

IN THE DISTRICT COURT FOR THE TERRITORY OF ALASKA,
FOURTH JUDICIAL DIVISION, AT RUBY.

FINAL REPORT OF THE GRAND JURY

for the Special June 1913 term of the
District Court for the Fourth Judicial
Division of Alaska, held at Ruby.

GOVERNOR'S OFFICE
RECEIVED
SEP 22 1913
ANSWERED

TO THE HONORABLE F. E. FULLER,
Judge of the District Court,
Fourth Judicial Division,
District of Alaska;

We, the Grand Jury for the Special June 1913 term
of the District Court, duly convened at Ruby, Alaska, on
the 13th day of August, 1913, beg to submit the following
report:

We have thoroughly investigated all matters present-
ed to us and have returned such indictments as the evidence
and testimony seemed to justify. We examined one hundred
and thirty-three (133) witnesses, returned eleven (11) true
bills, three (3) not true bills, and investigated nine (9)
cases in which no indictments were returned.

We have examined and inquired into the condition and
management of the various federal and municipal offices.

UNITED STATES MARSHAL'S OFFICE AND JAIL. We found
the Marshal's office and jail adequate for all present needs,
sufficiently lighted, ventilated, well arranged, neat and

one secret service man to work in this division. Such officer to be under the direction of the District Attorney's office.

There being over 1200 miles of the Yukon River in this, the Fourth Judicial Division, and Ruby being the largest and most conveniently located town on the Yukon in Alaska, we recommend that a term of the District Court of the Fourth Judicial Division be held here yearly during the open season that the greatest number of people may be served with the least cost to the government and inconvenience to themselves. Also that an Assistant District Attorney be permanently stationed at Ruby.

PUBLIC SCHOOL. We find the Public School of Ruby is conducted in a thorough and efficient manner. The books of the Treasurer were audited and all moneys expended accounted for.

We recommend the allowance of \$2900.00 for the ensuing year, as asked for by the School Board, as necessary for the maintenance of the school, and further recommend that the roof of the school house be covered with corrugated iron at an early date.

We further recommend the strict enforcement of the law compelling the attendance in school of all children of school age.

PUBLIC ROADS. We have made a careful examination of the books and records of the Alaska Road Commission at Ruby and find them well kept and posted up to date, and a voucher on file covering every cash disbursement.

The total amount of \$17,000 appropriated last year

for the survey and construction of the wagon road to Discovery, Long Creek, and the blazing of the trail to Cripple, has in our judgment been expended to the best advantage.

The road work this year began on the 17th of June and continued until the 21st of August, during which time three and one half miles of permanent road was built, which seems to us after an inspection to be a very good piece of work.

We ask that a liberal appropriation be made to complete this road.

We also recommend that the Alaska Road Commission make an allowance immediately sufficient to construct a winter road from Long City to Cripple, a distance of seventy miles.

In our opinion, the Engineer in charge, Mr. L. S. Robe, deserves credit for the economical and efficient manner in which all moneys have been expended.

PUBLIC CONDITIONS GENERALLY. Public conditions generally were found to be as good as could be expected in an unincorporated town in the Interior of Alaska.

The health of the community in and about the immediate vicinity of Ruby was found to be excellent, there being but seven deaths during the preceding two years.

Investigation showed that a number of cases of typhoid fever have been under care and treatment at Long City, a town thirty miles South of Ruby, and receiving its mail and supplies from Ruby. One death has occurred during the past summer from this cause. In the interest of public health, it is recommended that a liberal supply of anti-typhoid vaccine be obtained for

IN THE DISTRICT COURT FOR THE TERRITORY OF ALASKA,
FOURTH JUDICIAL DIVISION, AT FAIRBANKS.

FINAL REPORT FROM THE GRAND JURY

for the General December 1912 Term of the District Court,
Fourth Judicial Division, District of Alaska,
Held at Fairbanks.

To the Honorable Frederick E. Fuller,
Judge of the District Court,
Fourth Judicial Division,
District of Alaska.

We, the Grand Jury for the General December 1912
Term of the District Court, duly convened at Fairbanks, Alaska,
on the 2nd day of December, 1912, beg to submit the following
report:

We have thoroughly investigated all matters pre-
sented to us and have returned such indictments as the
evidence and testimony seemed to justify.

We have examined and inquired into the conditions
and management of the various federal and municipal offices
and find they are conducted in an efficient and satisfactory
manner.

We earnestly recommend that more space be provided
for all federal offices and especially that additional vault
room and filing cabinets be supplied for more thorough and
systematic filing of all papers and records and for protection
in case of fire.

We find that the jail is too small for the proper
care of prisoners at many periods of the year and especially
for the care of insane persons.

The office of City Clerk and Magistrate is conducted

his jurisdiction for a period of one week or more, the District Judge appoint a temporary Commissioner to fill the vacancy.

We strongly recommend that a meat and food inspector be stationed at Fairbanks by the Government.

It is the opinion of this body that Fairbanks should be made a sub port of entry by the Customs Department.

The Grand Jury has made a special effort to learn from the residents of the different creeks, the feeling of the people in relation to the road work performed by the Road Supervisors of this district, and a number of witnesses were summoned before the Jury, and it is the conclusion of this Grand Jury and we so recommend, that the present method of collecting road taxes and expending the funds so collected is wasteful and wrong and can not be considered as a conservative or even sensible way in which the work should be done. From examination of the books of account of the present Road Supervisor it is shown that less than 60% of funds collected for road work in this precinct was spent for actual road work, while the balance of over 40% was used for office and other general expenses. We suggest and strongly recommend that moneys collected on a creek or sub-district, to the extent of at least 75% of the total amount so collected, be expended on the creek or sub-district from which such collections are made, and that a local resident of each creek or sub-district be appointed to superintend such work.

IN THE DISTRICT COURT FOR THE TERRITORY OF ALASKA,
FOURTH JUDICIAL DIVISION, AT IDITAROD,

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FINAL REPORT FROM THE GRAND JURY
for the Special July, 1912 Term of the District Court,
Fourth Judicial Division, District of Alaska,
Held at Iditarod.

GOVERNOR'S OFFICE
RECEIVED
AUG 19 1912
ANSWERED

To the Honorable Peter D. Overfield,
Judge of the District Court,
Fourth Judicial Division,
District of Alaska.

We, the Grand Jury for the Special July 1912 term of
the District Court, duly convened at Iditarod, Alaska, on the
8th day of July, 1912, beg to submit the following report:

We have carefully examined all matters brought before
us and have returned indictments where the testimony and
evidence seemed to justify. During our investigations we have
examined eighty-four witnesses. We have returned eight true
bills and one not true bill and investigated three cases not
held to the Grand Jury in which no bills were returned.

We have examined the condition of the various federal
and municipal offices.

MARSHAL'S OFFICE AND JAIL.-- In the Marshal's office
and jail we found the general condition very satisfactory and
conducted in a commendable manner.

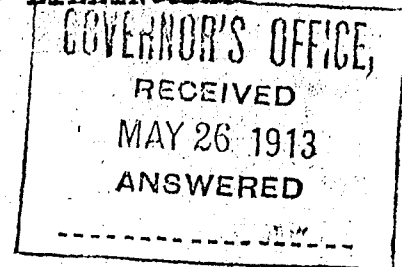
We would recommend that a launch of the lightest draft
and of about four Horse Power be placed at the disposal of the
Marshal; also funds for maintenance and running of the same be
available for use without obtaining special authority.

We also would recommend that funds be available for
the Deputy Marshal to investigate matters brought to his
attention and to inspect his territory at least once a year.

SUBJECT - MAIL SERVICE

ILLIAMNI - KOGGIUNG - NUSHAGAK - DILLINGHAM

ALASKA
- - -



To the Honorable J. F. A. Strong,

Governor of Alaska,
Juneau, Alaska.

Dear Sir:-

The people of Iliamni, Koggiung, Nushagak and Dillingham are difficultly dituated as regards their present mail service and in their behalf your attention is requested to the following:-

Iliamni. At present this office is without service except as steamers may happen to call into Iliamni Bay or the mail be carried in by private parties. From the steamer landing at the head of the Bay to the Iliamni Post Office is a distance of fifteen miles with no carrier. Special attention is called to the fact that under these conditions this office shows cancellation of a very small percentage of the mail sent out. About fifty white people are dependent on this office the entire year and about thirty additional for the summer months. The district is attracting considerable notice in a mining way and large sums of money are being spent in developing its prospects. Some of these operators have at times found it very expensive to communicate with the States and at all times handicapped by the uncertainty of sending or receiving any mail.

J.F.A.S.#2.

Koggiung. There is no Post Office at this point although quite a few white people are tributary to it during the winter, as near as I know about thirty. They have no service except such as is furnished by accommodation of the cannery boats. There is a little prospecting in the vicinity but the main business is fish canning and through the summer months there are several hundred men at this place.

Nushagak. Has a winter patronage of about fifty whites. During summer months over five hundred. Industries, salmon canning and prospecting and trapping. Has four months summer service. Has been receiving one and sometimes two mails during winter. No winter service provided for at present.

Dillingham. Has had same summer service as Nushagak and same winter service as far as the latter point where they had to go for their mail which made a trip of about twenty-five miles each way as the ice never permits going directly across Nushagak Bay. About the same number of people are dependent on this office as that of Nushagak.

SUGGESTED ROUTE.

The people of these various points would like a monthly service starting from Seldovia (the nearest coast point where there is a regular mail service throughout the year) and via Iliamna, Koggiung, and Nushagak to Dillingham. This would establish a regular communication between the prominent points of this section of Alaska and to the States. From Seldovia to Dillingham they should be able to get a ten day schedule each way during summer months and about fifteen days during winter months. All classes of mail could be

J.F.A.S.#3.

carried through summer. Winter service could have a class limit. The distance from Saldovia to Dillingham, touching at all the points named, is only about four hundred miles.

I have been in this section of country the past three years and have a personal knowledge of the conditions herein set forth and promised these people I would do anything I could for the betterment of their service and on their behalf I respectfully submit the matter to you for such recommendations to the Department as you may see fit to make.

Thanking you for the attention I feel assured you will give this matter, I am,

Very respectfully,

N. V. Hudrick

Seattle, Wash.
May 21, 1913.

c/o Kerr & McCord.

BOARD OF ROAD COMMISSIONERS FOR ALASKA
VALDEZ, ALASKA

October 6, 1913.

From: Secretary of the Board.
To: Hon. J. F. A. Strong, Governor for Alaska,
Juneau, Alaska.
Subject: Acknowledging receipt of petition of E. J.
Ackley, et al.

GOVERNOR'S OFFICE
RECEIVED
OCT 10 1913
ANSWERED

1. Your letter of the 26th ultimo, inclosing
petition of E. J. Ackley, et al., dated August 31,
last, calling attention to the alleged dangerous
condition of the Mizina River, has been received.

2. It is the intention of the Road Commission
to place a bridge across this stream the coming winter.

EAK/BL

[Handwritten Signature]
1st Lt., 30th Infantry.

Sept. 26, 1918.

The Board of Road Commissioners,
Valdez, Alaska.

Sirs:

By direction of the Governor I have the honor to transmit herewith for your consideration the petition of E. J. Ankley and others dated August 21 last, in which attention is called to the alleged dangerous condition of the Ninina River and urging that steps be taken to insure greater safety to persons fording the same at Ninina River Crossing.

Respectfully yours,

Secretary to the Governor.

encl.

July 15, 1915.

Sir:

By request of Hon. H. J. Swincomb, member of the House of Representatives from Oregon, I beg to call your attention to the alleged necessity which exists for the building of a road from the mouth of the Siskiyou River around Point Redway, a distance of 12 miles.

The want of a road or a good trail at this place is held to be responsible for the death by starvation of a prospector and his daughter last year, it being found impossible to rescue them by reason of the fact that the river could not be negotiated either by sleighs or boats.

I am, of course, aware of the lack of funds for the prosecution of road work in many places and I am bringing this matter to your attention in order that an appropriation may be secured for this work next year. *Should you deem it advisable*

Respectfully yours,

Colonel W. P. Richardson,

Chairman, Alaska Road Commission,

Valdez, Alaska.

June 7, 1913.

Dear Sir:

Upon the request of the City Council of Juneau I desire to call your attention to the following facts with reference to the construction of the Sheep Creek-Juneau road, with which you are familiar.

I am informed that in pursuance of an agreement made with the Alaska Road Commission, the Alaska Gastineau Mining Company has spent more than two thousand dollars in construction work on the Sheep Creek end of the road, and the City of Juneau has expended three thousand five hundred dollars on the construction of a plank roadway to the city limits. One-third of the road still is uncompleted, and I understand that the Road Foreman, Mr. J. C. Hayes, states that the appropriation for the work will be exhausted within ten days, thus leaving an incomplete portion of the road and rendering the work already done practically useless so far as furnishing transportation facilities between Juneau and Sheep Creek is concerned. An estimate of the amount still needed to complete the road is placed at six thousand dollars. I need scarcely point out to you that the completion of this road is a matter of vital importance to this section of Alaska. Extensive development work is under way at Sheep Creek, where there is a constantly increasing population, and the necessity for the early completion of the road becomes daily more apparent. I appreciate that the appropriation

for roads and trail construction in Alaska is meager, but it seems to me from the information at my command that the early completion of the Sheep Creek road is one of the most important matters in this Territory.

Some days ago I replied to an inquiry from you addressed to my predecessor in office, relative to a transfer of some portion of the school fund to the road funds. Since writing you there has been no change in the status of that question. The apportionment of the school money to the different schools has not been made for the reason that the estimates are not all in. There will this year be an increase in the number of schools, and at this time I am not in a position to say whether or not there will be a surplus. If there should be, it will be placed at the disposal of the Road Commission.

In the meantime the best results in road building in this section can be obtained at this season, and I desire to respectfully urge you to give your earnest consideration to the desirability of completing the Sheep Creek road this summer.

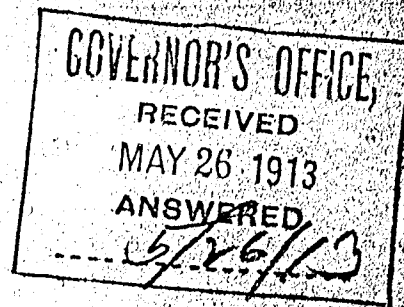
Respectfully yours,

Governor

Lt. Colonel W. P. Richardson,
Chairman, Alaska Road Commission,

Valdez, Alaska.

SUBJECT - WAGON ROAD
ILLIAMNI DISTRICT



to the Honorable J. F. A. Strong,
Governor of Alaska,
Juneau, Alaska.

Dear Sir:-

I wish to lay before you the needs of the people of the Iliamni District, Alaska, as regards methods of transportation, appealing to you for assistance in securing some measure of relief.

No. 1. Present Service Route.

At present most all supplies for this district are brought from San Francisco through Behring Sea to Koggiung on Bristol Bay; from thence by small launches up the Kelechjak River sixty miles into Iliamni Lake and about seventy miles on this lake to the different supply posts.

The ocean going service to Koggiung is only once annually, which is by way of the cannery vessels in the spring of the year.

No. 2 - Alternative Service Route.

The natural inlet to this district is from Iliamni Bay, on the west shore of Cook Inlet. Between the head of this Bay and Iliamni Lake, a distance of twelve or fourteen miles, is a low divide over which the handling of large quantities of freight is prohibited for lack of road improvements.

Prior to this season the steamer service to Iliamna Bay has been most irregular for reasons apparent from above statements. Notwithstanding, the Alaska Coast Company have, for this season, scheduled a regular monthly service to this point, as per attached information; which service at present is mainly supported by the passenger traffic.

The Desired Route.

It is the desire of the people of this District to use Route No. 2 for all their freight, which they would be able to do provided a wagon road was constructed over the Divide.

Any freight taken over this divide at present is carried either by Indians or horses, either way at a cost of three cents per pound.

Economic Comparison.

Route No. 1 - Gives service but once annually. Requires purchasing a full year's stock at one time. Necessitates about forty days in transit. Prevents carrying a stock of fresh vegetables and fruits. Service subject to the will and pleasure of the cannery people who are not in common carrier business. A heavy freight charge by the time goods reach destination.

Route No. 2 - A dependable monthly service for six months of the year by a common carrier, with occasional additional service. Stocks may be replenished accordingly from time to time. Fresh vegetables and fruits could be carried in stock. Service reduced to about ten days transit. A material reduction in freight charges.

Estimated Saving Per ton - Tonnage.

With a wagon road on Route No. 2 there should be a saving of ten dollars per ton on any present cost of handling freight at Iliamni; and at least twenty dollars per ton on the present cost of such freight as must of necessity be taken over this route.

The tonnage of the district is now about one hundred and fifty tons per annum, of which about fifteen percent must go over this route.

Estimated Cost of Road.

Various estimates have placed the cost of constructing this road at not to exceed \$25,000.

People Served.

There are about fifty white people reside throughout the year in this district and about thirty transient during the summer season. The native population is about one hundred.

With route No. 2 made practical no doubt Koggiung would be supplied over it with fresh vegetables and other things which her present lack of service compels her to go without, which would be in addition to the estimates given.

Development of the District.

The Iliamni District has been retarded in its development for lack of regular and cheaper transportation facilities. Numerous prospects are being developed both in placer and quartz. Some of these prospects give indications of making paying mines and considerable sums of money are being spent on them. Negotia-

J.F.A.S.#4.

tions and plans are now under way for more extensive development work sufficient to double the tonnage of the District the coming season. The District is favorably reported upon by the U. S. Geological Survey.

The people have waged an uphill fight with their usual tenacity, looking forward from year to year for some recognition of their difficulties and relief therefrom.

The accomplishment of this wagon road will hasten the development of this District more than anything else in which the Government could give a helping hand and your support to that end is earnestly solicited.

Thanking you in behalf of the people of the Iliamna District for the help which they feel assured you will give them, I am,

Most respectfully,

Seattle, Wash.,
May 21st, 1913.

H. V. Anderson

c/o Kerr & McCord.

BOARD OF ROAD COMMISSIONERS FOR ALASKA
VALDEZ, ALASKA

Washington: D. C., December 27, 1912.

From: President, Board of Road Commissioners for Alaska.

To: His Excellency, Hon. Walter E. Clark, Governor of Alaska.

Subject: Road work in Alaska.

GOVERNOR'S OFFICE

RECEIVED

JAN 10 1913

ANSWERED

I inclose two copies of the report of our Board for the past season. I would be glad to have a copy of your report as soon as it is made public.

In regard to the \$4,675.48 which the Acting Secretary of Agriculture states is available for road construction in the national forests in Alaska and referred to in your letter of December 5, I have not as yet received any information direct from the Department. Of course we shall be glad to have this fund, but I am in doubt whether it could be expended anywhere in the national forests reserve in Alaska with any benefit, unless it might be used for brushing out a few trails. We would be willing to expend it of course in whatever way the Department thinks best, making return in proper form for the expenditure.

Affairs on the Hill are rather quiet, particularly so far as army matters are concerned. I do not expect any trouble in getting the appropriation which we have asked for next year, which, however, is for only \$100,000.

I meet friends of yours nearly every day and they inquire after you, and wonder when you are coming down, - I hope before many weeks!

With regards to yourself and Mrs. Clark for the holidays and for the new year,

Very sincerely yours

BOARD OF ROAD COMMISSIONERS FOR ALASKA
VALDEZ, ALASKA

GOVERNOR'S OFFICE

Washington, D. C.,

RECEIVED

DEC 16 1912

December 6, 1912.

ANSWERED

Dear Governor:

I was greatly disappointed upon arriving at Juneau on my way to Seattle to learn that you were at that time en route from Seattle up. I had learned from press despatches of Mrs. Clark's illness and your hurried trip to Seattle and thought I would still find you at Seattle on my arrival there. I was extremely sorry to hear of Mrs. Clark's poor health and hope she has entirely recovered or is well on the road to recovery at this time.

I was tied all the fall close to the office at Valdez, particularly on account of the continuous heavy rains, which kept the Road Commission very busy to protect its work and keep the road from the coast to Fairbanks open for traffic. The railroad commission passed over ^{the road} and made a successful trip to Fairbanks and out and are now here preparing their report.

I am anxious to know if you are coming to Washington, and how soon. In addition to seeing you personally, there are several matters that I would like to talk over with you.

Our Board is greatly in hopes that you may be able to transfer an additional \$20,000 after the present quarterly receipts are turned in, making a total of \$100,000 which we counted upon in a general way after my conversation with you last March. This additional sum is important to us to enable us to carry out a connected project of work and meet promises given, among which is the construction of the Nazina bridge, which will perhaps have to go over unless we can get this additional amount. The cost of this bridge will approximate \$20,000 and perhaps a little more.

My estimate is in the regular War Department army appropriation bill

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estimate this year for \$100,000, for repair and maintenance, to be used principally on the Valdez-Fairbanks wagon road.

Please let me hear from you soon.

With very best wishes to both Mrs. Clark and yourself, believe me,

Yours faithfully,

W. P. Richardson
Lieut. Colonel, U. S. A.,
President, Alaska Road Commission.

Hon. Walter E. Clark,
Governor of Alaska,
Juneau.

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
WASHINGTON

38

ADDRESS REPLY TO
THE FORESTER
AND REFER TO:

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District 6 - Improvement
Construction of Roads
Ten per cent item.

July 12, 1913.

His Excellency,
The Governor,
Territory of Alaska.

GOVERNOR'S OFFICE
RECEIVED
JUL 22 1913
ANSWERED

9/27/13

Sir:

I am taking this opportunity to advise you that the appropriation act for the fiscal year ending June 30, 1914, carries an appropriation of ten per cent of all monies received from the National Forests during each fiscal year, to be expended by the Secretary of Agriculture for the construction of roads and trails within the National Forests in the states from which such proceeds are derived. The Act also authorizes the Secretary of Agriculture, whenever practicable in the construction and maintenance of such roads, to secure the cooperation or aid of the proper state or territorial authorities in the furtherance of any system of highways of which such roads may be made a part.

Under this item the District Forester recommends that the hereafter described projects within the Chugach and Tongass National Forests be undertaken from the funds available for the fiscal year 1914.

Chugach

Knik Arm Trail - Total cost approximately \$5,000; trail when completed will be about 10 miles long and will make accessible a region which already has a number of homesteaders under the Act of June 11, 1906.

Amount allotted by the Forest Service . \$1,500

Tongass

Stikine River Road - This road is up the Stikine River and is much needed both by Alaskans passing up the river and Canadians passing down. This river is navigable during the summer time for 160 miles. In the winter time, the ice forms a high-way for numerous dog teams. At the mouth of this river there has always been difficulty in getting on and off the ice, owing to the fact that the tide at the mouth keeps the ice in such condition that it is very difficult to get on solid ice from deep water. The citizens of Wrangell have on several occasions requested the road commission to construct a road at this point. From 10 to 15 miles of road would eliminate all the difficulty of getting on and off the ice. The cost is estimated at \$4,000 a mile.

Gov. Alaska.

It is recommended that \$4,000 be
allotted for the purpose of making a be-
ginning on this road \$4,000.

Very respectfully,



Acting Forester.

October 11, 1913.

Mr. Thomas Knudson,

Mendenhall, Via Juneau, Alaska.

Dear Sir:

Some days ago Governor Strong was inquiring of me as to the delay in the construction of the bridge over a river near your place which is necessary to connect the two sections of the government road. The Governor expressed a desire to visit the site of this proposed bridge and asked me to write you and try to arrange for you to take him up to the bar in your launch at as early a date as will be convenient to you. If you will kindly write or telephone to me and advise when it will be convenient for you to make the trip, I will take the matter up with the Governor so that he may be ready to go at the time appointed.

Faithfully yours,

Secretary to the Governor.