

Shelter Cabin

<u>Code</u>	<u>Project</u>	<u>Allotment</u>	<u>Authority</u>	<u>Deposit</u>	<u>Date Requested</u>
	Iditarod Trail	1,500	R-Letter 11-14-21	3,000	11-14-21
	2nd Division	1,500	" "		
	Nizina Cabin	1,000	" "		
	Reserved	1,000	" "		
	Totals .....	5,000		3,000	

Nizina River Bridge

Nizina River					
Bridge	25,000			2,500	11-4-21

COPY

June 9, 1919.

President of the Board.

Territorial Board of Road Commissioners, Juneau, Alaska.

Cooperation.

1. The writer has just returned from Washington, where he conferred with the authorities of the War and Agriculture Departments regarding road work in Alaska. The purpose of the visit was to arrange for the most effective cooperative road work between these two Departments and the Territory of Alaska, which was made possible by the enactment of the Road Law and the appropriation of funds during the last session of the Territorial Legislature.

2. The writer was able to obtain what he considered favorable action. To secure this necessitated many explanations which would not have been necessary had Alaska conditions been better understood in Washington. The working scheme required approval by the Secretary of War, Secretary of Agriculture, the Comptroller of the Treasury and several Bureau Chiefs of the Departments named.

3. The Department of Agriculture was asked to make concessions in the proportions of cooperative funds, methods of accounting, changes in type and construction standards adapted to Alaska. The usual cooperative requirement has been on a fifty-fifty basis, i.e., the state or territory appropriating one-half of the funds and the federal government the remaining half. This requirement was modified to such proportion that the Territory will receive approximately three dollars of federal money for every dollar it appropriates for road purposes within the forest reserves. To secure this proportion it will be necessary to make up the difference usually required from the states, by allotments by the Alaska Road Commission from their funds. Our Commission is willing to do this on selected projects. The accounting and other features were arranged.

4. For the fiscal year 1917 \$46,280 was available for cooperative road work within the Alaska National Forests under the provisions of Section 8 of the Federal Aid Road Law. This fund has increased each year until the present balance amounts to \$139,695. An additional \$47,061 will be due July 1, 1919. While this money has been available for three years no work has yet been

done. The Post Office appropriation bill of 1919 provided \$9,000,000 to be expended by the Secretary of Agriculture for road work within the National Forests. Under favorable conditions Alaska's share should have been approximately \$150,000. Our allotment was \$59,000, making a total of \$245,451 on July 1, 1919. As no cooperative agreements had been signed and as the legislature appropriated less money for road work within the National Forest reserves in 1919 than in 1917, my argument for a greater amount was not as forcible as it would have been if construction had been under way and more territorial funds had been available.

5. There is no desire on my part to take exception to past conditions, but if the Territorial authorities had shown a greater interest in the fall of 1917, a considerable amount of this money could have been used on Alaska roads. The writer is not entirely blameless on this score; while he conferred with the Territorial authorities and explained how the funds could be used, he did not urge the matter on account of the existing War conditions. It is hoped that your Board will see the advantage of undertaking as much construction as possible, so that when allotments are made next year we will have enough work under way to present the requirements of Alaska in a more favorable light, and to back up the arguments with accomplishments.

6. Cooperative agreements have been prepared by the Department of Agriculture and are submitted herewith, for the following projects.

Prince of Wales Island (Also known as Portage Road).

\$5,000 from Alaska Road Commission.  
 15,000 " Department of Agriculture.  
10,000 " Territory of Alaska.  
 30,000 - - -Total.

10 7/16

Ketchikan-Wards Cove-Light House Station and Ketchikan Creek roads.

35,000 \$5,000 from Alaska Road Commission.  
 11,500 39,000 " Department of Agriculture.  
13,000 " Territory of Alaska.  
 57,000 - - -Total.

11 1/2 7/16

Juneau-Eagle River and Auk Bay Extension.

\$5,000 from Alaska Road Commission.  
 10,000 " Department of Agriculture.  
5,000 " Territory of Alaska.  
 20,000 - - -Total.

5 7/16

Petersburg-Seow Bay.

\$5,000 from Alaska Road Commission.  
 10,000 " Department of Agriculture.  
5,000 " Territory of Alaska.  
 20,000 - - -Total.

5 7/16

43,750 add (93,750 493,750  
36,150  
 15  
 \$46,875

Frank Allen  
 Willey

31 1/2 7/16  
 10 7/16  
 41 1/2

On the Juneau-Eagle River road the Alaska Road Commission has built a new, three span bridge, 232 feet in length, over the Mendenhall river, at a cost of approximately \$8,000, and the road has been under construction since April first.

7. Pending the execution of formal cooperative agreements and to avoid further loss of time, the Alaska Road Commission is prepared to begin construction on the Portage and Petersburg roads as soon as we receive an expression from your Board of its willingness to cooperate on the above projects to the extent of funds indicated. The Ketchikan project and Juneau-Eagle River are now under construction. It is highly advisable that prompt action be taken as the amount of money now available from the Alaska Road Commission funds will only carry on the work for a brief period, and it would be unfortunate if work were to be suspended for even a short time.

8. We propose for your consideration and recommend for your acceptance the following additional projects for cooperative work:

	<u>A.R.C.</u>	<u>Dept. Ag.</u>	<u>Ter. R.C.</u>	<u>Total.</u>
1st Division: Salmon River	10,000	15,000	5,000	30,000
3rd Division: Katalla Road	5,000	15,000	5,000	25,000
" " Seward-Kenai	1,000	10,000	5,000	16,000

To summarize the allotments, the Department of Agriculture furnishes \$114,000, the Alaska Road Commission \$36,000: Total federal allotment \$150,000, territorial allotment \$48,000, or approximately 25% of the total, \$198,000.

9. The above are all cooperative projects with the Department of Agriculture, Alaska Road Commission and the Territory. In addition to the above, the Department of Agriculture has allotted from its funds an amount sufficient to make surveys for the Cordova-Eyak Lake, Cordova Wharf, and the Quartz-Creek-Russian River roads. It is hoped that construction may start on the latter project this year. More Department of Agriculture funds are available for allotment in the 3rd Division, but the season is now well advanced and by the time surveys were made we would not be able to accomplish as much as we would if work was undertaken next season. More Agriculture funds could also be placed in the 1st Division if the Territory were in a position to increase their allotments.

10. The following are projects which the Alaska Road Commission proposes for cooperative work with the Territory:

	<u>A.R.C.</u>	<u>Territory</u>	<u>Total.</u>
2nd Div. Candle Creek road	5,000	5,000	10,000
Deering	500	1,500	2,000
Dime Creek	7,000	1,500	8,500
Casa De Pago	500	4,500	5,000
Ft. Davis-Cape Nome	10,000	9,000	19,000
Solomon-East Fork	200	1,300	1,500

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	<u>A.R.C.</u>	<u>Territory</u>	<u>Total.</u>
2nd Div. Nome-Ft. Davis Road	500	900	1,400
contd. Council-Corduroy	100	900	1,000
Sinreck, Safety & Bonanza			
Ferries	200	1,400	1,600
Nome-Local Roads	500	4,500	5,000
Snake River Extension	500	4,500	5,000
Purchase of 2 trucks			
and supplies		8,000	8,000
Nome River Extension	500	4,500	5,000
Winter Trails	<u>5,000</u>		<u>5,000</u>
Totals .....	30,500	47,500	78,000
3rd Div. Knik-Willow Creek	9,000 ✓	6,000	15,000
Talkeetna-Cache Creek	35,000 ✓	15,000	50,000
Anchorage District	1,000	4,000	5,000
Valdez District	1,000	4,000	5,000
Undetermined		<u>8,500</u>	<u>8,500</u>
Totals .....	46,000	37,500	83,500
4th Div. Tacotna-Ophir	10,000	10,000	20,000
Fairbanks Local system	Proportion of		10,000
Tolovana			15,000
Ruby	other allotments		10,000
Eagle			6,000
Circle	to be agreed upon		6,000
Hot Springs			6,000
Iditarod	later.		3,000
Koyukuk			3,000
Fairbanks-Fort Gibbon			2,000
Rampart			1,000
Chatanika-Birch Creek			1,000
Ft. Gibbon-Koyukuk			1,000
Kantishna			5,000
Ft. Gibbon-Kaltag			500
Chandler			<u>500</u>
Totals .....	42,500	47,500	90,000
Summary: Total Territorial funds .....			\$132,500
" Alaska Road Commission funds .....			<u>119,000</u>
Total .....			\$251,500

If the above schedule meets with your approval the Alaska Road Commission expects to make the following allotments from strictly Alaska Road Commission funds:

1st Division:	Haines-Pleasant Camp Road	\$10,000
	Juneau-Sheep Creek	3,000
	Silver Bow Basin	3,000
	Undetermined and Extra allotments for cooperative work	20,000
3rd Division:	Wile 29-Moose Pass	5,000
	Iliamna Bay	3,000
	Knik, Ophir, Iditarod, Kaltag.	
	Lewis and Ruby Trail system	7,000
	Valdez-Chitina-Fairbanks	100,000
4th Division:	Valdez-Chitina-Fairbanks	80,000

11. All of the above allotments except the Prince of Wales, Ketchikan, Juneau, Petersburg and Kenai Lake roads in the first and third division Department of Agriculture and Alaska Road Commission cooperative projects, are made with the expectation of a \$300,000 appropriation by Congress. If this appropriation is not made or is reduced we will be compelled to provide for the Military and Post Road and Trail System before undertaking any other work. This military system comprises the Valdez-Chitina-Fairbanks road and connecting roads and trails, having an approximate length of 4,500 miles. All that we can now promise is to do the best we can. In any event, we will be able to cooperate to the extent of furnishing the services of the entire Alaska Road Commission organization and all the equipment not needed on other work, without cost to the Territory of Alaska. If the above schedule is approved by your board there will be absolutely no overhead charge to the Territory except the salary of the elected Commissioners and the Territory will make a very considerable saving, which can be applied to actual work on much needed roads.

12. The writer wishes to make the following statement in regard to his interest in the Road Act and cooperative road work: Upon my arrival in Alaska there were four separate and distinct road organizations in the Territory—the Alaska Road Commission, the U. S. Forest Service, the Office of Public Roads, and the Territorial Road Commission. The three federal agencies reached an agreement to unite their efforts. My letter of instructions contained the following sentence: "There is an opportunity to coordinate the road construction for the territory." This quotation suggested the Road Act, which passed with twenty-two votes out of a possible twenty-four, two senators in favor of the bill generally, voted "no" to register their objection to a single phase in one section.

Section 2 of this Act permits the Territorial Board of Road Commissioners to enter into cooperative agreements with the federal authorities for the construction, repair, and maintenance of any public road, bridge or ferry within the Territory of Alaska. The Board thus has authority to do all of the Territorial Road work through cooperative agreements. Section 17 provides for the organization of the Divisional Road Commissioners after the terms of the present elected members expires. The other sections define the duties and routine procedure for carrying on the work. It was the writer's intention, and this was explained to the members of the legislature verbally and to the Road Committee of the House of Representatives by letter dated April 2nd, to centralize all road work in the Alaska Road Commission. The appeal to the legislature was made on that basis, but ample provisions were provided for the protection of the interests of the Territory through the Territorial Board of Road Commissioners. The letter of April 2nd, above referred to, is quoted in full, as follows:

"It will be noted in Section 17 of the draft that after March 1, 1921, the Chairman of the Divisional Road Commission is to serve without pay or emolument, etc. This practically limits this position to a District Engineer of the Alaska Road Commission. At the suggestion of Governor Riggs this section was so amended that in case the District Engineer was not acceptable to the Territorial Commission they would have the right to act jointly with the Divisional Road Commission and handle the work independently of the Alaska Road Commission.

"I desire to state further that it is the policy of the Alaska Road Commission to acquire the confidence of the different Divisions to such an extent that the next legislature will be so well satisfied that they will not find it necessary to make other arrangements. The District Engineers of the Alaska Road Commission would render service to the Territory but would make no charge for this service, and their salaries would be paid entirely by the Alaska Road Commission."

13. There are two reasons why the Alaska Road Commission was not directly designated to take over the work: First, the Territorial Legislature cannot require the federal government to assume responsibility; second, the act was so worded that the Territory may either accept or reject any proposal made by the federal road authorities.

14. Cooperative work with the Department of Agriculture is governed by the federal law and by rules of the Secretary of Ag-

riculture. Cooperative work with the Alaska Road Commission is subject to the approval of the Chief of Engineers of the Army. Quoting from a letter from the Chief of Engineers' Office: "Regarding the Chief of Engineers attitude towards a gentleman's agreement between the A.R.C. and the territory, he is strongly in favor of the closest cooperation and is willing, as in the past, to accept your recommendations unless they are manifestly incorrect. He feels, however, that the matter is one which should be carefully handled, his fear being that in cases of this kind an entangling alliance may result which will so tie your hands that you will not be able to act in all ways as a free federal agency and for the best interest of the United States. For example, it would be unfortunate if we were to so obligate ourselves as to make it possible for us to feel morally bound at some future time to cooperate on some project which we thought to be lacking in merit. I think you will be safe in proceeding according to your own judgment." The Chief of Engineers is willing to give the plan a fair trial and reserves the right to change his attitude whenever he believes the plan is not producing results satisfactory to him. The writer recommended an informal agreement for handling cooperative work with the territory and the above quotation was in answer to that proposal.

15. The cooperative projects herein proposed were selected after conference with the representatives in the legislature from the different divisions, and estimates are based upon reports of the divisional commissions and our own records. The amounts, in many cases, do not contemplate any definite amount of work but are intended to go as far as we can make them end to accomplish as much good as possible.

16. We are prepared to start our forces at once in all four divisions upon receipt of favorable action on the part of your Board. The great advantage of close cooperation will be that funds are available, construction can be carried on during the proper seasons, and work can be conducted on a larger scale. With united efforts we will be able to complete projects where we are now compelled to do piece meal work one season, hoping to resume the next year or at some future date. The greatest handicap the A.R.C. has had to contend with is that federal appropriations arrive too late in the season. At the present time we have only enough funds to take care of our most necessary maintenance and repair work. New construction and our heaviest work has to be delayed until we receive word that our appropriation has been made. Last year it was the middle of July before funds were available. Unfortunately, this is the rule and not the exception. This necessitates a rush late in the season, adds to the cost, lessens the output and causes us to handle more mud than road material.

17. The Territorial Road appropriation for the coming two years was \$100,000 each for the second, third and fourth divis-



375000  
4

ions, with \$75,000 for the first division. Against each of these divisions is a charge of \$5,000 for salary of the elected commissioner, and to this salary must be added all of his expenses, which in the past two years have equaled or exceeded the amount paid as salary, making a total overhead charge of not less than 10% on the appropriation for the second, third, and fourth divisions and much more for the first division. We are prepared to save the Territory all overhead expense in excess of the salary of the elected Commissioner. The writer desires to state that the sole purpose and aim of the Alaska Road Commission is to serve the Territory to the best of its ability. We wish to make the greatest use of available resources to advance the Alaska road program. Our success in this direction will be our only compensation for the cooperation. What we offer is obvious to the informed public.

18. If the program is accepted we will have plenty of extra work and not a little additional trouble. We acknowledge past mistakes and regret others that will be made. We do not feel called upon to apologize for what has been done and shall endeavor to do the best we can with the means available. In view of the many possible advantages and the support it has had from the members of the legislature and many others, the plan is recommended for trial.

W. H. Waugh

WHW/GNS

Major, Engineers.

The Territorial Board of Road Commissioners.

Juneau, Alaska.

Gentlemen:

The Board of Road Commissioners for Alaska hereby offers to assume and carry out the construction and maintenance of the roads and trails in the Territory of Alaska during the calendar year 1919, in accordance with the schedule of expenditure hereafter set forth:

\* \* \* \* \*

All cost of general supervision, accounting, office maintenance and expense, will be borne by this office. The proportionate share of the total expense to be borne by the Territorial Treasury, as indicated in this schedule, is to be deposited in the Treasury of the U.S. subject to the official check of the Disbursing Officer of the Board of Road Commissioners for Alaska, deposits to be made at such times and in amounts necessary to carry on the work. A detailed account of the expenditure of such Territorial funds will be furnished the Treasurer of the Territory at the close of each calendar year. Your acceptance of this offer will be considered as effecting the required cooperative agreement as contemplated by Section 2 of the Territorial Road Act.

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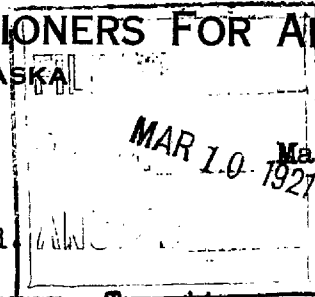
Juneau, Alaska, 1919.

By resolution of the Territorial Board of Road Commissioners this proposal is hereby accepted and the designated funds will be deposited in the U.S. Treasury from time to time to the credit of the Disbursing Officer of the Board of Road Commissioners for Alaska, upon his requisitions.

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# BOARD OF ROAD COMMISSIONERS FOR ALASKA

JUNEAU, ALASKA



**From:** President of the Board

**To:** The Territorial Treasurer, Territory of Alaska,  
Juneau, Alaska.

**Subject:** Report of cooperative work with the Territory of Alaska,  
season of 1920.

The following statement of expenditures of Territorial and Alaska Road Commission funds, contributed under cooperative agreement, is furnished for your information and in compliance with the law. The statement covers all expenditures during the calendar year 1920 and in conjunction with the report of the President of the Alaska Road Commission dated April 6, 1920, for expenditure of all allotments made by the Territorial Road Commission to the Alaska Road Commission. The work received the most careful supervision of the Board, the President and Engineer Officer visiting every project in the Territory at least once and in most cases several times.

FIRST DIVISION

Juneau-Eagle River Road

10.000  
12934  
9.870.66

Since June 1919 work on this road has been on a cooperative basis. In June 1920 the Alaska Road Commission turned over the new construction work to the Bureau of Public Roads of the Department of Agriculture. The road is now completed about one mile beyond Auk Bay making four miles of new road. The Alaska Road Commission expended \$9,959.33 of Territorial money and \$5,173.51 of Alaska Road Commission money on this route during the calendar year 1920.

Haines-Pleasant Camp Road

✓

This year the Road Commission undertook to completely rehabilitate this road. The road from Haines to Wells, a distance of 24 miles was completely rebuilt and is now in excellent condition. A new bridge was constructed across the Chilkat at Wells to replace the old structure which had become unsafe for traffic. The Territorial Road Commission allotted \$4,000.00 to this route, all of which was expended and the Alaska Road Commission expended \$36,624.56 of its own funds.

Prince of Wales Island Road

This road connects Chomley Sound with the west coast of Prince of Wales Island and was originally constructed of Plank in 1905. The planking rotted away until the road was unsafe for traffic, necessitating reconstruction. Three and a quarter miles have been reconstructed and are in very good

condition. Two and one fourth miles of the trail have been widened to ten feet. Work was suspended in November 1919 and resumed in April 1920. Expenditures during the calendar year, Territorial Road Commission \$7,034.40, Alaska Road Commission \$610.84.

Ketchikan-Ward's Cove

Work on this project was turned over to the Bureau of Public Roads, Department of Agriculture on July 1, 1920. At that time three miles were completed. The road serves a thickly populated district and carries a very heavy traffic. Expenditures by the Alaska Road Commission during the calendar year, \$14,356.68, Territorial Road Commission money and \$3,873.56 Alaska Road Commission money.

SUMMARY

First Division

	Territorial Funds	Alaska Road Commission	Total
Juneau-Eagle River Road	\$ 9,959.33	\$ 5,173.51	\$15,132.84
Haines-Pleasant Camp Road	4,000.00	36,624.56	40,624.56
Prince of Wales Island Road	7,034.40	610.84	7,645.24
Ketchikan-Ward's Cove	<u>14,356.68</u>	<u>3,873.56</u>	<u>18,230.24</u>
	\$ 35,350.41	46,282.47	81,632.88

## SECOND DIVISION

In the Second Division the Territorial Road Commission allotted \$45,000.00 to be spent under the Alaska Road Commission. This was all spent during the calendar year and in addition \$28,306.06 of Alaska Road Commission money. This work was under the supervision of Chas. D. Jones, Alaska Road Commission Superintendent at Nome. Major Gotwals, Engineer Officer of the Board, visited Nome at the close of the season's work and made a careful inspection. Detailed report of this work follows.

### Nome-Council Road.

The heaviest work on this road was done on the Ft. Davis-Cape Nome section where connection was made with the road around Cape Nome constructed by the Territory in 1913. A mile and a half of new road was constructed. It is 16 feet wide, surfaced and ditched. The entire road from Nome to Council was gone over, ditches cleaned, ruts filled and rolled. About two miles of willow corduroy was placed, three miles of ditches were dug 5,600 cubic yards of surfacing was placed and 13 culverts installed. The west abutment of the Nome River bridge at Ft. Davis was injured by storms in June of this year and was repaired by placing an apron around the abutment. This apron consisted of 6,300 sacks of sand and 2,100 sacks of concrete. Total expenditures were \$30,996.30, divided over the sections of the road as follows:

Nome-Council Road

Nome-Ft. Davis	\$ 425.00
Nome River Bridge	6,168.52
Ft. Davis-Cape Nome	12,211.70
Cape Nome	291.50
Ferries	2,310.94
Solomon-East Fork	9,242.49
Council Corduroy	<u>346.15</u>
	\$30,996.30

## NOME LOCAL ROADS

Nome-Bessie.- This is the most important road leading out of Nome and the most hauling is done over it. It was badly rutted as little work had been done on it for the past two years. The entire road was dragged and rolled and seven thousand feet re-dressed to a depth of six inches.

Bessie-Banner.- The bridge at Banner station was washed out and the road badly rutted. The bridge was replaced, and gravel surfacing placed over the entire length of the road.

Nome-Osborn.- Some patching was done on this road and the ditches cleaned for its entire length. A tram was installed over Nome River at the mouth of Osborn Creek.

Nome-Buster.- This road was dragged and rolled for a distance of three miles. A bridge, crossing Dry Creek, which had been washed out, was rebuilt, and approaches filled. The ditches were cleaned for the entire length, culverts repaired and the road re-dressed for five hundred feet.

Cripple River Road.- The road follows the bed of Cripple River and due to excessive rains the river was high all summer. The work consisted of brushing across points so as to eliminate fords, and willow corduroying on two points where fording could be avoided.

Submarine Paystreak.- Beginning at the three and one half mile post this road was extended for a quarter of a mile. A foundation of rocks was laid and covered with twelve inches of gravel. The ditches were cleaned and all culverts



repaired.

Nome Wireless.- This road was badly worn and had had no work done on it for several years. It was dressed for its entire length, dragged and rolled.

Mouth of Center Creek.- The bridge at Center Creek was washed out by high water. This bridge was replaced. All holes were patched, and the road rolled and dragged.

Anvil-Glacier.- A footbridge over Snake River, installed by the Territorial Road Commission near Glacier Creek, went out and the material in it was used to make a tram. A road tender was employed in September to clean the ditches and for general up-keep.

Snake River Extension.- A road tender was employed to do some patching, clean ditches, and repair culverts.

#### Nome Local Roads

##### Distribution of Expenditures

Nome-Bessie	\$ 3,263.64
Bessie-Banner	1,307.41
Nome-Osborn	881.10
Bessie-Buster	2,024.28
Cripple River	754.40
Nome Wireless	453.35
Mouth Center Creek	800.50
Submarine-Paystreak	873.13
Anvil Glacier	791.15
Snake River Extension	354.37
Simrock Ferry	<u>537.75</u>

\$12,041.08

Candle-Candle Creek.- This road was completed to Patterson Creek about six miles from Candle. Three thousand five hundred and eighty four feet of new road was made of willow corduroy, three thousand four hundred and eight feet of road was surfaced and the whole road patched. Ten culverts were placed. Two thousand four hundred and thirty feet of ditch was dug. The ditch was dug in frozen ground and had to be gone over twice and three times in some places. The ditch for the entire length of the road was cleaned.

Under this heading a road leading to a crossing over the Kewalik river, on the trail to Bear Creek, was repaired.

Deering-Inmachuck.- Between Deering and the seven mile post six thousand eight hundred feet of willow corduroy were placed. Several fords were cut out by brushing the points and the construction of the corduroy.

Five culverts were put in, three between the three and four miles post, one near the six and one near ~~the~~ seven mile post.

The bridge at Deering, which had been badly damaged by the high water in the fall of 1919, was repaired.

#### Dime Creek Corduroy

The poles purchased at Dime last winter were laid and a number of others were purchased and laid. One mile of new corduroy and six hundred feet of brush corduroy were laid, and two thousand feet of old corduroy repaired. Six thousand

feet of corduroy was surfaced. The Dime Creek bridge was repaired.

Davidsons Landing-Taylor.- The road follows the Mary's River from Davidsons Landing to its head, a distance of twenty four miles, and the work consisted of repairing culverts, cleaning ditches, and general up-keep. New roadways were brushed out across points where the river had changed its course, and all the approaches in and out of Mary's River were graded. On CoCo Hill at the head of Mary's River, a grade six hundred feet long was constructed to avoid a bad place in the bed of Lincoln Creek.

The ferries across the Kusatrin River at Shelton, were repaired and new blocks installed. The foot-bridge at Coarse Gold was repaired. The ferry across the Kougarok River at the crossing of the Inmachuk Trail repaired.

#### Winter Trails

Under this head is grouped all expenditures for winter work, not under a designated route number. These expenditures are for flagging the permanently staked winter trails of the Seward Peninsula. They include the cost of material for making flags, labor on same, the cost of straightening up all the stakes and replacing missing ones and the transportation costs for shipping flags to outlying points. Also there is included the cost of the permanent staking which was done at Kotzebue last summer.

SUMMARY

Second Division

	Territorial Funds	Alaska Road Commission	Total
Nome-Council	\$ 17,346.50	\$ 13,649.80	\$30,996.30
Nome Local Roads	9,765.15	2,275.93	12,041.08
Candle-Candle Creek	1,899.59	3,056.29	4,955.88
Deering-Inmachuck	4,640.56	179.63	4,820.19
Dime Creek Corduroy	7,331.30	5,917.37	13,248.67
Davidson's Landing-Taylor	2,132.00	13.80	2,145.80
Flagging Winter Trails	<u>1,884.90</u>	<u>3,213.24</u>	<u>5,098.14</u>
	\$45,000.00	\$28,306.06	\$73,206.06

THIRD DIVISION

Talkeetna-Cache Creek Road

Work on this road commenced in May and continued through to January first. Several routes were investigated, the one starting from Spruce Landing, a mile below Talkeetna, being selected. The entire forty miles to Cache Creek was cleared and grubbed, the first 5 miles 30 feet wide and the remainder 14 feet wide. Two miles of side hill road was graded 12 feet wide. One mile of corduroy was placed and one mile of side ditches dug. The road is now open as a winter sled road all the way to Cache Creek. Expenditures during the calendar year were \$30,000.00 Territorial Road Commission, and \$22,354.51 Alaska Road Commission.

SUMMARY

	Territorial Fund	Alaska Road Commission	Total
Talkeetna-Cache Creek Road	\$30,000.00	\$22,354.51	\$52,354.51

### Tacotna-Ophir

Work on this road the past season was greatly handicapped due to the fact that we were unable to secure labor. The road constructed was all side hill work and had to be done by hand. Four miles of road was cleared, grubbed and graded, numerous culverts constructed and one bridge constructed at Tacotna which consisted of cribbed approaches and 120' span. Total expenditures embraced \$8,000.00 of Territorial funds and \$565.01 of Alaska Road Commission funds. The Alaska Road Commission allotted \$22,000.00 of its own funds to this road, all of which has been spent but the vouchers have not been received and charged against the allotment.

### Kantishna

The work in this district consisted of the clearing of approximately 12 miles and the construction of 2½ miles of brush corduroy from Roosevelt on the Kantishna River South towards Eureka Creek, the heart of the district. The total distance between these points is 32 miles. Four bridges with average spans of 30 feet were also constructed. Corduroy is being cut and hauled at the present time to complete the road from Roosevelt to where the road has been cleared on a gravel ridge. The purpose of this road was to give immediate relief to the miners of the district until such time as the road from the Government railway can be

constructed. Eight hundred tons of ore were hauled over this route last winter. Total expenditures embraced \$2,000.00 of Territorial funds, and \$2,575.92 of Alaska Road Commission funds.

SUMMARY

Fourth Division

	Territorial Funds	Alaska Road Commission	Total
Tacotna-Ophir	\$8,000.00	\$ 565.01	\$8,565.01
Kamtishna	<u>2,000.00</u>	<u>3,575.92</u>	<u>5,575.92</u>
	\$10,000.00	\$4,140.93	\$14,140.93

SUMMARY OF EXPENDITURES

First Division

	Territorial Fund	Alaska Road Commission	Total
Juneau-Eagle River Road	\$ 9,959.33	\$ 5,173.51	\$15,132.84
Haines-Pleasant Camp	4,000.00	36,624.56	40,624.56
Prince of Wales Island Road	7,034.40	610.84	7,645.24
Ketchikan-Ward's Cove	14,356.68	3,873.56	18,230.24

Second Division

Nome-Council	17,346.50	13,649.80	30,996.30
Nome Local Roads	9,765.15	2,275.93	12,041.08
Candle-Candle Creek	1,899.59	3,056.29	4,955.88
Deering-Inmachuck	4,640.56	179.63	4,820.19
Dime Creek Corduroy	7,331.30	5,917.37	13,248.67
Davidson's Landing Taylor	2,132.00	13.80	2,145.80
Flagging winter trails	1,884.90	3,213.24	5,098.14

Third Division

Talkeetna-Cache Creek	30,000.00	22,354.51	52,354.51
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Fourth Division

Kantishna	2,000.00	3,575.92	5,575.92
Tacotna-Ophir	<u>8,000.00</u>	<u>565.01</u>	<u>8,565.01</u>
<b>TOTALS</b>	<b>\$ 120,350.41</b>	<b>101,083.97</b>	<b>221,434.38</b>



GRAND TOTALS

	Territorial Funds	Alaska Road Commission	Total
Amount expended on cooperative projects during calendar year 1919	\$ 64,334.67	\$60,111.16	\$124,445.83
Amount expended on cooperative projects during calendar year 1920.	120,350.41	101,083.97	221,434.38
	<u>184,685.08</u>	<u>161,195.13</u>	<u>345,880.21</u>

For and in the absence of Major Jas. G. Steese,



C. S. Ward,  
Capt. Corps of Engrs.  
Secretary of the Board.



✓	10,000.00	✓
✓	7400.00	✓
✓	2500.	✓✓
✓	5000.	✓✓

Bald

"

Mount

1270.00 -  


---

 26,170.00

Long

32,766.82  


---

 6,596.82

Outstanding Warrants, 4th Div. (Road)	(Old Acct.	Period ending Mar. 31, 1921)
#699 - Apr. 9, 1919 Carlo Jackett, Services		16.00
1181 - Nov. 11, 1920 Ed Brown, Board		12.00

~~Account~~  
~~...~~  
~~...~~

76.170  
- 2.500  
-----  
78.670

6596.82  
- 2500  
-----  
4096.82

Rainier pass  
Arctic Suits  
6596.82  
- 2500  
-----  
4096.82

300.00  
Lumber for  
two graders  
500  
100  
-----  
600  
2096.82

110

DEPARTMENT OF THE INTERIOR

OFFICE OF THE SECRETARY  
FOR THE TERRITORY OF ALASKA  
JUNEAU, ALASKA

May 25, 1921.

31.5

R. J. SOMMERS  
EX-OFFICIO SECRETARY  
OF ALASKA

W. G. Smith, Territorial Treasurer,  
Juneau, Alaska.

Dear Sir:

The following is an Abstract of the minutes showing  
allotments by the Territorial Board on May 14, 1921:

FIRST DIVISION  
Cooperative Agreement with Secretary  
of Agriculture

	<u>Sec. of Agr.</u>	<u>Territory</u>	
Salmon River Project . . . . .	\$14,000.00	<del>6,000.00</del>	PA 3000.00 8/24
Ketchikan Ward's Cove Project. . . . .	16,000.00	<del>5,700.00</del>	PA 2700.00 7/25
Petersburg-Scow Bay Project . . . . .	5,500.00	<del>2,500.00</del>	
Juneau Mendenhall Loop Project . . . . .	17,336.00	<del>7,500.00</del>	PA 4500.00 8/24
		Ad Glacier Alaska, 750.00	PA 1291/21

SECOND DIVISION

A.R.C.                      Territory

RESOLVED that all Territorial Road work  
in the Second Division for the season of  
1921 be carried on under the direction of  
the Alaska Road Commission under coopera-  
tive agreement in which the Alaska Road  
Commission agrees to expend at least one  
(\$1.00) dollar to every two (\$2.00) dollars  
of the Territory's . . . . .

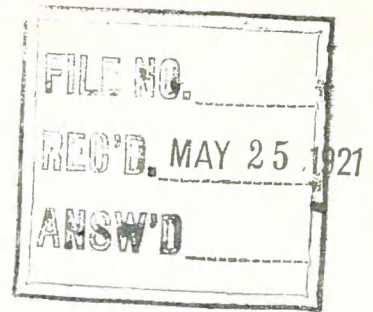
\$15,000.00	PA 4/14/21 1072	30,500.00	30.000
	PA 10/17/21 1572		
	11/7/21		51.700

75000  
276671

DEPARTMENT OF THE INTERIOR

OFFICE OF THE SECRETARY  
FOR THE TERRITORY OF ALASKA  
JUNEAU, ALASKA

R. J. SOMMERS  
EX-OFFICIO SECRETARY  
OF ALASKA



#2 W. G. Smith

THIRD DIVISION

Cooperative Agreements with Secretary  
of Agriculture

	Sec. of Agr.	Territory
Seward-Kenai Lake Project . . . . .	\$1,250.00	1,000.00
Cordova-Eyak Lake Project . . . . .	1,000.00	3,600.00
Katalla Project . . . . .	1,000.00	2,800.00

51,700.

Cooperative Agreement with A. R. C.

	A. R. C.	Territory
Talkeetna Cache Creek Project . . . . .	20,000.00	10,000.00

7.40

Allotted to be expended by Divisional Board  
under direction of Chairman Anton Eide,  
Seward Anchorage Local Roads . . . . . 6,000.00

2 1/2 m 987.  
3 1/2 " 114.  
1 1/2 " 114

FOURTH DIVISION

Cooperative Agreement with A. R. C.

	A. R. C.	Territory
Tacotna-Ophir Project . . . . .	22,000.00	8,000.00

8

Allotted to be expended by Divisional Board  
under direction of Chairman Abe McKinnon  
For completion of Farmers' Birch Hill Road  
Gravelling peat bog Ester Road  
Ridge Top Road, subject to investigation and  
approval. . . . .  
Other local roads. . . . .  
Fairbanks Gilmore Road, Routes 1A, 1B & 1C. . . . .  
Iditarod District. . . . .

May 17. 4,000.00  
Dec 24. 5,000.00  
Dec 29. 4,000.00  
16 224

5,000.00  
1,000.00  
5,000.00  
1,000.00  
3,000.00  
1,000.00

16,000  
99,100

7400.00  
10,000  
2500  
3500  
1500  
1270  
26,170

32,776.82  
26,470  
6,606.82

Respectfully,

*R. J. Sommers*

Secretary, Territorial Board of Road  
Commissioners.

SEASON 1921-

The following allotments of road moneys for the year 1921 have been made under cooperative agreements with the Alaska Road Commission, per letter of Secretary of Territorial Board of Road Commissioners, dated May 14th, 1921.

THIRD DIVISION

By specific cooperative agreements with the Alaska Road Commission

Talkeetna-Cache Creek Road . . . . .	<del>\$10,000.00</del> <sup>5/17/21</sup>
Seward and Anchorage local roads to be expended under the discretion of Divisional Chairman, Anton Eide . . . . .	6,000.00 ✓
Unallotted Territorial Funds . . . . .	4,000.00

FOURTH DIVISION

Alaska Road Commission, specific cooperative agreements,

Ophir-Tacotna Road, to be expended under the direction of Abe McKinnon, Chairman Divisional Board . . . . . ~~8,000.00~~ <sup>5/17/21</sup>

For completion of Farmer's Birch Hill Road, Fairbanks . . . . . 5,000.00 ✓

Gravelling peat bog, Ester Road . . . . . 1,000.00 ✓

Ridge Top Road, subject to investigation and approval . . . . . 5,000.00 ✓

Other local roads . . . . . 1,000.00 ✓

Hot Springs

Baker Creek Bridge, Hot Springs-Eureka Road . 3,000.00 ✓

General Maintenance, Hot Springs Road . . . . 1,000.00 ✓

Unallotted funds . . . . . 6,000.00 ~~H.M. 5/17/21~~

Mr. Abe McKinnon of Fairbanks, Chairman and Secretary, Divisional Road Commission, 4th Road District.

Mr. Anton Eide of Seward, Chairman and Secretary, Divisional Road Commission, 3rd Road District.

H. S. Balderston of Seward, Treasurer, 3rd Road District.

Geo. Hutchinson of Fairbanks, Treasurer, 4th Road District.

Juneau, Alaska, July 22, 1921.

<sup>a</sup> At conference ~~with~~ the Territorial Board of Road Commissioners held at the Governor's Office at which Governor Scott C. Bone and R. J. Sommers, members of the Board were present, the following projects were approved and allotments made therefor as hereinafter enumerated:

For maintenance for the year 1921 of Bureau of Public Road's Cooperative Projects in the first Division ..... \$1770.00

For construction of cooperative road project at Wrangell,

Territory..... \$1500.00

A. R. C. .... 3000.00

Town of Wrangell.. 500.00

Total Cost of Project..... 5000.00

For Haines-Chilcat Penineual road Cooperative Project,

Territory, ..... 5000.00

A. R.C..... 2000.00

Total..... 7000.00

For maintenance for 1921 of Bureau of Public Road's Cooperative Projects, Third Division, \$1270.00

R. J. Sommers  
Member of the Board

*Calculations - WC - 425.00  
Hudson Cooper R. - 525.  
Telatung 318. 250.00  
Allman Road \$1770.00*

*Quincy C.R. 500.00  
Lewiston 320.00  
Katalpa 450.00  
Burrhead-Kenai 1270.00*

*Paid 9/7/21*

*de 8/4/21*

*Paid 9/7/21*



MINUTES OF MEETING OF THE TERRITORIAL BOARD OF  
ROAD COMMISSIONERS

held at JUNEAU, ALASKA, August 16, 1921.

Meeting called to order at the office of the Governor at 3:30 P. M., August 16, 1921; all members of the board being present. The following matters were discussed and approved by the board:

Recommendations of Col. James G. Steese, President of the Alaska Road Commission;

(1) that the Five Thousand (\$5,000.00) dollars allotted for the construction of the Ridge Top road (Fairbanks District) or as much thereof as may be necessary, be applied to the improvements of the grades on the existing road which is otherwise in good condition.

(2) That the Six Thousand (\$6,000.00) dollars unallotted funds available for road work in the Fourth Division be allotted as follows:

Brooks Dunbar winter sled road, *10/15/21* *H. Fox* *#120* \$5,000.00  
Central House Circle Hot Springs *10/15/21* *H. Fox* *#120* \$1,000.00

(3) That any of the above funds remaining unexpended after the completion of the work proposed, be allotted to the Roosevelt Kantishna Road.

Allotments approved for cooperative projects in the First Division;

Under the direction of the Alaska Road Commission.

(4) For construction of a suspension foot bridge  
across Skagway River at Skagway.

People of Skagway,	\$ 500.00
Territory,	\$1,500.00
Alaska Road Commission,	<u>\$2,000.00</u>
Total,	\$4,000.00

*Paid 11/7/21*

Cooperative road work Strawberry Point.

Territory,	\$ 300.00
Alaska Road Commission,	<u>\$ 300.00</u>
Total,	\$ 600.00

(Signed) R. J. Sommers,

Secretary, Territorial Board  
of Road Commissioners.