

Peterson Tape #2, Side A

Second interpretive sign out of Nome on the existing road by the Alaska Department of Transportation, Fort Davis. Fort Davis located on the east side of Nome River at its confluence with Bering Sea or Norton Sound. Was established following the gold rush at the end of the last century when gold was discovered on Anvil Creek in September of 1898, Anvil City, later to become Nome did not exist and there was no established civil government. In the spring of 1900, construction started on Fort Davis and then during June, units of the 7th Infantry, U.S. Army, took station at the new post. The mission was to maintain law and order during the trouble of claim jumping and litigation. Prior to this time, soldiers from Saint Michaels, 100 miles to the south had been assigned here. The first Alaska air expedition, a squadron on 4 planes commanded by Capt. St. Clairstreett, left Mitchell field in New York on July 15, 1920, landed on the old parade ground at Fort Davis and returned to Mitchell field on August 26. The development of air transportation in the area soon started thereafter.

Might consider road signage along the 47 miles of the original survey. Possible at the point of departure with the road to the survey trail of Goodwin, some kind of signage to commemorate that point.

Onsite at the Dickson railroad crossing, remains of several trains, railroad carriages, I guess from boxcars and such. One large structure remaining, galvanized metal, on pole-frame foundation. Inside is found crates of several pumps, in crate, bed springs, hatches for some sort of a ship metal. Framing looks to be new. Miscellaneous engines, like portable pumps. Wreckage of three locomotives. Structure is sound with the exception of foundation which is up on log pilings. Presently settling and saging towards the river. Seems to be a stop off tour spot for Arctic Tours. Existing ferry to that, evidently took boxcars and locomotives across the river. Remains cast-iron haul or iron steel haul.

Thought for interpretation would be to prepare some sort of a brochure that actually explains the Iditarod portion of the trails and make it available to

private tour groups and such, for help to establish some sort of understanding of just what the trail and its parts, especially around Nome, was.

Arctic Tours pulled in with a bus load of approximately 30-35 people. One of the people immediately asked the bus driver what all this stuff was, referring to locomotives, railroad cars, and everything. Quote: the bus driver says I have no idea. We have ten minutes here.

Survey monuments along the road indicate possibility that the state is taking aerial photographs. Seems to be some horizontal markers. May want to check around the Nome area. See if we can use them in the plan.

Evidence of tripods approximately 100-250 yard average to the left-hand side or to the west of the road from Dickson Landing through Solomon indicates the winter trail may possibly have been off that distance from the existing road.

Assumption--Louise Landing, a large site approximately 6-7 miles up the cut-off. It looks like one side has been cleared as an airstrip. Indication of a small hangar one side with automobiles. Large main house, several \_\_\_\_\_ structures, maintenance shed with large, plus or minus, 12-foot maintenance door. One, two, three, four smaller sheds or residence type. Evidence of recent mining, perhaps as late as probably 1960. Simple gable roofs, two Quonset huts.

Solomon townsite, due to location along the road, excellent opportunity for interpretive studies, not only the Iditarod Trail but of the creeks north and perhaps the naturalness of the estuary adjacent to the ocean here, the railroad tie and transportation, perhaps a multiple interpretive program discussing not only dog sled but railroad, I suppose later cats, up and down the creeks, the ocean, boats. Evident of two recent structures probably inhabitable, and what looks what may be a 1940 school, perhaps a relocated military building. Would recommend that on any stabilization and restoration of significant structures on the site be undertaken. Seems to offer an excellent opportunity which we say for visitor contact out of Nome. The railroad's cars and locomotives at the mouth currently are visited by the city tourists. Arctic Tours, I guess, probably plus or minus 100-150 people per day at present

time. Existing roadhouse seems to have been or is being occupied perhaps on weekends and such. A lot of personal items in there. The roof has been reroofed within recent years. Upstairs shows damage due to rain but it seems that the roofing there now is taking care of that. The structure is basically sound with the addition of a foundation and a coat of paint and restoration of the roof to what it existing was, the structure would be in a sound condition. The other structure, the residence located towards on the Nome side, I guess that's to the north or west, is in fairly sound condition; however, stabilization in the next few years would be required. Various other structures have fallen. Better understanding of what the structures are, perhaps HABS study and some kind of a history of the site would be in order. Research ownership and investigate the possibility of additional houses being added.

Additional inquiry into construction of shelter cabin from Nome to Unalakleet as discussed by Kurr, Colby, Carter and Dave Scott said that four, three possibly four shelter cabins are going to be built from Nome to Unalakleet along the trail system a joint effort, BLM, Alaska State Park and the City of Nome. Solomon Creek, do some investigation of the dredges up and down the river. Evidence of two intact and two ruined dredges and possibly more toward Council \_\_\_\_\_ project. If possible, try to locate some kind of visitor use profile or census of the number of people that come into Nome. Explore some way that perhaps some money could be put back into the community, bed tacks or whatever, into the restoration of the city. A road immediately out of Nome toward Solomon survey markers along the road by the Alaska Road Commission. Might investigate intent or what the intent of the Road Commission is as far, or the Highway Commission as far as upgrading the road. Possibly could offer an opportunity for construction of waysides at designated points.

*(Cape Nome)*  
 (In airplane, hard to hear) Pete Nome rode out later used \_\_\_\_\_ Alaska Communication and \_\_\_\_\_. By the telegraph station over to the \_\_\_\_\_ house, Chuck Brader. The small telegraph building belongs to Valerie Somepeski(?). She lives in town. Her husband owns Bering Sea Club. \_\_\_\_\_ head trail is a \_\_\_\_\_ telegraph line. Also evident with tripod. Topkok Roadhouse still standing. Richard Foster owns the Topkok Roadhouse and the other structure on the point. <sup>(BLUFF)</sup> Silver bowl structure owned by Richard Foster, located at \_\_\_\_\_ trail. The old structure on the side is the Omaha Hospital. Is that a hospital and a post office, roadhouse? Yes.

Coastal area bluff, subject to whiteout, dangerous sledding. Trail moves north. Bluff absentee owners San Diego. Structures owned by some doctors. Offshore \_\_\_\_\_. Structures by a group of doctors \_\_\_\_\_.

ARC shelter cabin at the confluence of Portage Creek and Portage Roadhouse. \_\_\_\_\_ trees on the Portage Road outside of the Portage. \_\_\_\_\_ structure at Portage Roadhouse. Trail out from Elam, talked to \_\_\_\_\_. \_\_\_\_\_ Murry, Sr. born at Elam. \_\_\_\_\_ settlement presently at Iron Creek. Looks like a FAA station. \_\_\_\_\_. Community of Chase at the point of Moses Point itself in the \_\_\_\_\_.

(Impossible to understand)

Little evidence of the trail south of the Ungalik Roadhouse presently \_\_\_\_\_ to Roundtop Mountain and into Shaktoolik and then \_\_\_\_\_. An old reindeer station, roadhouse shelter cabin. Logan Large galvanized tin warehouse \_\_\_\_\_ occupied full-time or fish camp. Unalakleet \_\_\_\_\_ point.

\_\_\_\_\_ Moses Point, \_\_\_\_\_, Sullivan, Nome, Fort Davis. \_\_\_\_\_ various FAA station site along the trail \_\_\_\_\_ traveling through the area. Fred \_\_\_\_\_, Unalakleet. St. Michael's, four steamboats. \_\_\_\_\_. Coastal area is part bluff, discontinued whiteout \_\_\_\_\_. Copies of maps to Kathy McKouski, Elizabeth Andrews, \_\_\_\_\_ Shepard concerning roadhouse location, possibility of aboriginal sites. Shaktoolik informant George Owlwag. Next to roadhouse is owned by Joe Dexter at the mouth of the \_\_\_\_\_ river.