

F-22865

REPORT OF INVESTIGATION
FOR
CAPE DARBY SHELTER CABINS
BERING STRAITS NATIVE CORPORATION
BLM F-22865 THROUGH BLM F-22867

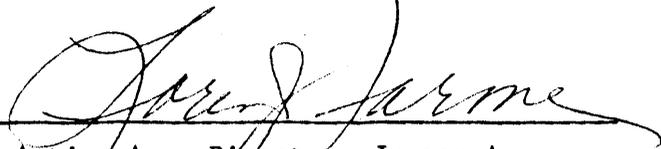
BUREAU OF INDIAN AFFAIRS
ANCSA OFFICE
ANCHORAGE, ALASKA

CERTIFICATE OF ELIGIBILITY
FOR
CAPE DARBY SHELTER CABINS
BERING STRAITS NATIVE CORPORATION
BLM F-22865 THROUGH BLM F-22867

I, Loren J. Farmer, Acting Area Director, Juneau Area, Bureau of Indian Affairs (BIA), pursuant to the authority vested in me by 43 Code of Federal Regulations (CFR) 2650 hereby issue a Certificate of Eligibility to Bering Straits Native Corporation for Cape Darby Shelter Cabins (BLM F-22865 through F-22867) as historical places for the following reasons:

1. A field investigation was conducted by BIA personnel who found substantial evidence to support the claim for Native historical places.
2. The remains of three reindeer herders cabins were located at three separate locations. The introduction of reindeer herding to the Native population had a considerable impact on their lifeway.
3. Cape Darby Shelter Cabins meet the criteria for qualification as Native historical places as required by 43 CFR 2650, et seq.

This certificate and accompanying report will be submitted to the Bureau of Land Management (BLM) which pursuant to 43 CFR 2650 will issue an appealable decision on the application.


Acting Area Director, Juneau Area

Dated: 8 June 1990

CLAIMS EXAMINER'S CERTIFICATE
FOR
CAPE DARBY SHELTER CABINS
BERING STRAITS NATIVE CORPORATION
BLM F-22865 THROUGH BLM F-22867

I, Stanley J. Casey, hereby certify the following to be true and correct to the best of my knowledge and belief:

That I evaluated this report of the field investigation, data, field notes and research generated by BIA ANCSA archeologists;

That the Claims Examiner's Report is based on thorough analysis and evaluation of this archeological report;

That my recommendations are valid and consistent with the guidance contained in 43 CFR 2650, et seq.

Certified this 30th day of May 1990

Stanley J. Casey
Claims Examiner

Reviewed and approved by:

Paul [Signature]
Claims Examining Officer

Dated: 1 JUNE 1990

CLAIMS EXAMINER'S REPORT
FOR
CAPE DARBY SHELTER CABINS
BERING STRAITS NATIVE CORPORATION
BLM F-22865 THROUGH BLM F-22867

I. PREFACE

1. Bering Straits Native Corporation is a Native regional corporation organized in accordance with 43 CFR 2650.
2. The corporation authorized an individual to file its applications in accordance with 43 CFR 2650.
3. The corporation included a statement of significance in accordance with 43 CFR 2650.
4. The sites are marked on United States Geological Survey (USGS) quadrangle map, 1:63,360, Solomon (C-2), Alaska, in accordance with 43 CFR 2650.
5. Bureau of Indian Affairs archeologists marked the corners of the sites in accordance with 43 CFR 2650.
6. Bureau of Indian Affairs archeologists examined the sites in 1987.
7. Based upon field examination and research, BIA has determined Cape Darby Shelter Cabins are eligible for certification as Native historical places.

II. CONCLUSIONS OF LAW

1. An eligible Native regional corporation can select lands pursuant to Sec. 14(h)(1) of the Alaska Native Claims Settlement Act (ANCSA).
2. A Native regional corporation can authorize an individual to file its applications for Sec. 14(h)(1) selections.
3. An application for a Sec. 14(h)(1) selection can be amended.
4. Bureau of Indian Affairs can modify the boundaries of a cemetery site or a historical place.
5. A historical place or cemetery site selection in a national forest or a national wildlife refuge can be granted.
6. Bureau of Indian Affairs can consult other federal agencies on Sec. 14(h)(1) selections.
7. Bureau of Indian Affairs shall confirm the existence of a cemetery site or a historical place.

III. FINDINGS OF FACT

1. Bureau of Indian Affairs archeologists examined these sites and found sufficient evidence to support the claims for Native historical places.
2. The archeologists located three Native reindeer herders cabins in three separate, but close locations. These cabins were part of the well-known Lomen brothers' operation. The cultural impact of this endeavor on the local Native population is well documented.

3. Although the exact age of these cabins is unknown, it is well established they were constructed in the early to mid-1920s, and, to some extent, introduced a different method of construction to local Natives.
4. These three sites meet the criteria for qualification as Native historical places as required by 43 CFR 2650, et seq.

IV. RECOMMENDATION

It is recommended BIA issue a Certificate of Eligibility for Cape Darby Shelter Cabins as Native historical places in conformance with 43 CFR 2650, et seq.

ARCHEOLOGIST'S CERTIFICATE OF REVIEW
FOR
CAPE DARBY SHELTER CABINS
BERING STRAITS NATIVE CORPORATION
BLM F-22865 THROUGH BLM F-22867

I, Dale C. Slaughter, certify the following Sec. 14(h)(1) archeological report to be true to the best of my knowledge and belief:

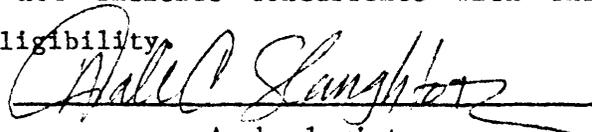
That BIA ANCSA archeologists conducted the investigation hereinafter described;

That the report of this investigation was prepared from observations, interviews, field notes, photographs and research before, during and after the field examination;

That I reviewed the information hereinafter contained and found it to be an accurate report of the investigation;

That the summary of this investigation accurately reflects the findings of the field examination required by 43 CFR 2650.

My signature on this certificate does not indicate concurrence with the recommendation of site eligibility or ineligibility.


Archeologist

Dated: 22 May 1990

CONTENTS

Certificate of Eligibility ii
Claims Examiner's Certificate iii
Claims Examiner's Report iv
Archeologist's Certificate of Review vii

I. INTRODUCTION 1
 Purpose and Authority 1
 Disposition of Materials 2

II. INVESTIGATIVE FINDINGS 3
 Environmental Setting 3
 Site Background 3
 Site Application. 3
 Oral History 6
 Written Historical Accounts 8
 Previous Investigation 19
 Site Description 22
 Field Approach 22
 Description of Cultural Remains 24
 Boundary Justification 31
 Legal Descriptions 31
 Interpretation 34

III. SUMMARY OF INVESTIGATION 38

REFERENCES 44

APPENDIX	51
Regional Corporation Application	52
Correspondence	61

ILLUSTRATIONS AND TABLES

Figures

1. Project Area Map	4
2. Site Map, BLM F-22865	25
3. Site Map, BLM F-22866	27
4. Site Map, BLM F-22867	30
5. Map of Site Locations	32

Photographs

1. Site F-22865 Overview, View to Northeast	40
2. Close-up of Site F-22865 Cabin, View to North	40
3. Site F-22866 Overview, View to Southeast	41
4. Close-up of Site F-22866 Cabin, View to Northwest	41
5. Site F-22867 Overview, View to North	42
6. Close-up of Site F-22867 Cabin, View to Southeast	42

REPORT OF INVESTIGATION
FOR
CAPE DARBY SHELTER CABINS
BERING STRAITS NATIVE CORPORATION
BLM F-22865 THROUGH BLM F-22867

I. INTRODUCTION

Purpose and Authority

The purpose of this report is to set forth investigative findings from the ANCSA Office examination of the Bering Straits Native Corporation application for the Cape Darby Shelter Cabins (Sites 291, 292 and 293) as historical places.

Section 14(h)(1) of ANCSA, Public Law 92-203, as amended, authorizes the Secretary of the Interior to convey fee title to existing cemetery sites and historical places to the appropriate regional corporation.

Departmental Releases 1666, 230 DM 1, and 10 BIAM 3.1 delegate to the Area Director the authority to certify the existence of cemetery sites and historical places under Sec. 14(h)(1) of ANCSA.

The ANCSA Office is delegated the authority and responsibility to conduct field investigations of the sites selected, to prepare reports of the investigations and to make recommendations as to certification in accordance with 43 CFR 2650.

Disposition of Materials

This report was written by Joseph Bartolini and was edited by Ruth Walcutt. All field notes and related materials associated with this investigation are maintained in the administrative files of the BIA ANCSA Office in Anchorage, Alaska.

Due to word processing equipment, diacritical markings, ligatures and other orthographic symbols are not noted.

II. INVESTIGATIVE FINDINGS

Environmental Setting

All three sites are located in the Kwiktalik Mountains on Cape Darby peninsula, between Golovnin and Norton Bays (Figure 1). On Cape Darby peninsula, the north-south trending Kwiktalik Mountains delineate a boundary between open tundra to the west of the divide, and spruce forest to the east. Although several peaks in this mountain range approached 1,700 feet (ft.) and higher, they are separated by low passes. Heading below, to either side of the divide are numerous streams that have incised narrow valleys that expand in breadth as they approach coastlines. Many trails that traverse Cape Darby peninsula make efficient use of these streams and low passes crossing through the Kwiktalik Mountains. Since the turn of the century, reindeer have grazed on the peninsula.

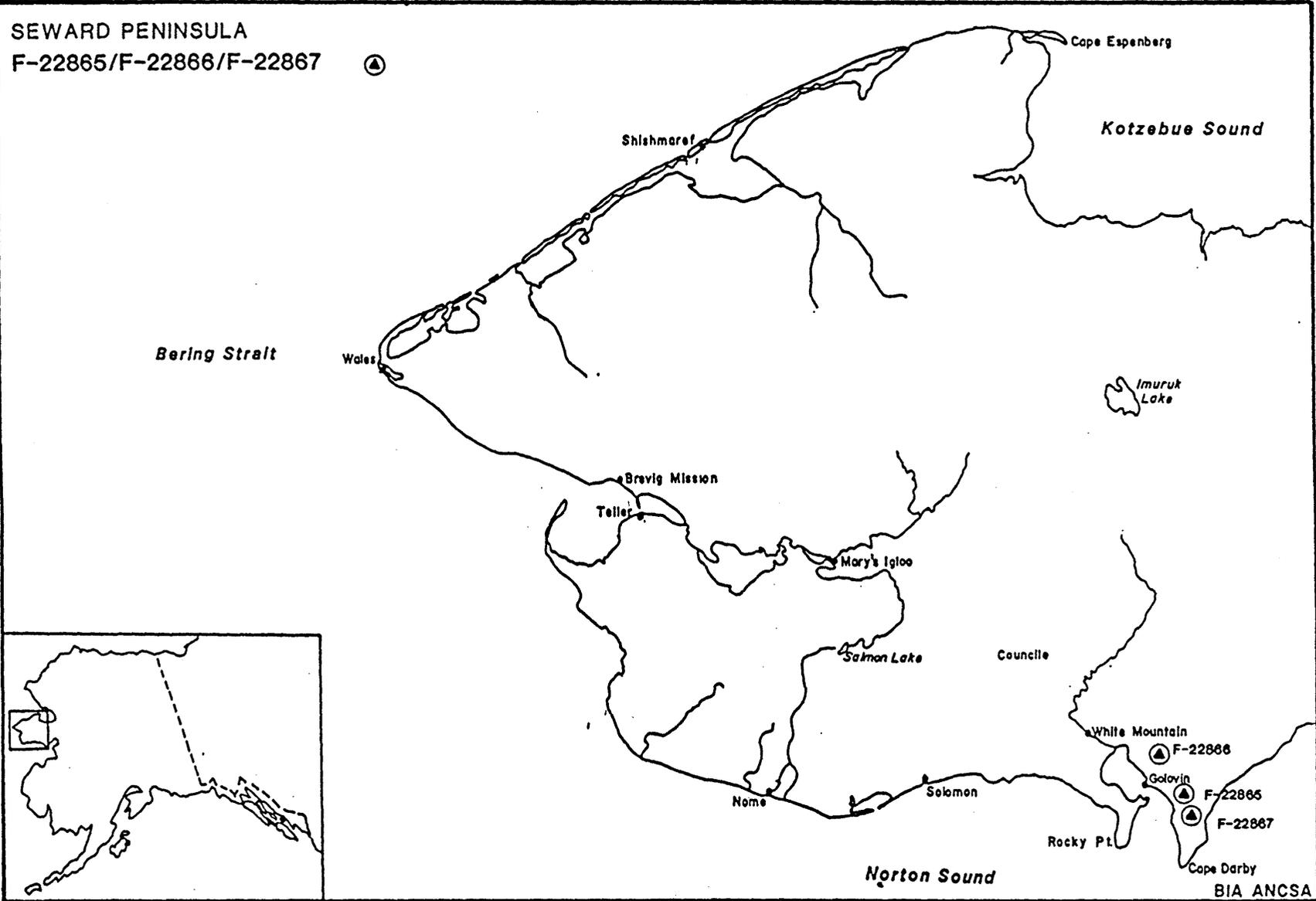
Specific environmental information for each site is discussed in the Description of Cultural Remains section.

Site Background

Site Application

Bering Straits Native Corporation applied for Sites 291, 292, and 293 as historical places on 29 June 1976 in compliance with regulations of Sec. 14(h)(1) of ANCSA.

SEWARD PENINSULA
F-22865/F-22866/F-22867



4

Figure 1. Project Area Map

The application areas were marked on USGS quadrangle maps, 1:63,360, Solomon (C-2), Alaska (Appendix), and were described as follows: Site 291, NW4 sec. 16, T. 10 S., R. 21 W., Kateel River Meridian, Alaska; Site 292, sec. 12, T. 11 S., R. 21 W., KRM, Alaska; and Site 293, NE4 sec. 29, T. 11 S., R. 20 W., KRM, Alaska.

The BLM preadjudicated the applications and assigned case file F-22865 to Site 292, case file F-22866 to Site 291, and case file F-22867 to Site 293. They were then forwarded to the BIA ANCSA Office for field investigation.

The application justifications for these sites are as follows.

For BLM F-22865:

Situated on McKinley Creek, McKinley Cabin is historically significant as a shelter cabin used by the dog musher mail carriers of the early 1900's.

There were two trails that ran along the creek. The main trail between Fairbanks and Nome ran for 248 miles following the Yukon River to the Kaltag Portage, down to Unalakleet, following the coast to Ungalik, across frozen Norton Sound to Issacs Point. From there the trail followed the northwest coast to Walla Walla, crosses the Kwiktalik Mountains to McKinley Creek. From McKinley Creek the trail follows the eastern coast of Golovin Bay to Golovin, across Golovin Lagoon to a portage which runs to Chuikak on the coast. From Chuikak the trail travels along the coast to Solomon and finally to Nome.

The second trail along McKinley Creek begins at Moses Point crossing overland to McKinley Creek and follows the creek to its mouth at Golovin Lagoon. Although both these trails were used by mail carriers, the cabin is located on the second trail.

The McKinley Creek cabin is still important today, both as a shelter cabin and historically for its role in the historic days of the dog mushing mail carriers.

For BLM F-22866:

Located on Chinik [sic] Creek, this cabin was both a shelter cabin and a reindeer herders cabin.

This site is significant as part of the reindeer herding complex introduced to the Seward Peninsula in the late 1800's.

Reindeer husbandry presented a change in all aspects of aboriginal life. The herders lived in remote locations participating in a specialized occupation that set them apart from both the villagers and the ancestral life of the past.

Reindeer cabins were built at strategic locations throughout the Seward Peninsula. These cabins provided shelter and operational centers for the herders essential to the success of reindeer herding.

For BLM F-22867:

Strategically situated at the mid-point on the portage from Portage Roadhouse to Golovin Bay across the Kwiktalik Mountains, Itevel-lhuk cabin is historically significant as a cabin used by the travelers and mail carriers.

The Eskimos of the area used the trail when they were traveling from Elim to Old Mission, Swedish [sic] Evangelical Union Mission established on Golovin Bay around 1896.

Other travelers included prospectors investigating the area for gold traveling from the Portage Roadhouse across to Golovin Bay and up to Council.

Mail carriers used the portage in early spring when the mail trail was beginning to thaw making travel by dog team difficult.

Thus, Itevel-lhuk is significant not only as a mail carrier cabin but also for the shelter and comfort it provided to all the travelers along the well used portage.

Oral History

Interviews were conducted in 1979 and in 1987 with former reindeer herders and other individuals with knowledge of reindeer activities in Elim, White Mountain and Golovin (Jemewouk 1979 and 1987; Brown and Agloinga 1979; Brown 1987; Kokocharuk 1979; Dexter 1987; Saccheus 1987; Murray 1979; and Amarak and Fagerstrom 1987). Although the 1979 interviews were concerned primarily with reindeer operations in the northern part of Golovin Range, information was provided that proved useful in the 1987 investigation. Cheenik Creek,

McKinley Creek and "Itivilhaq" cabins were identified as being built by the Lomens in the 1920s (Jemewouk 1979 and 1987; Saccheus 1987; Murray 1979). Agnes Amarok (Amarok and Fagerstrom 1987) stated all three cabins were reindeer herders shelter cabins, but the cabin up McKinley Creek was an old cabin. Philip Dexter (1987) related the Cape Darby cabins were built during the "height of the Lomens'" operations in Golovin. During late August, reindeer were collected from the entire northern range and held at "Corral Camp" and "Big Four" camp in preparation for the fall drive to the Lomen plant near Carolyn Island (Murray 1979; Jemewouk 1979 and 1987). While making the fall drive, Hans Jemewouk (1987) mentioned the herders would stay at Cheenik Creek cabin before moving the herd to the "main corral." Both Jemewouk (1979 and 1987) and Dan Murray (1979) mentioned a wire fence that stretched from Portage to the Lomen plant. Herders holding burlap bags were also used to help control the reindeer on the fall drives (Murray 1979). Jemewouk (1987) stated that when he was young (late 1930s), any young man willing to work was given a job reindeer herding, and almost all men his age herded at one time or another.

The former Lomen herders provided considerable descriptive information on the northern range cabins that may also be applicable to the three southernmost range cabins (Jemewouk 1979; Murray 1979). They mentioned crackers, sugar, flour, coffee, raisins, and other dry foods, were stored in 55-gallon (gal.) drums for safekeeping. Cooking utensils were sometimes kept in drums. Jemewouk said 55-gal. security cans, "sure came in handy" in those days. At several herders camps, there were elevated/semisubterranean caches to store items. Reading materials were also kept in the cabins along with record books for recording range information. Both men mentioned that in 1979, the Lomens assigned each cabin a number and equipped each with reflectors on the sides--enabling them to be seen at night. It could not be determined from Murray's conversation if each cabin was marked with a different color reflector. Neither man indicated if the three southern cabins were numbered, or had reflectors. An additional herders cabin (not examined yet) was mentioned by both Jemewouk and Murray. It is thought to be located on "Reindeer Slough," which is indicated on USGS maps as Yuonglik River (Amarok and Fagerstrom 1987). Jemewouk stated the northern cabins were spaced "almost evenly" on purpose, so herders were always in reasonable reach of shelter (1979).

When not in use by reindeer herders, the range cabins provided shelter for trappers, hunters, miners and others who were passing through (Jemewouk 1979; Murray 1979). Many transient occupants carved their names or initials, dates of visits, and even left written messages on the cabins (Murray 1979). This itinerant use continued after the collapse of the reindeer industry in the late 1940s. During World War II, the US Army made use of the cabins for training maneuvers and for reindeer roundups (Murray 1979). Until recently, the three southern cabins were said to have been used by Boy Scouts on outings (Amarok and Fagerstrom 1987).

When questioned if the three cabins were shelter cabins used by mail carriers, both Agnes Amarok and Alice Fagerstrom immediately replied they were reindeer herders cabins (Amarok and Fagerstrom 1987). They also stated the reason why so many trails crossed Cape Darby peninsula was because frequent winter storms made shoreline travel difficult. Peter Curran (1987), a former mail carrier during the 1920s and 1930s between Nome and eastern Norton Bay, indicated these cabins were not used by mail carriers. Curran stated he continued to carry the mail between Golovin and Isaacs Point after the commencement of air service in the mid-1930s to about 1939. According to both Amarok and Fagerstrom, people still travel over the old trails, but in snowmobiles instead of dog sleds. Trips to Elim over the old mail route are quite frequent in wintertime (Amarok and Fagerstrom 1987).

Written Historical Accounts

Cheenik Creek, McKinley Creek and "Itivilhaq" shelter cabins are best understood as integral elements in a historic continuum of the reindeer industry and in the development of a modern transportation system imposed over a pre-existing trails network.

The idea of importing reindeer to Alaska was initially conceived in 1885 by Charles H. Townsend, Special Agent of the Treasury Department, and was later adopted and implemented by Dr. Sheldon Jackson, General Agent of Education in Alaska (Mozee n.d., C.L. Andrews letter, Sept. 27, 1926). Reindeer herding represented the economic part of Dr. Jackson's program of "directed" change he

wished to bring to Alaskan Natives in which the reindeer would ". . . reclaim and make valuable millions of acres of moss-covered tundra, to introduce a large, permanent, and wealth-producing industry where none had previously existed . . ." (Jackson 1894). Jackson, concerned that the Eskimos were in danger of starvation, envisioned reindeer herding as a way to ". . . do more than preserve life . . . it will preserve the self respect of the people and advance them in the scale of civilization. It will change them from hunters to herders." The first introduction of reindeer to Seward Peninsula occurred in 1892 when 171 were brought to Port Clearance from Siberia (Mozee n.d., C.L. Andrews letter, Sept. 27, 1926).

Reindeer were introduced into the Golovin area in 1895 when 100 reindeer were transferred from the Teller Reindeer Station at Port Clarence; 50 on loan to the Swedish Evangelical Mission at Golovin Mission, and 50 on loan to the Episcopal mission at Tanana which were to be cared for by the Swedish mission (Jackson 1894). A map published by Davidson and Blakeslee (1900) depicts the Golovin Reindeer Station at the mouth of Yuonglik River, which is known to local residents as "Reindeer Slough." Reindeer loaned to missions by the government were to be held in trust for Natives residing under the care of the missions. Lapps were contracted as chief herders and were responsible for training Native apprentices. Both Lapp herders and Native apprentices were to receive a predetermined number of reindeer for their services--usually after a two-to-five-year apprenticeship. Once herds were established, the missions were expected to return reindeer equal to the amount they were loaned by the government. By 1900 the Golovin herd had increased so the government was able to reclaim 98 reindeer in payment for their original loan, and 143 reindeer were distributed to four Native apprentices (Hendrikson 1901). In 1902 the Golovin herd numbered 424 reindeer, of which 264 were under the control of the Swedish mission, and 60 under the control of three Natives (Lomen n.d., Ownership at Golovin 1902). The remaining 100 reindeer were loaned to Nils Klemetsen, a Lapp herder (Mozee n.d., C.L. Andrews letter, Sept. 27, 1926). Apparently, Klemetsen acquired the rights to graze his herd near the headwaters of the Etchepuk (Mozee n.d.). In 1909, USGS geologists Philip Smith and H.M. Eakin, who were conducting geologic investigations in

southeastern Seward Peninsula, observed Native reindeer owners were constantly moving about with their herds during fall and winter; in summers, they would usually remain in the same place (Smith and Eakin 1911).

Initially, the US Reindeer Service prohibited female reindeer sales to non-Natives as it was government intent to keep control of the herds in the "hands" of Natives until Native herders themselves were sufficiently able to maintain the herds (Moze n.d., C.L. Andrews letter, Sept. 27, 1926). The influx of thousands of non-Natives to the gold fields of Seward Peninsula at the turn of the century meant the reindeer industry could well become a profitable venture. In 1911 with the assistance of the Reindeer Service, Native owners shipped 125 carcasses to Seattle, thus opening the way for future export to "outside" markets (US Bureau of Education 1912). Non-Natives, such as Dexter of Golovin, could acquire their own herds through their Native wives. Attracted to commercial opportunities presented by the reindeer industry, the Lomen family of Nome initiated proceedings through which it became possible for them to directly acquire reindeer herds (Lomen 1954). In 1914, Lomen and company purchased the Kotzebue herd of 1,200 reindeer owned by the Lapp herder Nilima who wanted to return to his homeland and was unable to sell his herd to the government (Lomen n.d., Carl Lomen's Notebook). The following year, Lomen and company purchased 1,000 reindeer from the Swedish Mission at Golovin (Lomen n.d., Carl Lomen's Notebook).

The entry of the Lomens into the reindeer industry came at a time when local markets were depressed as a result of declining mining activity. Having recognized the potential of "outside" markets, leaving local markets to the Natives, Lomen and company immediately began exporting carcasses. In 1915 a trail drive was made to Nome from Golovin in which 75 carcasses were shipped outside (Lomen 1954). In both 1929 and 1930, over 14,000 carcasses were sold by the Lomens (Sheppard 1983). To ship their products to "outside" markets, the Lomens acquired two refrigerated ships; the Sierra and Baldwin (Lomen n.d., Handbook; Lomen 1954). By 1924 Lomen and company had gained (through purchase) control of five ranges: Teller, Golovin, Kotzebue, Buckland, and Egavik, and had established a herd on Nunivak Island with reindeer transferred from Golovin (Lomen n.d., Notebook). Between 1916 and 1918, the company had purchased the herd of Klemesten, thereby increasing the size of their

Golovin Range (Lomen n.d., Notebook; Mozee n.d., C. L. Andrews letter Sept. 27, 1926). Additional grazing land was acquired by 1922 when land between Omilak Creek and Fish River formerly used by Native herders was taken over by the Lomens (Mozee n.d., Andrews letter Sept. 27, 1926). In order to further consolidate holdings on the Golovin Range, Lomens purchase other herds owned by non-Natives, such as the Dexter herd purchased in 1928 (Mozee n.d., Andrews letter Sept. 27, 1926). Additional reindeer were acquired directly from Native owners in exchange for credit extended to them by the Lomen operated general store (Mozee n.d., Records relating to the Golovin Herd, 1921 to 1929). About 70 percent of the reindeer on the Golovin Range were owned by Lomens in the late 1920s (Mozee n.d., Application for Grazing Permit or Lease). Lomens also operated a lighterage and towing business out of Golovin and had interest in nearby mining properties (Lomen n.d., Notebook; Lomen n.d., Handbook).

Conflicts among the Lomens, Native owners and government reindeer men were inevitable. Encroaching into unoccupied rangeland, marking strays, and arising problems from open grazing and common rangeland were among the most frequent complaints lodged against the Lomens. Lomens' gain of the upper Fish River range was at first protested by Native owners, but the case was dropped without "serious trouble," although government reindeer men made several attempts during the 1920s to reach a settlement favorable to the Native owners (Mozee n.d., C.L. Andrews letter, Sept. 27 1926). To introduce better management practices, Native reindeer owners consolidated their herds into cooperative associations (also referred to as joint stock companies). In 1923 the Council Native Reindeer Association was formed by combining the Pargon River, American Creek, Spruce Creek, and Rocky Point herds (Lomen n.d., Grazing Areas on Seward Peninsula, Map 20; Mozee n.d., C.L. Andrews letter, Sep. 27, 1926; Mozee n.d., T.P. McCollister letter, Jan. 30 1929). Four members of the Council association were Whites who had acquired reindeer through their Native wives (Mozee n.d., T.P. McCollister letter, Jan. 30 1929). In 1930 the only reindeer sold by the Council association belonged to the Lomens (Sheppard 1983). At about the same time as the Council association was organized, the Elim Reindeer Association was formed from two pre-existing herds: Tubuktulik River and Mukluktulik River (Lomen n.d., Map of Grazing Areas on Seward Peninsula). Rangeland to the north of the Golovin Range was

set aside as "reserved range" by 1931 (Lomen n.d., Grazing Areas on Seward Peninsula, map). A map, believed to date in the mid-1930s (Lomen n.d., Notebook), indicated this "reserved range," depicted on the map as the "Koyuk" range, had been acquired by the Lomens.

The initial success of the Lomens can be attributed to the fact that they were able to develop markets for reindeer products (including "White Rover" dog food), and to initiate modern livestock raising practices which Native herd owners were unable to accomplish without direct government support. Scientific advisors and professional livestock men were used by the Lomens to develop efficient methods of range management. A regimen for handling reindeer was established by the Lomens on their ranges. Range operations were placed under direct management of herd superintendents, most of whom were Lapps (Lomen n.d., Field Operations Manual). In addition to supervising the daily activities of up to six Native herders, herd superintendents were to submit annual reports and "range maps" detailing the year's operation and range improvements (Lomen n.d., Handbook; Lomen n.d., Field Operations Manual). On the Golovin Range, three Native herders were employed in 1923 in addition to the herd superintendent (Lomen n.d., Range Property List). Additional herders were probably hired on as needed for specific tasks such as the fall drive. In 1923 the Lomens' Golovin Herd numbered 6,500 head that were grazed on 689,765 acres (Lomen n.d., Range Property List). By 1924 Lomen and company had built an abattoir, a cold storage plant, one summer corral, two winter corrals, six range cabins, and four summer cabins on its Golovin Range (Lomen n.d., Range Property List). Unfortunately, maps of the Golovin Range could not be located, and only one annual report was available in time for the writing of this report. The 1929 Golovin report stated "Several new cabins were built on the range during the past year," and the cabins, fully stocked, would be a "big help in rounding up the herd" (Moze n.d., Golovin Report 1929).

Range cabins were built at strategic locations on the range to provide shelter for herders and dogs. Each cabin was named or numbered, and its location was depicted on a "range map." Specific instructions were given for cabin construction.

These [range] cabins should be 10 x 12 with 6- foot wall and gable roof, made of logs or lumber, with floor, one window, one door, a good chimney, and a raised platform for sleeping. If possible there should be double wall construction, filled with hay or moss; the roof should be covered with corrugated iron, and the walls with paper.

It was expected that each cabin would contain the following items: stove (made from half of a 50-gal. drum); grub tank (also made from a 50-gal. drum) with a padlocked door; shovel; axe; and reindeer skins for mattresses (Lomen n.d., Handbook:62). This equipment was to be checked by herders when they occupied a range cabin and a report made to the herd superintendent of the cabin condition and contents.

Even with modern livestock raising practices and "outside" marketing, the Lomen reindeer operations were not able to survive the Depression years of the 1930s. In 1931 only 602 carcasses were sold by the Lomens (Sheppard 1983). This coming right after several years in which more than 14,000 carcasses were being sold annually. Opposition from "outside" livestock raisers and conflicts with Native reindeer owners and government reindeer men lead to the passage of the 1937 Reindeer Act by Congress that prohibited non-Native ownership and authorized the government to purchase all non-Native owned stock. Declining markets also had an adverse effect on Native owned herds. Many herds were abandoned as owners lost their incentive. Predation and accidents greatly reduced the size of most herds. In an effort to save the industry, the government once again assumed direct control of the herds. Today, there are three individually owned herds and one village owned herd in eastern Norton Sound (Sheppard 1983).

The process of selling their stock and range equipment required several years of involved negotiations between the Lomens and the government. The account was finally settled in 1940. Among items the Lomens sold to the government from their Golovin Range were 14 range cabins; 10 constructed of logs, and 4 framed, collectively valued at \$1,500, and 10 miles (mi.) of fencing with a value of \$1,000 (US BIA Reindeer Records n.d., Schedule No. 1; Lomen n.d., Exhibit "A").

At the turn of the century, thousands of prospectors, entrepreneurs and others flocked to the booming mining camps on Seward Peninsula. In the summer of 1900, Walter C. Mendenhall of USGS noted that while on the lower Fish River his party was:

. . . constantly encountering busy and hopeful gold seekers working upstream with any kind of craft that would carry supplies or was capable of being propelled by tracking or sailing or the use of dog teams (Mendenhall 1901:188).

The destination of these 'gold seekers' was Council City and surrounding mining camps. Mendenhall reported the route they were following was that of "The old telegraph route between Port Clarence and Golovin Sound [Golovin Bay] . . . an easy and oft-followed winter trail" (Mendenhall 1901:188). Although Mendenhall described other pre-gold rush trails in Norton Bay region, his description of the following trail is of some relevance in regard to the use of McKinley Creek and "Itivilhaq" cabins by travelers for shelter.

Natives and traders desiring to reach the head of Norton Bay or the lower valley of the Tubuktulik by winter from Cheenik [present day Golovin] travel northeast from the latter point to the head of the Kwiniuk, which is reached in fourteen or fifteen hours. The valley of this stream is then followed to the coast; or if the Tubuktulik Valley is the region to be visited the Kwiniuk is left at the point where it flows out from the hills and turns southward through the flats on its lower course. Five or six miles northeast of this point the Tubuktulik is reached (Mendenhall 1901:216).

The Alaskan gold rushes created a substantial demand for improved transportation routes and communication. To meet this demand, the Alaska Road Commission (ARC) was established in 1905 under the auspices of the US Army to construct and maintain transportation routes throughout the territory (ARC 1905). By this time, all winter mail bound for Nome went by overland trail from Valdez via Fairbanks (US BLM 1986). In the Norton Bay region, this trail was called the Kaltag to Nome mail trail (ARC Route 35), and in 1906, 110 mi. of it were flagged at a cost of \$1 per mile (ARC 1906). This and other improvements along the trail enable mail carriers to shave off three to five days from their schedules of previous years (ARC 1906).

Frequent winter storms made travel along the unprotected shores of Norton Bay a hazardous undertaking, forcing travelers inland to follow along the old Kwiniuk River trail in order to avoid the coast between Moses Point and Portage Roadhouse, which was mainly used in early fall (ARC 1907). The ARC (1906) recommended to ". . . continue construction of a trail that leaves the Yukon at mouth of Koyukuk and strike directly across via the head of Norton Bay into the Seward Peninsula to Fort Davis and Nome." In spring 1906, Mr. D.A. Jones, a civil engineer in the ARC Nome district, made a reconnaissance over this proposed trail, designated ARC Route 14. Leaving Council on March 12, he reached the Yukon River 67 days later, on May 17 after much delay caused by spring thaw near the coast of Norton Bay (ARC 1907). Jones' unfavorable report caused the ARC board to defer construction on this route (ARC 1907). This did not deter the US Congress, which in June 1906 appropriated \$35,000 for survey of a mail/pack trail between Nome and Fairbanks (McPherson 1906). In the Norton Bay region, the proposed trail followed an inland route from Koyukuk River to Nome, via Council, that avoided Norton Bay, perhaps in response to Jones' recent experiences (McPherson 1906; ARC 1907). Probably due to his recent reconnaissance in the area, Jones was placed in charge of surveying the Council to Koyuk section of the proposed route (McPherson 1906). It could not be determined from available records if Jones followed the path of his springtime reconnaissance. Although the proposed route was 21 mi. longer between Koyuk River and Nome than the Kaltag to Nome trail, its overall length would cut approximately 181 mi. from the established Nome to Fairbanks trail (McPherson 1906). Apparently, the proposed route changes between Koyukuk River and Nome were never realized, as further mention of this route was not found in the annual ARC reports after 1907. In 1908 the Nome ARC District Supervisor, W.L. Goodwin, directed a survey of an overland route between Seward and Nome (ARC 1908). This route was later to be known as the Iditarod Trail (US BLM 1982 and 1986). Goodwin's route followed the "old mail route" from Unalakleet to Nome (ARC 1908).

A map produced during the Smith and Eakin (1911:87) geologic reconnaissance of southeastern Seward Peninsula in 1909 depicts a trail between Walla Walla and the mouth of McKinley Creek and another trail from Portage to Golovin Bay. The trail departing Moses Point to follow the Kwiniuk River and then to McKinley Creek was not depicted on the Smith and Eakin map, although it was shown on a map of Seward Peninsula published by Arthur Gibson, C.E. in 1908. The 1908 map also depicts the other two trails that cross Cape Darby peninsula (Gibson 1908).

In 1907 changes were made in how the trails were designated: ARC Route 35, the Kaltag to Nome trail, was divided into sections with the Nome to Unalakleet section designated as ARC Route 30 (ARC 1907). Changes in trail designations were again made in 1912 when a 248 mi. long portion of the Nome to Kaltag trail was designated as ARC Route 18: the Kaltag to Solomon Trail (ARC 1912). In the Annual Report of the ARC for 1922, Route 18 is described as follows:

Commencing at Kaltag, this overland mail trail crosses the divide or portage to the Unalakleet River, which it follows to Unalakleet. From Unalakleet it follows the coast to Bonanza on the east shore of Norton Bay, crossing to Issacs Point on the west shore it follows the coast to Walla Walla, where it crosses the divide into the Quinahock [Kwiniuk River, USGS]. It then follows the Quinahock to its head, crossing the divide into McKinley Creek, which it follows to Golovin Bay and thence to Golovin. From Golovin it crosses to Portage Creek, which it follows to its head, crossing the divide into Cheruk Creek, which it follows to the coast. It follows the coast to Solomon and thence over Route 8 to Nome.

By 1925, Route 18 was referred to as the Nome to Kaltag trail, at which time the total length was set at 280 mi. (ARC 1925).

By 1920, \$23,024.79 (59 percent of total expenditures) had been spent on construction activities along ARC Route 18--primarily for bridges and improvements to stream crossings in the eastern portion of the trail, and \$15,878.72 (40 percent) for maintenance work (ARC 1922). Maintenance funds were expended annually for trail clearing and staking/resetting trail markers.

In 1909 permanent iron stakes with revolving flags were implanted along 75 mi. of the Nome to Unalaklik Trail (ARC Route 30) to save the expense of annual replacement (ARC 1909); but, by 1912 it was noted even these permanent stakes had to be replaced (ARC 1912); five years later 2,818 permanent stakes were set between Topkok and Unalakleet (ARC 1917). It was noted in the ARC Annual Report of 1917 that out of a total distance of 251 mi. between Nome and Unalakleet, 175 mi. had been permanently staked, while the remaining 76 mi. needed to be staked each season. In 1913 an arrangement made with roadhouse owners required them to assume responsibilities for staking a given trail section (ARC 1913). Total expenditures for ARC Route 18 as of June 30, 1944 amounted to \$80,780.81 of which \$52,643.42 (65 percent) were spent on maintenance, and the remainder; \$28,137.39 (34 percent), on construction projects (ARC 1944). Another trail of some importance to this investigation is the Golovin to Council Trail, ARC Route 18B. This 35 mi. long trail, "Leaves the Kaltag - Nome Trail at Golovin at mile 170.5, or 78 miles east of Nome on the east shore of Golovin Bay. Follows Golovin Bay to White Mountain and hence up the Fish and Niukluk rivers to Council" (ARC 1922).

In the late 1890s, the US Reindeer Service was granted a mail contract to deliver mail on Postal Route 78110, a 1,240 mi. circuit from St. Michaels to Eaton, Golovin, Kotzebue, Nulato, and back to St. Michaels (Jackson 1901). In the winter of 1899, three complete circuits were completed by a Lapp named Johan Peter Johansen with reindeer (Jackson 1901). That same winter, S. Newman Sherper carried the mail using reindeer in four out of five trips between Eaton and Nome, a round trip of 480 mi. (Jackson 1901); Hendrickson (1901) reported the distance as 450 mi.). It is not known how long reindeer were used to carry the mail to Nome, a short-lived affair, for the heroes of the Iditarod Trail were the dog sled team and driver (US BLM 1986).

The declining mining economy just prior to World War I caused abandonment of many roadhouses throughout Alaska. This, along with reductions in amount of federal funds for winter trail maintenance during the war years and public demand, forced the Territorial Government of Alaska, in 1917, to appropriate funds for construction/maintenance of shelter cabins and public trails (Naske 1986). As with roadhouses, shelter cabins were constructed approximately a day's journey apart. In the 1920s, Curran, the mail carrier on ARC Route 18, was contracted to build shelter cabins (and apparently dog barns) to replace roadhouses that had burned down at Walla Walla, Portage, and elsewhere along ARC Route 18 (US BLM 1986). A traffic census taken at "Portage Station" on ARC Route 18 recorded 21 persons, 19 sleds and 6 tons of freight passed through during the month of February 1923 (ARC 1924). During the months of November and December 1923, a subsequent traffic census recorded 34 persons, 27 sleds and 6 tons of freight that passed through "Portage Station" (ARC 1924). The ARC Annual Reports do not indicate if shelter cabins were constructed on McKinley Creek and on the divide at the head of Portage Creek. David Staley (personal communication, 22 October 1987) who has investigated two ARC shelter cabins in northwest Alaska stated that at both he has observed the notation "ARC-Nome" stenciled in black letters on wall boards.

In the late 1920s, airplanes began to take over mail deliveries from dog mushers on Seward Peninsula. Airfields were constructed by the ARC at Moses Point and Golovin in 1927 (ARC 1927). Although funds were expended for trail/shelter cabin maintenance after 1930, use of the trails by travelers noticeably declined after the introduction of reliable air transportation (Naske 1986). In the late 1930s, while arranging the sale of range property to the government, Carl Lomen (n.d., Lomen letter) remarked that the government should buy herders cabins on the Buckland Range since several were situated on trails and were being used by travelers. This appears to indicate overland transportation was common on Seward Peninsula after introduction of

air services among villages. The following report on shelter cabins from the 1943-1944 Territorial Highway Report (Edman et al. 1960:103, 104) appropriately illustrates declining importance of shelter cabins and winter trails.

One reason for the discontinuance of shelter cabin upkeep in 1941 was on account of the fact that they are seldom used anymore by travelers, but have been preempted by trappers who, in some instances, have used up all the fuel supply and then proceeded to burn up the benches and tables before abandoning the cabins.

The situation today is so different than it was in the early days when travelers used the winter trails regularly. At that time the traveling public automatically policed the cabins. No one at that time would think of remaining in a cabin beyond the requirement of his journey and the unwritten law of the trail would have crucified any person who would burn up the last combustible article in a cabin before vacating it. Shelter cabins in the early days afforded a worthwhile facility, but the need for them is not believed to exist today.

Cursory examination of post-1940 annual ARC reports indicates funds were expended in the Second Judicial Division, which included Nome District, for shelter maintenance up to the time of Statehood. The Elim to Golovin portion of the old mail trail (ARC Route 18) is presently recognized as a well-travelled winter trail, both by the public and by the state (Naske 1986).

Previous Investigation

Pre-gold rush trails of northwestern Alaska have been identified by Burch (1976). His article focused on mid-nineteenth century importance of overland winter trails in northwest Alaska in the ". . . complex system of inter-regional trade which extends from the coast of Siberia, on the west, to the Canadian border on the east" (Burch 1976:10). Of the 50 "important" trails discussed in Burch's article, two trails: Golovin - Kialik (Trail # 8), and Golovin - Port Clarence (Trail #9), originate in the Golovin Bay area. It

is interesting to note the Kwiniuk River trail, identified by Mendenhall (1901) as being used by traders and Natives in the nineteenth century, was not considered to be an "important" trail by Burch.

The three sites described in this report have been briefly discussed by Koutsky (1981) in her synopsis of historic sites in the Bering Strait region. An earlier version was used to identify ANCSA Sec. 14(h)(1) sites in that region.

In 1979 several ANCSA Sec. 14(h)(1) sites associated with the reindeer industry were investigated by BIA/Cooperative Park Studies Unit (CPSU) field crews in the eastern Fish River drainage. These sites are listed below.

BLM	SITE NAME	COMMENTS
F-22870	Corral Complex	Pre-Lomen reindeer camp
F-22871	"#7"/"Milukuk"	Lomens' reindeer camp
F-22873	"Big Four"	Lomens' reindeer camp
F-22874	Corral Camp	Lomens' reindeer camp
F-22876	Etchepuk R. herders cabin	Lomens' reindeer camp
F-22893	"Last Timber"	Pre-Lomen reindeer camp

The results of the above site investigations were incorporated in Sheppard's (1983) synthesis of historic sites in the eastern Norton Sound region. Regarding the reindeer industry, Sheppard defines three distinctive phases. The first phase entailed the introduction of reindeer. The herds were directed by government school teachers, or by missionaries while Natives served as apprentice herders under the tutorage of experienced Lapp herders. The second phase is characterized by ownership/management of small herds by individual Natives. This phase also marks the acquisition of herds by non-Natives; i.e., the Lomens. The final phase is distinguished by ownership/management of the herds being vested in Native cooperatives. Sheppard discussed changes imposed on traditional land-use patterns for each phase and indicated Lomens' reindeer operations in many ways reflected those of a "company town" (1983:93).

Since the late 1960s, a cooperative venture among the BLM, the US Forest Service, other federal/state agencies, and private concerns, has been conducting evaluations of recreation potential, scenic qualities, and cultural/historical resources present along the Iditarod National Historic Trail (INHT). Also, the primary and connecting routes of the Iditarod Trail were identified from historic sources. The results of these studies have been compiled into two volumes: Volume 1, A Comprehensive Management Plan (CPM, draft version 1981, final version 1986); and Volume 2, Resource Inventories (1982).

The primary route of the INHT is the trail that departs from the coast at Walla Walla, crosses the upper Kwiniuk River drainage and over the divide into McKinley Creek drainage. From the top of the divide, the primary trail follows the southern tributary of McKinley Creek to McKinley Creek (below McKinley Creek Shelter Cabin, BLM F-22865), down McKinley Creek to Golovin Bay, and then along the coast to Golovin. The route from Walla Walla to Golovin via Portage was designated a connecting route, Portage Loop. Beginning at Portage, this trail initially follows along Carson Creek from which it departs to cross over the divide. From the divide, the trail follows Portage Creek down to Golovin Bay, thence along the coast to Golovin. The trail that follows Kwiniuk River from its mouth at Moses Point, over the divide into McKinley Creek was referred to as an alternate trail.

In 1980 the INHT conducted field investigation at historic sites along the trail in the Norton Sound region. Among the sites investigated by the INHT is one of particular concern to this investigation; "Itivilhaq" (F-22867). On its inventory form, the INHT referred to this site as "McKinley Creek Relief Cabin," and stated it was located on a connecting route of the Iditarod Trail (US BLM 1982). This site was also recommended for nomination to the National Register of Historic Places (NRHP) by INHT investigators (US BLM 1982). However, according to other information obtained from the same report, the name "McKinley Creek Relief Cabin" referred to a shelter cabin located at the mouth of McKinley Creek, and the name "Summit ARC Cabin" was applied to a site on the divide at the head of Portage Creek. Apparently, an inventory form was compiled for "Summit ARC Cabin," as the land description indicated a

location on the divide at the head of Portage Creek, but was inadvertently referred to as "McKinley Creek Relief Cabin." "Summit ARC Cabin" was not recommended for nomination to the NRHP (US BLM 1982). This confusion between the two sites was carried over into the INHT CMP published in 1986 (US BLM 1986) in which "Relief Cabin (McKinley Creek);" designated as AHRS Site SOL-80, was indicated as located on the primary route, both "Summit ARC Cabin;" designated as AHRS Site SOL-80, and "Relief Cabin (McKinley Creek);" designated as AHRS Site SOL-79, were indicated as being located on the connecting Portage Loop route. In the CMP, only "Relief Cabin (McKinley Creek);" AHRS Site SOL-80, was recommended for nomination to the NRHP (US BLM 1986).

Site Description

Field Approach

On 4 August 1987, BIA ANCSA Archeologist Dale Slaughter conducted an aerial reconnaissance of Cape Darby peninsula attempting to locate the application areas. However, due to poor visibility caused by ground fog and mislocated application areas, only one, McKinley Creek Shelter Cabin (F-22865), was located on that date. Another attempt to locate the remaining two sites was made on 12 August 1987 by BIA ANCSA Archeologists Bartolini and Robert Waterworth. Again, poor visibility hindered the search, and the two remaining sites were not located.

Poor visibility did not hinder recording McKinley Creek Shelter Cabin by Bartolini and Waterworth on 12 August 1987. This site was recorded according to established archeological methods and BIA ANCSA Sec. 14(h)(1) requirements. A site map of the immediate area was constructed using a survey tape and a Silva Ranger (t-15) compass. Photographs were taken on the ground and from the air. A point-of-beginning (POB), site datum, was established and marked with an aluminum alloy rod (ANCSA Site Tag attached) driven to the point of

resistance with a sufficient portion extending above ground surface to serve as a marker. Boundary corners were not marked on the ground because they might be hazardous to winter travelers. All boundary corners were later protracted from the site map.

After consulting with elders in Golovin on 20 and 21 August 1987 in regard to the Cape Darby Shelter Cabins, BIA ANCSA Archeologists Carol Brandt and Bartolini decided to make another attempt to locate the remaining two sites and to record them if located. Clear, crisp weather 21 August 1987 provided no hindrance to the search for the elusive cabin sites. Each cabin was located one drainage south of its application area.

The application area of BLM F-22866 was examined thoroughly by aerial/ground reconnaissances without success. This cabin was finally located from the air while en route to the application area of BLM F-22867. Site BLM F-22866 was located approximately 1.75 mi. southeast of its application area. A thorough aerial reconnaissance of the application area of BLM F-22867 was also unsuccessful. Widening the aerial reconnaissance, BLM F-22867 was finally located approximately 1.5 mi. southwest of its application area. Wooden tripods marking the two southernmost trails on Cape Darby (as indicated on the USGS topographic map:Solomon [C-2]) were observed from the air.

The two sites (BLM F-22866 and BLM F-22867) were recorded according to established archeological methods and BIA ANCSA requirements. Site maps were constructed using a survey tape and a Silva Ranger (t-15) compass. Photographs were taken on the ground and from the air. A POB, site datum, was established at both sites by attaching BIA ANCSA site tags to the northwest corner of each cabin. Boundary corners for both sites were protracted from site maps and were not marked on the ground.

The investigation results were combined into a single report. This was done because information provided by local residents or from historical sources indicated the cabins were associated with a single enterprise; it eliminated redundant information and reduced paperwork.

Description of Cultural Remains

Since all three cabins were assumed to have been built in English dimensions, construction details were recorded in feet and inches. Boundary surveys for all three sites, however, were recorded in metric units. Each site is discussed separately below.

Site F-22865 (McKinley Creek Shelter Cabin):

This cabin is located on the west side of McKinley Creek approximately 4 mi. above its mouth on Golovin Bay. The cabin is situated on a gentle 15° valley slope about 36 meters (m) from the creek's edge 38 above sea level. A mixed floral community of deciduous shrubs and open tundra surrounds the cabin site. At the time of this investigation, blueberries were ripening in the area. Above the cabin site, the brush becomes consolidated into a dense grove. A scatter of isolated spruce trees is present in the immediate area (Figure 2; Photograph 1).

A winter trail follows along McKinley Creek from the head of a tributary stream in sec. 7, T. 11 S., R. 20 W., to Golovin Bay. About 1/4 mi. above the cabin, this trail crosses to the west side of McKinley Creek, passing between the shelter cabin and the creek. At the confluence of a westerly flowing, unnamed tributary approximately 1/2 mi. below the shelter cabin, this trail crosses to the east side of McKinley Creek where it joins another trail that runs along the tributary stream. From this confluence, the combined trail continues along the east side of McKinley Creek toward Golovin Bay. During the course of this investigation, wooden tripods were noted along the trail that followed the tributary.

McKinley Creek Shelter Cabin was found in a dilapidated condition which allowed for only approximate measurements of its dimensions, roughly 12'5" in width and 12'0" in length. Its length is oriented along a 48° axis. Annual accumulation of snow, high winds, and years of neglect have caused the cabin to collapse. The roof has shifted eastward so a portion now overhangs the east edge of the floor, leaving the western portion of the floor exposed. The cabin walls and roof were constructed of 1 x 6s nailed to a frame of 2 x 4s.

McKinley Creek Shelter Cabin
F-22865
Bering Straits Native Corporation

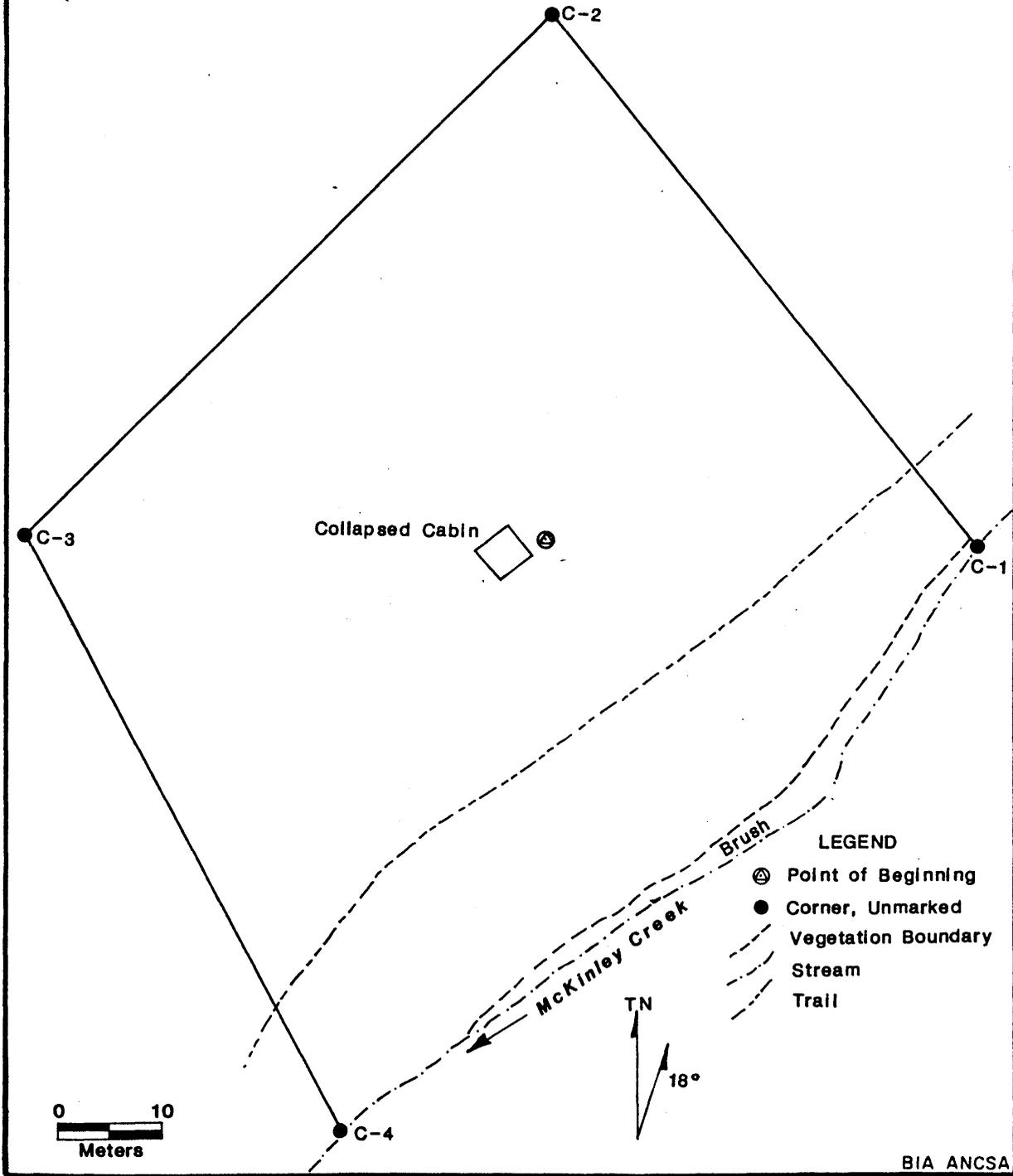


Figure 2. McKinley Creek Shelter Cabin

Wire nails were used exclusively in cabin construction. The 1 x 4s were nailed to a base frame of 2 x 4s for flooring. The arch roof is covered with tar paper held by roofing nails and slats. Sheet metal stovepipe flashing is set into the roof near the southwest corner. Observation of the collapsed west end wall depicted a centrally located framed doorway that separated this wall into two panels. Measurements taken of these panels indicates the walls were 5'3" high. Windows were not observed, however, it is possible the collapsed roof may have obscured any evidence of windows in the two side walls and in the east wall (Photograph 2).

The manner in which the roof collapsed made it possible to ascertain the cabin's contents: a 55-gal drum stove labeled "Mobile," numerous hole-in-the-top milk cans and sanitary-top food cans, two "Hills Brothers" coffee cans, a one pound lard can, and a Clorox bottle. Outside the cabin, several 5-gal. gas cans were observed along with a grey enamelware pot and kettle.

Site F-22866 (Cheenik Creek Shelter Cabin):

This cabin is located off an unnamed, major tributary of Cheenik Creek on the western flank of Kwiktalik Mountains, southeast of the confluence of two minor tributaries at the head of this major tributary, southwest of the southernmost minor tributary. The cabin is set in a relatively level grass clearing surrounded by a dense grove of deciduous shrubs. At the time of this investigation, blueberries were observed in open tundra adjacent to the cabin. Elevation of the cabin is approximately 76 m above sea level (Figure 3; Photograph 3).

The cabin was found in a partially collapsed condition, however, measurements of the cabin's dimensions were not hindered. Exterior cabin dimensions are 13'2" long and 11'0" wide, with the long axis oriented at 65°. A door is centered on the cabin's west side. There are no windows. Main structural elements throughout this cabin were fashioned from 3 x 6 planks. Wire nails were used exclusively in construction. The 3 x 6 planks were used for walls, stacked one atop the other, tied together by corner notching and nails. Each wall stood 11 planks high for a total height of 5'6". Spaces between the wall

Cheenik Creek Shelter Cabin
F-22866
Bering Straits Native Corporation

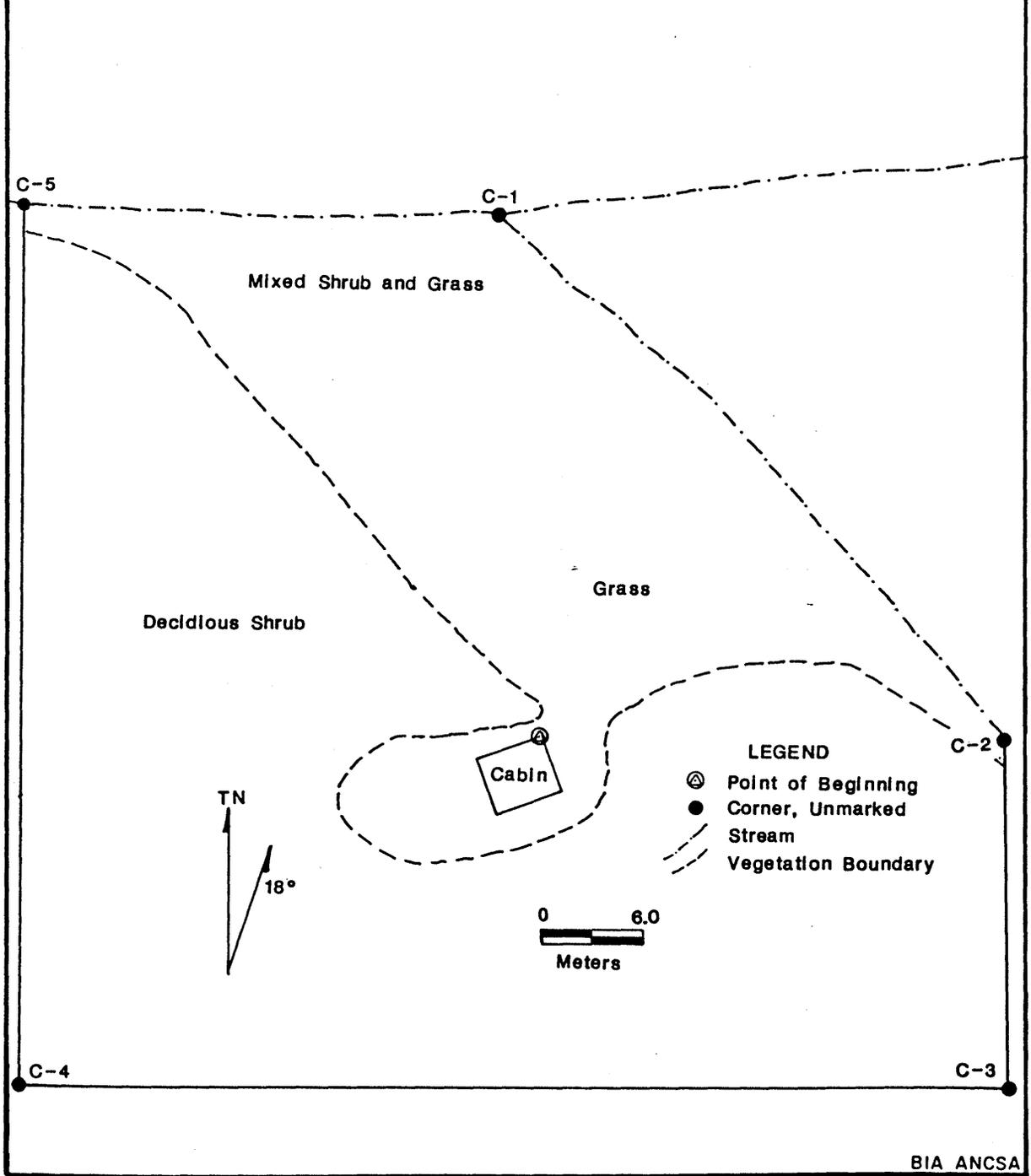


Figure 3. Cheenik Creek Shelter Cabin

planks are chinked with burlap. Due to repeated snowfalls, high winds, and neglect, the roof has shifted westward displacing the upper wall planks leaving the eastern portion of the cabin interior exposed. In addition to the walls, the flat roof is supported by two ridge beams (3 x 6 planks) that run the length of the cabin, spaced at equal distance from the side walls. The 1 x 6s were used as roofing material. Tongue-and-groove floorboards (6" wide) were placed parallel to the side walls for flooring. It is very probable 3 x 6 planks were also used to support the floor, but this could not be determined without pulling up several floorboards. Scraps of adhering tar paper indicated the cabin's exterior was once covered with this material held in place by roofing nails. Metal sheeting on the roof provided additional protection from the elements. The cabin door is constructed of 1 x 4s, and measures 2'6" in width x 5'0" in height (Photograph 4).

A built-in bed is located in the cabin's northeast corner. The bed measures 6'5" in length x 3'0" in width, and is suspended 1'11" above the floor. Tongue-and-groove boards were used for the bed platform, while 2 x 4s were used for the frame. In the southeast corner, a box hung on the southern wall for use as a cabinet. Near the southwest corner, against the southern wall, was a 55-gal. drum stove resting on a platform. The stove platform consisted of a 3'0" x 2'10" frame constructed of 3 x 6s that held a protective layer of soil as a safety measure against fire. Metal flashing for a stovepipe was attached to the roof above the stove. Firewood was scattered about in the southwest corner. Plastic bags, food cans (sanitary-top) paper, a bug-spray can, and a Tang jar were also observed within the cabin. Above the built-in bed, "1943" was carved in the top plank. On the exterior side of the door, the following dates were carved: "9/10/46" and "5/17/48."

Site BLM F-22867; "Itivilhaq" Shelter Cabin:

"Itivilhaq" Shelter Cabin is located on the summit of a broad saddle in the Kwiktalik Mountains at the head of the southern major tributary of Portage Creek (USGS). This windswept summit is carpeted with a low growth of alpine tundra vegetation and scattered clumps of willows. The elevation of the cabin is estimated to be 341 m above sea level. Directly east of this

summit, approximately 5.6 km away, on the western shore of Norton Bay is Portage Roadhouse (AHRs Site SOL-027, formerly listed as SOL-041). A trail crosses the summit from the direction of Portage Roadhouse and continues westerly toward Golovin Bay (Figure 4; Photograph 5).

At the time of this investigation, the cabin was still standing (Photograph 6). It is a lean-to type framed cabin with exterior dimensions of 12'2" x 10'1", oriented along a 190° axis, and a rear height of 6'3" that rises to a front height of 8'3". The framework for this structure was built from 2 x 4s covered with 1 x 6 shiplap. Tongue-and-groove 1 x 4s were used for flooring. Wire nails were used throughout the cabin. Wall boards were nailed to the exterior side of the cabin frame. Scraps of adhering tar paper fastened with roofing nails and an occasional slat indicated the cabin exterior was once covered. A 6'11" x 2'2" door constructed of tongue-and-groove 1 x 4s lies on the cabin floor. The doorframe is situated slightly right of center on the cabin's west side. Left of the doorframe is a manufactured 6-paned window sash set approximately 3' above the floor. Sheet metal stovepipe flashing is placed into the roof near the center of the southern edge.

Inside the cabin are the following: a 55-gal. drum stove, a camp stove fabricated from two 5-gal. gas cans, broken windowpanes, a 5-gal. gas can, paper fragments, several sanitary-top food cans, several glass jars, a metal spoon, a double-sided axhead, and a white earthenware bowl. Also found within the cabin were the following enamelware vessels: a white pot with a blue rim, two grey teapots, a white pot lid, and a white plate. Outside the cabin: to the south, is a large pile of tin cans consisting of coffee, milk (hole-in-the-top) and food cans (sanitary-top). Found scattered about the immediate cabin vicinity were the following items: gas lantern parts, tin cans, food jars, a grey enamelware teapot, and a white enamelware cup. Two large rolls of wire fencing were observed in the site area.

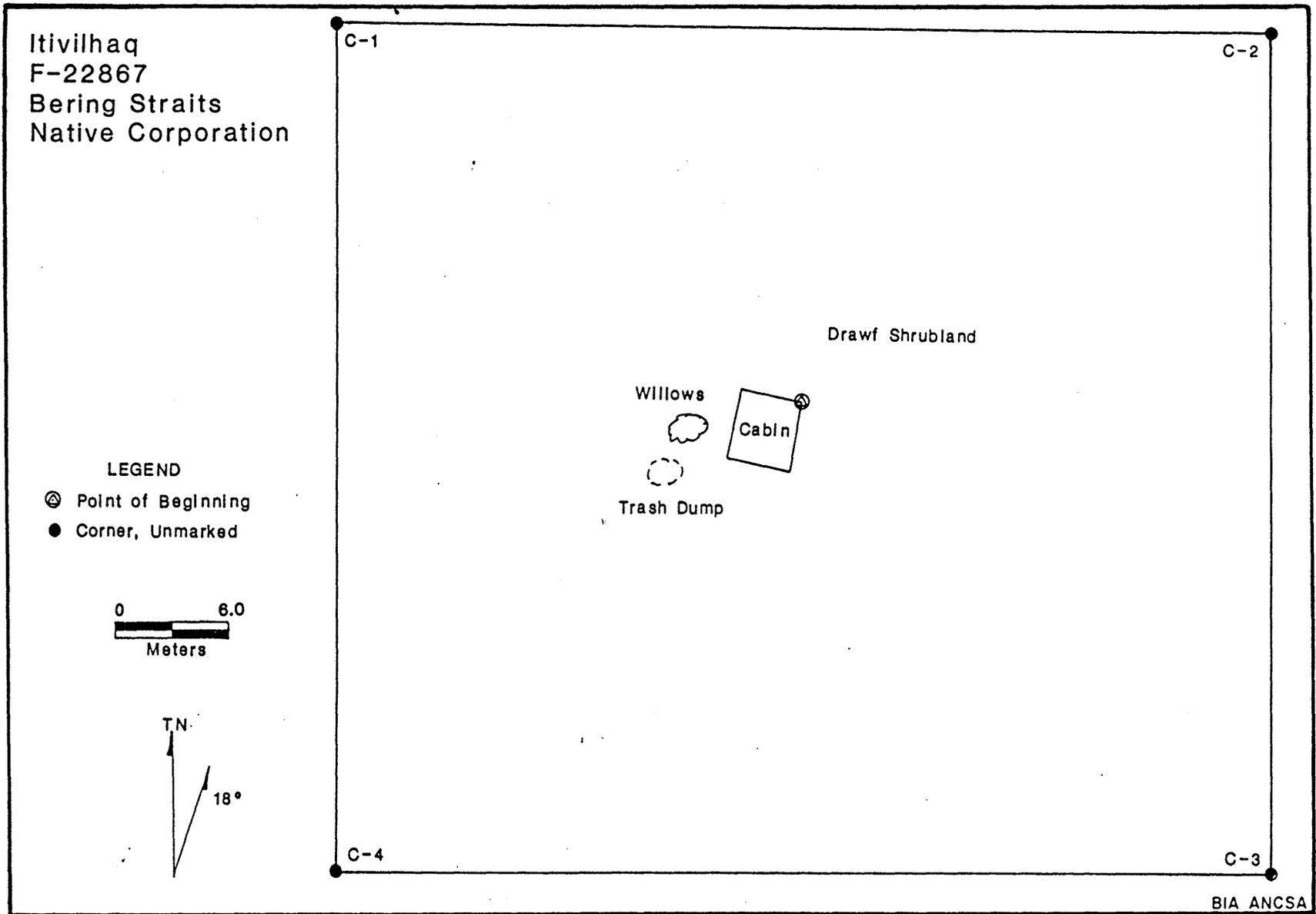


Figure 4. "Itivilhaq" Shelter Cabin

This cabin was previously investigated in 1980 by an INHT field crew. During that investigation, the following notations were found on the cabin: above the window was the date "July 15, 1938" and painted on the door "Golovin, Alaska" (US BLM 1980). These notations were not observed during the BIA ANCSA investigation of 1987 (this report). A comparison of photographs taken in 1980 by the INHT investigators and of those taken in 1987 by BIA ANCSA investigators revealed very little change in the cabin and its immediate surroundings. The most obvious alteration is that the door is separated from its frame and now lies within the cabin. It was not possible to determine if this was caused by vandals or by natural agents.

Boundary Justification

Boundaries for each site were determined on the basis of informant interviews and surface archeological reconnaissance of the site areas. They were established to include all identified cultural features, activity areas, and vegetational areas indicative of subsurface archeological deposits.

Legal Descriptions

The verified site location for F-22865 (Figure 5) is approximately within the SE4SW4SW4 sec. 12, T. 11 S., R. 21 W., KRM, Alaska. The site is more specifically described below.

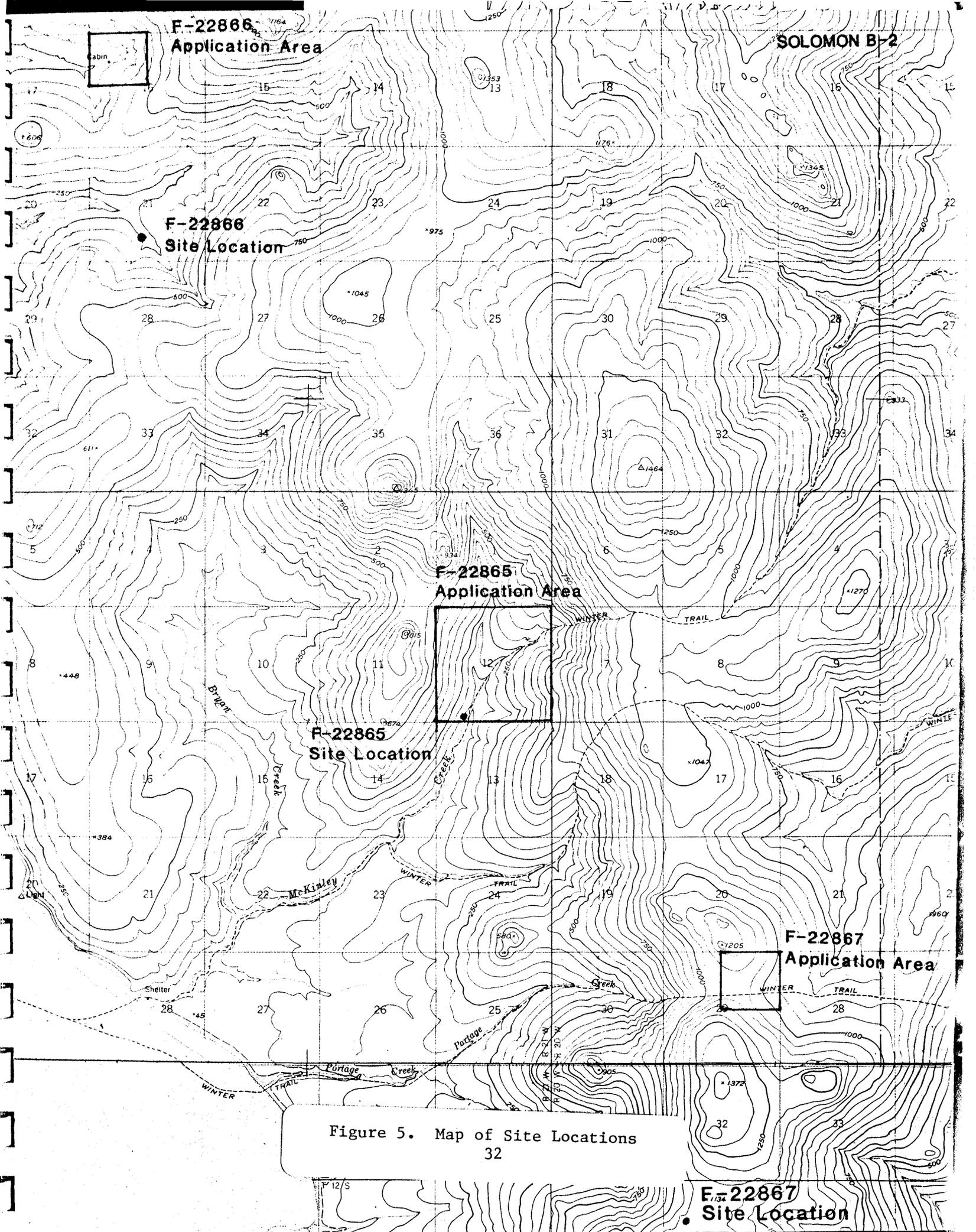


Figure 5. Map of Site Locations
32

F-22867
Site Location

POB: site datum ANCSA site tag attached;

Latitude 64°32'37" N., longitude 162°47'20" W., as extrapolated from USGS quadrangle map 1:63,360, Solomon (C-2), Alaska.

UTM Zone 3, 7159200m N., 606100m E.

POB to corner 1 (C-1): 90°, 50 m;

C-1 to C-2: 320°, 60 m;

C-2 to C-3: 225°, 71m;

C-3 to C-4: 151°, 64 m;

C-4 to C-1: meandering northeasterly along McKinley Creek approximately 83 m.

The site encloses 1.2 acres, more or less. There are possible land conflicts with State Selection F-44548, and Village Selection, as well as A2 Selection F-14861.

The verified site location for F-22866 (Figure 5) is approximately within the NE4SE4SW4 sec. 21 W., T. 10 S., R. 21 N., KRM, Alaska. The site is more specifically described below.

POB: site datum;

Latitude 64°36'13" N., longitude 162°52'53" W., as extrapolated from USGS quadrangle map 1:63,360, Solomon (C-2), Alaska.

UTM Zone 3, 7165750m N., 601400m E.

POB to corner 1 (C-1): 355°, 30 m;

C-1 to C-2: 136°, 42 m;

C-2 to C-3: 180°, 20.5 m;

C-3 to C-4: 270°, 57.5 m;

C-4 to C-5: due north at 51 m;

C-5 to C-1: meandering easterly approximately 28 m.

The site encloses 0.6 acre, more or less. There are possible land conflicts with State Selection F-44529, and B2, C as well as Village Selection F-14861.

The verified site location for F-22867 (Figure 5) is approximately within the NE4SW4NW4 sec. 5, T. 12 S., R. 20 W., KRM, Alaska. The site is more specifically described below.

POB: site datum;

Latitude 64°28'48" N., longitude 162°43'23" W., as extrapolated from USGS quadrangle map 1:63,360, Solomon (C-2), Alaska.

UTM Zone 4, 7152290m N., 609425m E.

POB to corner 1 (C-1): 309°, 32 m;

C-1 to C-2: 90°, 50 m;

C-2 to C-3: 180°, 45 m;

C-3 to C-4: 270°, 50 m;

C-4 to C-1: 360°, 45 m.

The site encloses 0.5 acre, more or less. There are possible land conflicts with State Selection F-44547, and A2, D, as well as Village Selection F-14861.

Interpretation

In the latter part of the nineteenth century, the federal government instituted a policy of "directed" change in regard to its relationship with Alaskan Natives. Missions, schools, and the introduction and development of reindeer herding brought about by this policy had a profound impact on Alaskan Native societies, the extent of which has yet to be completely understood. Among the issues being debated by social scientists today is whether or not the introduction of reindeer herding had a disruptive effect upon traditional

subsistence activities of Alaskan Natives. For the purpose of this investigation, it will suffice to simply state reindeer herding had a dramatic impact upon the Alaskan Native cultures it affected. On Seward Peninsula, the impacts on Native lifestyles are particularly acute, as reindeer were introduced prior to the onset of a gold rush. The three sites documented in this report, as well as other sites associated with the Golovin Range, potentially illustrate the changes that occurred to an established Native culture from the combined effects of reindeer herding and the influx of thousands of non-Natives.

Information given by former reindeer herders and inferences derived from historic documents indicate the cabins were constructed no later than 1929, and their primary use was to provide shelter for herders employed by the Lomens. Their state of decay as a measurement of contemporaneity provides some indication of relative age. Following this line of evidence, it appears McKinley Creek Shelter Cabin was built prior to Cheenik Creek Shelter Cabin which, in turn, appears to have been constructed before "Itivilhaq" Shelter Cabin. Since decay rates are strongly influenced by microclimatic factors, this approach to dating is questionable. Information provided by a local resident, however, suggests the McKinley Creek Shelter Cabin is older than the other two cabins.

Information was not collected which would indicate the McKinley Creek cabin was constructed with the original intent to provide shelter for travelers.¹ Its location on a well-established trail does not necessarily imply this intent, as herders cabins were built alongside trails elsewhere on Seward Peninsula. Also, it should be noted the trail which McKinley Creek cabin is located on is recognized as an "alternative route" and is located above the junction with the "primary route" which is historically recognized as the Iditarod Trail. Ad hoc use of McKinley Creek cabin by mail carriers and other travelers is a viable inference, as it lies approximately one day's journey by dog team west of Moses Point, the last stopover available for travelers heading west along the alternative route.

¹ See statement of significance for this site (Appendix).

Although it is very similar in design to an ARC shelter cabin, information compiled during this investigation does not indicate "Itivilhaq" Shelter Cabin was constructed as an ARC shelter cabin. It is not located on a documented trail and lies less than a day's journey in either direction, west and east, from known trail-side shelters. "Itivilhaq" Shelter Cabin also does not exhibit the stenciled markings found on other ARC shelter cabins. The close resemblance between "Itivilhaq" Shelter Cabin and ARC shelter cabins implies synonymity in design arising from function; which for both herders cabins and trail-side shelter cabins is to provide temporary shelter. Construction techniques employed at "Itivilhaq" Shelter Cabin are reflective of a prefabricated design which is known to have been invoked by the ARC in northwestern Alaska. Other investigated reindeer herders cabins on the Golovin Range were found to be of a vernacular design while that of "Itivilhaq" cabin is radically different. As the ARC cabins are said to represent a "programmatic approach in a treeless environment" (NPS 1985) one may wonder why the Lomens switched to this type of design for their herders cabins. The non-vernacular and prefabricated design of this cabin, in stark contrast to that of other herders cabins, illustrates the Lomens' determination to institute modern practices.

Information compiled during this investigation and from previous investigations of reindeer shelter cabins on Golovin Range provide an excellent data base for comparative analysis. As this type of inquiry is beyond the scope of this report, a comprehensive analysis was not attempted. However, cursory analysis has revealed some interesting implications. It was found that Native builders made various modifications to Carl Lomen's design at the sites discussed in this report and at other reindeer campsites on the Golovin Range. Remember, these cabins were built with a labor force who had only recently been exposed to Euro-American construction technology and design. To what extent, if any, these modifications reflect builders' preferences (or licenses) or variations imposed upon the design by use of differing construction materials are unknown and await further inquiry. It is believed different types of refuse, varying quantity of refuse, and deposition patterns (which are quite apparent for the three sites described in this report) observed at these sites may provide implications for determining what specific activities were conducted from each cabin, the number of years each cabin was in use, and the seasonality of use.

The spatial setting of herders camps on the Golovin Range and the adaptive use made of these camps for non-reindeer herding activities, such as trail-side shelters and subsistence camps, provide information that has potential, with further analysis, of broadening our understanding of the impacts reindeer herding had on traditional settlement patterns/subsistence activities in a geographically and culturally restricted area. An analysis of the Golovin Range herders camps in regard to their relative position to traditional trail routes and to procurement localities in particular is therefore warranted, as it may provide additional insight into cultural adaptations made in response to reindeer herding.

Many local residents of the Golovin area and surrounding region were involved in the reindeer industry. Former herders who are still alive vividly recall herding reindeer and working for the Lomens. The various elements of reindeer herding are still etched in their memories and invoke deep-rooted feelings. These elements, which Cheenik Creek, McKinley Creek, and "Itivilhaq" Shelter Cabin(s) were integral parts of, add considerably to local perception of history. In effect these sites are "vignettes" that clearly illustrate a period of cultural adaptation that constituted a major part of Native life in the first half of the twentieth century.

III. SUMMARY OF INVESTIGATION

Information compiled during the course of this investigation indicated the cabins on all three sites were used as shelter cabins by reindeer herders employed with the Lomen Reindeer Company, and by others who were passing through the area. It can be inferred from historical documents/oral testimony that each of the three shelter cabins was constructed by at least 1929. Significance for all three sites derives from their association with the reindeer industry. For one site (F-22865), additional significance is derived from its relationship with a historic trail.

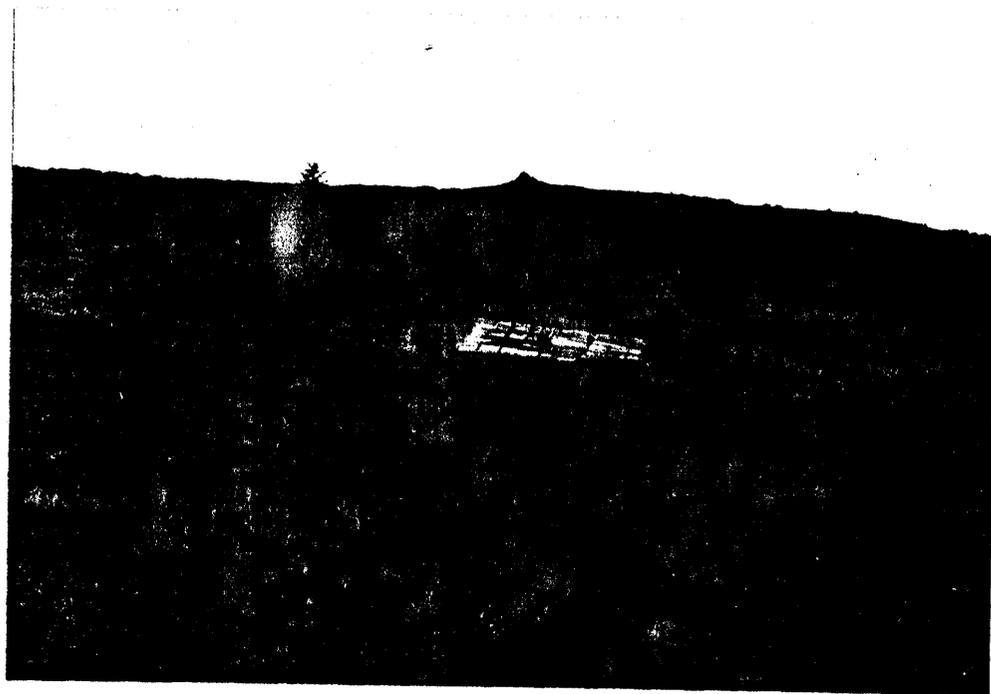
Individual significance of Cheenik Creek, McKinley Creek and "Itivilhaq" Shelter Cabin(s) derives from their association with the Lomens' reindeer enterprise, their relationship with a regional transportation/communication system, the integrity of their designs and settings, and most importantly, through their deep-rooted associations with the people of Golovin, Elim, White Mountain and other Norton Sound villages. The significance of these sites is enhanced and can better be illustrated if they are considered as integral elements of the reindeer industry, and in particular the Lomens' reindeer enterprise, in the Golovin area. This report demonstrates information concerning these sites will be useful in future research into the impacts of the reindeer industry, the dominance of this industry by the Lomens, and of the much broader issues of the federal government policy of "directed" change upon Alaskan Native cultures.

Also, information compiled in this investigation was found to contradict information presented in Bering Straits Native Corporation applications (F-22865 and F-22867), and the INHT report (F-22867). This should in no way be seen as lessening the historical significance of these sites.

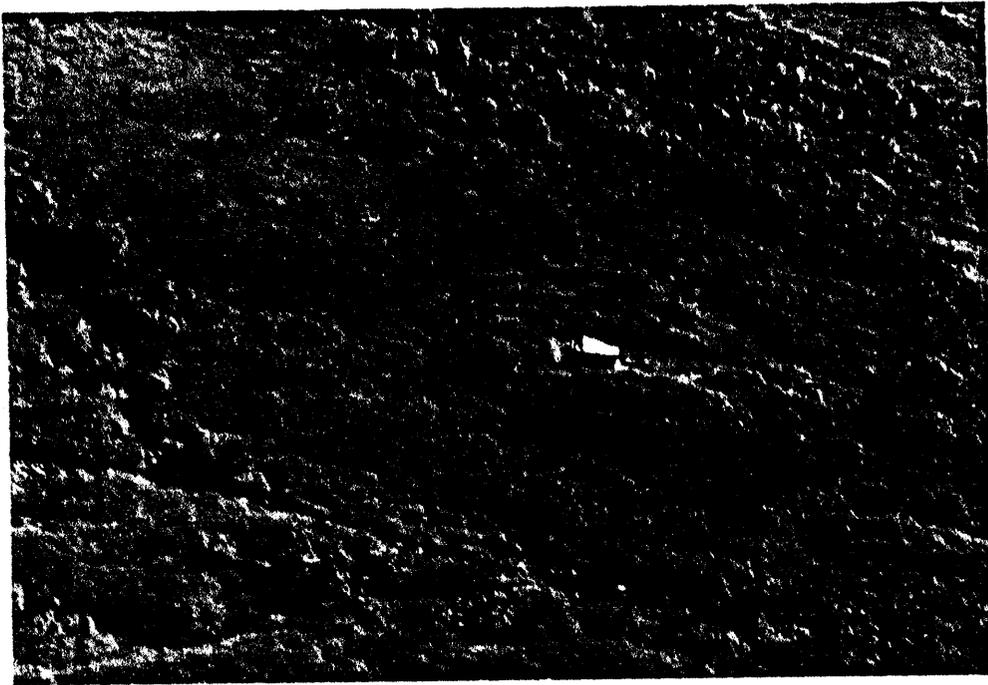
PHOTOGRAPHS



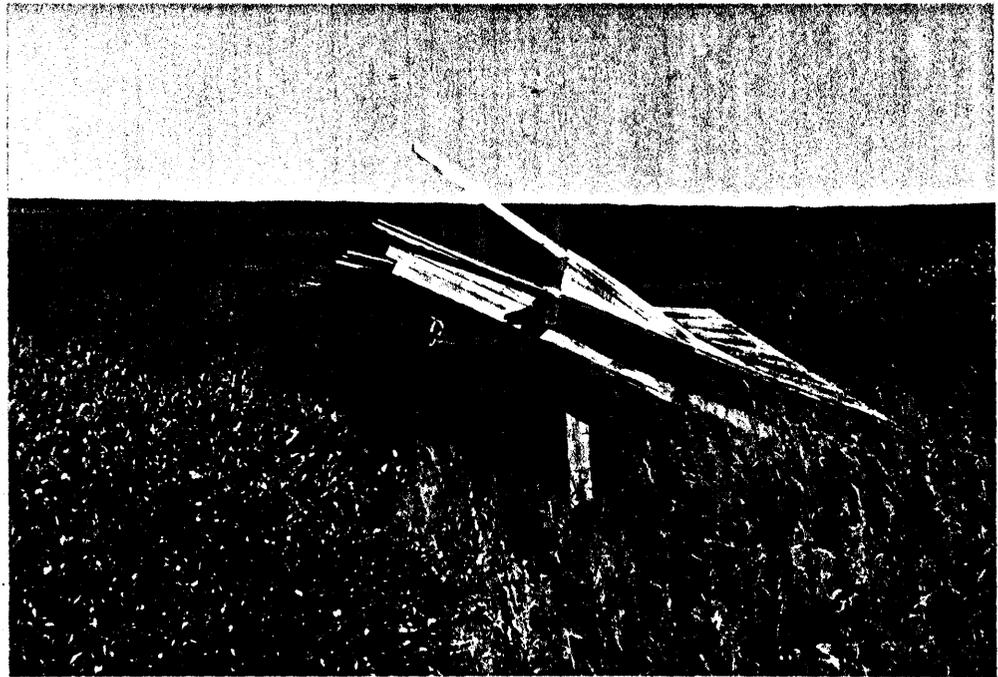
Photograph 1. Site F-22865 overview, view to northeast



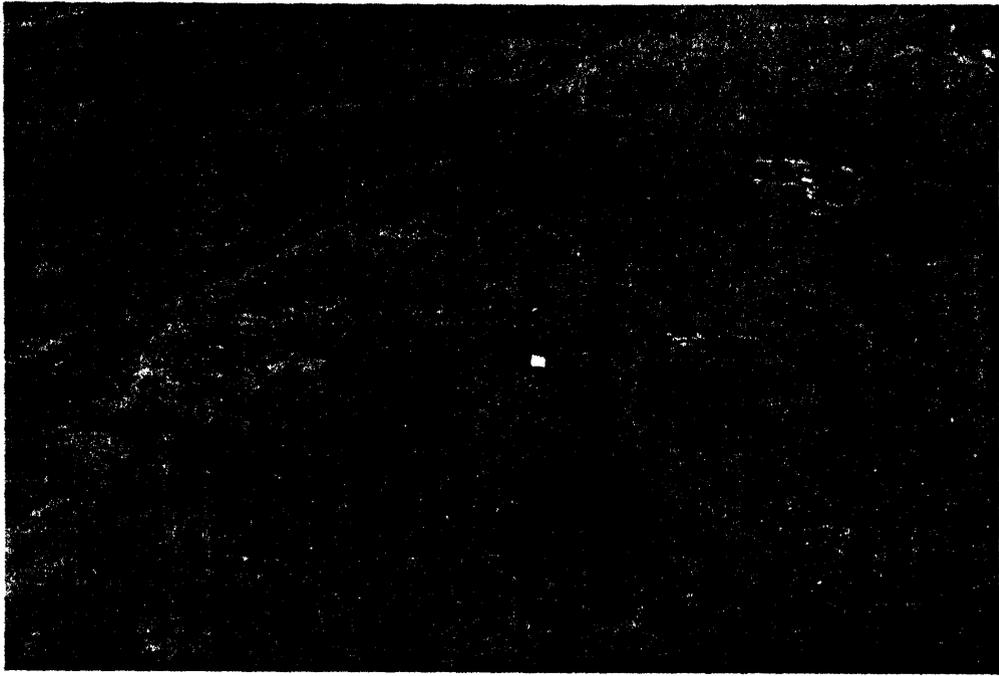
Photograph 2. Close-up of Site F-22865 cabin, view to north



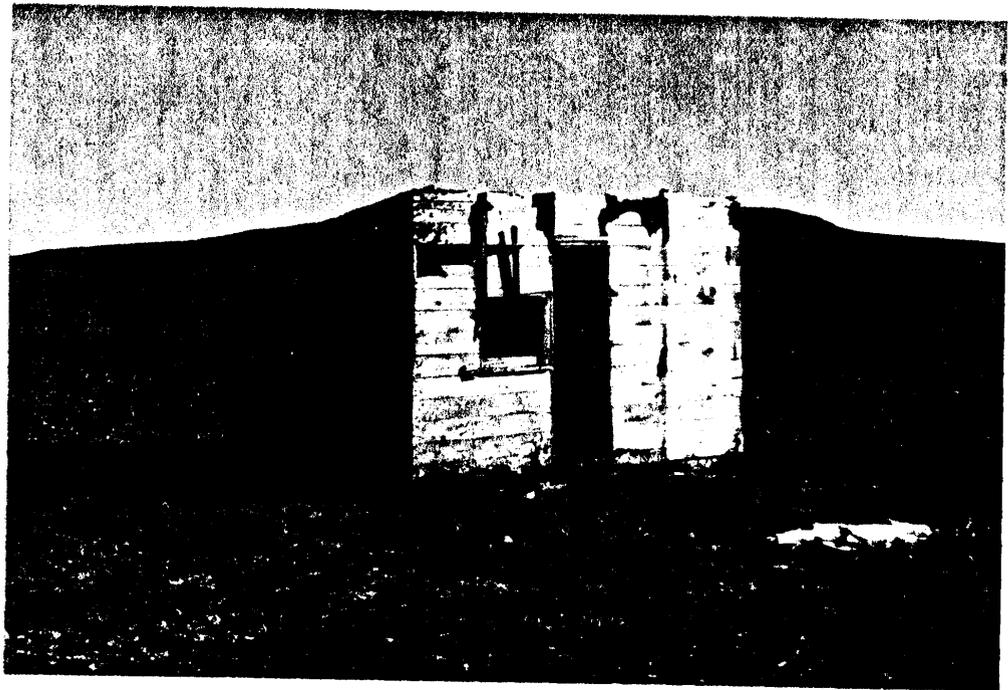
Photograph 3. Site F-22866 overview, view to southwest



Photograph 4. Close-up of Site F-22866 cabin, view to northwest



Photograph 5. Site F-22867 overview, view to north



Photograph 6. Close-up of Site F-22867 cabin, view to southeast

REFERENCES

Alaska Road Commission (ARC)

- 1905-1909 Annual Report of the Board of Road Commissioners for Alaska.
Juneau.
- 1912-1913 Annual Report of the Board of Road Commissioners for Alaska.
Juneau.
- 1917 Annual Report of the Board of Road Commissioners for Alaska.
Juneau.
- 1922 Annual Report of the Board of Road Commissioners for Alaska.
Juneau.
- 1924-1925 Annual Report of the Board of Road Commissioners for Alaska.
Juneau.
- 1927 Annual Report of the Board of Road Commissioners for Alaska.
Juneau.
- 1944 Annual Report of the Board of Road Commissioners for Alaska.
Juneau.

Amarok, Agnes and Alice Fagerstrom

- 1987 Taped interview. Carol Brandt and Joseph Bartolini,
interviewers. Golovin, Alaska. 20 August. Tape 87TEL023; BIA
ANCSA Library, Anchorage.

Brown, Tom

- 1987 Taped interview. Carol Brandt and Robert Waterworth,
interviewers. White Mountain, Alaska. 27 August. Tape
87TEL024; BIA ANCSA Library, Anchorage.

Brown, Tom and Percy Agloinga

- 1979 Taped interview. Bill Sheppard, interviewer. On site at
Itivilhaq. 9 July. Tape 79-035; BIA ANCSA Library, Anchorage.

Burch, Ernest S., Jr.

1976 Overland Travel Routes in Northwest Alaska. Anthropological Papers of the University of Alaska, 18(1):1-10, Fairbanks.

Curran, Peter

1987 Untaped interview. Joseph Bartolini and Robert Waterworth, interviewers. Nome, Alaska. 11 August; Notes on file at BIA ANCSA Library, Anchorage.

Davidson and Blakeslee

1900 Map of Nome Peninsula, showing gold fields. University of Alaska Archives, Rasmusson Library, University of Alaska, Fairbanks.

Dexter, Philip

1987 Taped interview. Carol Brandt and Robert Waterworth, interviewers. Golovin, Alaska. 24 August. Tape 87TELO23; BIA ANCSA Library, Anchorage.

Edman, Grace, Alice Hudson and Sam Johnson

1960 Fifty Years of Highways. Alaska Department of Public Works, Division of Highways, Nome.

Gibson, Arthur C.E.

1908 Map of Seward Peninsula, Alaska. Nome.

Hendrickson, Karl

1901 Report, June 25, 1900. In: Tenth Annual Report on Introduction of Domestic Reindeer into Alaska. By Sheldon Jackson. Senate Document No. 206. 56th. Congress, 2nd. Session. Government Printing Office, Washington D.C.

Jackson, Sheldon

1901 Tenth Annual Report on Introduction of Domestic Reindeer into Alaska. Senate Document No. 206. 56th. Congress, 2nd. Session. Government Printing Office, Washington, D.C.

Jackson, Sheldon--Cont'd.

1894 Third Annual Report on Introduction of Domestic Reindeer into Alaska. Senate Document No. 70. 53rd. Congress, 2nd. Session. Government Printing Office, Washington, D.C.

Jemewouk, Hans

1979 Taped interview. Bill Sheppard, Paul Johnson and Ralph Bennett, interviewers. On site. 6 July. Tape 79-034; BIA ANCSA Library.

1987 Untaped interview. Carol Brandt and Robert Waterworth, interviewers. Elim, Alaska. 27 August; Notes on file at BIA ANCSA Library, Anchorage.

Kokochuruk, Job

1979 Taped interview. Bill Sheppard and Paul Johnson, interviewers. On site. 11 July. Tape 79-038; BIA ANCSA Library, Anchorage.

Koutsky, Kathryn

1981 Cultural Resources of the Nome, Fish River and Golovin Regions, in Early Days on Norton Sound and Bering Strait, Vol. 3. Occasional Paper No. 29. Anthropology and Historic Preservation, Cooperative Park Studies Unit, University of Alaska, Fairbanks.

Lomen, Carl J.

1954 Fifty Years in Alaska. D. McKay Company, New York.

Lomen Family Collection

n.d. Ownership at Golovnin, 1902. The Lomen Collection, Box 51, File 740-A. University of Alaska Archives, Rasmusson Library, University of Alaska, Fairbanks.

n.d. Range Property List. The Lomen Collection, Box 52, File 744. University of Alaska Archives, Rasmusson Library, University of Alaska, Fairbanks.

Lomen Family Collection--Cont'd.

n.d. Handbook; Covering the Alaskan Activities of Lomen Commercial Company, Alaska Livestock and Packing Company, Arctic Transport Company. The Lomen Collection, Box 38, File 558. University of Alaska Archives, Rasmusson Library, University of Alaska, Fairbanks.

n.d. Field Operations Manual. The Lomen Collection, Box 39, File 566. University of Alaska Archives, Rasmusson Library, University of Alaska, Fairbanks.

n.d. Carl Lomen's Notebook. The Lomen Collection, Box 51, File 739. University of Alaska Archives, Rasmusson Library, University of Alaska, Fairbanks.

n.d. Grazing Areas on Seward Peninsula, Map #20. The Lomen Collection, Box 52, File 744. University of Alaska Archives, Rasmusson Library, University of Alaska, Fairbanks.

n.d. Exhibit "A". The Lomen Collection, Box 52, File 744. University of Alaska Archives, Rasmusson Library, University of Alaska, Fairbanks.

n.d. Carl Lomen Letter. The Lomen Collection, Box 52, File 744. University of Alaska Archives, Rasmusson Library, University of Alaska, Fairbanks.

McPherson, J. L.

1906 Reconnaissance and Survey for a Land Route from Fairbanks to Council City, Alaska. Senate Document 214. 59th. Congress, 2nd. Session. Government Printing Office, Washington D.C.

Mendenhall, Walter Curran

1901 A Reconnaissance in the Norton Bay Region, Alaska, in 1900, in Reconnaissances in the Cape Nome and Norton Bay Regions, Alaska, in 1900, by Alfred H. Brooks et al. US Geological Survey. Government Printing Office, Washington D.C.

Mozee, Ben

n.d. Letter of C. L. Andrews, Sept. 27, 1926. The Mozee Collection, Box 11, File 9. University of Alaska Archives, Rasmusson Library, University of Alaska, Fairbanks.

n.d. Letter of T. P. McCollister, Jan. 30, 1929. The Mozee Collection, Box 8, File 3. University of Alaska Archives, Rasmusson Library, University of Alaska, Fairbanks.

n.d. Golovin Report, 1929. The Mozee Collection, Box 5, File 1. University of Alaska Archives, Rasmusson Library, University of Alaska, Fairbanks.

n.d. Application for Grazing Permit or Lease. The Mozee Collection, Box 7, File 8. University of Alaska Archives, Rasmusson Library, University of Alaska, Fairbanks.

n.d. Records relating to the Golovin Herd, 1921 to 1929. The Mozee Collection, Box 1, File 5. University of Alaska Archives, Rasmusson Library, University of Alaska, Fairbanks.

Murray, Dan

1979 Taped interview. Bill Sheppard and Ralph Bennett, interviewers. On site. 3 July. Tape 79-033; BIA ANCSA Library, Anchorage.

Naske, Claus M.

1986 Paving Alaska's Trails: The Work of the Alaska Road Commission. University Press of America, New York.

Saccheus, David

1987 Untaped interview. Carol Brandt and Robert Waterworth, interviewers. Elim, Alaska. 27 August; Notes on file at BIA ANCSA Library, Anchorage.

Sheppard, William L.

1983 Continuity and Change in Norton Sound: Historic Sites and their Contexts. Occasional Paper No. 37. Anthropology and Historic Preservation, Cooperative Park Studies Unit, University of Alaska, Fairbanks.

Smith, Philip S. and H. M Eakin

1911 A Geologic Reconnaissance in Southeastern Seward Peninsula and the Norton Bay - Nulato Region, Alaska. US Geological Survey Bulletin 449. Government Printing Office, Washington D.C.

Staley, David

1987 Personal communication with Joseph Bartolini. 22 October, Anchorage.

United States Bureau of Education

1912 Report on the Education of the Natives of Alaska and the reindeer Service, 1910-1911. Whole No. 484. Government Printing Office, Washington D.C.

United States Bureau of Indian Affairs, Reindeer Records

n.d. Schedule 1. Golovin File, BIA Reindeer Records Collection. Archives and Manuscripts Department, Consortium Library, University of Alaska, Anchorage.

United States Bureau of Land Management

1980 General Work Sheet for SOL-080. Iditarod National Historic Trail Office. On file at Anchorage District Office, Anchorage.

1981 The Iditarod National Historic Trail; Seward to Nome Route, A Comprehensive Management Plan (Draft). US Department of Interior, Bureau of Land Management, Anchorage District Office, Anchorage.

United States Bureau of Land Management--Cont'd.

- 1982 The Iditarod National Historic Trail; Seward to Nome Route, Volume Two; Resource Inventories, US Department of Interior, Bureau of Land Management, Anchorage District Office, Anchorage.
- 1986 The Iditarod National Historic Trail; Seward to Nome Route, A Comprehensive Management Plan (Final). US Department of Interior, Bureau of Land Management, Anchorage District Office, Anchorage.

United States National Park Service

- 1985 Shelter Cabins: Historic Structure Report, Part 1; Initial Assesement Cape Krusenstern National Monument. Alaska Regional Office, Division of Cultural Resources, Anchorage.

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

Extra Copy
65

FORM APPROVED
OMB NO. 42-R1652

Serial Number
F22865

REGIONAL CORPORATION SELECTION APPLICATION
Act of December 18, 1971 (43 U.S.C. 1601)

INSTRUCTIONS ON REVERSE

1. Name
BERING STRAITS NATIVE CORPORATION
P. O. BOX 1008
NOIME, ALASKA 99762

Address (include zip code)

2. Specify type of selection

Surface and subsurface estate (43 CFR 2652)

Subsurface estate only (Lien Selections; 43 CFR 2652)

Surface and subsurface estate (Cemetery Sites; 43 CFR 2653)

Surface and subsurface estate (Historical Places; 43 CFR 2653)

3a. Give written legal description of lands requested (attach separate sheet, if necessary)

T 11 S, R 21 W, K R Mer

Section 12, all

APPROVED
JAN 12 12 48 PM '76
BUREAU OF LAND MANAGEMENT
WASHTON, D.C.

b. List U.S.G.S. quadrangle maps used to portray requested lands

Solomon (C-2)

c. Have you attached a copy of each map? Yes No

4. Indicate land use and occupancy Occupied Unoccupied

Mining Claim Native Use

Entryman Other (specify)

5. Indicate Entitlement (acres)	Total Entitlement	Previously Filed	This Application
<i>Unknown</i>			

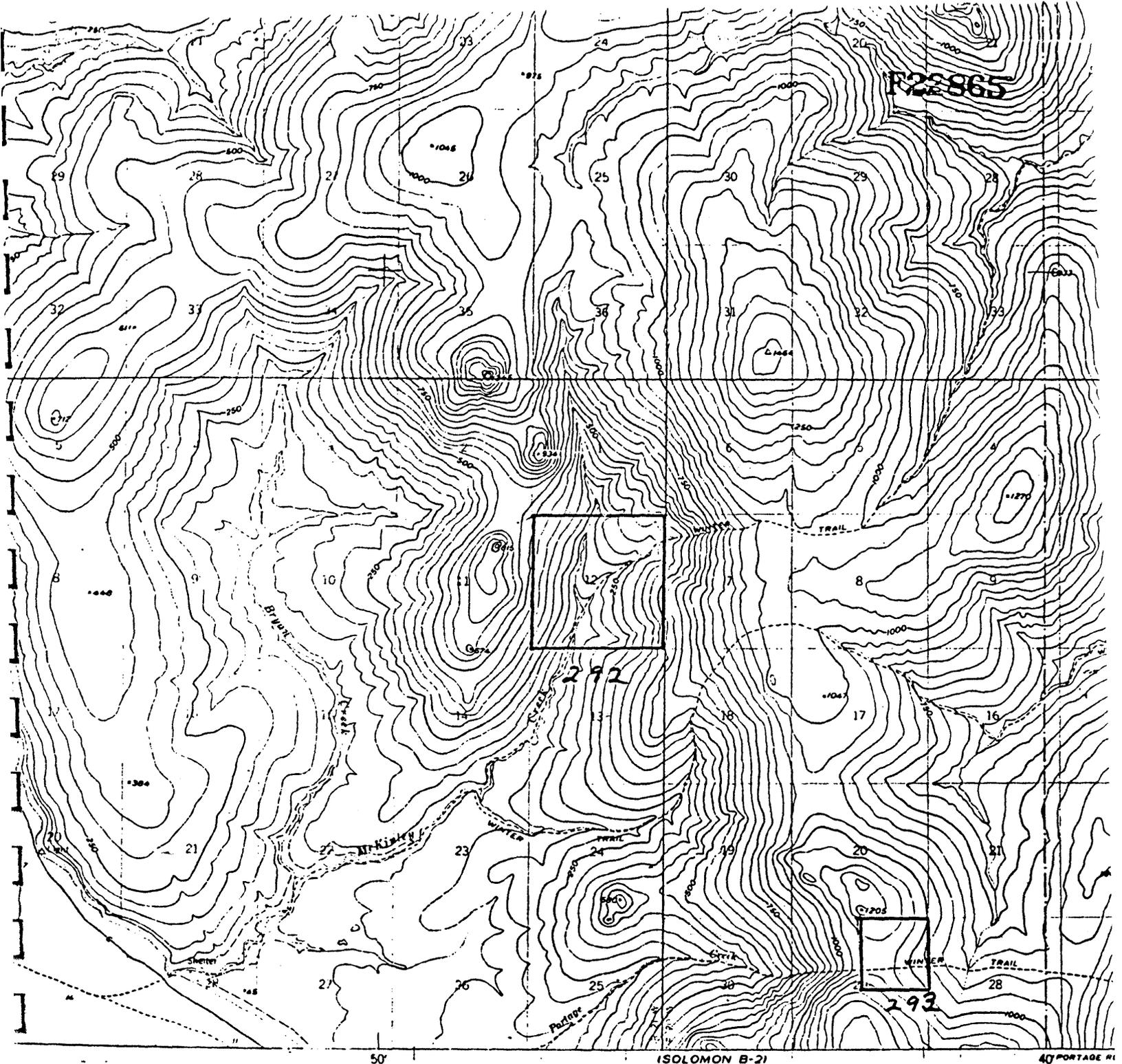
6. Give numerical preference, if selection application is filed pursuant to Sec. 2652.3(f) of the regulations

7. Authority for signature Attached Previously filed in Serial No.

I CERTIFY That the statements made herein are true, complete, and correct to the best of my knowledge and belief

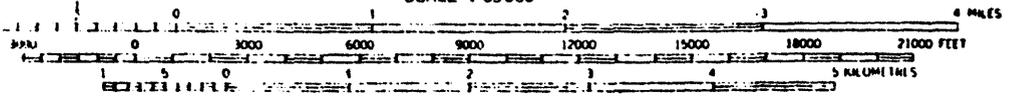
John E. Harrison (Signature) *Asst. Dir. for LUP* (Title) *8/6/76* (Date)

Title 18 U.S.C. Section 1001, makes it a crime for any person knowingly and willfully to make to any department or agency of the United States any false, fictitious, or fraudulent statements or representations as to any matter within its jurisdiction.



50' ISOLOMON B-21 40' PORTAGE RI

SCALE 1:63,360



CONTOUR INTERVAL 50 FEET
 DASHED LINES REPRESENT 25-FOOT CONTOURS
 NATIONAL GEODETIC VERTICAL DATUM OF 1929
 DEPTH CURVES AND SOUNDINGS IN FEET DATUM IS MEAN LOWER LOW WATER
 SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER
 THE AVERAGE RANGE OF TIDE IS APPROXIMATELY 2 FEET

FOR SALE BY U. S. GEOLOGICAL SURVEY
 FAIRBANKS, ALASKA 99701, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092
 A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

18°
 TRUE NORTH
 MAGNETIC NORTH
 APPROXIMATE MEAN
 ANOMALY, 1955

BSNC: Historic and Cemetery Sites

F22865

PRELIMINARY INVENTORY

- 1. Site number(s) a. BSNC application # 292
- b. Field note # 72

2. Eskimo name of site _____

English name of site McKinley Cabin

Variations _____

3. Map reference Solomon R 21 W T 11 S

4. Land status Selectable

Comments:

Situated on McKinley Creek, McKinley Cabin is historically significant as a shelter cabin used by the dog musher mail carriers of the early 1900's.

There were two trails that ran along the creek. The main trail between Fairbanks and Nome ran for 248 miles following the Yukon River to the Kaltag Portage, down to Unalakleet, following the coast to Ungalik, across frozen Norton Sound to Issac's Point. From there the trail followed the NW coast to Walla Walla, crosses the Kwik-talik Mountains to McKinley Creek. From McKinley Creek the trail follows the eastern coast of Golovin Bay to Golovin, across Golovin Lagoon to a portage which runs to Chuikak on the coast. From Chuikak the trail travels along the coast to Solomon and finally to Nome.

The second trail along McKinley Creek begins at Moses Point crossing overland to McKinley Creek and follows the creek to its mouth at Golovin Lagoon. Although both these trails were used by the mail carriers, the cabin is located on the second trail.

The McKinley Creek cabin is still important today, both as a shelter cabin and historically for its role in the historic days of the dog-mushing mail carriers.

RECEIVED
 FAIRBANKS
 MAIL ROOM
 JUN 29 12 48 PM '76

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

66
FORM APPROVED
OMB NO. 42-R1652

Serial Number

F22866

REGIONAL CORPORATION SELECTION APPLICATION
Act of December 18, 1971 (43 U.S.C. 1601)

INSTRUCTIONS ON REVERSE

1. Name
BERING STRAITS NATIVE CORPORATION
P. O. BOX 1008
NOME, ALASKA 99762

Address (include zip code)

2. Specify type of selection

Surface and subsurface estate (43 CFR 2652)
 Subsurface estate only (Lieu Selections; 43 CFR 2652)
 Surface and subsurface estate (Cemetery Sites; 43 CFR 2653)
 Surface and subsurface estate (Historical Places; 43 CFR 2653)

3a. Give written legal description of lands requested (attach separate sheets if necessary)

T10S, R21W, KRMer
NW 1/4 of Section 16

b. List U.S.G.S. quadrangle maps used to portray requested lands

Solomon (C-2)

c. Have you attached a copy of each map? Yes No

4. Indicate land use and occupancy Occupied Unoccupied

Mining Claim Native Use
 Entryman Other (specify)

5. Indicate Entitlement (acres)	Total Entitlement	Previously Filed	This Application
<u>Unknown</u>			

6. Give numerical preference, if selection application is filed pursuant to Sec. 2652.3(f) of the regulations

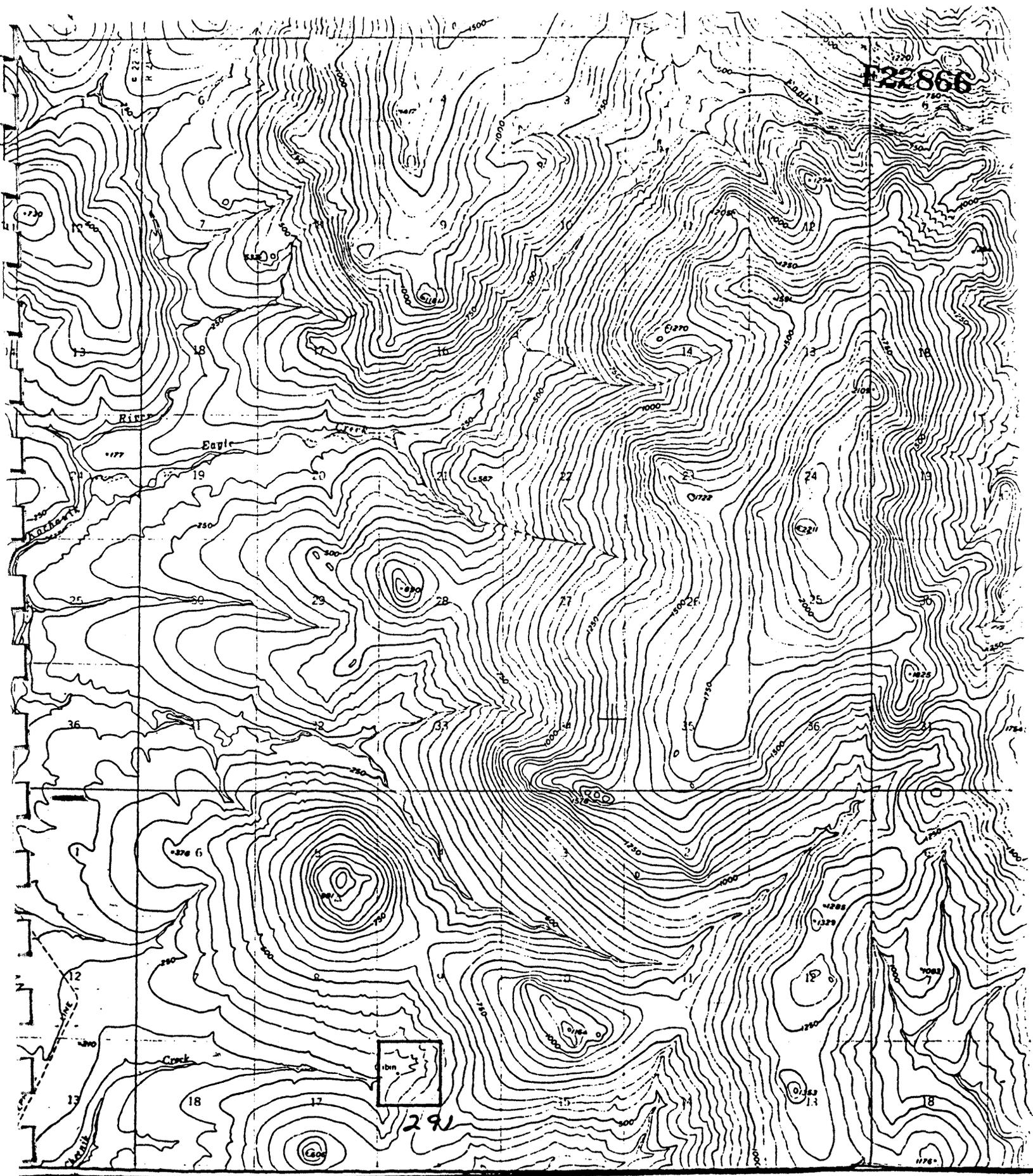
7. Authority for signature Attached Previously filed in Serial No.

I CERTIFY That the statements made herein are true, complete, and correct to the best of my knowledge and belief

John E. Hanigan (Signature) Asst. Vice Pres. Sup (Title) _____ (Date)

Title 18 U.S.C. Section 1001, makes it a crime for any person knowingly and willfully to make to any department or agency of the United States any false, fictitious, or fraudulent statements or representations as to any matter within its jurisdiction.

122866



291

BSNC: Historic and Cemetery Sites

F22866

PRELIMINARY INVENTORY

1. Site number(s) a. BSNC application # 291
b. Field note # 70
2. Eskimo name of site Chinik Creek Cabin
English name of site _____
Variations _____
3. Map reference Solomon - R 21 W T 10 S
4. Land status Selectable

Comments:

Located on Chinik Creek, this cabin was both a shelter cabin and a reindeer herders cabin.

This site is significant as part of the reindeer herding complex introduced to the Seward Peninsula in the late 1800's.

Reindeer husbandry presented a change in all aspects of aboriginal life. The herders lived in remote locations participating in a specialized occupation that set them apart from both the villagers and the ancestral life of the past.

Reindeer cabins were built at strategic locations throughout the Seward Peninsula. These cabins provided shelter and operational centers for the herders essential to the success of reindeer herding.

More information on these cabins and the role they played in the life of the reindeer herders will be attached to this application at a later date.

RECEIVED
ANCHORAGE AK.
JUN 29 12 48 PM '76
BUREAU OF LAND
MANAGEMENT
MAIL ROOM

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

FORM APPROVED
OMB NO. 42-R1652

Serial Number

F22867

INSTRUCTIONS ON REVERSE

REGIONAL CORPORATION SELECTION APPLICATION
Act of December 18, 1971 (43 U.S.C. 1601)

1. Name BERING STRAITS NATIVE CORPORATION P. O. BOX 1008 NOME, ALASKA 99762	Address (include zip code)
--	----------------------------

2. Specify type of selection

Surface and subsurface estate (43 CFR 2652)

Subsurface estate only (Licn Selections; 43 CFR 2652)

Surface and subsurface estate (Cemetery Sites; 43 CFR 2653)

Surface and subsurface estate (Historical Places; 43 CFR 2653)

3a. Give written legal description of lands requested (attach separate sheet if necessary)

T 11 S, R 20 W, KR Mer
NE 1/4 of Section 29

b. List U.S.G.S. quadrangle maps used to portray requested lands

Solomon (C-2)

c. Have you attached a copy of each map? Yes No

4. Indicate land use and occupancy Occupied Unoccupied

Mining Claim Native Use

Entryman Other (specify)

5. Indicate Entitlement (acres)	Total Entitlement	Previously Filed	This Application
<u>Unknown</u>			

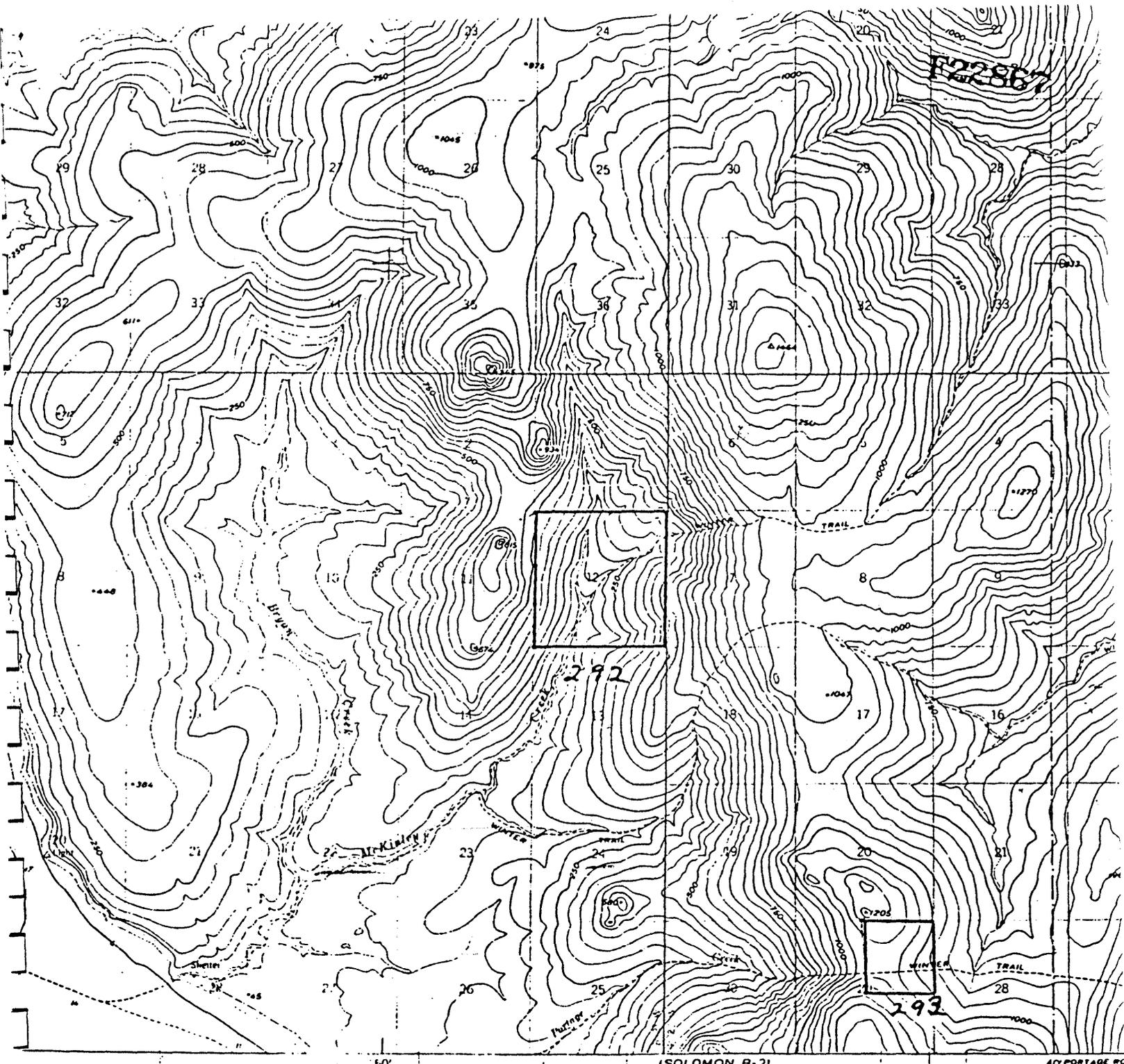
6. Give numerical preference, if selection application is filed pursuant to Sec. 2652.3(f) of the regulations

7. Authority for signature Attached Previously filed in Serial No.

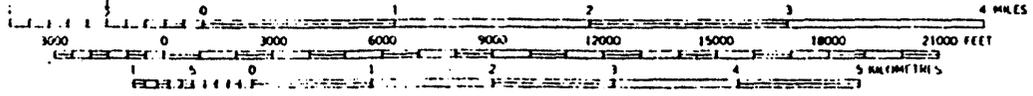
I CERTIFY That the statements made herein are true, complete, and correct to the best of my knowledge and belief

John E. Harrison (Signature) Asst Vice Pres Sup (Title) _____ (Date)

Title 18 U.S.C. Section 1001, makes it a crime for any person knowingly and willfully to make to any department or agency of the United States any false, fictitious, or fraudulent statements or representations as to any matter within its jurisdiction.



SCALE 1 63360



CONTOUR INTERVAL 50 FEET

DASHED LINES REPRESENT 25-FOOT CONTOURS

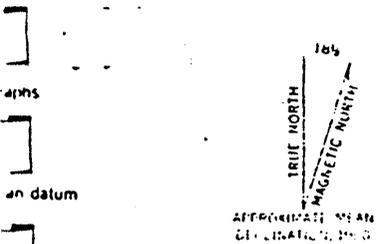
NATIONAL GEODETIC VERTICAL DATUM OF 1929

DEPTH CURVES AND SOUNDINGS IN FEET DATUM IS MEAN LOWER LOW WATER

SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER

THE AVERAGE RANGE OF TIDE IS APPROXIMATELY 2 FEET

FOR SALE BY U. S. GEOLOGICAL SURVEY
 FAIRBANKS, ALASKA 99701, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092
 A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



PRELIMINARY INVENTORY

1. Site number(s) a. BSNC application # 293
 b. Field note # 71
2. Eskimo name of site Itevel-lhuk
 English name of site _____
 Variations _____
3. Map reference Solomon Quad - R 20 W T 11 S
4. Land status Selectable

Comments:

Strategically situated at the mid-point on the portage from Portage Roadhouse to Golovin Bay across the Kwik-talik Mountains, Itevel-lhuk cabin is historically significant as a cabin used by the travelers and mail carriers.

The Eskimos of the area used the trail when they were traveling from Elim to Old Mission, Swedish Evangelical Union Mission established on Golovin Bay around 1896.

Other travelers included prospectors investigating the area for gold traveling from the Portage Roadhouse across to Golovin Bay and up to Council.

Mail carriers used the portage in the early spring when the main trail was beginning to thaw making travel by dog team difficult.

Thus, Itevel-lhuk is significant not only as a mail carrier cabin but also for the shelter and comfort it provided to all the travelers along the well used portage.

More information on this site and its historical significance will be attached to this statement at a later date.

ALPHONSO AK.

JUN 29 12 48 PM '76



UNITED STATES
DEPARTMENT OF THE INTERIOR

BUREAU OF INDIAN AFFAIRS
ANCSA OFFICE
1675 "C" STREET, SUITE 235
ANCHORAGE, ALASKA 99501-5198

IN REPLY REFER TO:
ANCSA:TEF:ip
BLM F-21936
F-21938
F-22862
F-22863
F-22866
F-22867

February 16, 1988

CERTIFIED MAIL
RETURN RECEIPT REQUESTED
CERTIFIED NO. P 243 419 945

Mr. Henry Ivanoff, President
Bering Straits Native Corporation
P.O. Box 1008
Nome, Alaska 99762

Dear Mr. Ivanoff:

During the 1987 field season, on-site field investigations were conducted to determine the status of sites selected under the provisions of Section 14(H)(1) of ANCSA.

Upon further investigation, the ANCSA Office recommends amendments be submitted to the Bureau of Land Management for the following sites:

F-21936
F-21938
F-22862
F-22863
F-22866
F-22867

The attached sheet shows the applied-for locations and the verified locations of the sites listed above. Please note that investigations of applications F-21936 and F-21938 were combined under a single report, F-21936/21938.

In accordance with current regulations, a corporation has 60 days from the date of notification from this office in which to file an amendment to the original application.

Please feel free to contact this office if you need more information.

Sincerely,

L. P. Cooper, Jr.
L. P. Cooper, Jr.
Director

61

cc: Bureau of Land Management
U. S. Fish and Wildlife Service
Ruth Streeter, BSNC, Anchorage

<u>Site #</u>	<u>Applied for Location</u>	<u>Actual Location</u>
F-21936	NW4 sec. 25, sec. 26 inclusive, T. 12 S., R. 23 W., KRM	F-21936/21938 S2 sec. 25, sec. 36, inclusive, T. 12 S., R. 23 W., SW4 sec. 31, T. 12 S., R. 22 W., KRM
F-21938	SW4 sec. 25, sec. 36, inclusive, KRM	
F-22862	S2, S2N2 sec. 25, N2 sec. 36, T. 9 S., R. 28 W., KRM	S2NE4, S2SW4, SE4 sec. 25, NE4NW4, NE4NE4 sec. 36, T. 9 S., R. 28 W., KRM
F-22863	SE4 sec. 33, T. 10 S., R. 26 W., KRM	S2NW4SW4, N2SW4SW4 sec. 34, T. 10 S., R. 26 W., KRM
F-22866	NW4 sec. 16, T. 10 S., R. 21 W., KRM	NE4SE4SW4 sec. 21, T. 10 S., R. 21 W., KRM
F-22867	NE4 sec. 29, T. 11 S., R. 20 W., KRM	NE4SW4NW4 sec. 5, T. 12 S., R. 20 W.,



BERING STRAITS NATIVE CORPORATION

June 21, 1990

Barbara S. Knudsen
Northwest Adjudication
DIO BLM
222 W. 7th Ave. #13
Anchorage, AK 99513-7599

Dear Ms. Knudsen:

Please use this letter to amend the locations for F 21936/21938 the amendment should read Located: S2 Sec. 25, Sec. 36, inclusive, T. 12S., R. 23W., SW4 Sec. 31, T. 12S., R. 22W., KRM

F-22862 to read, S2NE4, S2SW4, SE4 Sec. 25, NE4NW4, NE4NE4 Sec. 36, T. 9S., R 28 W., KRM

F-22863 to read, S2NW4^SW4, N2SW4^SW4 Sec. 34, T. 10S., R. 26 W., KRM

F-22866 to read, NE4^SE4^SW4 Sec. 21, T. 10^S., R. 21W., KRM

F22867 to read, NE45W4NW4 Sec. 5, T. 12S., R. 20W., KRM

Thank you.

Sincerely,

Guy Martin
Land Manager

cc: Land File
cc: Mr. Stan Casey

GM:cz

JUN 23 1990

NR _____
ASD _____
SI _____



United States Department of the Interior
NATIONAL PARK SERVICE

IN REPLY REFER TO:

H3815(ARO-PCR)

Regional Director
National Park Service
Alaska Regional Office
2825 Gambell Street, Rm. 107
Anchorage, Alaska 99503

JUL 29 1983

RECEIVED
1983 AUG -2 AM 10:58
BUREAU OF LAND MGMT.
ANCHORAGE DIST. OFFICE

Terry O'Sullivan
Iditarod Trail Project Office
BLM
Anchorage District Office
4700 E 72nd Avenue
Anchorage, Alaska 99507

Dear Terry:

Enclosed is a xerox copy of the Historic American Building Survey photographs taken during the Iditarod survey, 1981. These are on file in the HABS/HAER collection, Still Prints and Photographs Division, Library of Congress, Washington, D.C.

If you have any questions give me a call.

Regards,

Robert L. Spude
Historian

Enclosure

INDEX TO PHOTOGRAPHS

Iditarod Trail Shelter Cabins
Iditarod National Historic Trail
Alaska

HABS No. AK-5

Documentation: 9 sheets (1981, including site plans, plans, elevations,
sections)
 exterior photos (1981)
 1 interior photo (1981)
 ~~data pages (1982)~~

AK-5 A Skwentna Crossing Shelter Cabin
Walter Smalling, Jr., Photographer July, 1981

- AK-5 A-1 SOUTH AND EAST SIDES
- AK-5 A-2 EAST FRONT
- AK-5 A-3 NORTH AND WEST SIDES
- AK-5 A-4 INTERIOR, WEST WALL
- AK-5 A-5 BARN, NORTH FRONT
- AK-5 A-6 BARN, SOUTH AND EAST SIDES
- AK-5 A-7 BARN, DETAIL OF NOTCHING, SOUTHEAST CORNER

AK-5 B Rhon River Shelter Cabin
Walter Smalling, Jr., Photographer July, 1981

- AK-5 B-1 EAST SIDE AND NORTH FRONT
- AK-5 B-2 EAST SIDE
- AK-5 B-3 NORTH FRONT
- AK-5 B-4 NORTHEAST CORNER, DETAIL OF NOTCHING
- AK-5 B-5 DOG HOUSE REMAINS
- AK-5 B-6 DOG HOUSE REMAINS

AK-5 C Portage Shelter Cabin
Walter Smalling, Jr., Photographer July, 1981

- AK-5 C-1 GENERAL VIEW, FROM SOUTH
- AK-5 C-2 WEST AND SOUTH SIDES

Iditarod Trail Shelter Cabins
HABS No. AK-5 (Page 2)
Index to Photographs

- AK-5 C-3 SOUTH AND EAST SIDES
AK-5 C-4 SOUTH SIDE
- AK-5 D Seward Railroad Depot
Walter Smalling, Jr., Photographer July, 1981
- AK-5 E St. Nicholas Russian Orthodox Church at Eklutna
Jet Lowe, Photographer May, 1981
AK-5 E-1 SIDE OF CHURCH
AK-5 E-2 FRONT OF CHURCH, GRAVESTONES IN FOREGROUND, SHRINE IN CENTER
AK-5 E-3 GRAVES
AK-5 E-4 RIDGES OF GRAVES
- AK-5 F Knik Hall
Jet Lowe, Photographer May, 1981
AK-5 F-1 FRONT
AK-5 F-2 SIDE AND FRONT
AK-5 F-3 SIDE
AK-5 F-4 REAR AND SIDE
AK-5 F-5 SIDE
- AK-5 G Knik Cabin
Jet Lowe, Photographer May, 1981
AK-5 G-1 FRONT, HALL IN BACKGROUND
AK-5 G-2 FRONT AND SIDE
- AK-5 H Moses Point Shelter Cabin
Walter Smalling, Jr., Photographer July, 1981
AK-5 H-1 GENERAL VIEW FROM BEACH
AK-5 H-2 SIDE AND FRONT

Iditarod Trail Shelter Cabins
HABS No. AK-5 (Page 3)
Index to Photographs

AK-5 H-3 FRONT AND SIDE

AK-5 H-4 DETAIL OF FRONT

AK-5 I Summit Shelter Cabin

(SOL-080)

AK-5 I-1 FRONT AND SIDE

AK-5 J Dexter Roadhouse at Golovin
Walter Smalling, Jr., Photographer July, 1981

AK-5 J-1 GENERAL VIEW OF TOWN, ROADHOUSE TO LEFT, DEXTER'S
TOMBSTONE TO RIGHT

AK-5 J-2 FRONT

AK-5 J-3 SIDE, WITH OUTBUILDING TO LEFT

AK-5 K Solomon Roadhouse
Jet Lowe, Photographer May, 1981

AK-5 K-1 FRONT

AK-5 K-2 SIDE

AK-5 K-3 REAR

AK-5 K-4 REAR AND SIDE

AK-5 L Safety Roadhouse
Jet Lowe, Photographer May, 1981

AK-5 L-1 FRONT

AK-5 L-2 FRONT AND SIDE

AK-5 L-3 REAR

AK-5 L-4 REAR AND SIDE

AK-5 M Cape Nome Roadhouse
Jet Lowe, Photographer May, 1981

AK-5 M-1 GENERAL VIEW ALONG BEACH

AK-5 M-2 GENERAL VIEW ALONG ROAD

AK-5 M-3 SIDE AND FRONT

Iditarod Trail Shelter Cabins
HABS No. AK-5 (Page 4)
Index to Photographs

AK-5 M-4 REAR

AK-5 N St. Joseph's Roman Catholic Church at Nome
Jet Lowe, Photographer May, 1981

AK-5 N-1 SIDE AND FRONT

HISTORIC AMERICAN BUILDINGS SURVEY
SEE INDEX TO PHOTOGRAPHS FOR CAPTION

HABS No. AK-5 I-1

