

Mutchler, owner; Beattie House, George Adams, proprietor; and McDonald's Hotel, Manuel Gularte. Plate C-72 shows Iditarod's appearance during this time. Beattie House, which was operated by George Adams until 1920, was the last functioning roadhouse in the community (Tony Gularte, pers. comm.).

By 1921, Iditarod had become a ghost town. Most of the people who remained in the area moved to Flat to be closer to the placer mining operations. The Iditarod tramway, a wagon road, and a winter sled road connected the two towns by 1921 (Rivers 1975:211), facilitating the transport of supplies from the river terminus at Iditarod.

Iditarod is a fine example of an Alaskan mining town, and could be easily preserved as an historic site. Some of the buildings are in need of minor repair and others could be stabilized as ruins. The large variety of historic artifacts at the site should be preserved. In spite of the relatively remote location of the town, bottle collectors and scavengers have already begun to remove historic artifacts and are causing damage to some of the structures. Since the townsite of Iditarod has been tentatively approved for transfer to the State, the State of Alaska has primary responsibility for any further work at the site, and any effort they make should be fully supported. Iditarod would undoubtedly qualify for the National Register of Historic Places.

Shermeier's Halfway Roadhouse site was found on the west bank of the Iditarod River, approximately 20 miles north of Iditarod. The site lies in a grassy clearing, about 150 by 200 feet, that is partially regrown with young birch trees.

Remains of four structures were found: the roadhouse, dogbarn, an unidentifiable outbuilding, and a below-ground cold storage cache (Figure 16). The organic remains of the roadhouse and outbuilding have thoroughly deteriorated, releasing nutrients to the overgrowing vegetation. This is evident by the small grove of trees growing along and inside of the foundations, showing the general outline of the structures (Plates C-75 and C-76).

The remains of the roadhouse foundation logs were uncovered and measurements taken. Although no structural evidence remains to delineate the functional areas of the roadhouse, the remnants of a cast-iron kitchen range in the northeast corner of the house indicate that this area was probably the kitchen (Plate C-77). An opening to a cellar was found in the northeastern corner of the structure. The cellar opening is 4.5 feet square on the surface, and the cellar walls are partially collapsed. A large barrel stove constructed from a 55-gallon fuel drum is in the center of the building (Plate C-78). Small pieces of old planking are scattered over the ground surface within the foundations.

Investigators removed shrubs and small trees from the foundations of the outbuilding northeast of the roadhouse ruins and measured the foundations. Posts, foundations, and a few roof poles are all that remains of this structure (Plate C-79).

A small 36-inch deep subterranean structure was found 30 feet east of the roadhouse. The dirt walls are cribbed with poles 2 inches in diameter laid over the 40-inch square excavation and partially covered with poles cut in 42-inch lengths. This may represent an icehouse mentioned by Rivers (1975:213) in his article relating to Shermeier's Halfway Roadhouse.

The dog barn is the best preserved structure on this site. Although the pole roof and walls are collapsed, a considerable amount of detail remains. The pole members are essentially in place on the ground and are preserved well enough so that dependable measurements of the structure could be taken. An interesting feature was noted adjacent to the dog barn. On two sides, northeast and southeast of the dog barn, there are embankments which appeared to have been constructed of logs and sod. These embankments are oriented parallel to the dog barn at a height of 18 to 24 inches, and may have served as windbreaks.

A number of articles are strewn in the grass outside the structures. An old copper wash boiler was found just west of the roadhouse ruins. Other items--rusty cans, a few glass bottles, and pieces of wood, both hewn logs and boards--were found lying at random in the clearing. In the birch thicket west of the clearing there is another 55-gallon fuel drum with a door cut out to make a heating stove similar to the one in the roadhouse ruins.

Shermeier's Halfway Roadhouse is approximately halfway between Iditarod and Dikeman. It is known to have been in existence in October 1910,

when it was known as Murray's Halfway Roadhouse (Rogers 1964:57).

Shermeier was proprietor by 1917 when Cadwallader passed through on his way to Iditarod (Cadwallader, n.d.:9). Rivers (1975:211-16) spells this name Shermeyer when relating the notoriety gained at this roadhouse in 1922 when Shermeyer (or Shermeier) was involved in a \$30,000 mail robbery. According to Timothy Twitchell (pers. comm.), Julien DeSade was the last proprietor at Halfway Roadhouse before it was abandoned as a roadhouse in the late 1920's.

No major structures remain intact at Shermeier's Halfway Roadhouse site, but the ruins and artifacts at the site should be maintained and preserved. Further study and archeological investigations into the site may provide useful information.

Whitacker Cabin

Remains of another building were noted in a small clearing on the opposite side of the river slightly upstream from Shermeier's Roadhouse site. The structure is completely collapsed, and the roof is gone (Plate C-80). Low vegetation is growing within the foundations. Timothy Twitchell (pers. comm.), identified this structure as the Whitacker cabin, dating from approximately the same time as Shermeier's Halfway Roadhouse. The site was not examined on the ground.

The site of Whitacker's Cabin needs to be examined on the ground to determine its current condition. Further investigation into archival and local sources of information may help to determine the historical significance of the site.