

ROUTE 7I—GILMORE-SUMMIT.....(6 MILES WAGON ROAD)

This route forms a part of the proposed extension of the Richardson Highway, and is used by automobiles, trucks and teams in going from Fairbanks to Fairbanks Creek or from Fairbanks to Chatanika. It connects the town of Gilmore with the point on the divide known as Summit, where the road branches, one branch going to Fairbanks Creek, Route 7C and the other to Chatanika, Route 7A.

The Divisional Road Commission initiated work in cutting down prohibitive grades from 12 per cent to 5 per cent in the vicinity of Skoogy Gulch. To enable this very valuable work to be completed during the season, it was necessary to add to the Territorial funds about \$2,000.00 of Federal funds. This was done and great improvement thereby made.

In addition, traffic regulations will have to be applied to this road as prohibitive loads are used, cutting the road very severely.

Expenditure:

Alaska Road Commission.....	\$ 1,776.75
Territory of Alaska.....	2,369.61
Total.....	\$ 4,146.36

ROUTE 7J—FAIRBANKS-CHENA HOT SPRINGS.....(2½ MILES WAGON ROAD, 6½ MILES SLED ROAD)

This route connects Fairbanks with the Hot Springs up the Chena River and is used by farmers, miners, wood-haulers and passenger traffic to the Springs.

The work performed this year was done under the Divisional Road Commission and consisted of grading 1820 feet around a bluff near Mile 44. In addition, a number of culverts were repaired and one bridge erected.

Expenditure:

Alaska Road Commission.....	\$ 179.49
Territory of Alaska.....	1,645.75
Total.....	\$ 1,825.24

ROUTE 7K—OLNES-LIVENGOOD.....(54 MILES SLED ROAD)

Connects town of Olnes on the Chatanika Branch of the Government Railroad with Livengood Creek in the Tolovana District. This road has been practically abandoned the past few years, except for summer travel, in favor of the Dunbar-Brooks Road.

Repairs were made on the Chatanika Footbridge as well as on four other bridges near Olnes.

Expenditure:

Alaska Road Commission.....	
Territory of Alaska.....	
Total.....	

ROUTE 7N—FARMER'S BIRCH HILL.....(8 MILES)

This road has been built by the Territory district along Birch Hill. It branches from the Richardson Road (Route 7G) at Mile 3, and connects with the Richardson Road (Route 7D) at Mile 5.

Last season's work has completed the grading throughout this route. Two miles of road were added, one and one-half miles of plank road and one mile of road in the vicinity of Fairbanks Creek. One-quarter of a mile of road in the vicinity of School of Mines was graded and graveled.

Expenditure: Territory of Alaska, \$1,276.80

ROUTE 7S—GRAEHL BRIDGE.

This bridge is over a slough on the way from Fairbanks to Fox Road into Fairbanks. All the travel from Fairbanks to this bridge in winter, as it saves approximately the same distance into Fairbanks. It is also the only place where one can live in Graehl during the summer.

This bridge was replaced. The work was done by the Territory. Native spruce timber was used. The structure is built on pile bents and is decked with two inch plank in a substantial manner.

Expenditure: Territory of Alaska, \$1,117.60

ROUTE 7T—FARMER'S CHENA SLOUGH.....(ROAD)

This route starts from a point near the banks on the Richardson Highway, thence to the Richardson Road and up the Slough, serving several homesteads.

Four and one-half miles were cleared 30 feet wide. Four 46 feet long and one 40 feet long were built.

Expenditure: Territory of Alaska, \$1,170.00

ROUTE 7U—NOYES SLOUGH BRIDGE.

The work consisted of cribbing the center of the Noyes Slough Bridge on Route 7G. Cribbing was done in the winter freeze-up.

Expenditure: Territory of Alaska, \$459.60

MMIT.....(6 MILES WAGON ROAD)

part of the proposed extension of the is used by automobiles, trucks and teams to Fairbanks Creek or from Fairbanks to the town of Gilmore with the point on the where the road branches, one branch to Route 7C and the other to Chatanika,

Commission initiated work in cutting from 12 per cent to 5 per cent in the vicinity to enable this very valuable work to be done, it was necessary to add to the Territory of Federal funds. This was done and work made.

regulations will have to be applied to this work are used, cutting the road very severely.

Commission.....	\$ 1,776.75
Alaska.....	2,369.61
	<hr/>
	\$ 4,146.36

CHENA HOT SPRINGS.....(2½ MILES
61½ MILES SLED ROAD)

Fairbanks with the Hot Springs up the road by farmers, miners, wood-haulers and passengers.

This year was done under the Divisional consisted of grading 1820 feet around a station, a number of culverts were repaired

Commission.....	\$ 179.49
Alaska.....	1,645.75
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	\$ 1,825.24

GOOD.....(54 MILES SLED ROAD)

is on the Chatanika Branch of the Government along Engood Creek in the Tolovana District. It was fully abandoned the past few years, except for a portion of the Dunbar-Brooks Road.

at the Chatanika Footbridge as well as on the lines.

Expenditure:

Alaska Road Commission.....	\$ 315.82
Territory of Alaska.....	50.00
	<hr/>
Total.....	365.82

ROUTE 7N—FARMER'S BIRCH HILL.....(8 MILES WAGON ROAD)

This road has been built by the Territory through the farming district along Birch Hill. It branches from the Fairbanks-Gilmore Road (Route 7G) at Mile 3, and connects with the Fairbanks-Ester Road (Route 7D) at Mile 5.

Last season's work has completed the grading and graveling throughout this route. Two miles of road were regraded and, in addition, one and one-half miles of plank road extending up Isabelle Creek. One-quarter of a mile of road in the vicinity of the Alaska School of Mines was graded and graveled.

Expenditure: Territory of Alaska, \$1,276.84.

ROUTE 7S—GRAEHL BRIDGE.

This bridge is over a slough on the winter cut-off from the Fox Road into Fairbanks. All the travel from that direction crosses this bridge in winter, as it saves approximately one mile on the distance into Fairbanks. It is also the only outlet for the people living in Graehl during the summer.

This bridge was replaced. The work was done under contract. Native spruce timber was used. The structure consists of nine four pile bents and is decked with two inch planking. It was completed in a substantial manner.

Expenditure: Territory of Alaska, \$1,117.60.

ROUTE 7T—FARMER'S CHENA SLOUGH.....(4½ MILES SLED ROAD)

This route starts from a point near the 5-mile post from Fairbanks on the Richardson Highway, thence to the Chena Slough and up the Slough, serving several homesteads.

Four and one-half miles were cleared 30 feet wide, one bridge 46 feet long and one 40 feet long were built, roadway being 12 feet wide.

Expenditure: Territory of Alaska, \$1,170.47.

ROUTE 7U—NOYES SLOUGH BRIDGE.

The work consisted of cribbing the center pier on the Noyes Slough Bridge on Route 7G. Cribbing was placed after the freeze-up.

Expenditure: Territory of Alaska, \$459.69.

ROUTE 15A—CENTRAL HOUSE-CIRCLE HOT SPRINGS....(9 MILES WAGON ROAD)

This is a branch road from the Circle-Miller House Road at Central House Road, Mile 36, to the Hot Springs.

The work of improvement of this route initiated last summer was completed this year. An automobile passed over the route for the first time.

Expenditure: Territory of Alaska, \$597.75.

ROUTE 63—DUNBAR-BROOKS.....(63 MILES SLED ROAD)

The Divisional Commission allotted funds to this cooperative project to complete necessary bridge work.

Expenditure:

Alaska Road Commission.....	\$ 1,557.33
Territory of Alaska (Coop).....	2,000.00
Territory of Alaska (Div).....	480.00
Total.....	\$ 4,037.33

ACCOUNT NO. 90D—SHELTER CABINS.

The following work was done:

Trail	Work Done	Cost
23B Beaver-Caro	5 cabins repaired	\$ 250.00
23C Caro-Big Creek	1 cabin repaired	10.00
23D Caro-Flat Creek	1 cabin repaired	10.00
46 Kobi-Eureka	2 cabins built	600.00
46D Mt. McKinley Park	8 tents and stoves	530.00
Total		\$1,400.00

DISTRIBUTION OF EXPENDITURES.

Type	Miles*	Expenditures	Unit Cost Dollars per Mile
Wagon Road	3311½		
Sled Road	692		
Trail	1023		
Totals	2046½	\$193,917.04	\$ 94.75

(*)—Includes only routes maintained during fiscal year; non-cooperative Territorial projects not included.

KUSKOKWIM DISTRICT

W. W. Lukens, Assistant Superintendent

This district was organized during 1921 when the late Superintendent placed in charge. Due to the operations at Nixons Forks, northeast of McGrath, dredging operations southwest of McGrath, hitherto inaccessible region has been much improved. The Board, last year, made reconnaissance lengths of the Yukon and Kuskokwim Rivers from the Kantishna to the north fork via Iliamna, Ruby to Ophir via Long-Poorman-Cripple, and from Kalchagamut to Russian Mission.

Many years ago, during the Iditarod stage, was constructed the Rainy Pass Trail from Seward to Ruby and Iditarod. It has since maintained a system of winter trails in this region as far as possible. Short roads were constructed around Iditarod and a road was built from Ruby to Long Creek, and a section of the Ophir-Tacotna Road, connected with the Tacotna River, was begun.

A start was made in 1921 in extending the ocean port at the head of the estuary. Should this country continue to develop, the system will be extended to Cape Newenham. Work on developments on the Alaska Peninsula. Work is supervised from the Juneau office.

There are 43 sub-projects in this district. No expenditures were made during the fiscal year. In the assumed charge of the work, the present Board has little of record concerning conditions in this district. It has made extensive reconnaissances throughout the district. It has been able to initiate a systematic route and has already adopted several new routes.

SUMMARY OF ROADS

Sub-Project No.	Name of Route	Wagon Road
17A	Lewis Landing-Dishkaket	
17B	Nulato-Dishkaket	
20C	Rainy Pass-Takotna	
20D	Dishkaket-Kaltag	
20DA	Takotna-Ophir (winter)	
20DB	Ophir-Dishkaket	
32A	Takotna-Flat (summer)	

HOUSE-CIRCLE HOT SPRINGS....(9 MILES)

d from the Circle-Miller House Road at 36, to the Hot Springs.

ment of this route initiated last summer. An automobile passed over the route for

y of Alaska, \$597.75.

YUKON RIVERS (63 MILES SLED ROAD)

Commission allotted funds to this cooperative bridge work.

Commission.....	\$ 1,557.33
Alaska (Coop).....	2,000.00
Alaska (Div).....	480.00
	<hr/>
	\$ 4,037.33

WINTER CABINS.

has done:

Work Done	Cost
5 cabins repaired	\$ 250.00
1 cabin repaired	10.00
1 cabin repaired	10.00
2 cabins built	600.00
8 tents and stoves	530.00
Total	<hr/>
	\$1,400.00

STATEMENT OF EXPENDITURES.

Miles*	Expenditures	Unit Cost Dollars per Mile
..... 331½		
..... 692		
..... 1023		
..... 2046½	\$193,917.04	\$ 94.75

* maintained during fiscal year; non-cooperatives included.

KUSKOKWIM DISTRICT.

W. W. Lukens, Assistant Superintendent.

This district was organized during 1921 and an assistant superintendent placed in charge. Due to the lode mining developments at Nixons Forks, northeast of McGrath, and to the successful dredging operations southwest of McGrath, prospecting in this hitherto inaccessible region has been much stimulated. Members of the Board, last year, made reconnaissance trips throughout the lengths of the Yukon and Kuskokwim Rivers, crossing the portages from the Kantishna to the north fork via Lake Minchumina, from Ruby to Ophir via Long-Poorman-Cripple, from Ophir to Tacotna, and from Kalchagamut to Russian Mission.

Many years ago, during the Iditarod stampede, the Board constructed the Rainy Pass Trail from Seward to Kaltag, with branches to Ruby and Iditarod. It has since maintained and extended the system of winter trails in this region as far south as Iditarod. Some short roads were constructed around Iditarod and Flat, an excellent road was built from Ruby to Long Creek, and three years ago, construction of the Ophir-Tacotna Road, connecting the upper Innoko with the Tacotna River, was begun.

A start was made in 1921 in extending this system to Bethel, the ocean port at the head of the estuary of the Kuskokwim. Should this country continue to develop, as seems likely, the system will be extended to Cape Newenham and across to the oil developments on the Alaska Peninsula. Work in Bethel sub-district is supervised from the Juneau office.

There are 43 sub-projects in this district, upon 15 of which no expenditures were made during the fiscal year. When it assumed charge of the work, the present Board was able to find very little of record concerning conditions in this district. It has now made extensive reconnaissances throughout most of the district. It has been able to initiate a systematic rehabilitation of all old routes and has already adopted several much needed extensions.

SUMMARY OF ROADS.

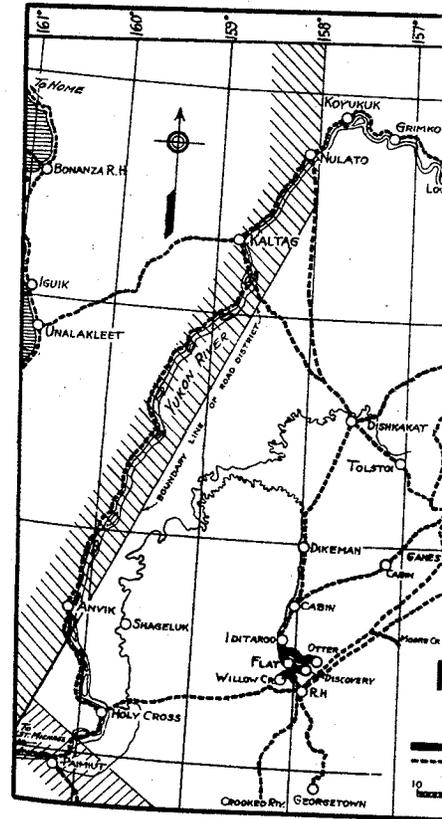
Sub-Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
17A	Lewis Landing-Dishkaket			108	108
17B	Nulato-Dishkaket			90	90
20C	Rainy Pass-Takotna			130	130
20D	Dishkaket-Kaltag			66	66
20DA	Takotna-Ophir (winter)		24		24
20DB	Ophir-Dishkaket			55	55
32A	Takotna-Flat (summer)			95	95

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Sub-Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
32AA	Takotna-Flat (winter via Moore Creek)			93	93
32AB	Flat-Moore Creek (summer)			7	7
32AC	Candle Creek-Takotna			12	12
32B	Iditarod-Flat	8			8
32C	Ophir-Iditarod (winter)			90	90
32D	Flat-Crooked Creek (winter)			62	62
32DD	Flat-Georgetown (summer)			65	65
33A	Otter Creek Towpath			22	22
33B	Summit-Otter Creek	6			6
33C	Flat City-Flat Creek	5			5
33D	Head Flat Creek-Willow Creek	4½			4½
33E	Willow Creek-Chicken Creek	3			3
33F	Flat City-Otter Creek	3			3
33G	Candle Landing-Candle Creek	3			3
34	Iditarod-Dishkaket	9			9
34A	Iditarod-Holy Cross		30	68	98
38A	Ruby-Long Creek			44	44
38AA	Ruby Bridge	30			30
38B	Poorman-Cripple			0	0
38C	Ophir-Cripple (winter)			47	47
38D	Ophir-Takotna (summer)			47	47
38E	Long-Poorman (summer)	23½			23½
38EE	Long-Poorman (winter)	29			29
38F	Poorman-Ophir (summer)		29		29
38G	Takotna Landing			125	125
38H	Flume Dredge Road	1½			1½
38I	Ganes Creek-Yankee Creek	8½			8½
64	Cripple-Lewis Landing	5			5
64A	Cripple-Cripple Mt.			60	60
80A	McGrath-Takotna (summer)			12	12
80AA	McGrath-Takotna (winter)			18	18
80B	McGrath-Berry's Landing			18	18
80C	McGrath-Candle Creek			21	21
80D	Nixon Fork-Nixon Mine			11	11
80E	Takotna-Twin Peaks			37	37
80F	Berry's Landing-Nixon Mine			12	12
90D	Shelter Cabins	12			12
Totals		148	83	1415	1646

EXPENDITURES.

Sub-Project No.	Federal	Territorial	Construction	Maintenance	TOTAL
17A					
17B					
20C					
20D					
20DA	\$ 300.00				\$ 300.00
20DB	500.00			\$ 300.00	\$ 500.00
32A				500.00	500.00
32AA	40.00				40.00
32AB	10.00			40.00	10.00
32AC	12.00			10.00	12.00
32B	3,136.82			12.00	3,136.82
32C	150.00			3,136.82	150.00
32D	350.00			150.00	350.00
32DD	150.00			350.00	150.00
32A				150.00	150.00
33B	600.00				600.00
33C	500.00			600.00	500.00
33D	450.00			500.00	450.00
33E	10.00			450.00	10.00
33F	300.00			10.00	300.00
33G				300.00	
34					
34A	175.00				175.00
38A	2,113.85			175.00	3,113.85
38AA		\$ 1,000.00		3,113.85	
38E	150.00				150.00
38C	400.00			150.00	400.00
38D	19,231.17	6,900.00	\$12,684.96	13,446.21	26,131.17

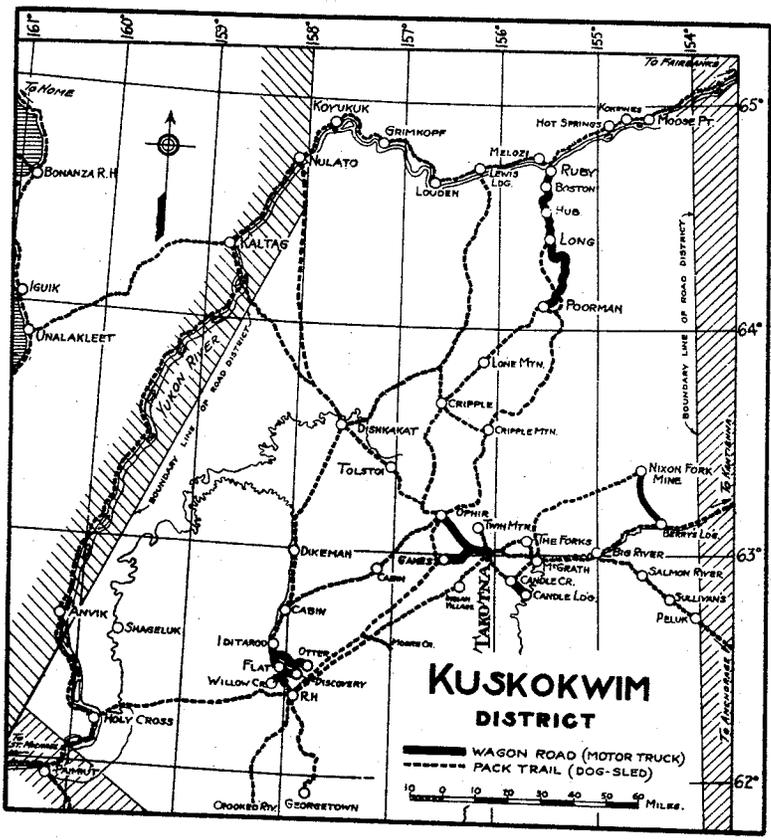


ALASKA ROAD COMMISSION.

Route	Wagon Road	Sled Road	Trail	Total Miles
via Moore			93	93
Summer)			7	7
			12	12
	8		8	8
			90	90
Winter)			62	62
Summer)			65	65
			22	22
			6	6
	5		5	5
Low Creek	4 1/2		4 1/2	4 1/2
1 Creek	3		3	3
Very	3		3	3
le Creek	9		9	9
		30	68	98
			44	44
	30		30	30
			0	0
			47	47
			47	47
Summer)	23 1/2		23 1/2	23 1/2
Summer)	29		29	29
Summer)		29	29	29
Summer)			125	125
	1 1/2		1 1/2	1 1/2
	8 1/2		8 1/2	8 1/2
Creek	5		5	5
18			60	60
			12	12
Summer)			18	18
Winter)			18	18
ending			21	21
ick			11	11
line			37	37
s			12	12
on Mine	12		12	12
			148	148
		83	1415	1646

EXPENDITURES.

Territorial	Construction	Maintenance	TOTAL
		\$ 300.00	\$ 300.00
		500.00	500.00
		40.00	40.00
		10.00	10.00
		12.00	12.00
		3,136.82	3,136.82
		150.00	150.00
		350.00	350.00
		150.00	150.00
		600.00	600.00
		500.00	500.00
		450.00	450.00
		10.00	10.00
		300.00	300.00
		175.00	175.00
\$ 1,000.00		3,113.85	3,113.85
		150.00	150.00
		400.00	400.00
6,900.00	\$12,684.96	13,446.21	26,131.17



Sub-Project No.	Federal	Territorial	Construction	Maintenance	TOTAL
38E	7,239.03	.....	6,000.00	1,239.03	7,239.03
38EE	50.00	.....	.....	50.00	50.00
38F	258.52	.....	.....	258.52	258.52
38G	100.00	.....	.....	100.00	100.00
38H	.....	.....	.....	.....	.....
38I	.....	.....	.....	.....	.....
64	.....	.....	.....	.....	.....
64A	30.00	.....	.....	30.00	30.00
80A	.....	.....	.....	.....	.....
80AA	506.00	.....	.....	506.00	506.00
80B	40.00	.....	.....	40.00	40.00
80C	15.00	.....	.....	15.00	15.00
80D	.....	.....	.....	.....	.....
80E	.....	.....	.....	.....	.....
80F	150.00	.....	.....	150.00	150.00
90D	.....	2,600.00	2,600.00	.....	2,600.00
Totals	\$36,967.39	\$10,500.00	\$21,284.96	\$26,182.43	\$47,467.39

ROUTE 17A—LEWIS LANDING-DISHKAKET.....(108 MILES TRAIL)

An old little-used winter trail. Last expenditure was for the fiscal year 1912. Under investigation.

Expenditure: None.

ROUTE 17B—NULATO-DISHKAKET.....(90 MILES TRAIL)

An old little-used winter trail. Last expenditure was for the fiscal year 1914. Under investigation.

Expenditure: None.

ROUTE 20C—RAINY PASS-TAKOTNA.....(130 MILES TRAIL)

Minor repairs only were made on this route. A contract was let for grading through Dalzelle Canyon to avoid traveling in the the creek bottom. This was successfully accomplished during the season and greatly aided winter travel over this trail.

Vouchers had not been received at the close of the fiscal year.

Expenditure: None.

ROUTE 20D—DISHKAKET-KALTAG.....(66 MILES TRAIL)

An old little-used winter trail, formerly including Routes 20DA and 20DB. Under investigation.

Expenditure: None.

ROUTE 20DA—TAKOTNA-OPHIR.....(24 MILES SLED ROAD)

The winter sled road from Takotna to Ophir is in good repair. From Takotna it follows the wagon road to the summit of the divide, a distance of approximately 5 miles. Here the new winter sled road turns off and follows down the bed of Butte Creek, then down Independence Creek to the Yankee Creek Roadhouse on the Innoko River, a distance of about 9 miles.

Between the Yankee Creek Roadhouse and Ophir the Innoko River had washed away the trail. A new one was cut some distance

out on the Innoko flats away from the river. Also many short turns were cleared away and overhanging trees cut out from the trail.

Expenditure: \$300.00.

ROUTE 20DB—OPHIR-DISHKAKET.....(55 MILES TRAIL)

This is a winter mail trail serving the Tolstoi mining district. Maintenance work consisting of clearing out the right-of-way, cutting runways through steep banks and filling some of the narrow marsh openings with brush corduroy was performed.

Expenditure: \$500.00.

ROUTE 32A—TAKOTNA-FLAT.....(95 MILES TRAIL)

This is the summer route from the Iditarod to Ophir and McGrath. Three shelter cabins and barns were erected during the summers of 1921 and 1922, as follows:

- 1 cabin and horse barn at Brush Creek.
- 1 cabin and horse barn at Fourth of July Creek.
- 1 cabin at Lincoln Creek.

Each of these cabins is constructed with windows and doors and supplied with stoves.

There is considerable travel on this trail in summer time and to make it completely safe tripods should be erected throughout. It passes through untimbered country subject to fogs and storms and travelers have difficulty keeping on the trail.

Expenditure: None, except for shelter cabins and barns.

**ROUTE 32AA—TAKOTNA-FLAT (WINTER, VIA MOORE CREEK)
(93 MILES TRAIL)**

This is a trail which was cut out to provide for the winter mail during the early days of the Iditarod-Flat mining camp. Afterwards, many small creeks were struck in the Innoko district and, due to better snow conditions, travel and mail were diverted by way of Ophir. There is one hydraulic outfit on the upper part of Moore Creek near Flat.

An examination and report were made.

Expenditure: \$40.00.

ROUTE 32AB—FLAT-MOORE CREEK (SUMMER).....(7 MILES TRAIL)

Upon leaving Flat for Moore Creek the summer travel passes over Route 32A for a distance of approximately thirty-five miles. At Fourth of July Creek cabin the Moore Creek trail turns out to the east and dropping down into the head of Moore Creek continues for a distance of seven miles to the present workings. The total dis-

tance from Flat City to Moore Creek is a miles.

An examination and report were made.

Expenditure: \$10.00.

ROUTE 32AC—CANDLE CREEK-TAKOTNA.....

A summer trail for pack horses and foot p Creek to the Ophir-Takotna Roadway is badly travel to and from these districts as the se The distance is twelve miles.

Examination was made and estimate of \$ submitted.

Expenditure: \$12.00.

ROUTE 32B—IDITAROD-FLAT.....(8 MI

This road connects the Iditarod wireles City. Iditarod is also the head of navigat River. The summer wagon road is used for mail trail. Some trouble is encountered by a low divide over which the trail and summe

Prior to last summer no work had been for several years. The Roadway was repaired cleared and the Otter Creek Bridge repaired.

In the spring of 1923 material for a new b was purchased. It is planned to erect it this delivered at Iditarod is \$6,200.00.

Expenditure: \$3,136.82.

ROUTE 32C—OPHIR-IDITAROD.....

This is the winter mail trail between Iditarod mining districts.

There are many bridges on the trail which The estimated cost is \$5,200.00.

In addition to a complete examination, erected or renewed. Two shelter cabins were below.

Expenditure (exclusive of cabins): \$150.00.

ROUTE 32D—FLAT-CROOKED CREEK (WIN TRAIL)

A reconnaissance was made to determine winter routes for trails to connect the Iditar Kuskokwim River.

Improvements on the winter trail by wa were made, as follows:

y from the river. Also many short turns
hanging trees cut out from the trail.

HKAKET.....(55 MILES TRAIL)

trail serving the Tolstoi mining district.
ing of clearing out the right-of-way, cut-
p banks and filling some of the narrow
corduroy was performed.

FLAT.....(95 MILES TRAIL)

route from the Iditarod to Ophir and
cabins and barns were erected during the
as follows:

rn at Brush Creek.

rn at Fourth of July Creek.
Creek.

is constructed with windows and doors

e travel on this trail in summer time
safe tripods should be erected throughout.
ed country subject to fogs and storms and
eeping on the trail.

except for shelter cabins and barns.

**FLAT (WINTER, VIA MOORE CREEK)
(11)**

h was cut out to provide for the winter
s of the Iditarod-Flat mining camp. After-
s were struck in the Innoko district and,
ons, travel and mail were diverted by way
ydraulic outfit on the upper part of Moore

report were made.

**MOORE CREEK (SUMMER).....(7 MILES
TRAIL)**

or Moore Creek the summer travel passes
stance of approximately thirty-five miles.
abin the Moore Creek trail turns out to the
into the head of Moore Creek continues
iles to the present workings. The total dis-

tance from Flat City to Moore Creek is approximately forty-two
miles.

An examination and report were made.

Expenditure: \$10.00.

ROUTE 32AC—CANDLE CREEK-TAKOTNA.....(12 MILES TRAIL)

A summer trail for pack horses and foot passengers from Candle
Creek to the Ophir-Takotna Roadway is badly needed, as many men
travel to and from these districts as the season's work changes.
The distance is twelve miles.

Examination was made and estimate of \$600.00 for construction
submitted.

Expenditure: \$12.00.

ROUTE 32B—IDITAROD-FLAT.....(8 MILES WAGON ROAD)

This road connects the Iditarod wireless station with Flat
City. Iditarod is also the head of navigation on the Iditarod
River. The summer wagon road is used for the winter sled and
mail trail. Some trouble is encountered by drifts at the summit
of a low divide over which the trail and summer road passes.

Prior to last summer no work had been done on this road
for several years. The Roadway was repaired throughout, ditches
cleared and the Otter Creek Bridge repaired.

In the spring of 1923 material for a new bridge for Otter Creek
was purchased. It is planned to erect it this fall. Estimated cost
delivered at Iditarod is \$6,200.00.

Expenditure: \$3,136.82.

ROUTE 32C—OPHIR-IDITAROD.....(90 MILES TRAIL)

This is the winter mail trail between the Innoko and
Iditarod mining districts.

There are many bridges on the trail which should be erected.
The estimated cost is \$5,200.00.

In addition to a complete examination, old tripods were re-
erected or renewed. Two shelter cabins were erected as noted
below.

Expenditure (exclusive of cabins): \$150.00.

**ROUTE 32D—FLAT-CROOKED CREEK (WINTER).....(62 MILES
TRAIL)**

A reconnaissance was made to determine the best summer and
winter routes for trails to connect the Iditarod district with the
Kuskokwim River.

Improvements on the winter trail by way of Crooked Creek
were made, as follows:

Repairs, one shelter cabin.
 Construction, one new shelter cabin.
 Cutting of right-of-way along trail.
 Erecting tripods across open and barren sections.
 Expenditure (exclusive of cabins): \$350.00.

ROUTE 32DD—FLAT-GEORGETOWN (SUMMER).....(65 MILES TRAIL)

The best summer route from Flat to the Kuskokwim follows the ridge across much open and barren country. One shelter cabin and bridges across Bonanza and Donlon Creeks are required. Bonanza Creek will require a 100-foot cable suspension span. Estimated cost of proposed work is \$5,000.00.

The trail has been cut out and one bridge repaired.
 Expenditure: \$150.00.

ROUTE 33A—OTTER CREEK TOWPATH.....(22 MILES TRAIL)

No work has been done upon this sub-project since 1911. Under investigation.
 Expenditure: None.

ROUTE 33B—SUMMIT-OTTER CREEK....(6 MILES WAGON ROAD)

Routine repairs and maintenance.
 Expenditure: \$600.00.

ROUTE 33C—FLAT CITY-FLAT CREEK....(5 MILES WAGON ROAD)

Routine repairs and maintenance.
 Expenditure: \$500.00.

ROUTE 33D—HEAD FLAT CREEK-WILLOW CREEK....(4½ MILES WAGON ROAD)

Routine repairs and maintenance.
 Expenditure: \$450.00.

ROUTE 33E—WILLOW CREEK-CHICKEN CREEK....(3 MILES WAGON ROAD)

An examination was made and estimate of \$2,000.00 for construction submitted.
 Expenditure: \$10.00.

ROUTE 33F—FLAT-OTTER DISCOVERY.....(3 MILES WAGON ROAD)

Routine repairs and maintenance.
 Expenditure: \$300.00.

ROUTE 33G—CANDLE LANDING-CANDLE CREEK (WAGON ROAD)

This summer wagon road constructed the district extends from the river steamboat landing on the Kuskokwim River across the Kuskokwim Valley into the Candle Creek district. The roadway is very narrow, approximately 8 per cent. The roadway is very narrow, constructed with a view to permanency. The Company haul from 125 to 175 tons over this road. To improve to standard would cost approximately \$10,000.00.

Expenditure: None.

ROUTE 34—IDITAROD-DISHKAKET....(30 MILES TRAIL)

The 30 mile sled road between Iditarod and Dishkaketa for the winter freighting of supplies which during the summer have been unable to get farther up the Iditarod trail. The trail between Dikeman and Dishkaketa.

Expenditure: None.

ROUTE 34A—IDITAROD-HOLY CROSS.....

This winter trail was blazed through the accommodation of the mail.

Expenditure: \$175.00.

ROUTE 38A—RUBY-LONG CREEK.....(30 MILES TRAIL)

This is a cooperative project. It is an summer road connecting Ruby with the work. Its extension to Poorman is contemplated.

General maintenance work was performed during the summer. Suffering from spring break-up was repaired. There was seasonal repairing; bridges where broken and the road dragged and graveled. Additional tripods were set up over the hill at Mile 15.

Expenditure:

Alaska Road Commission.....
 Territory of Alaska.....

Total.....

ROUTE 38AA—RUBY BRIDGE.

There is a bridge 125 feet long connecting Ruby with the incorporated town, with Route 38A which is in very poor condition. Bridge reconstruction and repairs to approximately \$3,000.00.

Expenditure: None.

abin.
shelter cabin.
along trail.
open and barren sections.
of cabins): \$350.00.

REGTOWN (SUMMER).....(65 MILES

from Flat to the Kuskokwim follows the
d barren country. One shelter cabin and
d Donlon Creeks are required. Bonanza
t cable suspension span. Estimated cost
00.
t out and one bridge repaired.

BEK TOWPATH.....(22 MILES TRAIL)

re upon this sub-project since 1911. Under

FER CREEK....(6 MILES WAGON ROAD)

maintenance.

FLAT CREEK....(5 MILES WAGON ROAD)

maintenance.

W CREEK-WILLOW CREEK....(4½ MILES

maintenance.

REEK-CHICKEN CREEK....(3 MILES WA-

s made and estimate of \$2,000.00 for

R. DISCOVERY.....(3 MILES WAGON

maintenance.

**ROUTE 33G—CANDLE LANDING-CANDLE CREEK....(9 MILES WA-
GON ROAD)**

This summer wagon road constructed by the operators in
the district extends from the river steamboat landing on the Kus-
kokwim River across the Kuskokwim Valley and over a low roll-
ing mountain into the Candle Creek district. The grade is approxi-
mately 8 per cent. The roadway is very narrow and has not been
constructed with a view to permanency. The Kuskokwim Dredging
Company haul from 125 to 175 tons over this road each season. To
improve to standard would cost approximately \$29,000.00.

Expenditure: None.

**ROUTE 34—IDITAROD-DISHKAKET....(30 MILES SLED ROAD, 68
MILES TRAIL)**

The 30 mile sled road between Iditarod and Dikeman serves
for the winter freighting of supplies which due to low water, may
have been unable to get farther up the Iditarod River the previous
summer. The trail between Dikeman and Dishkakiet is little used.

Expenditure: None.

ROUTE 34A—IDITAROD-HOLY CROSS.....(44 MILES TRAIL)

This winter trail was blazed through the entire length for the
accommodation of the mail.

Expenditure: \$175.00.

ROUTE 38A—RUBY-LONG CREEK.....(30 MILES WAGON ROAD)

This is a cooperative project. It is an excellent winter and
summer road connecting Ruby with the workings on Long Creek.
Its extension to Poorman is contemplated.

General maintenance work was performed and damage re-
sulting from spring break-up was repaired. The work of the season
was seasonal repairing; bridges where broken down were recon-
structed and the road dragged and graveled where needed. Addi-
tional tripods were set up over the hill at Mile 19.

Expenditure:

Alaska Road Commission.....	\$ 2,113.85
Territory of Alaska.....	1,000.00
Total.....	\$ 3,113.85

ROUTE 38AA—RUBY BRIDGE.

There is a bridge 125 feet long connecting Ruby, an unincor-
porated town, with Route 38A which is in very bad condition. Cost
of bridge reconstruction and repairs to approaches is estimated
at \$3,000.00.

Expenditure: None.

ROUTE 38B—POORMAN-CRIPPLE.....(47 MILES TRAIL)

Improvements on the winter mail trail between Cripple City and Poorman are planned, as follows:

- Clearing the trail.
- One 40-foot bridge at Silver Creek, constructed of logs.
- One shelter cabin at Silver Creek.
- Estimated cost: \$900.00.

General repairs of bridges and reconnaissances of relocation were accomplished last season.

Expenditure: \$150.00.

ROUTE 38C—OPHIR-CRIPPLE.....(47 MILES TRAIL)

This is the continuation of the winter mail trail up the Innoko River to Ophir.

The small amount of work performed during the winter consisted of cutting down steep banks and restoring blazes.

Expenditure: \$400.00.

ROUTE 38D—OPHIR-TAKOTNA.....(23½ MILES WAGON ROAD)

This is a cooperative project. The work on this road continued vigorously through the past season in spite of very wet weather. The most important work performed was the construction of a 100-foot Howe truss bridge across Ganes Creek. Native timber was used for this and a substantial permanent structure erected. With the completion of this bridge, all streams crossed on this route are now bridged. In addition, two and one-half miles of new road were constructed. Considerable repairing and graveling was done on the portions of the road completed in 1921 and 1922. All of this road is over ground permanently frozen to bedrock and the required corduroying with drainage and thawing of the road between makes construction slow.

The importance of this road is very high in the district. Two dredges, in addition to about one hundred individual miners, are operating in the Upper Innoko.

Expenditure:

Alaska Road Commission.....	\$19,231.17
Territory of Alaska.....	6,900.00
Total.....	<u>\$26,131.17</u>

ROUTE 38E—LONG-POORMAN.....(29 MILES WAGON ROAD)

This is a very poor summer road, following in part the winter mail trail, Route 38EE. It will require relocating over the greater part of its length.

The first work performed through the construction of a 100-foot Howe truss bridge. This bridge was built from native timber previous winter. With this bridge, light work remains to be done in bringing the standard.

Expenditure: \$7,239.03.

ROUTE 38EE—LONG-POORMAN (WINTER ROAD)

This is a section of the winter mail trail to Ophir. It uses the same bridge across Route 38E.

Routine repairs were performed. Additional work has been provided for the road in excellent shape.

Expenditure: \$50.00.

ROUTE 38F—POORMAN-OPHIR (SUMMER ROAD)

A reconnaissance was made of a summer road to Ophir. Starting from Ophir for Poorman, the trail goes up the Innoko River, then proceeds in a northerly direction for a distance of twenty-three miles to a small valley near the head of the trail continues down Dominion Creek and valley, then up the Bonanza Creek valley divide and down into the Cripple Creek divide of twenty-two miles.

From the cabins on Cripple Creek the trail goes in a northerly direction, and passes west of the divide or watershed with several large divides crossing the basin of Colorado Creek the trail goes down the Dominion Ridge. After traveling in a northerly direction from the mining the trail bears to the northwest for a distance down a long, low ridge into the Timber Creek over a low divide into So. another low divide into Poorman camp and between Cripple Mountain and Poorman. The trail has been erected, spaced approximately twenty feet.

The trail was blazed and cleared through the use of two pack horses were used. In addition to the trail was constructed and four shelter tents, with stock trails through overland trail from the Yukon at Kuskokwim.

Expenditure (exclusive of tents): \$25,000.00.

ROUTE 38D.....(47 MILES TRAIL)

er mail trail between Cripple City
flows:

r Creek, constructed of logs.
Creek.

and reconnaissances of relocation

ROUTE 38E.....(47 MILES TRAIL)

the winter mail trail up the Innoko

work performed during the winter con-
sists of clearing and restoring blazes.

ROUTE 38F.....(23 1/2 MILES WAGON ROAD)

ct. The work on this road continued
season in spite of very wet weather.
performed was the construction of a 100-
foot bridge at Ganes Creek. Native timber was
used in the permanent structure erected. With
this structure all streams crossed on this route are
crossed and one-half miles of new road were
being graded and graveling was done on the
road in 1921 and 1922. All of this road is
graveling to bedrock and the required
thawing of the road between makes

road is very high in the district. Two
one hundred individual miners, are

Construction.....	\$19,231.17
.....	6,900.00
.....	<u>\$26,131.17</u>

ROUTE 38G.....(29 MILES WAGON ROAD)

er road, following in part the winter
road. It requires relocating over the greater

The first work performed through last season was the con-
struction of a 100-foot Howe truss bridge across the Solatna River.
This bridge was built from native timber secured locally during the
previous winter. With this bridge, light loads can be brought
through without breaking them, from Long to Poorman. Considerable
work remains to be done in bringing this route to summer road
standard.

Expenditure: \$7,239.03.

ROUTE 38EE—LONG-POORMAN (WINTER).....(29 MILES SLED
ROAD)

This is a section of the winter mail trail between Ruby and
Ophir. It uses the same bridge across the Solatna River as
Route 38E.

Routine repairs were performed. About \$200.00 worth of
additional work has been provided for which will put this sled
road in excellent shape.

Expenditure: \$50.00.

ROUTE 38F—POORMAN-OPHIR (SUMMER).....(125 MILES TRAIL)

A reconnaissance was made of a summer trail from Poorman
to Ophir. Starting from Ophir for Poorman, the trail fords the
Innoko River, then proceeds in a northerly direction over rolling
hills for a distance of twenty-three miles where a shelter tent is
located in a small valley near the head of Dominion Creek. The
trail continues down Dominion Creek and across Folger Creek and
valley, then up the Bonanza Creek valley, continuing over a low
divide and down into the Cripple Creek district, an additional dis-
tance of twenty-two miles.

From the cabins on Cripple Creek the trail continues in a
northerly direction, and passes west of Cripple Mountain. After
crossing the basin of Colorado Creek the trail follows a high, rolling
divide or watershed with several large domes rising much higher
than the Dominion Ridge. After traveling about sixty-five miles
in a northerly direction from the mining camp at Cripple Creek,
the trail bears to the northwest for a distance of about fifteen miles
down a long, low ridge into the Timber Creek valley and across
Timber Creek over a low divide into Solomon Creek, then over
another low divide into Poorman camp and mining district. Be-
tween Cripple Mountain and Poorman, three shelter tents have
been erected, spaced approximately twenty miles apart.

The trail was blazed and cleared throughout. Two men and
two pack horses were used. In addition to this, several bridges were
constructed and four shelter tents, with stoves, erected. This gives
a through overland trail from the Yukon at Ruby to McGrath on the
Kuskokwim.

Expenditure (exclusive of tents): \$258.52.

ROUTE 38G—TAKOTNA LANDING....(1½ MILES WAGON ROAD)

This new wagon road will lead from the Takotna Trading Post terminal of the Takotna-Ophir road, Route 38D, to a suitable steamer landing on the Takotna River, where the river steamers can land at low water stages.

Construction has been authorized for the current season's operations.

Expenditure: \$100.00.

ROUTE 38H—FLUME DREDGE ROAD..(8½ MILES WAGON ROAD)

This section of roadway extends from Mile 6 out of Takotna on Route 38D, to upper Yankee Creek. It was constructed the summer season of 1921 by the Flume Dredge Company, road scraper, plows and grader being furnished by the Alaska Road Commission. This road is graded and very narrow. It should be widened out, also some ditch work and several culverts placed, at an estimated cost of \$5,000.00.

Expenditure: None.

ROUTE 38I—GANES CREEK-YANKEE CREEK....(5 MILES WAGON ROAD)

This section of roadway is approximately five miles long. It was constructed by the Innoko Dredging Company to freight in a large dredge the winter of 1922-1923, to be installed on Ganes Creek at Claim No. 6, above where the roadway terminates. About \$2,500.00 would be required to widen the grade to standard and to connect with Route 38H.

Expenditure: None.

ROUTE 64—CRIPPLE-LEWIS LANDING.....(60 MILES TRAIL)

This is an old, little-used winter trail. Under investigation.

Expenditure: None.

ROUTE 64A—CRIPPLE-CRIPPLE MOUNTAIN....(12 MILES TRAIL)

This is the summer and winter trail connecting Cripple mining district with Cripple City on the Innoko River, where this small district receives its supplies. Approximately \$1,800.00 for grading and small bridges is required for improvement of this trail.

Expenditure: \$30.00.

ROUTE 80A—McGRATH-TAKOTNA.....(18 MILES TRAIL)

A summer pack trail from McGrath to Takotna is badly needed for early spring travel just after the break-up, and in the late fall just before the freeze-up. The distance by river is fifty-five miles.

Expenditure: None.

ROUTE 80AA—McGRATH-TAKOTNA (WAGON ROAD)

This is the winter trail from McGrath to Takotna. It is the former part of the new mail trail from McGrath to Takotna. Log bridges were constructed across creeks.

Expenditure: \$506.00.

ROUTE 80B—McGRATH-BERRYS LAND (WAGON ROAD)

The temporary winter trail leaving McGrath by way of Big River. This trail goes by way of Nixon Fork of the Takotna in the direction passing to the north side of Apuk. It is used in early fall and early spring travel before the break-up. In early fall and during the early spring break-up.

To complete the old section of trail from McGrath to Berrys Land, six miles of new trail will cost approximately \$40.00. Repairs were made last year.

Expenditure: \$40.00.

ROUTE 80C—McGRATH-CANDLE CREEK (WAGON ROAD)

From McGrath to Candle Creek both ways. This trail follows the same trail. The cost of repairs would be approximately \$250.00.

Expenditure: \$15.00.

ROUTE 80D—NIXON FORK-NIXON MINE (WAGON ROAD)

This trail is the winter route for the mail from Nixon Mine by the way of Nixon Valley. It is in poor condition and will require \$500.00 to clear out the trail and to build small bridges across open streams.

Expenditure: None.

ROUTE 80E—TAKOTNA-TWIN PEAKS (WAGON ROAD)

This is a proposed new summer pack trail across the mountains, which would greatly improve this district. \$200.00 has been authorized for marking this trail.

Expenditure: None.

ROUTE 80F—BERRY'S LANDING-NIXON MINE (WAGON ROAD)

The summer wagon road from Berrys Land to Nixon Mine extends six miles in the Kukokwim River and six miles on the shore. The average grade of about five per cent.

LANDING....(1½ MILES WAGON ROAD)

will lead from the Takotna Trading
na-Ophir road, Route 38D, to a suitable
tna River, where the river steamers can

authorized for the current season's opera-

LARGE ROAD..(8½ MILES WAGON ROAD)

extends from Mile 6 out of Takotna
Yankee Creek. It was constructed the
by the Flume Dredge Company, road
being furnished by the Alaska Road Com-
maded and very narrow. It should be
tch work and several culverts placed,
00.00.

K-YANKEE CREEK....(5 MILES WAGON

way is approximately five miles long.
Innoko Dredging Company to freight in
of 1922-1923, to be installed on Ganes
e where the roadway terminates. About
d to widen the grade to standard and
L.

BERRY'S LANDING.....(60 MILES TRAIL)

used winter trail. Under investigation.

CRIPPLE MOUNTAIN....(12 MILES TRAIL)

and winter trail connecting Cripple mining
on the Innoko River, where this small
ies. Approximately \$1,300.00 for grading
ed for improvement of this trail.

TAKOTNA.....(18 MILES TRAIL)

from McGrath to Takotna is badly needed
t after the break-up, and in the late fall
The distance by river is fifty-five miles.

ROUTE 80AA—McGRATH-TAKOTNA (WINTER)..(18 MILES TRAIL)

This is the winter trail from McGrath to Takotna and will
form part of the new mail trail from Kobi, Route 46.

Log bridges were constructed across three of the larger
creeks.

Expenditure: \$506.00.

ROUTE 80B—McGRATH-BERRYS LANDING.....(21 MILES TRAIL)

The temporary winter trail leaving McGrath for Berry's
Landing went by way of Big River. This new trail leaves McGrath
by way of Nixon Fork of the Takotna and continues in an easterly
direction passing to the north side of Apple Mountain. This affords
early fall and early spring travel before the river closes in the
fall and during the early spring break-up.

To complete the old section of trail and construct the seven
miles of new trail will cost approximately \$1,200.00. Only minor
repairs were made last year.

Expenditure: \$40.00.

ROUTE 80C—McGRATH-CANDLE CREEK.....(11 MILES TRAIL)

From McGrath to Candle Creek both winter and summer travel
follows the same trail. The cost of repairing several small bridges
would be approximately \$250.00.

Expenditure: \$15.00.

ROUTE 80D—NIXON FORK-NIXON MINE.....(37 MILES TRAIL)

This trail is the winter route for traveling to and from the
Nixon Mine by the way of Nixon Valley. It is in very poor condi-
tion and will require \$500.00 to clear out brush and windfalls and
to build small bridges across open streams and deep narrow channels.

Expenditure: None.

ROUTE 80E—TAKOTNA-TWIN PEAKS.....(12 MILES TRAIL)

This is a proposed new summer pack trail from Takotna north
across the mountains, which would greatly assist the prospectors in
this district. \$200.00 has been authorized for cost of cutting and
marking this trail.

Expenditure: None.

ROUTE 80F—BERRY'S LANDING-NIXON MINE....(12 MILES WA-
GON ROAD)

The summer wagon road from Berry's Landing on the Kusko-
kwim River to the Nixon Mine extends six miles across low benches
in the Kukokwim River and six miles up the mountain with an
average grade of about five per cent.

The Alaska Treadwell Gold Mining Company have so far constructed a very narrow and lightly graded roadway. A caterpillar tractor and accessories were furnished by the Alaska Road Commission. About \$24,000.00 is the estimated cost of completing the road.

Expenditure: \$150.00.

ACCOUNT NO. 90D—SHELTER CABINS.

The following work was done:

Trail	Work Done	Cost
Route 32A Takotna-Flat	3 cabins	\$ 900.00
	2 barns	600.00
32C Ophir-Iditarod	2 cabins	400.00
32D Flat-Crooked Creek	1 cabin	250.00
	1 cabin repaired	50.00
38F Peorman-Ohpir	4 tents	400.00
Total		\$2,600.00

DISTRIBUTION OF EXPENDITURES.

Type	Miles*	Expenditures	Unit Cost Dollars per Mile
Wagon Road	125½		
Sled Road	53		
Trail	709		
Totals	887½	\$44,867.39	\$ 50.50

(*)—Includes only routes maintained during fiscal year.

NOME DISTRICT

Charles D. Jones, Superi

The peculiarly unfavorable soil conditions and absence of timber suitable for corduroy original construction and to the cost of trails in this district.

The first boat from Seattle reaches Nome the last boat leaves early in November. All supplies must be delivered upon the Seward Peninsula. During the winter, mail is received by the Government Railroad, 659 miles from

Nome is of especial importance as the shore of Bering Sea makes it the first port in the spring and the last to close in the Seward Peninsula. While the bulk of the supplies points is delivered in mid-summer for the great majority of personnel will always remain the point of debarkation in the fall, at the beginning and close of the season. From Nome or intermediate points on the Seward Peninsula, mail trails radiate in Western Alaska, as far north as Point Barrow and Newenham.

The creeks in the immediate vicinity of Nome are supplied by a system of about 60 miles of roads. There are also local systems in the vicinity of Landing, Deering, Candle, Council, and other principal through summer road extends a distance of 82 miles. The Seward Peninsula from Nome to Shelton, a distance of 87 miles, is operated as a common carrier some times maintained as a tram line using dogs as motive power.

Two types of winter mail trails are used: first, the permanent trails which follow the coast permanently tripoded or otherwise marked; and second, the temporary flagged trails, which are dependent upon winter snow drifts, storm conditions, and which are restaked in winter after conditions become somewhat open tundra where there are no distinct

Gold Mining Company have so far completed lightly graded roadway. A caterpillar is furnished by the Alaska Road Commission is the estimated cost of completing the

LATER CABINS.

was done:

Work Done	Cost
3 cabins	\$ 900.00
2 barns	600.00
2 cabins	400.00
1 cabin	250.00
1 cabin repaired	50.00
4 tents	400.00
	<u>\$2,600.00</u>

SUMMARY OF EXPENDITURES.

Miles*	Expenditures	Unit Cost Dollars per Mile
125½		
53		
709		
887½	\$44,867.39	\$ 50.50

maintained during fiscal year.

NOME DISTRICT.

Charles D. Jones, Superintendent.

The peculiarly unfavorable soil conditions prevailing and the absence of timber suitable for corduroy add both to the cost of original construction and to the cost of maintenance of roads and trails in this district.

The first boat from Seattle reaches Nome late in June, and the last boat leaves early in November. All supplies for the entire year must be delivered upon the Seward Peninsula between these dates. During the winter, mail is received by dog team from Dunbar, on the Government Railroad, 659 miles from Nome.

Nome is of especial importance as its location on the exposed shore of Bering Sea makes it the first port of call open to navigation in the spring and the last to close in the fall of all ports on the Seward Peninsula. While the bulk of the freight to Seward Peninsula points is delivered in mid-summer through the nearest port, for the great majority of personnel wintering outside, Nome will always remain the point of debarkation in the spring and embarkation in the fall, at the beginning and close of the season, respectively. From Nome or intermediate points on the through mail trail from Fort Gibbon and Dunbar, mail trails radiate to all inhabited points in Western Alaska, as far north as Point Barrow and south to Cape Newenham.

The creeks in the immediate vicinity of Nome are now well supplied by a system of about 60 miles of wagon and auto-truck roads. There are also local systems in the vicinity of Davidson's Landing, Deering, Candle, Council, and Dime Landing. The principal through summer road extends from Nome to Council, a distance of 82 miles. The Seward Peninsular Railway, which extends from Nome to Shelton, a distance of 87 miles, and which ceased operations as a common carrier some ten years ago, is still maintained as a tram line using dogs as motive power.

Two types of winter mail trails are maintained in this district: first, the permanent trails which follow a definite location and are permanently tripoded or otherwise marked across the open tundra; and second, the temporary flagged trails, which cut across lakes and arms of the sea, or represent short-cuts and alternative routes dependent upon winter snow drifts, storms or other seasonal climatic conditions, and which are restaked in whole or in part each winter, after conditions become somewhat stabilized. Upon the open tundra where there are no distinguishing land marks, and

during snow storms, the traveler is absolutely dependent upon working his way from stake to stake. Travelers have occasionally been found frozen to death within a few yards of shelter.

There are 62 sub-projects in this district, upon 27 of which no expenditures were made during the year. In several cases work was done but the vouchers have not yet been received. All work was handled upon a cooperative basis, all available Territorial funds being added to funds of the Board to maintain and improve the entire system of roads and trails.

Much work is in isolated sections from which bills have been as much as two years in showing up. The definite determination in advance of the work to be done and a prompt inspection after completion have been entirely impossible at any reasonable cost. The superintendent of the Board has been forced therefore, in many cases to depend upon mail carriers, other Federal or Territorial officials, and local merchants, for the letting of contracts and the supervision of the work. As a result of its investigations, the Board has picked up some additional mileage upon which some expenditures have been made in the past, either by the Territory or itself, and has definitely adopted several new sub-projects.

SUMMARY OF ROADS

Sub-Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
8	Nome-Council	57		25	82
8A	Bonanza Ferry				0
8B	Safety Ferry				0
8C	Council Ferry				0
8D	Council-Ophir Creek Road	12			12
8E	Melsing Creek Road	4			4
8F	Warm Creek-Elkhorn Trail			11	11
8G	Bear Creek Trolley				0
8H	Casa de Paga Road	20			20
8I	Hurrah Creek	5			5
8J	Shovel Creek	5			5
13A	Nome-Bessie	3 ¹ / ₂			3 ¹ / ₂
13B	Bessie-Banner	3 ¹ / ₂			3 ¹ / ₂
13C	Bessie-Little Creek	2			2
13D	Bessie-Dry Creek	1 ¹ / ₄			1 ¹ / ₄
13E	Dry Creek-Newton	1 ¹ / ₂			1 ¹ / ₂
13F	Nome-Osborne	8			8
13G	Grass Gulch	2			2
13H	Center Creek	1 ¹ / ₂			1 ¹ / ₂
13I	Nome River Extension	5			5
13J	Wonder-Flat Creek	2			2
13K	Bessie-Buster	7 ¹ / ₂			7 ¹ / ₂
18	Kaltag-Solomon			248 ¹ / ₂	248 ¹ / ₂
18A	Bonanza-Kotzebue			24 ⁰ / ₁₀	24
18B	Golovin-Council			35	35
21	Unalakleet-St. Michael			6 ⁰ / ₁₀	6
25A	Cripple River	12			12
25B	Penny River	1 ¹ / ₂			1 ¹ / ₂
25C	Nome Wireless	1 ¹ / ₂			1 ¹ / ₂
25D	Mouth of Center Creek	2			2
25E	Submarine Paystreak	3			3
25F	Anvil Glacier	3			3
25G	Snake River Extension	3			3
25H	Otter Creek	1 ¹ / ₂			1 ¹ / ₂
25I	Sinrock Ferry			0	0
26	Candle-Candle Creek	6			6
26A	Kugruk River Approach	1 ¹ / ₄			1 ¹ / ₄
26B	Bear Creek Trail			45	45

Sub-Project No.	Name of Route
27	Deering-Inmachuk
28	Dahl Creek-Candle Trail
28A	Nome-Taylor
37	Topkok-Candle Winter Trail
41	Kiana-Klery Creek
41A	Kotzebue-Shungnak
41B	Kotzebue-Point Barrow
42	St. Michael-Kotlik Trail
49	Davidson's Landing-Taylor
62	Dime Creek Corduroy
67	Nome-Teller
67A	Teller-Lost River
67B	Teller-Bluestone
67C	Teller-Mary's Igloo
68	Flagging Trails
73	Marshall Road
73A	Kotlik-Marshall
73B	Stuyahok
77	Shelton Ferries
77A	Ferries
77B	Bridges
77C	Trolleys
89	Kougarok Reconnaissance
89A	Seward Peninsula Railroad
96B	Shelter Cabins

Totals

EXPENDITUR

Sub-Project No.	Federal	Territorial	Co
8	\$ 3,687.46	\$ 3,690.00	
8A	241.80	200.00	
8B	292.90	500.00	
8C	26.00	50.00	
8D	45.91	100.00	
8E			
8F			
8G	1.00	10.00	
8H	17.34	100.00	
8I			
8J			
13A	77.60	900.00	
13B	77.92	300.00	
13C	202.66	5,000.00	
13D			
13E			
13F	772.11	2,000.00	
13G			
13H			
13I	8.57	20.00	
13J			
13K	235.73	2,000.00	
18	3,514.24	460.00	
18A	523.74	1,135.56	
18B	10.00	40.00	
21	85.00	100.00	
25A		10.00	
25B			
25C			
25D			
25E			
25F	44.85	100.00	
25G	77.30	300.00	
25H			
25I	58.50	300.00	
26	1,976.34	1,000.00	
26A			
26B			
27	4,401.60	3,500.00	

is absolutely dependent upon working
Travelers have occasionally been
few yards of shelter.

in this district, upon 27 of which
ing the year. In several cases work
not yet been received. All work
basis, all available Territorial funds
rd to maintain and improve the en-

ections from which bills have been
ing up. The definite determination
one and a prompt inspection after
impossible at any reasonable cost.

has been forced therefore, in many
riers, other Federal or Territorial
or the letting of contracts and the
result of its investigations, the Board
ileage upon which some expenditures
ther by the Territory or itself, and
ew sub-projects.

Y OF ROADS

Wagon Road	Sled Road	Trail	Total Miles
57		25	82
			0
			0
			0
12			12
4			4
		11	11
			0
20			20
5			5
5			5
3 1/2			3 1/2
3 1/2			3 1/2
2			2
1 1/4			1 1/4
1 1/2			1 1/2
8			8
2			2
1 1/2			1 1/2
5			5
2			2
7 1/2			7 1/2
		248 1/2	248 1/2
		240	240
		35	35
		60	60
12			12
1 1/2			1 1/2
1 1/2			1 1/2
2			2
3			3
3			3
3			3
1 1/2			1 1/2
			0
6			6
1/4			1/4
		45	45

Sub-Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
27	Deering-Inniachuk	25			25
28	Dahl Creek-Candle Trail			140	140
28A	Nome-Taylor			135	135
37	Topkok-Candle Winter Trail			154	154
41	Kiana-Klery Creek	1		11	12
41A	Kotzebue-Shungnak			200	200
41B	Kotzebue-Point Barrow			500	500
42	St. Michael-Kotlik Trail			70	70
49	Davidson's Landing-Taylor	24	16		40
62	Dime Creek Corduroy	9			9
67	Nome-Teller			80	80
67A	Teller-Lost River			21	21
67B	Teller-Bluestone			18	18
67C	Teller-Mary's Igloo			40	40
68	Flagging Trails			712	712
73	Marshall Road	4 1/4			4 1/4
73A	Kotlik-Marshall			190	190
73B	Stuyahok		11		11
77	Shelton Ferries				0
77A	Ferries				0
77B	Bridges				0
77C	Trolleys				0
89	Kougarok Reconnaissance				0
89A	Seward Peninsula Railroad	87			87
90B	Shelter Cabins				
Totals		322 3/4	27	2935 1/4	3285 3/4

EXPENDITURES.

Sub-Project No.	Federal	Territorial	Construction	Maintenance	TOTAL
8	\$ 3,687.46	\$ 3,690.00		\$ 7,377.46	\$ 7,377.46
8A	241.80	200.00		441.80	441.80
8B	292.90	500.00		792.90	792.90
8C	26.00	50.00		76.00	76.00
8D	45.91	100.00		145.91	145.91
8E					
8F					
8G	1.00	10.00		11.00	11.00
8H	17.34	100.00		117.34	117.34
8I					
8J					
13A	77.60	900.00		977.60	977.60
13B	77.92	300.00		377.92	377.92
13C	202.66	5,000.00		5,202.66	5,202.66
13D					
13E					
13F	772.11	2,000.00		2,772.11	2,772.11
13G					
13H					
13I	8.57	20.00		28.57	28.57
13J					
13K	235.73	2,000.00		2,235.73	2,235.73
18	3,514.24	460.00		3,974.24	3,974.24
18A	523.74	1,135.50		1,659.24	1,659.24
18B	10.00	40.00		50.00	50.00
21	85.00	100.00		185.00	185.00
25A		10.00		10.00	10.00
25B					
25C					
25D					
25E	44.85	100.00		144.85	144.85
25F	77.30	300.00		377.30	377.30
25G					
25H					
25I	58.50	300.00		358.50	358.50
26	1,976.34	1,000.00		2,976.34	2,976.34
26A					
26B					
27	4,401.60	3,500.00		7,901.60	7,901.60

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Sub-Project No.	Federal	Territorial	Construction	Maintenance	TOTAL
28					
28A	50.00	400.00		450.00	450.00
37					
41					
41A	22.50	500.00		522.50	522.50
41B					
42	10.00	40.00		50.00	50.00
49	11.09	200.00		211.09	211.09
62	8,314.73	2,000.00	\$ 8,900.00	2,314.73	10,314.73
67	192.77	800.00		992.77	992.77
67A	217.11	1,600.00		1,817.11	1,817.11
67B					
67C					
68	3,009.34	4,000.00		7,009.34	7,009.34
73					
73A					
73B					
77	81.50	100.00		181.50	181.50
77A	240.35	600.00		840.35	840.35
77B	69.65	100.00		169.65	169.65
77C					
89	327.45			327.45	327.45
89A					
90B		1,500.00	1,000.00	500.00	1,500.00
Totals	\$28,925.06	\$33,655.50	\$ 9,000.00	\$53,580.56	\$62,580.56

ROUTE 8—NOME COUNCIL (57 MILES WAGON ROAD, 25 MILES TRAIL)

From Nome this road follows the coast to Bonanza, Mile 32, then along the Solomon River to East Fork, Mile 49. It then follows the bed of the East Fork, for a distance of about ten miles to the divide and crosses over the Skookum Divide, passing the head of Skookum Creek into the head waters of Fox River, a distance of six miles. Thence down Fox River, a distance of twelve miles, following the creek bed to the end of the Council corduroy which it follows to Council, a distance of five miles.

There are three ferries crossed en route and one trolley, all maintained by this Commission.

Work was carried out for the protection of the entire road during the breakup. Ditches were cleared and snow and ice shoveled from bridges. The ice was blasted in Nome River for the protection of the Nome River Bridge. The work during the open season consisted first, in repairing all seasonal damages, removing slides, restoring drainage and graveling. The work was distributed, as follows:

Nome to Solomon: General repairs and replacing of two culverts.

Bonanza to East Fork: A large culvert was put in at Manila Creek. A ford was rip-rapped near Orofino. General repair work was performed in a substantial way throughout this entire section. One-half mile of road was graveled. Every effort is being made to bring this important road, Nome to Council, up to the same standard throughout. Stages operate weekly upon it and the most important mining camps of the district are located upon it.

ANNUAL REPORT ALASKA ROAD COMMISSION.

Expenditure:

Alaska Road Commission.....
Territory of Alaska.....

Total.....

ROUTE 8A—BONANZA FERRY.

This is a ferry across the mouth of the a distance of about one hundred and fifty feet for light repairs and salary of ferryman.

Expenditure:

Alaska Road Commission.....
Territory of Alaska.....

Total.....

ROUTE 8B—SAFETY FERRY.

This ferry crosses the opening of Ber 22, a distance of twelve hundred feet. Expenditure of ferryman, a new cable and material for 1

Expenditure:

Alaska Road Commission.....
Territory of Alaska.....

Total.....

ROUTE 8C—COUNCIL FERRY.

This is a ferry across the Niukluk River connects Council with Route 8.

Expenditure:

Alaska Road Commission.....
Territory of Alaska.....

Total.....

ROUTE 8D—COUNCIL-OPHIR CREEK ROAD (ROAD)

This road follows up Ophir Creek to Crooked Creek then to the working on Crooked Creek. travel from Council is over this road, which is maintained. The road was originally maintained from the Alaska Road Commission.

Expenditure:

Alaska Road Commission.....
Territory of Alaska.....

Total.....

Material	Construction	Maintenance	TOTAL
100.00		450.00	450.00
100.00		522.50	522.50
40.00		50.00	50.00
200.00		211.09	211.09
100.00	\$ 8,000.00	2,314.73	10,314.73
800.00		992.77	992.77
500.00		1,817.11	1,817.11
900.00		7,009.34	7,009.34
100.00		181.50	181.50
500.00		840.35	840.35
100.00		169.65	169.65
		327.45	327.45
500.00	1,000.00	500.00	1,500.00
555.50	\$ 9,000.00	\$53,580.56	\$62,580.56

(57 MILES WAGON ROAD, 25 MILES

follows the coast to Bonanza, Mile 32, to East Fork, Mile 49. It then follows a distance of about ten miles to the Skookum Divide, passing the head of the waters of Fox River, a distance of six miles to the Council River, a distance of twelve miles to the end of the Council corduroy which is a distance of five miles.

crossed en route and one trolley, all main-

for the protection of the entire road the trees were cleared and snow and ice were blasted in Nome River for the River Bridge. The work during the winter in repairing all seasonal damages, drainage and graveling. The work was

general repairs and replacing of two cul-

A large culvert was put in at Manila near Orofino. General repair work was done all way throughout this entire section. It was paved. Every effort is being made to get the road to Council, up to the same standard as the road weekly upon it and the most important culverts are located upon it.

Expenditure:

Alaska Road Commission.....	\$ 3,687.46
Territory of Alaska.....	3,690.00
Total.....	\$ 7,377.46

ROUTE 8A—BONANZA FERRY.

This is a ferry across the mouth of the Bonanza River, Mile 32, a distance of about one hundred and fifty feet. Expenditures were for light repairs and salary of ferryman.

Expenditure:

Alaska Road Commission.....	\$ 241.80
Territory of Alaska.....	200.00
Total.....	\$ 441.80

ROUTE 8B—SAFETY FERRY.

This ferry crosses the opening of Bering Sea at Safety, Mile 22, a distance of twelve hundred feet. Expenditures were for salary of ferryman, a new cable and material for upkeep and repairs.

Expenditure:

Alaska Road Commission.....	\$ 292.90
Territory of Alaska.....	500.00
Total.....	\$ 792.90

ROUTE 8C—COUNCIL FERRY.

This is a ferry across the Niukluk River at Council and connects Council with Route 8.

Expenditure:

Alaska Road Commission.....	\$ 26.00
Territory of Alaska.....	50.00
Total.....	\$ 76.00

ROUTE 8D—COUNCIL-OPHIR CREEK ROAD... (12 MILES WAGON ROAD)

This road follows up Ophir Creek to Crooked Creek, Mile 12, and then to the working on Crooked Creek, Mile 14. The heaviest travel from Council is over this road, which is in very good condition. The road was originally maintained by small appropriations from the Alaska Road Commission.

Expenditure:

Alaska Road Commission.....	\$ 45.91
Territory of Alaska.....	100.00
Total.....	\$ 145.91

ROUTE 8E—MELSING CREEK ROAD....(4 MILES WAGON ROAD)

This road follows up Melsing Creek to the end of the workings, four miles from Council. It has been maintained by poll tax monies with some slight expenditures by the Alaska Road Commission.

Expenditure: None.

ROUTE 8F—WARM CREEK-ELKHORN TRAIL....(11 MILES TRAIL)

This is a trail leading to Warm and Elkhorn Creeks. It leaves the Ophir Road at a point about two miles from Council and crosses the Ophir Divide to Warm Creek, a distance of six miles, and from Warm Creek it crosses a low divide to Elkhorn, a distance of five miles. The only expenditures on this road have been from the poll tax collections.

Expenditure: None.

ROUTE 8G—BEAR CREEK TROLLEY.

This trolley, on a cable suspended over Bear Creek for the benefit of foot travelers, is about two miles south of Council near the Council corduroy crossing Bear Creek.

Light repairs were made.

Expenditure:

Alaska Road Commission.....	\$	1.00
Territory of Alaska.....		10.00
Total.....	\$	11.00

ROUTE 8H—CASA DE PAGA ROAD (20 MILES WAGON ROAD)

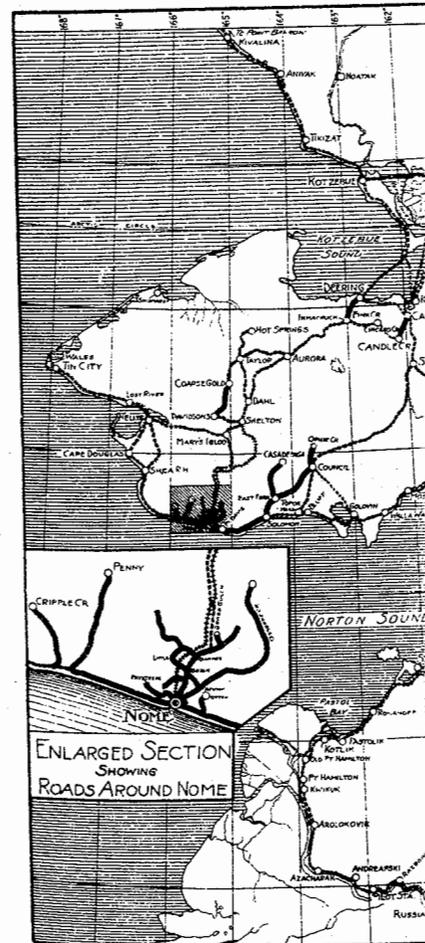
From East Fork this road follows the Solomon River Bed for about one mile to the mouth of Montana Creek, then crosses the Ruby Divide into Ruby Creek, a distance of three and four-tenths miles. From Ruby the road follows down to the various camps at work on the Casa. Some poll tax money has been spent on this road in addition to the work done by the Territory. There is a total of about twenty miles of wagon trail to the various creeks served in the Casa de Paga.

Expenditure:

Alaska Road Commission.....	\$	17.34
Territory of Alaska.....		100.00
Total.....	\$	117.34

ROUTE 8I—HURRAH CREEK.....(5 MILES WAGON ROAD)

Commencing at the forty-four mile post at the mouth of Hurrah Creek, a road crosses the Solomon River and follows up



PORT ALASKA ROAD COMMISSION.

CREEK ROAD....(4 MILES WAGON ROAD)

From Melsing Creek to the end of the workings, it has been maintained by poll tax monies collected by the Alaska Road Commission.

WARM-ELKHORN TRAIL....(11 MILES TRAIL)

From Council to Warm and Elkhorn Creeks. It leaves Council about two miles from Council and crosses Melsing Creek, a distance of six miles, and from there a low divide to Elkhorn, a distance of five miles. Figures on this road have been from the poll tax.

WAGON TROLLEY.

A cable suspended over Bear Creek for the distance of about two miles south of Council near crossing Bear Creek. Work has been made.

Commission.....	\$	1.00
Alaska.....		10.00
		<hr/>
	\$	11.00

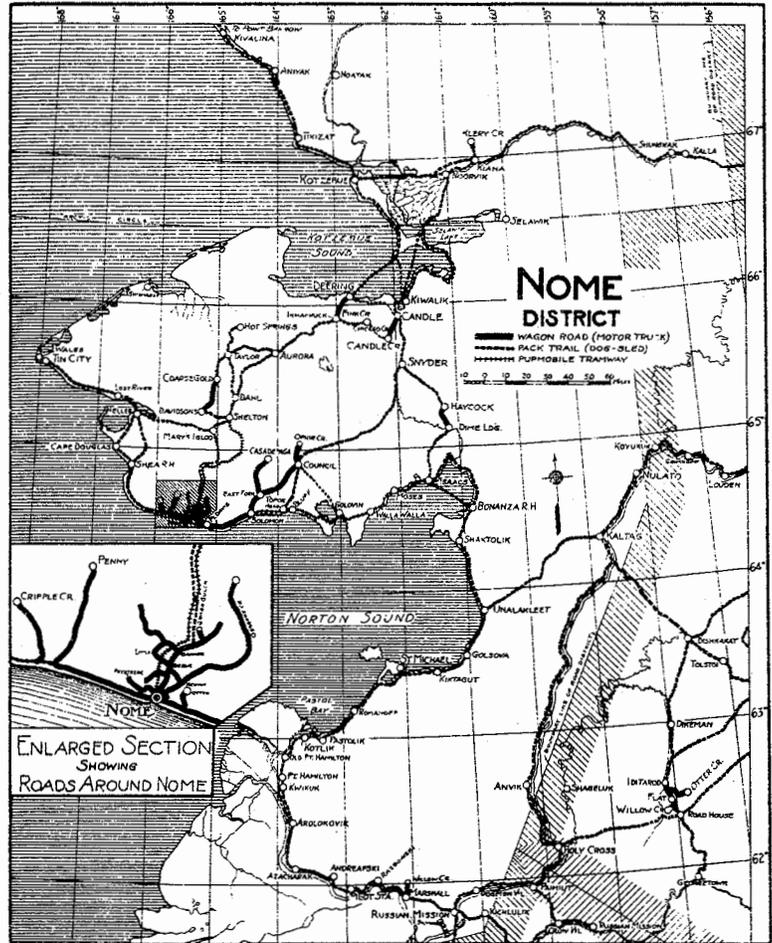
SOLOMON RIVER ROAD (20 MILES WAGON ROAD)

This road follows the Solomon River Bed for about a mile to the mouth of Montana Creek, then crosses the mouth of Montana Creek, a distance of three and four-tenths miles to the various camps. Some poll tax money has been spent on this work done by the Territory. There is a total of wagon trail to the various creeks served.

Commission.....	\$	17.34
Alaska.....		100.00
		<hr/>
	\$	117.34

MELSING CREEK.....(5 MILES WAGON ROAD)

The forty-four mile post at the mouth of Council crosses the Solomon River and follows up the river.



the bed of the creek about five miles to the Lane Quartz Mine and supplies the workings along Hurrah Creek.

Expenditure: None.

ROUTE 8J—SHOVEL CREEK.....(5 MILES WAGON ROAD)

Commencing at the thirty-eight mile post on Route 8 at Shovel Creek, a road follows up Shovel Creek to the works on Kasson and supplies the works along Shovel and its tributaries.

Expenditure: None.

ROUTE 13A—NOME-BESSIE.....(3½ M ES WAGON ROAD)

This is the main road leading from Nome in a northerly direction to the Bessie Claim on the Third Beach line.

The work on this important road consisted of protective work during the breakup and dragging, with a small amount of graveling during the season.

The excessive rainfall of the summer of 1922, with the renewed activity along this road, calls for increased repairs during the next season. A total of eleven thousand tons of freight were hauled over this road last summer. While a very excellent road, the extreme traffic with the abnormal wet season, did considerable damage to the road. This road serves as the main artery to the large dredges now being installed on Little Creek.

This road is badly cut up and will need substantial repair and maintenance work.

Expenditure:

Alaska Road Commission.....	\$ 77.60
Territory of Alaska.....	900.00
Total.....	\$ 977.60

ROUTE 13B—BESSIE-BANNER.....(3½ MILES WAGON ROAD)

This road commences at the Bessie Roadhouse at the end of Route 13A and goes to Anvil Creek at the mouth of Specimen Gulch. This road was also the main artery used in connection with the Bessie Road for the transportation of the material hauled to Little Creek for the dredge operations there.

The work of last season consisted of continuous and general repairs to keep the road passable while withstanding the heavy tonnage hauled over it and the heavy rainfall.

Expenditure:

Alaska Road Commission.....	\$ 77.92
Territory of Alaska.....	300.00
Total.....	\$ 377.92

ROUTE 13C—BESSIE-LITTLE CREEK....(2 MILES WAGON ROAD)

Commencing at the end of Route 13A this road runs west to Little Creek and supplies the workings of the Pioneer Mining Company on Little Creek. This road was also used for transporting the material hauled to Little Creek for the two dredges being installed there. The road was extended through the season from Little Creek to Anvil Creek, a total distance of three-quarters of a mile. The entire road was regraded and graveled. This surfacing was placed to a depth of twelve inches, using the Pierce-Arrow dump trucks. A total of eighteen hundred cubic yards of gravel were used at a cost in place of \$1.34 per cubic yard.

Expenditure:

Alaska Road Commission.....	\$ 202.66
Territory of Alaska.....	5,000.00
Total.....	\$ 5,202.66

ROUTE 13D—BESSIE-DRY CREEK.....(1¼ MILES WAGON ROAD)

Commencing at Bessie, at the end of Route 13A, this road runs east along the Third Beach to Dry Creek. It is in fair condition; there is very little traffic over it and no work required.

Expenditure: None.

ROUTE 13E—DRY CREEK-NEWTON.....(½ MILE WAGON ROAD)

This road is an extension of Route 13D east to Newton Gulch, where it connects with Route 13F at the four mile post. It is in fair condition; there is very little traffic over it and no work is required.

Expenditure: None.

ROUTE 13F—NOME-OSBORNE.....(8 MILES WAGON ROAD)

This road starts from Route 13A at about the mile and three-quarter post and goes in an easterly direction to Osborne Creek.

Substantial improvement was made in this road in 1921 and the work of the past season consisted in bringing the improvements initiated the previous season to completion. Three-quarters of a mile of road was surfaced and the ditching and drainage completed. Twenty-seven hundred lineal feet of road were surfaced at a cost of 19c per foot.

Expenditure:

Alaska Road Commission.....	\$ 772.11
Territory of Alaska.....	2,000.00
Total.....	\$ 2,772.11

ROUTE 13G—GRASS GULCH.....(2

This road leaves Route 13K at about the one mile post and follows a northerly course through the Grass Gulches.

It is in fair condition; there is little work is required.

Expenditure: None.

ROUTE 13H—CENTER CREEK.....(1½

This road commences at about the one mile post on Route 13A and goes in a westerly direction to the upper Center Creek.

Expenditure: None.

ROUTE 13I—NOME RIVER.....(5

This road commences at the eight mile post on Route 13K and follows the west bank of Nome River for five miles.

Expenditure:

Alaska Road Commission.....	
Territory of Alaska.....	

Total.....

ROUTE 13J—WONDER-FLAT CREEK.....(2

This road commences at about the three mile post on Route 13C, following in a southwesterly direction along Wonder Creek to Flat Creek. It is used by miners for their mining on these creeks.

Expenditure: None.

ROUTE 13K—BESSIE-BUSTER.....(7½

This road commences at the end of Route 13A over the divide at the head of Dry Creek and follows Dexter Creek to Nome River, where it crosses Buster Creek and follows up Buster Creek to the eleven mile post near Union Gulch.

Seasonal repairs and dragging through two thousand feet of drainage ditches were made. Soft places were graveled. The ditching and drainage were completed. The ditching was nineteen hundred feet, cost 7c per foot.

Expenditure:

Alaska Road Commission.....	
Territory of Alaska.....	

Total.....

..... CREEK.....(2 MILES WAGON ROAD)

of Route 13A this road runs west to workings of the Pioneer Mining Com. road was also used for transporting Creek for the two dredges being in- s extended through the season from a total distance of three-quarters of a egraded and graveled. This surfacing welve inches, using the Pierce-Arrow ghteen hundred cubic yards of gravel ce of \$1.34 per cubic yard.

mission.....	\$ 202.66
a.....	5,000.00
	<hr/>
	\$ 5,202.66

..... CREEK.....(1 1/4 MILES WAGON ROAD)

at the end of Route 13A, this road runs to Dry Creek. It is in fair condition; r it and no work required.

..... NEWTON.....(1/2 MILE WAGON ROAD)

on of Route 13D east to Newton Gulch, te 13F at the four mile post. It is in y little traffic over it and no work is

..... NE.....(8 MILES WAGON ROAD)

Route 13A at about the mile and three- n easterly direction to Osborne Creek. nt was made in this road in 1921 and consisted in bringing the improvements on to completion. Three-quarters of a nd the ditching and drainage completed. feet of road were surfaced at a cost of

mission.....	\$ 772.11
aska.....	2,000.00
	<hr/>
	\$ 2,772.11

ROUTE 13G—GRASS GULCH.....(2 MILES WAGON ROAD)

This road leaves Route 13K at about the five and three-quarter mile post and follows a northerly course to Grass and Nickola Gulches.

It is in fair condition; there is little traffic over it and no work is required.

Expenditure: None.

ROUTE 13H—CENTER CREEK.....(1 1/2 MILES WAGON ROAD)

This road commences at about the one and three-quarter mile post on Route 13A and goes in a westerly direction to the workings on upper Center Creek.

Expenditure: None.

ROUTE 13I—NOME RIVER.....(5 MILES WAGON ROAD)

This road commences at the eight and one-half mile post on Route 13K and follows the west bank of Nome River for a distance of five miles.

Expenditure:

Alaska Road Commission.....	\$ 8.57
Territory of Alaska.....	20.00

Total.....\$ 28.57

ROUTE 13J—WONDER-FLAT CREEK.....(2 MILES WAGON ROAD)

This road commences at about the three and three-quarter mile post on Route 13C, following in a southwesterly direction over the tailing piles on Wonder Creek to Flat Creek and serves the Alaska mines for their mining on these creeks.

Expenditure: None.

ROUTE 13K—BESSIE-BUSTER.....(7 1/2 MILES WAGON ROAD)

This road commences at the end of Route 13A and follows over the divide at the head of Dry Creek down the right limit of Dexter Creek to Nome River, where it crosses the mouth of Buster Creek and follows up Buster Creek on the left limit to the eleven mile post near Union Gulch.

Seasonal repairs and dragging throughout were performed. Two thousand feet of drainage ditches were dug and a number of soft places were graveled. The ditching, for a total length of nineteen hundred feet, cost 7c per foot.

Expenditure:

Alaska Road Commission.....	\$ 235.73
Territory of Alaska.....	2,000.00

Total.....\$ 2,235.73

ROUTE 18—KALTAG-SOLOMON.....(248½ MILES TRAIL)

Commencing at Kaltag, this overland mail trail crosses the divide or portage to the Unalakleet River, which it follows to Unalakleet. From Unalakleet it follows the coast to Bonanza on the east shore of Norton Bay, crossing to Isaacs Point on the west shore it follows the coast to Walla Walla, where it crosses the divide into the Quinahock. It then follows the Quinahock to its head, crossing the divide into McKinley Creek, which it follows to Golovin Bay and thence to Golovin. From Golovin it crosses to Portage Creek, which it follows to its head, crossing the divide into Cheruk Creek, which it follows to the coast. It follows the coast to Solomon and thence over Route 8 to Nome.

The trail is in good condition but needs constant attention. During the year the entire trail was gone over and many stakes reset. All necessary work between Nome and Unalakleet was done. Arrangements were made for additional work required over the Kaltag Portage between Unalakleet and Kaltag.

Expenditure:

Alaska Road Commission.....	\$ 3,514.24
Territory of Alaska.....	460.00
Total.....	\$ 3,974.24

ROUTE 18A—BONANZA-KOTZEBUE.....(240 MILES TRAIL)

This winter mail trail leaves the Kaltag-Solomon mail trail, Route 18, at Bonanza, Mile 93½, or 155 miles east of Nome on the east shore of Norton Bay and follows up Norton Bay to the mouth of Koyuk River. Crossing over Star Mountain, it reaches the Koyuk River again at Dime Landing and follows Route 62 to Haycock. Crossing successively the Peace River divide, the Peace River Valley and the Sweepstakes Divide, it follows up Sweepstakes Creek to its head. Crossing into the Keewalik Valley, it follows the right limit to Snyder's Roadhouse, then crosses to the left limit as far as the mouth of Lava Creek. It then follows the river to Candle. From Candle, it follows the Keewalik River for two miles, then cuts across the tundra for sixteen miles to Willow Bay, and then follows the coast to Deering. From Deering it crosses Kotzebue Sound on the ice to Choris Peninsula, and follows the coast to Cape Blossom. After a portage of five miles behind Cape Blossom, the coast is followed to Kotzebue.

The entire route was gone over and it is now permanently staked wherever possible. An additional shelter cabin is needed south of Kotzebue.

Expenditure:

Alaska Road Commission.....
Territory of Alaska.....

Total.....

ROUTE 18B—GOLOVIN-COUNCIL.....

This winter mail trail leaves the Kaltag-Solomon mail trail, Route 18, at Golovin, Mile 170½, or seventy-eight miles from the east shore of Golovin Bay. It follows up the coast to Mountain and thence up the Fish and Niuk Mountain. Several portages were brushed out and

Expenditure:

Alaska Road Commission.....
Territory of Alaska.....

Total.....

ROUTE 21—UNALAKLEET-ST. MICHAEL.....

This is the mail trail following the coast from Unalakleet to St. Michael Bay, where it crosses to St. Michael. A reconnaissance was made during the year.

Expenditure:

Alaska Road Commission.....
Territory of Alaska.....

Total.....

ROUTE 25A—CRIPPLE RIVER.....(12 MILES TRAIL)

This road commences at the beach at Cripple River and follows the river for twelve miles to Willow Creek and on to Arctic and Sidley Bay on the left bank of the river.

Expenditure:

Alaska Road Commission.....
Territory of Alaska.....

Total.....

ROUTE 25B—PENNY RIVER.....(11 MILES TRAIL)

This road commences at the beach at Penny River and extends one and one-half miles up the coast around some deep sloughs.

ON.....(248½ MILES TRAIL)

this overland mail trail crosses the akleet River, which it follows to Unalaska, follows the coast to Bonanza on the crossing to Isaacs Point on the west of Walla Walla, where it crosses the trail. It then follows the Quinahock to its head, McKinley Creek, which it follows to Golovin. From Golovin it crosses to the west to its head, crossing the divide into the mountains to the coast. It follows the coast to the west to Nome.

condition but needs constant attention. The trail was gone over and many stakes between Nome and Unalakleet was done. No additional work required over the trail between Unalakleet and Kaltag.

mission.....\$ 3,514.24
 a..... 460.00
\$ 3,974.24

TZEBUE.....(240 MILES TRAIL)

leaves the Kaltag-Solomon mail trail, 93½, or 155 miles east of Nome on the trail and follows up Norton Bay to the mouth of the Star Mountain, it reaches the trail. Landing and follows Route 62 to Haystack, the Peace River divide, the Peace River staves Divide, it follows up Sweepstakes into the Keewalik Valley, it follows the trail to Roadhouse, then crosses to the left of Lava Creek. It then follows the river to the west, it follows the Keewalik River for two miles to tundra for sixteen miles to Willow Bay, to Deering. From Deering it crosses to the west to Choris Peninsula, and follows the trail for a portage of five miles behind Cape Kotzebue to Kotzebue.

gone over and it is now permanently. An additional shelter cabin is needed

Expenditure:

Alaska Road Commission.....\$ 523.74
 Territory of Alaska..... 1,135.50
 Total.....\$ 1,659.24

ROUTE 18B—GOLOVIN-COUNCIL.....(35 MILES TRAIL)

This winter mail trail leaves the Kaltag-Solomon Trail, Route 18, at Golovin, Mile 170½, or seventy-eight miles east of Nome on the east shore of Golovin Bay. It follows up Golovin Bay to White Mountain and thence up the Fish and Niukluk Rivers to Council.

Several portages were brushed out and marked.

Expenditure:

Alaska Road Commission.....\$ 10.00
 Territory of Alaska..... 40.00
 Total.....\$ 50.00

ROUTE 21—UNALAKLEET-ST. MICHAEL.....(60 MILES TRAIL)

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

A reconnaissance was made during the winter.

Expenditure:

Alaska Road Commission.....\$ 85.00
 Territory of Alaska..... 100.00
 Total.....\$ 185.00

ROUTE 25A—CRIPPLE RIVER.....(12 MILES WAGON ROAD)

This road commences at the beach at the mouth of Cripple River and follows the river for twelve miles to the workings near Willow Creek and on to Arctic and Sidney Creeks. It is mainly on the left bank of the river.

Expenditure:

Alaska Road Commission.....\$ 0.00
 Territory of Alaska..... 10.00
 Total.....\$ 10.00

ROUTE 25B—PENNY RIVER.....(1½ MILES WAGON ROAD)

This road commences at the beach at the mouth of Penny River and extends one and one-half miles up the river to allow travel to get around some deep sloughs.

All the freight into Hungry, Oregon, and Nugget Creeks is hauled over this route. From the end of one and one-half miles of work it follows the creek onto the Divide and then around to these creeks.

Expenditure: None.

ROUTE 25C—NOME WIRELESS.....(1/2 MILE WAGON ROAD)

This road serves the wireless plant at Nome. It commences at Steadman Avenue near the beginning of Route 13A and extends east to the wireless station.

Expenditure: None.

ROUTE 25D—MOUTH OF CENTER CREEK.....(2 MILES WAGON ROAD)

This road commences at the west city limits and follows the left bank of the Snake River to a short distance beyond the mouth of Center Creek.

Expenditure: None.

ROUTE 25E—SUBMARINE PAYSTREAK.....(3 MILES WAGON ROAD)

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

Expenditure:

Alaska Road Commission.....	\$ 44.85
Territory of Alaska.....	100.00

Total.....\$ 144.85

ROUTE 25F—ANVIL-GLACIER.....(3 MILES WAGON ROAD)

This road commences at Anvil Creek at the end of Route 13B and crosses the Divide to Glacier Creek.

All of the mining operations in the vicinity of Glacier Creek and the upper Snake River basin are served by this road. The work of the season consisted of general repairs. Ditching and surfacing were restored and repairs made following a severe washout due to a torrential rain.

Expenditure:

Alaska Road Commission.....	\$ 77.30
Territory of Alaska.....	300.00

Total.....\$ 377.30

ROUTE 25G—SNAKE RIVER EXTENSION ROAD)

This road commences at Glacier Creek 25F, extends to and across Snake River flat to Boulder Creek.

Expenditure: None.

ROUTE 25H—OTTER CREEK.....(1 1/2 M)

This road extends from Mile 2 3/4, Route 25G, to and across Otter Creek.

Expenditure: None.

ROUTE 25I—SINROCK FERRY.

A ferry across the Sinrock River, distance 1/2 mile, is 50 feet wide and fifty feet, on the Nome-Teller Trail, Route 25I. Total expenditure was for the salary of the ferryman.

Expenditure:

Alaska Road Commission.....	
Territory of Alaska.....	

Total.....

ROUTE 26—CANDLE-CANDLE CREEK.....(6 M)

This road commences in Candle and extends to Paterson Creek and serves all of the mining operations in the area.

Expenditure was for general repair of the road. The road was regaveled between the three drainage generally restored. This road and its extension is not contemplated.

Expenditure:

Alaska Road Commission.....	
Territory of Alaska.....	

Total.....

ROUTE 26A—KUGRUK RIVER APPROACH ROAD)

No work was done on this project which extends from the coal mine to the Kugruk River.

Expenditure: None.

ROUTE 26B—BEAR CREEK TRAIL.....

This trail is used to haul mining supplies to the mouth of Bear Creek. The Keewalik River is crossed at Bear Creek.

ALASKA ROAD COMMISSION.

ry, Oregon, and Nugget Creeks at the end of one and one-half miles into the Divide and then around to

IS.....(1/2 MILE WAGON ROAD)

less plant at Nome. It commences beginning of Route 13A and extends

OTTER CREEK.....(2 MILES WAGON

the west city limits and follows the a short distance beyond the mouth

RAYSTREAK.....(3 MILES WAGON

car the one-half mile post on Route Bridge and follows the right bank s on Submarine.

ission.....	\$ 44.85
.....	100.00
.....	<u>144.85</u>

R.....(3 MILES WAGON ROAD)

Anvil Creek at the end of Route 13B pier Creek.

ions in the vicinity of Glacier Creek basin are served by this road. The of general repairs. Ditching and sur-irs made following a severe washout

ission.....	\$ 77.30
.....	300.00
.....	<u>377.30</u>

ROUTE 25G—SNAKE RIVER EXTENSION.....(3 MILES WAGON ROAD)

This road commences at Glacier Creek at the end of Route 25F, extends to and across Snake River and thence across the flat to Boulder Creek.

Expenditure: None.

ROUTE 25H—OTTER CREEK.....(1 1/2 MILES WAGON ROAD)

This road extends from Mile 2 3/4, Route 8, in a northerly direction to and across Otter Creek.

Expenditure: None.

ROUTE 25I—SINROCK FERRY.

A ferry across the Sinrock River, distance about one hundred and fifty feet, on the Nome-Teller Trail, Route 67.

Total expenditure was for the salary of the ferryman.

Expenditure:

Alaska Road Commission.....	\$ 58.50
Territory of Alaska.....	300.00

Total.....\$ 358.50

ROUTE 26—CANDLE-CANDLE CREEK....(6 MILES WAGON ROAD)

This road commences in Candle and follows up Candle Creek to Paterson Creek and serves all of the mining on Candle Creek.

Expenditure was for general repair and surfacing the road. The road was regraded between the three and four mile posts and drainage generally restored. This road is in excellent condition and its extension is not contemplated.

Expenditure:

Alaska Road Commission.....	\$ 1,976.34
Territory of Alaska.....	1,000.00

Total.....\$ 2,976.34

ROUTE 26A—KUGRUK RIVER APPROACH.....(1/4 MILE WAGON ROAD)

No work was done on this project which consists of an approach from the coal mine to the Kugruk River.

Expenditure: None.

ROUTE 26B—BEAR CREEK TRAIL.....(45 MILES TRAIL)

This trail is used to haul mining supplies from Candle to Bear Creek. The Keewalik River is crossed and a ridge is followed to Bear Creek.

The trail was brushed out, blazes restored, and two small bridges were replaced.

Expenditure: Included under Route 26.

ROUTE 27—DEERING-INMACHUK.....(25 MILES WAGON ROAD)

This road commences at Deering and extends to the workings on the Inmachuk. It is improved for a distance of twelve miles on the left bank. From the latter point it follows the river bed.

This work consisted in substantial repairs improving drainage and restoring bridges. In addition, the road was extended to the 13 mile post by cutting out all fords previously used. Two miles of willow corduroy were placed and one mile of grading carried out.

Expenditure:

Alaska Road Commission.....	\$ 4,401.60
Territory of Alaska.....	3,500.00
Total.....	\$ 7,901.60

ROUTE 28—DAHL CREEK-CANDLE TRAIL....(140 MILES TRAIL)

This is an overland trail between Dahl Creek and Candle, going in a northeasterly direction from Dahl Creek to the Kougarok River, then following the east slope of the divide to the head of Boulder, where it crosses into Aurora Creek. It follows to the mouth of Aurora Creek, crosses the Noxapaga, and goes up Berry Creek, crossing the divide to the mouth of the right fork of Good Hope, thence up Cottonwood to Divide Creek, thence up Divide Creek, crossing the Divide and following the ridge to the Inmachuk River. Thence down the Inmachuk to Arizona Creek, thence easterly over the Divide to Wade Creek, thence crossing Wade Creek in an easterly direction across Kugruk Flats to the Kugruk River, thence easterly over the divide to the mouth of Paterson, thence down the Candle-Candle Creek Road to Candle.

Expenditure: None.

ROUTE 28A—NOME-TAYLOR.....(135 MILES TRAIL)

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

Expenditure:

Alaska Road Commission.....
Territory of Alaska.....

Total.....

ROUTE 37—TOPKOK-CANDLE WINTER TRAIL)

This is the Candle mail trail. It leaves route 18 at Topkok, fifty-three miles to the head of the Topkok River to its head, thence over the divide crossing the same and the Fish River and then on the Keewalik River to near the mouth of Hunter Creek is but slightly in via Haycock, and the two trails join at the mouth of Hunter Creek or near Snyder's Roadhouse. There is no trail on this trail between Council and the c

Expenditure: None.

ROUTE 41—KIANA-KLERY CREEK....(MILES TRAIL)

A permanent staked winter trail, connects Kiana and Klery.

The ferry at Kiana was rebuilt.

Expenditure: Included with Route

ROUTE 41A—KOTZEBUE-SHUNGNAK

This winter trail extends from Port on Kotzebue Sound, across to the River to Shungnak. Several shelter camps in the Territory and several more are needed to the trail. All portages will have to be marked, some new portages made, and the banks of the river are high and steep.

out, blazes restored, and two small
under Route 26.

CHUK.....(25 MILES WAGON ROAD)

Deering and extends to the workings on
oved for a distance of twelve miles
latter point it follows the river bed.
substantial repairs improving drainage
ddition, the road was extended to the
all fords previously used. Two miles
ed and one mile of grading carried out.

mission.....\$ 4,401.60
..... 3,500.00
.....\$ 7,901.60

CANDLE TRAIL....(140 MILES TRAIL)

between Dahl Creek and Candle, going
om Dahl Creek to the Kougarok River,
of the divide to the head of Boulder,
a Creek. It follows to the mouth of
Noxapaga, and goes up Berry Creek,
outh of the right fork of Good Hope,
ivide Creek, thence up Divide Creek,
wing the ridge to the Inmachuk River.
to Arizona Creek, thence easterly over
thence crossing Wade Creek in an
ruk Flats to the Kugruk River, thence
the mouth of Paterson, thence down
d to Candle.

R.....(135 MILES TRAIL)

leaves Nome over Routes 13A and 13K
ek. Crossing Nome River, it follows
of Willow Creek, then recrosses and
e U. S. Roadhouse at Dorothy Creek,
over the divide to Nugget Creek. From
ses Salmon Lake, follows down Pilgrim
ross the flats to the Hot Springs. It
Igloo and up the Kusatrin River to
is of the summer tram line (Seward
helton, the trail proceeds to Dahl, and
to Taylor.

Expenditure:

Alaska Road Commission.....	\$ 50.00
Territory of Alaska.....	400.00
	<hr/>
Total.....	\$ 450.00

ROUTE 37—TOPKOK-CANDLE WINTER TRAIL.....(154 MILES TRAIL)

This is the Candle mail trail. It leaves the overland mail trail
route 18 at Topkok, fifty-three miles east of Nome, and follows
the Topkok River to its head, thence over the Divide into Skookum,
crossing the same and the Fish River and Niukluk Flats to Council.
This portion is the regular Council winter trail. From Council the
trail follows up Melsing Creek to the head, crosses the divide into the
Fish River Flats, then crossing same in a general northeasterly
direction to Telephone Creek. Following Telephone Creek to its
head it then crosses the Divide and goes down the Koyuk Valley.
It then crosses over into First Chance Creek and up to its head,
then over the Divide into Gold Run Creek. Following down Gold
Run to within two miles of the mouth, the trail then swings northerly
and parallels the Keewalik River to Glacier Creek, then on the left
bank of the Keewalik River to near the mouth of Lava Creek and
then on the Keewalik to Candle. The portion between Council and
the mouth of Hunter Creek is but slightly used as the mail now goes
in via Haycock, and the two trails join at the mouth of Hunter
Creek or near Snyder's Roadhouse. There is considerable travel
on this trail between Council and the coast at Topkok.

Expenditure: None.

ROUTE 41—KIANA-KLERY CREEK....(1 MILE WAGON ROAD, 11 MILES TRAIL)

A permanent staked winter trail, twelve miles in length, con-
nects Kiana and Klery.

The ferry at Kiana was rebuilt.

Expenditure: Included with Route 77A.

ROUTE 41A—KOTZEBUE-SHUNGNAK.....(200 MILES TRAIL)

This winter trail extends from Kotzebue, an open summer
port on Kotzebue Sound, across to the mainland and up the Kobuk
River to Shungnak. Several shelter cabins have been built by the
Territory and several more are needed, as well as general repairs
to the trail. All portages will have to be brushed out, staked and
marked, some new portages made, and all approaches graded as the
banks of the river are high and steep.

Expenditure:

Alaska Road Commission.....	\$ 22.50
Territory of Alaska.....	500.00
	<hr/>
Total.....	\$ 522.50

ROUTE 41B—KOTZEBUE-POINT BARROW.....(500 MILES TRAIL)

This winter mail trail extends from Kotzebue across to the mainland and then along the coast to Point Barrow. It is under investigation.

A shelter cabin near the village of Kivalina has been built.

Expenditure: None.

ROUTE 42—ST. MICHAEL-KOTLIK TRAIL.....(70 MILES TRAIL)

This is a winter mail trail to Kotlik and on up the Yukon to Marshall. From St. Michael it follows the left bank of the St Michael Canal for eight miles, thence across the Canal to the mainland. Thence in a southwesterly direction to Pitmatalik Village, a distance of twenty-seven miles. Thence back to Point Romanof to the beach seven miles, thence to Coffee Point twelve miles. Thence by Pastolik to Kotlik, twelve miles.

With the completion of the work of permanent staking this past fall, this route should be in excellent shape.

Expenditure:

Alaska Road Commission.....	\$ 10.00
Territory of Alaska.....	40.00
	<hr/>
Total.....	\$ 50.00

ROUTE 49—DAVIDSONS LANDING-TAYLOR....(24 MILES WAGON ROAD, 16 MILES SLED ROAD)

This road connects the head of navigation on Imuruk from Teller with Taylor Creek. From Davidson Landing it follows the Marys River to its head, a distance of twenty-four miles, thence over Coco Hill to the head of Coarse Gold Creek to Henry Creek, thence down Henry Creek to the Kougarok; it follows the Kougarok to Taylor Creek. This road was originally built by the Kougarok Mining and Ditch Company and has had work done upon it by them and also by the Taylor Ditch and Mining Company, Kelliher Dredging Company, the Bering Dredging Company and Dave Johnson Freight-ing Company. In 1916 this route was taken over by the Alaska Road Commission and since then has been maintained by them.

Expenditure:

Alaska Road Commission.....	\$ 11.09
Territory of Alaska.....	200.00
	<hr/>
Total.....	\$ 211.09

ROUTE 62—DIME CREEK CORDURO

This road connects Dime Land to Koyuk River about thirty-five miles Creek and the Koyuk, with the worst post office of Haycock and extends above.

Expenditure:

Alaska Road Commission.....	
Territory of Alaska.....	

Total.....

ROUTE 67—NOME-TELLER.....

This is the winter mail trail to Wales. It is permanently staked from the coast from Nome to Cape Douglas, Riley, and then into Teller.

The trail was restaked to Cape given as the cost of staking this Peninsula:

Purchase of 500 stakes.....	
Distributing	
Erecting stakes	

Total.....

Expenditure:

Alaska Road Commission.....	
Territory of Alaska.....	

Total.....

ROUTE 67A—TELLER-LOST RIVER..

This is the extension of Route Wales. It was permanently staked to the Bay from Teller to the Reindeer Beach to Lost River.

Expenditure:

Alaska Road Commission.....	
Territory of Alaska.....	

Total.....

ROUTE 67B—TELLER-BLUESTONE..

From Teller there is a wagon road to Gold Run and the Bluestone country miles.

Commission.....	\$ 22.50
Alaska.....	500.00
	<hr/>
	\$ 522.50

POINT BARROW.....(500 MILES TRAIL)

This trail extends from Kotzebue across to the west coast to Point Barrow. It is under the village of Kivalina has been built.

POINT KOTLIK TRAIL.....(70 MILES TRAIL)

This trail to Kotlik and on up the Yukon to Michael it follows the left bank of the river for 10 miles, thence across the Canal to the northwesterly direction to Pitmatalik Village, 10 miles. Thence back to Point Romanof 10 miles, thence to Coffee Point twelve miles. Thence to Kotlik, twelve miles. The work of permanent staking this past year is in excellent shape.

Commission.....	\$ 10.00
Alaska.....	40.00
	<hr/>
	\$ 50.00

DAVIDSON-LANDING-TAYLOR.....(24 MILES WAGON AND SLED ROAD)

This is the head of navigation on Imuruk from Davidson Landing. From Davidson Landing it follows the coast a distance of twenty-four miles, thence over the Coarse Gold Creek to Henry Creek, thence to the Kougarok; it follows the Kougarok and was originally built by the Kougarok Company and has had work done upon it by them. The Klondike and Mining Company, Kelliher Dredging and Logging Company and Dave Johnson Freight Company and this route was taken over by the Alaska Road Commission then has been maintained by them.

Commission.....	\$ 11.09
Alaska.....	200.00
	<hr/>
	\$ 211.09

ROUTE 62—DIME CREEK CORDUROY.....(9 MILES WAGON ROAD)

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

Expenditure:

Alaska Road Commission.....	\$ 8,314.73
Territory of Alaska.....	2,000.00
	<hr/>
Total.....	\$10,314.73

ROUTE 67—NOME-TELLER.....(80 MILES TRAIL)

This is the winter mail trail to Teller and Cape Prince of Wales. It is permanently staked from Nome to Teller. It follows the coast from Nome to Cape Douglas, where it cuts across to Cape Riley, and then into Teller.

The trail was restaked to Cape Wooley. The following is given as the cost of staking this trail, peculiar to the Seward Peninsula:

Purchase of 500 stakes.....	\$ 112.27
Distributing	80.00
Erecting stakes	800.50
	<hr/>
Total.....	\$ 992.77

Expenditure:

Alaska Road Commission.....	\$ 192.77
Territory of Alaska.....	800.00
	<hr/>
Total.....	\$ 992.77

ROUTE 67A—TELLER-LOST RIVER.....(21 MILES TRAIL)

This is the extension of Route 67 towards Cape Prince of Wales. It was permanently staked as far as Lost River, crossing the Bay from Teller to the Reindeer Station and thence on the Beach to Lost River.

Expenditure:

Alaska Road Commission.....	\$ 217.11
Territory of Alaska.....	1,600.00
	<hr/>
Total.....	\$ 1,817.11

ROUTE 67B—TELLER-BLUESTONE.....(18 MILES TRAIL)

From Teller there is a wagon road leading across the tundra to Gold Run and the Bluestone country, a distance of eighteen miles.

This road has had some road tax expended on it and the Alaska Road Commission has furnished some timber for constructing several small bridges on it. It is still used for hauling to Gold Run and the Bluestone.

Expenditure: None.

ROUTE 67C—TELLER-MARY'S IGLOO.....(40 MILES TRAIL)

Though not a mail trail, this is a well traveled winter route from Teller to Mary's Igloo via Grantly Harbor, Imuruk Bay and the Kuzitrin River.

Expenditure: None.

ROUTE 68—FLAGGING TRAILS.....(712 MILES TRAIL)

Under this heading all expenditures for winter work are included. The expenditure includes the purchase of material for making flags, and the cost of straightening up all stakes and replacing the missing ones on the permanently staked winter trails around Nome, throughout the Seward Peninsula and connecting with the Yukon Valley. Many of the trails are only seasonal ones and are staked by the miners themselves to the creeks on which their workings occur. In these cases this board furnishes the material for staking and the miners do the work.

During the past season provision was made for permanently staking the trail from Lost River to Cape Prince of Wales and the trail up the Kobuk River from the mouth to Shungnak.

In addition to this, temporary staking was provided for the following trails:

Name of Route	Seasonal Miles
Kotzebue to Riley Channel on Kobuk	32
Kotzebue to Seesalik on Pt. Barrow Trail	12
Lockhart Point to Mouth Noatak	6
Deering to Choris Peninsula	40
Keewalik to Choris Peninsula	35
Keewalik to Callahan's Cabin	30
Callahan's to Nazuruk Mouth Kobuk	14
Candle to Keewalik	8
Teller to Gold Run	18
Teller to Douglas	16
Teller to Mission	6
Teller to Head of Harbor	12
Teller to Igloo Creek	6
Romanof to Coffee Point	12
Cheelana to Kotlik	12
St. Michael Bay	5
Bonanza to Mouth Koyuk	30
Isaacs to Mouth Koyuk	20
Bonanza to Isaacs Point to Caches	43
Moses to Walla Walla	20
McKinley Creek to west side Golovin Bay	14
Golovin to White Mountain	12
Nome Locals	100
Around Bluff	6
Around Topkok Head	8
Around Cape Nome	3
Total	520

Expenditure:

Alaska Road Commission.....
Territory of Alaska.....

Total.....

ROUTE 73—MARSHALL ROAD.....(4¼)

This road was constructed by the T hundredths miles are corduroy and two miles graded road. It connects the land shall with the workings on Willow Cree.

Expenditure: None.

ROUTE 73A—KOTLIK-MARSHALL.....

This trail follows the general trend A reconnaissance was made during work is proposed.

Expenditure: None.

ROUTE 73B—STUYAHOK.....

This is a new project. It consists sled road and summer trail from the lar below Russian Mission across to the n Creek.

Expenditure: None.

ROUTE 77—SHELTON FERRIES.

These are two ferries over the two River at Shelton, each about one hundr free ferries, a ferryman being paid to pla the spring and take them out in the fall passengers during the break-up and freeze

Expenditure:

Alaska Road Commission.....
Territory of Alaska.....

Total.....

ROUTE 77A—FERRIES.

In addition to Bonanza Ferry, Rout 8B, Council Ferry, Route 8C, and the Shelt are four other ferries in the Nome Dist not been assigned route numbers.

Cripple River Ferry: This is a fre Cripple River which is at this point one sists of a whale boat on an endless cable

me road tax expended on it and the furnished some timber for constructing It is still used for hauling to Gold

Y'S IGLOO.....(40 MILES TRAIL)

all, this is a well traveled winter route o via Grantly Harbor, Imuruk Bay and

RAILS.....(712 MILES TRAIL)

ll expenditures for winter work are in-cludes the purchase of material for t of straightening up all stakes and re-on the permanently staked winter trails the Seward Peninsula and connecting many of the trails are only seasonal ones ners themselves to the creeks on which these cases this board furnishes the ma-miners do the work.

son provision was made for permanently t River to Cape Prince of Wales and the from the mouth to Shungnak. temporary staking was provided for the

of Route	Seasonal Miles
y Channel on Kobuk	32
alik on Pt. Barrow Trail	12
o Mouth Noatak	6
s Peninsula	40
ris Peninsula	35
han's Cabin	30
zuruk Mouth Kobuk	14
lik	8
un	18
s	16
.....	6
.....	12
of Harbor	6
Creek	12
ee Point	12
tluk	12
y	5
th Koyuk	30
s Koyuk	20
s Point to Caches	43
Walla	20
to west side Golovin Bay	14
e Mountain	12
.....	100
.....	6
.....	8
Head	3
ome	3
.....	520

Expenditure:

Alaska Road Commission.....	\$ 3,009.34
Territory of Alaska.....	4,000.00
Total.....	\$ 7,009.34

ROUTE 73—MARSHALL ROAD.....(4¼ MILES WAGON ROAD)

This road was constructed by the Territory. Two and twelve-hundredths miles are corduroy and two and thirteen-hundredths miles graded road. It connects the landing ten miles above Marshall with the workings on Willow Creek.

Expenditure: None.

ROUTE 73A—KOTLIK-MARSHALL.....(190 MILES TRAIL)

This trail follows the general trend of the lower Yukon. A reconnaissance was made during last winter and additional work is proposed.

Expenditure: None.

ROUTE 73B—STUYAHOK.....(11 MILES SLED ROAD)

This is a new project. It consists of an eleven mile winter sled road and summer trail from the landing on the Yukon River below Russian Mission across to the new diggings on Stuyahok Creek.

Expenditure: None.

ROUTE 77—SHELTON FERRIES.

These are two ferries over the two branches of the Kuzitrin River at Shelton, each about one hundred feet across. They are free ferries, a ferryman being paid to place them in commission in the spring and take them out in the fall and to provide for ferrying passengers during the break-up and freeze-up.

Expenditure:

Alaska Road Commission.....	\$ 81.50
Territory of Alaska.....	100.00
Total.....	\$ 181.50

ROUTE 77A—FERRIES.

In addition to Bonanza Ferry, Route SA, Safety Ferry, Route 8B, Council Ferry, Route 8C, and the Shelton Ferries, Route 77, there are four other ferries in the Nome District which have heretofore not been assigned route numbers.

Cripple River Ferry: This is a free ferry over the mouth of Cripple River which is at this point one hundred feet wide. It consists of a whale boat on an endless cable.

Nome River Ferry: This is a small scow running on a cable across Nome River, where a bridge has been washed out on the Seward Peninsula Railway. It is used by foot pasengers and the cars drawn by dogs on the railway.

Kougarok Ferry: This is a free ferry over the Kougarok River on the Dahl Creek-Candle Trail, Route 28. It consists of a small boat on an endless cable. No expenditure during the fiscal year.

Kiana Ferry: This is a free ferry over the slough on the Kiana-Klery Creek Trail, Route 41. It consists of a small boat on an endless cable.

Expenditure:

Alaska Road Commission.....	\$ 240.35
Territory of Alaska.....	600.00
Total.....	\$ 840.35

ROUTE 77B—BRIDGES.

The following bridges have not heretofore been assigned route numbers:

Nome River Bridge: This is the main highway suspension bridge across Nome River on Route 8, near Fort Davis.

Expenditure: 40.00.

Snake River Footbridge: This is a suspension footbridge over Snake River near the mouth of Boulder Creek.

Expenditure: None.

Shelton Footbridge: This is a suspension footbridge over a slough near Shelton.

Expenditure: None.

Kougarok Footbridge: This is a suspension footbridge over the Kougarok River near the mouth of Coarse Gold Creek.

Expenditure: None.

Taylor Footbridge: This is a suspension footbridge over Taylor Creek at Taylor.

Expenditure: None.

Burnt River Footbridge: This suspension footbridge over Burnt River on the Dahl Creek-Candle Trail, Route 28, was repaired.

Expenditure: 129.65.

Bull Creek Bridge: This is a highway bridge about eighteen feet long, across Bull Creek, giving access to the Sunset Creek workings west of Nome. The creek has very steep banks and a gumbo bottom.

Expenditure: None.

Total expenditure:

Alaska Road Commission.....
Territory of Alaska.....
Total.....

Route 77C—TROLLEYS.

There are two passenger trolleys in not heretofore been assigned route numb

Snake River Trolley: This trolley cage suspended from a cable across Sna Creek.

Expenditure: None.

Nome River Trolley: This trolley co suspended from a cable across Nome F Osborne Creek.

Expenditure: None.

EXAMINATIONS AND S

ROUTE 89—KOUGAROK RECONNAISSA

In addition to the investigation ar made in the field as recommended in last tional routes were gone over and the re

An engineer again inspected the Nom Taylor and proceeding overland to Deer nection with this the route Candle to Dime These reconnaissances, which gathered topography, material encountered and bo economic activity, have given a full and interior of Seward Peninsula.

The following is a syllabus of the re made as required by the Act of Congr for the support of the Army for the fiscal under the item "Construction and mainte roads, bridges and trails, Alaska," which

"That not to exceed \$10,000 of shall be expended for a preliminary port on the feasibility, desirability and most practicable connection Shelton system of communications of the Kugruk River, Chicago Cree Mining District, whether by wagon way, trail or other means."

The examination was made as direc naissance made covering all of the distri With the additional examinations made

: This is a small scow running on a cable where a bridge has been washed out on the way. It is used by foot passengers and the the railway.

This is a free ferry over the Kougarok River dle Trail, Route 28. It consists of a small e. No expenditure during the fiscal year.

is is a free ferry over the slough on the il, Route 41. It consists of a small boat

Commission.....	\$ 240.35
Alaska.....	600.00
.....	<u>840.35</u>

ges have not heretofore been assigned route

ge: This is the main highway suspension er on Route 8, near Fort Davis.

ridge: This is a suspension footbridge over outh of Boulder Creek.

: This is a suspension footbridge over a

ge: This is a suspension footbridge over r the mouth of Coarse Gold Creek.

This is a suspension footbridge over Taylor

dge: This suspension footbridge over Burnt k-Candle Trail, Route 28, was repaired.

5. This is a highway bridge about eighteen Creek, giving access to the Sunset Creek . The creek has very steep banks and a

Total expenditure:

Alaska Road Commission.....	\$ 69.65
Territory of Alaska.....	100.00
Total.....	\$ 169.65

Route 77C—TROLLEYS.

There are two passenger trolleys in this district which have not heretofore been assigned route numbers:

Snake River Trolley: This trolley consists of a passenger cage suspended from a cable across Snake River near Monument Creek.

Expenditure: None.

Nome River Trolley: This trolley consists of a passenger cage suspended from a cable across Nome River near the mouth of Osborne Creek.

Expenditure: None.

EXAMINATIONS AND SURVEYS.

ROUTE 89—KOGAROK RECONNAISSANCE.

In addition to the investigation and detailed reconnaissance made in the field as recommended in last year's annual report, additional routes were gone over and the report completed.

An engineer again inspected the Nome-Shelton Railroad, visiting Taylor and proceeding overland to Deering and Candle. In connection with this the route Candle to Dime Creek was also gone over. These reconnaissances, which gathered every detail of distances, topography, material encountered and both actual and prospective economic activity, have given a full and complete knowledge of the interior of Seward Peninsula.

The following is a syllabus of the report and recommendations made as required by the Act of Congress making appropriations for the support of the Army for the fiscal year ending June 30, 1922, under the item "Construction and maintenance of military and post roads, bridges and trails, Alaska," which provides:

"That not to exceed \$10,000 of the foregoing amount shall be expended for a preliminary investigation and report on the feasibility, desirability and cost of the best and most practicable connection between the Nome-Shelton system of communications and the coal deposits of the Kugruk River, Chicago Creek, and the Keewalik Mining District, whether by wagon road, sled road, tramway, trail or other means."

The examination was made as directed and a thorough reconnaissance made covering all of the district referred to in this item. With the additional examinations made during last summer, report

was prepared under date of December 1st and submitted. It was recommended that the system of communications on Seward Peninsula be improved so as to make the coal deposits on the Kugruk River and Chicago Creek available to the Keewalik and Inmachuk Mining Districts and the communities tributary thereto, by the extension of the Nome-Shelton Tramway twelve miles to Dahl, the improvement of the Dahl-Inmachuk winter trail, sixty-five miles, to summer trail standard and the construction of a tramway thirty miles long between the Deering-Inmachuk Road and the Candle-Candle Creek Road, via the Kugruk River coal mines, at a total cost of \$750,000.00.

Expenditure: Alaska Road Commission, \$327.45.

ROUTE 89A—SEWARD PENINSULA RAILROAD.....(87 MILES TRAM)

Chapter 39, Session Laws of Alaska, 1921, provided that the Federal Board of Road Commissioners for Alaska with the consent and approval of the Territorial Board of Road Commissioners, were authorized to purchase the Seward Peninsula Railroad extending from Nome to Shelton, for use as a public tram and highway. This narrow gauge railroad for many years, following its abandonment as a steam railroad, has been used as the main overland artery of communication with the Kougarok mining district and the other placer mining camps on the northern portion of the Seward Peninsula. The repair of the bridges and washed out portions of track are of great public interest and could be accomplished provided the structure was publicly acquired.

An examination and inventory of this road was made by Mr. A. G. Blake, a competent civil engineer, engaged for the purpose.

At the close of Mr. Blake's examination negotiations were entered into with the Pioneer Mining & Ditch Company, the owners of the Nome-Shelton Railroad. These negotiations, in reference to the terms of the conveyance and price, continued until October 3d, at which time the railroad was purchased for \$24,000.00. Included in the purchase were certain blocks of real estate within the city of Nome. An agreement was incorporated in the instrument of conveyance stating that the mining company would restore the tracks and right-of-way at any location disturbed by them in the ordinary course of their mining operations.

The railroad was at once taken possession of by a representative of this Commission at Nome and a considerable amount of information required for its final rehabilitation was obtained during the summer and fall.

This road, long used as a public tramway, it is planned to maintain for such a purpose. Light cars, loaded not over one thou-

sand pounds, drawn by dogs, horses, and sledges, will be provided for.

The greatest obstacle encountered is that due to broken bridges, which are several streams. This fording is a hindrance several times and is almost impossible during winter. The restoration of all of these bridges is a task for next summer. Lumber is on hand from that when abandoned by the War Department. turned over from the work on Nome Harbor for next summer includes the restoration of leveling and leveling of the track at points completely dropped from the track.

ADDITIONAL EXAMINATIONS

Additional very important examinations have been made during the last fiscal year from Dime Landing to Candle, from Caribou to Deering to Nome by way of Shelton, which were thoroughly gone over during the summer made in midsummer, covered all of the routes in detail by Mr. Blake, an employee of this Commission in 1921.

In addition, a very important examination was made late in the winter, following the main routes:

Nome to Unalakleet, Kaltag, following through Holy Cross, Russian Mission, Mouth of Unalakleet, and back to Nome. Also an examination of the trail Nome to Teller and Cape Prince of Wales.

These summer and winter reconnoiterings give an up-to-date knowledge of every summer trail in Nome District. The importance of well maintained winter trails has only been emphasized by the experience of the last winter.

ACCOUNT NO. 90B—SHELTER CABINS.

A total of \$1,500.00 was expended for the construction of shelter cabins in this district. The following was the breakdown:

Trail	Cabin Location
Nome-Kaltag	Mouth of Cheekuk
Nome-Kaltag	Moses
Dime Creek-Candle	Quartz Creek
Nome-Council	At Timber
Dahl Creek-Candle	Aurora Creek
Dahl Creek-Candle	Cottonwood Creek
Kotzebue-Point Barrow	Kivalina
Kotzebue-Shungnak	Pothluks
Nome-Taylor	Iron Creek
	Total

CONTRACTS IN FORCE.

None.

COMMERCIAL STATISTICS.

A careful traffic census was begun by the Commission in 1911. Comparing the expenditures for freight on each route at the present rate with the cost of transporting the same amount of freight at the rates prevailing before the road was constructed, a figure is obtained which represents the economic saving to the community served by the construction of the particular route in point.

Combining the saving for all the routes built by the Commission, the following table for 1911, 1912, and 1913, has been compiled:

TRAFFIC SUMMARY.

Year	Expenditures for the year	Total expenditures for roads to end of year	Economic saving to shippers
1911	\$266,777.95	\$1,903,103.27	\$1,981,677.00
1912	317,303.72	2,220,406.99	2,141,688.00
1913	353,118.29	2,573,525.28	2,144,667.00
1911-1913	937,199.96	2,573,525.28	6,268,032.00

From this table it will be seen that the saving in these three years alone was almost three times the total expenditure for roads to the end of 1913. Records for succeeding years were burned up in the fire of 1915. No census was taken during the war.

A new census was inaugurated January 1, 1921.

In the interior, the great cost of moving freight by teaming or packing, together with the difficulty and uncertainty of moving it at all, constitutes the main obstacle to the growth and development of the district.

During the opening of the new diggings in the Chisana region a few years ago, beans, coffee, sugar, hay, candles, bacon, grain, etc., were sold at \$1.50 a pound. The freight charges were almost a dollar a pound, so that the original cost of the article was of relatively little importance. And even at that, the supply could not keep pace with the demand. Last summer the freight charges for transporting supplies from Dawson, in the Klondike, to some mines about one hundred miles away in the American 40-Mile District was greater than the original cost of the supplies plus the freight from the United States to the Klondike. (Dawson is 1,700 miles from Seattle.)

The cost of transportation by the usual modes of transport in Alaska are shown in the following table:

Winter:	Per Ton-mile.
Bob-sled (sled road).....	\$ 0.37
Double-ender (trail).....	1.30
Dog-team (trail).....	6.30

Summer:

Truck (wagon road).....	
Wagon (wagon road).....	
Pack train (trail).....	
Man (no trail).....	

(*)—Average from very widely varying figures. Southeastern Alaska, in 1921, I observed lumber, etc., being carried on the backs of Indian porters on a slippery mountain trail about 7,500 feet long to a little basin at about 800 feet elevation at 4 cents per ton—over 1 cent per ton-foot.

Railroad transportation cannot yet be relied upon for Alaska, and steamship rates are entirely dependent upon competition. They, like the existing rates, are fixed by two factors only: 1st, the cost of hauling freight by wagon road, sled road, or trail, where such competition exists; and 2d, by the highest rate the freight carrier can charge at all.

The table shows the actual costs at the present time for food, forage, etc., prevailing in the great interior. They are based also on the costs of hauling freight to the south coast the comparative values of actual values are about one-third less because of the above controlling elements.

The following table gives a synopsis of the costs upon a few typical routes for the calendar year. It has been impossible to date to obtain complete data upon the great majority of the routes which are being continued in this direction and which are expected during the current season.

T ALASKA ROAD COMMISSION.

FACTS IN FORCE.

RAILROAD STATISTICS.

Business was begun by the Commission in 1911. Figures for freight on each route at the present reporting the same amount of freight at the time the road was constructed, a figure is obtained the economic saving to the community on the particular route in point. A comparison for all the routes built by the Commission for 1911, 1912, and 1913, has been com-

TRAFFIC SUMMARY.

Year	Total expenditures for roads to end of year	Economic saving to shippers
1915	\$1,993,103.27	\$1,981,677.00
1912	2,220,406.99	2,141,688.00
1913	2,573,525.28	2,144,667.00
1916	2,573,525.28	6,268,032.00

It will be seen that the saving in these three years is three times the total expenditure for roads in preceding years were burned up. A census was taken during the war. The Commission was inaugurated January 1, 1921.

The great cost of moving freight by teaming is due to the difficulty and uncertainty of moving. This is the main obstacle to the growth and develop-

ment of the new diggings in the Chisana region for coffee, sugar, hay, candles, bacon, grain, etc., and so on. The freight charges were almost as high as the original cost of the article was of value.

And even at that, the supply could not be obtained. Last summer the freight charges for supplies in Dawson, in the Klondike, to some mines were as high as in the American 40-Mile District. The original cost of the supplies plus the freight to the Klondike. (Dawson is 1,700 miles

from Dawson) is transported by the usual modes of transport in the following table:

	Per Ton-mile.
Truck (wagon road)	\$ 0.37
Wagon (wagon road)	1.23
Pack train (trail)	4.30
Man (no trail)	26.67*

Summer:

Truck (wagon road)	.50
Wagon (wagon road)	1.23
Pack train (trail)	4.30
Man (no trail)	26.67*

(*—Average from very widely varying figures. At Lisianski Inlet, in Southeastern Alaska, in 1921, I observed lumber, pipe, tar paper, groceries, etc., being carried on the backs of Indians from the beach up a slippery mountain trail about 7,500 feet long to a new gold strike in a little basin at about 800 feet elevation at 4 cents per pound, or \$80.00 per ton—over 1 cent per ton-foot.

Railroad transportation cannot yet be regarded as a usual form for Alaska, and steamship rates are entirely arbitrary, depending upon competition. They, like the existing railroad rates, have been fixed by two factors only: 1st, the cost of hauling on some competing wagon road, sled road, or trail, where such competition exists (or, in the case of steamships, sometimes by competing steamer line); and 2d, by the highest rate the freight can stand and be shipped at all.

The table shows the actual costs at the rates for teams, labor, food, forage, etc., prevailing in the great interior regions of Alaska. They are based also on the costs of hauling large quantities. On the south coast the comparative values are the same, but the actual values are about one-third less because of lower costs of above controlling elements.

The following table gives a synopsis of the traffic reported upon a few typical routes for the calendar years 1921 and 1922. It has been impossible to date to obtain at any reasonable cost complete data upon the great majority of the routes. However, efforts are being continued in this direction and more complete results are expected during the current season.

TRAFFIC CENSUS.

	Route No.	Station	Period 1921	No. of Persons	Autos	Wagons	Sleds	Pack Horses	Tonnage
VALDEZ DISTRICT									
Chitina-Fairbanks	4	Kenny Lake	Jan-Jun	679	284	13	113	102	204
Chitina-Fairbanks	4	Rapids R. H.	Apr-Sep	374	136	2	.....	4	5
SEWARD DISTRICT									
1921									
Seward-Kenai Lake	10	Seward	Jan-Mar	360	90	.....	570	.....	678
Rainy Pass Trail	20B	Susitna	Jan-Apr	193	.....	.....	103	.....	10
Rainy Pass Trail	20B	Nancy	Jan-Mar	220	.....	.....	96	.....	11
Sunrise-Hope	24	Sunrise	Apr-Dec	1200	250	420	125	250	350
Knik-Willow Creek	35	Wasilla	Jan-Mar	131	4	4	80	.....	368
Wasilla-Willow Creek	35	Wasilla	Jan-Dec	2188	56	39	33	94	1178
Wasilla-Knik	35F	Wasilla	Jan-Jun	740	.....	7	43	14	62
Wasilla-Finger Lake	35H	Wasilla	Jan-Jun	119	.....	.....	12	16	19
Talkeetna-Cache Creek	51	Talkeetna	Jan-Dec	1866	2	7	1021	171	778
Anchorage-Eagle River	75	Mile 6	Jan-Oct	2186	153	94	278	13	441
1922									
Talkeetna-Cache Creek	51	Moose Creek	Jan-Dec	1221	12	69	425	141	356
FAIRBANKS DISTRICT									
1922									
Circle-Miller House	15	Circle	Nov	100	.....	.....	47	.....	35
Roosevelt-Kuskokwim	46	Toklat Roadhouse	Nov-Dec	145	.....	.....	120	.....	70
Roosevelt-Kuskokwim	46	Kobi	Nov-Dec	117	.....	.....	105	.....	39
NOME DISTRICT									
1921									
Nome-Council	8	Solomon	Jan-Dec	967	42	151	391	.....	9
Nome-Council	8	Port Safety	Jan-Jun	369	1	6	271	1	40
Nome-Council	8	Council	Jun-Dec	250	.....	49	39	1	18
Nome-Council	8	Nome	Jun-Sep	41	.....	.....	.....	.....	631*
Council-Solomon (via Timber)	.....	.....	Jan-Mar	38	.....	.....	33	.....	No rec.
Council-Solomon (via Fox River)	.....	.....	Jan-Mar	56	.....	.....	50	.....	.....
Council-White Mt. (Chinik)	.....	.....	Jan-Mar	411	.....	.....	359	.....	.....
Council-Melsing Creek and Ophir Creek	.....	.....	Jan-Mar	172	.....	.....	67	.....	.....
Nome-Bessie	13A	.....	Jun-Sep	.....	651	.....	.....	.....	1175
Bessie-Banner	13B	.....	Jun-Sep	.....	.....	.....	.....	.....	605
Bessie-Little	13C	.....	Jun-Sep	.....	.....	.....	.....	.....	265
Nome-Osborne	13F	.....	Jun-Sep	.....	.....	.....	.....	.....	57
Nome River Extension	131	Kruzgamepa (Hot Springs)	(Jan-May) (Nov-Dec)	270	.....	.....	176	.....	12
290									
Bessie-Buster	13K	Bluff	Jun-Sep (Jan-Jun)	684	.....	4	269	.....	37
Kallag-Solomon	18	.....	(Nov-Dec)	.....	.....	.....	1256	.....	81
Kotzebue-Deering	18A	Kotzebue	Jan-May	1535	.....	.....	134	.....	14
Unalakleet-St. Michael	21	St. Michael	Jan-May	231	.....	.....	.....	.....	75
Mouth of Center Creek	25D	.....	Jun-Sep	.....	.....	.....	.....	.....	45
Submarine Paystreak	25E	.....	Jun-Sep	.....	.....	.....	.....	.....	493
Anvil Glacier	25F	.....	Jul-Sep	.....	.....	.....	.....	.....	160
Snake River Extension	25G	.....	Jun-Sept	.....	.....	.....	.....	7	532
Candle-Candle Creek	26	Candle	Jan-Dec	1712	9	123	795	.....	430
Deering-Inmachuk	27	Deering	Jan-Apr	1899	.....	.....	1517	.....	55
Nome-Taylor	28A	U. S. Roadhouse	Jan-Dec	681	.....	5	357	1	19
Kiana-Klery Creek	41	Kiana	Jan-May	539	.....	.....	319	.....	44
Kotzebue-Shungnak	41A	Shungnak	Jan-Mar	31	.....	.....	31	3	215
Dime Creek Corduroy	62	Haycock	Jan-Dec	668	.....	73	342	.....	31
Nome-Teller	67	Sinuk	Jan-Dec	336	.....	5	1	.....	27
Nome-Teller	67	.....	Jan-Dec	185	.....	.....	141	.....	34
Nome-Teller	67A	.....	(Jan-May)	225	.....	.....	183	.....	.....
Teller-Wales	67A	.....	(Nov-Dec)	.....	.....	.....	137	.....	26
Teller-Mary's Igloo	67C	.....	Jan-Dec	174	.....	.....	.....	.....	.....

(*)—610 tons of this for mining camps on Solomon River.

Talkeetna-Cache Creek	51	Talkeetna	2186	153	94	278	10	111
Anchorage-Eagle River	75	Mile 6	1922					
Talkeetna-Cache Creek	51	Moose Creek	1221	12	69	425	141	356
FAIRBANKS DISTRICT								
Circle-Miller House	15	Circle	100			47		35
Roosevelt-Kuskokwim	46	Toklat Roadhouse	145			120		70
Roosevelt-Kuskokwim	46	Kobi	117			105		39
NOME DISTRICT								
Nome-Council	8	Solomon	967	42	151	391		9
Nome-Council	8	Port Safety	369	1	6	271	1	49
Nome-Council	8	Council	250		49	39	1	18
Nome-Council	8	Nome	41					631*
Council-Solomon (via Timber)			38			33		No rec.
Council-Solomon (via Fox River)			56			50		
Council-White Mt. (Chinik)			411			359		
Council-Melsing Creek and Ophir Creek								
Nome-Bessie	13A		172			67		1175
Bessie-Banner	13B			651				605
Bessie-Little	13C							265
Nome-Osborne	13F							57
Nome River Extension	13I	Kruzgamepa (Jan-May)	270			176		12
		(Hot Springs) (Nov-Dec)						

Bessie-Buster	13K							290
Kallag-Solomon	18	Bluff	684		4	269		37
Kotzebue-Deering	18A	Kotzebue	1535			1256		81
Unalakleet-St. Michael	21	St. Michael	231			134		14
Mouth of Center Creek	25D							75
Submarine Paystreak	25E							45
Anvil Glacier	25F							493
Snake River Extension	25G							169
Candle-Candle Creek	26	Candle	1712	9	123	795	7	532
Deering-Inmachuk	27	Deering	1899			1517		430
Nome-Taylor	28A	U. S. Roadhouse	681		5	357	1	65
Kiana-Klory Creek	41	Kiana	539			319		19
Kotzebue-Shungnak	41A	Shungnak	31			31		44
Dime Creek Corduroy	62	Haycock	668		73	342	3	215
Nome-Teller	67	Sinuk	336		5	1		31
Nome-Teller	67		185			141		27
Teller-Wales	67A		225			183		34
Teller-Mary's Igloo	67C		174			137		26

(*)—610 tons of this for mining camps on Solomon River.

DISBURSEMENTS.

Disbursed as per tabulated statement below	\$ 726,707.83*
Balance on Hand in Army Account of Advances, June 30, 1923.	124,773.99
Net Total	\$ 851,481.88

(*—Does not include \$13,374.60 charged against available appropriations by direct U. S. Treasury Settlement of inter-departmental accounts.

EXPENDITURES IN DETAIL.

FEDERAL APPROPRIATIONS AND "ALASKA FUND" AND FUNDS CONTRIBUTED BY THE TERRITORY OF ALASKA AND OTHERS.

Acct.	Name of Route	Construction	Maintenance	Totals
2B	Mendenhall Glacier Extension..\$		\$ 89.17	\$ 89.17
3A	Haines-Wells		9,757.39	9,757.39
3B	Pleasant Camp Extension, 1st section	4,000.00	783.32	4,783.32
3B	Pleasant Camp Extension, 2nd section	16,000.00		16,000.00
3C	Porcupine Extension		300.00	300.00
3D	Haines-Mud Bay	1,500.00	700.00	2,200.00
4BA	Valdez-Ptarmigan Drop, 1st section	11,000.00	4,925.71	15,925.71
4BA	Valdez-Ptarmigan Drop, 2nd section	4,524.91	12,000.00	16,524.91
4BB	Ptarmigan Drop-Ernestine		10,452.83	10,452.83
4C	Ernestine-Willow Creek		13,765.65	13,765.65
4D	Willow Creek-Gulkana, 1st sec.		13,500.00	13,500.00
4D	Willow Creek-Gulkana, 2nd sec.		12,165.14	12,165.14
4E	Gulkana-Sourdough		13,343.11	13,343.11
4F	Sourdough-Mile 168	8,000.00	7,850.16	15,850.16
4G	168 Mile Post-Delta River		16,010.35	16,010.35
4H1	Delta River-Rapids, 1st sec.		18,500.00	18,500.00
4H1	Delta River-Rapids, 2nd sec.		12,198.10	12,198.10
4H2	Rapids-Grundler		4,018.40	4,018.40
4I	Grundler-Richardson		5,903.39	5,903.39
4J	Richardson-Salchaket, 1st sec.	9,000.00	8,223.63	17,223.63
4J	Richardson-Salchaket, 2nd sec.	5,000.00	5,000.00	10,000.00
4K	Salchaket-Fairbanks, 1st sec.	13,000.00	5,040.05	18,040.05
4K	Salchaket-Fairbanks, 2nd sec.	10,000.00	4,989.13	14,989.13
4K	Salchaket-Fairbanks, 3d sec.	10,000.00	6,004.29	16,004.29
5A	Dunbar-Fort Gibbon		3,357.85	3,357.85
6A	Willow Creek-Tonsina, 1st sec.		8,936.81	8,936.81
6A	Willow Creek-Tonsina, 2nd sec.		7,653.72	7,653.72
6B	Tonsina-Chitina, 1st sec.		7,193.52	7,193.52
6B	Tonsina-Chitina, 2d sec.		7,654.04	7,654.04
7B	Fox-Olnes		394.65	394.65
7C	Summit-Fairbanks Creek		500.00	500.00
7D	Ester Creek		200.00	200.00
7G	Fairbanks-Gilmore		181.10	181.10
7I	Gilmore-Summit		1,776.75	1,776.75
7J	Fairbanks-Chena Hot Springs		179.49	179.49
7K	Olnes-Livengood		315.82	315.82
8	Nome-Council		7,377.46	7,377.46
8A	Bonanza Ferry		441.80	441.80
8B	Safety Ferry		792.90	792.90
8C	Council Ferry		76.00	76.00
8D	Council-Ophir Creek Road		145.91	145.91
8G	Bear Creek Trolley		11.00	11.00
8H	Casa de Paga		117.34	117.34
9	Rampart-Eureka		1,759.63	1,759.63
11A	Eagle-O'Brien Creek		2,538.39	2,538.39
11AA	Gravel Gulch-Liberty		150.00	150.00
11B	O'Brien Creek-Fortymile		294.00	294.00
11C	Steel Creek-Jack Wade		98.00	98.00
11CC	Steel Creek-Jack Wade		150.00	150.00
11E	Eagle-Seventymile		651.50	651.50
11G	Steel Creek-Moose Creek		147.00	147.00
11H	Liberty Cabin-Dome		112.00	112.00
11K	Fortymile-Steel Creek		80.00	80.00
13A	Nome-Bessie		977.60	977.60

rows, Tolovana River, Yukon-Kuskokwim
 Gastineau Channel and adjacent waters;
 facilities; the survey and design for a
 au; the issuance of permits for fish traps
 he navigable waters along the Territory's
 miscellaneous inspections, public hearings,
 ers and harbors; improvement of Sitka
 lopment of Mt. McKinley National Park;
 , and operation of The Alaska Railroad
 s, 470½ miles; railway spurs to the Eska,
 l Healy River coal mines, 46 miles; from
 eks as far as Chatanika, 39 miles narrow
 spur, 4½ miles narrow gauge; also River
 ana and Yukon Rivers between Nenana
 , with through billing arrangements cover-
 eattle or Tacoma to points on the Yukon
 tributaries between the International Boun-
 ; Sea at St. Michael; also an agreement
 e on the Richardson Highway from Fair-
 dez, 410 miles; also operates coal mines,
 missaries.

art looks like an hourglass with this
 All authorities and appropriations are
 r departments and six bureaus and then
 various jobs. Similarly the reports and
 from the various outlying districts, vised,
 e various departments and bureaus under
 ular work has been handled.

RECEIPTS AND DISBURSEMENTS.

chers received and placed in the account,

RECEIPTS.

2		\$ 121,890.95
as		1,038,081.77*
aska Fund	6,919.47	
	444.53	
	21.35	
Funds	20.45	
		\$1,167,378.52
urer of United States		
of F. Y. 1922	\$121,890.95	
Bond, previous dis-	89,686.17	
Steeze, previous dis-	96,913.72	
Fund	6,919.47	
	444.53	
	21.35	
	20.45	
	315,896.64	
		\$ 851,481.88

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EXPENDITURES IN DETAIL.—(Continued.)

Acct.	Name of Route	Construction	Maintenance	Totals
13B	Bessie-Banner		377.92	377.92
13C	Bessie-Little Creek		5,202.66	5,202.66
13F	Nome-Osborne		2,772.11	2,772.11
13I	Nome River		28.57	28.57
13K	Bessie-Buster		2,235.73	2,235.73
14A	Sitka National Monument		31.35	31.35
14B	Sitka-Military Cemetery		300.00	300.00
15	Circle-Miller House		5,514.69	5,514.69
16	Chatanika-Miller House, 1st section	8,000.00	4,000.00	12,000.00
16	Chatanika-Miller House, 2d section	10,000.00	7,714.39	17,714.39
17	Fort Gibbon-Kaltag		300.00	300.00
18	Kaltag-Solomon		3,974.24	3,974.24
18A	Bonanza-Kotzebue		1,659.24	1,659.24
18B	Golovin-Council		50.00	50.00
19E	Girdwood-Crow Creek		106.00	106.00
20DA	Takotna-Ophir		300.00	300.00
20DB	Ophir-Dishkaket		500.00	500.00
21	Unalakleet-St. Michael		185.00	185.00
22	Hot Springs-Sullivan Creek		3,353.30	3,353.30
23B	Beaver-Caro		1,639.96	1,639.96
23C	Caro-Big Creek		324.00	324.00
23E	Caro-Coldfoot		252.42	252.42
24	Mile 29 ANRR-Sunrise		120.00	120.00
25A	Cripple River		10.00	10.00
25E	Submarine Paystreak		144.85	144.85
25F	Anvil-Glacier		377.30	377.30
25I	Sinrock Ferry		358.50	358.50
26	Candle-Candle Creek		2,976.34	2,976.34
27	Deering-Inmachuk		7,901.60	7,901.60
28A	Nome-Taylor		450.00	450.00
29	Fort Gibbon-Koyukuk		260.75	260.75
29A	Bettles-Coldfoot		2,594.58	2,594.58
30	Hot Springs Landing-Eureka		6,514.47	6,514.47
31	Caribou Creek		1,855.83	1,855.83
32AA	Takotna-Flat (winter via Moore Creek)		40.00	40.00
32AB	Flat-Moore Creek (summer)		10.00	10.00
32AC	Candle Creek-Takotna		12.00	12.00
32B	Iditarod-Flat		3,136.82	3,136.82
32C	Ophir-Iditarod		150.00	150.00
32D	Flat-Crooked Creek		350.00	350.00
32DD	Flat-Georgetown (summer)		150.00	150.00
33B	Summit-Otter Creek		600.00	600.00
33C	Flat City-Flat Creek		500.00	500.00
33D	Head Flat Creek-Willow Creek		450.00	450.00
33E	Willow Creek-Chicken Creek		10.00	10.00
33F	Flat City-Otter Discovery		300.00	300.00
34A	Iditarod-Holy Cross		175.00	175.00
35A	Archangel Extension		3,000.00	3,000.00
35B	Mile 26 ^{1/2} -Palmer		300.00	300.00
35C	Palmer-Matanuska River		5,933.26	5,933.26
35D	Willow Creek Extension, 1st section	4,000.00	4,963.57	8,963.57
35D	Willow Creek Extension, 2d section	10,000.00	1,600.11	11,600.11
35E	Wasilla-Fishhook		8,000.00	8,000.00
35F	Wasilla-Knik	3,000.00	2,947.96	5,947.96
38A	Ruby-Long Creek		3,113.85	3,113.85
38B	Pooman-Cripple		150.00	150.00
38C	Ophir-Circle		400.00	400.00
38D	Ophir-Takotna, 1st sec.	6,000.00	7,446.21	13,446.21
38D	Ophir-Takotna, 2d sec.	6,684.96	6,000.00	12,684.96
38E	Long-Pooman (summer)	6,000.00	1,239.03	7,239.03
38EE	Long-Pooman (winter)		50.00	50.00
38F	Pooman-Ophir (summer)		258.52	258.52
38G	Takotna Landing		100.00	100.00
40	Douglas-Gastineau Channel		203.25	203.25
41A	Kotzebue-Shungnak		522.50	522.50
42	St. Michael-Kotlik		50.00	50.00
42A	Skagway-Smuggler's Cove		6.05	6.05
46	Kobi-Diamond	8,000.00	1,011.84	9,011.84
46A	Roosevelt-Kantishna	12,000.00	7,645.69	19,645.69
46B	Lignite-Kantishna		769.02	769.02
46C	Nemana-Knights Roadhouse		612.80	612.80

ANNUAL REPORT ALASKA ROAD

EXPENDITURES—(Continued)

Acct.	Name of Route	Construction
46D	Riley Creek	1,998.90
46E	Diamond-McGrath	5,979.81
47	Coldfoot-Wiseman	
49	Davidson's Landing-Taylor	
51	Talkeetna-Cache Creek, 1st section	3,232.91
51	Talkeetna-Cache Creek, 2d section	16,000.00
51	Talkeetna-Cache Creek, 3d section	12,000.00
53	Eagle-Circle	
55	Kenai-Lake Kenai	
57	McCarthy-Nizina	
57A	Nizina River Bridge, 1st sec.	16,076.94
57A	Nizina River Bridge, 2d sec.	18,500.00
57A	Nizina River Bridge, 3d sec.	16,500.00
59	Fairbanks Bridge	
60	Valdez Dike	
62	Dine Creek Corduroy	8,000.00
63	Dunbar-Brooks	1,000.00
64A	Cripple-Cripple Mt.	
65D	Kechumstuk-Tanana Crossing	
65E	Chicken-Kechumstuk	
67	Nome-Teller	
67A	Teller-Lost River	
68	Flagging Trails	
75	Anchorage-Eagle River, 1st section	8,000.00
75	Anchorage-Eagle River, 2d section	4,000.00
75D	Anchorage Warehouse	3,966.35
76	Govt. R. R.-Valdez Creek	4,000.00
77	Shelton Ferries	
77A	Ferries	
77B	Bridges	
79	Seward Warehouse	
80AA	McGrath-Takotna (winter)	
80B	McGrath-Berry's Landing	
80C	McGrath-Candle Creek	
80F	Berry's Landing-Nixon Mine	
81	Good Creek-Salmon River	1,384.43
83	Talkeetna-Iron Creek	
86	Fourth of July Creek	
89	Kourgarok Reconnaissance	
90B	Shelter Cabins, 2d Div.	1,600.00
90C	Shelter Cabins, 3d Div.	1,800.00
90D	Shelter Cabins, 4th Div.	4,000.00
92A	Bethel-Quinhagak	1,786.00
92E	Yukon-Kuskokwim Portage	
93	Chulitna Bridge	4,121.87
94	Kodiak-Ebberts Road	3,119.75
95	Kanatak	2,018.56
100	Office	10,000.00
Totals		\$314,195.39

EXPENDITURES IN DETAIL—COO (Included in preceding T

FIRST DIVISION.

	Federal	
3A	Haines-Wells	\$ 4,757.33
3B	Pleasant Camp Extension	5,628.41
3C	Porcupine Extension	100.00
3D	Haines-Mud Bay	700.00
14A	Sitka National Monument	16.30
14B	Sitka-Military Cemetery	100.00
40	Douglas-Gastineau Channel	53.20
81	Good Creek-Salmon River	384.40
100	Office	
Totals		\$ 11,739.80

ALASKA ROAD COMMISSION.

EXPENDITURES IN DETAIL.—(Continued.)

	Construction	Maintenance	Totals
.....	377.92	377.92	377.92
.....	5,202.66	5,202.66	5,202.66
.....	2,772.11	2,772.11	2,772.11
.....	28.57	28.57	28.57
.....	2,235.73	2,235.73	2,235.73
.....	31.35	31.35	31.35
.....	300.00	300.00	300.00
.....	5,514.69	5,514.69	5,514.69
.....	8,000.00	4,000.00	12,000.00
.....	10,000.00	7,714.39	17,714.39
.....	300.00	300.00	300.00
.....	3,974.24	3,974.24	3,974.24
.....	1,659.24	1,659.24	1,659.24
.....	50.00	50.00	50.00
.....	106.00	106.00	106.00
.....	300.00	300.00	300.00
.....	500.00	500.00	500.00
.....	185.00	185.00	185.00
.....	3,353.30	3,353.30	3,353.30
.....	1,639.96	1,639.96	1,639.96
.....	324.00	324.00	324.00
.....	252.42	252.42	252.42
.....	120.00	120.00	120.00
.....	10.00	10.00	10.00
.....	144.85	144.85	144.85
.....	377.30	377.30	377.30
.....	358.50	358.50	358.50
.....	2,976.34	2,976.34	2,976.34
.....	7,901.60	7,901.60	7,901.60
.....	450.00	450.00	450.00
.....	260.75	260.75	260.75
.....	2,594.58	2,594.58	2,594.58
.....	6,514.47	6,514.47	6,514.47
.....	1,855.83	1,855.83	1,855.83
.....	40.00	40.00	40.00
.....	10.00	10.00	10.00
.....	12.00	12.00	12.00
.....	3,136.82	3,136.82	3,136.82
.....	150.00	150.00	150.00
.....	350.00	350.00	350.00
.....	150.00	150.00	150.00
.....	600.00	600.00	600.00
.....	500.00	500.00	500.00
.....	450.00	450.00	450.00
.....	10.00	10.00	10.00
.....	300.00	300.00	300.00
.....	175.00	175.00	175.00
.....	3,000.00	3,000.00	3,000.00
.....	300.00	300.00	300.00
.....	5,933.26	5,933.26	5,933.26
.....	4,000.00	4,963.57	8,963.57
.....	10,000.00	1,600.11	11,600.11
.....	3,000.00	8,000.00	11,000.00
.....	3,113.85	2,947.96	5,947.96
.....	150.00	3,113.85	3,113.85
.....	400.00	150.00	550.00
.....	6,000.00	7,446.21	13,446.21
.....	6,684.96	6,000.00	12,684.96
.....	6,000.00	1,239.03	7,239.03
.....	50.00	50.00	50.00
.....	258.52	258.52	258.52
.....	100.00	100.00	100.00
.....	203.25	203.25	203.25
.....	522.50	522.50	522.50
.....	50.00	50.00	50.00
.....	6.05	6.05	6.05
.....	8,000.00	1,011.84	9,011.84
.....	12,000.00	7,645.69	19,645.69
.....	769.02	769.02	769.02
.....	612.80	612.80	612.80

ANNUAL REPORT ALASKA ROAD COMMISSION. 125

EXPENDITURES—(Continued.)

Acct.	Name of Route	Construction	Maintenance	Totals
46D	Riley Creek	1,998.90	.....	1,998.90
46E	Diamond-McGrath	5,979.81	.....	5,979.81
47	Coldfoot-Wiseman	.....	40.00	40.00
49	Davidson's Landing-Taylor	.....	211.09	211.09
51	Talkeetna-Cache Creek, 1st section	3,232.91	4,000.00	7,232.91
51	Talkeetna-Cache Creek, 2d section	16,000.00	.....	16,000.00
51	Talkeetna-Cache Creek, 3d section	12,000.00	7,000.00	19,000.00
53	Eagle-Circle	.....	63.00	63.00
55	Kenai-Lake Kenai	.....	400.00	400.00
57	McCarthy-Nizina	.....	4,639.55	4,639.55
57A	Nizina River Bridge, 1st sec.	16,076.94	2,000.00	18,076.94
57A	Nizina River Bridge, 2d sec.	18,500.00	1,000.00	19,500.00
57A	Nizina River Bridge, 3d sec.	16,500.00	2,000.00	18,500.00
59	Fairbanks Bridge	.....	425.69	425.69
60	Valdez Dike	.....	601.83	601.83
62	Dime Creek Corduroy	8,000.00	2,314.73	10,314.73
63	Dunbar-Brooks	1,000.00	2,557.33	3,557.33
64A	Cripple-Cripple Mt.	.....	30.00	30.00
65D	Kecnumstuk-Tanana Crossing	.....	250.00	250.00
65E	Chicken-Kechumstuk	.....	500.50	500.50
67	Nome-Teller	.....	992.77	992.77
67A	Teller-Lost River	.....	1,817.11	1,817.11
68	Flagging Trails	.....	7,009.34	7,009.34
75	Anchorage-Eagle River, 1st section	8,000.00	3,628.90	11,628.90
75	Anchorage-Eagle River, 2d section	4,000.00	1,460.72	5,460.72
75D	Anchorage Warehouse	3,966.35	.....	3,966.35
76	Govt. R. R.-Valdez Creek	4,000.00	657.39	4,657.39
77	Shelton Ferries	.....	181.50	181.50
77A	Ferries	.....	840.35	840.35
77B	Bridges	.....	169.65	169.65
79	Seward Warehouse	.....	119.84	119.84
80AA	McGrath-Takotna (winter)	.....	506.00	506.00
80B	McGrath-Berry's Landing	.....	40.00	40.00
80C	McGrath-Candle Creek	.....	15.00	15.00
80F	Berry's Landing-Nixon Mine	.....	150.00	150.00
81	Good Creek-Salmon River	1,384.43	.....	1,384.43
83	Talkeetna-Iron Creek	.....	50.00	50.00
86	Fourth of July Creek	.....	100.00	100.00
89	Kourgarok Reconnaissance	.....	327.45	327.45
90B	Shelter Cabins, 2d Div	1,600.00	500.00	2,100.00
90C	Shelter Cabins, 3d Div	1,800.00	.....	1,800.00
90D	Shelter Cabins, 4th Div	4,000.00	.....	4,000.00
92A	Bethel-Quinhagak	1,786.00	.....	1,786.00
92E	Yukon-Kuskokwim Portage	.....	500.00	500.00
93	Chulitna Bridge	4,121.87	.....	4,121.87
94	Kodiak-Ebberts Road	3,119.75	.....	3,119.75
95	Kanatak	2,018.56	.....	2,018.56
100	Office	10,000.00	12,359.98	22,359.98
Totals	.....	\$314,195.39	\$425,887.10	\$740,082.49

EXPENDITURES IN DETAIL—COOPERATIVE FUND.

(Included in preceding Table.)

FIRST DIVISION.

	Federal	Territorial	Total
3A	Haines-Wells	\$ 4,757.39	\$ 5,000.00
3B	Pleasant Camp Extension	5,628.47	15,154.85
3C	Porcupine Extension	100.00	200.00
3D	Haines-Mud Bay	700.00	1,500.00
14A	Sitka National Monument	16.35	15.00
14B	Sitka-Military Cemetery	100.00	200.00
40	Douglas-Gastineau Channel	53.25	150.00
81	Good Creek-Salmon River	384.43	1,000.00
100	Office	.....	777.71(a)
Totals	\$ 11,739.89	\$ 23,997.56	\$ 35,737.45

SECOND DIVISION.

	Federal	Territorial	Total
8 Nome-Council	\$ 3,687.46	\$ 3,690.00	\$ 7,377.46
8A Bonanza Ferry	241.80	200.00	441.80
8B Safety Ferry	292.90	500.00	792.90
8C Council Ferry	26.00	50.00	76.00
8D Council-Ophir Creek Road	45.91	100.00	145.91
8G Bear Creek Trolley	1.00	10.00	11.00
8H Casa de Paga	17.34	100.00	117.34
13A Nome-Bessie	77.60	900.00	977.60
13B Bessie-Banner	77.92	300.00	377.92
13C Bessie-Little Creek	202.66	5,000.00	5,202.66
13F Nome-Osborne	772.11	2,000.00	2,772.11
13I Nome River	8.57	20.00	28.57
13K Bessie-Buster	235.73	2,000.00	2,235.73
18 Kaltag-Solomon	3,514.24	460.00	3,974.24
18A Bonanza-Kotzebue	523.74	1,135.50	1,659.24
18B Golovin-Council	10.00	40.00	50.00
21 Unalakleet-St. Michael	85.00	100.00	185.00
25A Cripple River .....	.....	10.00	10.00
25E Submarine Paystreak	44.85	100.00	144.85
25F Anvil-Glacier	77.30	300.00	377.30
25I Sinrock Ferry	58.50	300.00	358.50
26 Candle-Candle Creek	1,976.34	1,000.00	2,976.34
27 Deering-Inmachuk	4,401.60	3,500.00	7,901.60
28A Nome-Taylor	50.00	400.00	450.00
41A Kotzebue-Shungnak	22.50	500.00	522.50
42 St. Michael-Kotlik	10.00	40.00	50.00
49 Davidson's Landing-Taylor	11.03	200.00	211.03
62 Dime Creek Corduroy	8,314.73	2,000.00	10,314.73
67 Nome-Teller	192.77	800.00	992.77
67A Teller-Lost River	217.11	1,600.00	1,817.11
68 Flagging Trails	3,009.34	4,000.00	7,009.34
77 Shelton Ferries	81.50	100.00	181.50
77A Ferries	240.35	600.00	840.35
77B Bridges	69.65	100.00	169.65
89 Kcusarok Reconnaissance	327.45	.....	327.45
90B Shelter Cabins, Second Division .....	.....	1,500.00	1,500.00
Totals	\$ 28,925.06	\$ 33,655.50	\$ 62,580.56

THIRD DIVISION.

	Federal	Territorial	Total
51 Talkeetna-Cache Creek	\$ 26,990.77	\$ 15,242.14	\$ 42,232.91
57 McCarthy-Nizina	4,639.55	.....	4,639.55
57A Nizina River Bridge	36,076.94	20,000.00	56,076.94
60 Valdez Dike .....	.....	601.83 (b)	601.83
75 Anchorage-Eagle River	15,394.77	1,694.85	17,089.62
90C Shelter Cabins, Third Division .....	.....	1,800.00	1,800.00
93 Chulitna Bridge	1,121.87	3,000.00	4,121.87
Totals	\$ 84,223.90	\$ 42,338.82	\$ 126,562.72

FOURTH DIVISION.

	Federal	Territorial	Total
38A Ruby-Long Creek	\$ 2,113.85	\$ 1,000.00	\$ 3,113.85
38D Ophir-Tacotna System	19,231.17	6,900.00	26,131.17
46A Roosevelt-Kantishna	13,424.70	6,220.99	19,645.69
63 Dunbar-Brooks	1,557.33	2,000.00	3,557.33
90D Shelter Cabins, 4th Division .....	.....	4,000.00	4,000.00
92A Bethel-Quinhagak	786.00	1,000.00	1,786.00
92E Yukon-Kuskokwim Portage	400.00	100.00	500.00
Totals	\$ 37,513.05	\$ 21,220.99	\$ 58,734.04

SUMMARY.

	Federal	Territorial	Total
First Division	\$ 11,739.89	\$ 23,997.56	\$ 35,737.45
Second Division	28,925.06	33,655.50	62,580.56
Third Division	84,223.90	42,338.82	126,562.72
Fourth Division	37,513.05	21,220.99	58,734.04
Grand Totals	\$162,401.90	\$121,212.87	\$283,614.77

(a)—Contributed by City of Juneau.
 (b)—Contributed by City of Valdez.

DISTRIBUTION OF EXPEN

0111	Salaries
0112	Wages
0200	Stationery
0201	Other Stationery
0210	Medical and Hospital Supplies
0220	Educational Supplies
0230	Fuel
0240	Wearing apparel, etc.
0250	Forage
0260	Provisions
0270	Powder, Explosives, etc.
0280	Sundry Supplies, including Lubricants.
0290	Construction Material
0300	Subsistence (persons)
0400	Subsistence (animals) and Care of Ani
0500	Telegraph
0510	Telephone
0520	Communication service, inc. Post Office
0600	Travel Expense
0700	Transportation Freight
0800	Printing and Binding
1000	Heat, Light, Water, and Power Service
1100	Rent of Buildings and Structures
1110	Rent of Equipments, including Hire of
1280	Repair and Maintenance of Equipmen
13	Special and Miscellaneous current exp
3010	Equipment (Furniture, Furnishings &
3020	Equipment, (Educational)
3040	Equipment, (Live Stock)
3050	Equipment, (Other)
3120	Basements
3210	Other Structures

Increase of Compensation

Total

DIVISION.

Federal	Territorial	Total
\$ 3,687.46	\$ 3,690.00	\$ 7,377.46
241.80	200.00	441.80
292.90	500.00	792.90
26.00	50.00	76.00
45.91	100.00	145.91
1.00	10.00	11.00
17.34	100.00	117.34
77.60	900.00	977.60
77.92	300.00	377.92
202.66	5,000.00	5,202.66
772.11	2,000.00	2,772.11
8.57	20.00	28.57
235.73	2,000.00	2,235.73
3,514.24	460.00	3,974.24
523.74	1,135.50	1,659.24
10.00	40.00	50.00
85.00	100.00	185.00
44.85	100.00	144.85
77.30	300.00	377.30
58.50	300.00	358.50
1,976.34	1,000.00	2,976.34
4,401.60	3,500.00	7,901.60
50.00	400.00	450.00
22.50	500.00	522.50
10.00	40.00	50.00
11.00	200.00	211.00
8,314.73	2,000.00	10,314.73
192.77	800.00	992.77
217.11	1,600.00	1,817.11
3,009.34	4,000.00	7,009.34
81.50	100.00	181.50
240.35	600.00	840.35
69.65	100.00	169.65
327.45	1,500.00	1,827.45
\$ 28,925.06	\$ 33,655.50	\$ 62,580.56

DIVISION.

Federal	Territorial	Total
\$ 26,990.77	\$ 15,242.14	\$ 42,232.91
4,639.55	20,000.00	24,639.55
36,076.94	601.83 (b)	36,678.77
15,394.77	1,694.85	17,089.62
1,121.87	1,800.00	2,921.87
	3,000.00	4,121.87
\$ 84,223.90	\$ 42,338.82	\$ 126,562.72

H DIVISION.

Federal	Territorial	Total
\$ 2,113.85	\$ 1,000.00	\$ 3,113.85
19,231.17	6,900.00	26,131.17
13,424.70	6,220.99	19,645.69
1,557.33	2,000.00	3,557.33
786.00	4,000.00	4,786.00
400.00	1,000.00	1,400.00
	100.00	500.00
\$ 37,513.05	\$ 21,220.99	\$ 58,734.04

MMARY.

Federal	Territorial	Total
\$ 11,739.89	\$ 23,997.56	\$ 35,737.45
28,925.06	33,655.50	62,580.56
84,223.90	42,338.82	126,562.72
37,513.05	21,220.99	58,734.04
\$ 162,401.90	\$ 121,212.87	\$ 283,614.77

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DISTRIBUTION OF EXPENDITURES.

0111	Salaries	\$ 45,299.43
0112	Wages	269,994.78
0200	Stationery	3,005.62
0201	Other Stationery	413.37
0210	Medical and Hospital Supplies	122.69
0220	Educational Supplies	1,793.97
0230	Fuel	23,933.17
0240	Wearing apparel, etc.	143.50
0250	Forage	27,156.31
0260	Provisions	65,636.74
0270	Powder, Explosives, etc	3,196.30
0280	Sundry Supplies, including Lubricants, etc.	9,957.87
0290	Construction Material	19,922.33
0300	Subsistence (persons)	23,114.32
0400	Subsistence (animals) and Care of Animals	1,001.43
0500	Telephone	448.20
0510	Telephone	817.29
0520	Communication service, inc. Post Office Box Rent	66.90
0600	Travel Expense	9,582.38
0700	Transportation Freight	61,570.22
0800	Printing and Binding	480.44
1000	Heat, Light, Water, and Power Service	914.09
1100	Rent of Buildings and Structures	2,108.35
1110	Rent of Equipment, including Hire of Animals	34,036.14
1280	Repair and Maintenance of Equipment	47,683.68
13	Special and Miscellaneous current expenses	2,258.28
3010	Equipment (Furniture, Furnishings & Fixtures)	5,527.90
3020	Equipment, (Educational)	205.41
3040	Equipment, (Live Stock)	2,448.50
3050	Equipment, (Other)	13,781.06
3120	Easements	500.00
3210	Other Structures	35,000.00
	Increase of Compensation	\$ 711,224.77
	Total	\$ 740,082.49

DISTRIBUTION OF WAR DEPARTMENT APPROPRIATIONS BY PROCUREMENT AUTHORITY NUMBERS.

Act of June 30, 1922:

Authority No.			
"Eng.153P-4686-A23"	\$ 53,748.55	Construction work.	
4687	153,282.42	Maintenance and Repair Work.	
4688	280.80	Report on transportation connection between Nome-Shelton System and coal deposits of Kugruk River.	
4689	444.25	Travel expense of officers (reimbursement of.)	
4691	44,921.29	Subsistence (persons and animals.)	
4692	33,448.63	Transportation (persons and animals and freight.)	
4693	105.10	Rent and Storage.	
4694	1,634.52	Office supplies and equipment, including stationery.	
4696	42,082.76	Field equipment and material.	
4697	345.22	Telephone and telegraph service.	
4698	7,661.47	Incidental expense.	
4699	20,150.32	Salaries.	
4701	106,916.02	Wages.	
Total.....		\$465,021.35*	

(*)—Includes refund account correction of voucher of \$21.35.
Act of March 2, 1923:

Authority No.			
"Eng.311P-4686-A34" (in part)	\$ 9,518.23	Construction work.	
4687	28,681.87	Maintenance and Repair Work.	
4688		Report on transportation connection between Nome-Shelton System and coal deposits of Kugruk River.	
4689	138.60	Travel expense of officers (reimbursement of.)	
4691	22,784.40	Subsistence (persons and animals.)	
4692	6,973.13	Transportation (persons and animals.)	
4693	12.60	Rent and Storage.	
4694	1,587.60	Office supplies and equipment, including stationery.	
4696	15,613.73	Field equipment and material.	
4697	67.99	Telephone and telegraph.	
4698	627.84	Incidental expense.	
4699	4,056.33	Salaries.	
4701	530.00	Wages.	
Total.....		\$ 90,592.32	
Grand Total.....		\$555,613.67	

I. APPROPRIATIONS

1. Construction and Maintenance of Military and Trails, Alaska.

Act of—			
June 12, 1906	\$ 150,000.00	Mar. 4, 1915	
June 20, 1906	35,000.00a	Aug. 29, 1915	
Mar. 2, 1907	250,000.00	May 2, 1917	
May 11, 1908	250,000.00	July 9, 1918	
Mar. 3, 1909	350,000.00	July 11, 1919	
Mar. 23, 1910	100,000.00	June 5, 1920	
Mar. 3, 1911	150,000.00	June 30, 1921	
Aug. 24, 1912	125,000.00	June 30, 1922	
Mar. 2, 1913	155,000.00b	Mar. 2, 1923	
Apr. 27, 1914	125,000.00		
		Total	

a—For Fairbanks-Council Survey.
b—Includes \$55,000.00 for Valdez dike.
c—Includes \$10,000.00 for Nome-Keewalik Survey.

2. Construction and Maintenance of Wagon Road "Alaska Fund."

Fiscal year—			Fiscal year—
1905	\$ 28,120.56	1915	
1906	112,462.19	1916	
1907	115,259.29	1917	
1908	144,041.56	1918	
1909	108,713.67	1919	
1910	182,028.17	1920	
1911	122,843.40	1921	
1912	207,947.59	1922	
1913	173,171.07	1923	
1914	175,734.28		
		Total	

Proceeds from sales

Transfers from appropriations

Grand Total

3. Increase of Compensation, War Department.

Fiscal year—			Fiscal year—
1918	\$ 145.20	1921	
1919		1922	
1920		1923	
		Total	

Total Federal Appropriations

WAR DEPARTMENT APPROPRIATIONS BY
EMENT AUTHORITY NUMBERS.

\$ 53,748.55	Construction work.
153,282.42	Maintenance and Repair Work.
280.80	Report on transportation connection between Nome-Shelton System and coal deposits of Kugruk River.
444.25	Travel expense of officers (reimbursement of.)
44,921.29	Subsistence (persons and animals.)
33,448.63	Transportation (persons and animals and freight.)
105.10	Rent and Storage.
1,634.52	Office supplies and equipment, including stationery.
42,082.76	Field equipment and material.
345.22	Telephone and telegraph service.
7,661.47	Incidental expense.
20,150.32	Salaries.
106,916.02	Wages.

\$465,021.35*
and account correction of voucher of \$21.35.

n part) \$ 9,518.23	Construction work.
28,681.87	Maintenance and Repair Work.
	Report on transportation connection between Nome-Shelton System and coal deposits of Kugruk River.
138.60	Travel expense of officers (reimbursement of.)
22,784.40	Subsistence (persons and animals.)
6,973.13	Transportation (persons and animals.)
12.60	Rent and Storage.
1,587.60	Office supplies and equipment, including stationery.
15,613.73	Field equipment and material.
67.99	Telephone and telegraph.
627.84	Incidental expense.
4,056.33	Salaries.
530.00	Wages.

\$ 90,592.32
Total...\$555,613.67

I. APPROPRIATIONS.

1. Construction and Maintenance of Military and Post Roads, Bridges and Trails, Alaska.

Act of—			
June 12, 1906	\$ 150,000.00	Mar. 4, 1915	\$ 165,000.00
June 20, 1906	35,000.00a	Aug. 29, 1916	500,000.00
Mar. 2, 1907	250,000.00	May 2, 1917	500,000.00
May 11, 1908	250,000.00	July 9, 1918	100,000.00
Mar. 3, 1909	350,000.00	July 11, 1919	100,000.00
Mar. 23, 1910	100,000.00	June 5, 1920	350,000.00
Mar. 3, 1911	150,000.00	June 30, 1921	425,000.00c
Aug. 24, 1912	125,000.00	June 30, 1922	465,000.00
Mar. 2, 1913	155,000.00b	Mar. 2, 1923	650,000.00
Apr. 27, 1914	125,000.00		
		Total	\$4,945,000.00

a—For Fairbanks-Council Survey.
b—Includes \$55,000.00 for Valdez dike.
c—Includes \$10,000.00 for Nome-Keewalik Survey.

2. Construction and Maintenance of Wagon Roads, Bridges and Trails, "Alaska Fund."

Fiscal year—		Fiscal year—	
1905	\$ 28,120.56	1915	\$ 147,602.97
1906	112,462.19	1916	172,952.67
1907	115,259.29	1917	136,677.26
1908	144,041.56	1918	199,308.52
1909	108,713.67	1919	161,163.37
1910	182,028.17	1920	138,529.19
1911	122,843.40	1921	92,661.68
1912	207,947.59	1922	97,461.62
1913	173,171.07	1923	119,227.10
1914	175,734.28		
		Total	\$2,635,906.16

Proceeds from sales 16,359.81
Transfers from appropriations 626.59

Grand Total\$2,652,892.56

3. Increase of Compensation, War Department.

Fiscal year—		Fiscal year—	
1918	\$ 145.20	1921	\$ 940.00
1919		1922	4,322.09
1920		1923	28,857.72
		Total	\$ 34,265.01

Total Federal Appropriations\$7,632,157.57

II. CONTRIBUTED FUNDS.

ACT OF CONGRESS APPROVED JUNE 30, 1921, ALASKA SPECIAL FUND

1. By the Territory:

Act of Legislature approved April 21, 1919,
Public Roads, Bridges, Trails and Ferries.

Fiscal Year:		
1920	\$115,517.94	
1921	85,746.61	\$201,264.55

Approved May 7, 1921, Public Roads, Bridges
Trails and Ferries.

Fiscal Year:		
1921	\$ 28,000.00	
1922	43,237.28	
1923 (includes \$20.45 refund)	88,533.33	\$159,770.61

Approved May 5, 1921, Nizina River Bridge.

Fiscal Year:		
1922	\$ 5,000.00	
1923	20,000.00	\$ 25,000.00

Approved May 7, 1921, Shelter Cabins

Fiscal Year:		
1922	\$ 6,500.00	
1923	3,500.00	\$ 10,000.00

Total\$396,035.16

2. By Others:

Fiscal Year 1922:		
City of Valdez	\$ 226.02	
City of Wrangell	500.00	
City of Sitka	500.00	
Alpine Club of Skagway	463.75	\$ 1,683.77

Fiscal Year 1923:

City of Valdez	\$ 601.83	
City of Juneau	777.71	\$ 1,379.54

Total, Contributed Funds\$ 399,098.47

III. EXPENDITURE OF OTHER FUNDS SUPERVISED BY THE BOARD.

Fiscal Year 1921:

1. For the Territory of Alaska:		
Kuskulana Bridge	\$ 750.00	
2. For the Chief of Engineers, U. S. Army:		
Rivers and Harbors, Fish Traps, etc.	1,602.50	
Total	\$ 2,352.50	

Fiscal Year 1922:

1. For the Territory of Alaska:		
Chairman, 3rd Division	\$ 7,812.19	
Chairman, 4th Division	21,365.00	
2. For the Quartermaster General, U. S. Army:		
Ft. Wm. H. Seward water supply	2,502.02	
3. For the Chief of Engineers, U. S. Army:		
Rivers and Harbors, Fish Traps, etc.	47,503.46	
Total	\$ 79,182.67	

Fiscal Year 1923:

1. For the Territory of Alaska:

Chairman, 3d Division

Account No.	Name	Miles
.....	Overhead .....	.....
35H	Wasilla-Finger Lake	15
35K	Matanuska Trunk Road	8
35N	Houston-Willow Creek	28
35P	Moose Creek-Baxter	5
36	Valdez-Mineral Creek	10½
75A	Lake Spenard	3½
75B	Whitney Road	7

Total

Chairman, 4th Division

Account No.	Name	Miles
.....	Overhead .....	.....
7A	Summit-Chatanika	11
7B	Fox-Olnes	13
7C	Summit-Fairbanks Creek	13
7D	Fairbanks-Ester Creek	13
7G	Fairbanks-Gilmore	13
7H	Little El Dorado Creek	1½
7I	Gilmore-Summit	6
7J	Fairbanks-Chena H. S.	64
7K	Olnes-Livengood	54
7N	Farmers Birch Hill	8
7S	Graehl Bridge .....	.....
7T	Farmers Chena Slough	4½
7U	Noyes Slough Bridge .....	.....
15A	Central House-Circle H. S. ..	9
63	Dunbar-Brooks	63

Total

Seward Peninsula Railroad

2. For the Chief of Engineers, U. S. Army:

Rivers and Harbors, Fish Traps, et
Improvement of Nome Harbor ..
Survey of Wrangell Harbor ..
Survey of Wrangell Narrows ..
Preliminary Examination of Tolov
Preliminary Examination of Yuko
kokwim Portage ..
Preliminary Examination of English
Preliminary examination of Gastine
nel and adjacent waters ..
Investigation of Port Facilities ..
Fish Traps, Public Hearings, etc.
Increased Compensation, 1923 ..

Total

3. For the Alaska Railroad

Construction and Operation of R
in Alaska ..
Construction and Equipment of R
in Alaska 1922-1923 ..
Maintenance and Operation of R
in Alaska ..
Special Deposit, Revenue Account ..

Total

Total of Supervised Funds, F. Y. 1

SKA ROAD COMMISSION.

UTED FUNDS.

VED JUNE 30, 1921, ALASKA
L FUND

1919.
Ferries.
\$115,517.94
85,746.61
\$201,264.55

Bridges
\$ 28,000.00
43,237.28
88,533.33
\$159,770.61

Bridge.
\$ 5,000.00
20,000.00
\$ 25,000.00

\$ 6,500.00
3,500.00
\$ 10,000.00
\$396,035.16

\$ 226.02
500.00
500.00
463.75
\$ 1,683.77

\$ 601.83
777.71
\$ 1,379.54
\$ 399,098.47

HER FUNDS SUPERVISED
BOARD.

\$ 750.00
Army:
s. etc. 1,602.50
\$ 2,352.50

\$ 7,812.19
21,365.00

Army:
ly 2,502.02

Army:
s. etc. 47,503.46
\$ 79,182.67

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Fiscal Year 1923:

For the Territory of Alaska:

Chairman, 3d Division \$ 10,855.72

Account No.	Name	Miles	Expenditure
	Overhead		\$ 100.00
	Wasilla-Finger Lake	15	5,896.84
	Matanuska Trunk Road	8	323.69
	Houston-Willow Creek	28	940.32
	Moose Creek-Baxter	5	2,218.62
	Valdez-Mineral Creek	10 1/2	918.55
	Lake Spenard	3 1/2	159.50
	Whitney Road	7	388.20

Total \$ 10,855.72
Chairman, 4th Division \$ 15,717.11

Account No.	Name	Miles	Expenditure
	Overhead		\$ 91.00
	Summit-Chatanika	11	656.00
	Fox-Olnes	13	45.50
	Summit-Fairbanks Creek	13	3,000.00
	Fairbanks-Ester Creek	13	1,511.80
	Fairbanks-Gilmore	13	1,006.05
	Little El Dorado Creek	1 1/2	239.05
	Gilmore-Summit	6	2,369.61
	Fairbanks-Chena H. S.	64	1,645.75
	Olnes-Livengood	54	50.00
	Farmers Birch Hill	8	1,276.84
	Grahl Bridge		1,117.60
	Farmers Chena Slough	4 1/2	1,170.47
	Noyes Slough Bridge		459.69
	Central House-Circle H. S.	9	597.75
	Dunbar-Brooks	63	480.00

Total \$ 15,717.11
Seward Peninsula Railroad \$ 24,010.65

2. For the Chief of Engineers, U. -S. Army:

Rivers and Harbors, Fish Traps, etc.		\$ 21,145.12
Improvement of Nome Harbor	\$ 12,709.02	
Survey of Wrangell Harbor	9.28	
Survey of Wrangell Narrows	68.73	
Preliminary Examination of Tolovana River	50.00	
Preliminary Examination of Yukon-Kuskokwim Forage	50.00	
Preliminary Examination of English Bay	50.00	
Preliminary examination of Gastineau Channel and adjacent waters	197.00	
Investigation of Port Facilities	284.63	
Fish Traps, Public Hearings, etc.	7,155.12	
Increased Compensation, 1923	571.34	
Total		\$ 21,145.12

3. For the Alaska Railroad \$1,590,570.09

Construction and Operation of Railroads in Alaska	\$ 113,210.48
Construction and Equipment of Railroads in Alaska 1922-1923	850,008.35
Maintenance and Operation of Railroads in Alaska	543,954.49
Special Deposit, Revenue Account	83,396.77

Total \$1,590,570.09
Total of Supervised Funds, F. Y. 1923 \$1,662,238.69