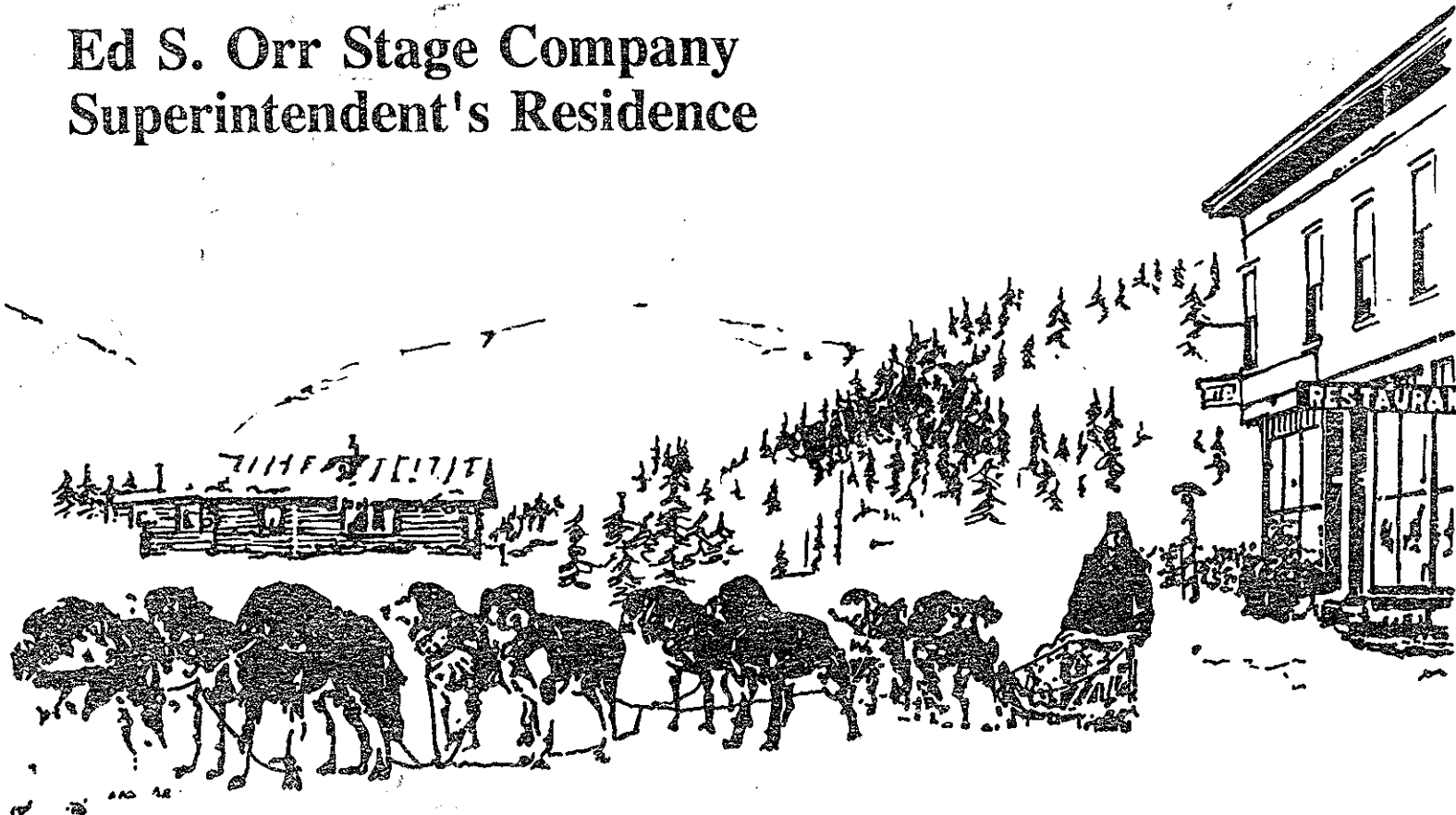


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HISTORIC STRUCTURE REPORT

Ed S. Orr Stage Company Superintendent's Residence



Alaska Regional Office

National Park Service

U.S. Department of the Interior

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HISTORIC STRUCTURES REPORT

ED. S. ORR STAGE COMPANY
SUPERINTENDENT'S RESIDENCE

L WRANGELL-ST ELIAS NATIONAL PARK AND PRESERVE
ALASKA

PREPARED BY

STEVEN M PETERSON, REGIONAL HISTORICAL ARCHITECT

DOUGLAS BECKSTEAD, HISTORIAN

ALASKA REGIONAL OFFICE
NATIONAL PARK SERVICE
UNITED STATES DEPARTMENT OF THE INTERIOR
ANCHORAGE, ALASKA

MAY 1991

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INTRODUCTION

This Historic Structure Report (HSR) has been prepared to document the history of the Ed. S. Orr Transportation Company's Superintendent's Residence at Chitina, Alaska. The HSR also recommends appropriate preservation treatments in compliance with N.P.S. Guidelines and the Secretary of The Interior's Guidelines for Rehabilitation. The Superintendent's Residence is not listed on the National Register of Historic Places, however, research as part of preparing this HSR has documented the historic importance of this property and a National Register Nomination will be completed in the coming weeks.

The National Park Service acquired this property from a private owner in 1990 for purposes of establishing a visitor contact station and a district ranger office. Since acquisition, additional historical research and site investigations have provided a data base of information establishing its historical importance. Historic American Building Survey (HABS) drawings have also been prepared and are included as part of this HSR.

Ed. S. Orr's - Superintendent's Residence is located within the old Chitina townsite and is one of the earliest structures from the establishment of this interior community. The structure, which has been continuously used as a residence and a restaurant, survives with few changes to its historic architectural character. The Superintendent's Residence, when rehabilitated, will serve as a National Park Service visitor contact station and as offices for the district ranger.

Jesse C. Martin, Ed. S. Orr's first transportation manager at Chitina occupied the building with his wife and oversaw the operations of the Ed. S. Orr Stage Company which ran from Valdez to the interior city of Fairbanks. The Orr Stage Company established its operations at Chitina in 1910 and almost immediately sold to the Northern Commercial Company, thus culminating a transportation career in Alaska which began at the Chilkoot Trail in 1898. The Superintendent's Residence is historically associated with Ed. S. Orr and his transportation businesses at the Chilkoot Trail, Dawson City, the gold fields of Fairbanks and the Kennicott activity.

Field visits to the Superintendent's Residence were undertaken in 1988 and in the fall of 1990 for purposes of recording the architecture of the building. HABS drawings were prepared during the fall of 1990. Rehabilitation of the building is scheduled to begin during the summer of 1991 and will continue for a two year period of time.

Information for this HSR was compiled from field visits made by Architect David Anderson, Regional Historical Architect Steven M Peterson and Historian Doug Beckstead.

I. ADMINISTRATIVE DATA

A. Name of Structure and Locations: The Ed. S. Orr Stage Company - Superintendent's Residence is located within the community of Chitina approximately 1000 feet from the north shore of Town Lake. It is located on a parcel of land which measures 100'x133' at the corner of the historic Main Street and First Street.

B. Proposed Use of the Structure: The Superintendent's Residence is presently the highest preservation priority in the park. Its prime location in the community of Chitina and at the beginning of the McCarthy Road makes it an obvious location for a visitor contact station and district ranger office. The location of the building and its historic character makes it an appropriate facility for making contact and telling the story of the area to the visitor to the Kennicott area.

The proposed use of the Superintendent's Residence will, in the short term, serve as a dual visitor contact station, complete with interpretative displays and as an office for the district ranger. A site/facility needs study will be undertaken in the fall of 1991 in order to define the long term needs of the NPS in the Chitina Area. It is the intent of the park however to retain this historic property as a public contact center.

The historic character of the building is not jeopardized by this arrangement as the original spaces of the Superintendent's Residence will be restored and the historic landscape will be reestablished to reflect the historic importance of the site.

C. Justification for Action: This action provides for the preservation of a significant historic resource.

Public use of this cabin will allow for interpretation of the transportation and development themes in Alaska's history in an historic setting. The location of the Superintendent's Residence, historical character and rustic setting offers an opportunity to present this historic structure to the visiting public and provide a public use.

D. Schedule of Work: Work at the site will be accomplished in two phases over a period of two summer seasons beginning in the summer of 1991.

* Phase I includes archaeological survey and clearance, replacement of rotted sill logs and the construction of a new foundation and floor system. Doors and windows will be removed and reinstalled. Modifications to the roof will began.

* Phase II will include the completion of roof repairs, site landscaping, interior restoration and installation of mechanical and electrical systems. A storage structure, similar to the historic shed which was constructed to the north of the cabin may be reestablished.

II. PHYSICAL HISTORY AND ANALYSIS

A. Archeological Section: Archeological surveys will be conducted at the Superintendent's Residence by the NPS. The site will be surveyed by a NPS archaeologist prior to any site disturbance by the restoration crew. The primary goals of the survey are to 1) determine, if possible, the size and location of the historic shed, 2) sample the historic artifact scatter at the two doorways and provide clearance around the perimeter of the building to facilitate foundation replacement, 3) inspect the concrete pad which is scheduled to be removed at the east end of the Superintendent's Residence, 4) test locations for new site drainage.

B. Historical Section:

Introduction:

Early Yukon Transportation

One theme dominates most people's impressions of early Alaskan history. Gold. In order to get at the gold producing areas, a transportation system was needed. For most gold seekers, this meant the Yukon River. Either entering at St. Michael at the Yukon's mouth or via Lynn Canal, over Chilkoot Pass, then through a series of interconnecting lakes and rivers to the Yukon's headwaters, the arduous journey began with the dream of untold riches at its end.

For some, it meant backbreaking work carrying the requisite ton of goods and supplies over the pass. This quickly led to the development of a transportation industry, catering to not only the prospectors, but to a wide array of travelers: storekeepers, entrepreneurs, gamblers, and dance hall girls. The first group involved with transporting goods for others, toiling to carry the loads over the pass, were the local Tlingits. Initially coerced into service, they later becoming shrewd bargainers with the whites, working for the highest bidder. On occasion, the packers were known to drop one load by the trailside when another employer offered more money.¹

The first mechanical means of conveying goods over the pass; consisting of a crude tramway with an endless wire rope, wrapped around a horse-driven windlass, was constructed in December 1897 by Archie Burns.² This tram set the pattern for later developments.

¹Pierre Berton, The Klondike Fever: The Life and Death of the Last Great Gold Rush (New York: Carroll & Graf Publishers, 1989), 245.

²Berton, 254; Ed Bearrs, Historic Resource Study: Proposed Klondike Gold Rush National Historical Park (US Department of the Interior, National Park Service, November 15, 1970), 127; and Harrington Emerson, "The Engineer and the Roads to the Gold Fields," The Engineering Magazine 17 (1899): 759-760. Berns' origins are placed at Fortymile, Circle City, or Eagle.

Biography of Ed. S. Orr:
The Early Years

Orr was born in Clarion County, Pennsylvania in 1850.³ His early education consisted of "common school" followed by four years of seminary training. He began his career by contracting in the oil fields of western Pennsylvania. He eventually moving to Wichita, Kansas in 1877. There, Orr was engaged in stock raising and farming until poor health forced him to move to Colorado the following year. In Colorado he developed an interest in gold mining and milling, operating principally in the San Juan Mountain area around Trinidad.⁴

After spending a decade in Colorado, Orr was again on the move; this time he landed in Washington. Somewhere along the way, he married a girl from back home in Pennsylvania named Jennie in 1888. They later had a single child who they named Thorold Dewey Orr.⁵

Washington (1888-1898)

Drawing upon his early engineering and mining background, Orr returned to mining in the Pacific Northwest. He is credited with shipping the first ore from Okanogan County.⁶ Later,

³A discrepancy exists in Orr's birthyear. Atwood and DeArmond claim he was born in 1854 (Evangeline Atwood and Robert N. DeArmond, Who's Who in Alaska Politics: A Biographical Dictionary of Alaskan Political Personalities, 1884-1974 (Portland (OR): Binford & Mort, for the Alaska Historical Commission, 1977), 75). However, Atwood, in her biography of James Wickersham (Evangeline Atwood, Frontier Politics: Alaska's James Wickersham (Portland (OR): Binford & Mort, 1979), 25) has reproduced a page provided her by Ruth Allman, the niece of James Wickersham, which gives the birthyear as 1850.

⁴Atwood, Frontier Politics, 25. For a brief discussion of the development of mining in the San Juan Mountain area, see: Carl Ubbelohde, A Colorado History (Boulder (CO): Pruett Publishing Company, 1988), 184-189.

⁵Obituary of Mrs. Jennie Orr, Tacoma (Washington) Times, October 20, 1941.

⁶"Ed. S. Orr, Former Mayor Here, Dead," Tacoma (Washington) News Tribune, June 30, 1926.

after moving to Tacoma and branching out in his business interests, he formed the real estate firm of Hill, Orr & Craig in 1889.⁷

Also in 1889, he sought a seat on the Tacoma City Council where he represented the First Ward for a single term. Having tasted the fruits of politics, Orr ran for mayor of Tacoma in 1894 defeating Democrat County Commissioner A.V. Fawcett. During his administration, Orr appointed, James Wickersham⁸ to the office of City Attorney. Although the City Council refused to confirm Wickersham, Orr managed to keep him in office throughout his two year term by using what Evangeline Atwood calls "recess appointments."⁹

Orr ran for reelection in 1896, again against Fawcett. This proved a hotly contested race, involving the Populists and Prohibitionists in addition to the Democrats and Republicans. The political fighting had only just begun after the votes were cast.

Immediate returns showed Fawcett, the victor by a margin of two votes. Both sides countered one another with charges of fraud. On April 14, the City Council convened to canvas the ballots. It appeared the Populists and Democrats had rallied against Orr, while the Republicans hoped that the Council would find an error that would place Orr in the mayor's office. The final tally again showed Fawcett the victor with 2,683 votes to Orr's 2,681. Orr refused to accept the Council's decision and brought the matter before the state supreme court which once again upheld the election, deciding against Orr and granted Fawcett's petition to issue a writ of prohibition.¹⁰

⁷Atwood, Frontier Politics, 25

⁸Wickersham, like Orr, eventually moved to Alaska making an illustrious career for himself, first as a judge in Eagle and Nome, then as the Territory's non-voting delegate to Congress, finally as in his private legal practice in Juneau. Wickersham became one of Alaska's foremost citizens.

⁹Atwood, 24, 26.

¹⁰Herbert Hunt, Tacoma: Its History and Its Builders (1916), 180.

A writ of prohibition is a judicial process by which a superior court informs an inferior court or tribunal, in this case the Tacoma City Council, that it has no jurisdiction over the matter at hand. It differs from a writ of mandamus whereby a court calls an action

Following a series of scandals in the Fawcett administration, it was felt that there may be some credence to Orr's earlier claims of fraud in the Fawcett campaign and the ensuing City Council canvas. A special committee, consisting of four members of the City Council, went to retrieve the ballots from a safe that was the responsibility of the mayor's office. They found, much to their surprise, a large hole in its side and a number of ballot boxes missing.

Herbert Hunt notes in his 1916 history of Tacoma that a man named Frank Boice, a former city employee, admitted that Fawcett threatened his job if he did not break into the safe and steal the ballot boxes. Boice also revealed that he received \$300.00, from Fawcett, intended for fleeing to Canada after the incident.¹¹

Following these revelations, Fawcett's opponents immediately demanded his resignation. To illustrate the attitudes of the community over the incident, the Chamber of Commerce adopted a resolution that stated simply:

... the unsavory stench arising today from the county courthouse and the city hall, resulting from official rottenness and misconduct in office, is nauseating in the extreme.

Notwithstanding the City of Tacoma has been robbed of hundreds of thousands of dollars, no man is today or has been placed in the penitentiary on account thereof; these men are walking the streets of the City of Tacoma and are apparent examples of the delay, if not miscarriage, of justice.¹²

Finally, on August 6, 1896, a lengthy judicial decision was handed down giving Orr 2624 votes and Fawcett 2609. Fawcett surrendered the office to Orr but immediately appealed the case to the supreme court which restated its earlier decision and returned the position to Fawcett. As a result, over a period of less than three years, Orr was Mayor of Tacoma twice.

One interesting sidelight attesting to the political personalities of both Orr and Wickersham is the fact that the City Council's special investigating committee found that the two were

before it.

¹¹Hunt, 184.

¹²Hunt, 183.

the only retiring city officials who quietly surrendered their office keys to their successors. When they had fulfilled their responsibilities, they politely bowed out of the arena.

Life in the "Northland":
Skaqway and Chilkoot Pass (1898-1899)

When the ships Excelsior and Portland with their gold laden cargoes landed in San Francisco and Seattle respectively in the summer of 1897, events took off at lightening speed. By mid-September the Chilkoot Railroad & Transport Company was incorporated. Within eight months, the company constructed a complete transportation system from the water's edge at Dyea over Chilkoot Pass.

The Chilkoot Railroad & Transport Company contracted with a New Jersey firm to construct the major element of the system, an aerial tramway. Although the technology of aerial trams was still relatively new, the Trenton Iron Works, was responsible for constructing over fifty trams in the United States alone, including the world's longest. The new one in Alaska would boast the world's longest single span.¹³ It would include an elaborate system of circuits or loops of cable running from Dyea to Canyon City, from there to Sheep Creek. It climbed the pass from Sheep Camp to the Scales, then to Crater Lake Camp, and finally on to Camp Linderman.¹⁴ The system used an ingenious method of attaching the trams (cable car-like boxes carrying approximately 400 pounds each) to the cable with a mechanism that allowed the car to move from one loop to the next as it progressed up the line.¹⁵

¹³Robert L. Spude, Chilkoot Trail: From Dyea to Summit with the '98 Stampeders, (Fairbanks: University of Alaska, Occasional Paper No. 26, Cooperative Parks Study Unit, 1980): 201.

¹⁴Articles of Incorporation for the Chilkoot Railroad and Transport Company. Washington State Archives, Olympia, Washington.

¹⁵Both Spude (1980) and Bearrs (1970) have interesting discussions of the technical workings of the system that are beyond the scope of this study.

The Chilkoot Railroad & Transport Company was incorporated on September 15, 1897 in the State of Washington. The original directors of the company were: A.G. Avery, A.A. Haines, and F.L. Denman.¹⁶ The company was the brainchild of a group of Washington entrepreneurs including: Hugh C. Wallace¹⁷, an official with the Washington & Alaska Steamship Company; his brother T.B. Wallace, W.G. Pearce, George B. Dodwell, and A.T. Prichard.

On January 19 and February 11, 1898, the Dyea Trail announced that "Ex-Mayor Edward S. Orr of Tacoma is here. He did not come with the intention of locating, but he is inclining that way."¹⁸ Orr decided to stay and he and William V. Tukey, of Boise, Idaho, formed a small freighting company, consisting of a string of horses, that handled the packing for the Chilkoot Railroad & Transport Company from Dyea to Sheep Camp where the cargo was transferred from horseback to buckets for the tram ride over the summit.¹⁹

As previously noted, the tramways benefitted the stampeders. However, their usefulness was short-lived for several reasons. This was due to the announcement of several new gold strikes that diverted rushers from Chilkoot Pass, and the railroad's progress in the area of

¹⁶Articles of Incorporation, Chilkoot Railroad and Transport Company. State of Washington, Division of Archives and Record Management.

¹⁷Wallace, the son-in-law of U.S. Supreme Court Justice Melville W. Fuller III, was later appointed to the position of U.S. Ambassador to France. Spude, 202; Berton, 254.

¹⁸"Dyea Doings," Dyea Trail [Dyea, Alaska], January 19, and February 11, 1898.

¹⁹Ella Lung Martinsen, Black Sand and Gold: A True Story of the Alaska-Klondike Gold Rush (Portland: Binford & Mort, 1988), 386; Ken L. Elder, ed., "Orr and Tukey Company, Ltd.," Site Guide for the Society of Industrial Archeology Study Tour of the Yukon and Alaska, August 18 to 26, 1990 (Ottawa: Society for Industrial Archeology, 1990), n.p.

Although nothing has been located identifying the company name, the Klondike Nugget reported that "Orr & Tukey" moved their operation from Chilkoot to Dawson. Assuming that the company used the same name in both locales, Orr & Tukey may turn up with deeper research into Dyea and Skagway. Klondike Nugget August 23, 1899, 5.

Skagway.²⁰ The White Pass & Yukon Railroad was making rapid progress on its grade up Skagway Valley finally reaching White Pass in February 1899.²¹ To silence their competition with the tramways, the White Pass & Yukon bought out the Chilkoot Railroad & Transport Company shortly after it finished its line through White Pass. As a result, the Chilkoot Railroad & Transport Company tramway sat idle through the summer of 1899.²² By the end of January 1900, crews began dismantling the system. Beginning at the Crater Lake end, they used the tram itself to bring out salvaged equipment and material. By that summer, the Chilkoot Pass route and the town of Dyea had all but faded into history.²³

While operating his freighting company in Dyea, Orr had reason to assert his claim to payment for services rendered. On March 26, 1898 allegedly Orr freighted 2085 pounds of lumber for A.C. Stahl from Dyea to Sheep Camp at a price of \$52.12. Stahl paid \$11.70 on the tab leaving a balance of \$40.42. Orr brought a civil suit against Stahl on June 22, 1898 seeking to recover the unpaid balance.²⁴ The outcome of the case does not appear in the court records which leads one to believe that the defendant realized his obligation and paid Orr what he owed.

Although the tramway sat idle during the summer of '99, Orr and his company continued operating. On August 2, 1899, Orr and Tukey, set out with nine scows owned by the Victoria Yukon Transportation Company and moved "70 mules and 28 horses from the Chilkoot tramway, together with a score of people and several tons of paraphernalia ..." from Lake Bennett down the Yukon River. The trip was essentially uneventful except for one scow that ran aground

²⁰William R. Hunt, North of 53°: The Wild Days of the Alaska-Yukon Mining Frontier, 1870-1914 (New York: MacMillan Publishing Co., Inc., 1974), 75.

²¹Edwin C. Bearss, Historic Resource Study: Proposed Klondike Gold Rush National Historical Park (Washington DC: Department of the Interior, National Park Service, 1970), 273.

²²Spude, 203.

²³Bearss, 274; Spude, 203.

²⁴Ed. S. Orr v. A.C. Stahl, Records of the City of Skagway, RG 202, Alaska State Archives, microfilm collection (Roll 18, Folders 18 and 19).

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²²Spude, 203.

²³Bearss, 274; Spude, 203.

²⁴Ed. S. Orr v. A.C. Stahl, Records of the City of Skagway, RG 202, Alaska State Archives, microfilm collection (Roll 18, Folders 18 and 19).

scattering its cargo of supplies. These were quickly rescued by a passing riverboat and the company continued on its way. The conglomeration of people, animals, and equipment arrived in Dawson, to much fanfare, on August 21, 1899 making the entire trip in 19 days.²⁵

Accompanying Orr, were his wife Jennie and their infant son Thorold. The younger Orr later enjoyed telling stories of how he was carried over Chilkoot Pass on the back of a prospector.²⁶

Dawson (1900-1904)

In Dawson, the two men established Orr & Tukey, Freighters and operated from an office located at Second Avenue and Second Street. When a fire destroyed the building in December 1899,²⁷ the company moved to new quarters near the water front immediately north of the Seattle-Yukon Transport Company Dock. On April 8, 1900, they again moved their offices to a new location. This time to offices shared with Pickett & Devlin located at 110-A King Street in the Alaska Commercial Company Building.²⁸

After their arrival in Dawson, Orr & Tukey's business flourished. Advertising that they carried "All Kinds of Freight -- to any of the creeks, -- safely and quickly delivered," they immediately began contracting with mining companies in the area.²⁹ Although they primarily focused on heavy freighting operations, they covered all of the secondary transportation

²⁵"An Imposing Outfit," Klondike Nugget (Dawson City), August 23, 1899, p. 5, col. 1.

²⁶"Old Tacoma and Early Days in the Yukon," Washington State Historical Society News Notes, March 1960.

²⁷"Sunday and Monday Fires," Klondike Nugget (Dawson City, Y.T.) December 20, 1899, p. 1, col. 3.

²⁸R.L. Polk, 1905-'06 Alaska-Yukon Gazetteer and Business Directory (Seattle (WA): R.L. Polk & Co., Inc., 1905), 407.

²⁹Advertisement, Klondike Nugget, November 8, 1899, p. 5, col. 4.

needs of the region.³⁰ They carried mail, passengers, parcels, and pokes using draft animals and wagons, dogs and sleds. By 1900 they inaugurated daily passenger service from the creek community of Grand Forks leaving for Dawson every morning at 8:00 and returning at 7:00 each night.³¹

When in Dawson, Orr chanced to meet up with a number of former associates from Seattle and Tacoma. James Wickersham, on his way to take up his appointment as judge at Eagle, chanced to meet his old friend and benefactor upon arriving in Dawson in 1900. Wickersham described Orr as: "Six feet tall, handsome and generous." Orr met the group with an out-stretched hand and a happy smile. He then introduced Wickersham to the Commissioner-General, the judges of the courts, as well as other city officials and businessmen, many of whom Orr and Wickersham knew from their days on Puget Sound.

The following day, Orr gave the group a tour of the mining operations on Bonanza and Eldorado Creeks. Much to their surprise, Orr drove the stage himself. Wickersham noted that their excitement grew as they entered "the gateway of the gold gulches and saw a thousand men mining gold along the famous creeks and on the high bench claims."³²

When the gold strike at Nome was announced many miners and businesses pulled up stakes in Dawson and headed down the Yukon. When asked about how the new strike would affect his business, Orr responded emphatically:

We shall not go to Nome. We have built up a prosperous business here and do not feel disposed to abandon it. Just now we are engaged in freighting 50 tons of machinery and supplies from the mouth of Indian [R]iver to 23 Below Discovery on Quartz

³⁰"Heavy Freighting," Klondike Nugget, April 8, 1900, p. 5, col. 5.

³¹"Orr & Tukey's Stage, Daily Each Way to Grand Forks," advertisement, Klondike Nugget, July 29, 1900, p. 8, col. 4.

³²James Wickersham, Old Yukon: Tales, Trails, and Trials (St. Paul (MN): West Publishing Co., 1938), 26-27.

[C]reek, for W.C. Gates. Recently we freighted a five ton boiler to the same claim. I have confidence in the future of this country, and we shall remain with it.³³

Orr realized that by boosting an improved system of roads and trails around Dawson and throughout the surrounding area his company would reap the benefits as well. During the spring of 1901, he, accompanied by Curly Munroe, P.R. Ritchie, and a lawyer named White, met with Commissioner Ross to discuss a petition signed by several hundred miners requesting that a road be constructed up Hunker Creek. Ross remarked that even without the petition, he was aware of the need for the road and would give it first consideration. Prospects for an early construction start looked promising.³⁴

Evidently, business was going extremely well for Orr & Tukey. On August 16, 1901, they concluded a deal that merged Orr & Tukey, Freighters with the Hadley Stage Line. The consolidated company took on the name "The Orr & Tukey Company, Ltd." with cumulative assets of "125 head of livery, stage and freight stock, and [was] fully equipped for handling all descriptions of heavy equipment." The objective of the "amalgamation, is to thoroughly cover the different creeks with a daily stage service and freight line ..." Stages then ran to Lower Dominion, Gold Run, Bonanza Creek, and McCormack's Forks. Lines were later added to Sulphur, and Quartz Creek via Chief Gulch and Calder Creek branching from Grand Forks.³⁵

In comparing the cost of freighting equipment and material in the Klondike, one finds that while at Dyea, Orr charged approximately \$50.00 per ton for transporting material from Dyea to Sheep Camp, a distance of approximately 12 miles. The following table illustrates the variation in freighting costs from Dawson City to the following places:

³³"Business Not Affected," Klondike Nugget, March 11, 1900, p. 5, col. 1.

³⁴"For Road to Hunker," Klondike Nugget, May 26, 1901, p. 6, col. 3.

³⁵"Stage Lines Consolidate," Klondike Nugget, August 17, 1901, p. 4, col. 4.

Grand Forks	\$12.50 per ton
Gold Bottom on Hunker	17.50 " "
Dominion	30.00 " "
Quartz	30.00 " "
Sulphur	30.00 " "
Gold Run	35.00 " "
Montana	60.00 " "
Eureka	80.00 " "

Perishables were transported at the owner's risk unless special arrangements were made before shipping.³⁶

The freighting system Orr & Tukey created in and around Dawson was extended to a small mining camp called Fairbanks on the Tanana River in Alaska where a gold strike was announced in 1903 touching off another rush.³⁷ Drawing from the few records left by the company, it appears that the company's business during this period was conducted out of two offices, the main one in Dawson, and a second in Bonanza (Yukon Territory). At the same time, W.V. Cassells, one of the company's vice-presidents, handled operations at the Fairbanks end although the company did not have an actual office there. Apparently by 1905, Tukey left the Yukon probably returning to Idaho a richer and wiser man.³⁸

Orr may have had confidence in Dawson, but he soon realized that prospects were brighter down the Yukon River. He always seemed to move from one area to another at the most opportune time. Dawson's economic and commercial community had reached its zenith by the early twentieth-century. Gold production in the area was confined to several large commercial

³⁶"The Orr & Tukey Co., Ltd. -- Freighters" advertisement, Klondike Nugget, January 1, 1902. This advertisement is the largest one appearing in this issue of the Nugget, even larger than that of the Northern Commercial Company. This could reflect the prosperity of Orr & Tukey at the time.

³⁷William R. Hunt, North of 53°: The Wild Days of the Alaska-Yukon Mining Frontier, 1870-1914 (New York: Macmillan Publishing Co., Inc., 1974), 138.

³⁸R.L. Polk, 1905-'06 Alaska-Yukon Gazetteer and Business Directory, (Seattle: R.L. Polk & Co., Inc., 1905), 471, 431, and 168.

operations and many of the prospectors drawn to the upper Yukon during the late 1890s had moved on to Nome and other areas of Alaska as more strikes were announced. Orr himself would soon join the exodus.

The Valdez-Fairbanks Trail

The movement of men and supplies into the Klondike and Alaska tended to follow routes established either through Dyea and Skagway then down the Yukon River to Whitehorse, Dawson, and Eagle; or, from the mouth of the Yukon at St. Michael, upstream to Eagle and Dawson. When the winter of 1898 began to set in, many prospectors, some scurvy-ridden, found themselves ill-equipped to remain in the North. A panic to get out followed. One "escape" route attempted by those who had reached the area of the Wrangell Mountains was down the Copper River. Some gambled with traveling across the Valdez Glacier knowing that the consequences could well mean almost certain death.

Those living in the new town of Valdez heard wild tales of battles with glacier demons out on the trail from survivors of the trek who told their tales with a wild glint in their eyes. Lt. W.R. Abercrombie, who had been sent to establish a trail from Valdez to Eagle, noted that some of them walked with a characteristic limp. He referred to these men as "glacier striders."³⁹ Nevertheless, those who survived their encounter with the Valdez Glacier truly had tales to tell.

The military initiated relief measures. They built a hospital, and dispensed food and medicine. Various transportation companies and religious organizations made arrangements to provide passage home for the destitute.⁴⁰

After arrangements were made to aid the suffering of the retreating prospectors, Abercrombie and his men set about to plan and develop what had been labeled the "All-American" road to the Klondike. The two possible routes were both blocked by potentially insurmountable obstacles. First the western route confronted the Valdez Glacier that had proven a deadly

³⁹Lone E. Janson, The Copper Spike (Anchorage: Alaska Northwest Publishing Company, 1984), 5.

⁴⁰Ibid.

menace. The second, to the east of the glacier, went through Keystone Canyon, a steep-sided gorge with sheer walls ending in rushing glacial streams. In the final plans, the group decided to tackle the canyon. In the end, the new trail stretched nearly 400 miles to Eagle on the Yukon River near the U.S./Canadian border and consisted of a route that only pack animals could traverse in the summer and dogsleds in the winter.⁴¹ A second trail cut off the main Valdez-Eagle route at Gulkana, following the Copper River north to the Delta River and eventually the Tanana. This route became the Valdez-Fairbanks Trail.

Owing to the increase in Fairbanks' population, and the need for communication with the Outside, mail service was inaugurated over the Valdez-Fairbanks Trail in 1903 on a trial basis. The experiment was very successful. The following year service quadrupled and the running time cut by 20% making the trip from Valdez to Fort Gibbon (Tanana) in 20 days. According to Mike Mahoney, a veteran dog musher, after he brought a 500 pound coffin from Fairbanks to Valdez using only 7 dogs, the Valdez-Fairbanks trail was favored over the Yukon River because the frozen river formed huge hummocks of ice making travel difficult.⁴² Because of the success of the service over the Valdez-Fairbanks Trail on January 1, 1904, all mail bound for Nome, St. Michael and other offices on the lower Yukon was ordered dispatched via Valdez rather than Skagway.⁴³

Seeing the potential for developing a productive transportation system along the trail, a man named Captain Geiger announced, in March 1904, that he proposed to establish a system of roadhouses and a stage line between Valdez and Fairbanks the following winter. He claimed the distance between Valdez and Fairbanks was no greater than that between Whitehorse and Dawson where stages operated readily each winter. He also theorized that the entire winter trade for the interior could be attracted to the route if proper accommodations were

⁴¹Ibid.

⁴²"Body Arrives -- Remarkable Trip Made Out From Fairbanks," The Valdez [Alaska] Daily News, December 31, 1904, p. 1, col. 5.

⁴³The route from Skagway was through White Pass via the White Pass & Yukon Railroad, then down the frozen Yukon to Dawson and beyond. Polk's 1905-'06 Alaska-Yukon Gazetteer, 384-385.

available. The only area he viewed as a potential obstacle was Thompson Pass where he planned to build a steam operated tramway.⁴⁴

During April of 1904, a clamor was raised both in Alaska and Washington D.C. for passage of a recently introduced bill appropriating \$25,000.00 to improve the trail to facilitate its use by vehicles other than dogsleds and pack animals.⁴⁵ In June, a group of Army surveyors and engineers under the leadership of J.M. Clapp arrived to survey the trail. Beginning at both ends, the company intended to enlarge and improve it to accommodate heavier traffic.⁴⁶

Even without the heralded improvements to the road, the Postal Service awarded its 1904 contract for carrying the mail between Valdez and Fairbanks to the Valdez Transportation Company. Under the ownership and management of James Fish, the V.T. Co. was apparently the largest transportation company serving the area at that time. Fish then sub-let the contract to Ray Larson and Ed Young effective June 1, 1904. Their plan for carrying the mail involved the continued use of dog teams along the trail, unless it was improved in time to allow the use of larger horse-drawn sleds.⁴⁷

By the end of January, 1905, the race to deliver the mail was underway. Arthur McNeer and "Cow" Miller made the mail run from Fairbanks to Valdez in just 9½ days. Within a single year, travel time over the trail was cut by nearly 75%. Although The Valdez News does not

⁴⁴"Plan to Operate Stage Line Over this Route," The Valdez News, March 19, 1904, p. 1, col. 5; and June 25, 1904, p. 1, col. 5.

⁴⁵A number of articles relating to the bill's progress, and editorials extolling the virtues of an improved road appear in the Valdez News on the following dates: April 2, 1904; April 16, 1904; April 23, 1904; and April 30, 1904.

⁴⁶"Engineers Here -- Party Arrives to Survey Valdez Road," Valdez Daily News, June 11, 1904, p. 1, col. 4.

⁴⁷"Mail Contract Sub-Let," The Valdez News, April 23, 1904, p. 1, col 5.

specify what they used to make the trip, it is likely that the two used dog teams because the first horses to come down the trail arrived the same month and were not carrying mail.⁴⁸

When stage travel was inaugurated in the winter of 1904, Charles Sidney had the pleasure, using the term lightly, of traveling over the new route in the first stage out of Valdez. He described the trip as follows:

It was river travel nearly the whole distance. There were overflows and glare ice in Keystone Canyon, a few miles out of Valdez, and Icy Point, the terror of man, dog and beast, was at its worst.⁴⁹

Actual scheduled stage travel began on February 1, 1905 when the Valdez Transportation Company sent out on its first run. This was not the first stage to travel the trail according to Sidney's report however. The company announced that a stage would leave Valdez every other day throughout the winter. The company advertised a fare of \$150.00, one-way, to Fairbanks including 25 pounds of "hand baggage" carried without charge.⁵⁰

Fairbanks-Valdez, Alaska (1904-1910)

The Alaska-Yukon Gazetteer shows Orr residing in Dawson in 1905, one year after stage traffic began on the Valdez-Fairbanks Trail. By October 1906 he moved his operation and family to Valdez establishing the Ed. S. Orr Stage Company offering both passenger service and freight hauling between Valdez and Fairbanks. His new outfit used 150 horses and 50 drivers.⁵¹ This was considerably larger than the string of horses he used at Dyea.

⁴⁸"Record Broken -- Nine and One Half Days From Fairbanks," The Valdez News, January 28, 1905, p. 1, col. 6; and January 4, 1905, p. 1, col. 5.

⁴⁹Charles D. Sidney, Alaska-Yukon Magazine (December 1910), 390.

⁵⁰"The First Stage -- V.T. Co. Will Start One Next Week," The Valdez News, January 28, 1905, p. 1, col. 5.

⁵¹William R. Hunt, North of 53°: The Wild Days of the Alaska-Yukon Frontier, 1870-1914 (New York: Macmillan Publishing Co., Inc., 1974), 183.

The Ed. S. Orr Stage Company offered two departures from Valdez each week. The early trips were expected to take about nine days. During its first season however, the company set a record, making the trip in 6 days, 10 hours, and 10 minutes. By 1910, Orr was comfortable offering consistent service in eight days thus providing a margin in the event of delays due to bad weather.⁵²

The condition of the Valdez-Fairbanks Trail was still quite rough, even by 1906. Although they spent a lot of time complaining about the condition of the trail, many of the major freighting companies did little to maintain it. The Valdez News lamented, on November 3, 1906, that the heavy freighters were causing considerable damage to the trail and leaving it to the "mail carriers, miners, and prospectors who are going to nearby camps" to make the necessary repairs. The article continued to show how many of the damaged areas could be repaired easily, if caught soon enough, simply by filling the holes with boughs and snow. If not repaired, these "pot holes" continued to grow, sometimes making the trail impassable without major work.⁵³

Orr Confronts the Alaska Road Commission

Orr, owing to the caliber of businessman that he was, realized that to operate a profitable operation across the trail, it was the responsibility of those using it to help maintain it. On June 6, 1907, he wrote a letter to his friend and associate James Wickersham, who had become quite prominent in his own right as a judge then living in Juneau.⁵⁴ With this letter, Orr sought Wickersham's aid in getting the Territorial Governor, W.B. Hoggatt, to intervene with Major W.P. Richardson, the chairman of the Alaska Road Commission. Apparently

⁵²Hallock C. Bundy, Valdez-Fairbanks Trail: The Story of a Great Highway (Seattle: Alaska Publishing Company, 1910), 66-67; Claus Naske, Paving Alaska's Trails: The Work of the Alaska Road Commission (Alaska Historical Commission Studies in History, No. 152, Draft copy in NPS-ARO library), Ch. 2, p. 56; and

⁵³"Repair the Trail," The Valdez News, November 3, 1906, p. 1, col. 6.

⁵⁴Orr to Wickersham, letter dated June 6, 1907. Alaska Historical Library, Wickersham State Historic Site Collection, MS 107, Box 14, Folder 1, "General Correspondence."

much of the money meant for use on the territory's roads and trails was not being used as intended.

Orr had been spending his own money making improvements during the previous year. In fact, according to his account, he spent over \$5000.00 to improve conditions, including bridging the Delta River to overcome the delays caused by open water.⁵⁵ To make matters worse, he lost 15 head of horses, either through drowning or crippling, between October 1906 and June 1907.

When he approached Richardson's engineering officer, Captain George B. Pillsbury, about the condition of the road, Pillsbury's response was simple; if he did not like the road he did not have to travel on it. When he asked about reimbursement for the money he spent on repairing the government's road, Pillsbury was even more terse, telling Orr: "there was nothing doing [about being reimbursed], [he] would not get a cent for it, [it was] no use to render a bill," and finally "to save [his] paper."⁵⁶

What followed was an angry exchange of words during which Orr accused Richardson of never having been over the trail. Of Pillsbury, Orr said: "He is a Gentleman & can draw a nice map; but as a practical road builder his work most certainly condemns him." As for Pillsbury's associate, "Mr. Zugg"⁵⁷, Orr castigated him referring to him as: "an office man; as a trail builder a D-- failure, and a shit ass to boot."⁵⁸ As a result, it is no wonder that the road was in such poor condition.

Wickersham received a number of similar complaints about the workings and accountability of the Alaska Road Commission during the next several years. These, coupled with Wickersham's

⁵⁵The Alaska Prospector, January 24, 1907, p. 7, col. 3.

⁵⁶Orr to Wickersham, op cit.

⁵⁷Orr may have intended the remarks toward John Zug who managed the Fairbanks office of the Alaska Road Commission and served as Assistant Engineer December 30, 1917 to April 14, 1920. Claus-M. Naske, Paving Alaska's Trails: The Work of the Alaska Road Commission (Lanham (MD): University Press of America, 1986), 275.

⁵⁸Ibid.

belief that Richardson's was involved in instigating the Beveridge Bill⁵⁹, led to a prolonged conflict between the two for the next five years. Eventually, Wickersham accused Richardson of incompetently managing over \$2 million that had been expended by the Commission. His was not directly charging Richardson with embezzling the funds, only that his poor management skills allowed it to happen.⁶⁰

The conditions under which the Alaska Road Commission operated gave the appearance of fiscal mismanagement. Due to the vast area they operated in, to properly carry out its work of supervising road surveys and construction, and funding the operation, the Commission made arrangements with local banks to cash checks drawn by individual Commission supervisors. However, since much of interior Alaska did not have banks, they developed a network, through written agreements, with various commercial and trading companies. Under these agreements, the companies agreed to furnish supplies and to pay the laborers. The companies, in turn, were reimbursed monthly for their expenses, in addition to a negotiated interest rate ranging from one-quarter to one-half of one percent.⁶¹

In 1907 this procurement system gave a virtual monopoly to the Northern Commercial Company. The company agreed to supply all of the necessary funds for Alaska Road Commission laborers "at [Eagle, Circle, and Tanana] and be reimbursed by United States depository checks, sent to the headquarters office of the company at San Francisco." Eventually these arrangements were expanded to such an extent that the Northern Commercial Company performed the banking business of the Commission in Fairbanks.⁶²

⁵⁹The Beveridge Bill proposed, among other things, to establish a commission-style government for Alaska Territory. This was viewed as an affront to Alaskans because they would be governed by Washington DC appointees and have virtually no say in their own affairs. Wickersham viewed Richardson as the intended choice for the position of Commissioner if the bill succeeded.

⁶⁰Naske, 39-42 and 50-52.

⁶¹Naske, 33-34.

⁶²Naske, 44-45.

Almost immediately, the system was criticized for a lack of accountability, as illustrated by Orr's letter to Wickersham. By 1911, the accusations of mismanagement were heard from all quarters. In April of that year, Richardson and the former chief clerk of the Commission, Sidney L. Carter, accused the Commission's disbursing officer Lieutenant Sam. C. Orchard of embezzling \$12,500.00 that should have been paid to the Northern Commercial Company. A protracted investigation took place, culminating finally in the court martial of Lt. Orchard. In retrospect, historian Claus-M. Naske considers that the verdict of the court martial was not impartial. He sees Orchard as a victim of the unorthodox system developed in response to Alaska's vast area set the stage for lax accountability within the system.

It appeared that Orr's accusations begun a series of events that brought about an investigation into the financial dealings of the Alaska Road Commission eventually leading to the end of Richardson's tenure as president of the Commission. Secretary of War Stimson notified Richardson that he would be replaced no later than November 1, 1912. The remaining two members of the commission were recent appointees themselves. Richardson would have provided the much needed continuity to their work.⁶³

The Ed. S. Orr Stage Company

Orr's latest transportation venture was immediately successful. After Orr bought out the Kennedy Stage Company,⁶⁴ his was heralded as the "biggest stage line in Alaska," in 1909. His operation included stations located at roadhouses along the Valdez-Fairbanks Trail (Table 1).⁶⁵ It took approximately 180 horses and 50 drivers to keep the stages moving. The horses, not generally associated with arctic environments, were stabled at relay stations in conjunction with the roadhouses.⁶⁶ In some cases, proprietors offered not only heated

⁶³Naske, 43-48.

⁶⁴"First Interior Stage Left Friday Morning," Chitina Leader, November 26, 1910, p. 4, col. 1.

⁶⁵"Ed. S. Orr & Company's Stage Line," Alaska-Yukon Magazine (June 1909), 190.

⁶⁶Anonymous, "Ed. S. Orr & Company's Stage Line," Alaska-Yukon Magazine (June 1909): 190.

accommodations for the human passengers, but for the horses, and dog teams as well. In separate facilities of course.⁶⁷

Passengers paid \$150.00 for the trip from Valdez to Fairbanks, and \$125.00 for the return. The Orr's sleighs, since the trail was only used during the winter initially, carried ten passengers on four double seats. If a single driver was used, an eleventh passenger could ride on the driver's box. Horses were changed in relays approximately 25 miles apart.

Winter travel along the trail was quite comfortable. Orr offered an "Abundance of Fur Robes and Carbon-Heated Foot Warmers." He boasted of "Frequent stops at comfortable roadhouses" with "telegraph stations every forty miles." In addition to these, he made arrangements with several of the large steamship companies through which customers could book passage from Seattle.⁶⁸ The road houses offered anything from a cup of hot, black coffee, to full meals and a place to sleep, although on a crowded floor in most cases. The price of meals varied from \$1.00 to \$2.00 along the trail. The more expensive stops being near the middle of the trip, from Gulkana to Sullivan's.⁶⁹

The Ed. S. Orr Stage Company was incorporated under the laws of Nevada on February 26, 1909. This was the first time Orr took steps to incorporate any of his companies. He may have felt he needed the added protection afforded by incorporation due to the success of his operation and the amount of competition he found along the trail. The company issued \$100,000.00 worth of capital stock, divided into 1000 shares of a par value of \$100.00 each. Orr held \$99,000.00 in stock, Thomas A. McGowan, a Fairbanks attorney, held five shares (\$500.00) and

⁶⁷Many of the roadhouses advertising in Hallock C. Bundy's The Valdez-Fairbanks Trail listed stables and dog houses among their many amenities. W.F. Munson, proprietor at Sachaket Post ("Munson's Roadhouse") lauded electric lights, and heated barns and dog kennels. Bundy, The Valdez-Fairbanks Trail, 60, 62.

⁶⁸"Ed. S. Orr Stage Co.," advertisement in Bundy, Valdez-Fairbanks Trail, 58.

⁶⁹Hallock C. Bundy, Valdez-Fairbanks Trail, 32.

Volney Richmond, the Northern Commercial Company manager in Fairbanks also held five shares.⁷⁰

The winter of 1909-10 was a tragic season. Especially during the middle two weeks of January when a series of storms pounded the trail. These storms were so severe that Dan MacDonald, one of Orr's drivers, wired Adolph Bruning, company agent in Fairbanks, recommending that no passengers be sent out on the trail.⁷¹ This is the only time drivers were not comfortable carrying passengers during the five years Orr stages operated along the trail.

Under a very bold, headline, stretching across four columns of the front page, the Fairbanks Daily News-Miner announced: "MORE PEOPLE DIE ON VALDEZ TRAIL."⁷² On January 14 a aged woman named Mrs. Rockafellow, from Chena, died on one of Orr's stages two miles below Miller's Roadhouse. She had been in good spirits and apparently healthy when suddenly she stricken by a heart attack and died. The driver, William Taylor telegraphed company officials in Fairbanks notifying them of her death. He cached the body at Miller's until arrangements could be made to transport it back to Fairbanks.⁷³

During the same week, Joe King and a woman companion, who left Valdez a week earlier, headed for Fairbanks with their possessions loaded in a "double-ender" rig (a large sleigh similar to those used by Orr to transport passengers). They pressed on through the storm until their horses refused to continue. King decided to camp and wait out the storm. After spending 48 hours huddled in robes, an Orr stage came across the pair suffering from extreme exposure.

⁷⁰"Articles of Incorporation of the Ed. S. Orr Stage Company," Corporate Case Files 1908-XXXX, Record Group 08, Series 510, Box 6833, File 748-F, Alaska State Archives, Juneau, Alaska.

⁷¹"No Let-up to Trail Storms," Fairbanks Daily News-Miner, January 19, 1910, p. 4, col. 4.

⁷²"More People Die on Valdez Trail," Fairbanks Daily News-Miner, January 14, 1910, p. 1, cols. 2-6.

⁷³"Chena Woman Dies on Trail," Fairbanks Daily News-Miner, January 14, 1910, p. 4, col. 3.

The drivers took them to Miller's Roadhouse where King died shortly after. Later, his companion continued on the trail toward their planned destination.⁷⁴

On January 21, an Orr stage arrived in Fairbanks carrying the bodies of Mrs. Rockafellow and the wife of the proprietor at Miller's Roadhouse. Mrs. Miller was found dead in her cabin 10 days earlier. Her death was attributed to pneumonia.⁷⁵

Ed. S. Orr had a reputation as a fair and ethical businessman. He ran his company with high personal standards and expected the same from his employees. This is reflected in the following paragraph, taken from the Fairbanks Daily News-Miner's story about the tragedies along the trail:

The drivers of the Orr stages are the Good Samaritans of the trail and save many people from freezing and death, but with the storms that have raged on the trail for the past two weeks there is little protection for life.

1910 was a landmark year for both Ed. S. Orr and his company. In April, improvements to the trail allowed the company to attempt travel using wheeled stages thus providing passage during the spring and summer.⁷⁶ Economically, the company appeared to be doing very well. They placed an advertisement in R.L. Polk's Alaska-Yukon Gazetteer that covered three full pages.⁷⁷ Hallock C. Bundy published his book The Valdez-Fairbanks Trail with what appears to be substantial backing by Orr. In addition to the full page advertisements for the company, several articles about transportation and the trail lauded the accomplishments and facilities Orr provided. Perhaps the most telling point about Orr's involvement with the

⁷⁴"More People Die on Valdez Trail," Fairbanks Daily News-Miner, January 14, 1910, p. 1, col. 2.

⁷⁵"Stage Brings Two Corpses," Fairbanks Daily News-Miner, January 21, 1910, p. 4, col. 4.

⁷⁶"Orr Stage Out on Wheels," Fairbanks Daily News-Miner, April 28, 1910, p. 4, col. 5.

⁷⁷R.L. Polk, 1911-'12 Alaska-Yukon Gazetteer and Business Directory (Seattle: R.L. Polk & Co., Inc., 1911), 186-88.

publication is the fact that every page has opposing photographs of Orr stages on the trail.⁷⁸

First, Orr was nominated to run for Alaska's non-voting delegate to Congress. He was one of two candidates nominated by the Republican party. The other was James Wickersham, Orr's long time associate and friend. The election proved to be a turning point in their relationship.

*** This will be developed more fully, later ***

Chitina-Fairbanks Route

In August 1910, J.C. Martin, manager of the company office in Valdez, was summoned to Fairbanks to discuss the future of the company.⁷⁹ Major changes were looming in the distance. A variety of factors entered into this move. First, the Copper River & Northwestern Railway was making rapid progress along its route to Chitina. Once completed, it was anticipated that stage and freight traffic along the Valdez-Fairbanks Trail would decline as people began taking the train with its faster service, possibly cutting 36 hours or more from the trip.⁸⁰

Orr was faced with the question of either leaving the stage and freight business altogether or making some dramatic changes in his operation. He had weathered similar situations before, always making the right decisions at the right time.

By far the most important factor influencing Orr's decision involved his health. Having a history of poor health; the added stresses of personally overseeing the operations of his

⁷⁸Hallock C. Bundy, The Valdez-Fairbanks Trail (Seattle: Alaska Publishing Co., 1910).

⁷⁹"Stage Man in Fairbanks," Fairbanks Daily News-Miner, August 26, 1910, p. 4, col. 4.

⁸⁰"Stage Will Run From Chitina," Chitina Leader, October 8, 1910, p. 4, col. 3.

stage line, and the less-than-friendly campaign for Congressional delegate, caused Orr's health to fail him once again. The elections were held just 16 days before he and Martin met in Fairbanks.⁸¹

Realizing that once the Copper River and Northwestern Railway was completed from Cordova to Chitina, stage and freight traffic on the Valdez-Fairbanks Trail would begin to decline, Orr took steps to increase his facilities at Chitina in anticipation of consolidating his stage line between that place and Fairbanks.

The Fairbanks Daily News-Miner announced on August 27, 1910, that "Owing to his ill health Ed. S. Orr, for some time past [had] been trying to shift the burden of the stage line over to other shoulders ..." Orr selected J[esse] C. Martin to take over the general management of company. J.R. Fowle⁸² of the Northern Navigation Company was appointed to replace Adolph Bruning as company agent in Fairbanks. The fact that the Orr Stage Company offices were located at the Northern Navigation Company docks may have contributed to Fowle's appointment.⁸³

During late August, at about the time of his meeting with Martin, Orr reached his decision on his continued involvement with the company. He chose to bow out of the transportation business and leave Alaska due to his declining health. By November 1910, Volney Richmond had

⁸¹Fairbanks Daily News-Miner, August 10, 1910, p. 1, col. 3.

⁸²This action illustrates the complex interconnections between the Ed. S. Orr Stage Company and other transportation companies. In addition to his role with the Northern Commercial Company (the transportation subsidiary of the Northern Commercial Company), Fowle also represented Wells Fargo & Company Express. It is interesting to note that Fowle listed his principle occupation as a partner in a clothing store.

This information was derived from the Fairbanks listing in R.L. Polk, 1911-'12 Alaska-Yukon Gazetteer and Business Directory (Seattle: R.L. Polk & Co., 1911).

⁸³"Orr Stage Has Changed Hands," Fairbanks Daily News-Miner, August 21, 1910, p. 4, col. 4; Fairbanks Daily News-Miner, January 10, 1910, p. 2, col. 7.

assumed the presidency of the company.⁸⁴ The Northern Commercial Company, with Richmond as its agent held the majority of the company's stock. At the same time, Richmond retained his individual shares of stock issued when he, Orr, and McGowan incorporated the company.

Orr's health forced him to leave Alaska, returning to Washington for medical treatment soon after he sold the company to the Northern Commercial Company. Although he was no longer involved with the company, Orr remained a strong supporter of Alaska and claimed a continued interest in its development. In an interview in Tacoma, Washington where he was undergoing treatment for his throat, he stressed that the transportation facilities in the territory needed much more development. He complained that there was too much time and money being spent on investigating what was going on in Alaska rather than developing a solid infrastructure that would aid the territory's economic development.⁸⁵

After the transition, it was "business as usual" for the Ed. S. Orr Stage Company. The paper reported that the company's operations before October 1 with stage service twice a week and increase to three times a week by November 20. The company would also be carrying the U.S. Mail along the route under a sub-let contract from the Northern Commercial Company. This contract had been renewed for an additional four year period beginning that fall.

Orr Stage Company Moves to Chitina

Less than a month after Martin was appointed to manage the line, the railroad reached the new town of Chitina. The new management of the Ed. S. Orr Stage Company had already taken steps to move their operations from Valdez and consolidate their route from Chitina to Fairbanks.

The town of Chitina grew rapidly through the summer of 1910. It was intended it would be a "junction town" on the railroad. From there it branched to the east, through the mountains

⁸⁴"Statement of Ed. S. Orr Stage Company," Corporate Case Files 1908-XXXX, Record Group 08, Series 510, Box 6833, File 748-F, Alaska State Archives, Juneau, Alaska.

⁸⁵"Ed Orr Interested in the Development of Alaska," Chitina Leader [Chitina, Alaska], November 19, 1910.

to the Kennicott mines. It was anticipated that it would continue north to either Fairbanks or Eagle. The tracks were completed as far as Chitina on September 12, 1910.⁸⁶

Jesse Martin made a trip to Chitina in early October, 1910. During that trip he purchased six additional building lots for the company's operations. On this land, the company intended to build stables, barns, a blacksmith shop and other structures needed to operate the line. The Orr company blacksmith however was not quite the usual smithy. Her name was Mrs. Charles Shultzman.⁸⁷ That's right, she was a woman.

During this trip, Martin commented that the company was "not afraid of Chitina, even though there are a few of Chitina's own residents who doubt her." He said the biggest concern he had was the lack of graded streets, a water system, and a first class hotel. He stressed that: "Fully forty percent of [their] traffic in the passenger line are women, and should [they] bring a sleigh full of ladies this way, there would be no accommodations for them whatever."⁸⁸ Although Chitina did not boast a first class hotel, one could be entertained by Tony Richmond, "the clever female impersonator."⁸⁹

By November, a new cutoff trail was completed from Chitina over to the Valdez-Fairbanks Trail. The first stage, not an Orr company sleigh, out from Chitina left on November 9, 1910. The only complaint the passengers had was that the lack of snow on the trail made traveling a bit rough.⁹⁰

Martin's comments about the lack of a first class hotel in Chitina did not fall on deaf ears. The Hotel Chitina, not to be confused with the Chitina Hotel, was finished by November 1910.

⁸⁶Lone E. Janson, The Copper Spike (Anchorage: Alaska Northwest Publishing Company, 1975), 99.

⁸⁷Chitina Leader, September 23, 1911, p. 1, col. 1.

⁸⁸"Orr Co. Buys Six More Lots," Chitina Leader, October 8, 1910, p. 1, col. 1.

⁸⁹Chitina Leader, September 24, 1910, p. 2, col. 3.

⁹⁰"First Sleighting Party Over New Cut-Off Trail," Chitina Leader, November 12, 1910, p. 4, col. 1.

That month, Martin and his wife moved into a temporary apartment in the hotel while their house was under construction. When they moved into their new home, the Chitina Leader praised it as: "one of the neatest and most substantial log cabin cottages in Alaska, which will, unless destroyed, stand as a landmark for many years to come."⁹¹ This statement was almost prophetic in nature because this cabin, built during the last part of November and early December, 1910, has come under the ownership of the National Park Service and will be restored and used as a ranger station and visitor contact station for Wrangell-St. Elias National Park and Preserve. This cabin is the focus of this Historic Structure Report.

The company resumed carrying freight, mail, and passengers into the interior. Its first stage moved out, with 27 sacks of mail, on November 25th. Evidently the operations of the company immediately began without a hitch. The first stage coming from Fairbanks set a new record over the trail. The passengers, continuing on to Cordova aboard the train, had nothing but praise for the service they received along the way.⁹²

The Ed. S. Orr Stage Company office was located in the Hotel Chitina. The finishing touches, including a ticket window and telephone, were installed in the middle of December. They were now fully open for business. The new office gave company employees a comfortable central office for contact with the public.⁹³

With improvements made to the trail, and favorable snowfall, operations ran smoothly during the 1910-11 season. In March, after the train was delayed because of snow on the tracks, Jesse Martin himself took the "ribbons" himself and drove the stage in hopes of making up some lost time. He did. In fact, the company set a new record for the trip to Fairbanks, arriving in just three days, 17 hours, and 30 minutes. This prompted the following editorial to be printed:

Little has been said so far of the Orr stage company, their competent officials and efficient drivers, but the [Chitina] Leader desires to go on record as saying that too

⁹¹Chitina Leader, December 17, 1910, p. 1, col. 5.

⁹²"First Interior Stage Left Friday Morning," Chitina Leader, November 26, 1910, p. 4, col. 1.

⁹³"Local News," Chitina Leader, December 24, 1911, p. 1, col. 1.

much credit cannot be given the management of this stage company for the able manner in which the mail and passenger schedules have been handled this season. Considering the worst winter in years, the thirty nine-miles of new trail, and the unavoidable delays of the train which naturally upset their time and connections, they are to be equally commended, with the Katalla Company in maintaining a service far better than the people of Alaska have enjoyed despite adverse conditions.⁹⁴

When the railroad was completed through to Kennicott, a great celebration was planned. Traveling in the private coach of railroad Superintendent J.R. Van Cleve, Mr. and Mrs. Martin accompanied other railroad officials, officials from the Kennecott mines, and other dignitaries as part of the official party at the "driving of the copper spike" signifying the completion of the Copper River and Northwestern Railway.⁹⁵

Beginning on November 21, 1910, through August 1, 1911, the company's advertisements appeared weekly in the Chitina Leader. Service was reduced during the summer months after the last mail arrived in early June. They did continue with a smaller freighting service however and ran an occasional stage. Early estimates showed an increased demand for transportation between Chitina and Fairbanks. The company responded to these with the announcement that they would double their service for the following winter.⁹⁶

After 1910-1911 season, the Ed. S. Orr Stage Company's business appears to begin to decline. In late August, the company took a heavy loss in livestock and equipment following a fire in Cordova.⁹⁷ Jesse Martin, who had become a highly respected member of the community, resigned

⁹⁴"Makes Record Trip With Mail to Fairbanks," Chitina Leader, March 18, 1911, p. 1, col. 4.

⁹⁵"Merry Group Goes to the Kennicott," Chitina Leader, April 22, 1911, p. 1, col. 5; and April 1, 1911, p. 1, col. 1.

⁹⁶"Interior Traffic Will Be Doubled During Coming Winter," Chitina Leader, June 24, 1911, p. 1, cols. 2-5.

⁹⁷"Cordova Visited by Its First Big Fire," Chitina Leader, August 26, 1911, p. 4, col. 1.

in mid-September.⁹⁸ He was replaced by Jack Rockafellow who had previously served as the company's bookkeeper.

Martin's status in the community is revealed in the many tributes paid to he and his wife over the next several months. At a farewell reception held for the retirement of E.C. Hawkins of the railroad, Rockafellow, speaking on behalf of the Orr Stage Company paid a glowing tribute to Martin for his service to both the stage company and the community.⁹⁹

Jesse and Mrs. Martin moved back to Valdez at the first of November. They did not offer their house for rent or sale leaving the community with the hope that they would return at a later date to take up permanent residence. This was expressed though an editorial in the Leader.¹⁰⁰

Two weeks later, the Leader announced that the Martin's house would be occupied by Mr. and Mrs. Horace Leach about January 1, 1912. It is of interest to note that once again, the cabin is referred to as "the finest in town."¹⁰¹ Leach, another local business man, had purchased an interest in the Chitina Hotel (again, not to be confused with the Hotel Chitina) in the Bluen Building with two partners, Griffiths and Hyland.¹⁰² Evidently Mr. Leach moved into the cabin first. His wife joined him in late February.¹⁰³

Perhaps a sign of trying to cut back on expenses, or a shift to hauling freight rather than passengers, the main offices of the stage company were moved from the Hotel Chitina to the

⁹⁸Chitina Leader, September 23, 1911, p. 2, col. 5.

⁹⁹"Farewell Reception Tendered Mr. Hawkins," Chitina Leader, October 14, 1911, p. 1, cols. 2-5.

¹⁰⁰Chitina Leader, November 3, 1911, p. 1, col. 1.

¹⁰¹Chitina Leader, January 20, 1912, p. 1, col. 8.

¹⁰²Chitina Leader, November 11, 1911, p. 8, col. 1; and, "Recent Chitina News," February 24, 1912.

¹⁰³Ibid.

other building occupied by the company north of town. Rockafellow lived in rooms above the office.¹⁰⁴

Several new freighting companies were located in Chitina during the spring and summer of 1912. Among these, Jack Lawrence constructed a new barn measuring 80 feet by 30 feet. He intended to operate mainly in the area of McCarthy, but planned to run between there Chitina as well, offering what he called "the best rates."¹⁰⁵

During the summer and fall of 1912, the Orr Stage Company took a very low profile in the newspaper. One of the few mentions of company activities involved work on the trail near Tonsina. There, a group under the supervision of "Billy" Cameron¹⁰⁶, company trail foremen, was installing several small bridges and digging ditches to drain the trail.¹⁰⁷

The only other reports concerning company activity appeared in November. On November 5, the Leader announced that the company received 60 head of horses. One week later, it announced that six of these horses had died of pneumonia. But, in light of this loss, it also reported that the company was doing "a much heavier business" at that time than the previous year.¹⁰⁸ From that point, through May 1913, the Ed. S. Orr Stage Company is not mentioned at all in the newspaper. By that time, the Chitina Leader had taken on a more "cosmopolitan" look. It contained very little local news concentrating instead on reprinting articles from outside newspapers, particularly the Cordova Daily Alaskan which was published by the same publishers as the Leader.

What happened with the Ed. S. Orr Stage Company while it was under the auspices of the Northern Commercial Company is fairly vague at this point. It is mentioned rarely in the Fairbanks Daily News-Miner and even less often in the Chitina Leader. Even the company

¹⁰⁴Chitina Leader, January 20, 1912, p. 1, col. 8.

¹⁰⁵"Local Jottings," Chitina Leader, May 25, 1912, p. 1, col. 7.

¹⁰⁶"Billy Cameron" was the father of long time Chitina resident Bill Cameron.

¹⁰⁷"New Ball Park for Chitina," Chitina Leader, July 16, 1912, p. 1, col. 1.

¹⁰⁸Chitina Leader, November 12, 1912, p. 1, col. 4.

advertising disappears after the end of July, 1911. Several noteworthy events took place in 1914 however.

Rapid changes in the Alaskan transportation industry also affected the company. By the summer of 1911, the trail had been improved considerably enabling wheeled vehicles to move along it during the summer months. In October, people began to push for the use of automobiles along the route.¹⁰⁹ Three years later, automobile traffic was a reality when Robert Sheldon drove a Ford "machine" from Fairbanks to Chitina.¹¹⁰ Mrs. Horace Leach, who moved into the Martin cabin, was a passenger on this historic trip.

During 1914 a number of articles in the Fairbanks Daily News-Miner mention stages arriving and departing from Fairbanks and Chitina. Only occasionally is the Orr Stage mentioned by name. This reflects either the increased competition between companies, or the Orr Stage Company had declined to a point that it was no longer noteworthy.

Tragedy struck on April 25, 1914, when the Orr Company's barn at Paxon's Roadhouse burned. Bobby Daw, the company stableman, and two horses died in the inferno. Daw, the oldest of the Orr stablemasters, operated a small ranch near Salchaket during the summer, returning to Paxon's to care for the horses during the winter.¹¹¹

Dan MacDonald, company superintendent for the line between Chitina and Fairbanks, drove the last stage to Fairbanks in early June, 1914. The Daily News-Miner noted that the only serious accident the company suffered during the year was the death of Daw in the Paxon's fire. The company was commended for the fact that not a single piece of mail had been misplaced during the entire season.¹¹²

¹⁰⁹"Automobile Road is Being Boosted," Chitina Leader, October 14, 1911, p. 4, col. 2.

¹¹⁰"Sheldon Off For Chitina," Fairbanks Daily News-Miner, September 3, 1914, p. 3, col. 2.

¹¹¹"Fatal Fire At Paxons Today," Chitina Leader, April 25, 1914, p. 1, col. 1.

¹¹²"Winter Season is Now Ended," Fairbanks Daily News-Miner, June 9, 1914, p. 2, col. 4.

The newspapers failed to report one very important fact about the company. On April 15, 1914, almost two months before they closed their operation for the season, a meeting of the company directors was held in San Francisco, California. At the meeting, the Northern Commercial Company (represented by Leon Sloss, company president), William H. Fairbanks, A. Maginnis, Fred Medart, Louis Greenbaum, and Stewart Menzies (Northern Commercial Company manager in Fairbanks), all "stockholder of the Ed. S. Orr Stage Company ... [gave their] written consent to dissolve said company."¹¹³ What had taken Ed. Orr nearly twenty years to create was dissolved in a simple meeting, thousands of miles from Alaska.

Legacy of the Ed. S. Orr Stage Company

Although the Ed. S. Orr Stage Company only operated in Chitina for a short time, the company itself traces its roots deep into the development of the transportation industry in Alaska and the Yukon. Mr. Orr was one of the foremost pioneers in building not only a transportation empire, but through his efforts and good management of his company, he greatly impacted the development of the mining industry in and around Dawson City, Fairbanks, and finally along the Valdez-Fairbanks Trail.

His fine sense of business and community loyalty allowed him to build an empire that started with a string of horses at Dyea in 1898 and ended with the largest freighting and passenger stage line in Alaska by 1910. It was only after he sold out to the Northern Commercial Company in the summer of 1910 that the company failed to thrive. It only took four years for the Ed. S. Orr Stage Company to become a memory, evident only in sources scattered throughout the western United States, Canada, and Alaska.

The Ed. S. Orr Stage Company Superintendent's Residence in Chitina, Alaska is one of two buildings associated with Orr's giant transportation company, the second being the company blacksmith shop also in Chitina. Thus, through its association with Mr. Orr, and its association with the broad patterns of the history of not only the United States, but Canada as well, the building is a significant structure worthy of listing on the National Register of Historic Places.

¹¹³"Certificate of Dissolution of Ed. S. Orr Stage Co.," in Nevada State Library and Archives, Carson City, Nevada.

Table 1
Roadhouses Located Along the Valdez-Fairbanks Trail¹¹⁴

- Eight Mile House:** Roadhouse operated by a man named Whittington.
- Sixteen Mile House:** A roadhouse, 16 miles south of Fairbanks, owned and operated by a man named Johnson.
- Byler's Station:** A roadhouse with a stable, 18 miles south of Fairbanks operated by Jonathan Byler.
- Thirty Mile House:** Formerly the "Pile Driver Slough Roadhouse," operated by P. Michels.
- Salchaket:** Village, lists one freighter and one stableman, neither are working for Orr.
- Overland:** No information is provided in the directory.
- Washburn:** A post office and station on the Fairbanks-Chitina trail. Jas. Kimball is listed as operating a stable, with two others listed as operating a roadhouse at this location.
- Sullivan's Roadhouse:** A station on the Fairbanks-Chitina trail operated by John E. Sullivan.
- Gordon's Roadhouse:** The roadhouse and an associated mining operation were operated by H.E. Gordon.
- Donnelly's Roadhouse:** A telegraph and stage station along the trail. The roadhouse was operated by G.T. Geohegen.

¹¹⁴R.L. Polk, 1911-'12 Alaska-Yukon Gazetteer and Business Directory (Seattle: R.L. Polk & Co. Inc., 1911), 192-193. The descriptions of each roadhouse have been extracted from individual entries found in the directory.

- The Rapids: A roadhouse operated by Hugh F. and Lloyd E. Becket, listed as Becket & Son.
- Miller's Roadhouse: Listed simply as "a stage stop."
- Yost's: A roadhouse operated by R.E. Shanklin and telegraph station called "McCallum."
- Paxton's [Paxson's or Paxsons] Roadhouse: A post office and stage station operated by A.J. Paxson.
- Meier's Roadhouse: Roadhouse operated by Chas. J. Meier.
- Our Home: A station operated by Mrs. Maude Birch.
- Sourdough: A roadhouse operated by Mrs. N. Yager.
- Poplar Grove: A roadhouse (no additional information was provided).
- Gulkana: A post office and telegraph station. John Paulson was a freighter here.
- Dry Creek Roadhouse: A trading post and ranch on the Fairbanks-Chitina trail. Copper Center was the nearest post office.
- Tazlina: A roadhouse (with apparently a large ranching operation in the area due to the number of "rancher" occupations listed), operated by Wm. F. Klitze.
- Copper Center: A community with a population of 150. The US government experimental farm was located here. One blacksmith, Chas. Craig, is listed.
- Willow Creek Roadhouse: One of the most popular stage stations on the Fairbanks-Chitina winter trail. Located at the intersection of the Valdez-Fairbanks and the Fairbanks-Chitina trails, 39 miles north of Chitina. F.J. Bingham operated the roadhouse and ranch.
- McDaniels' Roadhouse: A station with a roadhouse operated by a man named McDaniels.

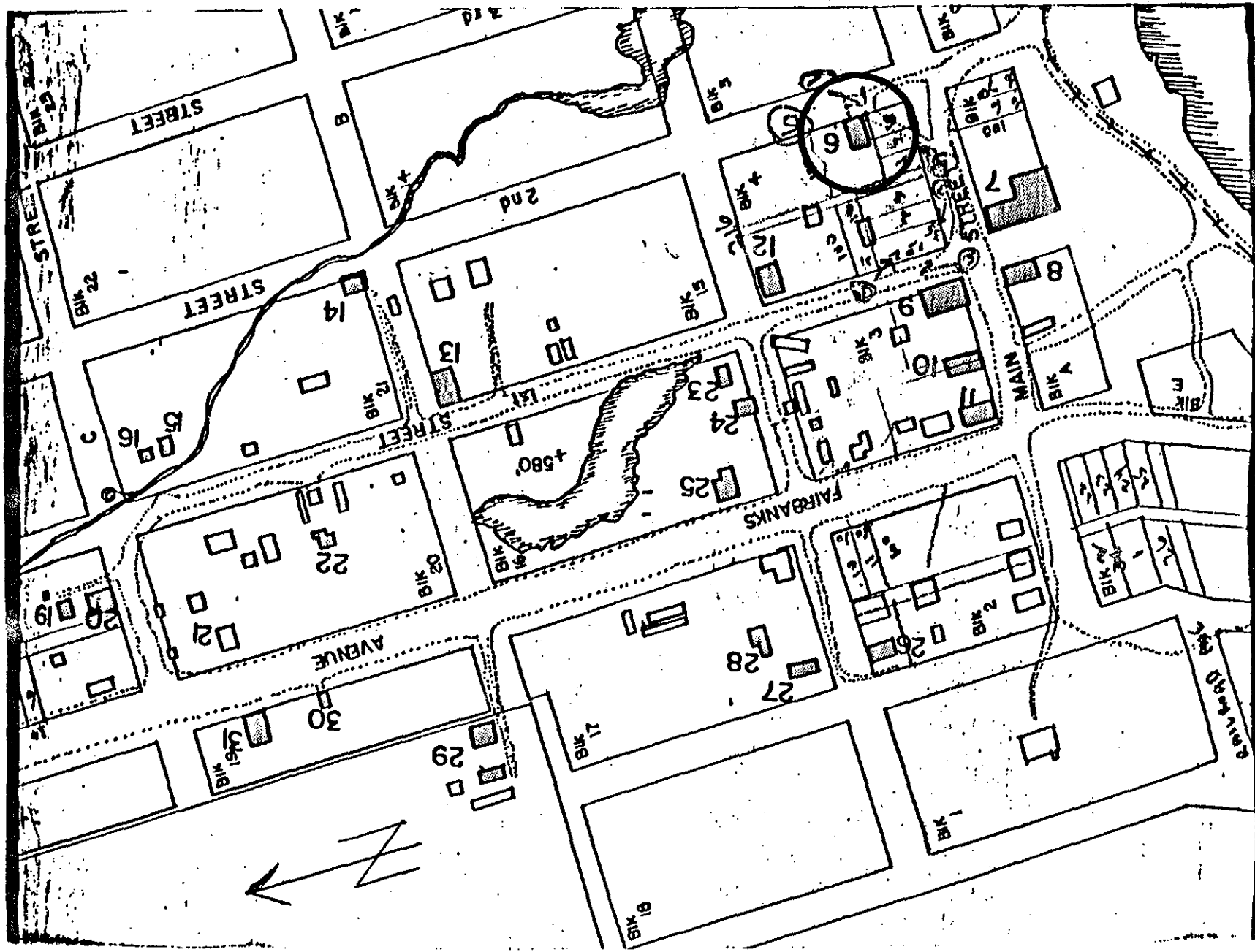
-Nafsted's Roadhouse (no information is provided by Polk's Directory (1911-12) for this roadhouse).

C. Historic Photographs:

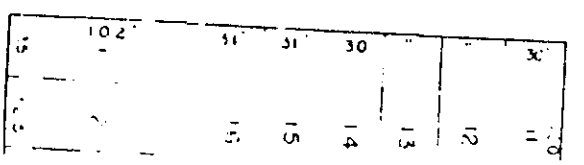
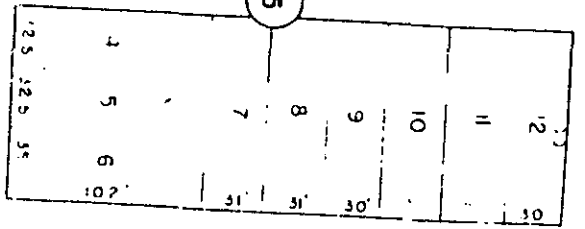
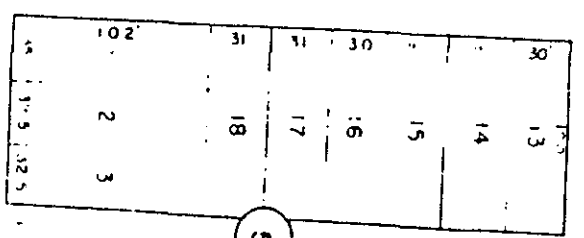
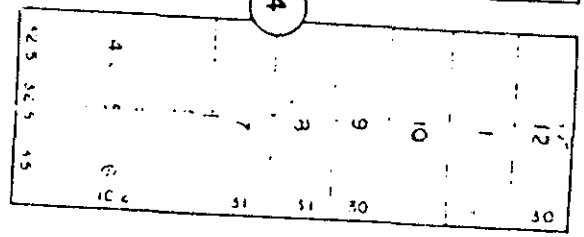
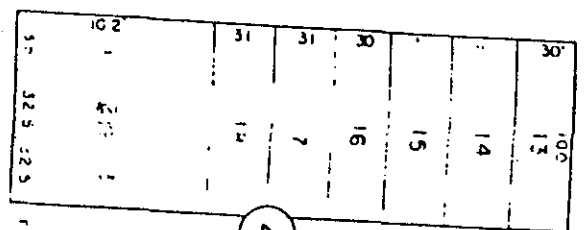
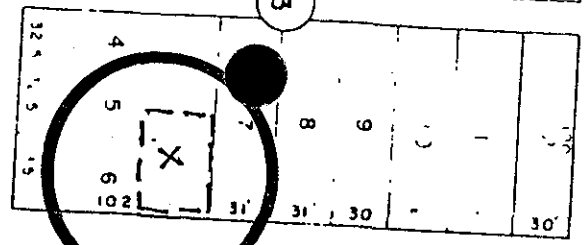
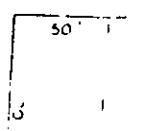
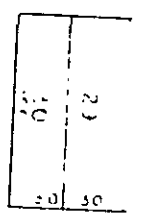
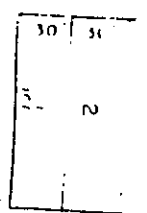
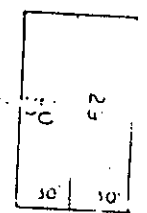
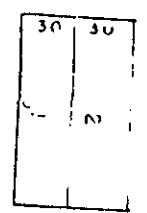
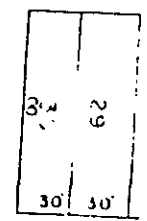
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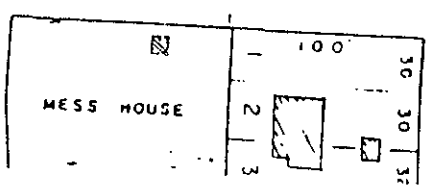
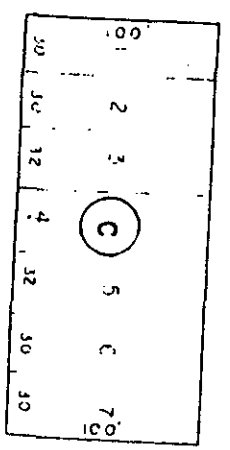
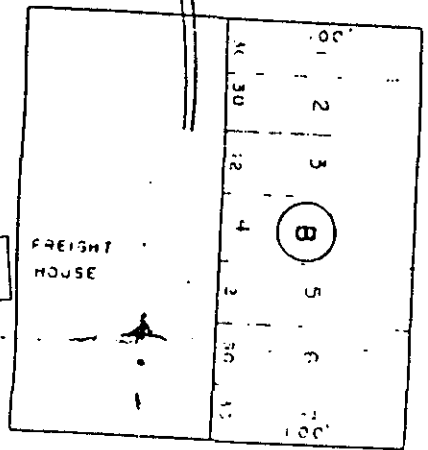
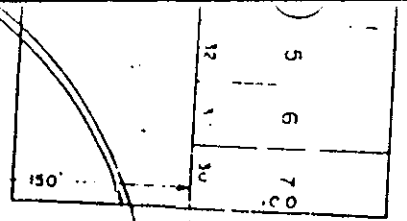
SITE SKETCH



FIRST STREET

SECOND STREET

THIRD STREET



FIRST

SECOND

THIRD

FREIGHT HOUSE

PLATFORM

DEPOT

MESS HOUSE

70

3350+717

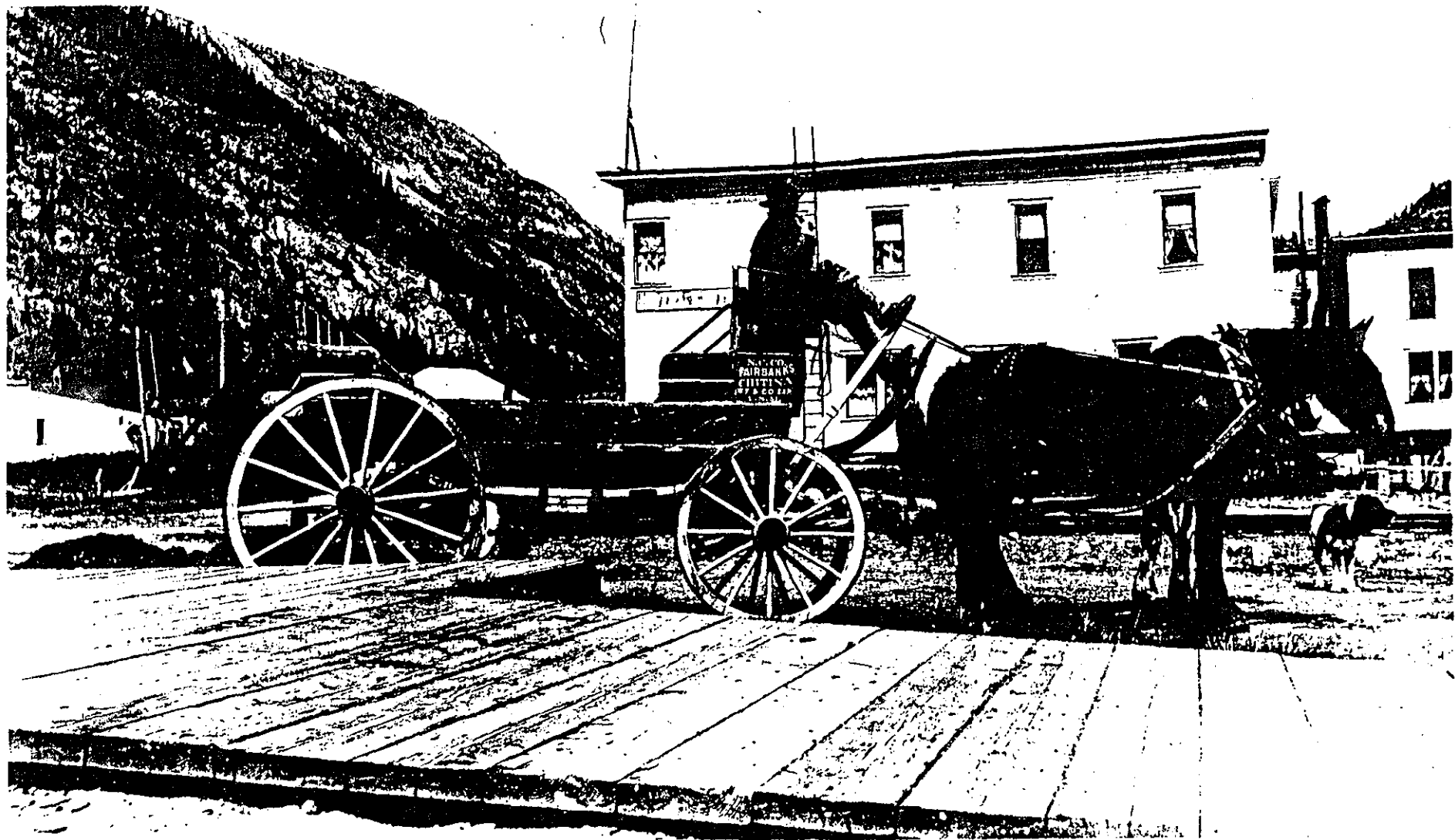
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W. J. Johnson

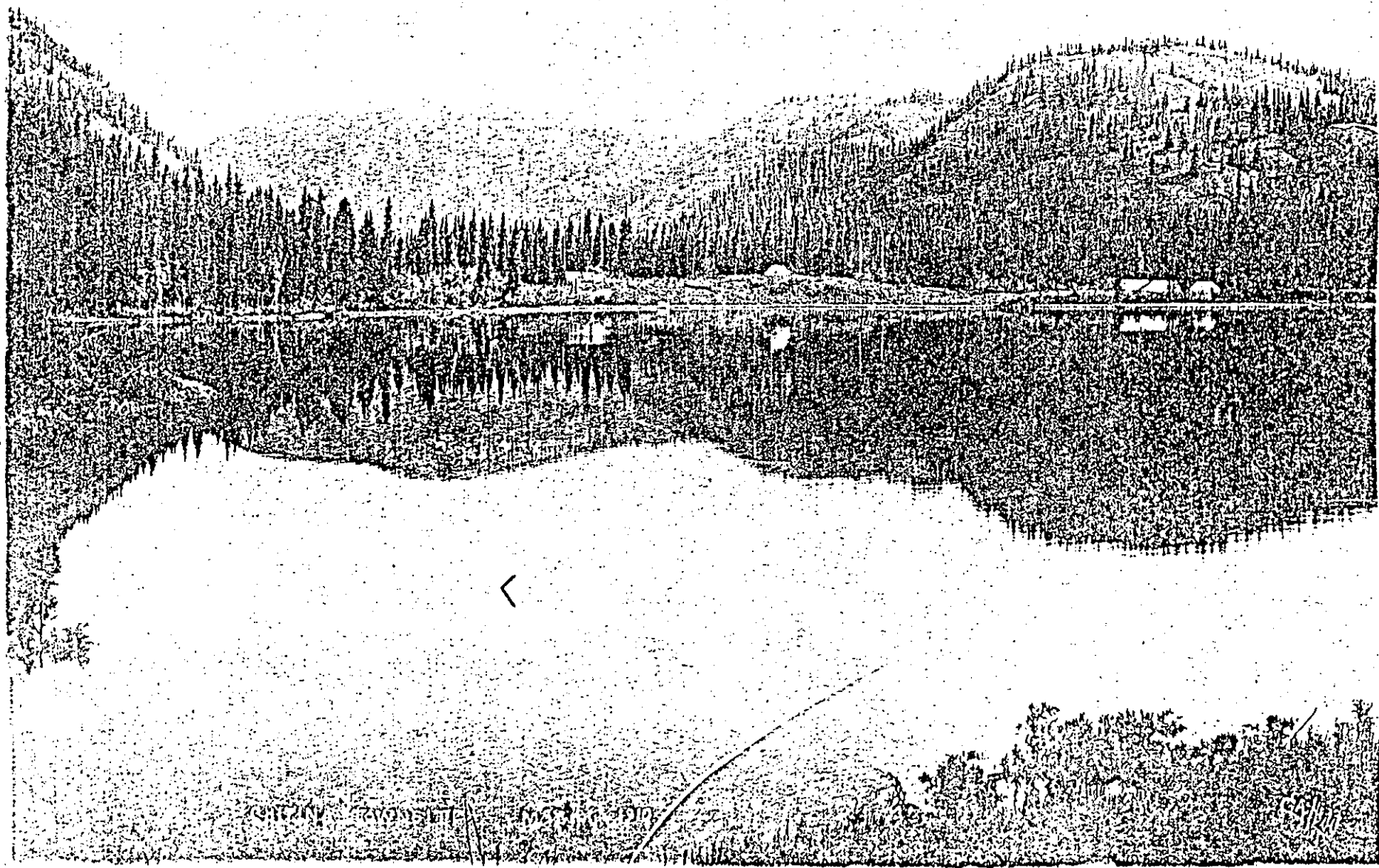
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Jack Hundell with old freight wagon
Chitina, Alaska, 1934
Anchorage Museum of History and Art

Original placed in Original Photographer - Heggy - P.S. 124-17



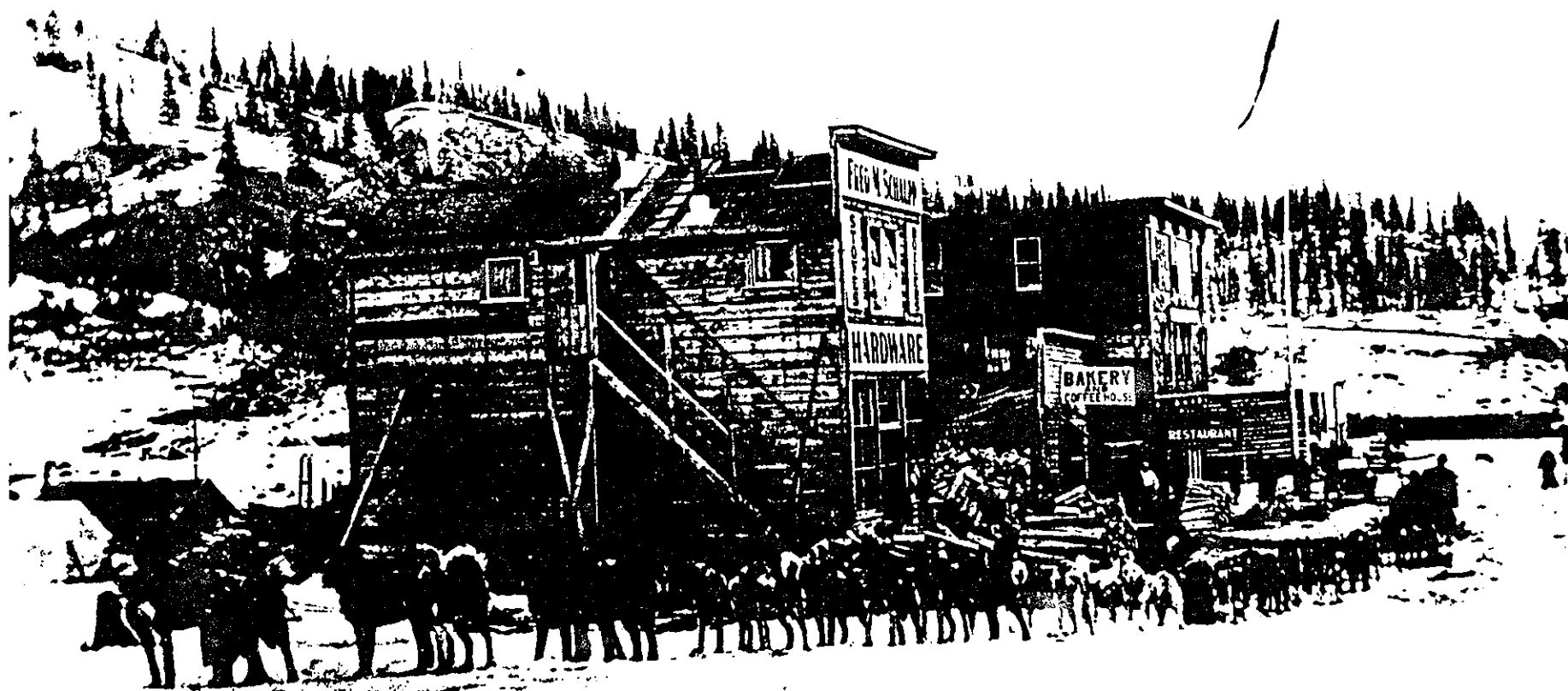


ALASKA

WINTER 1910



ca 1910 to 1911



Dog days in Chitina, Alaska
ca. 1911



CA: 1911



ALASKA ROAD COMMISSION HEADQUARTERS
CHITINA ALASKA

ALASKA ROAD COMMISSION PHOTO
1927

POST 1910



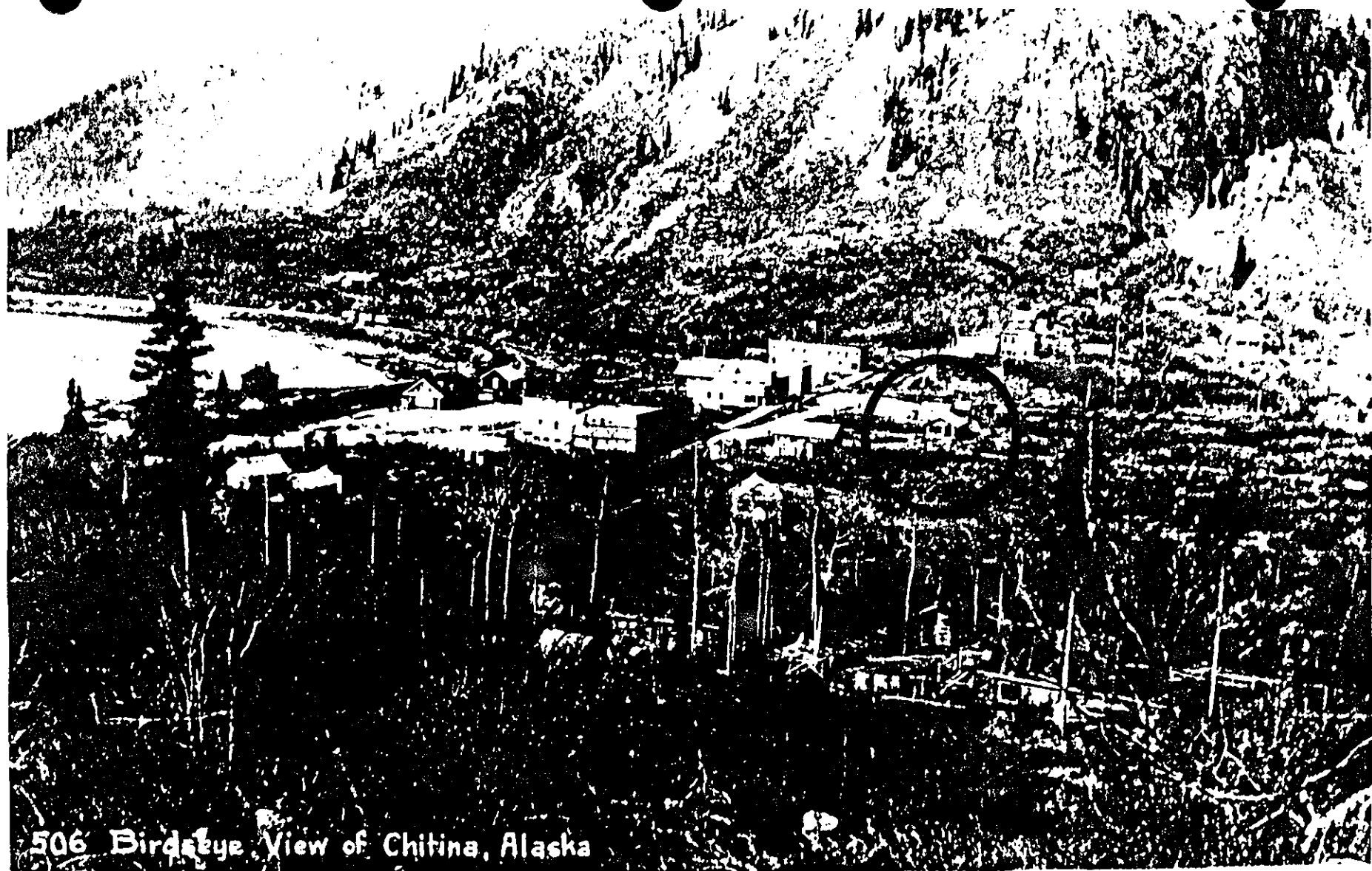
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ATH

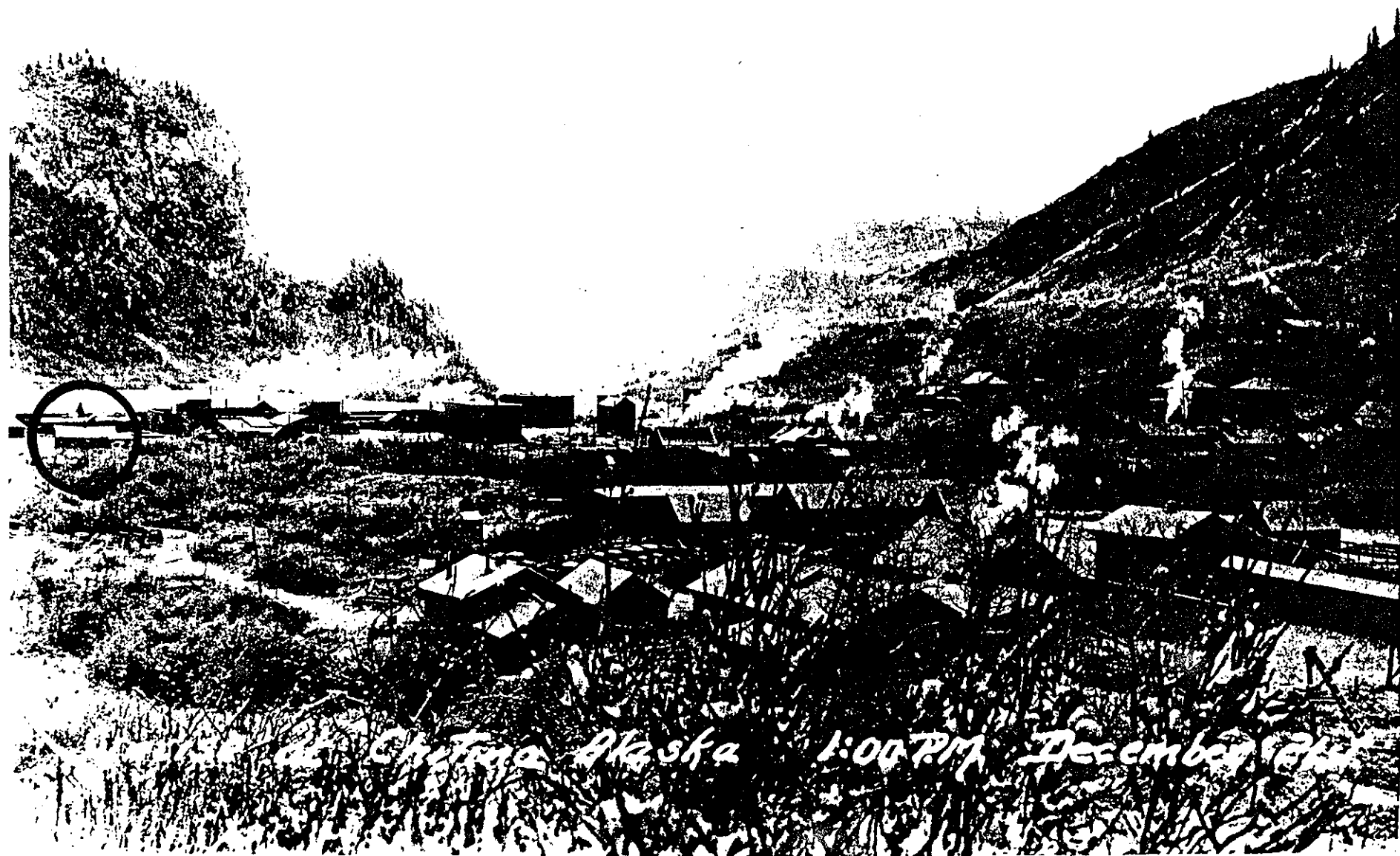
CHITINA AM...

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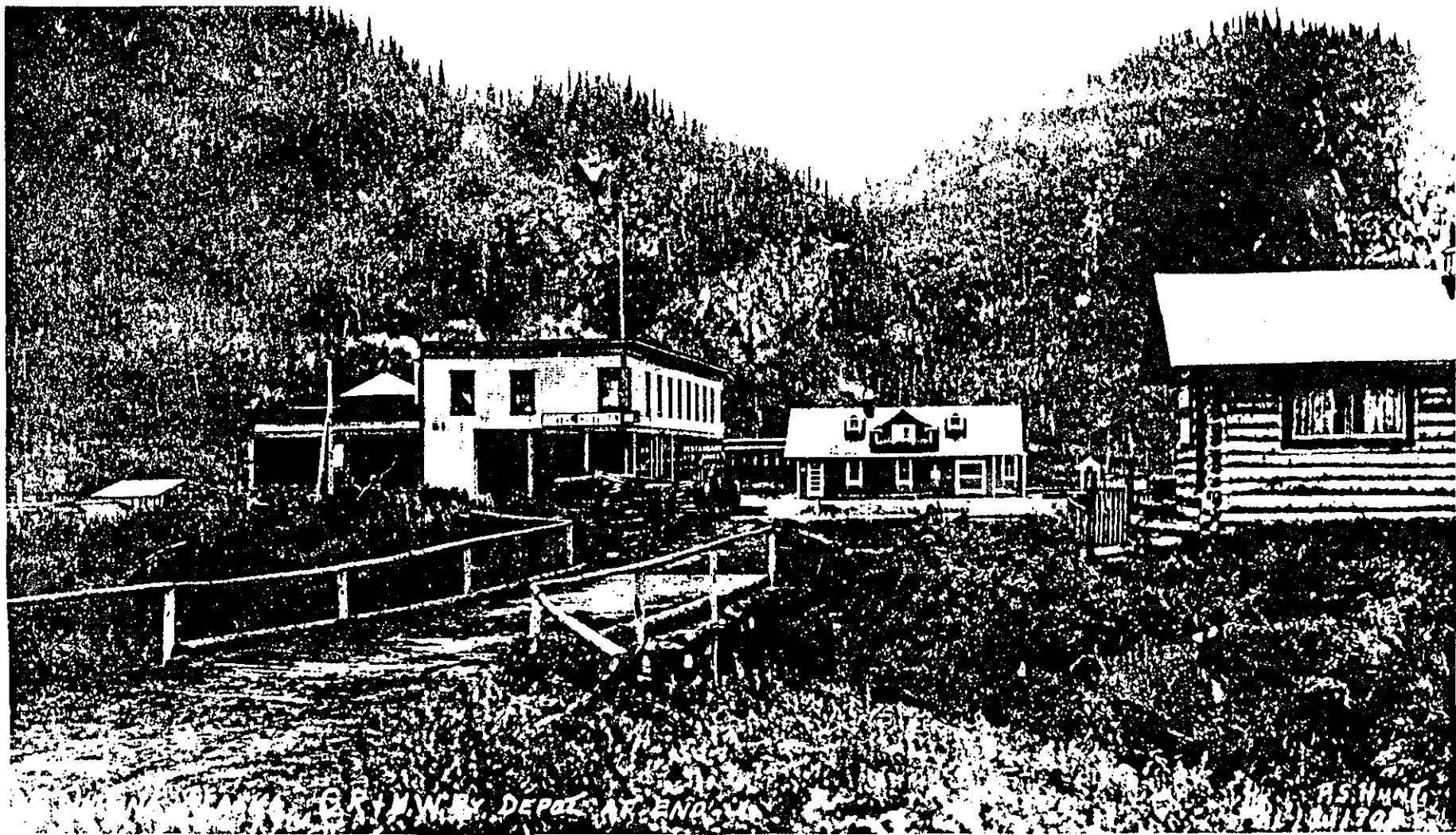


506 Birdseye View of Chitina, Alaska

CA: 1912

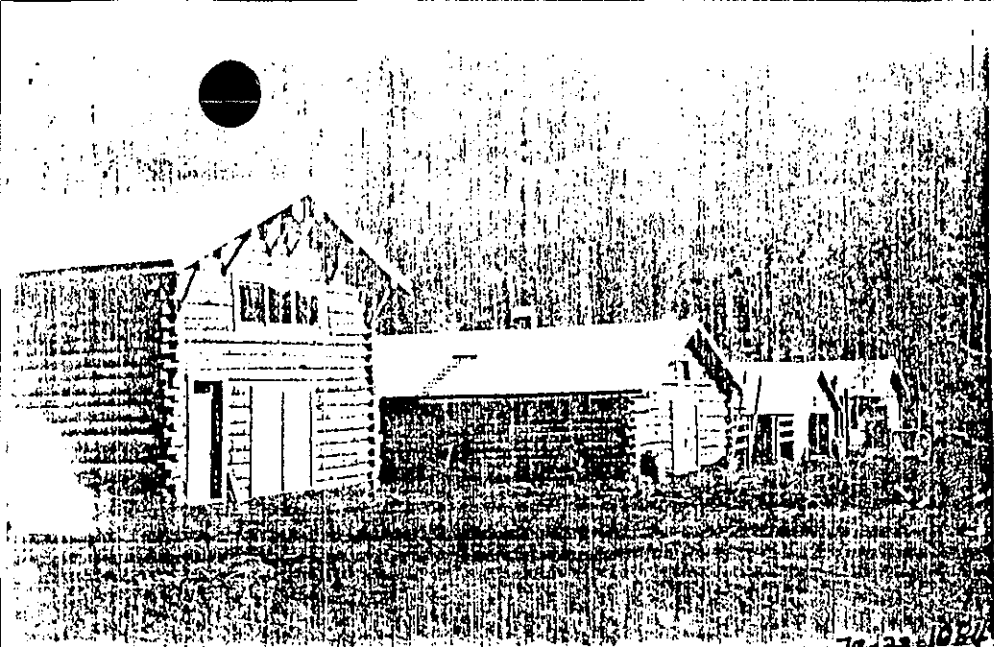


Sunrise at Chitina, Alaska, 1:00pm Dec 21th (POST 1911)
Anchorage Museum of History and Art



ALASKA C. & N.W. RY. DEPOT AT ENCLAVE
FISHING CAMP
1915-1922

1915-1922

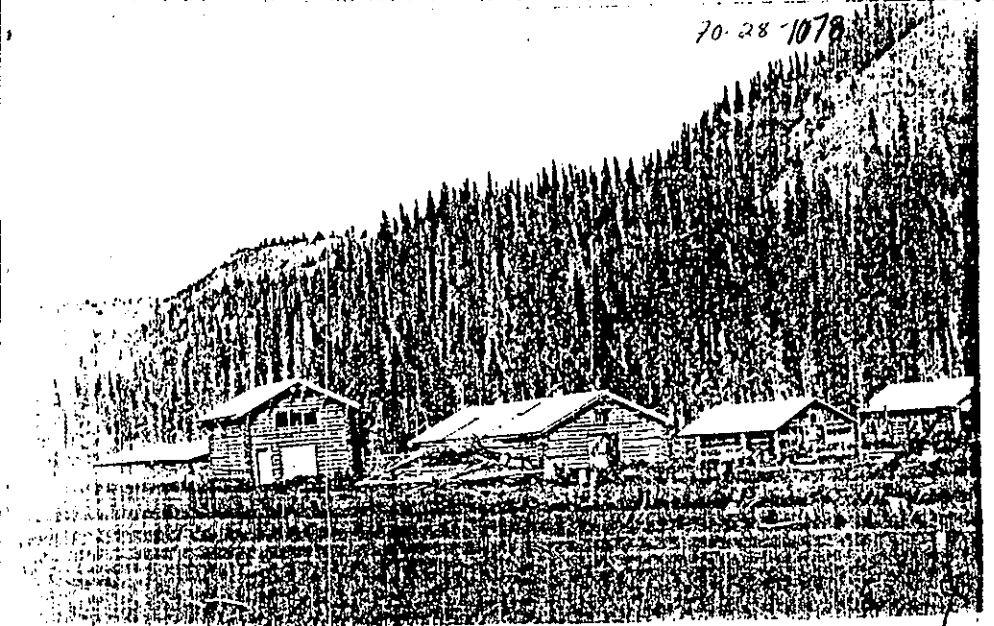


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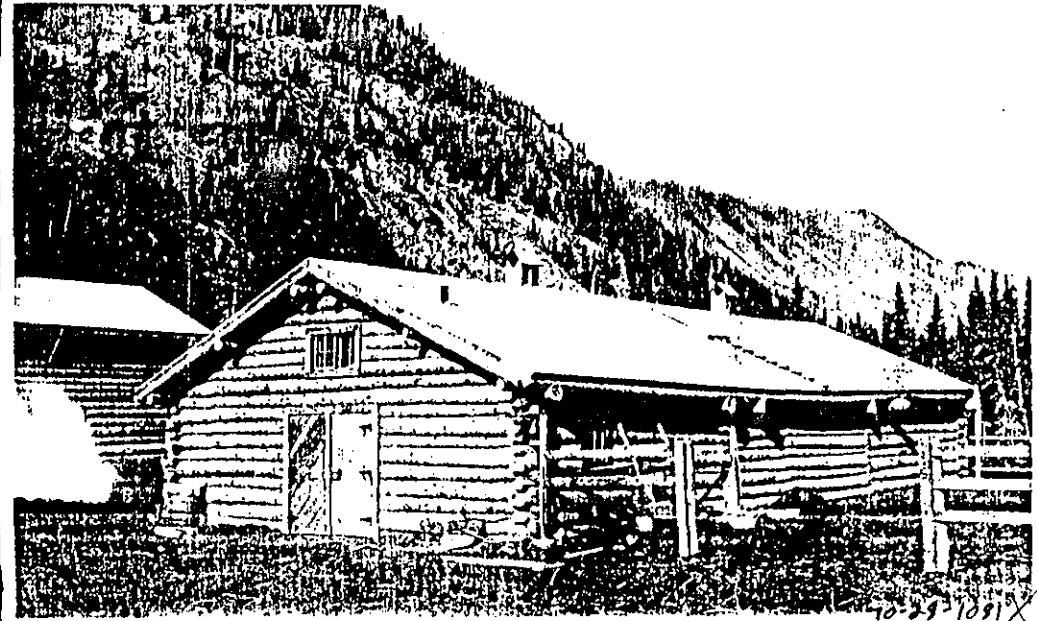


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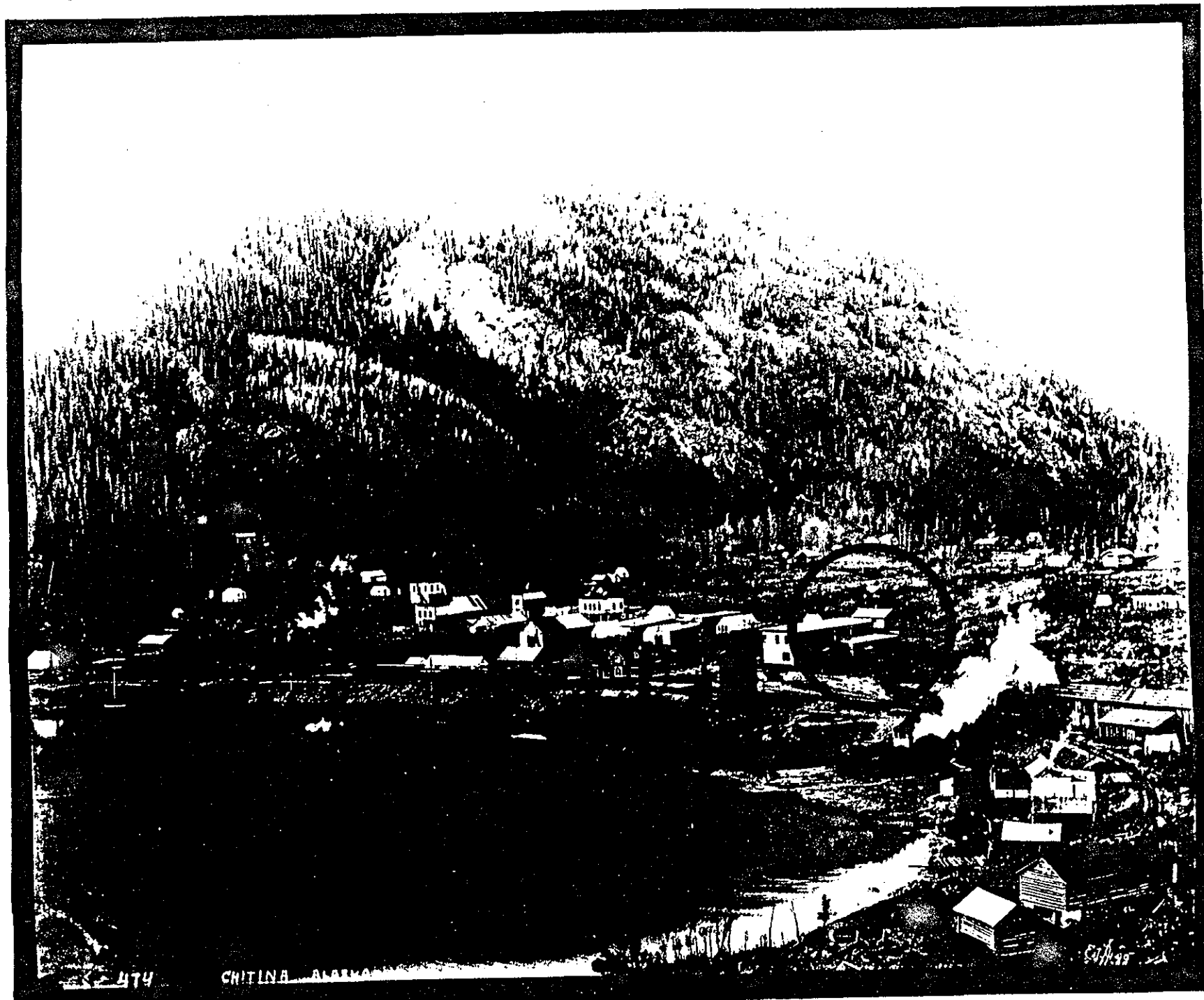


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ORR STAGE BLDGS
1911, CHITINA

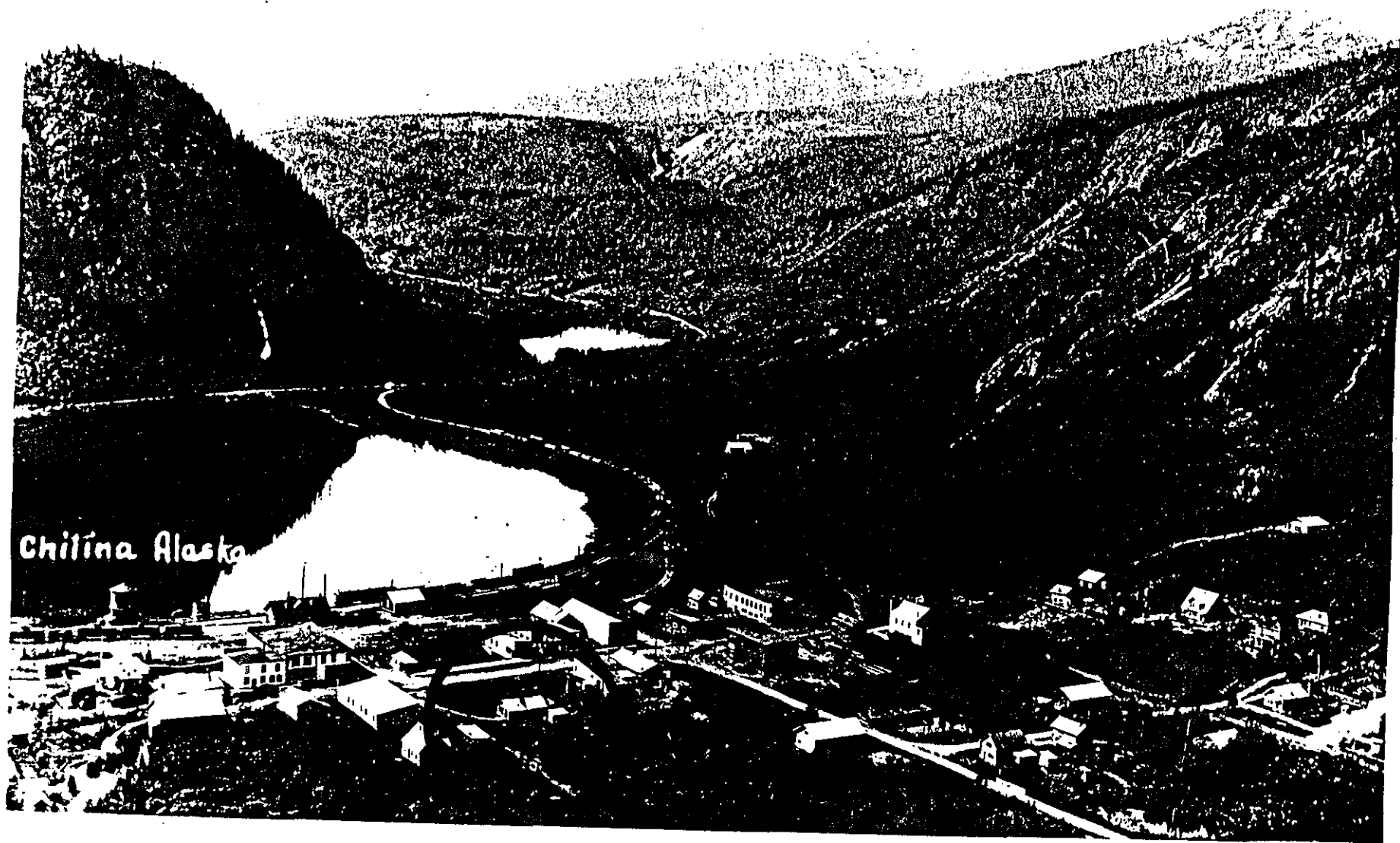


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CHITINA ALASKA

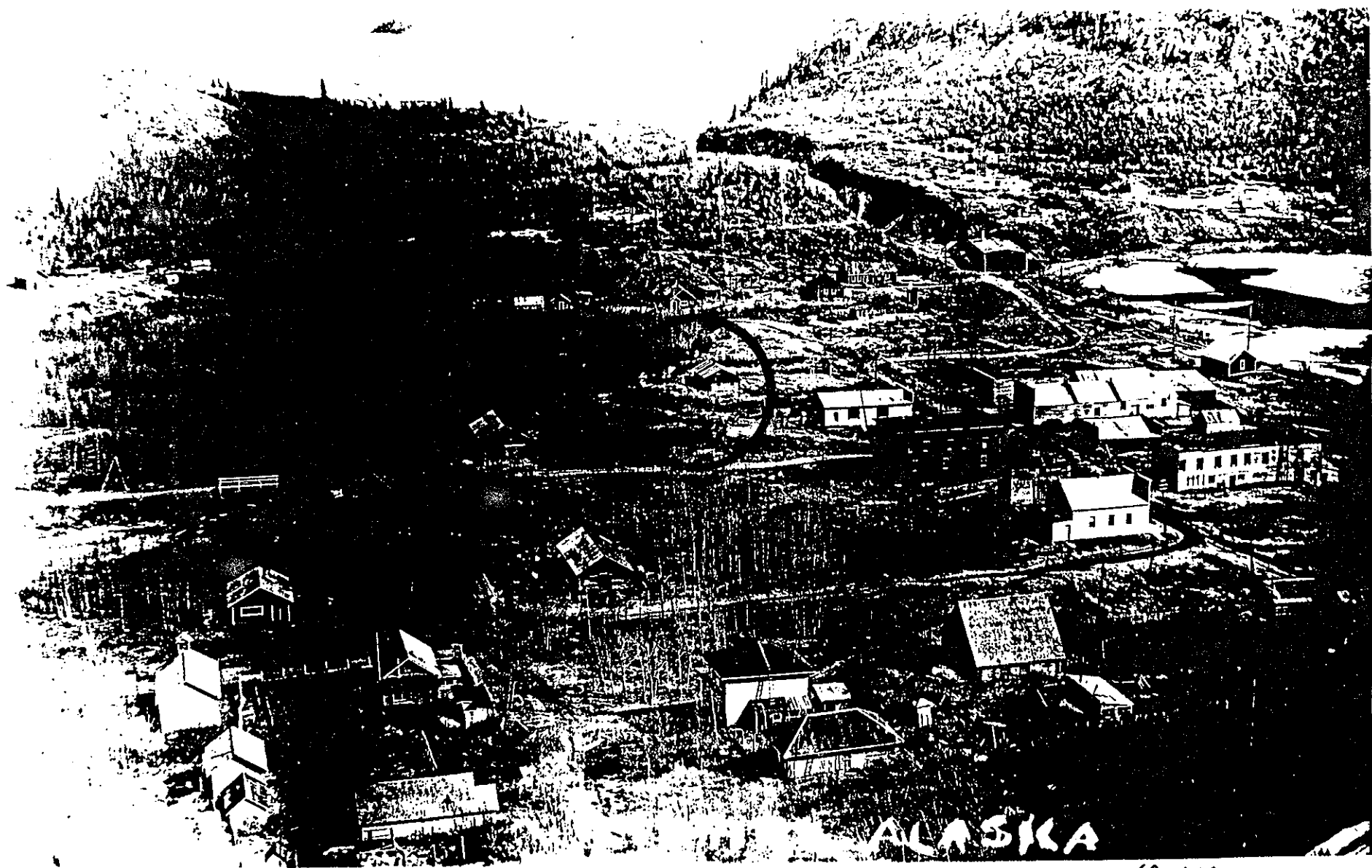
Collins

POST 1912 TO PRE 1938



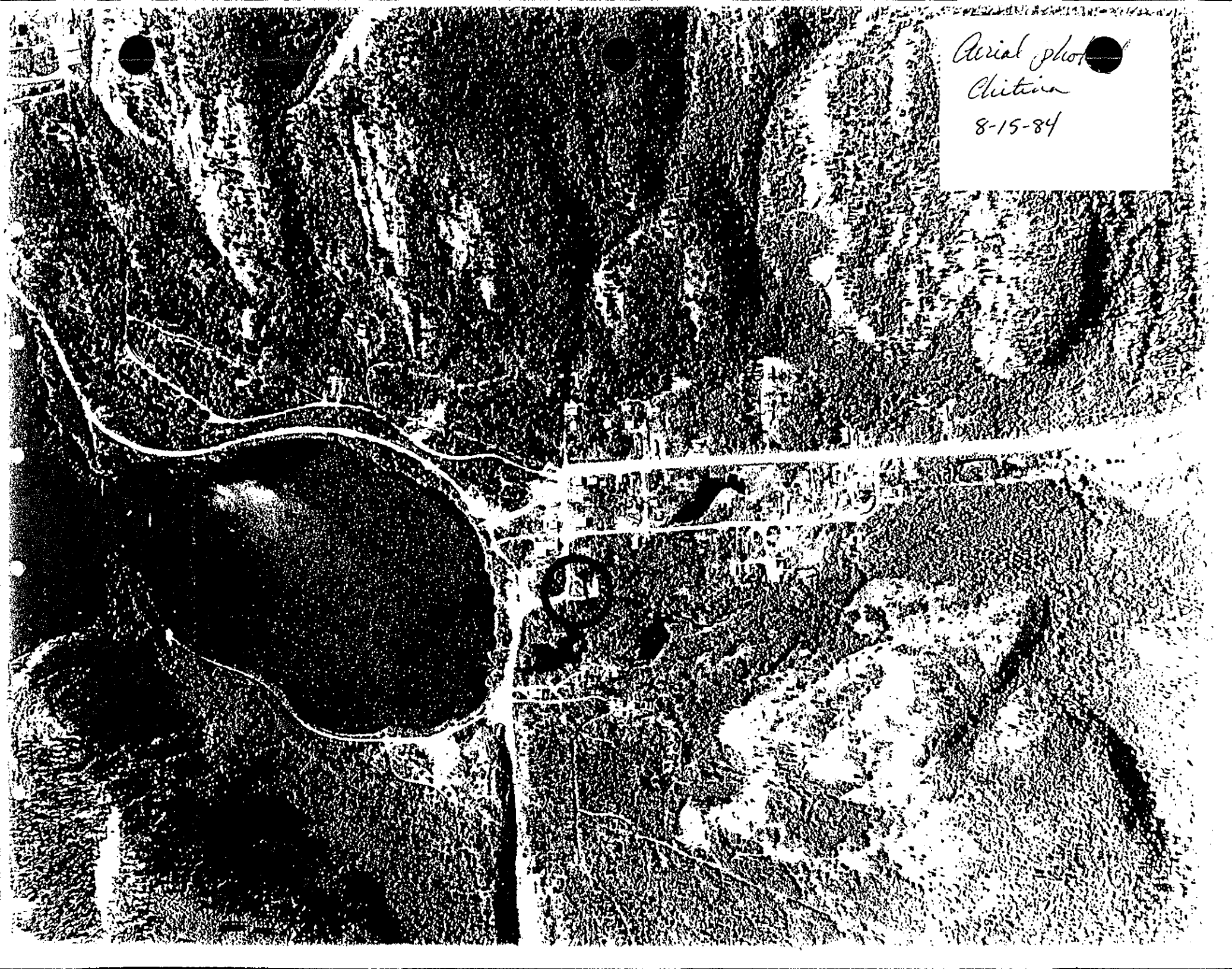
Chitina, Alaska during its heyday
Lulu Fairbanks Collection
University of Alaska, Fairbanks

C2 1930



68: 1940

Aerial photo
Chittin
8-15-84



III. ARCHITECTURAL DATA

A. Structure: The Ed. S. Orr Transportation Company - Superintendent's Residence is a single story log building. The building is characterized by a large 31'2" x 20'8" central [exhibit] room with a small 21'3"x20'1" log addition attached to the west end, sharing a common wall with the central exhibit room. The addition is part of the October 1910 construction.

B. Site: Historically the site was maintained as a clear open space which was orientated towards town lake, the railroad depot and the commercial activities located along Main and First Streets to the south. It is relatively flat and slopes slightly to the south. Contemporary use has resulted in the evolution of a loop gravel driveway. Vegetation on the site included native grasses and sedges. Log Construction activities in the area and a demand for firewood resulted in clear cutting of the lot and the surrounding townsite. The result was an open landscape which was natural, without defined landscape features or formal walkways. Two footpaths evolved at the site. The first path led from the front door directly east. A ca. 1930 photograph shows what appears to be a short boardwalk at the entrance. The footpath connects to First Street. A second footpath leads away from the building towards the southwest and ties into Main Street.

From 1910 to approximately 1930 the structure was the only building located upon the lot. In ca. 1930, a small square structure with a simple shed roof was constructed to the north of the cabin. The shed no longer exists and its date of removal is unknown.

A wooden bridge, which may have been replaced at least once, was located approximately 25 feet to the east of the cabin it was used to cross the stream at the north side of the lot. The bridge appears to have been constructed in 1911 and last appears in a 1930's photograph of the site. Photographic evidence indicates that the bridge was lightly used during the summer month. Winter use of the street is undetermined.

A small fenced area was constructed at the east end of the building in ca. 1915. The fence enclosed a small area parallel to the east elevation of the building. Its use is unknown, and judging from the photograph it appears to have been quickly constructed using poles and

available natural material. A white picket gate was used to enter the area and the front door.

C. Existing Condition and Significant Features:

STRUCTURAL: The log structure of the cabin remains in relatively good repair, but requires some replacement of deteriorated sill logs. Maintenance of the original roof and construction of a 2 foot crawlspace under the main portion of the cabin have minimized deterioration to the cabin. The bottom sill logs around the perimeter of the main room will require placement because of deterioration. The west addition is in poor condition due to the lack of a crawlspace under the structure. Past modifications to enlarge a window at the northwest corner of the building will require considerable log replacement.

ROOF: The original standing seam galvanized roofing system is still in place over the central part of the cabin and is in good condition. Some replacement of the galvanized roofing will be required in those areas where past chimney installations were located. The roofing over the 1910 addition consists of felt roofing which is in poor condition.

The ceiling and roof of the structure is uninsulated. The ceiling over the main cabin was constructed with 2 layers of 1x12 milled planking, 1x2 battens capped with a layer of 1x6 milled planking. the extra wood may have been installed to provide a more rigid roof and to perhaps provide some minimum insulation. The roof is covered with a standing seam galvanized metal roof.

WINDOWS: A variety of window sizes were used in the cabin. Most of the windows were fixed and incorporated an double layer of single pane sash as a modified type of storm window. The second window is was fixed and was not constructed for seasonal removal. It is possible that the individual window units were taken from double hung window units and were originally reused in the cabin during its construction.

With the exception of the large windows at the central exhibit room and a window located in the northwest corner of the north elevation, all of the windows are original. The large horizontal windows on the north and south elevation of the central exhibit room historically consisted of two single pane window units located adjacent to each other. The window units presently in the building are not original to the building as a 1915 photograph indicates.

Window trim at the interior and exterior of the building consisted of 1x5 milled wooden planking. The planking is typically let into the log siding. Notching of the logs at the window units allowed for a flush installation. The wood window sash and storm sash are in poor condition. Sash members are missing or badly deteriorated. Trim elements are also missing or badly deteriorated.

DOORS: All of the doors within the building appear to be original with the exception of a screen doors at the east entrance. Some repair is required for each of the doors.

The interior doors and the rear exit door, located at the northwest elevation of the cabin are typical 5 panel wood doors. The front door, which is well designed consists of vertical 1x4 wood panel with 8 small windows installed at the head.

BUILDING ORGANIZATION: The basic organization of rooms, circulation, and window fenestration of the building has not been altered significantly since construction in 1910. The building is divided into two building sections: the front section consists of a large central area which was divided in recent years by a previous owner into two rooms. Located to the west of the central room is log addition which was constructed in 1910. The log addition is also divided into two rooms divided by a common partition, running east to west. The partition was constructed using wood studs and tongue and groove siding.

The large central area appears to have been used as large open space. An overhead cornice, located to the west end of the room, still exists and appears to have been used in some manner to divide the west end of the room into two smaller spaces. There is no evidence of partition construction below the cornice indicating hard walled rooms. Interior photographic documentation of the building has not been located to help resolve this issue. Perhaps the overhead cornice was used as a curtain hanger which were used to divide the area.

EXTERIOR WALLS: The cabin was constructed using "unpeeled" logs which measured 7-10" at the tip and 11-13" at the butt. Dovetail notching was used to construct the cabin at all corners. The length of the cabin resulted in the use of a vertical spline towards the west end of the main structure in order to extend beyond the natural length of the logs. A similar spline was used to connect the rear addition to the main cabin. Burlap and cloth chinking was used to seal the log joints and is in poor condition requiring replacement. With the exception of the sill logs and some areas around the window in the northwest corner of the addition, the logs are in good condition and appear to be structurally sound.

INTERIOR WALLS: The interior surfaces of the exterior walls are exposed log. The log walls were hewn to remove the bark and to provide a relatively smooth wall. The log surfaces were left untreated and have aged with a patina of age.

The partition which presently divides the central room is constructed of milled 2x4 studs and plywood. The partition is not original to the building. The east/west wall which divides the building addition is constructed of rough sawn studs and has been sheathed with horizontal 1x4 tongue and groove siding. The name of "J.C. Martin" is printed on one of the boards and is the name of the first superintendent of the Ed S. Orr Transportation Company in Chitina.

INTERIOR CEILINGS: There are no suspended or applied ceiling treatments in the cabin. The existing ceiling consists of 7/8"x11 3/4" exposed milled douglas fir planking. The ceiling is in remarkable condition and only requires a through cleaning and some repairs to correct damage to the ceiling due to past chimney penetrations.

FLOORS: The historic floor consists of 3/4"x3 1/4" wood flooring which has been painted. The original floor finish is unknown.

FINISHES: Paint is the only surface applied finish used on the structure. The floor and some of the wood window trim has been painted. The ceiling of the rear addition was also painted white and does not appear to be original. There is no evidence of any finished floor materials, wallpaper treatments or fabric in the building from the historic period. The interior finish character of the building is rough hewn with little concern for architectural decoration or applied finish. It should also be noted however that J.C. Martin was married and his wife lived with him in the cabin. It should be assumed that the cabin probably had interior furnishings typical of a domestic home of the period versus the rough hewn unfurnished qualities of a typical miners cabin.

FURNISHINGS: None of the original furnishings remain within the building. Research has failed to locate any historic photographs or description of the interior of the cabin. Interior photos of Orr's house in Dawson City provides a view of a period residence and will be used to furnish the Ed. S. Orr Superintendent's Residence in Chitina. Current uses have resulted in a mixture of manufactured furniture, all of which is recent.

MECHANICAL AND ELECTRICAL: Historically, wood provided the fuel for cooking and heating. Light was provided through the use of kerosene lanterns and candles. An outhouse provided

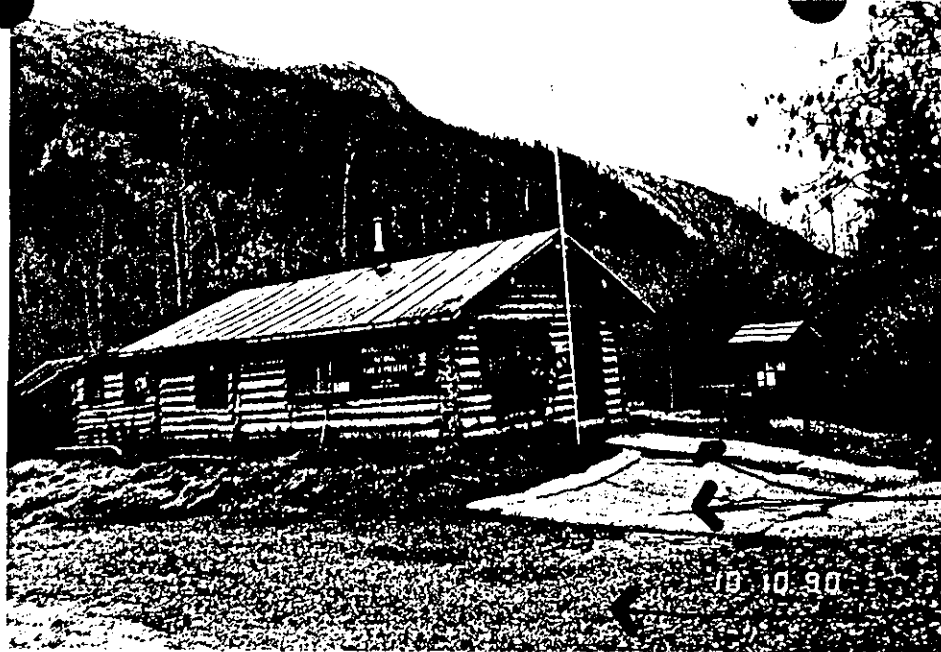
a toilet facility. Drinking water was probably carried from town (trout) lake. Waste water was handled by throwing it on the ground. Garbage was either burned or disposed of at a dumpsite in the area.

Three chimney penetrations are visible in the ceiling. The current chimney at the ridge of the main structure was the location of the historic chimney. A second chimney was located at the northwest corner of the west building addition. The chimney was abandoned. Another chimney was located at the northwest corner of the main structure and has also been abandoned. There are no original stoves remaining in the building. The fuel fired furnace in the main structure replaced a contemporary barrel stove. The furnace should be removed and replaced with a stove which represents the historic period. A contemporary fuel fires furnace should be considered for providing primary heat in the building.

Local electrical service is provided to the structure.

There is no water service in Chitina due to the difficulty of locating a potable water source. Well development is nearly impossible due to geologic structure. Potable water will continue to be hauled from the community.

D. Existing Condition Photographs:

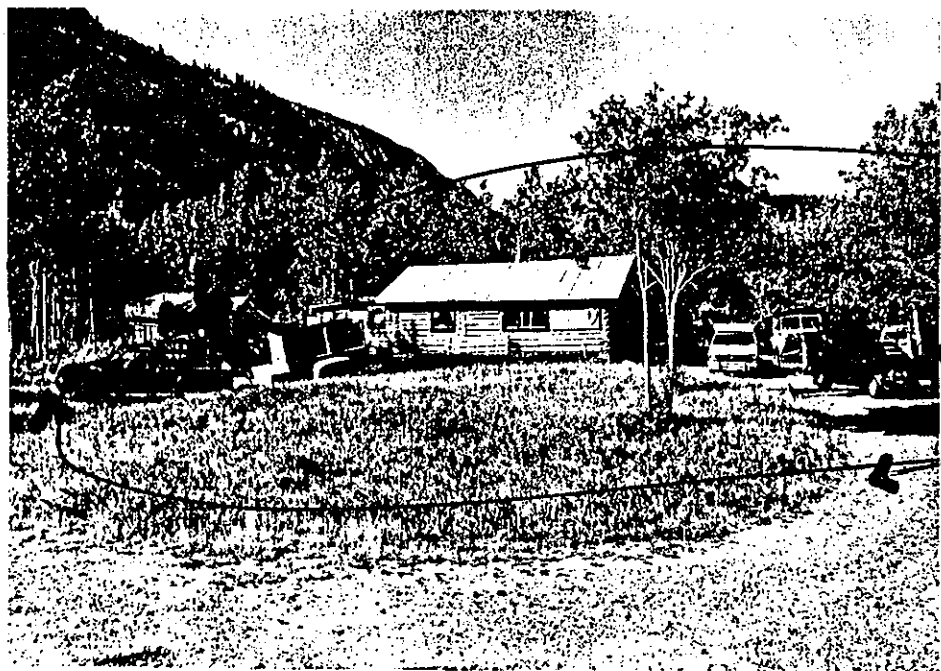


SOUTHEAST ELEVATION

KIOSK TO BE RELOCATED OR REDESIGNED

CONCRETE SLAB TO BE REMOVED

LOW AREA - SUBJECT TO SEASONAL PONDING



OUTBUILDING TO BE REMOVED

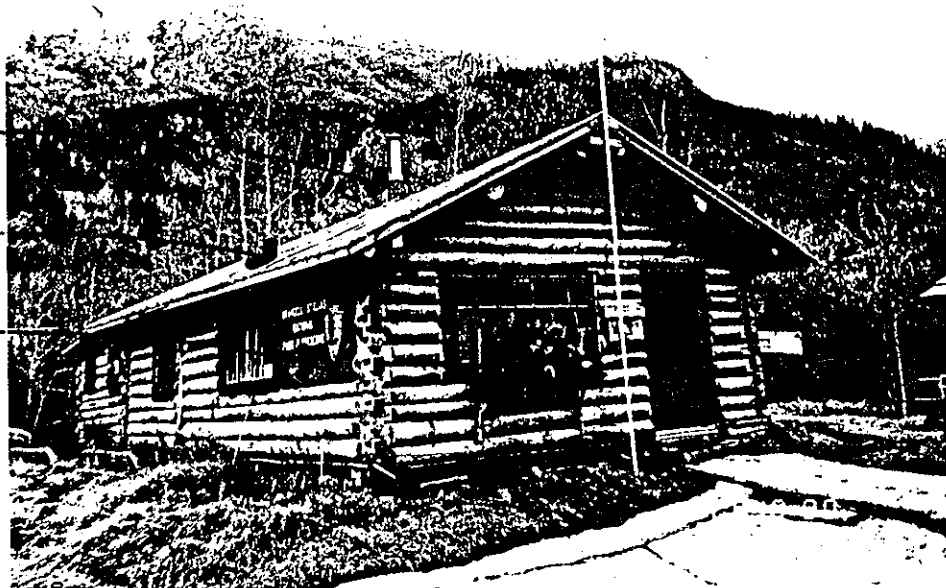
PARKING TO BE RELOCATED

GRAVEL DRIVEWAY TO BE REMOVED AND NATURAL VEGETATION REESTABLISHED

ORIGINAL CHIMNEY SAFETY

ORIGINAL GABLE, STANDING
SEAM ROOF

HPS SIGN TO BE REMOVED



FLAG POLE - RELOCATE

SCREEN DOOR NOT ORIGINAL

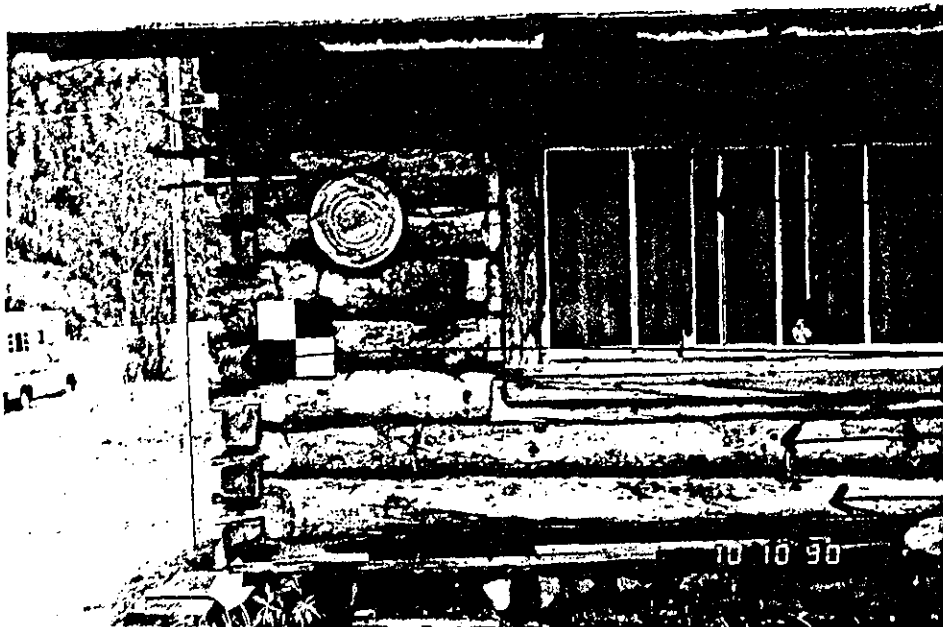
FLOWER BOX NOT ORIGINAL

DETERIORATED SILL LOGS

FRONT STEPS NOT ORIGINAL



EAST ELEVATION



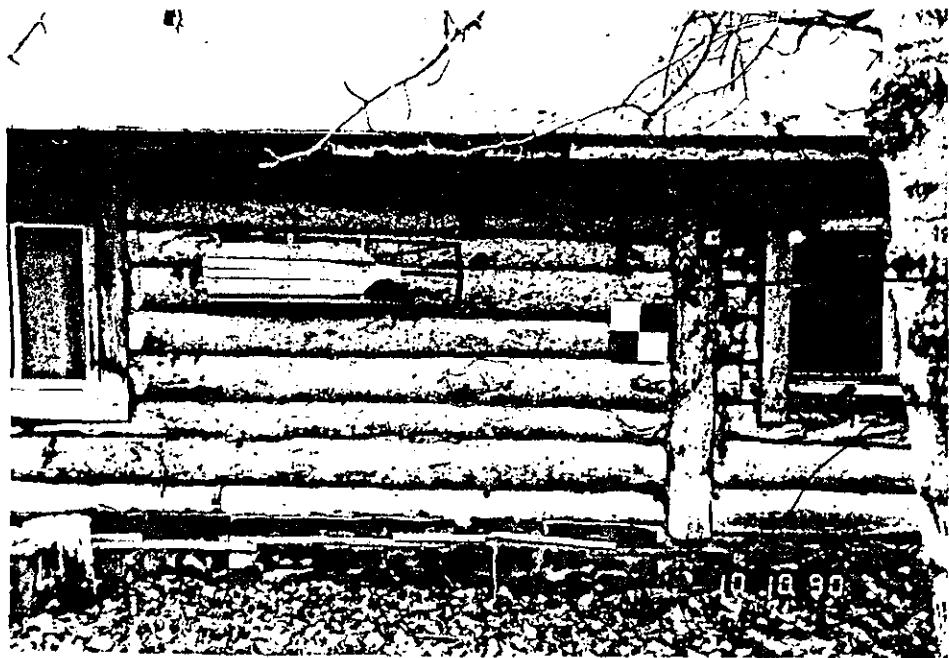
REPLACEMENT WINDOW - NOT ORIGINAL

DOVETAIL CORNER NOTCH

TYPICAL UNPEELED LOGS

DETERIORATED SILL LOGS

NORTH ELEV - NE CORNER



LOG SPLINE

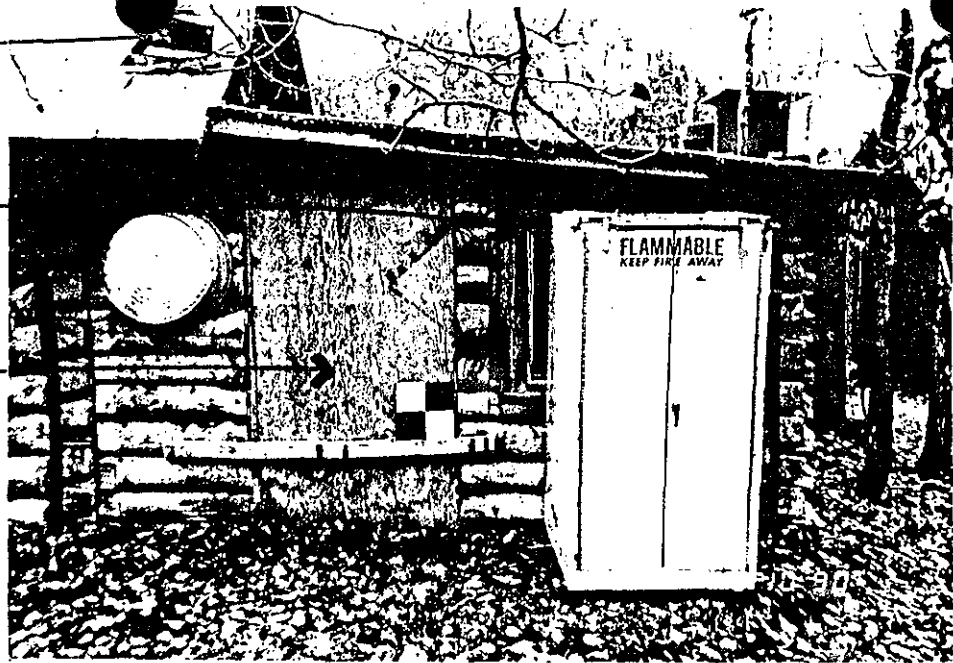
MISSING TRIM, NOTE BURLAP LOG CHINKING

NORTH ELEV.

CHIMNEY LOCATION

WINDOW HAS BEEN ENLARGED,
RESTORE ORIGINAL

REAR DOOR IS SEALED W/
PLYWOOD, 5 PANEL WD DOOR
BEHIND



NORTH ELEV - NW CORNER

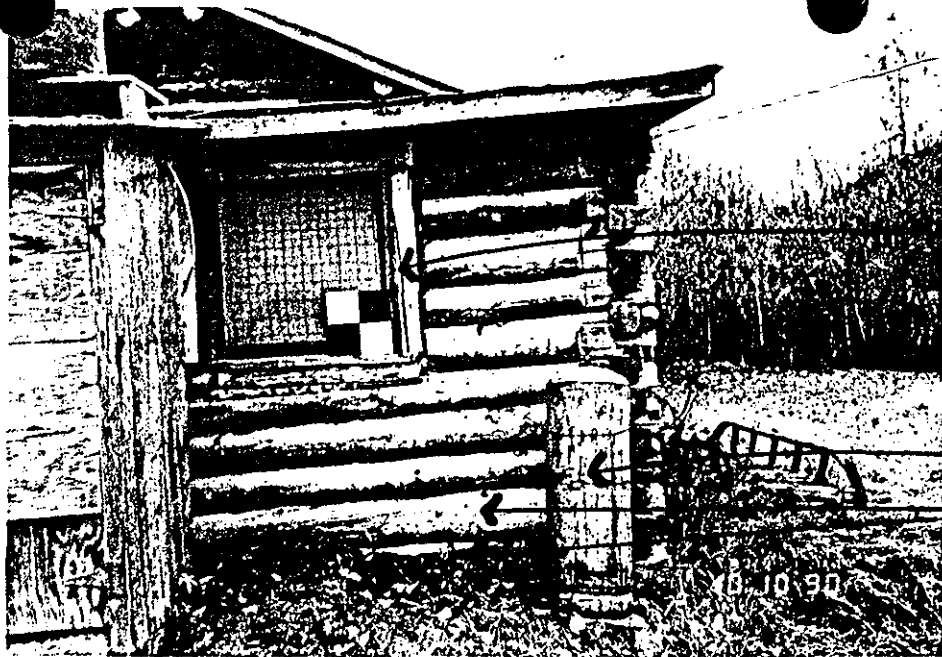
AGREGATE FACED ROLLED
ROOFING

DETERIORATED WD FASCIA

PLYWOOD ADDITION TO BE
REMOVED



WEST ELEV - NW CORNER

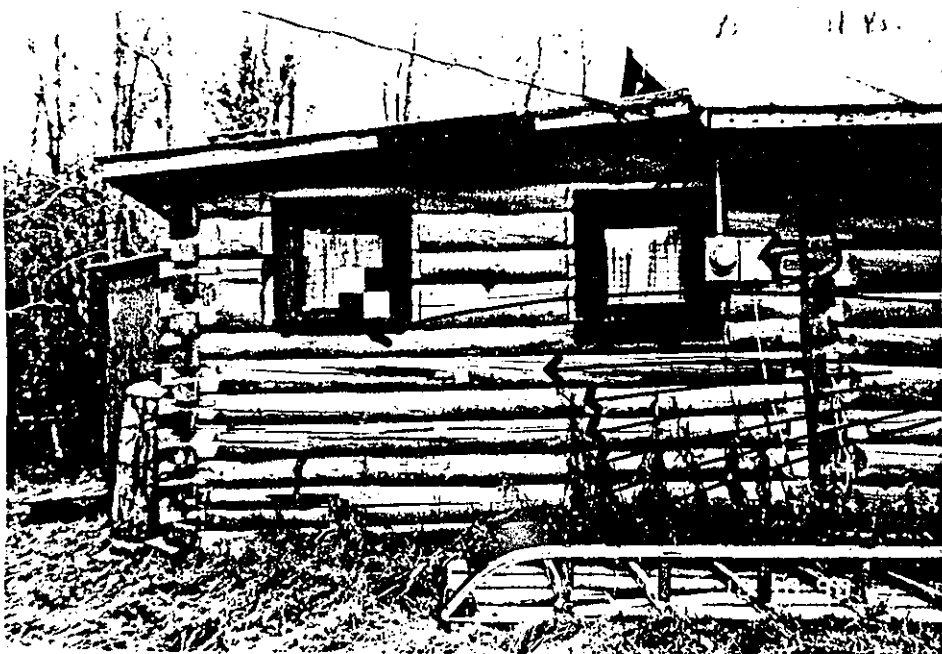


REPLACE DETERIORATED TRIM

REMOVE

REPLACE DETERIORATED LOGS

WEST ELEV - SW CORNER



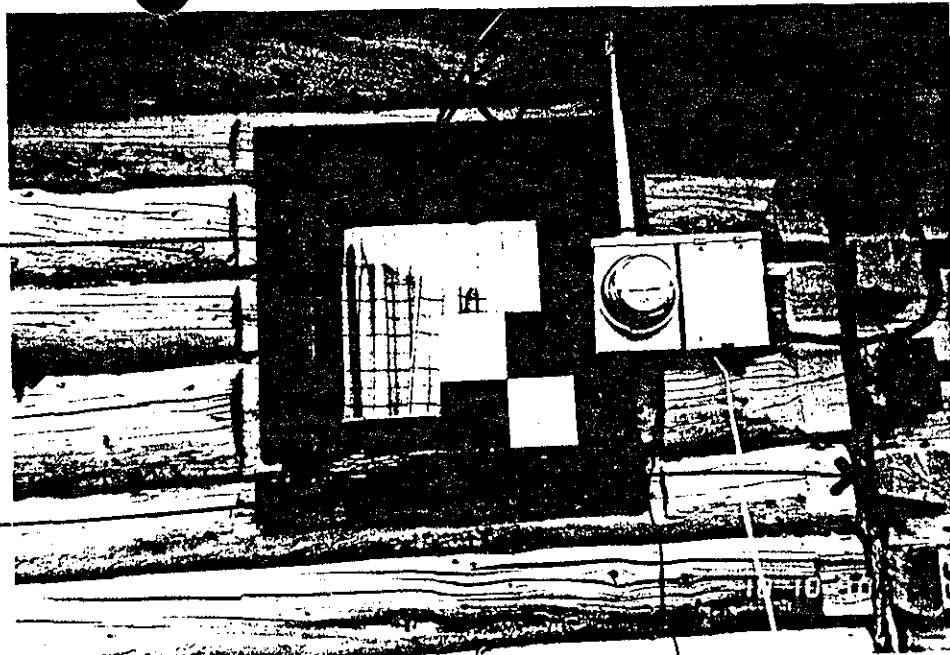
REMOVE ELEC. METER

REPLACE MISSING TRIM

REPLACE DETERIORATED LOGS

SOUTH ELEV - SW CORNER

TYPICAL WINDOW UNIT,
REPLACE DETERIORATED
WD MEMBERS, INSULATE
WINDOW FRAMES

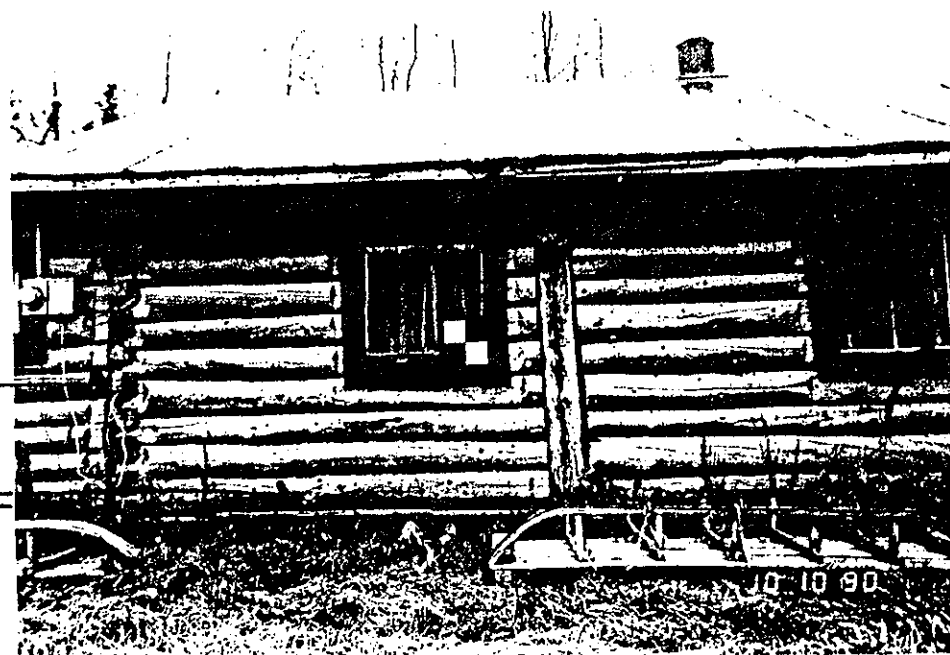


BUTT JOINT, INSPECT
REPLACE DETERIORATED
WD. SPLINE AND CHINKING

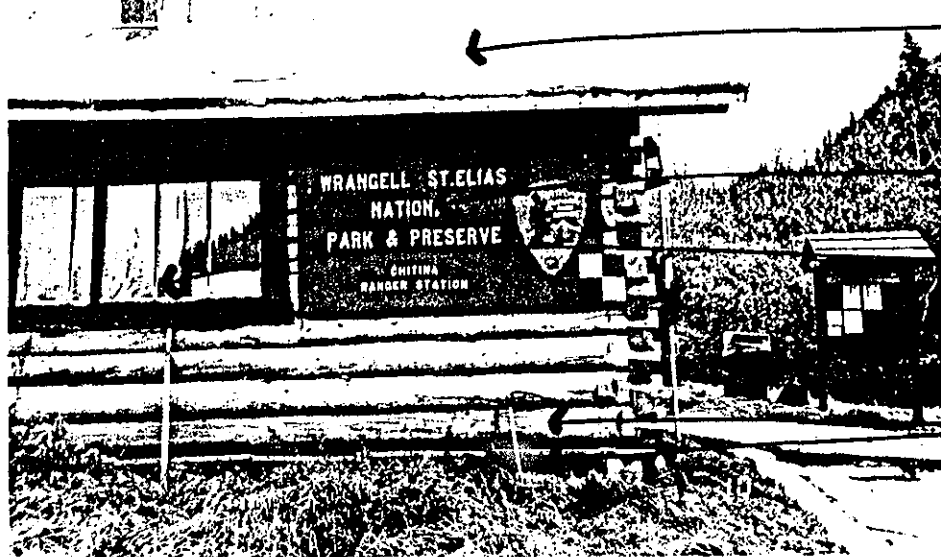
SOUTH ELEV

REMOVE

REPLACE SILL LOGS



SOUTH ELEV.



SOUTH ELEV - SE CORNER

ORIGINAL STANDING SEAM GALV. METAL ROOFING

REMOVE PATCH AND REPAIR LOG WALL

WINDOW, NOT ORIGINAL

REPLACE DETERIORATED SILL LOGS



EAST ELEV - CENTRAL RM.

EXISTING 7/8" x 1 3/4" W/D PLANK CEILING

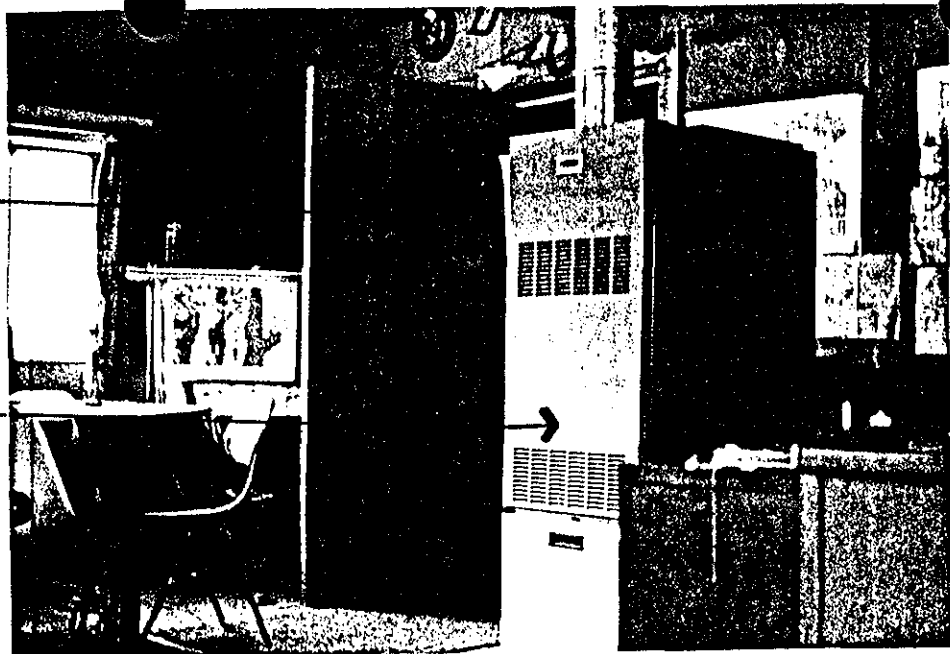
RETAIN CEILING VENT

HEWN LOG SURFACE

ALL SURFACE MOUNTED ELEC. WIRING TO BE REMOVED

DOOR AND PARTITION NOT ORIGINAL, REMOVE

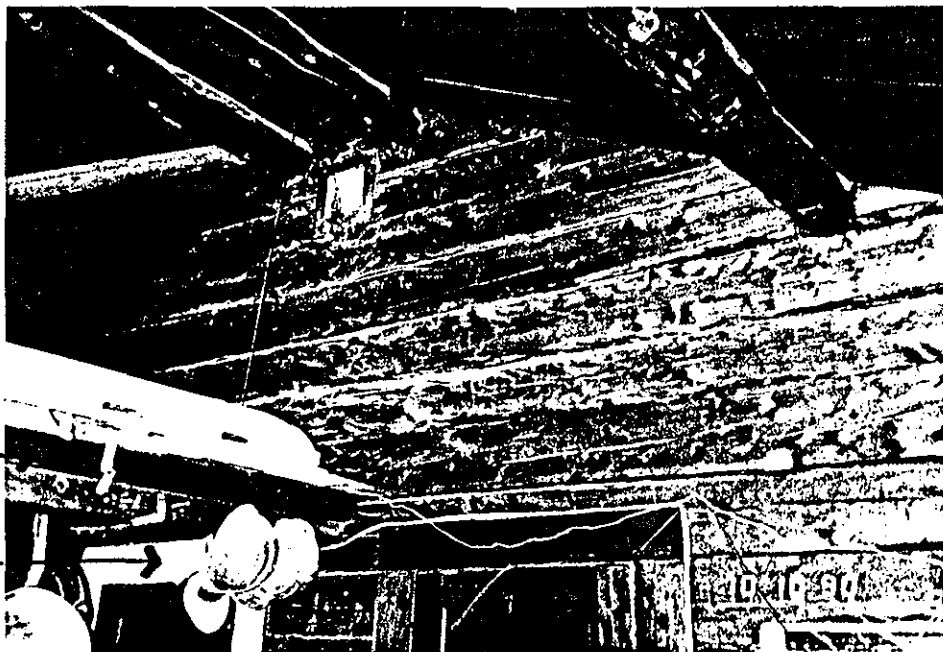
REMOVE, REPLACE W/
PERIOD WD, STOVE



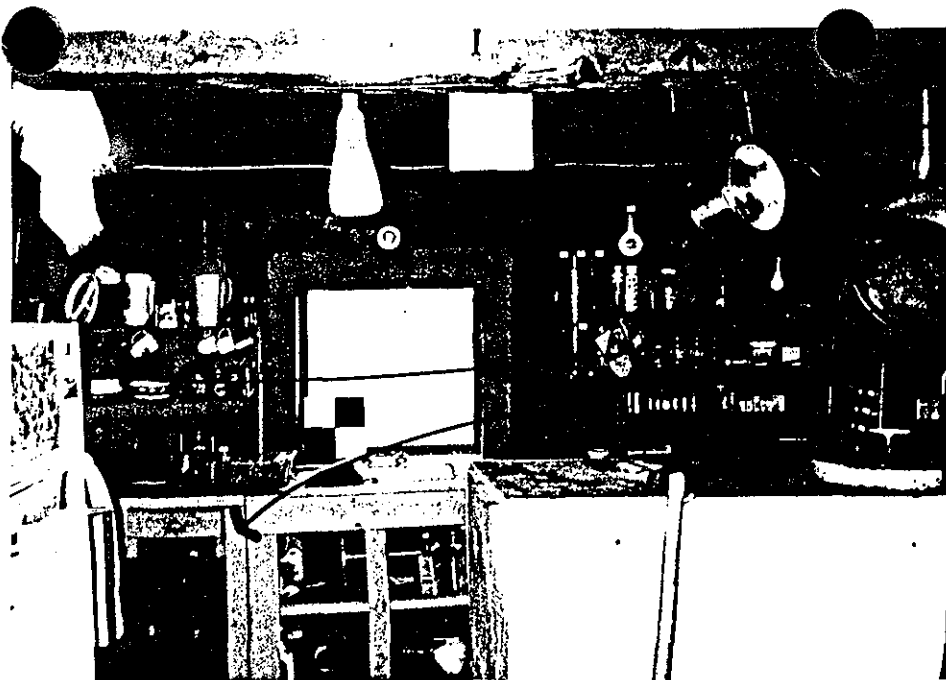
WEST ELEV. - CENTRAL RM

WD CORNICE

REMOVE PAINT FROM TRIM



WEST ELEV. - CENTRAL RM



CORNACE

REMOVE

CONTEMPORARY KITCHEN - SOUTH ELEV,
CENTRAL RM.



NORTH ELEV - CENTRAL RM

PAINTED CEILING, NOT ORIGINAL

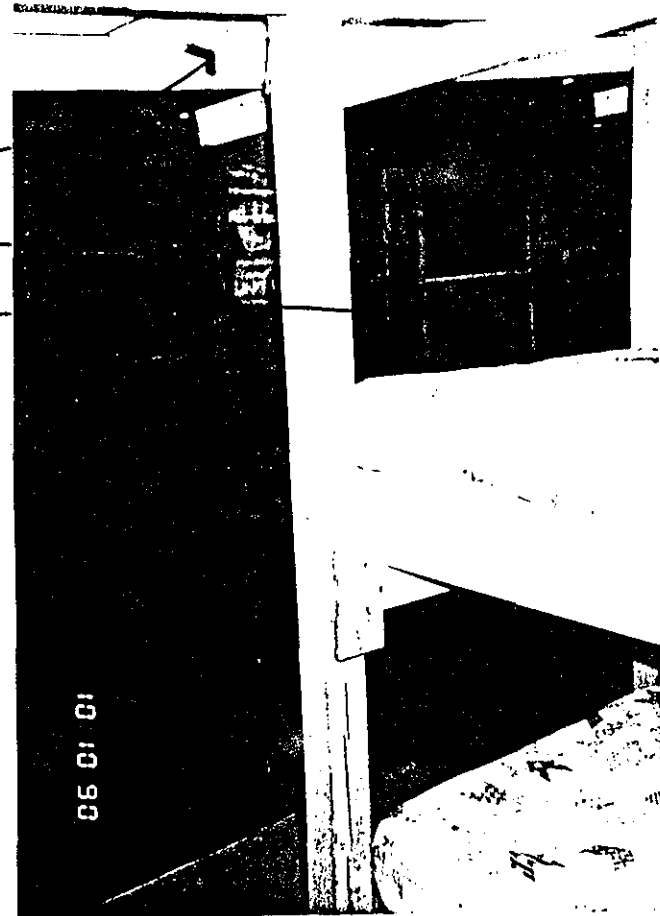
TONGUE & GROOVE SIDING

5 PANEL WD DOOR

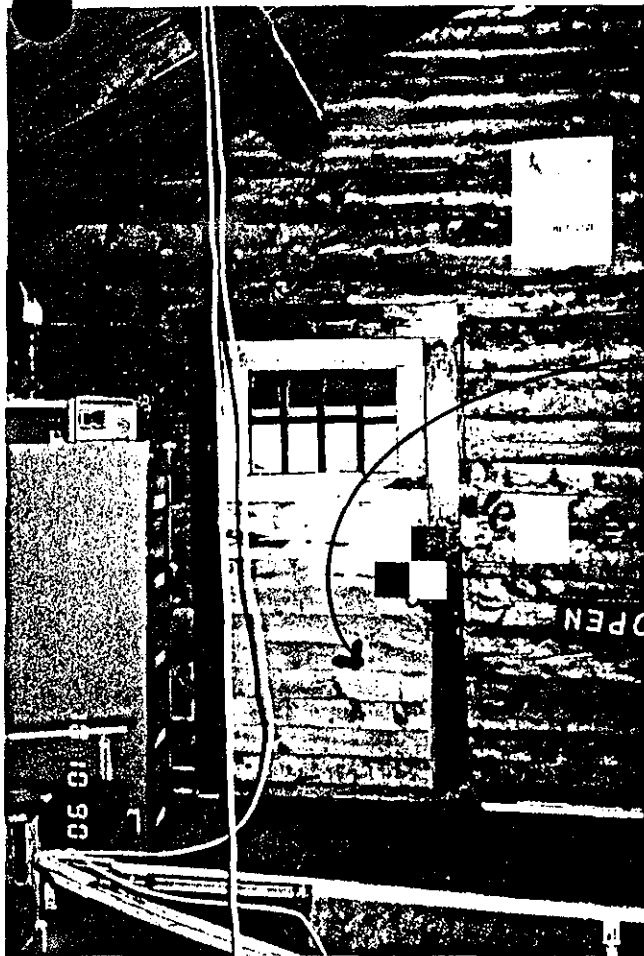


WEST ELEV - HW ROOM

REMOVE



NORTH ELEV, SW ROOM



REMOVE PLANKING, RESTORE DOOR

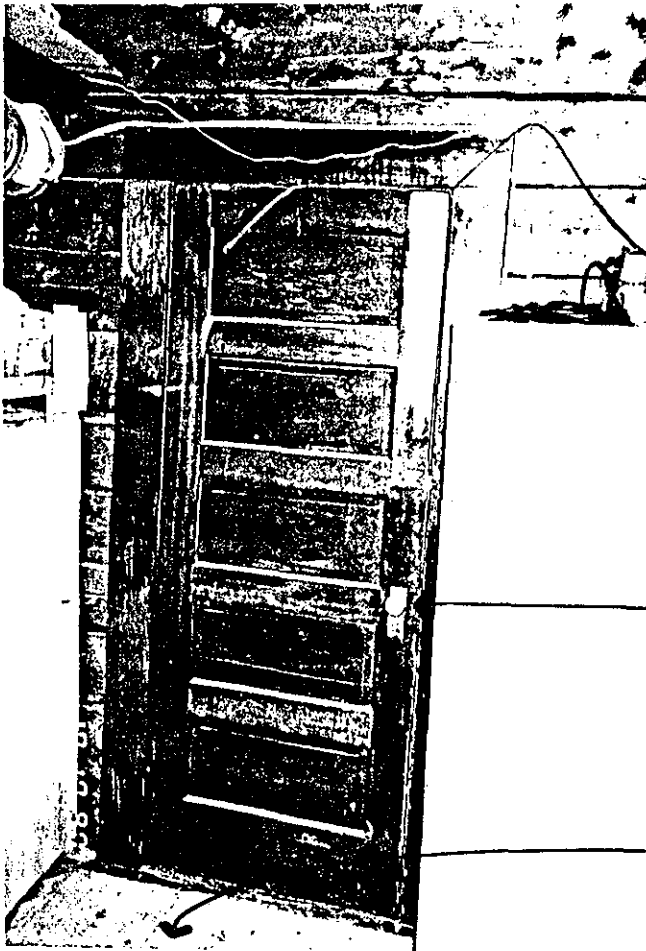
EAST ELEV. - CENTRAL RM

REMOVE HASP, INSTALL DEAD BOLT

REPLACE SCREEN DOOR



EAST DOOR



RESTORE ORIGINAL HARDWARE
AT ALL DOORS

TONGUE AND GROOVE FLOORING

TYPICAL INTERIOR DOOR

E. Findings: The Ed. S. Orr - Superintendent's Residence is one of the oldest structures in Chitina and has provided continuous service as a residence, a restaurant and as a National Park Service ranger station and visitor center. It remains in fair condition, however years of use with minimal care, is quickly taking its toll on the structural integrity of the building. Critical to the preservation of this National Register eligible property is the installation of a new foundation system, insulation, repair to the roof, restoration of doors and windows and modifications to the structure to reduce the threat of fire.

F. Recommended Treatments: SITE: Selectively clear alders and birches to reestablish the historic vistas. Select vegetation to remain to shield the Superintendent's Residence from adjacent development.

* Fill depressed areas which collect surface runoff, landscape to remove contemporary gravel roadway and raise natural slope in select areas to provide positive slope away from the cabin. Raise the roadhouse 6" to compensate for additional fill around the building and to reverse surface runoff into the basement of the cabin.

* The existing outbuildings are not compatible with the historic context of the site. If contemporary use of the site requires additional storage or restroom facilities, reestablish the historic shed structure originally located to the north of the cabin.

STRUCTURAL: Remove and replace deteriorated building foundation.

* Repair or replace rotted logs to reestablish structural integrity.

* Construct a new floor structural system.

* Provide a foundation drainage system around the building.

ROOF: Adaptive reuse as a visitor contact station and as a ranger office requires the installation of insulation in the roof. The historic roof was never insulated and resulted in a cold and drafty structure. Construction drawings reflect a system which modifies the existing roof cavity and provides a vapor barrier and rigid insulation.

Remove existing standing seam galvanized roofing, modify roof cavity to install a vapor barrier and insulation and reinstall original galvanized roofing. Damaged or rusted roofing to be replaced with new galvanized roofing, finish to match original.

WINDOWS: Remove all of the existing windows, storm sash and trim. Individually package and ship to regional preservation shop at Skagway for restoration. Determine original paint color, disassemble, repair or replace deteriorated wood and glass elements and restore. New windows will be constructed to match sash profile of original window units.

* Windows to be reinstalled in FY 92. Repaint windows and trim to match original color.

DOORS: Remove all existing doors, package for shipping and transport to Skagway. Determine original paint color, disassemble as required, repair or replace deteriorated wood and hardware and restore. Repaint to match historic color.

* Missing hardware should be replaced and each door inspected, reglued and patched as required.

* Reconstruct new screen door at east entrance per attached construction drawings.

BUILDING ORGANIZATION: Remove the plywood partition in the central room. Patch and repair existing logs and plank ceiling deck. Remove contemporary kitchen facilities.

EXTERIOR WALLS: Repack or replace all loose or missing chinking, clean all log surfaces. Replace deteriorated chinking with "oakum". Inspect, repair, and seal all major vertical log cracks. Repair all broken log ends. Replace deteriorated sill logs and upper wall logs as required to restore original window size.

INTERIOR WALLS: Clean existing log walls, repack or replace all loose chinking. Replace missing chinking with "oakum". Remove the plywood partition in the central exhibit room, patch and repair log walls, and wood floor and ceiling.

INTERIOR CEILINGS: Clean and repair existing ceiling. Abandoned chimney locations should be repaired and patched with materials to match existing wood planking.

FLOORS: Construction of a new floor system will require the "CAREFUL" systematic removal of the first floor tongue and groove flooring. Existing flooring is in good condition and can

with careful removal be reused. All materials found which are free of rot and are structurally sound will be reused. New flooring, which matches the original in profile and material will be reused.

FINISHES: Selectively remove paint samples from all painted surfaces for analysis. Repaint all surfaces to match original color and method of application. The paint should be removed from the ceiling of the rear addition to restore the original wood surface.

FURNISHINGS: Establish through research appropriate types of furnishing for the residence. A furnishings acquisition plan should be prepared and appropriate furniture, which can accommodate current and future uses should be procured.

MECHANICAL AND ELECTRICAL: The existing forced air furnace, which is located in the central exhibit room, is to be removed. A period wood burning stove will be provided for secondary heat. Existing chimneys shall be modified to incorporate NFPA approved insulated metal chimney systems. Existing metal chimney safeties at roof penetrations should be modified to accept the insulated metal chimney systems.

* Install a subfloor forced air furnace to provide primary heat for the cabin. The forced air furnace will require the installation of a buried fuel oil tank to be located adjacent to the cabin.

* The cabin is serviced by the local electrical utility. The existing wiring system shall be upgraded to current code. Electrical lights, which are sympathetic to historic period shall be installed.

* Drinking water and waste water will be hauled to the cabin and stored for use.

* Location of public restroom facilities shall be determined as part of a fall 1991 NPS planning effort to establish long term facility needs. No restroom facilities will be installed as part of this rehabilitation effort.

* All garbage will be hauled from the site and disposed of at an approved land fill.

G. Alternative Treatments: These alternatives take into consideration the lack of funding in future years.

1. No Further Treatment This alternative would result in the cabin receiving only a new foundation. Additional work to the roof would not occur thus resulting in continued moisture penetration and deterioration. No additional modifications to lights, stoves and chimneys would result in a continued fire hazard. (This alternative is not recommended)
2. Exterior Preservation Treatment Only This alternative would allow for the full treatment of the exterior of the building resulting in a new foundation, new roof, and repair of exterior windows and doors. No additional modifications to lights, stoves, and chimneys would result in a continuing fire hazard. Continued use as a visitor center would be compromised due to lack of handicapped accessibility and poor interior organization. (This alternative is not recommended)
3. Fire Treatment Only This alternative would improve the quality of the stoves and upgrade the fire resistance of the chimneys. Repairs to the foundation, log sills and roof would not occur resulting in continued moisture penetration and deterioration of the building. (This alternative is not recommended)

H. Evaluation of Effect of Recommended Treatments: The following determination of effect of the recommended treatments are made in accordance with section 800.4 (b) of the Advisory Council on Historic Preservation regulations, "Protection of Historic and Cultural Properties". The council's criteria reads as follows:

A federal, federally assisted, or federally licensed undertaking shall be considered to have an effect on a National Register property eligible for inclusion in the National Register (districts, sites, buildings, structures, and objects, including their settings) when any condition of the undertaking causes or may cause any change, beneficial or adverse, in the quality of the historical, architectural, archeological, or cultural character that qualifies the property under the National Register Criteria.

The Ed. S. Orr - Superintendent's Residence, is not listed on the National Register of Historic Places, nor has it been determined eligible as of May 1, 1991. Research as part of this Historic Structures Report has revealed an interesting and important history in association with this property and the fact that the cabin was one of the earliest structures in the community of Chitina does in our opinion qualify it for the National Register. Therefore, we have submitted the NPS Historic Structures Report and construction drawings for review by the State Historic Preservation Officer.

A formal nomination to the National Register of Historic Places will be forwarded to the SHPO for review in the near future.

I. Determination of Effect of Recommended Treatment: There is no structural alternative to rehabilitating the Ed. S. Orr Superintendent's Residence. Left to time without a new foundation, the sill logs will continue to rot and deteriorate. According to NPS 28, Chapter V, page 6, Management Policies, a structure may be rehabilitated if 1) it can not adequately serve an appropriate use in the present condition; and 2) rehabilitation will not alter its integrity and character or conflict with park management objectives.

The proposed rehabilitation work will not alter or compromise the historic integrity of the building and will comply with a section 106 review. Any loss of original material, in this case log or lumber, will be replaced in kind.

1. No Effect Recommended treatments having no effect on the qualities of the Ed. S. Orr Stage Company's - Superintendent's Residence that qualify as a contributing element to the history of Chitina and the cultural resources within Wrangle St Elias National Park and Preserve are as follows:

a. NONE

2. No Adverse Effect Recommended treatments that are considered as having an overall beneficial effect on the Ed. S. Orr - Superintendent's Residence are as follows:

- a. Construction of a new foundation
- b. Repair and improvement of the structural system by removal and reinstallation of historic lights, installation of shear diaphragm, and construction of new subfloor system.
- c. Roof repair
- d. Rehabilitation of existing doors and windows.
- e. Modifications to improve or diminish current fire hazards

3. Adverse Effect Recommended treatments that are considered as having an adverse effect on the qualities of the Ed. S. Orr - Superintendent's Residence that may qualify it for nominations to the National Register of Historic Places as a cultural resource within Wrangle St Elias National Park and Preserve are as follows:

a. No adverse effect is anticipated from treatments recommended in this report.

J. Recommendation for Further Study: Due to funding limitations and the short field season, rehabilitation of the Ed. S. Orr - Superintendent's Residence will occur over a 2 year period. The work proposed in FY 91 will include the archaeological survey and compliance, installation of a new foundation, repair of windows and doors and rehabilitation of the existing roof system.

Work to be accomplished in FY 92 will include the completion of exterior repairs, installation of mechanical and electrical systems and interior furnishing.

This Historic Structures Report (HSR) may be revised during the fall and winter of 1990/1991. Additional architectural detailing may be required for future modifications to the structure. Future findings and proposed fabric treatments will be resubmitted to the State Historic Preservation Officer prior to any additional undertaking.

IV. APPENDICES

A. ARCHEOLOGICAL REPORT



IN REPLY REFER TO:

United States Department of the Interior

NATIONAL PARK SERVICE

ALASKA REGIONAL OFFICE
2525 Gambell Street, Room 117
Anchorage, Alaska 99503-2892

Steve

ALASKA REGION	
TAKE PRIDE IN AMERICA	
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02 JUL 1991	
FILE	

H4217 (ARO-RCR)

ARO-91-027
XXX No.

001-91-WRST
Archeological Survey No.

Memorandum

To: Superintendent, Wrangell St. Elias National Park and Preserve

From: **Acting** Regional Archeologist

Subject: Archeological Clearance

The effects of the following project on archeological resources have been assessed: Chitina Ranger's Station/ Orr Transportation Company's Superintendent's Residence Rehabilitation.

The basis of this clearance is an archeological survey conducted by Paul Gleeson, Steve Klingler and Karlene Leeper, Archeologists, Alaska Regional Office. A copy of the Archeological Clearance Survey form is enclosed.

The project will have no effect on archeological resources if the following conditions are met:

1. If concealed archeological resources are encountered during the installation process, please take all necessary steps to protect them and notify the Regional Archeologist, Alaska Region.
2. The Regional Archeologist should be notified by the park when actual construction is planned. If convenient, someone from the Regional archeological staff may be on site to monitor major land disturbing activities.

By following these conditions you will have satisfied the archeological requirements as set forth in the XXX document.

Enclosure

cc: w/enc.
Historic Preservation Officer, ARO

Alaska SHPO, Attn: Tim Smith
Assistant Manager DSC-TWE, Attn: Cathy Spude

ARO-91-027
XXX No.

001-91-WRST
Archeological Survey No.

ARCHEOLOGICAL CLEARANCE SURVEY FORM

1. Project: Chitina Ranger Station Renovation (Site VAL-256)
2. Package No.: NA.
3. Project Description: Rehabilitation of the Ed. S. Orr Stage Company's Superintendent's Residence at Chitina, AK. This work includes foundation rehabilitation, the installation of drainage and the construction of a storage structure to the north of the cabin.
4. Project Location: This project is located in the SE 1/4 of the SE 1/4 of Section 14, T4S, R5E, Copper River Meridian (Valdez C-2, quad) in Chitina, AK. The cabin and project area are located on Block 3, Lots 5, 6 and 7 on a drive just north of Main Street and directly north of Town Lake.
5. Survey Area Boundaries: The cabin crawl space and a five foot right of way around the Ed. S. Orr Co.'s Superintendent's Cabin (Chitina Ranger Station) on lots 5, 6 and 7 for foundation rehabilitation. From the north side of the building to the stream bank for a storage shed. From the concrete driveway north to the stream bank for drainage. The current septic tank line from the north side of the building to the stream bank for installation of a drain. The stream bank was inspected for presence of historic dump areas.
6. Date(s) of Survey: June 11-12, 1991
7. Surveyors: Paul Gleeson, Steve L. Klingler and Karlene Leeper
8. Number of Person-days in Survey: 6
9. Description of Area Surveyed: The area surveyed is characterized by low knolls and uneven terrain. The lots drop off on the north and east side to a stream bank cut. Town lake sits approximately 400 feet to the south of the cabin. There were berms constructed around the outside of the cabin when soil was removed from the crawl space. Several tent frames and sheds used by NPS staff sit to the west of the cabin. Historically, the area was clear of most trees but the lots have been revegetated by various shrubs and trees.
10. Survey Procedure: Excavation of four 2.5 by 5 foot test units

and one 2.5 by 3.5 foot test unit were used to assess the subsurface archeological remains adjacent to the cabin. Test units 1, 2 and 4 were screened through 1/4" mesh. Test units 3 and 5 were shoveled and examined without screening. Test units 6 and 7 are shovel probes dug to trace the steam pipes in the back of the house and were not screened. Five 3 inch auger probes were used to inspect the stratigraphy in areas away from the building for the installation of a drain and a storage area. The stream bank to the north of the cabin was inspected for historic dump areas.

11. Description of Cultural Resources Located: The log cabin which measures approximately 44 by 22 feet is described in detail in the HSR. The artifacts and features from auger holes and test excavation units include scraps of building materials including window glass, asphalt shingle, nails, spikes, pink fiberglass insulation with aluminum foil backing and coal from a heating or cooking stove. Other artifacts in the trench around the cabin and in the berm fill around the house include non-diagnostic but not old looking glass, plastic children's toy parts, newspaper or book scraps, styrofoam cup fragments and a yellow plastic cold-cut wrapper. The artifacts from the test fall into two categories: 1) temporally non-diagnostic structural artifacts and 2) various recent (1970's) artifacts which are not significant.

The features include a soil berm around the cabin and a trench around the outside of the building. The berm is associated with the excavation of the cabin's crawl space. When the crawl space was excavated, soil was piled around the outside of the cabin to serve as a wind break. Insulation and repairs to the cabin's footings were made in the 1970's. Fiberglass insulation with aluminum foil back was found on the footing on the cabin's northeast corner in test unit 1.

The site stratigraphy around the cabin is summarized in attachment 3. The area is covered in most areas by a thin sod. A dark brown and mottled homogenous silt fill from the cabin crawl space has been used as berm material around the base of the cabin. The naturally occurring matrix in the area consists of silty banded overbank deposits which are mixed with pieces of wood. The overbank silt deposits do not contain cultural materials. The stratigraphy is interrupted by frost cracking about 1.5 to 2 feet from the cabin due to differential freezing and thawing of soils close to the heated cabin.

Steam pipes were installed in the crawl space of the building for the heating system, probably shortly after the construction of the cabin. These were found in the west room of the building and outside of the building in test units 6 and 7. Holes in the center of the floor of the main room of the cabin show where the furnace was located.

There is an obvious concentration of ca. 1960's trash to the northwest of the cabin, behind the outhouse. This trash dump consists of cans, bottles, discarded stove and furniture parts and

other items. One can also see pieces of larger items which have been tossed over the stream bank to the east. It is probable that there are trash deposits associated with earlier use of the cabin along the stream bank. The yard immediately adjacent to the cabin was very clean except for a few structural items and a few items associated with the 1970's rehab and use.

Black plastic PVC pipe associated with the toilet and septic tank were found in the west room of the building. The septic system pipe runs to the north of the building towards the stream bank and the septic tank. The septic tank and PVC pipes were probably added during the 1970's.

Though more history on the post Orr Company Superintendent's use may be done, the archeological testing identified several improvements which were made to the property since it's construction. These include:

- 1) Excavation of the crawl space and the building of earthen berms along the building's exterior;
- 2) The addition of the stem heating system;
- 3) Foundation trenching and rehab to add insulation and perhaps asphalt roofing material along the outside of the foundation cribbing;
- 4) A concrete driveway to the east of the building marked 1971 with children's hand prints and the names "Leigh" and "Amber" and,
- 5) Installation of the septic line running north from the center of the building and the tank which is constructed with a 55 gallon drum and some sort of plywood cover or support.

12. Evaluation of Cultural Resources Located: The test excavations at the project area did not reveal significant archeological resources. The artifacts located during the archeological tests were either temporally non-diagnostic structural artifacts or were items dating to the 1970's.

13. National Register Status: the cabin has been determined eligible for the National Register by NPS historians. No significant archeological remains were found in the immediate project area. It is possible that the dumping areas along the stream bank contain significant resources but these will not be effected by this project.

14. Effect of the Project on Resources: It is anticipated that the project will have no effect on the archeological resources.

15. Recommendations: A conditional clearance for foundation rehabilitation of the cabin, storage shed and a drainage line is recommended.

Conditions of the clearance are stated as follows:

1. If concealed archeological resources are encountered during the installation process, please take all necessary

steps to protect them and notify the Regional Archeologist, Alaska Region.

2. The Regional Archeologist should be notified by the park when actual construction is planned. If convenient, someone from the Regional archeological staff may be on site to monitor major land disturbing activities.

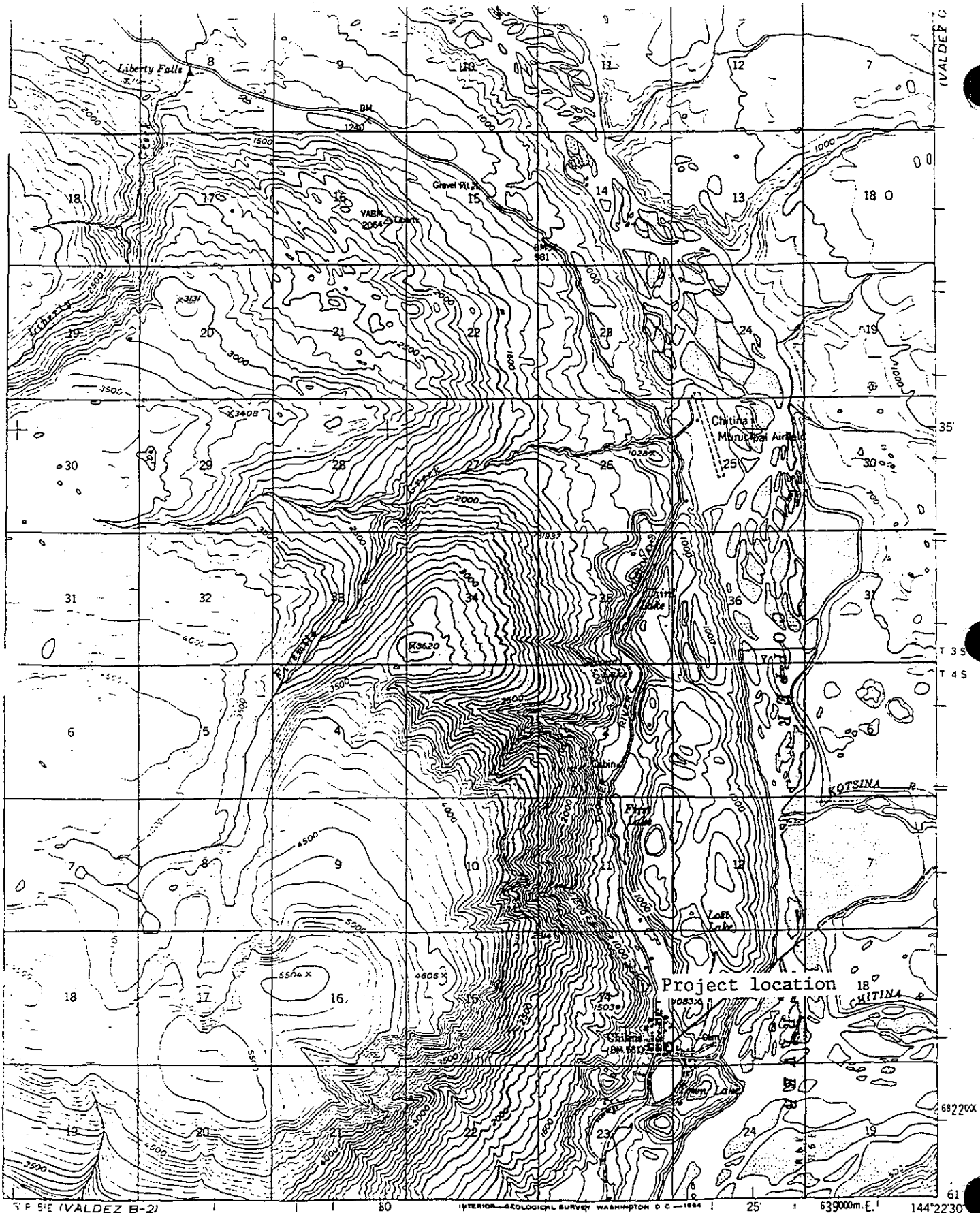
16. Attachments:

Attachment 1. USGS 1:63,360: , showing project location.

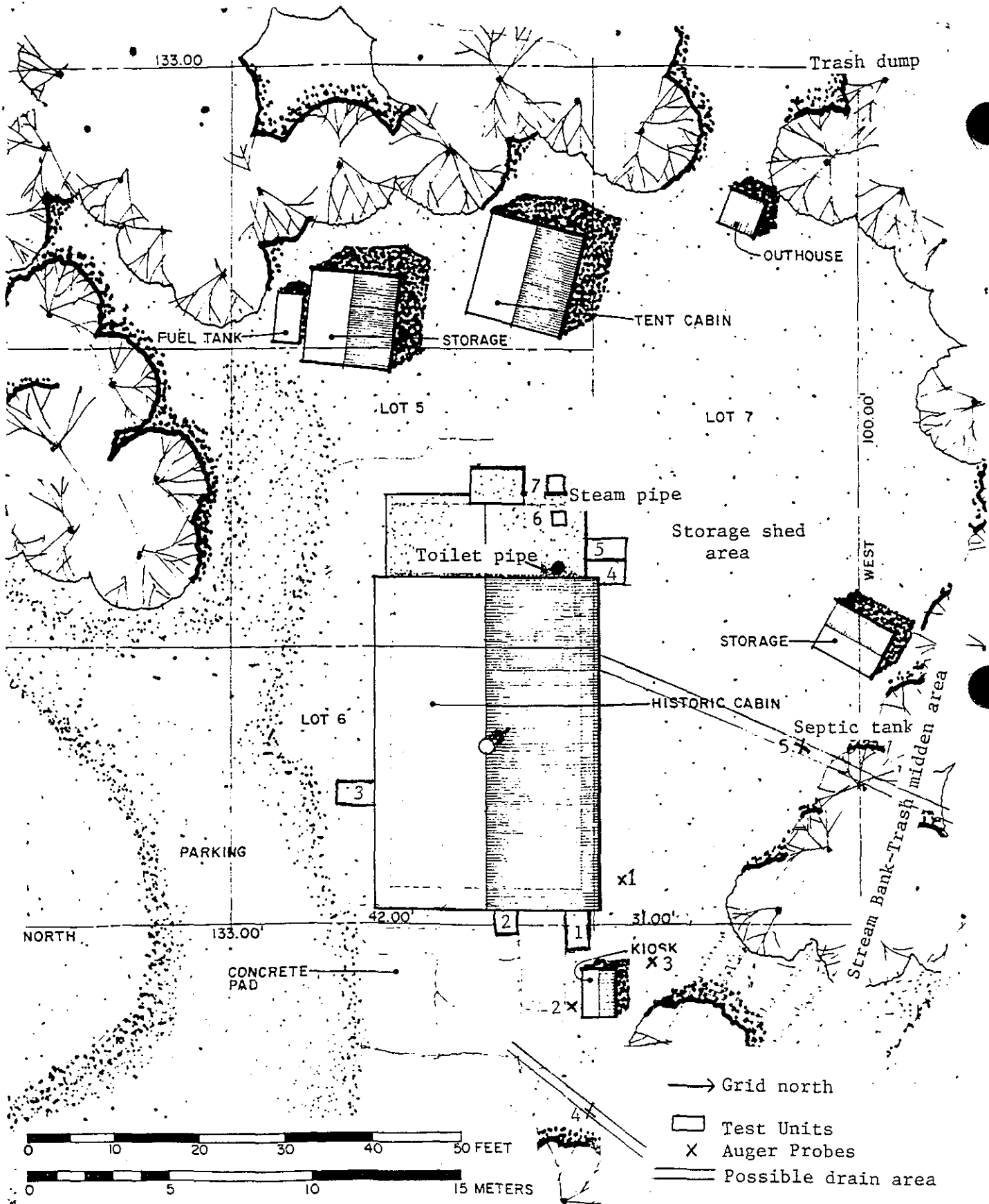
Attachment 2. Project map showing area of clearance.

Attachment 3. Sample stratigraphic profile by the cabin.

17. Native American Consultation: NA.

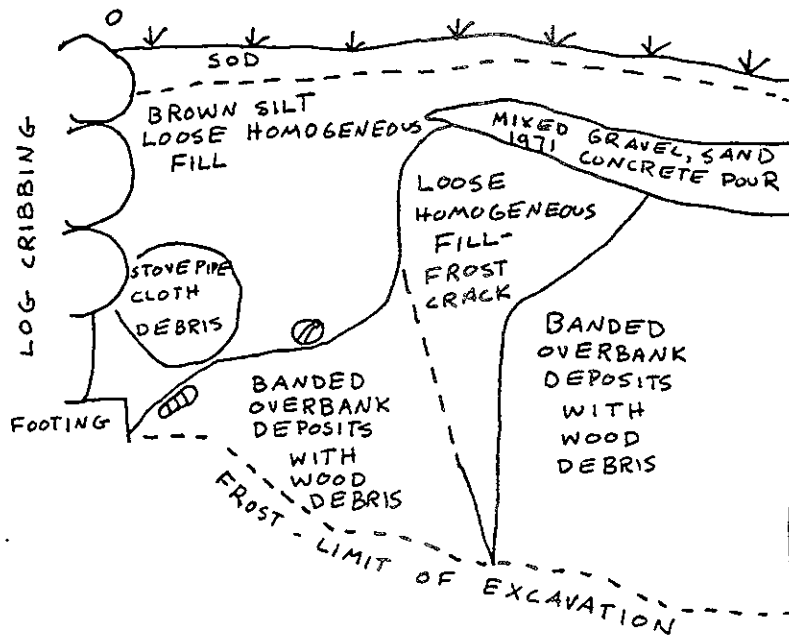


Attachment 1. Project location. USGS 1:63,360, Valdez (C-2).



Attachment 2. Site map. VAL-256.

NORTH WALL PROFILE



Attachment 3. Test Unit 2. Stratigraphic profile.

B. NATIONAL REGISTER NOMINATION

(NOT COMPLETE)

C. HABS DRAWINGS

(SEE ATTACHED FULL SIZE DRAWINGS)

D. CONSTRUCTION DRAWINGS

(REFER TO FULL SIZE CONTRACT DRAWINGS)