40,600.00	\$79,280.54

(a) Includes \$278.54 contributed by Alaska Consolidated Mining Company.

(b) Includes \$566.00 contributed by Buffalo Coal Mining Company and \$19.48 contributed by others.

(c) Includes \$230.00 contributed by Jacobson and Schull and \$30.00 by others.

(d) Includes \$47.00 contributed by George Anderson.

TERRITORIAL HIGHWAY ENGINEER

SUMMARY OF EXPENDITURES IN THE FOURTH DIVISION

In cooperation with the Alaska Road Commission

April 1, 1943 to March 31, 1944

Name of Project	Road	Sled Road	Total	A.R.C.	Territory	Total
Fbks.-Salchaket and Branches	51 $\frac{1}{2}$		51 $\frac{1}{2}$	\$201,625.34 (a)	\$ 1,660.00	\$203,285.34
Fbks.-Chatanika and Branches	61 $\frac{1}{2}$		61 $\frac{1}{2}$	21,903.33 (b)	3,587.91	25,491.24
Fox-Livengood and Branches	86 $\frac{3}{4}$		86 $\frac{3}{4}$	2,079.41	6,000.00	8,079.41
Summit-Fbks. Creek and Branches	23 $\frac{1}{4}$		23 $\frac{1}{4}$		717.88	717.88
Fairbanks-Ester and Branches	30 $\frac{1}{2}$		30 $\frac{1}{2}$	2,371.39	4,000.00	6,871.39
Fairbanks-Chena Hot Springs		64	64		280.43	280.43
Farmers-Birch Hill and Branches	13 $\frac{3}{4}$		13 $\frac{3}{4}$		2,224.55	2,224.55
Rampart Airfield					458.49	458.49
Eagle Airfield					22.50	22.50
Circle Hot Springs System	32 $\frac{1}{2}$		32 $\frac{1}{2}$	359.12 (c)	500.00	859.12
Circle Hot Springs Airfield					67.14	67.14
Miller House-Harrison and Branches	15 $\frac{1}{4}$		15 $\frac{1}{4}$	193.34	300.00	493.34
Chatanika-Miller House and Branches ...	105 $\frac{1}{4}$		105 $\frac{1}{4}$	24,253.23	300.00	24,553.23
Manley Hot Springs System	48 $\frac{3}{4}$		48 $\frac{3}{4}$	1,124.95	2,000.00	3,124.95
Iditarod-Flat	8 $\frac{3}{4}$		8 $\frac{3}{4}$	679.73	500.00	1,179.73
Kuskokwim Landing-Takotna & Branches	25		25	1,154.26 (d)	1,000.00	2,154.26
Flat Local Roads	27		27	261.12	300.00	561.12
Flat Airfield					2,463.44	2,463.44
Ophir-Takotna Roads	26 $\frac{1}{2}$		26 $\frac{1}{2}$	387.09	500.00	887.09
Bethel Airfield and Road	1		1		551.47	551.47
Goodnews Bay-Salmon River	11		11		3,616.19	3,616.19
TOTAL	568$\frac{1}{4}$	64	632$\frac{1}{4}$	\$256,892.31	\$31,050.00	\$287,942.31

(a) Includes \$27.13 contributed by Ted White, \$62.43 by Tom Gibson, and \$22.00 by Walter Wigger.

(b) Includes \$223.16 contributed by Cleary Hill Mines Company.

(c) Includes \$86.02 contributed by Circle Springs Trading Company and \$38.40 by Wilbur Jewell.

(d) Includes \$337.00 contributed by Adam Twitchell.

BIENNIAL REPORT

SUMMARY OF ALLOTMENTS IN THE FIRST DIVISION

In cooperation with the Alaska Road Commission

April 1, 1944 to March 31, 1945

Name of Project	Road	A.R.C.	Territory	Total
Haines-Pleasant Camp	42 $\frac{1}{2}$	\$ 3,000.00	\$ 6,000.00	\$ 9,000.00
Haines-Mud Bay	10		3,000.00	3,000.00
Haines-Chilkoot	3		1,000.00	1,000.00
Haines-Landing Strip			2,200.00	2,300.00
Total	55$\frac{1}{2}$	\$3,000.00	\$12,200.00	\$15,200.00

SUMMARY OF ALLOTMENTS IN THE SECOND DIVISION

In cooperation with the Alaska Road Commission

April 1, 1944 to March 31, 1945

Name of Project	Road	Sled Road	Trail	Total	A.R.C.	Territory	Total
Nome-Council and Branches	65	18 $\frac{1}{2}$		83 $\frac{1}{2}$	\$ 9,000.00	\$ 7,000.00	\$16,000.00
Nome-Locals	59 $\frac{1}{2}$			59 $\frac{1}{2}$	6,000.00	4,000.00	10,000.00
Nome Airfields						500.00	500.00
Haycock Airfields						300.00	300.00
Flagging Trails			164	164	1,000.00	1,000.00	2,000.00
Bunker Hill-Kougarok	38 $\frac{1}{2}$			38 $\frac{1}{2}$	2,000.00	1,000.00	3,000.00
Misc. Mine Roads and Trails	180 $\frac{3}{4}$	93 $\frac{1}{2}$	2119	2393 $\frac{1}{4}$	6,000.00	3,000.00	9,000.00
Total	343$\frac{3}{4}$	112	2283	2738$\frac{3}{4}$	\$24,000.00	\$16,800.00	\$40,800.00

TERRITORIAL HIGHWAY ENGINEER

SUMMARY OF ALLOTMENTS IN THE THIRD DIVISION
 In cooperation with the Alaska Road Commission
 April 1, 1944 to March 31, 1945

BIENNIAL REPORT

Name of Project	Road	Sled Road	Total	A.R.C.	Territory	Total
Wasilla-Fishhook-Palmer Roads	33 ¹ / ₂		33 ¹ / ₂	\$11,000.00	\$ 4,000.00	\$15,000.00
Valdez Airfield					2,000.00	2,000.00
Cache Creek Airfield					300.00	300.00
McCarthy Roads	26 ¹ / ₂		26 ¹ / ₂	1,000.00	1,000.00	2,000.00
Anchorage Loop and Branches	26 ³ / ₄		26 ³ / ₄	7,000.00	1,000.00	8,000.00
Anchorage-Lake Spenard Roads	16 ³ / ₄	2 ¹ / ₂	19 ¹ / ₄	13,000.00	7,000.00	20,000.00
Dillingham-Wood River	9 ¹ / ₂		9 ¹ / ₂	5,000.00	1,000.00	6,000.00
Bull River Road	17		17	5,000.00	1,000.00	6,000.00
Homer Roads	31 ¹ / ₄		31 ¹ / ₄	11,000.00	9,000.00	20,000.00
Ninilchik Airfield					500.00	500.00
Kasilof Airfield					300.00	300.00
Total	161¹/₄	2¹/₂	163³/₄	\$53,000.00	\$27,100.00	\$80,100.00

SUMMARY OF ALLOTMENTS IN THE FOURTH DIVISION
 In cooperation with the Alaska Road Commission
 April 1, 1944 to March 31, 1945

TERRITORIAL HIGHWAY ENGINEER

Name of Project	Road	A.R.C.	Territory	Total
Fox-Livengood and Branches	86 ³ / ₄	\$ 6,500.00	\$ 3,500.00	\$10,000.00
Fairbanks-Ester and Branches	30 ¹ / ₂	10,500.00	3,500.00	14,000.00
Fairbanks Local Roads	14 ³ / ₄	3,500.00	2,500.00	6,000.00
Summit-Fairbanks Creek and Branches	23 ¹ / ₄	1,000.00	1,000.00	2,000.00
Circle Hot Springs and Branches	32 ¹ / ₂	1,000.00	500.00	1,500.00
Miller House-Harrison Creek and Branches	15 ¹ / ₄	1,000.00	1,000.00	2,000.00
Manley Springs System	48 ³ / ₄	3,500.00	1,500.00	5,000.00
Steeze Highway Branches	18 ¹ / ₄		500.00	500.00
Flat Roads	27	3,500.00	1,500.00	5,000.00
Takotna Roads	26 ¹ / ₂	3,000.00	2,000.00	5,000.00
Bethel Airfield and Road	1		1,000.00	1,000.00
Wiseman Airfield			350.00	350.00
Fort Yukon Airfield			3,050.00	3,050.00
Rampart Airfield			1,000.00	1,000.00
Cantwell Airfield			300.00	300.00
Total	324¹/₂	\$33,500.00	\$23,200.00	\$56,700.00

RECAPITULATION

Expended 4/1/43 - 3/31/44

Allotted 4/1/44 - 3/31/45

	A.R.C.	Territory	Total	A.R.C.	Territory	Total
First Division	\$ 323.45	\$ 5,000.00	\$ 5,323.45	\$ 3,000.00	\$12,200.00	\$ 15,200.00
Second Division	10,566.01	24,500.00	35,066.01	24,000.00	16,800.00	40,800.00
Third Division	38,680.54	40,600.00	79,280.54	53,000.00	27,100.00	80,100.00
Fourth Division	256,892.31	31,050.00	287,942.31	33,500.00	23,200.00	56,700.00
Total	\$306,462.31	\$101,150.00	\$407,612.31	\$113,500.00	\$79,300.00	\$192,800.00

SUMMARY OF HIGHWAY PATROL FOR FISCAL YEAR

April 1, 1943 to April 1, 1944

	Salaries	Operating Costs	Miscellaneous	Total	Miles Traveled	Operating Cost Per Mile*	Total Cost Per Mile*
Glennallen			(a) \$1,847.78	\$1,847.78			
Juneau	\$ 3,650.00	\$1,040.68	151.83	4,842.51	31,681	3.28 cents	15.29 cents
Ketchikan	3,550.00	914.23	151.85	4,616.08	20,255	4.51 cents	22.79 cents
Anchorage	4,900.00	1,328.07	328.04	6,556.11	45,409	2.92 cents	14.44 cents
Fairbanks (b)	3,000.00	1,541.57	151.85	4,693.42	30,926	4.98 cents	15.18 cents
Total and Averages	\$15,100.00	\$4,824.55	\$2,631.35	\$22,555.90	128,271	3.76 cents	17.58 cents

* No depreciation. (a) Purchase of new car. No patrol in this period. (b) 10-month period.

SUMMARY OF HIGHWAY PATROL, APRIL 1, 1944 TO JANUARY 1, 1945

	Salaries	Operating Costs	Miscellaneous	Total	Miles Traveled	Operating Cost Per Mile*	Total Cost Per Mile*
Ketchikan	\$ 2,700.00	\$1,384.67	\$ 828.07	\$4,912.74	16,208	8.54 cents	30.31 cents
Juneau	2,700.00	1,539.72	831.18	5,070.90	22,657	6.80 cents	22.38 cents
Anchorage	2,700.00	1,704.46	962.50	5,366.96	28,903	5.90 cents	18.56 cents
Glennallen (a)	1,170.00	1,012.42	797.98	2,980.40	13,446	7.53 cents	22.17 cents
Fairbanks	2,700.00	1,532.63	828.09	5,060.72	23,566	6.50 cents	21.47 cents
Totals and Averages	\$11,970.00	\$7,173.90	\$4,247.82	\$23,391.72	104,780	6.85 cents	22.32 cents

* No Depreciation. (a) Represents 4 months patrol.

TRAFFIC VIOLATIONS JANUARY 1, 1943 TO JANUARY 1, 1944

TOWN	ARRESTS	CONVICTIONS	ACQUITTALS	MILITARY	MUNICIPAL COURT	TO GRAND JURY	DRUNKEN DRIVING	RECKLESS DRIVING	FINES IMPOSED	JAIL SENTENCE	LICENSE SUSPENDED	LICENSE REVOKED	NO. OF ACCIDENTS	NO. OF FATALITIES	NO. OF INJURIES	PROPERTY DAMAGE	MILES PATROLLED	REMARKS
Ketchikan	4	2							\$ 50	1			17	1	4	\$ 2,445	20,193	Two cases not tried
Juneau	24	24					3	1	1,030		1	3	12	0	9	9,436	42,025	
Anchorage	60	53	5	2	2		11	2	1,485		10	1	66	1	22	16,870	45,821	
Palmer	15	14				1	3		315	1	5							One forfeited bail
Seward	10	10					1	1	530	1	1							
Valdez	8	8					1	1	650		1	1						
Fairbanks*	44	40	1	3			5	3	1,015	1	3	4	8	0	3	1,900	21,914	One drunk case to military authority
Total	165	151	6	5	2	1	24	8	\$5,075	4	21	9	103	2	38	\$30,651	129,953	

* Fairbanks represents 7 months' patrol.

BIENNIAL REPORT

TRAFFIC VIOLATIONS JANUARY 1, 1944 TO JANUARY 1, 1945

TOWN	ARRESTS	CONVICTIONS	ACQUITTALS	MILITARY	MUNICIPAL COURT	TO GRAND JURY	DRUNKEN DRIVING	RECKLESS DRIVING	FINES IMPOSED	JAIL SENTENCE	LICENSE SUSPENDED	LICENSE REVOKED	NO. OF ACCIDENTS	NO. OF FATALITIES	NO. OF INJURIES	PROPERTY DAMAGE	MILES PATROLLED	REMARKS
Ketchikan	15	9	0	6	0	0	1	3	\$ 465	0	1	1	9	1	3	\$ 1,260	23,102	
Juneau	7	7	0	0	0	0	0	1	180	0	0	1	28	1	5	4,871	30,271	1 fine suspended
Anchorage	69	57	1	9	1	0	9	6	1,900	0	6	0	51	1	23	9,925	38,539	1 fine sus., 1 bl. forf
Glennallen*	9	9	0	0	0	0	6	0	165	0	0	0	8	1	0	750	13,446	
Fairbanks	80	80	0	0	0	1	15	1	1,695	5	0	8	39	3	8	11,510	32,578	
Totals	180	162	1	15	1	1	31	11	\$4,405	5	7	10	135	7	39	\$28,316	137,936	

* Glennallen represents 4 months' patrol.

TERRITORIAL HIGHWAY ENGINEER

RICHARDSON HIGHWAY—TABLE OF DISTANCES

Miles between Stations	Miles from Valdez	STATION	Miles From Fairbanks
	0.0	Valdez	371.0
17.6	17.6	Bear Creek	353.4
2.0	19.6	Sheep Creek	351.4
7.0	26.6	Thompson Pass (El. 2,722 ft.)	344.4
26.2	52.8	Tiekel Roadhouse	318.2
29.2	82.0	Tonsina Roadhouse	289.0
12.0	94.0	Willow Creek (Chitina Junction)	277.0
11.2	105.2	Copper Center Roadhouse	265.8
8.9	114.1	Tazlina River	256.9
3.9	118.0	Glenn Highway Junction	253.0
12.5	130.5	Gulkana Roadhouse	240.5
2.9	133.4	Gakona Junction	237.6
65.6	199.0	Paxsons Roadhouse	172.0
4.4	203.4	Summit Lake (El. 3,230 ft.)	167.6
2.0	205.4	Isabella Pass (El. 3,310 ft.)	165.6
30.8	236.2	Rapids Roadhouse	134.8
34.3	270.5	Alaska Highway Junction	100.5
9.6	280.1	Tanana River	90.9
14.2	294.3	Shaw Creek	76.7
20.5	314.8	Birch Lake	56.2
15.1	329.9	Salcha River	41.1
7.1	337.0	Old Road Junction	34.0
15.2	352.2	East End of Dyke	18.8
2.2	354.4	Old Road Junction (Dyke)	16.6
16.6	371.0	Fairbanks Court House	0.0

GLENN HIGHWAY—TABLE OF DISTANCES

Miles between Stations	Miles from Anchorage	STATION	Miles from Richardson Highway
	0.0	Anchorage	192.0
50.0	50.0	Palmer	142.0
7.7	57.7	Moose Creek Junction	134.3
6.5	64.2	Sutton	127.8
5.5	69.7	Kings River	122.3
11.5	81.2	Chickaloon River	110.8
18.4	99.6	Hicks Creek	92.4
10.2	109.8	Caribou Creek	82.2
22.4	132.2	Talneta Pass (El. 3,327 ft.)	59.8
8.2	140.4	Little Nelchina River	51.6
15.3	155.7	Mendaltna River	36.3
20.0	175.7	Tolsona Creek	16.3
13.7	189.4	Glennallen	2.6
2.6	192.0	Richardson Highway	0.0

TOK CUTOFF—TABLE OF DISTANCES

Miles between Stations	Miles from Gakona Junction	STATION	Miles from Tok Junction
	0.0	Gakona Junction	135.3
2.0	2.0	Gakona Roadhouse	133.3
34.8	36.8	Chistochina River	98.5
8.5	45.3	Indian River	90.0
17.5	62.8	Slana (Nabesna Junction)	72.5
19.6	82.4	Slana River	52.9
1.8	84.2	Mentasta Lake	51.1
50.6	134.8	Tok Camp	0.5
0.5	135.3	Tok Junction	0.0

ALASKA HIGHWAY—TABLE OF DISTANCES
(Between Fairbanks and Whitehorse)

Miles between Stations	Miles from Fairbanks	STATION	Miles from Whitehorse
	0.0	Fairbanks	604.2
16.6	16.6	Dyke	587.6
2.2	18.8	East End Dyke	585.4
15.2	34.0	Junction Old Road	570.2
7.1	41.1	Salcha River	563.1
49.8	90.9	Big Delta Bridge (Tanana River)	513.3
9.6	100.5	Junction with Richardson Hwy.	503.7
29.5	130.0	Big Gerstle River	474.2
13.5	143.5	Johnson River	460.7
33.7	177.2	Robertson River	427.0
23.2	200.4	Airbase Junction (Tanacross)	403.8
10.7	211.1	Tok Junction	393.1
0.5	211.6	Tok Camp	393.6
4.7 (From Tok Junc.)	215.8	Tok River	388.4
5.8	221.6	Tanana River	382.6
39.1	260.7	Northway Junction	343.5
16.6	277.3	Gardiner Creek	326.9
23.0	300.3	Scottie Creek	303.9
2.0	302.3	Alaska-Canadian Boundary	301.9
52.9	355.2	White River	249.0
36.6	391.8	Donjek River	212.4
31.9	423.7	Duke River	180.5
14.3	438.0	Burwash Landing	166.2
24.1	462.1	Slims River	142.1
3.8	465.9	Kluane (Upper end Lake)	138.3
39.8	505.7	Haines Road Junction	98.5
18.8	524.5	Canyon Creek (Aishihik River)	79.7
21.3			

28.1	545.8	Champagne Landing	58.4
28.4	573.9	Takhini River	30.3
1.9	602.3	Whitehorse Branch	1.9
	604.2	Whitehorse	0.0

STEESE HIGHWAY—TABLE OF DISTANCES

Miles between Stations	Miles from Fairbanks	STATION	Miles from Circle City
	0.0	Fairbanks	162.6
11.0	11.0	Fox Junction	151.6
2.8	13.8	Gilmore	148.8
6.4	20.2	Cleary Summit (El. 2,300 ft.)	142.4
18.4	38.6	Chatanika River	124.0
48.0	86.6	Twelve Mile Summit (El. 3,225 ft.)	76.0
2.9	89.5	Twelve Mile Roadhouse	73.1
19.7	109.2	Eagle Summit (El. 3,880 ft.)	53.4
6.3	115.5	Miller Roadhouse	47.1
13.5	129.0	Central Roadhouse	33.6
19.3	148.3	Birch Creek	14.3
14.3	162.6	Circle City	0.0

HAINES HIGHWAY—TABLE OF DISTANCES

Miles between Stations	Miles from Haines	STATION	Miles from Junction with Alaska Hwy.
	0.0	Haines	154.0
22.0	22.0	Klukwan	132.0
1.7	23.7	Chilkat River	130.3
7.8	31.5	Little Boulder Creek	122.5
2.2	33.7	Big Boulder Creek	120.3
6.6	40.3	Canadian Boundary	113.7
15.7	56.0	Three Guardsmen Lake	98.0
3.0	59.0	Clear Creek (Stonehouse)	95.0
4.0	63.0	Summit (El. 3,416 ft.)	91.0
1.0			

	64.0	Kusawak Lake	90.0
3.0	67.0	Nadahini River	87.0
5.0	72.0	Mule Creek	82.0
1.0	73.0	Datlaska River	81.0
8.0	81.0	Mansfield Lake	73.0
8.6	89.6	Blanchard River	64.4
0.7	90.3	British Columbia-Yukon Boundary	63.7
8.7	99.0	Takhini River	55.0
5.0	104.0	Stella Lake	50.0
9.5	113.5	Unahini River	40.5
7.5	121.0	Dezadeash Lake	33.0
17.2	138.2	Kathleen River	15.8
15.1	153.3	Dezadeash River	0.7
0.7	154.0	Junction Alaska Highway	0.0

DISTRIBUTION OF ROAD MILEAGE BY DIVISIONS

First Division

Name of Road	Agency*	Length in Miles
Carlanna Lake Road	Terr	0.60
Craig-Klawock Road	(Coop.) F.S.	5.00
Haines-Chilkoot	Terr.	3.00
Haines-Jones Point	(Coop.) A.R.C.	1.50
Haines-Pleasant Camp	"	42.50
Hyder District	P.R.A.	23.82
Juneau District	"	47.57
Karta River Road	(Coop.) F.S.	4.00
Ketchikan District	P.R.A.	22.10
Mud Bay Road	(Coop.) A.R.C.	10.00
Petersburg District	P.R.A.	10.54
Point Agassiz Road	P.R.A.	4.57
Point Gustavus Road	(Coop.) A.R.C.	3.50
Porcupine Extension	"	5.00
Sitka District	P.R.A.	8.69
Sitka Pioneer Cemetery Road	Terr.	0.50
Skagway District	P.R.A.	2.38
Skagway-Dyea Road	A.R.C.	4.00
Tongass National Forest Roads	F.S.	49.60
Windham Bay Road	Terr.	6.00
Wrangell District	P.R.A.	9.64
Total Mileage for Division		264.51

Second Division

Name of Road	Agency*	Length in Miles
Bessie-Buster Creek	(Coop.) A.R.C.	7.25
Bessie-Snake River	"	20.75
Bessie-Sunset Creek	"	12.00
Bunker Hill-Kougarok	"	38.50
C.A.A. Road	C.A.A.	1.00
Candle-Candle Creek Road	(Coop.) A.R.C.	7.00
Candle-Radio Road	"	0.25
Casa de Paga Road	"	20.00
Coffee Creek Road	"	2.00
Council-Ophir Road	"	12.00
Dahl Creek Road (Kougarok)	"	1.00
Deering-Inmachuk Road	"	25.00
Dime Creek Road	"	9.00
Little Creek Branch	"	2.25
Marshall Road	"	4.00
Mouth of Center Creek Road	"	2.75
Nome-Bessie	"	3.25
Nome-Council	"	64.00
Nome-Osborne Creek	"	10.25
Nome-Wireless Station Road	"	0.25
Shovel Creek Road	"	5.00
Snake River-Monument Creek	"	3.00
Spruce Creek	"	1.50
Submarine Paystreak Road	"	3.00
Teller-Bluestone	"	15.50
Tin City-Goodwin	"	5.00
Total Mileage for Division		275.50

Third Division

Anchorage and Vicinity

Name of Road	Agency*	Length in Miles
Anchorage-Lake-Spenard Roads	Terr.	13.50
Anchorage-Loop Road	(Coop.) A.R.C.	16.75
Anchorage Loop-Matanuska River	" A.R.C.	44.25
Anchorage Radio Station Road	A.R.C.	0.25
Chester Creek Boat Landing	Terr.	1.00
McDonald Branch	(Coop.) A.R.C.	1.25
Oil Well Road	Terr.	8.00
Otis Lake Road	A.R.C.	2.00
Spenard-Campbell Creek	Terr.	1.00
Uhlen Road	"	0.50
Eklutna Road	A.R.C.	10.00

Palmer, Matanuska Valley and Vicinity

Name of Road	Agency*	Length in Miles
Archangel Extension	A.R.C.	5.50
Bodenburg Butte	(Coop.) A.R.C.	6.50
Bogard Road	Terr.	8.50
Edlund Road	"	2.50
Engstrom Road	"	1.75
Falk Road	"	1.00
Fishhook-Goldmint	(Coop.) A.R.C.	4.25

Name of Road	Agency*	Length in Miles
Glenn Highway (Palmer to Richardson Highway)	A.R.C.	142.00
Gold Cord (Coop.)	A.R.C.	3.00
Grubstake Road	Terr.	1.75
Lakeview Road	"	3.25
Lucky Shot-Willow Station (Coop.)	A.R.C.	26.00
Mable Mine Road	Terr.	0.25
Matanuska Trunk and Branches (Coop.)	A.R.C.	9.50
McLeod Road	"	2.25
Moose Creek Coal Road	Terr.	5.50
Palmer-Fishhook (Coop.)	A.R.C.	14.25
Palmer-Matanuska	Terr.	7.25
Palmer-Matanuska River (Coop.)	A.R.C.	1.25
Palmer-Springer	Terr.	11.50
Upper Willow Creek Branch	A.R.C.	1.25
Wasilla Airport Road	Terr.	0.75
Wasilla-Finger Lake-Palmer (Coop.)	A.R.C.	13.75
Wasilla-Fishhook	A.R.C.	16.00
Wasilla-Knik	"	19.75
Wasilla-Matanuska (Coop.)	A.R.C.	9.25
Werner Branch	Terr.	0.50
Willow Creek Extension	A.R.C.	15.00

Cook Inlet and Southwestern Area

Name of Road	Agency*	Length in Miles
Afognak Lake Road	P.R.A.	4.53
Dillingham-Wood River (Coop.)	A.R.C.	9.25
Homer Roads	"	31.25
Iliamna Bay-Iliamna Lake	A.R.C.	15.50
Iliamna Lake-Newhalen River	Terr.	10.50
Kanatak-Becharof Lake	A.R.C.	8.75
Kasilof Road	Terr.	7.00
Kenai Airport Road	C.A.A.	1.75
Kodiak Roads	A.R.C.	7.75
Naknek Road	Terr.	1.00
Ninilchik Airport Road	"	0.75
Red Mountain Road	A.R.C.	10.25
Seldovia-McDonald Spit Road (Coop.)	A.R.C.	1.75

Cordova and Copper River Valley

Name of Road	Agency*	Length in Miles
Cordova District	P.R.A.	10.35
Cordova-Eyak Lake	Terr.	0.25
Cordova-South Second Street	"	0.25
Chitina-Copper River	A.R.C.	1.00
Chitina-McCarthy, Railroad Maintenance	A.R.C. (59 Miles)	
Chitina-Native School Road	Terr.	1.00
Chititu Branch (Coop.)	A.R.C.	6.50
McCarthy-Dan Creek	"	20.00
McCarthy-Kennecott	Terr.	3.50
McCarthy-Kennecott River (Coop.)	A.R.C.	0.50

Valdez Area

Name of Road	Agency*	Length in Miles
Edgerton Cutoff	A.R.C.	39.00
Richardson Highway (To 4th Div. Bdy.)	"	205.40
Robe Lake Road	Terr.	0.50
Valdez-Mineral Creek (Coop.)	A.R.C.	10.75

Alaska Highway (4th. Division Bdy. to Canadian Bdy.)	A.R.C.	70.00
Siana-Nabesna	"	43.00
Tok Cutoff (Gakona Junction to 4th. Division Bdy.)	"	127.30

Miscellaneous

Name of Road	Agency*	Length in Miles
Seward District	P.R.A.	110.59
Girdwood	"	7.78
Peters Creek (Cache Creek District)	A.R.C.	17.25
Talkeetna-Cache Creek	"	23.50
Bull River (Chulitna District) (Coop.)	A.R.C.	17.00
Chugach National Forest Roads	F.S.	14.70
Total Mileage for Division		1,272.65

Fourth Division

Name of Road	Agency*	Length in Miles
Alaska Highway (Junction Richardson Highway to 3rd. Div. Bdy.)	A.R.C.	131.80

Richardson Highway and Branches

Name of Road	Agency*	Length in Miles
Richardson Highway (Fairbanks to 3rd. Division Bdy.)	A.R.C.	165.60
Cushman Street Extension	Terr.	0.50
Fairbanks Radio Station Road	A.R.C.	0.25
Farmers-Chena Slough	Terr.	7.75
Ladd Field Road	A.R.C.	1.75
Lake Harding Branch	"	1.75
Richardson-Democrat Creek	Terr.	4.00
Tok Cutoff (Junction Alaska Highway to 3rd. Division Bdy.)	A.R.C.	8.00

Steese Highway and Branches

Name of Road	Agency*	Length in Miles
Steese Highway	A.R.C.	162.60
Bullaine-Rickert Road	Terr.	2.50
Central House-Portage Creek (Coop.)	A.R.C.	18.00
Clary Roads	Terr.	6.00
College Spur	"	0.50
Crossman-Fideler	"	0.75
Deadwood Creek Road	A.R.C.	9.50
Eagle Creek Spur	Terr.	1.00
Ester-Beggler Road	"	3.25
Ester Creek Road (Coop.)	A.R.C.	9.50
Ester Dome Road	Terr.	5.25
Faith Creek Road	"	1.50
Farmers-Birch Hill	"	8.75
Fish Creek-Tungsten Mine	"	4.00
Gilmore-Pearl Creek Branch	"	8.75
Graehl Bridge Road (Coop.)	A.R.C.	0.50
Isabel Creek Road	Terr.	2.75
Ketchum Creek Branch	A.R.C.	5.00

Name of Road	Agency*	Length in Miles
Lazelle Road	Terr.	4.00
Little Eldorado Road	"	6.00
Miller House-Harrison Creek and Branches	"	15.25
Pedro Dome Road	A.R.C.	3.75
Porcupine Creek	"	11.00
Ready Bullion Road	Terr.	2.50
Summit-Fairbanks Creek	"	15.00
Summit-Fish Creek	"	8.25
Sourdough Creek Branch	"	4.75
St. Patricks-Happy-Goldstream	"	9.50
Steele Creek Road	A.R.C.	3.25
U. S. Creek Branch (Nome Creek Road)	Terr.	11.00

Elliott Highway and Branches

Name of Road	Agency*	Length in Miles
Amy Creek Branch	Terr.	1.00
Big Eldorado Creek	"	4.00
Brooks-Livengood	"	7.00
Dome-Spaulding	"	2.50
Fox-Olnes	"	10.00
Olnes-Livengood	(Coop.) A.R.C.	61.00
Wilbur Creek Road	Terr.	1.25

Innoko, Kantishna and Kuskokwim Roads

Name of Road	Agency*	Length in Miles
Bondy Spur	Terr.	0.25
Bethel Airport Road	(Coop.) A.R.C.	1.00
Flat-Flat Creek Road	A.R.C.	5.75
Flat-Slate Creek Road	"	7.25
Ganes Creek Road	Terr.	20.00
Gold Horn Branch	(Coop.) A.R.C.	1.00
Happy Creek (Flat)	"	1.00
Head of Flat-Upper Chicken	"	3.00
Head of Flat-Willow-Lower Chicken	A.R.C.	9.00
Iditarod-Flat	(Coop.) A.R.C.	8.75
Kantishna-Park Boundary	A.R.C.	4.50
Kuskokwim-Takotna and Branches	(Coop.) A.R.C.	25.00
Little Creek Road	Terr.	3.00
McKinley Park Road	A.R.C.	91.25
Medfra-Nixon Fork	"	12.00
Ophir-Takotna	(Coop.) A.R.C.	22.00
Takotna Airport Road	Terr.	1.50
Tuluksak Road	"	13.50

Hot Springs, American Creek, Tanana and Ruby

Name of Road	Agency*	Length in Miles
Fish Lake-American Creek	Terr.	4.75
Greenstone Creek	(Coop.) A.R.C.	1.75
Hot Springs-Eureka	"	25.75
Hot Springs-Tofty	"	18.00
Long-Birch Creek Road	Terr.	7.00
Long-Poorman	A.R.C.	28.00
Omega Creek Road	(Coop.) A.R.C.	5.00
Ruby Airport Road	Terr.	1.25
Ruby-Long	A.R.C.	28.50
Tanana Mission Road	"	2.00

Miscellaneous Roads

Name of Road	Agency*	Length in Miles
Canadian Boundary-Jack Wade	A.R.C.	18.00
Cantwell-Valdez Creek	"	8.00
Coal Creek-Woodchopper	(Coop.) A.R.C.	7.00
Eagle-Liberty	A.R.C.	28.25
Eagle-Seventy Mile River	"	4.00
Ferry Totatlanika River	(Coop.) A.R.C.	21.75
Fourth of July Creek	"	5.00
Goodnews Bay-Salmon River	Terr.	11.00
Nenana Cemetery Road	(Coop.) A.R.C.	2.50
Noian Creek Branch	A.R.C.	5.50
Nulato Airport Road	(Coop.) A.R.C.	1.00
Rampart-Eureka Road	"	4.50
West Fairbanks Road	Terr.	4.50
Wiseman-Hammond River	A.R.C.	7.50

Total Mileage for Division 1,232.75

TOTAL MILEAGE FOR TERRITORY 3,063.41

*Terr.--Territory of Alaska.
A.R.C.--Alaska Road Commission.
P.R.A.--Public Road Administration.
F.S.--U. S. Forest Service.

*C.A.A.--Civil Aeronautics Authority.
(Coop.)--Cooperative between Territory and the agency indicated.

DISTRIBUTION OF SLED ROAD MILEAGE*

	First Division	Second Division	Third Division	Fourth Division	Total Mileage
Alaska Road Commission		102.50	183.75	964.50	1,250.75

*Designating roads that are for the most part impassable in summer time.

DISTRIBUTION OF TRAIL MILEAGE*

	First Division	Second Division	Third Division	Fourth Division	Total Mileage
Alaska Road Commission	21.00	2,291.00	172.25	1,631.50	4,115.75
U. S. Forest Service	757.10		285.50		1,042.60
Total	778.10	2,291.00	457.75	1,631.50	5,158.35

*Most of the trail mileage consists of winter-lagged trails.

REAL PROPERTY OTHER THAN RIGHTS OF WAY FOR HIGHWAYS CONVEYED TO THE
TERRITORY OF ALASKA*

TOWNSITE OF NOME
(Cape Nome Recording District)

Block No.	Lot No.	From Whom Acquired	Book	Page
6	25, 26	P.M.D. Co.—James P. Daly	210	75
16	5, 6	P.M.D. Co.—James P. Daly—City of Nome	210	75
16	25	P.M.D. Co.—James P. Daly	210	75
31	1	City of Nome	217	436
31	2, 3, 4	P.M.D. Co.—James P. Daly—City of Nome	210	75
31	48	City Tax Rolls—No other record		
47	1	City of Nome	217	436
48	N $\frac{1}{2}$ of 1, 2, 3, 4—30' right of Way in 9, 10	City of Nome	217	436
48	8	City Tax Rolls—No other record		
49	1, 2, 3, 4, 5, 6, 12	City of Nome	217	436
50	6	City of Nome	217	436
60	10, 11, 12	City of Nome	217	436
60	Right of Way across all lots.	No record. Acquired with tram		
62	8—Part North of Tram and Right of Way	City of Nome	217	436
62	Right of Way across all lots.	No record. Acquired with tram		
63	2, 3, 4, 5, 6	City of Nome	217	436
64	North 15' of Lot 1 and Right of Way across	City of Nome	217	436
65	West 15' of East $\frac{1}{2}$ Lot 43	Unknown		
66	3, 35	City of Nome	217	436
67	4, 5, 6, 7, 8	City of Nome	213	254
67	18, 19	City Tax Rolls—No other record		
67	30, 31, 35, 36, 37, 38, 39, 40, 41, 42, 43	City of Nome	217	436
67	30'x50' Right of Way across			

67	Lot 33	City of Nome	217	436
67	West 50' Lot 34 (Tax Rolls show all)	City of Nome	213	254
91	North 15' south of tram	City of Nome	217	436
91	15, 16, 17—R/W across all	City of Nome	217	436
91	18, 19, 20—R/W across all	City Tax Rolls. No other record		
91	South 50' of Lot 21	City of Nome	217	436
91	22, 23	City of Nome	217	436
91	24	City Tax Rolls. No other record		
92	7, 8, 9, 10	City of Nome	217	436
98	6, 7	City of Nome	217	436
98	8	City Tax Rolls. No other record		
104	5, 7, 8	City of Nome	217	436
132	4, 8, 9	City Tax Rolls. No other record		

* No copies of deeds on hand.

NARROW GAUGE RAILROAD KNOWN AS NOME-SHELTON TRAM*
(Cape Nome Recording District)

	Book	Page
Locomotives, cars, tracks, etc. Acquired from Pioneer Mining & Ditch Co.	210	75

* Deeds in Alaska Road Commission vault.

BIENNIAL REPORT

TERRITORIAL HIGHWAY ENGINEER

AVIATION FIELDS*

Name of Field	Acquired from
Cache Creek	J. C. Murray et. al.
Cantwell	John E. Carlson
Circle City	Mrs. Axinia Rasmussen
Cliff Mine	Cliff Gold Mines Inc. (Easement and Right of Way)
Coffee Creek	K. L. Graven et. al.
Council (Ophir Creek)	Thos J. Shaw
Cripple Creek	Otto F. Ohlson, David Strandberg, et. al.
Christochina	Paul White (Lease)
Fairbanks	Paul and Stacia Rickert
Lower Jack Wade	Frank Pratt
Kasilof	F. W. Williamson (Field abandoned)
Kotzebue	California Yearly Meeting of Friends Church
Lopp Lagoon	Gard B. Kennedy (Field abandoned)
Lower Tonsina	Nellie Lamson (Field abandoned)
McCarthy	Bremner Gold Mining Co., Inc.
Manley Hot Springs	Martin Sabin
Nenana	Town of Nenana, Dan McCabe, Cyrille Verhaeghe
Palmer Creek	J. H. Sullivan, et. al.
Peters Creek	Otis Ross, Fern L. Wagner
Talkeetna	H. W. Nagley
Upper Tonsina	A. M. Dieringer
Wasilla	Gerrit Snider

*Deeds in Alaska Road Commission vault.

PROPERTY AT SITKA, ALASKA*

Tract	Acquired from
Pioneer Home Grounds	H.R. 5745--Congress Town of Sita John Peterson Sam Sing
Pioneer Home Cemeteries Nos. 3 and 4	Pyramid Packing Co. Oscar Sirstad

*Deeds in Alaska Road Commission vault.