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GENERAL CORRESPONDENCE OF THE
ALASKAN TERRITORIAL GOVERNOR
1909-1958

Roll 2

General Correspondence
1910

File headings 6-52

and

General Correspondence
1911

File headings 1-3



**THE NATIONAL ARCHIVES
NATIONAL ARCHIVES AND RECORDS SERVICE
GENERAL SERVICES ADMINISTRATION**

WASHINGTON: 1973

S. J. - 4

IN THE DISTRICT COURT FOR THE TERRITORY OF ALASKA
FOURTH DIVISION

Final Report of the second Grand
Jury for the General July 1909
Term held at Fairbanks, Alaska.

R E P O R T.

To the Honorable Thomas R. Lyons,
Judge of the District Court for
Territory of Alaska, 1st Division,
presiding in 4th Division.

We, the second grand jury for the general July 1909 term
of this Court, duly convened on 7 February 1910, respectfully
beg to submit to your Honor the following report.

We have investigated all the matters wherewith we were
charged and have, from time to time, returned such indictments
as the testimony pertaining thereto seemed to justify. We
have returned twenty indictments as true bills, and have return-
ed indictments against twenty-six persons, and three indictments
marked not a true bill. We have also examined one hundred
thirty witnesses in the course of our investigations.

MARSHAL'S OFFICE. -- After a careful survey, we find the
books and general work of the office in excellent shape, and
we hereby desire to thank Marshal Love's chief deputy Perry
for his assistance to us in inspecting and reviewing.
We recommend that the salaries of deputies be increased to two
hundred dollars a month, that of the chief deputy be three
hundred dollars a month and that of the marshal be five
hundred dollars a month.

08. -- We find that the local road overseer has until
of each year in which to make his final settlement. --
settlement has not been made for the year, therefore we
not audit his account at this time. The road overseer,
cheerfully showed us his books and such accounts as
red, and we find that his books are kept in such a
that they can be readily and easily examined and audited
final settlement. As the overseer admits that he has
ed bills to the extent of three or four thousand dol-
or and above his receipts, and is owing this amount to
business men and laborers, we would recommend that
xt-appointed road overseer be authorized to liquidate
accounts. It has come to our knowledge that the local
overseer receives as salary fo ty dollars a year; we
recommend that his salary be increased to an amount in
ng with his duties. We have examined the office of Mr
ug, superintendent of the Alaska Road Commission. We
his books and records in excellent shape. We believe that
uch can not be said in praise of the work of the Alaska
Commission. We wish to thank especially Major V. P.
adison, the chairman of this Commission, for his success-
work. He has succeeded in obtaining an appropriation of
undred thousand dollars a year for the past five years,
e expended in road-building in Alaska. We believe that he
has rendered so great a service to the miner and Alaskan

REPORT

OF THE

GOVERNOR OF THE DISTRICT OF
ALASKA

AND THE

SECRETARY OF THE INTERIOR

1911
1912



WASHINGTON: GOVERNMENT PRINTING OFFICE: 1911

ROADS AND TRAILS

The work of the Board of Road Commissioners for Alaska has been continued during the last year with much success considering the comparatively small funds at their disposal. At the end of the last working season (autumn of 1910) the total mileage of roads and trails constructed since the organization of the Commission in 1905 was as follows: Wagon roads, 759; sled roads, two-horse, 507; trails, single horse or dog-sleds, 661; trail staked permanently 85; trail staked temporarily, 1170 ~~miles~~ (approximate). A great number of bridges were also built. There were under construction at the end of the fiscal year 1911, the following: Wagon roads, 19 miles; trails, 512 miles; bridges, 1. The most important work of the present season is the building of a trail from Seward to the Iditarod gold field, and of a wagon road along Gastineau Channel, from Juneau, to connect with the trail already constructed to the Eagle River mining districts.

This road and trail construction has been carried on with funds amounting altogether to a little more than two millions of dollars. Unless an increase in appropriations is made, the new mileage from year to year may be expected to decrease gradually, since the cost of maintenance is naturally raised as the amount of road to be repaired grows larger. When the road commission law was passed it was expected that the only monies available for road and trail building would be those included in 70 per cent of the "Alaska Fund" -- that is, a part of the monies set aside for the construction of roads and maintenance of schools outside of incorporated towns. These monies applicable to

road building have amounted to only a little more than half a million dollars since 1905. Supplementary funds were appropriated by the Congress, however, in nearly every year, and it is hoped that these appropriations will be continued. No monies ever devoted to public uses in Alaska have brought more beneficial results than these.

While the fundamental advantage of roads is so well recognized that the merits of the subject require no discussion, it is well to consider the special importance of local roads and trails in the interior of Alaska. Scattered mining camps have sprung up in many localities, and mineral prospects have been uncovered in places where access is to be had by no existing means of transportation other than pack animals. The prospector and pioneer in the mining industry should be encouraged by the construction of a road or trail into every promising neighborhood, for transportation of supplies is usually his largest item of expense. If he has to contend with high freighting costs on the one hand and low-grade mining ground on the other, development sometimes is proven to be impracticable, for the margin of profit which he needs and which he deserves to enjoy as the fruit of his enterprise and industry is represented exactly by the excess of cost of freighting materials and supplies. The work of the Road Commission has already been followed in several instances by the development of mining operations which would have been either unfeasible or comparatively expensive and unprofitable if roads or trails had not been provided by the government. By the construction of roads and trails our government has afforded to pioneers in Alaska one of the several means of success-

6

agement which are afforded by the state in several of the leading mining countries of the world -- notably Canada, Australia and New Zealand. It is to be confidently believed that a rapid extension of road-building operations in Alaska would bring about ^{as large} a measure of immediate industrial development as will the opening of the coal fields of the Territory.

Notwithstanding the value of the work of road construction, complaints come from many parts of the district that meritorious road and trail projects in various localities are not being taken up by the Board of Road Commissioners. The acceptable answer of the Commission to these complaints is that the total cost of the waiting projects is now many times the amount which becomes available for road building each year, and that the best is being done that is possible under the circumstances. The complaints merely point to the recognized importance of this work in Alaska and the need of providing ample means for its extension. It is earnestly recommended, in order that the Road Commission may complete certain projects now begun, and reach mining camps and settlements which are located at points several miles beyond the end of present established roads and trails, that the total funds to be provided for this work next year be not less than \$500,000. By having available an unusually large sum in a single season, it would be possible to avoid piecemeal construction, extending many short lines of road and trail, and at the same time expending a reasonable amount for maintenance of present routes.