

mation on the effects of fire on historical sites. The integrity of this site should be preserved until its archeological potential to contribute to the historic record can be determined.

Sullivan Roadhouse

MCG-017

The Sullivan Roadhouse site is located on a marshy area on the north side of Sullivan Creek, approximately five miles east of its junction with Pitka Fork where Goodwins trail crosses Sullivan Creek. The swampy terrain around the site prevented it from burning in the 1977 Bear Creek fire.

Vegetation covering the site made it almost invisible by air. Only the remains of two old bridges crossing Sullivan Creek at the site were visible from above (Plates C-14 and C-15).

Remains of two and possibly three structures were found at the site, as well as the remains of two log bridges (Figure 8). Little was left of the larger log building except foundation logs. Brush and vegetation mat entirely covered the logs.

Remains of a cache were in better condition. The support posts, which had collapsed, were 90 inches long and 8 to 10 inches in diameter. Small metal cans encircled the supports 6 inches below their tops. The tops had V-cuts to support cross posts. Wall logs averaged 6 inches in diameter. Unhewn logs with cradle notches were used in construction of the walls, which are still partially intact (Plate C-16). The distinc-

tive cache door was made of 1-by 8-inch boards nailed together with a Z bracing of 1-by 4-inch boards (Figure 9). This unusual design may be of value in identifying or verifying photographs of the old roadhouse.

The doorway of the cache fronted almost onto the Iditarod Trail. The rusted remains of a small stove sits on the ground between the cabin and the cache (Figure 8).

Decaying logs lying under surface vegetation were found on a slightly elevated grassy spot east of the ruins of the cabin and cache. Several whitened bones at this location suggest that a dog barn may have been located there.

According to Phillip Esai who has a trap line in the vicinity, the old bridge at the stream crossing was replaced in 1951 by a new bridge slightly upstream. The old bridge is in line with the route traversed by the Iditarod Trail, which is still visible in this area and retains much of its original character, unmodified by modern vehicle traffic.

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Sullivan Roadhouse is said to have been built in 1914 by Sam Naswalker; the Vanderpools ran it for one year in the 1920's and called it "Salmon River" Roadhouse (Miska Diaphon, pers. comm.). The roadhouse is identified as Sullivan Roadhouse on the 1916 Alaska Road Commission map and Rand-McNally (1920:40). Irwin (1968:15) lists it as one of the roadhouses on the Seward-Iditarod mail trail. He locates it between Peluk and Salmon River Roadhouses.

The cultural remains at the Sullivan Roadhouse site should be maintained and stabilized pending the development of a comprehensive cultural resource management plan that includes this site. Archeological investigations in the vicinity of the supposed dog barn may be necessary to document the historic use of that portion of the site.