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A STUDY OF THE HISTORICAL USE AND PHYSICAL CHARACTERISTICS OF ALASKA'S INLAND WATER BODIES.

Vol. 10 Southeast Region
Summary Report

by

Arctic Environmental Information and Data Center

Report for U.S. Bureau of Land Management.

1979

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KANTISHNA RIVER

Activity at/near Statehood

Commercial Activity: A memo dated February 29, 1956, from Mr. E.J. Kunz, General Traffic Manager of the Alaska Railroad, states that service in the coming season will be provided for Lake Minchumina and the Kantishna River (4075-61).

Activity at Times other than Statehood

Commercial Activity: The Kantishna district took prominence on the discovery of placer gold in 1905 and experienced a stampede of some proportions. At least two principal routes to the area were used. The first prospectors entering the Kantishna district started out from Fairbanks headquarters. During the open season, the Kantishna River is navigable for small steamers from the Tanana River to Roosevelt, a point 40 miles north of Eureka (Kantishna). A wagon road was built by the Alaska Road Commission from Roosevelt to Bear Creek, a distance of 15 miles, and is continued as a trail to Moose Creek and Eureka. This river route and the road were used for transporting supplies to the camps and ore from the camps to the Tanana River. Much of the freight for the camps, however, had been brought over a winter sled road which leaves the Nenana River near Kobi but which was not used in summer. Although the Kantishna River furnished transportation in summer, most of the supplies used in the Kantishna district up to recent times were carried by dogsled in winter. This method is slow and costly and could not be employed economically for hauling low-grade ore (2405).

Steamers regularly handled traffic for the area up the Kantishna River to the mouth of Bearpaw River or farther up the Kantishna River to Roosevelt. In his 1905 USGS report, Prindle notes that steamers left mining supplies at the mouth of Bearpaw River; the cost was $50 per ton for freight and $40 per person for passengers, and the round-trip from Fairbanks took two weeks (2078).

Also in 1905 it was noted that the WHITE SEAL took passengers and a sawmill outfit to Roosevelt (72-90525-W).

Newspaper accounts from summer of 1913 show that Nels Henderson delivered supplies and mail to Kantishna miners in his gasoline launch (76-91318-S, 76-91323-U).

A 1918 USGS report states that the Kantishna River is said to be navigable for launches and small steamboats from its mouth to Lake Minchumina (2288).

In the summer of 1918, J.C. Van Orsdel took freight up the Kantishna and Bearpaw Rivers and returned to Nenana. He followed the power barge ELMER G with his launch BLUE JAY, of which he was pilot, and its barge (79-91828-W).

George Moody, who was active throughout the Interior, also helped supply the Kantishna area. Newspaper accounts show that he traveled

between Nenana and the Kantishna area from at least 1919 to 1922. One newspaper account says that he planned to take supplies to Lake Minchumina, but there is no description or account of this trip (79-91922-W, 79-92203-X, 78-92212-V).

The steamer SHUSANA was contracted in 1919 to deliver freight for the Aitkin outfit on Joe Quigley's property in the Kantishna hills. The last of that freight was delivered in early October. Captain Oscar Weber delivered the goods to Roosevelt (79-91904-X).

In 1920 the light-draft steamer RELIANCE had to abandon its work due to low water in the Kantishna. The RELIANCE was contracted to haul galena ore from Tom Aitken's mine. The steamer made two trips, hauling a total of 333 tons of ore, but in June it had to wait for rains to raise the water level (79-92011-T).

Dr. J.A. Sutherland began a large-scale hydraulic mining operation on Moose Creek in the Kantishna hills during 1920 and contracted George Black to bring in the supplies (79-92028-T).

The side wheel gas boat MUTT traveled between Nenana and Lake Minchumina in 1923. Captain Neuser reported that he had no trouble on the upper Kantishna (79-92302-V, 79-92312-T, 79-92314-U, 79-92319-S).

In 1941 Captain George Black, with the powerful motorboat IDLER and barge, hauled supplies up the Kantishna River and across Lake Minchumina to the CAA site being built. The IDLER took 135 tons and made the round-trip to Fairbanks in three weeks (108-94127-X).

Systematic Use: In 1918 Capps' USGS survey team descended the Kantishna River in a small boat to the Tanana River (2293).

In his 1917 work, Hudson Stuck reports that miners used gas launches and poling boats to reach the Kantishna fields (1750).

Mr. Herbert Brandt, on a bird expedition in winter of 1924, traveled by dogsled. He followed the river for the most part but cut overland much of the time to avoid bends of the river (546).

Incidental Use: In the summer of 1889, Henry Davis and a few other prospectors poled up the Kantishna and Muddy Rivers, taking 12 days to reach Lake Minchumina (5179).

Judge Wickersham, in his 1903 trip to Mount McKinley, traveled up the Kantishna in the steamer MUDLARK (5176, 2726).

George Byron Gordon made a hunting and exploration trip to the Kantishna region in 1907, using the Kantishna River for travel (808).

Hudson Stuck and his companions used the river on their return from their widely noted climb of Mt. McKinley in 1913 (1753).

People on snowshoes, poling boats, and a plane landing on a sandbar are mentioned in various other works.

Physical Data: The Land Use Planning Commission mentioned the slope of this river in 1973 (6337).

Vessels sighted and recorded on the Kantishna River include:

BERTHA (79-92212-V)
Black Steamer (79-92028-T)
DUSTY DIAMOND (5422)
FLORENCE S (72-90525-W)
HELEN M (108-91212-W)
Henderson Boat (76-91417-U)

JENNY M (92-90519-V)
LUELLA (5422)
MONTANA (Barge) (79-92011-T)
Moore Launch (79-92218-T)

PIONEER (79-92312-T)(79-92204-U)
RELIANCE (5474; 79-92011-T)
SHUSANA (79-91904-X)
TEDDY H (79-92216-S)

BLUE JAY (79-91828)
DOMAN (76-91411-V)
ELMER G (79-91828-W)
GRAYLING (108-91212-W)
Henderson Launch (79-91328-V)
IDLER (76-91309-U)(76-91313-W)
(108-91427-X)
JOLLY ROVER* (79-92227-T)
McKINLEY (79-92203-X) (79-92324-S)
McGonagal Power Scow (79-91904-T)
MUTT (79-92314-U)(79-92326-T)
(7992324-S)(79-92302-V)
PUP (108-90929-T)
SCHWATKA (5374)
TANANA CHIEF (2726; 92-90519-V)
WHITE SEAL (72-90525-W)

Graphics and Supporting Data

Sketch map of Kantishna region, showing distribution of rock formations and location of mines and prospects.

A map showing mineral deposits in the Kantishna Hills. Reconnaissance map of Nenana-Kantishna regions, 1919.

Conclusion: Earliest use of the Kantishna River revolved around mining in the Kantishna district. Though extensive mining was of short duration, the use of the Kantishna to supply the miners and the small cities that grew up in the area was intense; and the record is replete with the names of vessels that traveled from Fairbanks or Nenana to the heart of the Kantishna region via river.

Commercial use of the Kantishna declined as mining in the area diminished in significance, but as late as the mid-1950's it was used to supply the CAA station at Lake Minchumina.

Alaska's

Kuskokwim River Region

A History
By
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DRAFT

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1983

CONTENTS

information was presented to make a navigability determination. However, the recommendations for the Middle Fork in T. 33 N., R. 29 W., Seward Meridian, the Pitka Fork, and the Salmon River were approved. On August 11, 1981, the BLM State Director concurred with the recommendations. 130/

Guitar Lake

This lake is located about one mile north of the Pitka Fork in Tps. 33 and 34 N., R. 28 W., Seward Meridian. In 1981, the BLM Anchorage District Office recommended that the lake be determined navigable, for it was suitable for floatplane landings. The district office noted that several lakes in the western limit of T. 33 N., R. 30 W., Seward Meridian, were also suitable for floatplane landings but made no recommendations for the lakes. The BLM State Director took no action on the recommendation for Guitar Lake. 131/

NORTH FORK KUSKOKWIM RIVER

The North Fork of the Kuskokwim River has long been an important water route to the Tanana and Yukon basins. Indians and later white prospectors and trappers ascended the Tanana, Kantishna, and Muddy rivers to Lake Minchumina, crossed a low divide to the headwaters of North Fork, and then descended that stream to the Kuskokwim River.

Although neither had been on the route, Josiah Edward Spurr and Lieutenant Joseph S. Herron noted the existence of the portage between the Tanana and Kuskokwim rivers. 132/ The first specific mention of the Minchumina portage was made by Herron in 1899: "A short portage between Minchumina and the

Kuskokwim results from the extraordinary invasion of the former into the latter's territory, and the Indian canoe route between these waters is via this portage." 133/ The location of the portage is correctly illustrated on Herron's map of the upper Kuskokwim basin.

Spurr and Herron were not the first white men to learn of the existence of the route. Spurr himself recorded that sometime in the late 1880s, Frank Densmore and a party of prospectors journeyed from the Tanana River to the Kuskokwim River. It is not known what season of the year the Densmore party made the journey, but if the prospectors traveled in the summer, as seems probable, they may have crossed the Minchumina portage. Other white men were to follow. Spurr wrote that a prospector named Al King followed Densmore's route about the same time. Interviewing several Indian elders in the basin in the early 1960s, Hosley learned that a few white trappers traveled from the Kuskokwim River to the Tanana River via Minchumina portage. In the late 1880s or early 1890s, a white trapper ascended the North Fork, crossed the portage, and descended Kantishna River to the Tanana River. According to Hosley, the Indians considered this ascent of the North Fork by one white man as a "near super-human feat, since the current is comparatively rapid on the upper reaches of the river." 134/ Not long thereafter, a small party of white trappers took the same route. Oral tradition has it that one of the white men was killed somewhere on the upper reaches of the North Fork by Koyukon Indians from the west. 135/

During the gold rushes to the Kuskokwim and Kantishna rivers in 1905, prospectors and trappers doubtless made use of the Minchumina portage to explore virgin territory, and to reach the new gold camps on the lower

Kuskokwim River, the Kantishna River, and the Tanana River. Unfortunately, few recorded their experiences. The Fairbanks Northern Light reported that J. D. Green and J. M. Smith ascended the North Fork in a knockdown steam launch in the summer of 1906. The two men wintered on the launch at the mouth of Swift Fork, then known as McKinley Forks, and in the spring, when trail conditions were suitable, traveled to Fairbanks. The two men claimed that "in high water a launch could be steamed to within ten miles of Lake Minchumina, the head of navigation for the Kantishna." 136/

By this time the Minchumina portage had already become an established route of travel between the Kuskokwim and Tanana rivers. In 1907, George B. Gordon and his brother Maclaren ascended the Kantishna and Muddy rivers to Lake Minchumina, crossed the portage to the North Fork, and descended that stream and the Kuskokwim River to Bethel. George B. Gordon's account of the journey, published in 1917, was the first detailed description of the route. While the journal is primarily of interest to anthropologists, as it holds a great deal of information about Indians in the Lake Minchumina area, it contains many references to the fact that the Minchumina portage was used by white prospectors.

The Gordon brothers learned of the existence of the Minchumina portage in 1905. At Tanana, an Indian village on the Yukon River opposite the mouth of the Tanana River, George B. Gordon obtained a crude map of the Lake Minchumina area showing the location of the portage from Chief Henry of the Tanana Indians, with the Reverend Jules Prevost, a missionary at the nearby Fort Gibbon acting as interpreter. They learned from the Indian that Kantishna River had its source in Lake Minchumina and that the Kuskokwim River could be reached from the lake. According to the Chief, the Kuskokwim River was "good water."

Intending to take the Kantishna River-Lake Minchumina route to the Kuskokwim River, the Gordon borthers returned to Tanana in 1907, and learned of the recent gold rush to Kantishna River and rumors of someone ascending the Kantishna River to the lake in a poling boat. In June, the brothers began the long journey to the lake in a canoe. Using the map provided by Chief Henry as a guide, they reached the lake after nearly a month of difficult travel. There they met two Indians at a small village who informed them that two white men in a large poling boat had crossed the lake to the portage ten days earlier. The Indians told the brothers that one could cross the Minchumina portage in five days if traveling light, and gave them a birchbark map of the lake, portage, and the North Fork.

After exploring the lake the Gordon brothers began the trek across the portage in early August. After crossing a low divide, they found signs, including an improvised roller, of someone dragging a boat over the ground. About two miles from the North Fork, they finally encountered two men with a poling boat. Gordon failed to record the names of the two men, only saying that they were bound for the South Fork of the Kuskokwim River where they planned to spend two years in prospecting and trapping. Continuing their journey, the Gordon brothers finally reached the North Fork on August 7, having spent seven days on the portage. George B. Gordon estimated it to be ten miles in length.

The Gordon brothers subsequently required about eight days to descend the North Fork and the Kuskokwim River to McGrath in their canoe. On the first day on the North Fork, they saw a cabin on a high bank. A trapper had built the cabin the previous summer and occupied it through the winter. On the third day, they found the Indian summer camp on the left bank of the river

which the Indians on Lake Minchumina had described. The camp was then occupied by only one "very ancient Indian." Then, on the fifth day on the river, August 12, they met two trappers rowing two boats upriver. The two men had met several days earlier, and decided to form a partnership and trap on the North Fork for the winter. One of the men had spent three years on the South Fork of the Kuskokwim River; the other had spent the previous winter on the Takotna River and decided to abandon the field when prospectors appeared in the spring.

Shortly after meeting the two trappers, the Gordon brothers passed the mouth of Swift Fork, or as the Indians called it the Totzona, a muddy stream. Near the mouth of the river, they saw a hut on the bank and met two Indians in birchbark canoes who stated that their village was a short distance upriver. On the eighth day on the river, the Gordon brothers finally passed the mouth of the East Fork or the Chedotlothna and the two outlets of the South Fork or Istna, where they met an Indian in a canoe and saw the cabin of a trapper who had died sometime in the previous winter.. From that place they pushed on to the new trading post of McGrath, and thence to Bethel on the lower Kuskokwim River where they obtained passage on the Hattie B. to Nome. 137/

The Gordon brothers reached the upper Kuskokwim River shortly after the gold rush to Ganes Creek. As more prospectors entered the area following subsequent gold discoveries on Innoko River and Kuskokwim River, some would travel up the North Fork to trap and to prospect. The account of Lee Raymond Dice in 1911-12 provides additional insight into the extent of traffic on the North Fork.

In February 1912, Dice, a deputy game warden, and Stephen Foster, a noted guide, traveled overland from Tanana to the headwaters of the North Fork.

Descending the North Fork for about twelve miles, they met two men named Ben Anderson and James Johnson in a small cabin on a creek draining Haystack Mountain, also known locally as Cone Hill or Mount Unsuzi. Anderson and Johnson had spent the winter on the creek, digging prospect holes and trapping. Dice and Foster remained at the cabin for a time, and assisted the prospectors in the construction of a poling boat, a narrow, flat-bottomed craft about thirty-three feet in length with pointed ends. The boat was capable of carrying a load of one ton or more. On May 1, the ice in the North Fork went out; and eleven days later, Anderson, Johnson, and Foster left the camp in the poling boat for McGrath. The prospectors intended to trade their furs for provisions at McGrath, and then return to a different location on the North Fork for another year of prospecting and trapping.

In early June, Dice constructed a scow seventeen feet long with flared sides seven feet wide, and on June 18, a man named Ben Mozee joined him. Five days later, both began to float down the North Fork in the scow. Dice wrote that the river was "small, swift, with dangerous snags." Landing at the portage, Dice and Mozee walked over the eight-mile trail to Lake Minchumina, and met two men on the trail. One man had dragged a large canoe to the lake and was carrying his equipment over the last stage. His companion had already dragged a heavy poling boat over the trail to the lake. Dice saw various contraptions used to haul boats over the portage. One was a small cart designed to move on a track of birch poles. Another was a large cart which someone pulled over the trail with handmade pulleys and rope.

Returning to the North Fork, Dice and Mozee continued their journey down the river. Their progress was rapid, the current being swift in many places, occasionally broken by long sluggish stretches. After several days on the

river, Dice noted that the current gradually became sluggish in a stretch of a few miles to the junction of the McKinley Fork (Swift Fork). Rowing the scow through the "dead water," they finally reached the mouth of the Swift Fork, a large muddy stream. There they met an Indian named Sheshuey or Shesuie in a canoe who had a cache of rotten moose meat nearby. According to the Indian, Dice wrote, the village of Telida was located ten miles overland or twenty-five miles by river up the Swift Fork.

Below the mouth of the Swift Fork, Dice and Mozee found the current of the North Fork very rapid and encountered many shallow places. Several times their scow struck the stream bottom. Numerous sunken logs and stumps, and sweepers were hazards to navigation, Dice wrote. They passed a few cabins on the banks, but most were vacant. They saw two cabins occupied by prospectors who had already made their summer trip to McGrath to obtain supplies. They met one man on the North Fork who was returning to his cabin; and near Big River they passed several men bound for the North Fork. Dice eventually reached McGrath, then consisting only of three or four cabins, and ascended the Takotna River to Takotna. He subsequently returned to McGrath and floated down the Kuskokwim to the Russian Mission summer portage. 138/

Not long after Dice passed through the district, the North Fork received a considerable amount of attention as the result of the disappearance of Bob Lagin, a trapper and prospector, in the headwaters of the stream. In August 1914, Stephen Foster, then back in Fairbanks, informed authorities that in March 1913, while in the Lake Minchumina area, he had learned from the Indians that Lagin was on the North Fork, about three miles below the Minchumina portage

with ample supplies recently acquired from Jesse Yoder. Foster reported that, following a confrontation with Indians at the mouth of the North Fork, Yoder and Lagin ascended the North Fork in a boat and canoe. Apparently fearing reprisals from the Indians, Yoder refused to remain on the North Fork and returned to McGrath, leaving the canoe with Lagin. 139/

When Lagin failed to return to McGrath, rumors had it that Lagin had been murdered by the Indians. In a letter to Deputy Marshal Percy G. Charles, Wilbur F. Green, the U.S. commissioner, expressed his suspicions that Indians had killed Lagin, and described a recent conversation with Yoder. Lagin and Yoder had killed two moose about thirty-five miles up the North Fork. The two men separated on September 12, planning to meet again in McGrath at Christmas. Yoder then took the moose downriver in a poling boat to the Big River trading post while Lagin went up the North Fork for about forty-five miles in his canoe to trap. Two days later, Yoder encountered Indians from the Swift Fork who attempted to intimidate him. A fist fight resulted, and, according to Yoder, a gun battle would have occurred if the Indians had not been aware of his prowess with a rifle. Yoder was convinced that these same Indians had killed Lagin, recalling too that another man named John Sigurson had recently disappeared in the country.

Green also described a conversation with Paul Minnick, a German who had recently returned from a hunting trip on the North Fork. Minnick ascended the river in a motorboat to the mouth of McKinley Fork (Swift Fork), where a cabin owned by another German named Frederick was located. Shortly after Minnick reached the cabin, Chief "Soo Suey" also arrived in a boat. Upon

questioning the Indian, Minnick was given to understand that Lagin and two Indians had died on the same day. Green noted, however, that Minnick and the Indian may have misunderstood one another, as neither understood English well. He wrote too that one Cowan, who found Lagin's canoe and took it to the Big River trading post, stated that Lagin had crossed the divide to the Nowitna River. 140/

Rumors that the Indians had killed Lagin were eventually squelched by the investigation of Harry Sheppard, a deputy marshal at Ophir. In January 1915, he announced that Lagin had not been murdered by Indians. 141/

During the the 1910s and 1920s, prospectors and trappers worked the tributaries of the North Fork. Sometimes they chartered boats to take them upriver to their headquarters. In May 1921, the Kusko Times reported the recent departure of Charles and Victor Nystrom from McGrath in the motor boat Shamrock. The two men were transporting a number of passengers to Salmon River and Medfra, before continuing up the North Fork to a point said to be 350 miles from McGrath where their launch Red Wing was left in the fall of 1920. 142/ About a month later, Herman Hinsche, a trapper whose cabin was located at the mouth of Swift Fork, descended the North Fork to McGrath in a boat. In late July, Arthur Berry returned Hinsche as well as Herman Hanson to their trapping headquarters. 143/ Several weeks later, Jesse Yoder descended the North Fork from the Swift Fork in a launch (probably the Maple Leaf) with C. O. Peterson on board. Yoder subsequently ascended the North Fork, this time to bring Major John C. Gotwals of the Alaska Road Commission downriver to Medfra. 144/

In September 1922, Charles and Victor Nystrom again took the launch Red Wing to the Swift Fork, intending to search for Hinsche who failed to appear at McGrath as was expected. They found Hinsche's canoe and large boat in the water, but Hinsche himself was not to be found. Some believed that the trapper was lost, since he left more than $1,000 worth of furs with a friend and a strangely worded note. But he reappeared in McGrath in October 1922 with fellow trappers John Dunn and Bob Robeson. 145/

Boat traffic on the North Fork must have been fairly heavy, for in the early 1920s local residents began agitating for mail service on the route during the summer and winter seasons. At this time, residents of McGrath, Takotna, and Ophir were receiving their mail by trail from Ruby during the winter, and by river from Holy Cross and Bethel during the summer. The editor of the Kusko Times, complaining about the poor mail service, suggested that the mail be routed from Nenana on the government railroad to McGrath throughout the year. Mail carriers could use boats on the North Fork, Lake Minchumina, and Kantishna River in the summer; and they could use sleds on practically the same route in the winter. Referring to an unnamed authority on the summer route, the editor declared "that no impediments other than a few riffles at various distances apart, give any great hindrances to the successful navigation of the North Fork, at least until the portage point is reached. With a boat of proper draft, equipped with [an] engine to give speed averaging 10 miles an hour, the distance from McGrath to the portage would be accomplished in 40 hours." Allowing a day to cross the portage by horse or dog team, the editor argued that only seven days would be required to travel from McGrath to Nenana, a distance estimated to be six hundred miles. 146/

In support of the editorial, the newspaper published a statement by Dave Clough, a roadhouse proprietor at McGrath. Clough claimed to know two men who crossed the divide from the Nowitna River to Lake Minchumina, and then portaged to the North Fork, which they descended to the Kuskokwim River. Theodore Von Frank, a well-known prospector, also crossed the portage and went down the river, although he did so in the winter. As to the winter route, Clough reported that Berry, who knew the country well, had informed officials of the Post Office Department that the trail from McGrath to the railroad line was about 150 miles in distance, and that a number of men had traveled from Kantishna to McGrath in five days. 147/

The Alaska Road Commission was not unaware of the agitation. In August 1921, Major John C. Gotwals ascended the Kantishna and Muddy rivers to Lake Minchumina in a small steamboat. With the assistance of K. B. Kammersgard, a trapper and roadhouse proprietor on the lake, he crossed the portage, constructed a raft, and then floated down the North Fork. Near the close of the first day on the river, Gotwals met Sam Sanderson and a group of prospectors in a twenty-six-foot boat and Arthur Berry in his motor boat. Gotwals borrowed Sanderson's boat, and by himself rowed it to Herman Hinsche's headquarters at the mouth of Swift Fork. In the meantime, Arthur Berry transported Sanderson and presumably his party to the portage in the motorboat. Gotwals remained at Hinsche's cabin for two days before Jesse Yoder arrived in his launch, the Maple Leaf. He then accompanied Yoder downstream to Berry's Landing, and then took the steamboat Tana to McGrath, arriving there on September 3. From McGrath, Gotwals went to Takotna on the launch Maple Leaf, and subsequently followed the summer trail to Ophir and Ruby. 148/

Not long after Gotwals passed through the section, local residents circulated a petition for the establishment of mail service on the Nenana-McGrath summer route. Stating that motor boats could be used on the entire route with the exception of the portage, the petitioners called for the establishment of a mail service on the route on a bi-weekly basis during the months of June, July, August, and September. In addition, Robert S. Boyd, chairman of the McGrath Commercial Club, wrote a letter dated November 5, 1921 to Alaska's Delegate in Congress, Don Sutherland, requesting his assistance in establishing the Nenana-McGrath route as a summer mail route. Boyd claimed that mail carriers would be able to haul one thousand pounds of mail on each trip. An Indian village was located near the portage, and a white trader at the foot of the lake. He noted as well that the steamboat Pioneer, carrying four horses and outfits for four men, had traveled from Nenana to Lake Minchumina in 1921 in a matter of four days. 149/

Little more was said about the summer route until the Post Office Department established winter mail service on the Nenana-McGrath trail, and the Alaska Road Commission decided to improve the winter trail. Writing to the Kusko Times on January 12, 1925, W. J. Widman, a resident of Medfra since 1921, advocated the establishment of summer mail service on the Nenana - McGrath route, and in support of his argument noted the fact that Arthur Berry of Medfra "always seemed to be able to get to the portage whenever he had occasion to go there." 150/ In October 1924, for example, Berry transported a number of people up the North Fork to the portage. Leaving Medfra on October 5, Berry ascended the river in his launch with J. L. Berry, Archie Higgins, and a child named Bessie Higgins on board. Arriving at the portage on October 10, Arthur Berry escorted his passengers across the portage to

Lake Minchumina, where they were met by K. B. Kammersgard. Leaving the lake on October 12, Kammersgard transported the passengers in his boat to Nenana where they arrived on October 15. The passengers then continued their journey to San Francisco by train and steamship. 151/ Later interviewing Arthur Berry, Widman learned that the water in the North Fork at the time of the trip was "pretty low," and that the trip would have been easier in a sternwheeler than in his propeller-driven launch. 152/

In addition, Widman sent the newspaper a copy of a letter written by K. B. Kammersgard on January 3, 1925. Kammersgard wrote that the portage was about eight and one-half miles long, striking Lake Minchumina in its southwest corner. The trail was in poor condition, and should be relocated to a high, dry ridge where it would strike the lake in its northwest corner and reduce the distance by one-half mile to one mile. Kammersgard claimed that freight from Nenana could be landed at the portage for four cents a pound; and that he would transport passengers to Nenana for about $200, depending upon the size of the party. One man and his board would be charged $50. As concerns the route for the transportation of mail, Kammersgard wrote, "I believe that's the only route by which it can be landed in McGrath two times a month, if they want it." 153/

The people of McGrath and Takotna wanted it. The Kusko Times published the correspondence of Widman and Kammersgard; and letters were sent to H. H. Ross, the representative of the Fourth Division in the Territorial Legislature, requesting his assistance. On March 12, 1925, Ross wrote to James G. Steese, president of the Alaska Road Commission, on the possiblity of the Commission surveying the Minchumina portage, and forwarded to him letters from W. J.

Widman, Peter McMullen, the Innoko Lumber Company, and the Schwabacher Hardware Company, all advocating adoption of the summer route for the transportation of mail. Ross stated that it was his understanding that local inspectors of the Post Office Department desired to adopt the route, but could not do so until a survey had been made. Steese replied by letter dated March 13, informing Ross that a representative of the Commission was to examine the portage in the summer. 154/

In June 1925, the Road Commission announced that Major Lunsford E. Oliver, the Engineer Officer of the Commission, and Robert Sommers, a member of the Territorial road commission, were to inspect the portage with a view to its improvement to road, trail, or tramway standard. They were also to investigate water conditions on the upper Kantishna River and the North Fork and determine the practicality of river boat service on the streams. According to Steese, the Road Commission expected to improve the portage if Oliver's report was favorable and if the Post Office Department agreed to establish mail service on the route during the summer months. 155/

Oliver and Sommers made the trip from Nenana to McGrath in six and one-half days. They chartered a boat at Nenana to take them to Lake Minchumina, and on the North Fork side of the portage they met Joe Oates by previous arrangement. Oates took Oliver and Sommers in his launch to McGrath. Continuing to Takotna, the two men subsequently went over the summer trail to Iditarod, and there obtained passage on a boat to Holy Cross. 156/

While at Takotna, Oliver refused to discuss his investigations with local newspaper reporters. Evidently the Road Commission decided that the route was feasible, but would not improve the portage until the Post Office Department let a contract

for summer mail service on the route. 157/ However, the department was at this time planning to use airplanes for the delivery of mail to communities on the upper Kuskokwim River. Mail service on the Minchumina portage route was never instituted.

The introduction of airplanes as carriers of the mail was not entirely welcomed by local residents. On September 4, 1925, Jack Mutchler of Takotna wrote to Alaska Delegate Dan Sutherland that airplanes would not meet the local needs for better mail service. He stated that the majority of local residents favored the adoption of the Lake Minchumina route for the delivery of mail on a bi-weekly basis during the open season. Once mail service on the route was established, perishable freight could be delivered at McGrath from four to six weeks earlier than usual. Also, mail carriers on the route would be in touch with the winter mail trail whenever an early freeze-up of the river occurred. Finally, the adoption of the route would tend to develop the country between McGrath and Nenana. As Mutchler put it, "Prospectors who want to go into that section at present are either compelled to buy or charter a gas boat, which you know isn't likely to happen. With a permanent route established as proposed, they could come and go at will." 158/

As airplanes became the general mode of travel between Fairbanks and Nenana and McGrath, boat traffic on the North Fork declined in frequency. The North Fork continued, however, to be the primary route of travel to hunting and trapping grounds. In September 1937, for example, the Kusko Times reported that Victor Nystrom was headed to his trapping grounds on the North Fork in a boat. He was accompanied by two other trappers named George Harwood and Arnold Akers, both bound for Bill Hartzberg's trapping grounds. 159/

Local residents continue to travel on the North Fork in connection with hunting and trapping activities. However, only a few travel up the river as far as the mouth of Swift Fork. In 1979, Diane Gudgel-Holmes of the Alaska Division of Research and Development contacted twelve individuals who had operated boats on the river. Five individuals had ascended the North Fork beyond the Swift Fork. In 1971, Kenneth T. Alt ascended the "slow and crooked" river as far as Little Hog Butte with a twenty-four-foot boat and propeller unit. Miska Deaphon stated that he had ascended the river to the Minchumina portage only twice in his lifetime. Deaphon Eluska, whose winter home is located on the North Fork opposite the mouth of the Swift Fork, stated that he once went to the Minchumina portage and beyond about thirty years ago in a poling boat. He said there were places where he had to line his boat through some shallow spots, but had no problem descending the river. He may have used a thirty-foot poling boat, but now uses an eighteen-foot boat with a propeller unit. Dick Nikolai claimed to have gone hunting nearly every year on the North Fork above the Swift Fork; he usually did not go beyond the Chleca Lakes but said that it was possible to go farther. Steve Nikolai said that he ascended the river to a cabin above the West Fork of the North Fork just for sightseeing, but not often. 160/

The BLM first considered the navigability of the North Fork in 1977 in connection with land selections made by Nikolai Village under the Alaska Native Claims Settlement Act. In June of that year, the Anchorage District Office recommended that the river be determined navigable to the mouth of the Swift Fork as the river was used for travel, trade, and commerce to Telida Village. The district office indicated moreover that the river was susceptible to navigation above the

mouth of the Swift Fork and that a "moderate" amount of traffic occurred on the river. Small barges, skiffs, canoes, and rafts were used on the river for inter-village travel and for hunting and fishing trips. 161/

On May 6, 1980, the BLM State Director determined the North Fork to be navigable to the Minchumina Portage. This determination was made upon the recommendation of the BLM State Office's Division of Resources. According to a report entitled "Navigable and Nonnavigable Waters in the Upper Kuskokwim Basin" which was prepared in the Division of Resources: "The historic record indicates that the North Fork was an important route of travel between the Kuskokwim and Tanana River basins. Pole boats and launches have been used on the river." 162/

Swift Fork

With the North Fork of the Kuskokwim River, the Swift Fork has been the primary route of summer travel to Medfra and McGrath for residents of Telida Village. White prospectors and trappers may have ascended the river as far as the village in poling boats or launches; but there does not appear to be documentation of the journeys. The record indicates that canoes and river boats were used on the river.

In 1979, several people reported to Diane Gudgel-Holmes that they traveled by boat on the Swift Fork and its tributaries. Kenneth T. Alt stated that in the fall of 1971, he ascended the Swift Fork to the mouth of Highpower Creek, and thence up that creek for a distance of about twenty miles, or to the eastern edge of T. 23 S., R. 30 E., Kateel River Meridian, in a twenty-four-foot riverboat. Beyond the mouth of Highpower Creek, he said, one would need an

airboat to ascend the Swift Fork. Nic Dennis, Deaphon Eluska, and Dick Nikolai stated that they also used the Swift Fork in boats to reach Telida Village. Eluska, who maintains a summer home at Telida, stated that the Swift Fork is shallow at times and mentioned the existence of sandbars and snags on the river. Steve Nikolai stated that he ascended the Swift Fork as far as the mouth of Highpower Creek in the fall to hunt, and Highpower Creek to the mouth of Deep Creek to fish. He said that he went there several times a year, and could have proceeded farther up Highpower Creek if he wanted. Dick Nikolai ascended the river as far as the mouth of Highpower Creek. Above that point, he said, the Swift Fork is too shallow and swift for boats. In addition, he ascended Highpower Creek to the mouth of Lonestar Creek in an eighteen-foot boat with a propeller unit. At that point, the water in Highpower Creek is about two feet deep and the channel about thirty feet wide with a gravel bottom. Sweepers are apparently common along the creek above the mouth of Lonestar Creek.

Both Dick Nikolai and Steve Nikolai reported that they used Red Slough as a route of travel. Dick Nikolai stated that the slough was easy to navigate in his eighteen-foot boat; he hunted along the entire length of the slough. Steve Nikolai said that he used the slough a lot for hunting, and in making trips to Telida. 163/

In 1977, when identifying public easements on land selected by Telida Village under the Alaska Native Claims Settlement Act, the BLM proposed to determine the Swift Fork navigable through Section 6, T. 25 S., R. 30 E., Kateel River Meridian, a point well above the mouth of Highpower Creek, and Highpower Creek to Section 26, T. 23 S., R. 30 E., Kateel River Meridian. Describing

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ment expedition sent out by the War Department under Lieutenant Joseph H. Herron in 1899. Lieutenant Herron, with five companions, entered the territory from the south through a low divide in the Alaskan range. His route lay roughly from south to north and terminated on the Yukon, at the mouth of the Tanana. We proceeded from the Tanana River by way of the Kantishna River and our route, lying roughly east and west, crossed Herron's at right angles. Herron's report, which was published by the War Department in 1901, contains a map of his route. On that map Lake Minchumina, the point at which our trails crossed, appears for the first time. The Kantishna is not mentioned in Herron's report, and although he stated the fact that the lake drains into the Tanana, his statement, together with his map, shows that Herron made no claims to personal knowledge of the stream that flows from the lake, and his sketch of the lake itself, which he crossed in winter on snowshoes and with dog sleds, is a rough outline. All the maps of the region published since 1901 are based on Lieutenant Herron's map, of which we were ignorant in 1907 when we made our journey.

The map of the Kantishna region that accom-

panies this volume is based entirely on our own observations, but we had no instruments for surveying and the map professes only to show roughly the contour of the lake and its drainage. It is, nevertheless, although ten years old, the first map to be published based on personal knowledge.

The Kuskokwim River was known on its lower course to the Russians as far as the mouth of the Tacotna. In 1898 it was surveyed from its South Fork (the Istna) by J. E. Spurr and W. S. Post of the United States Geological Survey, who started from Cook Inlet and ascended the Skwentna and crossed over to the Istna. The North Fork of the Kuskokwim, which the Indians call the Tichininik, was not known to white men prior to our journey, except to one or two wandering trappers of whose presence at certain points we saw signs.

Thus our route lay for the most part through country either entirely unknown and unexplored or rarely visited. We were the first to travel across Alaska from the Tanana to Bering Sea by this route.

Writing of his journey within the boundaries of the same wide region, Lieutenant Herron sums up his experiences in a sentence that shows how

who acted as interpreter. Chief Henry drew on a piece of birchbark, and I copied, a map of the Kantishna River and of Lake Minchumina. It was thus that I learned that the Kantishna River, which empties into the Tanana fifty miles above its confluence with the Yukon, has its source in Lake Minchumina, that the Kuskokwim could be reached from that lake and that the Kuskokwim itself was "good water." Chief Henry's map was afterwards our guide in making the journey of 1907.

The latest government map at that time indicated Lake Minchumina, and a dotted line showed the supposed position of a river flowing from the lake eastward into the Tanana, the great tributary of the Yukon which drains the country to the south in the eastern part of the territory of Alaska. Another river called the Kuskokwim, with its source somewhere near the lake, flowed in the opposite direction clear across the map and entered Bering Sea about 400 miles from the mouth of the Yukon, the only Alaskan river that exceeds it in size. The mouth of the Kantishna was well known in 1905 to hunters, traders and prospectors and to others who traveled on the Tanana, into which it poured in a considerable torrent.

The plan that first occurred to us in 1905 was to reach Lake Minchumina by way of the unexplored Kantishna, make our way across the divide to the headwaters of the Kuskokwim and descend that river to Bering Sea. After reaching the sea, we proposed to steer our canoe along the coast for 400 miles to St. Michael at the mouth of the Yukon. The whole summer would be short enough for the journey, and as it was then autumn at the time of which I am writing, we gave up the trip reluctantly and turned elsewhere. It was two years later, in the spring of 1907, as I have said, that I found an opportunity of escaping from the city and from civilization and was drawn again towards the North.

Arriving on the Tanana in June, 1907, we found that some changes had taken place in the condition of geographical knowledge since our visit in 1905. Someone had reported the existence of gold on the lower Kantishna and there had been a small stampede the year before; a town had been built—it was named Roosevelt, and then it was discovered that no gold existed, and before winter the town was deserted, its population was scattered over the continent and complete solitude again reigned on the banks of the Kantishna from its source to its confluence with the Tanana.

When we arrived at Fairbanks on the Tanana we heard rumors that someone had ascended the Kantishna to the lake in a poling boat, but we could never confirm this rumor. We found several men who knew the river as far up as the short-lived town called Roosevelt; above that point we could get no information about it except what I had learned from Chief Henry at the Mission at the mouth of the Tanana in 1905.*

On the nineteenth of June we began to build our canoe. At Fairbanks there was a store belonging to the Northern Commercial Company and a small sawmill, and these two establishments made our task much simpler than it would otherwise have been. Without them we would have built our canoe, but it would have taken us longer and perhaps it would not have been quite so good a job. From the store we procured the

* It has been stated on good authority that Frank Densmore, a prospector, made his way from the Tanana to the Kuskokwim in 1889 and returned to the Tanana. In a letter that I have received from George Otis Smith, the Director of the U. S. Geological Survey, he states that Densmore's route is not known. Others have stated that he went up by the Coschaket. In that case he would most likely have struck what is called the North Fork of the Kuskokwim somewhere to the north of Lake Minchumina. Whether he saw that lake is not known. From some accounts it would appear as if it was the South Fork of the Kuskokwim (the Istna) that Densmore reached in his journey of which there is no authentic record.

necessary tools, a piece of stout canvas and the nails. The sawmill reduced our work by cutting out roughly certain parts of the framework and the boards, but these had to be shaped and fitted together, and all of this we did with a pair of chopping axes, a handsaw, a plane, a hammer, an auger and a drawknife—all the tools that are necessary for building a canoe or a brigantine.

On the 26th of June the canoe was launched and we laid in our supplies. We took flour, oatmeal, beans, bacon, sugar, condensed milk, dried apples, salt, baking powder and butter in tins. These provisions were to last three months with the expectation of getting game. We had an additional supply of flour and sugar for trading with the Indians, and for this purpose we also took a supply of tobacco, knives and trinkets. We also carried a moderate supply of ivory soap and of olein soap and some tallow candles. Our cooking outfit consisted of a frying pan, a coffee pot, a tea pot, a stew pan, two plates, two cups, knives and forks, a sailor's sheath knife and a gold pan. The last was for mixing flour and for prospecting. This outfit proved quite adequate and we never once missed anything we left behind.

Our tent was the type that is used by the Geological Survey of Canada. Its entire front forms a

CHAPTER II

The Lower Kantishna

We were up at the break of day, but made our preparations leisurely and it was nine o'clock before we started; we paddled with a moderate current for four hours and stopped an hour for lunch. We passed later the little Indian village of Tolovana, where the natives had already ceased to be of much interest, and a little later we reached the mouth of the Kantishna. This stream joins the Tanana in a swift flood about forty yards in width divided by an island which splits the current and forms a fork. Our paddles were of no use now. To meet the opposing current of the Kantishna, which we were to ascend, we must resort to the poles. There were plenty of slender spruce trees on the bank, some of them so withered and dry that we had no difficulty in finding two that were suitable for poles. With these we were able to push the canoe against the swift current, and at 8.30 we pulled up against a sandy bar on the island that at that point divided the stream, and there made camp.

Here, in spite of a stiff breeze, the mosquitoes

in smothering it, it presented a seriously damaged appearance. If he had been a moment later, it would have been too late. As it was, we were able to repair the damage. The loss of the mosquito net may seem a relatively small matter. As a matter of fact, it would have been a most serious disaster, for it would have been impossible to sleep without the protection that it afforded. Fortunately, the fire was caught in time and it was a little thing. My only reason for mentioning it is to illustrate how slight a thing might have ruined our trip, and also to bring out the fact that apart from this, not a single untoward incident occurred during the canoe trip across Alaska to the shores of Bering Sea.

At one o'clock we were ready to proceed again and we started up against the current, making good headway by means of the poles. The current at this part of the Kantishna is about 3½ miles an hour. Now, poling a twenty foot canoe carrying half a ton besides our own weight, against a shifting current, even in good water presents difficulties and requires both strength and skill combined with judgment, especially for the man in the stern who must watch the water constantly and guide the movements of

the canoe according to the movements of the water. The man at the bow has his own difficulties, for, watch the water as he may, he cannot see the shifting current in relation to the course of the canoe so well as the man at the stern whose movements also he is unable to see. Consequently it may often happen that he exerts his strength in a direction opposite to that intended by the man at the stern, who is already having his troubles in holding her true.

It is different with the long poling boat with spoon bow and shallow bottom such as is used by prospectors in Alaska. Its great length gives the man standing in the projecting stern a much greater control in steering; its draught is less and its lines make it less susceptible to the push of the current.

My own earlier experience in poling was negligible. MacLaren, who had more experience, usually took the stern, especially when there was swift water requiring extra skill and judgment to negotiate.

The river attained in places a width of more than one hundred yards. Its banks were lined with a thick growth of spruce and birch trees of small or medium size with no very large timber. The largest trees were perhaps fourteen inches

for experience had long convinced us both that untutored Indians are particularly trustworthy.

I must here explain that the winter camp of the band to which these two men and three women belonged, lay to the southwest side of the lake. All the rest of the band were far away hunting near the mountains. The men who remained were undoubtedly lazy and worthless fellows, otherwise they would have been with the hunters who, with their women, were at that time camped on the hunting ground gathering and preparing meat and skins for their winter food and clothing.

One of the things that we learned was that the Indians who live on Lake Minchumina, on the Kantishna and on the Tichininik (North Fork of the Kuskokwim) call themselves "Minkhotana" (meaning Lake People). I could form only a rough idea of their numbers, but one of the statements in which our informants always persisted was that the Minkhotana had formerly been a large tribe with many villages on the lake, on the Tichininik, on the Kwalana and on other streams over towards the mountains. The people living on the lower Kuskokwim, *i. e.*, the Eskimo, they called Totzatla Retu.

The arts and industries of the Minkhotana

Fork of the Kuskokwim, which they call Tichininik. The lowest branch of the Kantishna is called the Toklat. The stream now marked on the government map published in 1916 as "Birch Creek" was known to the Indians as Nutchitalichaket. The one that flows into the lake at the outlet from the direction of Mount Denali and which does not appear on any map except our own, they called Kwalana, and the stream that enters the lake at its upper end they called Tonzolana.

At the same time that I offer the foregoing frank criticism of geographers and map makers in the matter of names, I wish to record the grateful feelings which I am sure everyone will share with me that the same maps that give the names of McKinley and Foraker preserve such Indian names as Minchumina, Kantishna and Tanana. If this happy method could be more generally followed in making the maps of country newly explored I believe that no loss would result and something would be gained, something for which posterity might perhaps be grateful.

At the end of six days in camp we felt completely rested. In the meantime, we had turned over in our minds our next course of action and exchanged ideas on this important subject. The thought had gradually come to each of us inde-

pendently that this would be a capital place to spend the remainder of the summer and the following winter. When the idea was first mentioned we found that the same thought had been taking form in both our minds since the day we arrived at the lake. Back of my own thought was the fascination of the wilderness and the desire for further adventure, and coupled with this was a very natural desire to pursue further a knowledge of the Indians who live on Lake Minchumina and who would not return from the hunting grounds till winter. By spending the winter with them I could undoubtedly procure a collection that would admirably illustrate the arts and industries and the various activities of the original inhabitants of this part of the continent, and I could learn a great deal of their language, their habits of thought and their general conduct of life. To make such a study would require spending the winter with the Indians, when men who live by their hunting have time to talk and when their legends and myths come to them and may be told.

We got so far in this plan that we thought we would spend the rest of the summer and as much more time as necessary in climbing Mount Denali, which at that time had never been climbed.

Navigable and Nonnavigable Waters in the Upper Kuskokwim River Basin

United States Department of the Interior
Bureau of Land Management

NORTH FORK OF THE KUSKOKWIM RIVER

The North Fork of the Kuskokwim River has long been an important water route to the Tanana and Yukon basins. Indians and later white prospectors, trappers, and hunters ascended the Tanana, Kantishna, and Muddy Rivers to Lake Minchumina, crossed a low divide to the North Fork, and descended that stream to the Kuskokwim River.

Although neither had been on the route, Josiah Edward Spurr and Lieutenant Joseph S. Herron knew of the portage between the Tanana and Kuskokwim Rivers. 75/ The first specific mention of the Minchumina Portage was made by Herron in 1899: "A short portage between Minchumina and the Kuskokwim results from the extraordinary invasion of the former into the latter's territory, and the Indian canoe route between these waters is via this portage." 76/ The location of the portage is correctly illustrated on Herron's map of the upper Kuskokwim basin.

Spurr and Herron were not the first white men to know of the existence of the trail. Spurr himself recorded that sometime in the late 1880's, Frank Densmore and a party of prospectors journeyed from the Tanana River to the Kuskokwim River. It is not known what season of the year the journey occurred, but if the prospectors traveled in the summer, as seems probable, they doubtless crossed the Minchumina Portage. Other white men were to follow. Spurr learned that a prospector named Al King followed Densmore's route about the same time. Interviewing several Indian elders in the basin in the early 1960's, Hosley learned that a few white trappers travelled from the Kuskokwim River to the Tanana River via Minchumina Portage. In the late 1880's or early 1890's, a white trapper ascended the North Fork, crossed the portage, and descended the Kantishna River to the Tanana River. The Indians considered this ascent of the North Fork by one white man as a "near super-human feat, since the current is comparatively rapid on the upper reaches of the river." 77/ Not long thereafter, a small party of white trappers took the same route. Oral tradition has it that one of the white men was killed somewhere on the upper reaches of the North Fork by Koyukon Indians from the west. 78/

Following the gold rushes to the Kuskokwim River and the Kantishna River in the 1900's, prospectors and trappers doubtless crossed the Minchumina Portage to explore virgin territory, and to travel to the new gold camps on the Lower Kuskokwim River, the Kantishna River, and at Fairbanks. Unfortunately, few recorded their experiences. The Fairbanks Northern Light, a local newspaper, did report that J. D. Green and J. M. Smith ascended the North Fork in a knockdown steam launch in the summer of 1906. The two men wintered on the launch at the mouth of Swift Fork, then known as McKinley Forks, and in the spring, when trail conditions were suitable, traveled to Fairbanks. The two men reported that "in high water a launch could be steamed to within ten miles of Lake Minchumina, the head of navigation for the Kantishna." 79/

By this time the Minchumina Portage had already become a well-known route of travel between the Kuskokwim and Tanana Rivers. In 1907,

George B. Gordon and his brother Maclaren ascended the Kantishna and Muddy Rivers to Lake Minchumina, crossed the portage to the North Fork, and descended that stream and the Kuskokwim River to Bethel. George B. Gordon's account of the journey was published in 1917; it was the first detailed description of the route. While the journal is primarily of interest to anthropologists, as it contains a great deal of information about Indians in the Lake Minchumina area, it contains many references to the fact that the Minchumina Portage was heavily used by white prospectors and trappers.

The Gordon brothers had learned of the existence of the Minchumina Portage in 1905. While visiting Tanana, an Indian village on the Yukon River opposite the mouth of the Tanana River, George B. Gordon obtained a crude map of the Lake Minchumina area showing the location of the portage from Chief Henry of the Tanana Indians, with the Reverend Jules Prevost, a missionary at nearby Fort Gibbon, acting as interpreter. They learned from the Indian that Kantishna River had its source in Lake Minchumina and that the Kuskokwim River could be reached from the lake. According to the Chief, the Kuskokwim River was "good water."

Intending to take the Kantishna River - Lake Minchumina route to the Kuskokwim River, the Gordon brothers returned to Tanana in 1907, and learned of the recent gold rush to Kantishna River and rumors of someone ascending the Kantishna River to the lake in a poling boat. In June 1907, the brothers began the long journey to the lake in a canoe. Using the map provided by Chief Henry as a guide, the Gordon brothers reached the lake after nearly a month of difficult travel. They met two Indians in a small village on the lake who informed them that two white men in a large poling boat had crossed the lake to the portage 10 days earlier. The Indians told the brothers that one could cross the Minchumina Portage, travelling light, in five days, and gave them a birchbark map of the lake, portage, and the North Fork.

After exploring the lake the Gordon brothers began the trek across the portage in early August. After crossing a low divide, they found signs, including an improvised roller, of someone dragging a boat over the ground. About two miles from the North Fork, they finally encountered two men with a poling boat. Gordon failed to record the names of the two men, only saying that they were bound for the South Fork of the Kuskokwim River where they planned to spend two years prospecting and trapping. Continuing their journey, the Gordon borthers finally reached the North Fork on August 7, having spent seven days on the portage, estimated to be 10 miles in length.

The Gordon brothers subsequently required about eight days to descend the North Fork and the Kuskokwim River to McGrath in their canoe. On the first day on the North Fork, they saw a cabin on a high bank. A trapper had built the cabin the previous summer and occupied it through the winter. On the third day, they found an Indian summer camp on the left bank of the river. The Indians on Lake Minchumina had described the camp to the Gordon borthers. The camp was occupied by only one "very ancient Indian." Then, on the fifth day on the river, August 12,

McGrath, Takotna, and Ophir were receiving their mail by trail from Ruby during the winter, and by river from Holy Cross and Bethel during the summer. The editor of The Kusko Times, complaining about the poor mail service, suggested that the mail be routed from Nenana on the Government railroad to McGrath throughout the year. Mail carriers could use boats on the North Fork, Lake Minchumina, and Kantishna River in the summer; and they could use sleds on practically the same route in the winter. Referring to an unnamed authority on the summer route, the editor declared "that no impediments other than a few riffles at various distances apart, give any great hindrances to the successful navigation of the North Fork, at least until the portage point is reached." He then continued: "With a boat of proper draft, equipped with [an] engine to give speed averaging 10 miles an hour, the distance from McGrath to the portage would be accomplished in 40 hours." Allowing a day to cross the portage by horse or dog team, the editor argued that only seven days would be required to travel from McGrath to Nenana, a distance estimated to be 600 miles. 89/

In support of the editorial, the newspaper published a statement by Dave Clough, a roadhouse proprietor at McGrath. Clough claimed to know two men who crossed the divide from the Nowitna River to Lake Minchumina, and then portaged to the North Fork, which they descended to the Kuskokwim River. Theodore Von Frank, a well-known prospector on the Nixon Fork, also crossed the portage and went down the river, although he did so in the winter. As to the winter route, Clough reported that Berry, who knew the country well, had informed officials of the Post Office Department that the trail from McGrath to the railroad line was about 150 miles in distance, and that a number of men had traveled from Kantishna to McGrath in five days. 90/

The Alaska Road Commission was not unaware of the agitation. In August 1921, Major John C. Gotwals of the Commission ascended the Kantishna River and Muddy River to Lake Minchumina in a small steamboat, the Pioneer. With the assistance of K. B. Kammersgard, a trapper and roadhouse proprietor on the lake, Gotwals crossed the portage, constructed a raft, and then floated down the North Fork. Near the close of the first day on the river, he encountered Sam Sanderson and a group of prospectors in a 26-foot boat and Arthur Berry in a motorboat. Gotwals borrowed Sanderson's boat, and by himself rowed it to the mouth of Swift Fork, where he found Herman Hinsche's headquarters. In the meantime, Arthur Berry transported Sanderson and presumably his party to the portage in his boat. Gotwals remained at Hinsche's cabin for two days before Jesse Yoder arrived in his launch, the Maple Leaf. He then accompanied Yoder downstream to Berry's Landing, where he took the steamboat Tana to McGrath, arriving there on September 3. Gotwals then took the launch Maple Leaf to Takotna, and subsequently followed the summer trails to Ophir and Ruby. 91/

Not long after Gotwals passed through the section, local residents circulated a petition for the establishment of mail service on the Nenana-McGrath summer route. Stating that motorboats could be used on

Legislature, requesting his assistance. On March 12, 1925, Ross wrote to James G. Steese, president of the Alaska Road Commission, in regards to the possibility that the Commission survey the Minchumina Portage, and forwarded him letters from W. J. Widman, Peter McMullen, the Innoko Lumber Company, and the Schwabacher Hardware Company. Ross stated that it was his understanding that local inspectors of the Post Office Department desired to adopt the route, but could not do so until a survey had been made. Steese replied by letter dated March 13, informing Ross that a representative of the Commission was to examine the portage in the summer. 96/

In June 1925, the Commission announced that Major Lunsford E. Oliver, the Engineer Officer of the Commission, and Robert Sommers, a member of the Territorial road commission, were to inspect the portage, with a view to its improvement to road, trail, or tramway standard. They were also to investigate water conditions on the upper Kantishna River and the North Fork and determine the practicality of riverboat service on the streams. According to Steese, the Commission expected to improve the portage if Oliver's report was favorable and if the Post Office Department agreed to establish mail service on the route during the summer months. 97/

Oliver and Sommers made the trip from Nenana to McGrath in 6.5 days. They chartered a boat at Nenana to take them to Lake Minchumina, and on the North Fork side of the portage they met Joe Oates by previous arrangement. Oates took Oliver and Sommers in his launch to McGrath. Continuing to Takotna, Oliver and Sommers then took the summer trail to Iditarod where they took passage on a boat to Holy Cross. 98/

While in Takotna, Oliver refused to discuss his investigation of the route with local newspaper reporters. Evidently the Commission decided that the route was feasible, but would not improve the portage until the Post Office Department let a contract for summer mail service on the route. 99/ However, the department was at this time planning to use airplanes for the delivery of mail to communities on the upper Kuskokwim River. Mail service on the Minchumina Portage route was never instituted.

The introduction to airplanes as carriers of the mail was not entirely welcomed by local residents. On September 4, 1925 Jack Mutchler of Takotna wrote a letter to Alaska Delegate Dan Sutherland, expressing his belief that airplanes would not meet the local needs for mail service. He stated that the majority of local residents favored the adoption of the Lake Minchumina route for the delivery of mail on a bi-weekly basis during the open season. Once the mail service was established, perishable freight could be delivered at McGrath from four to six weeks earlier than presently possible. Also, mail carriers on the route would be in touch with the winter mail trail whenever the early freeze-up of the river ice occurred. Finally, the adoption of the route would tend to develop the country between McGrath and Nenana. As Mutchler put it, "Prospectors who want to go into that section at present are either compelled to buy or charter a gas boat, which you know isn't likely to happen. With a permanent route established as proposed, they could come and go at will." 100/

NENANA-MCGRATH TRAIL

Before the winter mail trail was adopted in 1922, the Nenana-McGrath route had attracted some attention as a possible route for summer and winter travel between the Tanana and Kuskokwim Rivers. Observing the country from the headwaters of the South Fork in 1898, Josiah Edward Spurr wrote, "The divide between the upper Kuskokwim and the lower Tanana consists of low mountains which offer few obstacles; indeed, a native route to the Kuskokwim is by way of the Toclat River, which enters the Lower Tanana and which communicates with a tributary of the Kuskokwim. He believed it probable that a wagon road or railroad across this divide could be easily located and constructed. 37/

In the winter of 1899-1900, Lieutenant Joseph S. Herron and his men learned from the Indians of Telida Village the location of the summer portage from Lake Minchumina to the North Fork of the Kuskokwim River, and the winter trail from Telida Village to Coschaget on the Tanana River. Two years later, the expedition of Alfred Hulse Brooks followed the foothills of the Alaska Range from Rainy Pass into the Tanana River valley. Both Herron and Brooks confirmed Spurr's suspicions that practicable routes for summer and winter travel between the Tanana and Kuskokwim Rivers existed.

Following the various gold rushes to the Kantishna and Kuskokwim Rivers in 1900's, the Minchumina Portage became an important summer route of travel. In contrast, the winter route was seldom traveled, most prospectors in the Tanana and Yukon River valleys preferring the shorter winter trails leading directly to Ophir and Iditarod. Only a few people were willing to traverse the largely unexplored area between the North Fork and the Tanana River. In the winter of 1910-11, Hudson Stuck, an Episcopalian missionary, blazed a trail from Lake Minchumina to Takotna in 22 days, visiting several Indian villages en route. He repeated the journey in the winter of 1914-15. 38/

While other men may have taken the Nenana-McGrath winter route in the 1910's, it was not until the early 1920's that serious consideration was given to the route as potential thoroughfare. As construction of the Government railroad neared completion, residents of Iditarod, Ophir, Takotna, and McGrath, greatly dissatisfied with their mail service, suggested that the mail be routed from Nenana to McGrath. During the summer months, mail could be transported up the Tanana and Kantishna Rivers to Lake Minchumina by steamboat, carried across the Minchumina Portage by horse, and then sent down the North Fork to McGrath by launch. During the winter months, mail carriers could take one of two routes to Nenana. According to The Kusko Times, the local newspaper, one trail led from McGrath to the mines on Nixon Fork, thence in a northeast direction to Kantishna, connecting there with a sled road to the railroad. Another route was that taken by Thomas P. Aitken, who hired Indians to guide him from Big River to Birch Creek, a tributary of the Kantishna River. According to one of his Indian guides, Aitken reached his destination in six days. Dave Clough, a long-time resident of the area, reported that J. W. Berry, who knew the country well, informed the Post Office Department that the trail was about 150 miles in distance, and that a number of men had traveled from Kantishna to McGrath in five days. 39/

Visiting McGrath in early 1921, Major Gotwals, the Engineer Officer on the Alaska Road Commission, announced the Commission's plans to improve the Rainy Pass trail, it being the shortest and most important route to the upper Kuskokwim River, and to press for the restoration of the mail service on the trail. Gotwals had little to say about the Nenana-McGrath route, except that the Commission intended to investigate it, among others, in connection with plans for a winter road to McGrath. The Commission was considering Talkeetna, Healy, and Kantishna as termini for such a road. 40/

With the restoration of mail service on the Rainy Pass trail, the Commission sent several expeditions to investigate the Nenana-McGrath route. In the summer of 1921, Major Gotwals ascended the Kantishna River to Lake Minchumina, crossed the portage to the North Fork, and descended that stream to McGrath. In January 1922, Hawley W. Sterling of the Road Commission left Nenana for Berry's Landing (Medfra) with his wife, intending to explore and map the country, and to locate winter trail routes. Erecting shelter tents along the way, Sterling was only able to reach Telida Village with much difficulty, having to break trail from Moose Creek, a tributary of the Kantishna River, to the village. Sterling returned to Nenana, reporting favorably on the route as the divides on the trail were very low. 41/

The Road Commission intended to continue its investigations in the winter of 1922-23, and to begin trail construction in the following winter season. However, the Post Office Department forced the Commission to revise its schedule when an emergency contract was let to E. Coke Hill to carry the mail from Kobe to Flat. Hill's contract called for a weekly service from November 1, 1922 to April 1923.

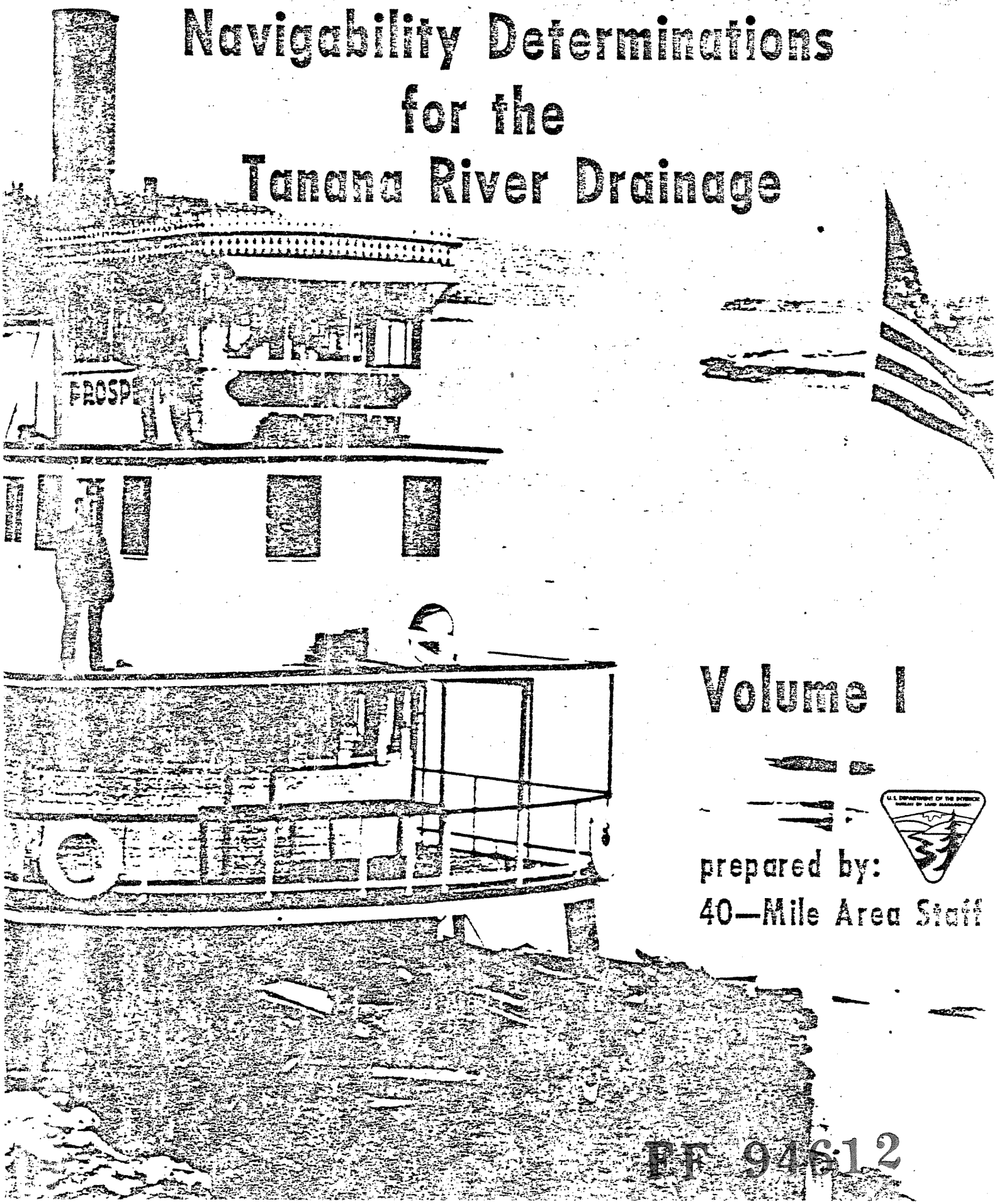
When awarded the contract, E. Coke Hill, a former assistant attorney at Fairbanks and a future district judge, had never been over the Nenana-McGrath trail. It is likely, however, that he had learned something about the location and condition of the trail from someone who had been on the trail, perhaps from the engineer, Livingston Wernecke, or the naturalist, Olaus J. Murie, both of whom went over the trail at different times in March 1922. 42/

Hill planned to start the mail carriers at Kobe and Flat at the same time. In early November 1922, Chester Brink left Flat for Big River with about 100 pounds of mail. He continued to Nikolai Village, where he expected to meet the carrier, Charles E. Armour, from Kobe. However, Armour never arrived, having lost the trail somewhere on Lake Minchumina. E. Coke Hill personally carried the second lot of mail from Kobe to Big River, arriving there on December 4. He then went to McGrath, returning to Big River on the same day to start the Indian drivers on the trail with the accumulated mail and a gold shipment valued at $200,000.

Interviewed by The Kusko Times while in McGrath, Hill described the Nenana-McGrath trail as entirely practicable for the transportation of mail and freight. He said, "There is no stretch of over 21 miles without a cabin, cooking stove, and cooking utensils, and at least at times occupied by natives, except between Telida and Lake Minchumina." Principal stops on the trail included New Telida, Slow Fork, East Fork,

Nate Stirling

Navigability Determinations for the Tanana River Drainage



Volume I

prepared by:
40—Mile Area Staff

PF 94612

Beginning in the 1880's, the river began to see an increasing number of travelers. Most of these, like Harper and Bates, were prospecting and assessing the possibilities for trade and left little more than oral traditions concerning their explorations.

Such is the account by Henry Davis of a twelve day poling trip up the Kantishna River and a portage from Lake Minchumina to the Kuskokwim (Heller 1967:67). Descriptions like these are fragmentary and not entirely trustworthy but are somewhat balanced by the reports of the military expeditions, in particular, that of Lt. Henry Allen in 1885. After ascending the Copper River and crossing the Alaska Range via Suslota Pass, Allen spent a day at "Tetling's" camp while a boat was made, probably by the Indians of that camp, out of the only three caribou skins that could be obtained at the time.

"With two natives, our three pack dogs, and a large supply of meat and fish we [five white men] started down the stream at 6 a.m. on the 14th [June]. There were six paddlers and one steersman. After a run of two and a half hours down Tetling River, with its many windings and general course of north by east we reached the muddy Tanana, with its quicksands and boilings, sand spits, and absence of rocks. The current of the river was between 3 and 3 1/2 miles per hour." (Allen 1900:446). The trip to Nuklukayet was a rapid one; only one stop at Lake Mansfield was made besides normal overnight camps. They were out of the Tanana on June 26.

Lt. Frederick Schwatka, in 1883, made a similar trip down the Yukon and reported on the Tanana but did not actually do any exploration of the river. It was not until 1896 that a series of systematic surveys was begun by government agencies, in particular, the U.S.G.S. and the Army. Whereas, many of these expeditions worked in the Tanana valley or traversed it to arrive at some other destination, they generally traveled with pack horses rather than boats or rafts.

However, by this time, river traffic had turned from geographic exploration anyway. The gold strikes in the Yukon Territory had brought prospectors into the upper part of that drainage. These had spread downriver and up the Fortymile where coarse gold was found in 1886 at Franklin.

A new post was established at the mouth of the Fortymile by Arthur Harper in the following year and it soon grew to some 500-600 miners (Nielson 80:88). The next decade saw an accelerating amount of prospecting over a rapidly expanding area. Birch Creek, Rampart, and the Koyukuk became familiar regions; Circle City was established and soon became larger than Fortymile. And all of these activities had to be supported from Outside. And at the turn of the century, the Klondike, Nome, and Fairbanks fields pulled more people and their needs into the State. Support activities of all kinds sprang up and all required supplies. The first 10 years of the 1900's saw some 170,000 tons of freight shipped up the Yukon and Tanana to American interests (Nielson 80:181) and passenger traffic in 1901 totalled some 2,500 persons (Brooks 1953:420).

Ethnohistory of Four Interior Alaskan Waterbodies

by: Dianne Gudgel-Holmes
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ETHNOHISTORY OF FOUR INTERIOR ALASKAN WATERBODIES

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KANTISHNA RIVER DRAINAGE

Lake Minchumina, situated at the geographical center of the state, drains into the Muddy River and thence into the Kantishna, which merges with the Tanana River at mile 94. The Kantishna flows 250 miles and drains an area of about 6,800 square miles (Grumman Ecosystems Corporation 1975). Tributaries of the Kantishna that are of concern to this study are the Toklat, Bearpaw, Muddy, and McKinley rivers, Birch and Moose creeks, and John Hansen Lake. The area lies within the Intermontane Plateaus physiographic division and the Tanana-Kuskokwim Lowlands province:

> The Tanana-Kuskokwim Lowland is a broad depression bordering the Alaska Range on the north. . . . Coalescing outwash fans from the Alaska Range slope 20-50 feet per mile northward to flood plains along the axial streams of the lowland. Rivers from the range flow for a few miles at the heads of the fans in broad terraced valleys 50-200 feet deep. . . . The flood plains of the . . . Kantishna . . . are incised 50-200 feet below the level of the lowland. Several nearly level projections of the lowland extend into uplands on the north. Large fields of stabilized dunes cover the northern part of the lowland and lower slopes of adjacent hills between Nenana and McGrath. . . . The central and eastern parts of the lowland are drained by the Tanana River. . . . Braided glacial streams rising in the Alaska Range flow north across the lowland at intervals of 5-20 miles. Outwash has pushed the axial streams--the Tanana, Kuskokwim, and Kantishna Rivers--against the base of hills on the north side. Tightly meandering tributaries of low gradient flow into the section from the north. . . . Thaw lakes abound in areas of fine alluvium. Thaw sinks are abundant in areas of thick loess cover. . . . The lowland contains no glaciers. The entire section is an area of permafrost. (Wahrhaftig 1965:29)

Lake Minchumina is separated from the Kuskokwim River drainage by a ten-mile portage that connects to the upper North Fork. The Titna River, tributary of the Nowitna, heads against the North Fork a few miles above the portage. Slightly above that, the North Fork headwaters nearly coalesce with the northward flowing Zitziana and Cosna river headwaters, southeast of the Bitzshtini Mountains.

Native Usage and American Exploration

The Lake Minchumina region has been inhabited for a least 5,000 years according to archeological investigations by Holmes during the 1970s (Charles Holmes 1979, personal communication). The Natives of the Kantishna area, since historic times, have been Koyukon Athapaskan Indians of the Inner Koyukon linguistic grouping. According to Krauss, Inner Koyukon includes Indians at Tanana and Stevens Villages with a few speakers at Rampart, Beaver and Allakaket, another segment at Cosjacket and Manley Hot Springs, and an extinct group from the area under study: Roosevelt-Minchumina, and Bearpaw (1972:906-8).

Apparently the Kantishna River became the dividing line between the Tanana Indians, who are found eastward to the Canadian border and who previously probably inhabited all of the Kantishna area, and the Koyukon Indians who are found west of the river and who in fairly recent times extended their territory through Tanana country along the Kantishna drainage. This intrusion is apparent through Hosley's studies of the the Kolchan of the upper Kuskokwim. Hosley reports a cultural affiliation of the Kolchan with the Tanana Indians (1968:9), and linguistically Krauss relates them to the Tanana dialect also, even though they are spatially separated by Koyukon territory (1972:908). Alfred Starr, former Birch Creek resident, reports the Kantishna River area was previously occupied by a large Native population and that there was frequent warring between the Tanana and Koyukon groups who lived there. Shifting ethnic boundaries for much of interior Alaska are evident not only linguistically, but in Hosley's delineation of the Kolchan's bi-directional orgins (1961:97; 1968:8). Archeologically the same pattern occurs; Holmes reports a strong Norton stylistic influence (generally associated with western Alaska sites) at Lake Minchumina dating from 2,000 to 1,500 years ago.

Even today Nenana informants report on their own migrating habits and those of their parents. Tom Albert, who grew up on the Wood River, says his father was from the Susitna River area. Dinah Albert was raised on the Toklat River, while her father was from farther down the Tanana River. David Esau was also born on the Taklat, but his father was from the Cosna River. Paul Esau moved to Nenana from the Tolovana twenty-three years ago. Celia Peterson was raised on the Kantishna, at Minto and Tolovana, but her father was from Tanacross. Nina Minano's father was from Holikachuk. Frank Minano is from the upper Koyukuk River area and Margaret John's father was from below Ruby, on the Yukon.

Population figures and settlement patterns of the Kantishna Koyukon are hinted at through early explorers' accounts and recent census reports. Herron listed Lake Minchumina as being a camp of fifteen Indians in the winter of 1899 (1901:67). Brooks did not meet any Natives in 1902 in the Alaska Range foothills and incorrectly reported there were no permanent inhabitants there because the streams were too swift to navigate with Native canoes, and that the area was above the point where salmon spawned (1911:215-6). When James Wickersham traveled the Kantishna the next summer he encountered three camps: Nachereah's at the mouth of the Toklat, Koonah's camp twenty-five miles above the Toklat on the Kantishna, and one at the mouth of Moose Creek called Anotoktilon. The summer home of the Indians at this last camp Wickersham reported to be at Lake Minchumina--the middle of their hunting grounds. Wickersham remained in camp here due to weather and talked with the chief and another Native, Old Ivan. He learned the "location of the various streams in that direction [Mt. McKinley] and [it was] pointed out [to him the] gaps in the hills through which . . . [he] must go to reach the great glacier which [the Indians told him] comes down from its summit. . . . [They] also traced the course of the Kuskokwim to its source in the Nuchusala, or Bull Moose Mountains" (1938:256). Of the Indians at the Toklat, he reported that this band of Tena would leave their Tanana camp in late February and go to their old Toklat

camp, "which their ancestors had thus visited time out of Tena mind." After the spring hunt, they would return to their fish camps at the Tanana-Yukon junction (1938:223-5).

Four years later the Gordon brothers did not mention seeing any Natives on their trip up the Kantishna until arriving at Lake Minchumina. There they met seven Minkhotana Indians who reported their winter camp was on the southwest side of the lake and consisted of about twenty-five people (1917:65, 69, 74). The next year, 1908, naturalist Charles Sheldon was traveling in January along the Toklat, and at a place called the "cutoff," the beginning of a native trail to the Nenana River, he encountered a tent camp of six Indian families from Lake Minchumina who were, according to Sheldon, "nearly all the survivors of this tribe, which at one time was large and powerful" (1930:281-83). The Toklat at this point is open all year and ducks stay there all winter feeding on the dead salmon.

When Brooks passed the mouth of the "Toclat" (Kantishna or Cosna river) in 1898, he mentioned that the village there was one of the two largest along that part of the Tanana--the other being near Nenana (1899:491). The 1910 census for the Kantishna district, which does not discern between Native and non-Native population, was listed as sixty-eight. In 1930 the Toklat village had a population of forty-four, while in 1940 it was sixteen (Rollins 1978).

Early explorers' accounts often mention in passing something of the customs of the Natives and of the waterbodies. The Russian explorer Zagoskin traveled the Yukon River nearly to the Noggoyya (Nowitna) in 1843 and reported on what is perhaps the first reference to Lake Minchumina. Native informants and traders said the Nowitna came from a large lake which connected with many others and flowed into the Yukon from the south. It was reported to be up to 115 yards wide and that there were many Native winter houses at the river's exit from the lake and around the lake itself. The lake was said to contain many fish (1967:174-5).

When Schwatka made his 1883 reconnaissance along the Yukon, he made one of the earliest references to the Kantishna River and its Natives. The Tanana Indians, he reported, "unite for war only with those living on the 'Koskoquien' [Kuskokwim?] and a band called the 'Too-clok' who live on a river of the same name, which empties into the Tananah from the west, about 150 miles from its mouth" (1885:95).

Lt. Allen also made passing reference to the Minchumina portage and "Toclat" (Kantishna) River in 1885 on his descent of the Tanana River. As he passed the mouth of the river, which was twenty to twenty-five yards wide, he stopped at the summer fish camp of the Natives who had just arrived there from the upper Kantishna area, and learned the river was "partly the means of communication between the Natives of the lower Tanana and the upper Kuskokwim" (1887:85). He further suggested that any exploration of the upper Kuskokwim would be feasible from the "Toclat" portage.

Although the prospector Frank Densmore, and later Al King, used the Kantishna River and portage in 1889, Brooks of the U.S. Geological Survey, on his journey down the Tanana nine years later, wrote the following:

> Lower Tanana Indians are said to have a route that ascends the Toclat [Kantishna] River and thence by portage trail crosses to the waters of the Kuskokwim. It is rumored that this trail was used some by traders in the early history of Alaska; but this rumor has never been verified, and the region is one which is entirely unexplored. (1889:443)

The next year, 1899, an Army expedition headed by Joseph Herron was guided from Telida through Lake Minchumina to Fort Gibbon on the Yukon River. This journey took place during the winter and did not involve any of the Kantishna tributaries. However, this information of the area, and more, must have been available to Brooks three years later in 1902, when he crossed from the South Fork of the Kuskokwim along the western foothills of the Alaska Range to the Nenana River, because he mentioned seeing from a great distance the smoke of Indian fires at Lake Minchumina. Brooks touched on some of the headwaters of the Kantishna tributaries but did not descend any of them, yet his map delineates many of them. His publication, which did not come out until 1911, undoubtedly had the benefit of the increased knowledge of the area gained from the 1905 gold rush and subsequent geological reconnaissances.

The year after Brooks' trip Judge James Wickersham of Fairbanks attempted to climb Mt. McKinley. Knowledge of the area appears to have been scanty for outsiders, but local residents must have been familiar with the Kantishna as Wickersham and his party took the steamer Tanana Chief up river in May to the mouth of the Toklat. Along the way they met trappers, one of whom spent the winter near the Toklat and two more who, having crossed the Minchumina portage, were descending the Kantishna for Nenana. The river was high with remains of winter ice during Wickersham's ascent, but soon they entered more sluggish water and a wide lake-like expanse of water connected by rapid, narrow streams (1938:220-1, 235). At the Native camp situated on the Toklat the Indian Olyman Cheah was building a birch bark canoe and Wickersham described the process:

> The ribs of stout birch wood have been carefully shaped with his knife and tied in place in the ways, with long tough spruce roots, to longitudinal strips of clear, split spruce, thus preparing the frame work for the birch bark covering. . . . The sheets of birch bark are stripped from the living tree as the sap is rising in the spring, and Olyman cuts them to fit the frame, allowing over-laps for sewing. . . . When the birch bark plates are cut and fitted by the master hand, the old women and their young ancestors gather alongside the craft, and squatting on the ground sew the sheets together and to the ribs with spruce root threads, using a bone awl to open the way for the insertion. . . . Olyman is carving and shaping the bow and stern posts. . . . He then runs some spruce pitch into the cracks and small holes, paints

> the framework red, and launches the craft upon the waters of the Kantishna for his trip to the summer fish camp along the lower river. (1938:230-1)

From the Toklat, part of Wickersham's party went overland and part continued by small boat up river to Moose Creek. On the return trip in late June, some of the party built a 24- by 10-foot raft on the McKinley River and rafted down stream. At Eagle Gorge the raft was upset by a giant boulder. After being rescued by the land party and repairing the raft, the men continued downstream for a day or two amid sweepers and sandbars (1938:299, 302). Upon reaching the Kantishna the water was gentle, with no rocks or rapids, and they reached the Tanana River without further incident (1938:307-10).

The Kantishna gold rush of 1905 was inadvertently started by Wickersham. He discovered gold on Chitsia Creek during his expedition to Mt. McKinley and the news of a possible new strike brought prospectors to the area the next year. By the summer of 1905 these men had traversed many of the creeks along the Toklat and Bearpaw and the news in Fairbanks of their discoveries brought several thousand prospectors to the Kantishna for a stampede that lasted but one year. The quickly constructed towns of Roosevelt on the Kantishna, Glacier City on the Bearpaw and Diamond at the mouth of Moose Creek were just as quickly deserted within a year, although a few dozen or less miners have remained in the area up to the present time (Bundtzen 1978:152).

With the advent of the stampede, the Kantishna could no longer be termed an unknown region, as miners and trappers continued to explore and inhabit the area all the way to Lake Minchumina. They came overland by foot or dog sled in the winter, and by boat in the summer. The Fairbanks and Nenana newspapers for the next few decades contained stories about the activities of the Kantishna and the comings and goings of the population.

The gold rush town of Diamond was situated at the mouth of Moose Creek about thirty-five miles up the Bearpaw River (some sources quote sixty miles). At least one sawmill, the Manley-Kellogg, was in operation there by the winter of 1905. The Bearpaw above Moose Creek was reported to be barely navigable for lightly loaded poling boats (Nome Semi Weekly Nugget March 1, 1906). The steamer White Seal went twenty-five miles up the Bearpaw in the summer of the stampede to deliver freight and passengers (Fairbanks Evening News September 25, 1905). Steamers continued to service Diamond (which was considered to be the head of navigation on the Bearpaw) and Roosevelt until freezeup (Brooks 1911:175). There was competition between the gold rush towns and the town of Bearpaw, three miles up that river, thought they offered a better route to the mines. But poling boats on the river could not get within twenty miles of the diggings without hard work after they passed Moose Creek, whereas steamers of all sizes were reported to be able to reach Roosevelt on the Kantishna (Nome Semi Weekly Nugget November 30, 1905). The town of Glacier City was twelve miles above Diamond at the mouth of Glacier Creek, about midway to the mines from Diamond. Eureka, located at the junction of Eureka Creek on Moose Creek, was near the mines and became the summer mining camp, but few of the miners who remained in

the area stayed there during the winter, as it was above timberline (Bundtzen 1978:152). Roosevelt was on the Kantishna River, eighteen miles by swampy trail from the mines (Prindle 1907:213). A wagon road was built by the Alaska Road Commission from Roosevelt to Bear Creek (about fifteen miles) and a trail continued to Moose Creek and Eureka (Capps 1932:235; Moffit 1932:305).

There is confusion as to the location of Roosevelt. Capps in 1917 wrote: "It is also possible to take launches up Kantishna River to McKinley River, and up that stream to the abandoned town of Roosevelt" (1917:284), whereas Moffit reported Roosevelt to be on the Kantishna (1933:6) and Steve Foster's picture of Birch Creek is captioned "entering Birch Creek on route to Lake Minchumina on September 21, 1919 16 miles above Roosevelt" (Foster Collection photograph no 244 University of Alaska, Fairbanks, Archives). Orth places Birch Creek as entering the McKinley River, yet it appears from the U.S.G.S. McKinley quadrangle and McKinley D-4, 1:63,360 scale maps that the Kantishna River begins at the junction of Birch Creek and McKinley River, with the Muddy River entering Birch Creek a few miles above that. None of the maps show Roosevelt, although the McKinley quadrangle map in the southwest corner of T. 11 S, R. 20 W shows a trail leading to Bear Creek with an offshoot to Glacier and Eureka (Kantishna City), the same trail described by Capps and Moffit. It is logical to assume this trail intersects the Kantishna where Roosevelt once stood. Further confirmation of this is obtained by looking at the 1923 American Geographical Society Map of Alaska where it is seen that the Kantishna River at that time was delineated below the junction of the Bearpaw. Above that point the river was known as the McKinley or McKinley Fork; thus, according to that map, Birch Creek would enter the McKinley and Roosevelt would be on the McKinley River also. The head of navigation on the Kantishna is often reported to be Roosevelt, but as early as 1905 James Robart and a party of adventurers took a steamboat to Lake Minchumina. There they met and traded with the Natives (Nome Nugget May 12, 1906).

In 1906 the U.S. Geological Survey made the first of many trips to the Kantishna area. Prindle made a hurried trip to report on the mining activity, which was termed: "more local than at first supposed," and he also noted the towns and transportation routes to the area. During the 1905 rush, steamers brought passengers and freight at $40 apiece and $50 a ton to Roosevelt or Diamond. During the winter, traffic used the trail from Fairbanks up the Nenana River to a roadhouse where a trail led westward overland towards the diggings (1907:213).

That same year Charles Sheldon, big game hunter and naturalist, came to the Kantishna on the first of his two trips. It was through Sheldon's urging that McKinley National Park was created in 1917. His first trip was to study the Dall sheep. He hired the steamer Dusty Diamond to take him and his provisions, including five horses, up the Kantishna, first to Bearpaw and then to Roosevelt. In the fall he boated from Glacier, in a leaky 30-foot Yukon poling boat, to the Tanana River, making many observations about the difficult riffles of Glacier Creek, the smoother water of Moose Creek with its waters littered with salmon, and the slack water of the Bearpaw and Kantishna. The next year Sheldon returned to spend an entire year studying the sheep. The

steamer Luella took him up the Bearpaw. After much difficulty due to low water, Sheldon and the rest of the passengers unloaded the freight and continued up river to Diamond with poling boats. With even more difficulty he reached Glacier--his supplies finally were transferred to horses for the last few miles. Sheldon spent the winter on the Toklat, traveling around the region studying the wildlife. The next summer he left the area by horse on the Toklat-Nenana trail; his specimens were brought out by canoe from Glacier City to the Tanana River (1930).

During Sheldon's second summer in the Kantishna, George Byron Gordon, sponsored by the University Museum of Philadelphia, and his brother canoed up the river, crossed the Minchumina portage and descended the Kuskokwim to Bethel. Gordon made observations on the Natives and physical features of the area during his journey. Although the Kantishna gold rush was two years passed and at least one streamer had been to the lake, Gordon appeared to know little about the area that he was to travel through. He reported that a birch-bark map made by a Tanana Indian was his only guide. Traveling up the Kantishna River in their homemade 20-foot canoe, Gordon estimated the current to be three and a half miles per hour with the river being 100 yards wide in places, with many sandbars. In some places they lined up the river to relieve themselves of the hard work of poling. After passing the McKinley River, the water slackened and the Gordons could use their paddles again. No mention was made of meeting other boats on the river and no Natives were encountered until reaching Lake Minchumina, although two men, who were headed for the Kuskokwim with their poling boat, were passed on the portage (1917). A year later, Priestly took a pleasure trip down the Tanana River on a twelve-by-five-foot raft. He stopped at the mouth of the Kantishna for lunch and encountered an Indian in a canoe who, like the Gordons, but in reverse, had come from the Kuskokwim River across the portage (1910:287).

Lee Raymond Dice was a U.S. Bureau of Fisheries Deputy Fur Warden at Tanana in 1911. In February, 1912 he went up the Cosna River to the North Fork of the Kuskokwim with his partner S. Foster, to spend the winter before floating down the Kuskokwim the next summer. His partner may have been the same S. Foster that became a well known resident of the Kantishna-Lake Minchumina area a few years later.

Dice was told by prospectors that no large, good (spruce?) timber existed near Minchumina for boat building, as it had all been burned off. Dice walked to the lake over the portage as a side trip on his downriver trip in late June and reported on the various contraptions discarded along the trail that had been used to haul boats over the Tussock-covered terrain (refer to page 23) (Dice 1912).

After Charles Sheldon left the Kantishna, he continued to correspond with his good friend Karstens, who was later to become Superintendent of Mt. McKinley National Park. One of Karstens' letters to Sheldon described taking 4,500 pounds of freight by launch up the Bearpaw to Diamond in the fall of 1912. There the supplies were cached until the following spring, when Karstens and Archdeacon Stuck climbed Mt. McKinley. On the return trip a poling boat was commandeered at Diamond

and used to float to the Tanana. In a letter of September 1914, Karstens mentioned taking a (hunting?) party up the Toklat River by launch. He reported the river was at flood stage and that he was able to get the boat up twelve to fourteen miles before having to pole and line the rest of the way to his destination (Charles Sheldon Papers, Box 2, Folder 27, University of Alaska, Fairbanks, Archives).

Steve Foster, resident of the Kantishna region, is mentioned in passing several times in the early newspapers and books of the area. Evidently he was consulted for information for the 1922 Rand McNally Guide to Alaska and Yukon, as inside the cover it was reported he had been in Alaska for fifteen years. However, as early as March 1, 1906 the Nome Semi Weekly Nugget, in a reprint from the Fairbanks Times, ran an article on the Kantishna mines, and someone named Foster was mentioned as being in charge of Mr. Hamilton's store at Glacier. By 1914 Foster and a partner, Nels Henderson, were involved in fox farming and a small trading post at Lake Minchumina. They also intended to act as guides for big game hunters. The Fairbanks Daily Times went on to mention that men intended to bring a good camera on their next trip to the lake in order to photograph the wild animals (July 11, 1914). Six days later the same paper reported that the men had left Fairbanks for Minchumina with four tons of supplies in Henderson's boat. Foster did indeed purchase and use a camera, as the University of Alaska Archives at Fairbanks contains several albums of his photographs. Included are pictures of Kantishna prospectors at Glacier City and Diamond in 1914, Henderson's launch at Square Deal (on the Kantishna) in 1914, Natives at Lake Minchumina in 1915, and a 1916 photograph captioned: "complete breakdown of my launch 125 miles up Kantishna River (going to Minchumina)." Many other pictures of the region's waterways are included in the collection.

The U.S. Geological Survey sent Eakin up the Cosna River and down the Nowitna in 1915. The survey party traveled with horses for the first part of the trip and made observations on the Kantishna River basin:

> The drainage of the upland area northeast of Lake Minchumina is divided among an extraordinarily large number of distinct streams. The south, east, and north slopes drain into the Kantishna, Zitziana, Cosna, and Chitanana rivers, tributaries of the Tanana; the west slopes into a branch of Titna River, a tributary to the Nowitna, and into the North Fork of the Kuskokwim River. Thus there are six streams, all of considerable size, that head within a few miles of the same point. . . . The Kantishna River Basin includes only a small area in the southeastern part of the [surveyed] region. Several small streams that drain southward from the upland flow out upon the alluvial plains and empty either into Lake Minchumina or into the Kantishna a short distance below the outlet. The Kantishna flows northeastward from Lake Minchumina to Tanana River, a direct distance of about 80 miles. The distance along the course of the stream is probably more than twice as great. The Kantishna receives most of its water from a number of large southerly tributaries that head in the Alaska Range. It is said to be navigable for launches or small steamboats from its mouth to Lake Minchumina. (1916:212-3)

The next year the U.S.G.S. sent Capps to the Nenana-Kantishna area. It was expected that once the railroad was completed, interest in the Kantishna would increase and thus the survey was done to extend the geologic and topographic mapping west from the railroad to the Kantishna and to make a study of the region's mineral resources. Capps traveled to the region by horse, but left by boat down the Kantishna River. He reported there was no regular mail service to the sparsely populated mining district and that the remoteness of the area "from established lines of transportation has made travel . . . difficult and the transportation of supplies expensive" (1917:283). There was no commercial freighting available to the area at this time. Supplies were generally brought in by each miner, and summer travel was almost exclusively by boat (1917:284). Of the rivers Capps wrote:

> The Bearpaw River, which joins the Kantishna 103 miles above its mouth, is fed by the numerous creeks that drain the south and east slopes of the Kantishna hills. Below the town of Diamond it is a sluggish, clear stream that follows a meandering course to its mouth. . . . [The] East Fork of Toklat River and the main Toklat both drain from the summit of the Alaska Range and are fed by numerous glaciers. Their waters are therefore heavily charged with debris during the summer, and they are subject to the rapid fluctuations of volume that characterize glacial streams. . . . [The] Kantishna River below the mouth of the Bearpaw is a large, muddy stream of moderate current. Its muddy waters come from McKinley Fork, which drains Muldrow and Peters glaciers, but it is fed also by the clear waters of Bearpaw River and Lake Minchumina. At high stages of water shallow-draft launches can ascend the Kantishna to Lake Minchumina and the Bearpaw to Diamond. . . . Moose Creek is a large clear stream that flows over a gravel flat and is generally bordered by gravel benches, though in places it swings to one side or the other of its valley and cuts against the rock valley walls. About three miles below the mouth of Eureka Creek it enters a rock canyon, through which it flows for some distance. Its gradient is so gentle that difficulties are encountered in obtaining water under sufficient head for sluicing (1917:307; 1919:12).

George Black was prominent in interior Alaska river freighting for over thirty-seven years. He came to Fairbanks in 1916 and two years later brought the Pioneer--a sternwheeler from Dawson. He operated it until 1926. Later a new Pioneer was built and used on the Kantishna. The Bertha was purchased from G. Moody, another Kantishna riverman; and in 1935 he bought the Idler, an eighty-five-foot pleasure boat that was larger than his others (Wallace 1962:22-3). The Idler, built as a yacht in 1911 at Fairbanks by Fred Noyes, saw many years of service on the Kantishna. Originally a steam powered boat before Black converted it to diesel, the Idler could handle up to four barges (Frye 1965:15).

Information on travel to the Kantishna is meager for some years except for scanty news articles, mining surveys, or miscellaneous journal articles. In 1919 an article appeared in the Alaskan Churchman (10[1]:10)) about a party that was attempting to reach Diamond, on the Bearpaw.

Newspaper*	Date	Boat/Captain	Passengers/Cargo	Destination	Comments
NN	Spt. 22, 1919	Unnamed launch	C	To: Roosevelt	Supplies for Moose Creek
NN	Oct. 13, 1919	J. Moore & G. Moody		Due to ice, they had to leave their boats at Bearpaw R; returned overland	
NN	Jly. 12, 1921	G. Moody's boat	P/C/Mail	Fr: Nenana To: Diamond/Roosevelt	
NN	Aug. 6, 1921	G. Moody's launch		Fr: Nenana To: Kantishna	
NN	Aug. 13, 1921	Idler/ F. Noyes	P	Fr: Nenana To: Lk Minchumina	Pleasure trip;barge accompanies boat
KT	Aug. 16, 1921	Pioneer/ G. Black	P/Horses	Fr: Nenana To: Lk Minchumina	Headed for No. Fk. Kuskokwim-prospctng
NN	Aug. 23, 1921	A. Morris' launch	Davis Party	Fr: Kantishna To: Nenana	Came from McKinley Pk; drifted down Kantishna to Morris'
NN	Aug. 27, 1921	Pioneer/ G. Black & Galatea			Steamers on the Kantishna run
KT	Spt. 7, 1921		Gotwals	To: Lk Minchumina	By boat to lake & on to McGrath via portage
NN	Spt. 22, 1921	VanOrsdel's launch		Fr: Nenana To: Kantishna	

* KT=Kusko Times NN=Nenana News

Newspaper*	Date	Boat/Captain	Passengers/Cargo	Destination	Comments
NN	Spt. 29, 1921	Moody's launch		Fr: Kantishna To: Nenana	
NN	Jun. 24, 1922	Sutherland's launch		Fr: Roosevelt To: Nenana	
NN	Jun. 27, 1922	Jolly Rover	C	Fr: Bearpaw R. To: Nenana	Freight to the mines
NN	Jly. 4, 1922	Bertha/ G. Moody			New stern wheeler for Kantishna run
		Pioneer/ G. Black			To freight on Kantishna
NN	Jly. 8, 1922	Moore launch		Fr: Roosevelt To: Nenana	
NN	Jly. 20, 1922	Bertha		Fr: Roosevelt	
NN	Jly. 29, 1922	Olson's launch	J. Blick	Fr: Diamond To: Nenana	Mt. McKinley Gold Placers, Inc.
NN	Aug. 1, 1922	Rodman launch		To: Lk Minchumina Fr: Nenana	To spend winter at the lake
NN	Aug. 12, 1922	Bertha		Fr: Roosevelt To: Nenana	Return trip to be made to Minchumina with prospectors
NN	Aug. 17, 1922	Moody boat		To: Lk Minchumina	

* NN=Nenana News

Newspaper*	Date	Boat/Captain	Passengers/Cargo	Destination	Comments
NN	Spt-Oct, 1922			Numerous unidentified boat arrivals from the Kantishna	
NN	Oct. 3, 1922	Moody boat		Fr: Kantishna	Last trip of season
NN	May 19, 1923	Mutt/ C. Neuser		Fr: Roosevelt To: Nenana	Side wheel boat to be operated by Kantishna Transportation Co.
		Moody launch		To: Kantishna	
NN	May 24, 1923	launch	P	Fr: Nenana To: Diamond	Mt. McKinley Gold Placers personnel
NN	May 26, 1923	Pioneer/	P	To: Kantishna	Ak Road Commission personnel
NN	May 31, 1923	Moody launch	F.de la Vergne, G. Erwin	To: Lk Minchumina	To investigate H. Bock's death
NN	Jun. 12, 1923	Pioneer/ G. Black	P		
		Mutt	C/Mail	Fr: Roosevelt/ Diamond	To be making twice-monthly mail runs
NN	Jun. 26, 1923	Mutt	P/C/Mail	Fr: Kantishna	
NN	Jly. 5, 1923	Pioneer	C	Fr: Kantishna	With 9 tons galena ore

* NN=Nenana News

Newspaper*	Date	Boat/Captain	Passengers/Cargo	Destination	Comments
NN	Jly. 14, 1923	Mutt/ Neuser	C	Fr: Lt Minchumina	To unload trapping freight; "The run up the river from Roosevelt [to the lake] was made without trouble of any kind."
NN	Aug. 7, 1923	Mutt		Fr: upper Kantishna R.	
KT	Nov. 29, 1924	Kammisgaard's gas boat	Higgins' party	Fr: Lk Minchumina	Party taken from portage to Nenana, Oct. 10th
KT	Jan. 24, 1925	Kammisgaard's boat		Kammisgaard reports he can make a round trip frm Nenana to the lake in 11 days; trip is 375 miles one way; has a 25-horse-power stern wheeler "that can make the trip even at low water."	
FDNM	Aug. 27, 1941	Idler/ G. Black	C	Fr: Fairbanks To: Lk Minchumina	135 tons cargo for new CAA station

* NN=Nenana News KT=Kusko Times
FDNM=Fairbanks Daily News-Miner

Present Day and Recent Usage

Information on recent usage of the Kantishna drainage was obtained by questionnaire from five residents of the small community at Lake Minchumina and from residents in Nenana who had had experience in the area. Additional information was added by the author from her direct association with the area over the past eight summers. Another valuable source of information on subsistence usage of the area can be found in Richard Bishop's Subsistence Resource Use in the proposed North Addition to Mt. McKinley National Park.

Kantishna River. Also known as the Dugan and Toclat river flows north 108 miles to the Tanana River at 64°46' N, 149°58' W.

Bill Burk, Sr., lived at the mouth of the Kantishna for twelve years--1948 to 1960. He was trapping and fishing. He now uses the river for hunting. Nine-mile slough, the local name for the slough at the west border of T. 3 S., R. 12 W., Fairbanks Meridian, can be navigated with a boat. In 1926, Mr. Burk lived at the old town of Roosevelt when his father was a mail carrier. There were several people living there at the time, mainly trappers. The last time Mr. Burk was up to Minchumina was in 1976 or '77 when he aided Val Blackburn in bringing up a boat.

Michael Carey traveled the river in 1950 on a scow that was pushing a barge. At that time his family was moving from Lake Minchumina to Fairbanks. His father, Fabian, made other trips on the river before that time.

Dick and Florence Collins, long-time residents of Lake Minchumina, have used the Kantishna many times traveling from the lake to Manley Hot Springs or Fairbanks with a riverboat. Their three children made a ten-day trip to the lake from Fairbanks in 1975 in an 18-foot canoe. Mr. Collins reports that the late Slim Carlson, an old trapper from the area, reportedly built a boat in Nenana and floated to the Kantishna and then poled up to his cabin on Birch Creek. He did this several times in the 1920s. Mr. Collins also reports that Fabian Carey and two others took freight in a large riverboat with a small motor up the Kantishna to the lake, sometime before 1952. Evidently the trip was difficult.

David Esau has a cabin about sixty miles up the river near the mouth of the Toklat. He goes to the cabin with a 24-foot riverboat. He used to go to Birch Creek for beaver and muskrats.

Paul Esau uses the Kantishna about every other year for moose hunting. He goes as far as just above the Bearpaw mouth; the last time was in 1977.

Charles Holmes and Mike Kunz did an archeological reconnaissance along the Kantishna in a 30-foot riverboat in 1972. They went to a point just above the Toklat to Clear Creek and up that creek to a log jam. With a smaller craft they could have gone around the jam and continued upstream. In 1975 Holmes made a round trip from Fairbanks to the lake in a 22-foot riverboat. Another trip was made in 1973 with a 17-foot canoe from the lake to Manley Hot Springs.

REPORT ON NAVIGABILITY

of

STREAMS TRIBUTARY TO THE TANANA RIVER, ALASKA

GRUMMAN

REPORT ON NAVIGABILITY

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Prepared for

U. S. Army Engineer District, Alaska

by

GRUMMAN ECOSYSTEMS CORPORATION

April, 1975

3.1.2 (Continued)

In 1903 Judge James Wickersham and a party of men ascended the Kantishna River as far up as the Toklat River junction. The first part of the journey was accomplished by the Tanana Chief, an early Tanana River steamer, the first such steamer to ascend the Kantishna. From a distance 40 miles below the Toklat confluence, the party ascended in a clinker built to the Toklat River. From this point the party traveled on foot to the slopes of Mt. McKinley. A month later the party descended the Kantishna on raft from the northern foothills, well above the point they had previously ascended.

The Kantishna region lies well away from any commonly used route of travel in Alaska and is therefore visited only by persons whose business takes them to it. The headwater areas of the Teklanika and Toklat Rivers have no permanent habitations, and are seldom visited except by a few trappers and hunters. Travel in this region is confined almost entirely to routes leading to the mines in the Kantishna Hills. Until the summer of 1916 Fairbanks was the large settlement nearest the mines and was the point from which most of the provisions and equipment for the Kantishna region were obtained.

Two routes of travel from Fairbanks to the Kantishna basin are commonly followed. In summer, when the streams are open to navigation,

3.1.2 (Continued)

Tanana River is followed to the mouth of the Kantishna, and small launches are taken up that stream to the mouth of Bearpaw River, and up the Bearpaw to the deserted village of Diamond, at the head of launch navigation, a total distance of 143 miles from Tanana River to Diamond.

Some river boats have plied the Kantishna River since the early days of settlement of the Territory, carrying supplies and equipment to mining camps near the headwaters. Within recent years, the Federal Aviation Administration has used the river to supply an airfield on Lake Minchumina. The annual volume of freight that is carried on the river is unknown, but probably amounts to a few hundred tons. The cargo is carried on barges with shallow draft equipment.

Among the Tanana's affluents, the Kantishna has been navigated about 100 miles, while the Chena, Tolovana, and lower Volkmar are likewise practicable for light steamers, and most other tributaries for small boats.

The period of navigation on the Yukon is exceeded in duration by that on the Tanana. For three years between Fort Gibbon (Tanana post-office) and Chena or Fairbanks, its usual duration was five months. The average date of opening was May 14 and of closing October 14. A boat has reached Fort Gibbon from Chena as early as May 8, and as late as October 17.

3.2.1.2.3 (Continued)

At mile 496 the Alaska Highway crosses the Tanana River with a 946-foot fixed span bridge. Horizontal clearance is 422 feet, while vertical clearance to high water is 20.5 feet. There a two piers located in the mainstream of the Tanana River.

Further bridge details can be examined in Section 7 Index of Crossings.

3.2.1.3 Other Tanana River Basin Facilities

3.2.1.3.1 Current Navigable Reach

Several tributaries of the Tanana River have been used historically for navigation. The principal tributaries have been the Chena, Tolovana and Kantishna Rivers.

The Chena River in the early 20th century supported a substantial river barge and steamer service, particularly prior to 1923, when the Alaska Railroad was completed. Gradually more and more freight was moved by the railroad until river freight service ceased to Fairbanks. Some smaller craft were navigated on the Chena River, but nothing

At the start of a season, Capt. Binkley will use Discovery I, a sternwheeler he built in 1955 and twice enlarged to accommodate the demand.

The Kantishna River was used in its lower reaches by steamers and river boats to ship in mining supplies.

The following description of the Tolovana River was extracted from the House of Representatives' Document No. 193 dated February 1924.

"The Tolovana River is a small, sluggish stream with its source in the mountains between the Tanana and Yukon Rivers. It flows in a sinuous course through an alluvium valley from 3 to 25 miles in width to its junction with the Tanana River, 120 miles below the city of Fairbanks. The distance by river from the head of navigation to its mouth is 175 miles, while the distance following the river valley is only 55 miles. The river valley is covered with small timber. There are no glaciers on the watershed of the Tolovana or its tributaries, and as the storage capacity of the watershed is small the ground being frozen, the river is subject to sudden changes in stage. The principal tributaries of the Tolovana River are the Chatanika and Tatalina Rivers and Livengood Creek. The average fall is about 1 foot per mile and the average velocity about 1½ miles per hour. From the mouth to the log jam located near

feet above high water. This mass has become filled with silt and grass, forming a dam through which the river passes. This forms an absolute bar to all navigation.

"The snags encountered are small, usually logs not more than 12 inches in diameter. For 9 miles below the jam they are very numerous and from there down are occasional only. They form a menance to navigation, although not an absolute obstruction. There are also some snags between the log jam and Trappers Cabin."

In March 1972 the Corps of Engineers, Alaska District, issued a list of inland navigable waters of Alaska. Rivers in the Tanana basin on this list included:

- Chena River - a 100-mile long tributary of the Tanana River, navigable to the Cushman Street Bridge in Fairbanks
- Kantishna River - a 108-mile long tributary of the Tanana River, navigable by small boats to Bear Paw, a distance of 100 miles
- Noyes Slough - a tributary of the Chena River whose navigable length is unknown
- Tolovana River - a 200-mile long tributary of the Tanana River that is navigable by small boats to mile 135

3.2.1.3.1 (Continued)

In May 1974 the Bureau of Land Management issued a list of inland navigable waters in Alaska. Included in the Tanana basin are:

- Chena River - a tributary of the Tanana River navigable for 6 miles to the Cushman Street Bridge in Fairbanks
- Kantishna River - a tributary of the Tanana River whose navigable length is unknown
- Noyes Slough - a tributary of the Chena River whose navigable length is unknown

3.2.1.3.2 Upper Reach Boatability

Of all the Tanana River tributaries, only the Chena is dredged, and then only in its lower three miles. Other rivers seem to have no controlling depth, as observed by July 1974 helicopter reconnaissance survey. A majority of the streams entering the Tanana from the south are glacial and exhibit varying degrees of channel braidedness and streambed "roughness". In most cases depths of glacial streams were estimated due to their high suspended-sediment content. However, even where depths were sufficient for boating, large boulders in the channel, along with high fall rates, make navigation hazardous.

3.2.1.3.2 (Continued)

The non-glacial tributaries originating in the Yukon-Tanana Upland are more susceptible for boating usage. Access is more easily attained because the Richardson Highway is located north of the Tanana River.

Historically, many of the tributaries in the Fairbanks area were used by miners. As mentioned earlier, freight was transported on the Chena, Kantishna and Tolovana Rivers. Logging activity with log drives were practiced on the Chena and Salcha Rivers between 1905 and 1916. Drives covered between 50 and 150 miles.

Although many log jams were observed during the July 1974 helicopter reconnaissance survey, these were natural phenomena. Log rafting is no longer practiced on the interior rivers as it once was.

The tributaries of the Tanana are presently used by recreationists for hunting, fishing and wild and scenic boat trips. During the July 1974 helicopter reconnaissance, rubber rafts, canoes, bateaus, jet boats and fisherman were observed in nearly all the tributaries surveyed.

During an interview with a Mr. Compeau, owner and proprietor of Compeau's Marina on the Chena River in Fairbanks, the following information regarding boating and river use was obtained:

3.4 (Continued)

and its tributary, Moose Creek, the Salcha River, Shaw Creek, the Delta River and its tributaries, Jarvis and Phelan Creeks, and the Tanana River were investigated previously by the U. S. Army Corps of Engineers, Alaska District, and reported in Navigable Waters of the United States, Alaska (Trans-Alaska Pipeline Crossings), dated 31 October 1973.

A third report, a letter from the Alaska State Office of the Bureau of Land Management to the Cook Inlet Region, Inc., states which rivers the BLM "thinks" are navigable in Alaska. In the Tanana River basin, only the Chena, Kantishna, and Tanana Rivers were mentioned as being navigable. This letter was dated 13 May 1974.

It should be recognized that although these reports make determinations as to navigability, none present sufficient supporting data leading up to the final determination on navigability status.

3.5 Potential Navigability Consideration

Since the late 1800's when gold was discovered in the Tanana basin, the Tanana River, as well as many of its tributaries have played an important role in transporting men and materials. With the advent of the airplane in Alaska and improved overland access, however, the rivers

3.5 (Continued)

of the region have played less and less a part. Major river traffic presently is confined below Nenana, mile 160, on the Tanana River. Historically, river boats plied the river to Fairbanks, mile 217. Tributaries, such as the Tolovana, Kantishna, Chena and Salcha Rivers, which once saw commercial usage, now only see recreational usage.

As mentioned previously, it is unlikely that these rivers, will ever again experience commercial river traffic, due primarily to the time element: delays in shipping due to low water conditions, and an overall limited time availability due to freeze-up. Primary future usage of the Tanana basin rivers, as well as any Alaska River, will come in the form of recreation: fishing, hunting, boating and scenic. As such, navigability considerations must take this into account, and values must be reassessed accordingly.

LEVEL FOR THIS GROUP. 1 MEMBER OF THIS GROUP WAS KILLED WHEN HE FELL INTO A CREVASS ON MULDROW GLACIER. (P229-230) IN 1971 SHELDON FLEW 2 CLIMBERS TO THE 7,600 FT. LEVEL ON MULDROW GLACIER, PICKED UP ANOTHER PASSENGER HERE AND RETURNED TO TALKEETNA. (P233)

6485 WATN KANTISHNA RIVER NOT NAMED
REFN 03479 924926
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER-AIR CRAFT,COMMUNITY,FREIGHT
ABST FAIRCHILD AVIATION AND BEN EIELSON TOGETHER BID FOR A MAIL CONTRACT, TO BE FLOWN BY EIELSON. THEIR PLANS FOR THE BID ARE DRAWN UP IN "PROSPECTUS OF ALASKAN AIR TRANSPORT CORPORATION", WHICH HAS A HANDWRITTEN DATE OF 1924 ON IT. SINCE EIELSON'S FIRST MAIL CONTRACT, NOT CONNECTED WITH THIS BID, WAS IN 1924, THE PROSPECTUS SHOULD MORE LIKELY BE DATED 1925 OR 1926. THE PROPOSED NENANA TO FLAT ROUTE INCLUDES A STOP AT ROOSEVELT (ON THE KANTISHNA RIVER) "LANDING ON FROZEN RIVER". (P3)

6486 WATN KANTISHNA RIVER TOCLAT RIVER
REFN 00900 898
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,UNSPECIFIED TRANSPORT,ROUTE,RIVER,MAP
ABST IN HIS 1898 REPORT, SAM DUNHAM HAS A MAP WHICH SUMMARIZED WHAT WAS KNOWN ABOUT ALASKA. THIS MAP IS A PART OF THIS RECORD. ON THE MAP THERE IS A "PORTAGE TRAIL" ABOUT 80 MILES LONG CROSSING FROM HEAD OF KUSKOKWIM TO TOCLAT RIVER.

6487 WATN KANTISHNA RIVER TOCLAT RIVER
REFN 01823 898
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW NO TRAFF,ROUTE
ABST SPURR WROTE THAT "A WELL-KNOWN NATIVE ROUTE TO THE KUSKOKWIM (FROM TANANA VALLEY) IS BY WAY OF THE TOCLAT RIVER, WHICH ENTERS THE LOWER TANANA AND WHICH COMMUNICATES WITH A TRIBUTARY OF THE KUSKOKWIM." (P96) ORTH, IN HIS DICTIONARY OF ALASKA PLACE NAMES, SAYS TOCLAT IS OLD INDIAN NAME FOR TOKLAT AND KANTISHNA RIVERS AND BASED ON "COMMUNICATES WITH A TRIBUTARY OF KUSKOKWIM" GEOGRAPHICAL LOCATION INDICATES KANTISHNA RIVER.

6488 WATN KANTISHNA RIVER TOCLAT RIVER
REFN 06885 885
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW PHYSICAL,COMMUNITY,NO TRAFF
ABST THE TOCLAT RIVER IS ABOUT 20 TO 25 YDS WIDE AT ITS MOUTH, AND IS A MEANS OF COMMUNICATION BETWEEN NATIVES OF THE LOWER TANANA AND THE UPPER KUSKOKWIM. TOCLAT MEANS "DISHWATER" IN NATIVE TONGUE. 11 HOUSES LINE ITS BANK. (P85)

6489 WATN KANTISHNA RIVER TOOKLUK RIVER
REFN 03463 00002 900
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW NO TRAFF,DIMENSION

DOG TEAM AND MAN ON THE RIVER WITH THE MOUNTAIN IN THE BACKGROUND. (P16) WHILE TRAVELLING TO THEIR BASE CAMP, STUCK AND HIS PARTY USED THE MCKINLEY FORK. ON THEIR RETURN FROM MCKINLEY, STUCK'S PARTY WALKED TO THE MCKINLEY FORK AND CAMP ON THE BANK IN THE RAIN. THE FOLLOWING DAY THEY CROSSED THE RIVER: "THIS STREAM, WHICH DRAINS THE MULDROW GLACIER AND THE WHOLE NORTHEAST FACE OF DENALI, OCCUPIES A DREARY, DESOLATE BED OF BOULDER AND GRAVEL AND MUD A MILE OR MORE WIDE; RATHER IT DOES NOT OCCUPY IT, SAVE PERHAPS AFTER TREMENDOUS RAIN FOLLOWING GREAT HEAT, BUT WANDERS AMID IT, WITH A DOZEN CHANNELS OF VARYING DEPTH BUT UNIFORM BLACKNESS, THE INKY SOLUTION OF THE SHALE WHICH THE MOUNTAIN DISCHARGES SO ABUNDANTLY TINGEING NOT ONLY ITS WATERS BUT THE WHOLE KANTISHNA, INTO WHICH IT FLOWS ONE HUNDRED MILES AWAY. COMMONLY IN THE EARLY MORNING THE WATERS ARE LOW, THE NIGHT FROSTS CHECKING THE MELTING OF THE GLACIER ICE; BUT THIS MORNING THE DRAINAGE OF YESTERDAY'S RAIN-STORM HAD SWOLLEN THEM."(P132-133) CHANNEL AFTER CHANNEL WAS FORDED SAFELY UNTIL THE MAIN CHANNEL WAS REACHED AND WAS CROSSED WITH A STRUGGLE." (P133)

6482 WATN KANTISHNA RIVER MULDROW GLACIER
REFN 01753 913
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW GLACIER,PHOTO,TRAFFIC,PAST USAGE,WATER-LAND CRAFT
ABST IN "THE ASCENT OF DENALI", H STUCK MENTIONS HIS PARTY'S EXTENSIVE TRAVEL ON THE GLACIER, WHICH WAS IMMENSELY DIFFICULT AND PERILOUS. THE ICE WAS FULL OF CREVASSES, MOVEMENT WAS DIFFICULT AND SLOW, AND THE HEAT WAS OPPRESSIVE. (P26-33) SEVERAL CAMPS WERE USED ALONG THE WAY. IN PARTICULAR, A TENT WITH WOODEN FLOOR WAS PUT AT THE HEAD OF THE GLACIER, AN ELEVATION OF 11,500 OR MORE THAN HALF WAY UP THE MOUNTAIN. (P34) STUCK WAS CONVINCED BY HIS BRIEF EXAMINATION OF THE GLACIER THAT IT HAD A VERY SLOW RATE OF MOVEMENT. (P43) PHOTO: CAPTION, "THE MULDROW GLACIER. KARSTENS IN FOREGROUND" SHOWS LONE MAN ON GLACIER. (P26) PHOTO: CAPTION, "HARD WORK FOR DOGS AS WELL AS MEN ON MULDROW GLACIER" SHOWS STRUGGLING DOG TEAM AND ONE MAN. (P34)

6483 WATN KANTISHNA RIVER MULDROW GLACIER
REFN 06006 932
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER-AIR CRAFT
ABST IN 1932, JOE CROSSEN AND JERRY JONES LANDED THEIR AIRCRAFT ON MULDROW GLACIER OF MT. MCKINLEY. (P. 154)

6484 WATN KANTISHNA RIVER MULDROW,TRALEIKA,BROOKS GLACIERS
REFN 04831 932971
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,PRESENT USAGE,WATER-AIR CRAFT,EXPEDITION,MISC TRANSPORT,FREIGHT
ABST SHELDON, FLYING OVER TRALEIKA GLACIER, SPOTTED A TINY PLANE WHICH HAD CRASHED. LATER A HELICOPTER LANDED TO PICK UP THE PILOT. (P230) FROM MARCH TO MAY 1945 A U S AIR FORCE PILOT MADE A NUMBER OF SKI LANDINGS ON BROOKS GLACIER, JUST ABOVE ITS CONFLUENCE WITH MULDROW GLACIER. HE USED A L-1 MILITARY MONOPLANE WITH SLOTTED WINGS. (P76) THE FIRST AIRPLANE TO LAND ON A GLACIER WAS A FAIRCHILD WITH HOMEMADE WOODEN SKIS ON MULDROW GLACIER ON APRIL 25,1932 PILOTED BY JOE CROSSON. (P74) EXPEDITION GROUP CONDUCTED A SUSTAINED STAY ON MULDROW GLACIER FOR THE PURPOSE OF DOING COSMIC RAY STUDIES AT 11,000 FT. TWO OF THESE MEN WERE KILLED IN A SKIING ACCIDENT ON THIS GLACIER. THIS OCCURED IN 1932. (P75) IN 1947 THIS GLACIER WAS USED AS A BASE FOR AN EXPEDITION TO MAP MT MCKINLEY AND A PORTION OF THE ALASKA RANGE. A WACO BI-PLANE MADE MANY SUCCESSFUL LANDINGS THERE. ALSO A MILITARY C-45 LANDED. THIS IS THE FIRST AND ONLY LANDING OF A TWIN ENGINE AIR CRAFT ON MCKINLEY. (P77) AUTHOR LISTS MULDROW GLACIER AS FAVORITE APPROACH TO SOUTH SUMMIT FOR MT CLIMBING EXPEDITIONS. IN 1956-1957 THE SURFACE CHANGED DRASTICALLY MAKING IT IMPOSSIBLE TO CLIMB FOR THE NEXT 3 YEARS. (P161) A BASE CAMP FOR A MT CLIMBING EXPEDITION WAS LOCATED THERE IN 1967. (P217) A MT CLIMBING EXPEDITION OF 31 MEMBERS HAD THEIR BASE CAMP ON MULDROW GLACIER. SHELDON FLEW A SERIES OF FREIGHT HAULS TO THE 10,100 FT.

ABST #237 PHOTO FROM FOSTER ALBUM COLLECTION U OF A ARCHIVES "ABOARD THE S S SUSANA WITH SUPPLIES FOR MINERS IN KANTISHNA COUNTRY. FIRST STEAMBOAT IN YEARS ON THE KANTISHNA." SEPT 10,1919. #238 "ROOSEVELT, OUR DESTINATION WITH THE STEANER, WAS BUILT IN 1905 DURING THE STRIKE AND STAMPEDE TO KANTISHNA GOLD FIELDS AND AS THE CAMP WORKED OUT GRADUALLY EVERY ONE LEFT UNTIL IT WAS COMPLETELY DESERTED, AND REMAINED SO FOR YEARS. THE LARGE BUILDINGS FALLING INTO THE RIVER AS IT ATE THE BANK AWAY. THIS PLACE WAS REHABITATED IN SEPT 1919 ON ACCOUNT OF QUARTZ ACTIVITIES IN KANTISHNA COUNTRY." #239 MEN SEEN ON THE BANK HAVE BEEN WAITING FOR DAYS FOR THE BOAT AND HAD COME ACROSS COUNTRY FROM THE DIGGINGS THIRTY MIS AWAY. SEPT 13, 1919. #241 "UNLOADING THE SUPPLIES FROM SUSHANA. OTHER GASBOATS ARRIVING, TWO DAYS LATER. ROOSEVELT ON SEPT 16,1919." #243: "DURING THE WINTER FOLLOWING THE TAKING OF THIS PICTURE 710 TONS OF ORE RUNNING FROM $480.00 TO $4,000.00 PER TON WERE MOVED BY SLEIGHS IN SACKS 30 MI TO THIS PLACE AWAITING TRANSPORTATION BY BOAT TO TACOMA, WASHINGTON SEPT 16,1919." #249 "IT WAS HERE 120 MI ABOVE THE MOUTH OF THE KANTISHNA THAT WE WERE CAUGHT BY THE ICE AND FROZE IN OCT 2,1919 CAUSING US TO MUSH OR WALK ACROSS THE COUNTRY TO NENANA CROSSING STREAMS, RUNNING ICE AND LAKES THAT WERE JUST FREEZING UP--A DISTANCE OF 85 MI WHICH WAS MADE IN 5 DAYS." #322 "SHAMROCK CITY, KANTISHNA, WHERE THE U S COMMISSIONER OF THE KANTISHNA MINING AND RECORDING DISTRICT IS LOCATED. THIS PLACE IS CENTRALLY LOCATED IN THE MINING CAMP AND WAS FROM THE BEGINNING OF THE CAMP CALLED EUREKA BUT WAS CHANGED A YEAR AGO, TO SHAMROCK CITY."

6479 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 07220 B 916919
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW WATER CRAFT,TRAFFIC,COMMUNITY,ECONOMY,FREEZEUP,LAND TRANSPORT,PHOTO
ABST #195 PHOTO FROM FOSTER ALBUM COLLECTION U OF A ARCHIVES "MOUTH OF KANTISHNA RIVER JULY 30,1919." JUST A VIEW. #196 "MOUTH OF KANTISHNA RIVER JULY 30,1919." JUST A VIEW. #197 "MOUTH OF KANTISHNA RIVER AND 150 MI FROM DESTINATION AT LAKE MINCHUMANI AUG 1916."

6480 WATN KANTISHNA RIVER MCKINLEY FORK OF KANTISHNA RIVER
REFN 00644 903
STOR 160339907005001230000979802120225602620
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW GLACIER,NO TRAFF,LAND TRANSPORT,WATER GEOLOGY,MAP,WATER-LAND CRAFT,EXPEDITION,RIVER CHANNEL
ABST IN 1903 FREDERICK COOK MADE HIS FIRST UNSUCESSFUL ATTEMPT TO CLIMB MT MCKINLEY. HE FIRST TRIED TO GO UP SOUTHWEST RIDGE, THEN MOVED TO NORTHWEST AND TRIED HANNA GLACIER (PETERS GLACIER) WITH THEIR FOUR HORSES. THEY "CROSSED THE GLACIAL STREAM NOT FAR FROM WHERE IT RUSHED OUT OF THE GREAT GREEN CAVERNS OF THE FACE OF HANNA GLACIER. THE WATERS BOILED AMONG LARGE GRANITE BOULDERS," AND THEN OVER "WIDENING BARS OF GLACIAL SILT, THE STREAN NARROWED," AND "PLUNGED INTO A CANYON." (P58) COOK NOTES "THIS RIVER MAKES THE MCKINLEY FORK OF THE KANTISHNA, WHICH CARRIES THE NORTHERN MT MCKINLEY DRAINAGE TO THE TANANA." (P58) THEY FOUND AN OLD CAMP SITE ON NORTH SHORE OF RIVER. (P59) THAT HAD BEEN MADE BY JUDGE WICKERSHAM. (P60) THEY MADE A COURSE PARALLEL TO HANNA GLACIER, TO BASE OF MCKINLEY. (P60) A MAP DRAWN BY COOK'S TOPOGRAPHER IS PART OF THIS RECORD. FURTHER TRAVEL ON HANNA GLACIER IS RECORDED. (P62-72) THEY THEN WENT EAST AND CAME TO MULDROW GLACIER AND EXAMINED ITS TERMINAL MORAINE. (P75)

6481 WATN KANTISHNA RIVER MCKINLEY FORK OF THE KANTISHNA
REFN 01753 913
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW PHOTO,TRAFFIC,PAST USAGE,WATER-LAND CRAFT,WATER GEOLOGY,RIVER CHANNEL,DISCHARGE,WATER LEVEL,RIVER BASIN,GLACIER,ICE
ABST HUDSON STUCK'S "THE ASCENT OF DENALI" HAS A PHOTO "DENALI FROM THE MCKINLEY FORK OF THE KANTISHNA" SHOWS A

LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,UNSPECIFIED TRANSPORT
ABST THIS DOCUMENT IS AN ARTICLE BY BEHMORE BROWNE CALLED "AN ALASKAN HAPPY HUNTING GROUND" PUBLISHED IN "OUTING", MAY,1913. THE AUTHOR SPENT TIME AT THE HEADWATERS OF THE KANTISHNA RIVER TO STUDY MT MCKINLEY COUNTRY FOR PROMISING SLED ROUTE TO AND FROM HUNTING IN THE AREA.(P201)

6474 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 06337 973
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F0025 0110W 09
LUPR 35 TANANA RIVER
KEYW RIVER CHANNEL,RIVER BASIN,NO TRAFF
ABST SLOPE OF KANTISHNA RIVER, A TRIBUTARY TO THE TANANA RIVER AT MILE 92.8 FROM MILE 0 TO MILE 86 AVERAGES 1.5 FT PER MI AND FROM MILE 86 TO 163 SLOPE AVERAGES 3.9 FT PER MI. IT HAS A DRAINAGE AREA OF 6,770 SQ MI.

6475 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 06663 909
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F0205 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT,FREIGHT,COMMUNITY
ABST A W GREELY IN THE "HANDBOOK OF ALASKA" GIVES A SUMMARY OF THE WIDELY SCATTERED ALASKAN DATA. HE INDICATES THAT THE KANTISHNA RIVER HAS BEEN NAVIGATED ABOUT 200 MILES. (P24) HOWEVER, ON PAGE 100, HE INDICATES THAT THE KANTISHNA IS NAVIGABLE ABOUT 175 MILES, SO THAT FREIGHT IS EASILY LANDED AT DIAMOND CITY ON THE BEARPAW, FROM WHERE IT IS 25 MILES TO GLACIER CITY WHICH IS THE BASE OF SUPPLIES FOR THE 2 RICHEST PLACERS. LIGHT STEAMERS WERE USED. (P24) AS NO DATE WAS GIVEN, I HAVE USED THE 1909 COPYRIGHT DATE.

6476 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 06722 931
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F0205 0110W 09
LUPR 35 TANANA RIVER
KEYW WATER GEOLOGY,DISCHARGE,TRAFFIC,PAST USAGE,UNSPECIFIED TRANSPORT
ABST IT CARRIES A GOOD SHARE OF TURBULENT GLACIAL WATERS OF NORTH/FRONT OF CENTRAL ALASKA RANGE. IT ORIGINATES IN LAKE MINCHUMINA. (P4) ORIGINATES IN GLACIERS BUT SLOWS INTO "MUDDY STREAM OF MODERATE SPEED AS APPROACHES TANANA RIVER CANPARES IN VOLUME AND IMPORTANCE WITH NENANA RIVER ITS LOWER REACHES ARE NAVIGABLE." (P5)

6477 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 06769 930
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F0205 0110W 09
LUPR 35 TANANA RIVER
KEYW NO TRAFF,TRAPPING,ECONOMY,COMMUNITY
ABST FANNIE QUIGLEY OF KANTISHNA WROTE DAVIS: "I GOT ONE CROSS FOX, ONE MINK, THREE LYNX AND 18 ERMINES, AND SOLD THEM FOR $489. WE HAD A GOOD GARDEN LAST SUMMER." (P266) FANNIE CAMPED AND FISHED BY A CREEK. (P277) DAVIS WENT ON A TREK IN KANTISHNA COUNTRY TO DENALI. (P187 THROUGH 190)

6478 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 07220 A 916919
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F0205 0110W 09
LUPR 35 TANANA RIVER
KEYW WATER CRAFT,TRAFFIC,COMMUNITY,ECONOMY,FREEZEUP,LAND TRANSPORT,PHOTO

VALLEY PAST A GHOST TOWN WHERE 20 PEOPLE PRESENTLY LIVED. 30 YEARS EARLIER THE POPULATION WAS 30,000. THERE IS A SANDBAR NEAR HERE WHERE "EVERY PILOT IN ALASKA DROPS DOWN." (P154)

6469 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 05179 889
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT
ABST IN SUMMER 1889, HENRY DAVIS AND FEW OTHER PROSPECTORS POLED UP IN SMALL BOAT. TOOK 12 DAYS TO REACH LAKE MINCHUMINA. (P67)

6470 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 05189 974
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW NO TRAFF,HUNTING
ABST "CURRENT USE THE PAST SEVERAL YEARS OF THE STAMPEDE AREA AND KANTISHNA AREAS FOR MOOSE AND GRIZZLY BEAR HUNTING IS HEAVY" (P130)

6471 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 05374 921
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,WATER CRAFT,MINING,FREIGHT,PAST USAGE,COMMUNITY
ABST SMALL STEAMERS LIKE THE "RELIANCE" AND THE "SCHWATKA" CARRY LOCAL FREIGHT AND HAUL ORE FROM ROOSEVELT ON THE KANTISHNA RIVER TO BE LOADED ON THE BIG STEAMERS. (P147)

6472 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 05422 906
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TURBIDITY,WATER GEOLOGY,DIMENSION,LAND GEOLOGY,COMMUNITY,MINING,ECONOMY,TRAFFIC,PAST USAGE,WATER CRAFT,MISC TRANSPORT,RIVER CHANNEL,OBSTRUCTION
ABST SHELDON TRAVELED IN SMALL STEAMER, THE DUSTY DIAMOND, UP KANTISHNA RIVER JULY 15, 1906. IT IS SILT-LADEN WITH VERY MUDDY WATER, 200-300 YD. WIDE, MEANDERING WITH SLOW CURRENT THROUGH BROAD, FLAT, SWAMPY TERRITORY. ROOSEVELT CITY WAS FOUNDED IN 1905, DUE TO DISCOVERY OF GOLD ON NEARBY EUREKA CREEK, IN HOPES OF BEING DISTRIBUTION POINT FOR SMALL BOATS HEADED TO GOLD MINES. SHELDON WENT UP THE KANTISHNA RIVER AS FAR AS ROOSEVELT, 30 MI ABOVE THE MOUTJ OF BEARPAW RIVER ONLY 8 PEOPLE REMAINED IN THE TOWN OF 30 CABINS, A SALOON AND SAWMILL. SHELDON WENT BY PACK HORSE FROM ROOSEVELT SOUTH TO EUREKA. (P3,4,5) BETWEEN SEPT 14 AND 16 SHELDON ROWED 30 FT. HEAVY, AWKWARD YUKON STYLE POLING BOAT DOWN THE KANTISHNA RIVER FROM MOUTH OF BEARPAW TO TANANA IN 25 HR. THE 18 MI. BELOW BEARPAW RIVER MOUTH THE MAIN CHANNEL WAS ILL-DEFINED, I.E. NUMEROUS MINOR CHANNELS. (P91) JULY 18, 1907, THE SMALL STEAMER LUELLA LEFT FAIRBANKS FOR KANTISHNA, CONTRACTED BY SHELDON AND 5 MINERS TO CARRY THEIR PARTIES AND GEAR. THE LUELLA EXPERIENCED LITTLE DIFFICULTY EXCEP AT ONE BAR OVER WHICH THE STEAMER HAD TO BE ASSISTED BY MEANS OF ROPE TIED TO TREE ON BANK. RIVER WAS MUDDY. (P108)

6473 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 05541 913
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09

DOGTEAM AFTER THE SNOWS CAME. RETURNING TO FAIRBANKS HE TRAVELLED ON SNOWSHOES DOWN THE KANTISHNA AND UP THE TANANA. (P357-359) PRIOR TO THIS VENTURE, HE WAS SUPERINTENDENT OF CONSTRUCTION OF A "WAGON ROAD" FROM FAIRBANKS TO FOX GULCH, AN ACTIVE GOLD CAMP 15 MI. FROM TOWN. HIS PAY WAS $20 PER DAY. SUBSEQUENTLY HE BOUGHT TWO DRAFT HORSES FOR $750 AND HIRED THEM OUT AT $15 PER DAY.(P356-357)

6464 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 04264 00912 912
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW NO TRAFF,COMMUNITY,HUNTING,LAND GEOLOGY,TRAPPING
ABST THE NENANA TRADING POST AND POST OFFICE IS RUN BY A TRADER WHO GETS SOME OF THE NENANA INDIAN CATCH AND A LARGE NUMBER OF WHITE-TRAPPER FURS FROM THE NENANA RIVER. AS THIS RIVER RUNS THROUGH A VARIED COUNTRY FROM THE HIGH MOUNTAINS OF THE ALASKA RANGE TO THE LOWER SWAMP LAND NEAR THE MOUTH, A VARIED COLLECTION OF SKINS IS OBTAINED. (P105)

6465 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 04470 910
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT
ABST IN HALLOCK C BUNDY'S "VALDEZ-FAIRBANKS TRAIL", 1910, "THE INDEPENDENT BOATS, SUCH AS THE MINNEAPOLIS, THE JULIA B, THE WHITE SEAL, THE MARTHA CLOW, THE TANANA, ETC, MAKE A NUMBER OF TRIPS EACH SUMMER WITH MERCHANDISE AND PASSENGERS TO THE INNOKO, IDITAROD, KOYUKUK, UPPER TANANA AND KANTISHNA." (P37)

6466 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 04806 969
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,LAND TRANSPORT,PAST USAGE
ABST NOEL WIEN FLOW A MINING MAN NAMED INGRAM AND HIS SECRETARY FROM NENANA TO A RIVER BAR ON KANTISHNA RIVER. (P187)

6467 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 04832 925
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT
ABST IN IRA HARKEY'S BOOK "PIONEER BUSH PILOT: THE STORY OF NOEL WIEN" A TRIP IN MAY, 1925, IS MENTIONED. AN INDIAN, ALONG WITH HIS BOAT, WAS HIRED TO TAKE ED YOUNG AND RODEBAUGH, TWO OF WIEN'S FRIENDS, DOWN THE TANANA TO THE KANTISHNA AND UP THAT RIVER TO THE TOKLAT RIVER WHERE WIEN'S PLANE WAS GROUNDED. (P125)

6468 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 04841 910940
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW DIMENSION,LAND TRANSPORT,COMMUNITY,WATER GEOLOGY,NO TRAFF
ABST "THEY STEAMED PAST THE MOUTH OF THE KANTISHNA, FOR WHICH THE ALASKAN BORROW THE DESCRIPTION OF THE POWDER RIVER IN MONTANA-"THE RIVER THAT IS A MILE WIDE AND AN INCH DEEP." (P118) A ROAD LED DOWN THE KANTISHNA

6459 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 02892 926
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,WATER-AIR CRAFT,PAST USAGE
ABST IN 1926 JIMMY RODEBAUGH AND A.A. BENNETT OF FAIRBANKS BOUGHT THREE BRAND-NEW WACO 9S. THAT SPRING/SUMMER ALL THREE WERE WRECKED IN SIX WEEKS. ONE "NOSED OVER IN THE KANTISHNA." (P.70).

6460 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 03496 922
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW NO TRAFF,LAND TRANSPORT,ROUTE,EXPEDITION
ABST IN SAM JOHNSON'S "ROADS AND TRAILS IN ALASKA", A DISTRICT OPERATIONS REPORT, 1926, STATED, "DIAMOND-TELIDA. 90 MILES TRAIL. 1922 RECONNAISSANCE WAS FOR THE PURPOSE OF FINDING A ROUTE MORE FAVORABLE THAN THE PRESENT WINTER TRAIL OVER RAINY PASS AND ONE THAT WOULD TAKE ACCOUNT OF THE PRESENT CONCENTRATION OF TRAVEL TO THE KANTISHNA AND THE NIXON FORK MINE. THIS ROUTE WOULD EXTEND FROM KOBI, ON THE RAILROAD, THROUGH DIAMOND TO ROOSEVELT ON THE KANTISHNA RIVER AND TO KAHRISGAARD'S CABIN AT THE FOOT OF LAKE MINCHUMINA." (P49)

6461 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 04075 00009 950951
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW LAKE,COMMUNITY,FREIGHT,TRAFFIC,PAST USAGE,UNSPECIFIED TRANSPORT
ABST RECORD GROUP 322. BOX 146486, FILE 420.1 FY51, FRC. A LIST OF TONNAGE FROM NENANA TO LAKE MINCHUMINA WAS PRESENTED BY HENRY NEWMAN FOR THE C A A IN 1951. IN 1950 FREIGHT WAS 309.557 TONS. IN 1951, IT WAS 197.538 TONS.

6462 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 04075 00061 947956
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT
ABST DOCUMENT IS ARCHIVAL MATERIAL FROM FEDERAL RECORDS CENTER, ALASKA RAILROAD RECORDS BOX 117925. CORRESPONDENCE FILE 025-601.2 FREIGHT RATE HEARINGS 1947, 1952. DOCUMENT IS IN FILE 590 "RIVERBOAT SERVICE". A MEMO DATED FEB 29,1956 FROM E J KUNZ, GENERAL TRAFFIC MANAGER OF THE ALASKA RAILROAD TO GEORGE R HISE SAYS THAT SERVICE IN THE COMING SEASON WILL SERVE MINCHUMINA ON THE KANTISHNA RIVER. FROM OTHER CORRESPONDENCE WITHIN THIS FILE, AND EVEN THIS MEMO, KUNZ IS PROBABLY REFERRING TO STEAMER AND BARGE SERVICE.

6463 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 04089 905
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT,WATER-LAND CRAFT,MISC TRANSPORT,FREIGHT,COMMUNITY,MINING,ECONOMY
ABST IN THE SUMMER OF 1905, "KLONDIKE MIKE" MAHONEY JOURNIED BY STEAMER FROM FAIRBANKS, DOWN THE TANANA AND UP THE KANTISHNA TO ROOSEVELT CITY, A "CLUSTER OF TENTS" AND DESCRIBED IN THIS ACCOUNT AS "THE END OF NAVIGATION". (P357) HE WAS OFFERED AN INFORMAL PARTNERSHIP IN SOME MINING CLAIMS TO PACK SUPPLIES AND EQUIPMENT TO THE PLACE "LOCATED SOME FORTY MILES FROM THE MAIN RIVER." HORSES AND WAGON WERE USED FOR THE PACKING, AIDED BY

WATER BODY HISTORICAL DATA

METHOD IS SLOW AND COSTLY AND COULD NOT BE EMPLOYED ECONOMICALLY FOR HAULING LOW-GRADE ORE. PROBABLY IT WILL SOON BE DISPLACED ALTOGETHER BY BETTER METHODS. THE AUTOMOBILE WILL REDUCE BOTH THE TIME AND EXPENSE OF CARRYING FREIGHT, AND ALREADY THE AIRPLANE HAS BEEN EMPLOYED IN ORDINARY TRAFFIC AS WELL AS IN THE EMERGENCIES THAT INVOLVE LIFE OR HEALTH. AS YET THERE ARE NO ADEQUATE LANDING FIELDS IN THE KANTISHNA DISTRICT, BUT PLANES HAVE BEEN BROUGHT TO EARTH AND HAVE TAKEN OFF FROM THE GRAVEL BARS OF SEVERAL STREAMS BOTH IN THE PARK AND OUTSIDE IT. (P305)

6456 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 02422 931
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT,ROUTE,FREIGHT,LAND TRANSPORT,COMMUNITY,ECONOMY
ABST IN HIS 1931 USGS REPORT, FRANCIS WELLS SAYS: DURING SUMMER TWO ROUTES OF TRAVEL GIVE ACCESS TO THE DISTRICT-ONE FROM MCKINLEY PARK STATION ON THE ALASKA RAILROAD BY THE MCKINLEY PARK ROAD TO STONY CREEK AND THENCE BY TRAIL TO KANTISHNA, A DISTANCE OF ABOUT 90 MILES; THE OTHER BY BOAT BY THE KANTISHNA AND BEARPAW RIVERS TO DIAMOND, THENCE 25 MILES BY TRAIL TO GLACIER AND KANTISHNA. IN THE PAST THE ROUTE BY WAY OF DIAMOND WAS MOST USED, AND PRACTICALLY ALL THE FREIGHT HAS BEEN MOVED OVER IT. AS THE TRAIL FROM DIAMOND TO KANTISHNA IS BOGGY AND DIFFICULT OF TRAVEL DURING SUMMER THE PRACTICE HAS BEEN TO BRING SUPPLIES TO DIAMOND BY BOAT IN SUMMER AND TO HAUL THEM FROM DIAMOND TO KANTISHNA BY SLED IN WINTER. THE COST OF FREIGHTING BY THIS ROUTE, AS WELL AS THE TIME REQUIRED TO MOVE MATERIALS OVER IT, WHICH IS OFTEN MORE THAN A YEAR, HAS BEEN A SERIOUS OBSTACLE TO MINING ACTIVITIES. (P336) MOST OF THE ECONOMIC FACTORS RELATED TO THE DEVELOPMENT OF MINES IN THE KANTISHNA DISTRICT ARE LARGELY DEPENDENT ON TRANSPORTATION. AS THE COMPLETION OF THE MCKINLEY PARK ROAD, (P336) WILL BASICALLY CHANGE THE FACILITY AND COST OF TRANSPORTATION INTO THE KANTISHNA WITHIN A FEW YEARS, EXISTING CONDITIONS ARE OF ONLY CURRENT SIGNIFICANCE, AND THEREFORE THESE FACTORS WILL BE DISCUSSED HERE ONLY BRIEFLY. FORMERLY SHIPMENTS OF ORE WERE HAULED ON WAGONS TO ROOSEVELT AND TAKEN BY BOAT FROM ROOSEVELT TO NENANA. THE COST OF HAULING ORE FROM FRIDAY CREEK TO ROOSEVELT WAS $32 A TON, AND THE CHARGE FROM ROOSEVELT TO NENANA WAS $25 A TON. IF THERE WERE ANY CONSIDERABLE TONNAGE THE COST FROM ROOSEVELT TO NENANA COULD BE SOMEWHAT LESSENED. LABOR IS VERY SCARCE, AND THE CUSTOMARY WAGE IS $7 A DAY IF BOARD AND LODGING ARE FURNISHED OR $8 A DAY IF THE MAN PROVIDES HIS OWN SUBSISTENCE. EXCEPT FOR THE FEW CABINS OWNED AND OCCUPIED BY THE PLACER MINERS THERE ARE PRACTICALLY NO BUILDINGS IN THE AREA. (P360)

6457 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 02573 902903
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,UNSPECIFIED TRANSPORT,LAND GEOLOGY,RIVER BASIN
ABST "SEVERAL PARTIES OF PROSPECTORS ASCENDED KANTISHNA RIVER." (P48) THEY REPORTED AURIFEROUS PLACERS IN THE KANTISHNA BASIN, NEAR THE FOOT OF THE MOUNTAINS IN THE SUMMER OF 1902. THE AUTHOR TRAVERSED THIS REGION AND WAS UNABLE TO SUBSTANTIATE THIS REPORT. SOME OF THE STREAMS OF THE KANTISHNA DRAINAGE SYSTEMS, HOWEVER, DO HAVE COLOR AND THERE WAS OTHER EVIDENCE OF MINERALIZATION. (P48)

6458 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 02726 794956
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT,COMMUNITY,EXPEDITION,MINING
ABST JUDGE WICKERSHAM'S EXPEDITION TO CLIMB THE MOUNTAIN IN 1903 TOOK THE RIVER BOAT "TANANA CHIEF" "AS FAR AS POSSIBLE" UP THE KANTISHNA RIVER. THEY STOPPED AT AN INDIAN CAMP CALLED NACHEREAK AT THE MOUTH OF THE TOKLAT RIVER. (P4) THE KANTISHNA DISTRICT WAS A MINING AREA WITH GOLD DIGGING AND A STARTING POINT FOR MANY MT MCKINLEY CLIMBING EXPEDITIONS.

FF 94612

THENCE ACROSS DRY GRAVEL BENCHES TO GLACIER.FROM GLACIER INDISINCT TRAILS LEAD UP GLACIER CREEK AND THENCE TO THE SMALL MINING COMMUNITIES.(PP18-19) CAPPS RECORDS THE FREIGHTING RATES INTO THE KANTISHNA. NO DEFINITE SCHEDULE OF CHARGES FOR WINTER FREIGHTING FROM FAIRBANKS TO THE MINES HAS BEEN ESTABLISHED, FOR MOST OF THE SUPPLIES HAVE BEEN BROUGHT IN BY THE MINERS THEMSELVES, AND NO LARGE AMOUNT OF CONTRACT FREIGHTING HAS BEEN DONE. SMALL LOTS OF FREIGHT HAVE BEEN CARRIED FOR 15 CENTS A POUND BUT BY MEN WHO WERE MAKING THE JOURNEY FOR OTHER PURPOSES.CONTRACTS FOR FREIGHTING LARGER AMOUNTS OF SUPPLIES BY DOG SLED FROM FAIRBANKS TO THE MOUTH OF EUREKA CREEK COULD PROBABLY BE LET AT 15 TO 20 CENTS A POUND. PERISHABLE SUPPLIES THAT MUST NOT BE FROZEN HAVE BEEN BROUGHT FROM FAIRBANKS TO DIAMOND BY WAY OF TANANA, KANTISHNA, AND BEARPAW RIVERS IN SMALL LAUNCHES, AT A CHARGE OF 4 TO 6 CENTS A POUND. (P19)

6454 NATN KANTISHNA RIVER KANTISHNA RIVER
REFN 02293 B 905919
STOR 1603399070050012300009798021 20
MOUT N644543 W1495750 F020S 0110W 09
HEAD N635315 W1505400
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT,ROUTE,COMMUNITY,OBSTRUCTION,RIVER,FREIGHT,ECONOMY,WATER LEVEL,LAKE,MAP
ABST IN HIS 1919 REPORT ON THE KANTISHNA, CAPPS NOTES: "KANTISHNA RIVER" BELOW THE MOUTH OF THE BEARPAW IS A LARGE MUDDY STREAM OF MODERATE CURRENT. ITS MUDDY WATERS COME FROM MCKINLEY FORK, WHICH DRAINS MULDROW AND PETERS GLACIERS, BUT IT IS FED ALSO BY THE CLEAR WATERS OF BEARPAW RIVER AND LAKE MINCHUMINA.AT HIGH STAGES OF WATER SHALLOW-DRAFT LAUNCHES CAN ASCEND THE "KANTISHNA" TO LAKE MINCHUMINA AND THE BEARPAW TO DIAMOND. (P12) A MAP IS PART OF THIS RECORD.

6455 NATN KANTISHNA RIVER KANTISHNA RIVER
REFN 02405 905930
STOR 1603399070050012300009798021 20
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW MINING,LAND TRANSPORT,NO TRAFF
ABST FRED H MOFFIT DESCRIBES IN HIS 1930 PAPER IN THE USGS BULLETIN #836 THE KANTISHNA DISTRICT'S MINERAL RESOURCES. "THE KANTISHNA DISTRICT IS ONE OF THE OLDER ALASKAN MINING DISTRICTS WHICH HAS BEEN EXAMINED BY FEDERAL GEOLOGISTS AND IS DESCRIBED IN SEVERAL EARLIER BULLETINS OF THE UNITED STATES GEOLOGICAL SURVEY, BUT IT WAS REVISTED IN 1930 IN ORDER TO LEARN OF LATE MINING OPERATIONS AND THE POSSIBILITY OF DEVELOPING TONNAGE FOR THE ALASKAN RAILROAD. THE DISTRICT TOOK PROMINENCE ON THE DISCOVERY OF PLACER GOLD IN 1905 AND EXPERIENCED A STAMPEDE OF SOME PROPORTIONS, BUT THE AREA OF THE GOLD-BEARING GRAVEL WAS SMALL, AND THE PRODUCTION OF PLACER GOLD HAS DIMINISHED TILL IT IS NOW ONLY A FEW THOUSAND DOLLARS A YEAR."A ROAD INTENDED PRIMARILY FOR THE DEVELOPMENT OF THE KANTISHNA MINING DISTRICT WOULD PROBABLY HAVE BEEN STARTED FROM A POINT ON THE RAILROAD FARTHER NORTH AND POSSIBLY WOULD NOT HAVE ENTERED THE PARK. IF A RAILROAD IS BUILT INTO THE DISTRICT AT SOME FUTURE TIME IT WILL ALMOST CERTAINLY FOLLOW SOME ROUTE MORE NEARLY LIKE THAT OF THE WINTER ROAD FROM KOBE. THE NEW AUTOMOBILE ROAD WILL DOUBTLESS DIVERT MOST OF THE TRAFFIC FROM THE OLDER ROUTES, ALTHOUGH IT MAY NOT BE AS FAVORABLY SITUATED FOR WINTER TRAVEL.AT LEAST TWO PRINCIPAL ROUTES WERE FORMERLY IN USE. THE FIRST PROSPECTORS ENTERING THE KANTISHNA DISTRICT STARTED OUT FROM FAIRBANKS AS HEADQUARTERS AND ESTABLISHED LINES OF COMMUNICATION WITH THAT PLACE WHICH HAVE BEEN FOLLOWED WITH LITTLE CHANGE UNTIL THE PARK ROAD WAS UNDERTAKEN. DURING THE OPEN SEASON THE KANTISHNA RIVER IS NAVIGABLE FOR SMALL STEAMERS FROM THE TANANA RIVER TO A POINT 40 MILES NORTH OF EUREKA, WHICH WAS NAMED ROOSEVELT. A WAGON ROAD WAS BUILT BY THE ALASKA ROAD COMMISSION FROM ROOSEVELT TO BEAR CREEK, A DISTANCE OF 15 MILES, AND IS CONTINUED AS A TRAIL TO MOOSE CREEK AND EUREKA. THIS RIVER ROUTE AND THE ROAD WERE USED FOR TRANSPORTING SUPPLIES TO THE CAMPS AND ORE FROM THE CAMPS TO THE TANANA RIVER. MUCH OF THE FREIGHT FOR THE CAMPS, HOWEVER, HAS BEEN BROUGHT OVER A WINTER SLED ROAD WHICH LEAVES THE NENANA RIVER NEAR KOBE, ON THE ALASKA RAILROAD, AND RUNS SOUTHWEST ACROSS THE LOWLANDS NORTH OF THE MOUNTAIN TO DIAMOND, AT THE JUNCTION OF MOOSE CREEK AND THE BEARPAW RIVER, AND THENCE SOUTH TO GLACIER AND EUREKA. PART OF THIS TRAIL HAS BEEN TRAVELED REGULARLY TO MCGRATH, ON THE KUSKOKWIM RIVER. IT WAS NOT USED IN THE SUMMER, ALTHOUGH THE RIVER FURNISHED TRANSPORTATION IN SUMMER. MOST OF THE SUPPLIES USED IN THE KANTISHNA DISTRICT UP TO RECENT TIMES WERE CARRIED BY DOG SLED IN WINTER. THIS

RIVERS, DURING THE SEASON OF OPEN WATER, AND BY DOG SLED LATER IN THE FALL AFTER SNOW HAD FALLEN. (P291) PRACTICALLY EVERY CREEK THAT HEADS IN THE KANTISHNA HILLS WAS STAKED FROM END TO END, AND THE BENCHES AND INTERVENING RIDGES WERE NOT IGNORED. WITHIN A FEW WEEKS A NUMBER OF TOWNS WERE ESTABLISHED, THE LARGEST OF WHICH WERE GLACIER, ON BEARPAW RIVER AT THE MOUTH OF GLACIER CREEK; DIAMOND, AT THE MOUTH OF MOOSE CREEK; AND ROOSEVELT AND SQUARE DEAL, ON MCKINLEY RIVER. AT EACH OF THESE PLACES DOZENS OF LOG CABINS, STORES, HOTELS, AND SALOONS WERE ERECTED, BETWEEN THEM AND THE CREEKS A CONSTANT STREAM OF GOLD SEEKERS TRAVELED BACK AND FORTH. BY MIDWINTER, HOWEVER, IT BECAME GENERALLY KNOWN THAT RICH SHALLOW DIGGINGS, THE ETERNAL HOPE OF THE PROSPECTOR, WERE RESTRICTED TO A FEW SHORT CREEKS, AND THE EXODUS BEGAN. (P292) AUTHOR IS IN ERROR WHEN HE SAYS ROOSEVELT AND SQUARE DEAL ARE ON MCKINLEY RIVER; THEY ARE ON KANTISHNA.

6451 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 02279 C 904916
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT,COMMUNITY,WATER-LAND CRAFT,ROUTE
ABST IN THE SUMMER OF 1906 VIGOROUS MINING WAS DONE ON THE RICHEST GROUND, BUT BY FALL THE POPULATION HAD DWINDLED TO ABOUT 50, THOSE WHO REMAINED BEING THE FEW WHO HAD OBTAINED PAYING CLAIMS OR WHO WERE CONVINCED THAT THOROUGH PROSPECTING HELD OUT SUFFICIENT PROMISE OF NEW DISCOVERIES. THE WINTER OF 1906 SAW THE NEARLY COMPLETE DESERTION OF THE TOWNS OF ROOSEVELT, SQUARE DEAL, AND DIAMOND. GLACIER, BEING NEAREST TO THE CREEKS, WAS AND STILL IS USED AS WINTER QUARTERS BY A NUMBER OF MINERS WHO PREFER TO SPEND THE COLD MONTHS IN THE SHELTER OF THE TIMBER AND NEAR THEIR FUEL SUPPLY RATHER THAN HAUL WOOD TO THEIR SUMMER CAMPS. SINCE 1906 THE POPULATION OF THE KANTISHNA DISTRICT HAS REMAINED NEARLY STATIONARY AT 30 TO 50 PERSONS. IN 1916 THERE WERE 35 PERSONS IN THE DISTRICT, AND OF THIS NUMBER OVER HALF WERE MEN WHO HAD STAKED CLAIMS DURING THE FIRST STAMPEDE AND HAD WORKED THEM MORE OR LESS CONTINUOUSLY SINCE THAT TIME. IT WAS PLACER GOLD THAT FIRST ATTRACTED ATTENTION TO THIS CAMP, AND THE ONLY GOLD SO FAR PRODUCED HAS COME FROM THE PLACER GRAVELS. IN RECENT YEARS, HOWEVER, CONSIDERABLE ATTENTION HAS BEEN GIVEN TO PROSPECTING FOR LODE DEPOSITS. (P292)

6452 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 02288 918
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT
ABST THE COSNA-NOWITNA REGION, ALASKA 1918. U S GEOLOGICAL SURVEY BULLETIN 667 PP54 H M EAKON. THE KANTISHNA RIVER IS SAID TO BE NAVIGABLE FOR LAUNCHES AND SMALL STEAMBOATS FROM ITS MOUTH TO LAKE MINCHUMINA. (P12)

6453 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 02293 A 905919
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
HEAD N635315 W1505400
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT,ROUTE,COMMUNITY,OBSTRUCTION,RIVER,FREIGHT,ECONOMY,WATER LEVEL,LAKE,MAP
ABST IN HIS 1919 REPORT, CAPPS NOTES THAT, THE PREVIOUS SUMMER THE U S G S TEAM DESCENDED THE KATISHNA RIVER TO THE TANANA IN A "SMALL BOAT". (P11) THIS WAS IN AUGUST. DESCRIBING THE ROUTES OF TRAVEL IN THE KANTISHNA, CAPPS SAYS, TWO ROUTES OF TRAVEL FROM FAIRBANKS TO THE KANTISHNA BASIN ARE COMMONLY FOLLOWED. IN SUMMER, WHEN THE STREAMS ARE OPEN TO NAVIGATION, TANANA RIVER IS FOLLOWED TO THE MOUTH OF THE KANTISHNA, AND SMALL LAUNCHES ARE TAKEN UP THAT STREAM TO THE MOUTH OF BEARPAW RIVER, AND UP THE BEARPAW TO THE DESERTED VILLAGE OF DIAMOND, AT THE HEAD OF LAUNCH NAVIGATION, A TOTAL DISTANCE OF 143 MILES FROM TANANA RIVER TO DIAMOND. FROM DIAMOND AN OLD TRAIL LED OVER LAND TO THE ABANDONED TOWN OF GLACIER, BUT THIS TRAIL HAS NOW BECOME SO MUCH OBSTRUCTED BY BEAVER PONDS THAT IT IS ALMOST IMPASSABLE EVEN TO A MAN ON FOOT, AND IS ENTIRELY IMPRACTICABLE FOR HORSES. A BETTER ROUTE FOLLOWS MOOSE CREEK UP TO FISH CAMP, A DISTANCE OF 7 MILES, AND

KEYW TRAFFIC,MINING,PAST USAGE,WATER-LAND CRAFT,ROUTE,MAP
ABST IN HIS 1916 PAPER "MINERAL RESOURCES OF THE KANTISHNA REGION" CAPPS SAYS: IN 1905 GOLD PLACER GRAVELS WERE DISCOVERED IN THE KANTISHNA HILLS, NORTH OF MOUNT MCKINLEY, AND SEVERAL THOUSAND GOLD SEEKERS CAME TO THE SCENE OF THE NEW DIGGINGS. MOST OF THESE WERE DISAPPOINTED, BUT A FEW LOCATED PAYING GROUND, AND THE DISTRICT HAS BEEN PRODUCING SINCE THAT TIME. FURTHERMORE, WITHIN THE LAST FEW YEARS A NUMBER OF PROMISING GOLD LODES HAVE BEEN FOUND IN THE DISTRICT. (P279) A MAP IS PART OF THE RECORD. "ROUTES OF TRAVEL." THE REMOTENESS OF THE KANTISHNA REGION FROM ESTABLISHED LINES OF TRANSPORTATION HAS MADE TRAVEL TO IT DIFFICULT AND THE TRANSPORTATION OF SUPPLIES EXPENSIVE. EVEN THE MAIL ARRIVES AT VERY IRREGULAR INTERVALS, FOR NO MAIL ROUTE TO THE MINING DISTRICT HAS BEEN ESTABLISHED AND MAIL IS BROUGHT IN ONLY BY COURTESY OF THE CHANCE TRAVELER. OFTEN THE CAMP IS ISOLATED FROM COMMUNICATION WITH THE OUTSIDE WORLD FOR WEEKS OR MONTHS AT A STRETCH. DURING THE SEASON OF SURFACE MINING IN SUMMER THE MINERS ARE BUSILY ENGAGED IN WORKING THEIR GROUND AND RARELY MAKE TRIPS TO TANANA RIVER, THE NEAREST LINE OF COMMUNICATION. FAIRBANKS HAS, UNTIL 1916, BEEN THE CENTER OF SUPPLIES FOR THE KANTISHNA DISTRICT, AND MOST OF THE SUPPLIES TAKEN TO THE MINES HAVE BEEN HAULED IN FROM FAIRBANKS IN THE WINTER BY DOG SLEDS. THE CUSTOMARY ROUTE FOLLOWED TANANA RIVER DOWN TO THE MOUTH OF THE NENANA, ASCENDED THAT STREAM TO THE BASE OF THE FOOTHILLS, A DISTANCE 30 MILES, AND THENCE PROCEEDED WESTWARD ALONG THE BASE OF THE FOOTHILLS TO KNIGHT'S ROADHOUSE ON TOKLAT RIVER, NORTH OF CHITSIA MOUNTAIN. THE TRAIL THEN FOLLOWED UP THE TOKLAT AND ITS TRIBUTARY CLEARWATER FORK TO MYRTLE CREEK, UP MYRTLE CREEK AND ACROSS A LOW DIVIDE TO SPRUCE CREEK, AND DOWN THAT STREAM AND MOOSE CREEK TO THE MINES ON MOOSE CREEK AND ITS TRIBUTARIES. THE TOTAL DISTANCE BY THIS ROUTE FROM FAIRBANKS TO MOOSE CREEK AT THE MOUTH OF EUREKA CREEK IS ABOUT 165 MILES. NOW THAT THE TOWN OF NENANA HAS BEEN ESTABLISHED AT THE MOUTH OF NENANA RIVER IT IS LIKELY THAT MANY OF THE SUPPLIES FOR THE MINES WILL BE PURCHASED AT NENANA AND THE SLED HAUL SHORTENED BY 55 MILES. (P283)

6450 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 02279 B 904916
STOR 1603399070050012300009798021 20
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT,COMMUNITY,WATER-LAND CRAFT,ROUTE,MAP
ABST SUMMER TRAVEL TO THE KANTISHNA REGION GOES ALMOST EXCLUSIVELY BY BOAT. THE REGULAR RIVER STEAMBOATS RUN TO THE MOUTH OF KANTISHNA RIVER, AND SHALLOW-DRAFT LAUNCHES MAY BE USED TO ASCEND THAT STREAM AND ITS TRIBUTARY, BEARPAW RIVER, TO THE HEAD OF NAVIGATION AT DIAMOND. FROM DIAMOND IT IS NECESSARY IN SUMMER TO GO AFOOT TO THE MINING CLAIMS, AND IN WINTER DOG SLEDS ARE USED. IT IS ALSO POSSIBLE TO TAKE LAUNCHES UP KANTISHNA RIVER TO MCKINLEY RIVER, AND UP THAT STREAM TO THE ABANDONED TOWN OF ROOSEVELT, WHICH IS ABOUT AS DISTANT AS DIAMOND FROM THE MINES ON EUREKA CREEK. THE ROUTE OVERLAND FROM ROOSEVELT LIES THROUGH A COUNTRY THAT IS SWAMPY IN THE SUMMER, AND THIS ROUTE HAS BEEN LITTLE USED IN RECENT YEARS. (P284) THE DISCOVERY OF GOLD IN THE KANTISHNA DISTRICT WAS AN INDIRECT RESULT OF THE FAIRBANKS RUSH. IN 1904 JOE DALTON AND HIS PARTNER REAGAN PROSPECTED IN THE BASIN OF TOKLAT RIVER AND AFTER HAVING FOUND ENCOURAGING AMOUNTS OF GOLD RETURNED TO FAIRBANKS THAT FALL. THE NEXT SPRING DALTON AND ANOTHER PARTNER NAMED STILES RETURNED TO THE TOKLAT AND PROSPECTED ON CROOKED CREEK, A TRIBUTARY HEADING IN THE KANTISHNA HILLS 16 MILES NORTHWEST OF MOUNT CHITSIA. IN THE SUMMER OF 1905 TWO OTHER PROSPECTORS, JOE QUIGLEY AND HIS PARTNER JACK HORN, HAD BEEN TOLD BY SOME TRAPPERS THAT THERE WAS GOLD IN GLACIER CREEK, AND THEY CAME IN TO INVESTIGATE. THEY FOUND GOLD IN PAYING QUANTITIES, STAKED THE CREEK, AND IN JUNE OF THAT YEAR CARRIED THE NEWS OF THEIR DISCOVERY TO FAIRBANKS, AND SO STARTED THE KANTISHNA STAMPEDE. THE STAMPEDERS BEGAN TO ARRIVE AT GLACIER CREEK ABOUT JULY 15,1905. MEANWHILE DALTON AND STILES, WHO HAD HEARD NOTHING OF THE QUIGLEY-HORN DISCOVERY, HAD FOLLOWED THE SOUTHEAST SIDE OF THE KANTISHNA HILLS AND ARRIVED AT FRIDAY CREEK. THEY FOUND GOLD THERE AND ON JULY 12 STAKED THAT STREAM. ON JULY 20 THEY STAKED DISCOVERY CLAIM ON EUREKA CREEK, BUT THINKING THEMSELVES ENTIRELY ALONE IN THE COUNTRY THEY STAKED ONLY THE ONE CLAIM, HAVING DETERMINED TO PROSPECT THE UPPER PORTION OF THE STREAM. THEY WENT UP EUREKA CREEK AND ON THEIR WAY BACK MET A MAN NAMED COOK, WHO HAD COME IN WITH THE STAMPEDE AND HAD MADE HIS WAY UP MOOSE CREEK TO THE MOUTH OF EUREKA CREEK. COOK SAID HE HAD STAKED CLAIMS NOS 1 TO 4 ON EUREKA, SO DALTON AND STILES RETURNED AND STAKED THE REST OF THE CREEK ABOVE CLAIM NO 4. DURING THE LATER PART OF THE SUMMER AND THE FALL OF 1905 THE KANTISHNA DISTRICT WAS THE SCENE OF GREAT EXCITEMENT. SEVERAL THOUSAND PERSONS ARRIVED, MOST OF THEM BY BOAT UP KANTISHNA RIVER AND ITS TRIBUTARIES, BEARPAW AND MCKINLEY

BOAT, BUT MANY A MAN STILL PUTS HIS WINTER'S GRUB, HIS TENT AND STOVE AND BEDDING, HIS DOGS AND SLED IN ONE OF THESE LONG, TAPERING CRAFT AND PROPELS IT HUNDREDS OF MILES UP-STREAM BY THE UNAIDED POWER OF HIS ARMS. ALONG STRETCHES OF RIVER WHERE THERE IS A BEACH THE DOGS MAY BE USED TO HELP, BUT FOR THE GREATER PART THE POLE IS THE SOLE DEPENDENCE." (P275) NOTE DATE OF PUBLICATION USED.

6445 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 01982 965
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW NO TRAFF,LAND GEOLOGY
ABST WAHRHAFTIG SAYS THAT THE FLOOD PLAIN OF THE KANTISHNA RIVER IS INCISED 50 TO 200 FT BELOW THE LEVEL OF THE LOWLAND.

6446 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 02078 902905
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,UNSPECIFIED TRANSPORT,PAST USAGE,WATER CRAFT,RIVER
ABST PROSPECTING PARTIES ASCENDED THE KANTISHNA RIVER, A SOUTHWESTERN TRIBUTARY TO THE TANANA, ABOUT 1905. THE PRESENCE OF PLACERS WERE REPORTED IN THE KANTISHNA BASIN, HOWEVER, THE AUTHOR, WHO TRAVERSED THE REGION IN 1902, COULD NOT SUBSTANTIATE THIS, EXCEPT FOR A FEW "COLORS" FROM TRIBUTARY STREAMS. TOKLAT AND BEARPAW RIVERS AND MCKINLEY FORK ARE TRIBUTARIES OF THE KANTISHNA FROM THE EAST. STEAMERS LEAVE SUPPLIES AT THE MOUTH OF THE BEARPAW. (P125)

6447 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 02078 905
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT,MINING,FREIGHT,ECONOMY
ABST STEAMERS WOULD LEAVE MINING SUPPLIES AT THE MOUTH OF BEARPAW RIVER ON THE KANTISHNA RIVER, WITH FREIGHT RATES OF $50 PER TON FROM FAIRBANKS. FOR PASSENGERS FARE WAS $40, AND THE TIME REQUIRED FOR THE ROUND TRIP FROM FAIRBANKS WAS ABOUT 2 WEEKS IN 1905. (P125)

6448 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 02105 906907
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW NO TRAFF,LAND GEOLOGY,MINING,ECONOMY
ABST BY 1907 THE KANTISHNA AREA WAS NO LONGER PROMISING. TWO YEARS BEFORE SOME GOLD WAS TAKEN OUT, BUT CHIEFLY FROM ONE CREEK. BUT SINCE 1906 ONLY ABOUT A DOZEN OR SO PROSPECTORS REMAINED. THE GRAVEL DEPOSITS ARE VERY DEEP, WITH ONLY AN EXCEPTIONAL FEW SHALLOW ENOUGH TO WORK BY HAND. THE REGION IS INACCESSIBLE, MAKING THE COST OF MINING VERY HIGH. IN 1907 THE TOTAL PRODUCTION OF THE KANTISHNA AND BANNIFIELD DISTRICTS WAS LESS THAN $20000. IN VALUE. (P44)

6449 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 02279 A 905916
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER

FF 9461 2

LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT,MINING,VEGETATION,WATER GEOLOGY,LAND GEOLOGY,COMMUNITY,DIMENSION,DISCHARGE,GLACIER,LAKE,RIVER CHANNEL
ABST "A CERTAIN STREAKINESS IN THE WATER PUZZLED US...THIS WE RECOGNIZED AS GLACIAL SILT AND WE THEREFORE CONCLUDED THAT THERE MUST BE A GLACIAL STREAM COMING INTO THE KANTISHNA BETWEEN US AND THE OUTLET OF THE LAKE." (P61) GEORGE AND MACLAREN MET INDIANS ON LAKE MINCHUMINA WHO AT ONE TIME HAD GONE DOWN THE KANTISHNA TO THE MISSION AT TANANA VILLIAGE. (P65) 2 WHITE MEN HAD COME UP THE KANTISHNA 10 DAYS BEFORE THE GORDONS AND HAD GONE N. INDIANS TOLD THEM THIS. THEY HAD A LARGE POLING BOAT. (P66) GORDON ESTIMATED THAT FROM MOUTH OF KANTISHNA TO ITS FORK THEY AVERAGED 1 1/2 MPH.IT TOOK THEM 101 1/2 HRS. AND WENT 152 MILES. FROM THE FORK TO LAKE MINCHUMINA IT WAS 2 MPH, 74 MILES DISTANCE AND TOOK 37 HOURS. (P173)

6442 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 00822 913
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT
ABST THIS IS AN ACCOUNT OF HUDSON STUCK"S ASCENT OF MT MCKINLEY BY E A HERRON. AFTER THE CLIMB THE GROUP BORROWED A BATTERED FLAT BOAT IN EUREKA AND FLOATED DOWN THE BEARPAN RIVER, TO THE KANTISHNA, THEN TO THE TANANA. (P167)

6443 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 01222 00009 950
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT,LAKE,FREEZEUP,RIVER CHANNEL
ABST "THE MAD TRAPPERS OF THE KANTISHNA"BY EARL MIDDLETON IS AN ARTICLE INCLUDED IN "ALASKA SPORTSMAN", DEC,1950. MIDDLETON AND JOHNNY CAGALA HAD A BOATMAN TAKE THEM FROM NENANA TO A PLACE ON THE KANTISHNA RIVER WHERE THEY WOULD SPEND THE WINTER TRAPPING. THEY LEFT NENANA SEPT 9 AND REACHED THE MOUTH OF THE KANTISHNA SEPT 12, WHERE THEY STAYED WITH AN OLD TRAPPER. THEY PROCEEDED UPRIVER IN A POLING BOAT. THE FIRST FREEZE HAD ALREADY COME. THEY NOTED MANY BENDS IN THE RIVER. THEY CAMPED EVERY NIGHT, REACHING THEIR DESTINATION ON THE SEVENTH DAY. THEIR HOME CABIN WAS KNOWN AS HIGH CACHE CABIN. THEIR BOATMAN RETURNED TO TOWN IMMEDIATELY TO BEAT THE FREEZE UP. (P10-11) AUTHOR GIVES NO INDICATION OF MILEAGE TRAVELLED NOR OF WHAT TOWN THE BOATMAN IS HEADING FOR (PROBABLY NENANA). THEY PUT A PIKE TRAP IN A LAKE NEAR THE CABIN. (P11) EARLY IN THE FALL, MIDDLETON "PADDLED A CANOE UP THE RIVER LOOKING FOR MOOSE OR CARIBOU". (P13) DURING THE WINTER THEY MADE 3 TRIPS OVER THE DIAMOND TRAIL. (P13) AUTHOR DOESN"T MENTION THE YEAR OF THEIR STAY.

6444 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 01750 917
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW WATER GEOLOGY,TRAFFIC,PAST USAGE,WATER CRAFT,FREIGHT,HUNTING,MINING,RECREATION,BREAKUP,ROUTE
ABST ARCHDEACON HUDSON STUCK TRAVELLED THE YUKON AND ITS TRIBUTARIES FOR TEN YEARS IN HIS THIRTY-TWO FOOT LAUNCH, THE PELICAN. STUCK OBSERVES THAT THE KANTISHNA DRAINS GLACIERS IN THE MT MCKINLEY AREA AND IS THUS EXTREMELY TURBID. (P272)THE KANTISHNA, IN STUCK"S VIEW, IS ONE OF THE AFFLUENTS OF THE TANANA RESPONSIBLE FOR THE MUDDY CONDITION OF ITS WATER. (P275)THE KANTISHNA GIVES" READIEST ACCESS" TO THE HINTERLANDS. (P274) "INDIANS FROM TANANA AND THE COSCHAKET WANDERING ACROSS COUNTRY FROM THEIR SPRING HUNTING, PITCH THEIR TENTS TOWARDS "BREAKUP" TIME ON THE CREEKS, ITS AFFLUENTS AND MAKING BOATS OF THE HIDES OF THE MOOSE THEY HAVE KILLED...FLOAT REJOICING ON ITS FIRST WATERS TO THEIR HOMES AGAIN." (P274) GENTLEMAN HUNTERS FROM NEW YORK AND BOSTON ALSO USE THE WATERS OF THE KANTISHNA. (P274-75), AND SUPPLIES GO UP STREAM TO THE FEW REMAINING MINERS WHO EAK OUT A LIVING. (P275) "THE GASOLINE LAUNCH IS GRADUALLY SUPERCEDING THE SLOW, LABORIOUS POLING

(P2) IN ORDER TO GET TO THE MCKINLEY RIVER, THE "FLORENCE S" HAD TO TRAVEL THE LENGTH OF KANTISHNA RIVER. THE "NEW DIGGINGS" REFERRED TO ARE THOSE ON EUREKA CREEK. (P2)

6439 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 00660 905
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW COMMUNITY,MINING,NO TRAFF
ABST "DIAMOND WAS A MINING TOWN ON THIS RIVER. IT IS A GOLD MINING AREA. (NO DIAMONDS WERE EVER FOUND) POST OFFICE OPENED ON FEB. 13, 1906. CLOSED OCT. 31, 1951." (P.37) "KANTISHNA WAS HERE ON THE RIVER NORTH OF MT. MCKINLEY. POST

6440 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 00808 A 889907
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0100W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT,MINING,VEGETATION,WATER GEOLOGY,LAND GEOLOGY,COMMUNITY,DIMENSION,DISCHARGE,GLACIER,LAKE,RIVER CHANNEL
ABST GEORGE BRYON GORDON WROTE THAT IN PREPARATION FOR THEIR KANTISHNA TRIP OF 1907, TWO YEARS EARLIER, HE AND HIS BROTHER INTERVIEWED CHIEF HENRY OF THE TANANA INDIANS. "CHIEF HENRY DREW ON A PIECE OF BIRCHBARK, AND I COPIED, A MAP OF THE KANTISHNA RIVER AND LAKE MINCHUMINA." (P24)ARRIVING ON TANANA IN 1907, THEY WERE INFORMED THAT SOMEONE REPORTED GOLD ON THE RIVER.AS A RESULT A SMALL STAMPEDE OCCURRED IN 1906 AND THE TOWN OF ROOSEVELT FOUNDED. NO GOLD WAS FOUND AND PEOPLE SCATTERED. (P25) WE HEARD RUMORS THAT SOMEONE HAD ASCENDED THE KANTISHNA TO THE LAKE IN A POLING BOAT." (P26) A FOOTNOTE ON P26 STATED THAT THE "SOMEONE" WAS FRANK DENSMORE, A PROSPECTOR, WHO MADE HIS WAY FROM THE TANANA TO THE KUSKOKWIM AND BACK IN 1889, BUT HIS ROUTE WAS UNCERTAIN. (P26) UPON REACHING THE KANTISHNA BY CANOE DOWN THE TANANA, HE STATED, "THIS STREAM JOINS THE TANANA IN A SWIFT FLOOD ABOUT 40 YDS IN WIDTH DIVIDED BY AN ISLAND WHICH SPLITS THE CURRENT AND FORMS A FORK." (P35) THEY HAD TO POLE UP THE MOUTH BECAUSE THE CURRENT WAS SO SWIFT. THEY USED SPRUCE GROWING ON THE BANKS FOR POLES. (P35) THEY CAMPED UP AGAINST A SAND BAR ON THE ISLAND AND CAMPED. (P35) THE CURRENT JUST ABOVE THE MOUTH WAS 3 1/2 MPH. (P38) "THE RIVER ATTAINED IN PLACES A WIDTH OF MORE THAN 100 YDS. ITS BANKS WERE LINED WITH A THICK GROWTH OF SPRUCE AND BIRCH TREES OF SMALL AS MEDIUM SIZE WITH NO VERY LARGE TIMBER...PROJECTING SAND-BARS WERE NUMEROUS, AFFORDING GOOD CAMPING GROUND." (P39-40) ON THE SIXTH DAY FROM THE MOUTH OF THE KANTISHNA, HOWEVER, THE WATER WAS BAD,VERY SWIFT AND SHIFTING, FORCING US TO MAKE MANY TRAVERSES." (P43) PAST BEARPAW CREEK, "WE WERE OFTEN IN THE WATER DRAGGING THE CANOE OVER SWIFT SHALLOWS." (P46) JULY 15TH, THEY CAME TO THE DESERTED MINING TOWN OF ROOSEVELT. TWO PROSPECTORS WHO HAD BEEN WALKING FOR 2 DAYS THROUGH THE WOODS FROM THEIR CLAIMS MET THEM AT THE HOTEL IN ROOSEVELT. (P48-51) SWIFT WATER LAY UPSTREAM FROM ROOSEVELT. (P53) ON THE 19TH OF JULY, THEY REACHED THE FORK IN THE KANTISHNA. "THE LEFT FORK PROVED TO BE VERY SWIFT AND MUDDY AND FILLED WITH THE SILT THAT IS FED INTO IT FROM THE GLACIERS ON THE FLANKS OF THE GREAT MOUNTAIN. WE PUSHED INTO THE RIGHT FORK...AND FOUND THAT THE WATER WAS QUITE SLACK AND MUCH MORE CLEAR THAN ANY WE HAD SEEN." (P57) THE CURRENT VARIED FROM 2 TO 5 MPH FROM THE MOUTH TO THE ABOVE FORK. (P58) AFTER THEY PASSED THE MOUTH OF THE NUTCHITALICHAKAT, " THE WATER GREW MORE SLACK, THE BANKS MORE MUDDY AND THE COUNTRY MORE SWAMPY. WE MISSED THE FIRM SAND AND THE HARD DRY GROUND UNDER THE SPRUCE TREES THAT AFFORDED SUCH GOOD CAMPING PLACES ON THE LOWER KANTISHNA." (P58) AFTER TWO DAYS FURTHER TRAVEL, GORDON WROTE, "THE RIVER AT THIS PART IS EXTREMELY CROOKED. IT IS ALWAYS TURNING AND DOUBLING BACK UPON ITSELF AND REVERSING ITS DIRECTION FOR MILES. AT TIMES IT SPREADS OUT OVER THE FLAT COUNTRY OR DIVIDES AND BREAKS UP INTO MANY SLOUGHS...(P60)

6441 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 00808 B 889907
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09

FF 94612

REFN 00108 94127 X 941
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT,FREIGHT,RIVER,LAKE,LAND GEOLOGY
ABST THE ARTICLE "IDLER ENDS VOYAGE UP KANTISHNA" IS INCLUDED IN THE "FAIRBANKS DAILY NEWS-MINER" OF AUG 27,1941. THE POWERFULL MOTORBOAT IDLER AND BARGE, CAPT GEORGE BLACK, OWNER AND MASTER, MOORED ON THE FAIRBANKS WATERFRONT EARLY THIS MORNING AFTER A SUCCESSFUL VOYAGE OF THREE WEEKS, GOING AND COMING. SAILING FROM FAIRBANKS SHE TOOK 135 TONS OF CARGO FROM THIS PORT AND NENANA UP THE KANTISHNA RIVER AND TRIBUTARIES INTO AND ACROSS LAKE MINCHUMINA TO THE SITE OF THE NEW C A A FIELD ON THE SHORES OF THE LAKE. COVERING THE DISTANCE OF 275 MILES FROM THE MOUTH OF THE KANTISHNA TO THE LAKE, CAPT BLACK REPORTS HE FOUND THE GOING EASY MOST OF THE WAY, BUT ENCOUNTERED SHOALS ON A PORTION OF THE UPPER STRETCHES. THE LAST 80 MILES, WHICH WAS THROUGH THE MUD RIVER TO THE ENTRANCE TO THE LAKE, IS FULL MUD FLATS, BUT WITH GOOD DEPTH OF WATER. MATERIALS LANDED AT THE FIELD SITE THIS TRIP AND ON PREVIOUS TRIPS THIS SEASON BY THE IDLER AND BARGE SUPPLEMENT SEVERAL HUNDRED TONS OF SUPPLIES AND MATERIALS WHICH WERE TRANSPORTED TO THE PLACE DURING THE WINTER BY TRACTORS AND SLEIGHS, OVER SNOWS AND FROZEN STREAMS, DURING THE WINTER. (P4)

6436 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 00108 94131 U 941
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER-AIR CRAFT,FREIGHT,COMMUNITY,WATER CRAFT
ABST IN AN ARTICLE IN THE "NEWS-MINER" (FAIRBANKS) OF JULY 31,1941 TITLED "CAA FREIGHT IS FLOWN TO MINCHUMINA", IT IS REPORTED, (CORRESPONDENCE) NENANA, JULY 27.-TWENTY-SIX C A A MEN ARRIVED IN NENANA ON JULY 15, ON THEIR WAY TO BUILD A RADIO STATION AND AIR FIELD AT LAKE MINCHUMINA. THEY STAYED IN TOWN FOR FIVE DAYS, WAITING FOR THEIR SUPPLIES TO BE FLOWN TO THE LAKE. TWO PLANES, AN AMPHIBIAN AND A PONTOON SHIP, WERE USED TO TRANSFER THEIR SUPPLIES. EACH PLANE MADE THREE TRIPS A DAY FOR THREE DAYS, EACH PLANE CARRYING 1700 POUNDS OF FREIGHT. THERE ARE FORTY MEN WORKING AT LAKE MINCHUMINA UNDER THE SUPERVISION OF ED KREIS. THEY ARE EXPECTED TO FINISH THE WORK IN THREE MONTHS. JACK JEFFORD, PILOTED THE PONTOON SHIP. HERMAN OLSON, CARL HULT, AND GEORGE BALCK ARE ALSO GOING TO HAUL FREIGHT TO LAKE MINCHUMINA FOR THE CAA. (P2)

6437 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 00124 923
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER-LAND CRAFT,LAND TRANSPORT,ROUTE,MAP,COMMUNITY
ABST ON AN AMERICAN GEOGRAPHICAL SOCIETY MAP OF 1923, THE MCGRATH-KANTISHNA TRAIL CROSSES THE KANTISHNA RIVER 1 MI BELOW THE MOUTH OF BIRCH CREEK AND FOLLOWS KANTISHNA ON N SIDE TO ROOSEVELT WHERE IT ENDS.

6438 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 00172 90524 X 905
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT,FREIGHT,RIVER
ABST THE ARTICLE "CAN'T LAND PASSENGERS" IS INCLUDED IN THE "FAIRBANKS EVENING NEWS" OF AUG 24,1905. "BILL PASSENGERS FOR THE NEXT BOAT FOR BEARPAW RIVER. THE MCKINLEY RIVER IS NOT NAVIGABLE.TOOK PASSENGERS UP THERE AND BROUGHT THEM BACK TO BEARPAW RIVER. STEAMER TANA DID THE SAME LUELLA DID NOT GET WITHIN FORTY MILES OF MCKINLEY RIVER." THE FOREGOING TELEGRAM WAS TODAY RECEIVED BY J E CURRIER FROM A C RAAP, THE PURSER OF THE FLORENCE S WHO SENT IT FROM TOLOVANO. THIS SHOWS THAT THE PLANS FOR A TOWNSITE ON THE MCKINLEY RIVER, NEAR THE NEW DIGGINGS FELL THROUGH. JUST WHERE THE LUELLA MAY HAVE LANDED THE TOWNSITE PARTY IS NOT MADE KNOWN.

ABST IN AN ARTICLE PUBLISHED IN THE FAIRBANKS DAILY NEWS-MINER ON JUNE 29,1909, STEAMING AWAY WITH A PARTY OF HARDY PROSPECTORS WHO ARE OFF ON A TWO YEARS CRUISE IN SEARCH OF TREASURE, THE STEAMER PUP IS DUE TO SAIL TODAY FOR THE KANTISHNA WITH AL COPELAND, GORDON BETTLES, PETE PETERSON AND JUDSON MCLELLAN WHO ARE OFF TO THE NEW COUNTRY WHERE LIES THE PROMISE OF GOLD. THE EXPEDITION HAS BEEN FRAMING FOR MANY DAYS AND THE DEPARTING VOYAGERS HAVE BEEN KEEPING THEIR PLANS VERY QUIET. IT IS KNOWN IN A GENERAL WAY THAT THEY PLAN TO GO UP THE KANTISHNA AS FAR AS THE LITTLE STEAMER CAN TAKE THEM WHERE THEY WILL CROSS BY A SHORT PORTAGE TO THE HEAD OF THE KUSKOKWIM. (P5)

6432 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 00108 91212 W 912
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT,MINING
ABST THE FOLLOWING ARTICLE APPEARED UNDER THE HEADLINE "KANTISHNA MEN STOPPING WORK OWING TO SNOW" ON P 3 OF THE SEPT 12,1912 FAIRBANKS "NEWS-MINER": IN THE LAUNCH GRAYLING, DR J A SUTHERLAND AND ROBERT BENNER RETURNED TO FAIRBANKS YESTERDAY MORNING, AFTER HAVING BEEN GONE FROM THE CAMP FOR 15 DAYS. THE TRIP WAS MADE BY THE DOCTOR WITH A VIEW TO ASCERTAINING THE CONDITION OF HIS HARD ROCK PROPERTIES IN THE HEADWATERS OF THE RIVER AND MAKING PREPARATIONS FOR THE TRANSPORTING OF HIS TWO-STAMP JOSHUA HENDY MILL TO THAT SECTION. THAT WINTER IS APPROACHING IN THE KANTISHNA IS INDICATED BY THE REPORT OF THE RETURNED MEN THAT THE GROUND IN THE SECTION WHERE THE MEN ARE WORKING WAS COVERED WITH FROM 10 INCHES TO A FOOT OF SNOW ABOUT A WEEK AGO. ALL THE PLACER MINERS ARE MAKING PLANS TO CLOSE UP FOR THE SEASON AND COME OUT, AS THE CONDITIONS ARE UNFAVORABLE FOR CONTINUING WORK. THE TRIP IN THE LAUNCH WAS MADE IN GOOD TIME AND WAS UNMARRED BY MISHAP AND ACCIDENT OF ANY KIND. THE DAY AFTER THE LAUNCH REACHED THERE, THE HELEN M, WITH AN EMPIRE DRILL ON BOARD, PULLED IN FROM FAIRBANKS AFTER A SUCCESSFUL JOURNEY. THE DRILL IS TO BE USED ON EUREKA CREEK BY A NUMBER OF KANTISHNA MEN IN PROSPECTING CONSIDERABLE THAWED GROUND. BECAUSE OF THE LATENESS OF THE SEASON, DR SUTHERLAND HAS DECIDED TO POSTPONE THE INSTALLATION OF HIS MILL UNTIL NEXT SEASON. IT IS PROBABLE THAT THE MACHINERY WILL NOT BE TAKEN UP UNTIL AFTER THE BREAKUP. (P3)

6433 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 00108 91307 W 913
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT,FREIGHT
ABST IN AN ARTICLE PUBLISHED IN THE FAIRBANKS DAILY TIMES ON SEPT 7,1913, IT STATES-HEADED FOR THE KANTISHNA NELSON B HENDERSON, THE FREIGHTER, LEFT TOWN YESTERDAY MORNING, TAKING WITH HIM IN HIS POWERFUL GASOLINE LAUNCH ABOUT TEN TONS OF MERCHANDISE FOR THE MINERS OF HIS DISTRICT. MR HENDERSON ARRIVED IN TOWN SEVERAL DAYS AGO, HAVING MADE THE TRIP HERE IN FIVE DAYS. HE EXPECTS TO MAKE THE RETURN IN ABOUT SEVEN DAYS.

6434 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 00108 91413 W 914
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT,WATER LEVEL,FREIGHT
ABST IN AN ARTICLE PUBLISHED IN THE FAIRBANKS DAILY TIMES ON AUGUST 13,1914, IT STATES, IN FOR THE LAST LOAD OF SUPPLIES FOR THE YEAR, NELS HENDERSON, THE KANTISHNA FREIGHTER REACHED TOWN YESTERDAY IN HIS LARGE MOTORBOAT. HE EXPECTS TO STAY HERE FOR THE NEXT WEEK GETTING TOGETHER ABOUT A 15 TON OUTFIT FOR THE MINERS AND PROSPECTORS OF THE KANTISHNA DISTRICT. WATER ON THE KANTISHNA IS VERY HIGH NOW, AND ON THE RETURN TRIP, THE FREIGHTER EXPECTS TO HAVE NO DIFFICULTY IN REACHING HIS PLACE. (P4)

6435 WATN KANTISHNA RIVER KANTISHNA RIVER

HARBOR, THE LATTER HAVING BEEN LOCATED BY GORDON BETTLES, THE WELL KNOWN PIONEER OF THE KOYUKUK COUNTRY. (P3)

6429 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 00099 90530 Y 905
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW COMMUNITY,TRAFFIC,WATER CRAFT,OBSTRUCTION,ROUTE,PAST USAGE,FREIGHT
ABST IN AN ARTICLE PRINTED ON NOV 30,1905, THE NOME SEMI-WEEKLY NUGGET NOTES THE RIVAL TOWNS IN THE KANTISHNA. THERE IS FIERCE RIVALRY BETWEEN THE CLASHING INTERESTS IN BEARPAW CITY AND MCKINLEY CITY, THE NEW TOWNS IN THE KANTISHNA COUNTRY, AND NOT A FEW ARE PLUGGING FOR HUNGRY HARBOR AS A LIKELY PLACE FOR CATCHING WINTER TRADE, SAYS THE DAWSON NEWS. WHICH PLACE HAS THE MOST NATURAL FACILITIES DEPENDS UPON THE POINT OF VIEW. THOSE INTERESTED IN BEARPAW, OF COURSE, ARE ELOQUENT IN ADVANCING ITS INTERESTS, AND THEIR OPPONENTS IN MCKINLEY CITY ARE NOT SLOW THEMSELVES IN GENERATING HOT AIR OF A BRAND TO SUIT THEIR LOCALITY.IT MAY BE TRUTHFULLY SAID HOWEVER, THAT NO MATTER WHAT OUTSIDERS MAY THINK, THE RESIDENTS OF EITHER TOWN ARE THOROUGHLY CONVINCED THAT THEIR TOWN IS THE TOWN.THOSE IN BEARPAW SAY: "OUR PLACE IS BOUND TO CATCH THE TRADE.WE ARE AT THE MOUTH OF BEARPAW, WHERE POLING BOATS LEAVE THE KANTISHNA TO ASCEND TO THE MINES.WE ARE ALSO IN THE RIGHT PLACE TO CATCH THE TRADE FOR UPPER KANTISHNA: WE HAVE THE COMMISSIONER, AND YOU JUST WATCH US GROW."ON THE OTHER HAND, THE SORT OF DOPE TURNED OUT BY THE MCKINLEYITES IS: "WE ARE IN IT WITH A BIG I. IT IS BUT TWENTY MILES FROM MCKINLEY CITY TO HUNGRY HARBOR. BOATS POLING UP THE BEARPAW CANNOT GET WITHIN THAT MANY MILES OF THE NEW DIGGINGS WITHOUT HARD WORK, AFTER THEY LEAVE MOOSE RIVER. THEY CAN REACH MCKINLEY CITY WITH EASE, AS CAN STEAMERS OF ALL SIZES. THE TRAIL FROM MCKINLEY CITY TO THE PROSPECTIVE MINES IS OVER A FLAT COUNTRY WHICH WILL SUPPORT WAGON TRAFFIC DURING THE SUMMER AND SLEIGH TRAFFIC DURING THE WINTER. WE HAVE ALREADY STARTED BUILDING; ADVISE YOUR FRIENDS TO LOCATE IN MCKINLEY CITY OR THEY WILL NOT BE IN THE GAME." "THE WINTER TRAIL." ALL THE OLD-TIMERS AND FREIGHTERS DO NOT SEEM TO BE TAKING EITHER TOWN INTO CONSIDERATION. THEY CLAIM THAT THE NATURAL WINTER TRAIL WILL LEAVE THE TANANA RIVER AT NENANA AND AFTER ASCENDING THE NENANA WILL PORTAGE OVER TO TOKLAT RIVER; THEN UP THE TOKLAT TO A BRANCH WHERE ANOTHER SHORT PORTAGE WILL PLACE THE FREIGHTER IN HUNGRY HARBOR. IF THIS IS THE CASE THERE WILL BE NO REASON WHY THE DIGGINGS AT THE HEAD OF BEARPAW SHOULD TOUCH EITHER BEARPAW CITY OR MCKINLEY CITY. IN FACT IT IS CLAIMED THAT A PERSON WOULD HAVE TO GO CONSIDERABLY OUT OF HIS WAY TO REACH EITHER PLACE. (P1) MCKINLEY CITY APPEARS TO BE ROOSEVELT CITY. (P1) HUNGRY HARBOR IS NOT IDENTIFIED.

6430 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 00099 90616 D 906
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW COMMUNITY,NO TRAFF
ABST IN THE NOME SEMI-WEEKLY NUGGET OF JAN 16,1906, IT WAS REPORTED: JIM BOVARD, KID CARSTEN AND FRED NOYES RETURNED MONDAY FROM THE KANTISHNA,BY WAY OF NENANA, OVER A HEAVY TRAIL, MAKING THE 180 MILES IN EIGHT DAYS. NONE OF THE ARRIVALS ARE ENTHUSIASTIC ABOUT THE OUTLOOK OF THE COUNTRY AND BOVARD, THE ONLY MINER AMONG THE TRIO, IS NOT GOING BACK. MR NOYES HAS A SAWMILL PLANT IN THERE AND CARSTON RUNS THE EXPRESS. NO NEW DISCOVERIES HAVE BEEN MADE. IN FACT THE SOFT WEATHER HAS MADE SINKING IMPOSSIBLE. DIAMOND AND ROOSEVELT CITY ARE ABANDONED AND EVERYBODY HAS MOVED TO GLACIER. BAIN IS MOVING HIS STORE AND THE COMMISSIONER IS ALONE AT ROOSEVELT. HE MUST STAY UNTIL HE GETS INSTRUCTIONS. THE COUNTRY IS STAKED FROM HILLTOP TO HILLTOP AND NOTHING HAS BEEN DONE ON THE GROUND. (P3)

6431 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 00108 90929 T 909
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW MINING,TRAFFIC,PAST USAGE,WATER CRAFT,ROUTE,RIVER

PIONEER READY FOR THE SUMMER BUT IS NOT SURE WHEN HE WILL SAIL. HE PROBABLY WILL OPERATE BETWEEN NENANA AND ROOSEVELT, ON THE KANTISHNA. (P3)

6425 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 00079 92324 S 923
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT,FREIGHT,COMMUNITY
ABST IN AN ARTICLE PUBLISHED IN THE NENANA NEWS ON MAY 24, 1923 IT STATES, THE SIDE WHEEL POWER BOAT MUTT, WITH C E NEUSER AT THE WHEEL, GOT AWAY FOR THE KANTISHNA THIS WEEK WITH A HEAVY CARGO OF FREIGHT AND A NUMBER OF PASSENGERS. AN EFFORT WILL BE MADE BY THE OWNERS OF THE BOAT TO MAINTAIN A REGULAR SCHEDULE BETWEEN NENANA AND ROOSEVELT.(P4) THE SAME PAPER ALSO NOTES THAT THE LAUNCH MCKINLEY, OWNED BY THE COMPANY MOUNT MCKINLEY GOLD PLACERS INC, ARRIVED FROM THE KANTISHNA SEVERAL DAYS EARLIER, AND WAS NOT ON IT'S WAY BACK TO DIAMOND. (P4)

6426 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 00079 92326 T 923
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT,FREIGHT,COMMUNITY
ABST IN AN ARTICLE PUBLISHED IN THE NENANA NEWS ON JUNE 26,1923, IT STATES, THE STERN WHEEL GAS BOAT MUTT WHICH IS OPERATING ON A REGULAR SCHEDULE BETWEEN NENANA AND ROOSEVELT, CARRYING PASSENGERS, MAIL AND FREIGHT, ARRIVED IN PORT SUNDAY EVENING, AND WILL LEAVE ON THE RETURN TRIP TO THE KANTISHNA DISTRICT ON JUNE 30. THE LAST TRIP TO ROOSEVELT AND RETURN WAS MADE IN EIGHT DAYS. THE FOLLOWING PASSENGERS WERE BROUGHT FROM ROOSEVELT: CHARLES FRANK, FRED CLARK AND BILL ROGERS. (P4)

6427 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 00092 90519 V 905
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT,COMMUNITY,MINING,ECONOMY
ABST THE RAMPART NEWSPAPER "ALASKA FORUM" OF AUG 19,1905, CARRIED A STORY ABOUT GORDON BETTLES' EARLY ACTIVITY IN THE KANTISHNA AREA. IN A STORY HEADLINED "WELL-KNOWN SOURDOUGH STRIKES THE PAYSTREAK," A REPORTER SAYS, "GORDON BETTLES HAS SECURED A GOOD PIECE OF GROUND IN THE NEW KANTISHNA DIGGINGS. MRS BETTLES RECEIVED LETTERS FROM HER HUSBAND LAST MAIL APPRISING HER OF HIS GOOD FORTUNE. HE PANNED OUT OVER $500 IN A SHORT TIME. ABOUT 300 MEN ARE IN THE NEW DISTRICT. BEN BAKER IS BUILDING A TRADING POST AT THE NEW TOWNSITE. THE STEAMERS 'TANANA CHIEF' AND 'JENNIE H' ARE RUNNING ON THE KANTISHNA."

6428 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 00099 90507 X 905
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT,RIVER,COMMUNITY,MINING
ABST THE ARTICLE "STAMPEDE IS NOW ON" APPEARED IN THE OCT 7,1905, ISSUE OF THE "NOME SEMI-WEEKLY NUGGET". IT FIRST REFERRED TO THE NOWIKAKET RIVER AND THEN SAID THE FOLLOWING ABOUT THE KANTISHNA: THE KANTISHNA RIVER, A TRIBUTARY OF THE TANANA, IS CLAIMING THE ATTENTION OF THE MINERS AND PROSPECTORS OF FAIRBANKS AND CHENA. IT IS ESTIMATED THAT 2,000 PEOPLE WILL WINTER THERE. THE KANTISHNA ENTERS THE TANANA ABOUT 130 MILES FROM THE MOUTH, AND IS NAVIGABLE FOR LIGHT DRAUGHT STEAMERS FOR 150 MILES. THE PRINCIPAL CREEKS ARE BEARPAW, MCKINLEY AND GLACIER. THERE ARE ALREADY SEVERAL TOWNSITES LOCATED, THE PRINCIPAL BEING MCKINLEY CITY AND HUNGRY

ENROUTE.THE MUTT WENT TO DIANOND, ON THE BEARPAW RIVER, AND THENCE TO ROOSEVELT. (P4)

KANTISHNA RIVER

6421 WATN KANTISHNA RIVER
REFN 00079 92312 T 923
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT,FREIGHT,COMMUNITY
ABST IN AN ARTICLE PUBLISHED IN THE NENANA NEWS ON JUNE 12,1923, IT STATES THE STEAMER PIONEER. CAPTAIN GEORGE BLACK, ARRIVED FROM THE KANTISHNA DISTRICT SUNDAY AFTERNOON.THE BOAT TOOK IN A LOAD OF GENERAL FREIGHT AND ALASKA ROAD COMMISSION SUPPLIES, AND RETURNED WITH SEVERAL PASSENGERS. BOB ELLI AND WALTER FOGREST MADE THE TRIP TO ROOSEVELT AND FRENCH JOHN AND DAN WINQUIST WERE PICKED UP ALONG THE RIVER. (P2)

KANTISHNA RIVER

6422 WATN KANTISHNA RIVER
REFN 00079 92314 U 923
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT,FREIGHT,COMMUNITY,LAKE
ABST THE ARTICLE "NUTT ARRIVES IN PORT FROM KANTISHNA VOYAGE" IS INCLUDED IN THE NENANA DAILY NEWS OF JULY 14,1923. "THE STERN WHEEL GAS BOAT NUTT, OPERATING REGULARLY BETWEEN NENANA AND ROOSEVELT, IN THE KANTISHNA DISTRICT, ARRIVED IN PORT THURS EVENING, WITH CAPT C E NEUSER AT THE WHEEL, BRINGING THE MAIL AND 2 PASSENGERS FROM THAT REGION.... THE NUTT LEFT ROOSEVELT ON THE NIGHT OF JULY 10." (P4) "CAPTAIN NEUSER REPORTS A VERY SATISFACTORY TRIP TO LAKE MINCHUMINA, WHERE 2 OUTFITS WERE DELIVERED FOR JIM SELEB AND B ROGERS, WHO ARE ENGAGED IN TRAPPING. THE RUN UP THE RIVER FROM ROOSEVELT WAS MADE WITHOUT TROUBLE OF ANY KIND." (P4)

KANTISHNA RIVER

6423 WATN KANTISHNA RIVER
REFN 00079 92319 S 923
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT,FREIGHT,COMMUNITY
ABST IN AN ARTICLE PUBLISHED IN THE NENANA NEWS ON MAY 19,1923 IT STATES, THE KANTISHNA TRANSPORTATION COMPANY, WHICH WILL OPERATE THE SIDE WHEEL POWER BOAT NUTT BETWEEN NENANA AND THE KANTISHNA DISTRICT THIS SEASON, HAS ANNOUNCED THE FIRST SAILING FOR ROOSEVELT ON MAY 22. THE NUTT WILL CARRY FREIGHT AND PASSENGERS AND THE COMPANY WILL UNDERTAKE TO DELIVER FREIGHT TO ANY POINT IN THE KANTISHNA BY MEANS OF TEAMS WHICH WILL CONNECT WITH THE NUTT AT ROOSEVELT. CAPTAIN C E NEUSER, WHO WILL HAVE CHARGE OF THE BOAT, REPORTS THAT CONSIDERABLE FREIGHT HAS ALREADY BEEN OFFERED AND THE INDICATIONS ARE THE NUTT WILL SAIL WITH A FULL CARGO. CAPTAIN NEUSER SUGGESTS THAT PROSPECTIVE SHIPPERS MAY AVOID POSSIBLE DISAPOINTMENT BY MAKING THEIR RESERVATIONS AT ONCE. SINCE ACQUIRED BY THE NEW COMPANY, THE NUTT HAS BEEN THOROUGHLY OVERHAULED AND IS SAID TO BE AN IDEAL BOAT FOR OPERATING ON THE KANTISHNA RIVER BY REASON OF LIGHT DRAUGHT AND EASY CONTROL. CAPTAIN NEUSER HAS ASSOCIATED WITH HIM IN THE VENTURE RALPH NORRIS, WHO WILL ACT AS ENGINEER, AND J ROBERTSON, WHO WILL LOOK AFTER THE ROOSEVELT END OF THE BUSINESS. THE NUTT IS NOW MOORED ON THE WATERFRONT AND SOMEONE WILL BE FOUND ON BOARD AT ALL TIMES TO TRANSACT BUSINESS FOR THE COMPANY. (P2)

KANTISHNA RIVER

6424 WATN KANTISHNA RIVER
REFN 00079 92322 S 923
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT,COMMUNITY
ABST IN AN ARTICLE PUBLISHED IN THE NENANA NEWS ON MAY 22,1923, IT STATES, GEORGE BLACK IS GETTING HIS STEAMER

NAVIGATION ON THE BEARPAW RIVER. (P2)

6417 MAIN KANTISHNA RIVER KANTISHNA RIVER
REFN 00079 92228 W 922
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT,MINING,FREIGHT,COMMUNITY
ABST IN A ARTICLE PUBLISHED IN THE NENANA NEWS ON SEPT 28,1922, IT STATES, SUPERINTENDENT HAWLEY W STERLING, OF THE ALASKA ROAD COMMISSION, WILL ENGAGE IN MINING IN THE KANTISHNA DISTRICT DURING THE COMING WINTER, HAVING RECENTLY CLOSED A DEAL FOR THE OPERATION OF THE QUIGLEY GALENA PROPERTY ON A LEASING BASIS. MR STERLING, WHO IS NOW IN NENANA ON HIS WAY TO THE KANTISHNA, INFORMS THE NEWS THAT HE HAS MADE ALL ARRANGEMENTS TO BEGIN TAKING OUT ORE AND WILL START WORK AS SOON AS HE GETS ON THE GROUND. IT IS THE INTENTION OF MR STERLING TO TAKE OUT CONSIDERABLE ORE DURING THE WINTER, AND TO HAUL IT ACROSS COUNTRY TO THE ALASKA RAILROAD BY MEANS OF TRACTORS, AN EXPERIMENT HE HAS BEEN ANXIOUS TO MAKE FOR SEVERAL YEARS. HE WILL DELIVER THE ORE AT KOBI STATION. ALL OF THE ORE HERETOFORE MINED IN THE KANTISHNA DISTRICT HAS BEEN HAULED TO ROOSEVELT DURING THE WINTER AND MOVED FROM THAT POINT BY BOAT DURING THE SUMMER. IF THE PLANS OF MR STERLING WORK OUT SUCCESSFULLY, HARD ROCK MINING IN THE KANTISHNA DISTRICT WILL BE GIVEN A GREAT IMPETUS FOR IT WILL BE POSSIBLE FOR OPERATORS TO GET ALMOST IMMEDIATE RETURNS FROM THEIR SHIPMENTS, INSTEAD OF WAITING A YEAR OR MORE TO GET THEIR ORE TO MARKET. (P4)

6418 MAIN KANTISHNA RIVER KANTISHNA RIVER
REFN 00079 92229 U 922
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,UNSPECIFIED TRANSPORT,RIVER,COMMUNITY,PAST USAGE
ABST IN AN ARTICLE PUBLISHED IN THE NENANA NEWS ON JULY 29,1922 IT STATES THAT THE MANAGER OF MOUNT MCKINLEY GOLD PLACERS, CAME DOWN FROM DIAMOND ON THE BEARPAW AND DOWN THE KANTISHNA TO FAIRBANKS. (P4)

6419 MAIN KANTISHNA RIVER KANTISHNA RIVER
REFN 00079 92302 V 923
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT,FREIGHT,COMMUNITY,LAKE
ABST THE ARTICLE "HUTT ARRIVES" IS INCLUDED IN THE NENANA DAILY NEWS OF AUG 2,1923. THE SIDE WHEEL GAS BOAT HUTT, CAPTAIN A NEUSER, ARRIVED IN PORT THIS WEEK FROM THE UPPER KANTISHNA RIVER, AND IS SCHEDULED TO SAIL ON ANOTHER TRIP TO ROOSEVELT ON AUGUST 8. THE HUTT TOOK FIVE MEN AND THEIR OUTFITS TO LAKE MINCHUMINA ON THE LAST TRIP, LEAVING NENANA JULY 21, AND RETURNING BROUGHT LYNN GOYNE AND FRANK ARNSTRONG FROM THAT DISTRICT AND PICKED E LAWRENCE UP ENROUTE. (P4)

6420 MAIN KANTISHNA RIVER KANTISHNA RIVER
REFN 00079 92312 T 923
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT,FREIGHT,COMMUNITY
ABST IN AN ARTICLE PUBLISHED IN THE NENANA NEWS ON JUNE 12,1923 IT STATES, THE SIDE WHEEL GAS BOAT HUTT, WHICH ARRIVED IN PORT FROM THE KANTISHNA LAST WEEK, WILL SAIL FOR ROOSEVELT ON THE SECOND TRIP OF THE SEASON ON FRIDAY, CARRYING PASSENGERS, FREIGHT AND MAIL. THE HUTT WILL SAIL REGULARLY FROM NENANA ON THE 15TH AND 30TH OF THE MONTH. THE FOLLOWING WERE AMONG THOSE ARRIVING ON THE HUTT: MRS ED BROOKER, JOHN MONTAN, O W FISHER, B F BETHYLE, J E GIBSON, MR CONWAY AND MR FOLGER, FROM ROOSEVELT, AND FOUR NATIVES WHO WERE TAKEN ABOARD

WATER BODY HISTORICAL DATA

ABST IN AN ARTICLE IN THE "NENANA NEWS" DATED JULY 18,1922, (P4), IT IS WRITTEN: "MOORE LAUNCH RETURNS FROM KANTISHNA RIVER" THE MOORE LAUNCH, WITH J G MOORE AT THE WHEEL, ARRIVED IN PORT LATE LAST NIGHT FROM ROOSEVELT, ON THE KANTISHNA RIVER, AND SAILED FOR FAIRBANKS THIS MORNING. THERE WERE NO PASSENGERS ABOARD THE BOAT, EITHER COMING OR GOING. THE LAUNCH LEFT NENANA ON JULY 8 WITH SUPERINTENDENT HAWLEY STERLING AND FOREMAN F C IRONS, OF THE ALASKA ROAD COMMISSION, AND A LOAD OF SUPPLIES FOR THE HOT SPRINGS DISTRICT. FROM HOT SPRINGS, THE BOAT PROCEEDED TO ROOSEVELT WITH SUPERINTENDENT STERLING, WHO WILL MAKE A RECONNAISSANCE AND RETURN TO NENANA BY WAY OF MORINO'S MCKINLEY PARK HOTEL. IRONS WAS LEFT AT HOT SPRINGS TO DIRECT ROAD REPAIR WORK IN THAT SECTION.CAPTAIN MOORE REPORTS A FAIR STAGE OF WATER IN THE KANTISHNA RIVER, DUE TO RECENT RAINS, WHICH APPEAR TO HAVE BEEN GENERAL THROUGHOUT THE INTERIOR. HE ALSO REPORTS THAT THE MOODY LAUNCH IS ON THE WAY OUT FROM THE KANTISHNA WITH MAIL AND PASSENGERS AND SHOULD REACH NENANA TODAY.

6414 KANTISHNA RIVER

WATN KANTISHNA RIVER
REFN 00079 92220 U 922
STOR 1603399070050012300009798021 20
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT,FREIGHT,COMMUNITY
ABST IN AN ARTICLE IN THE NENANA NEWS, JULY 20,1922, IT STATES, THE POWER BOAT BERTHA, WITH BARGE IN TOW AND GEORGE MOODY AT THE WHEEL, ARRIVED FROM THE KANTISHNA LAST TUESDAY NIGHT AND LEFT FOR FAIRBANKS YESTERDAY MORNING TO UNDEERGO MINOR ALTERATIONS AND REPAIRS. MOODY LANDED THE MAIL AND A CARGO OF SUPPLIES AT ROOSEVELT FOR THE SUTHERLAND OUTFIT AND RETURNED TO PORT WITH THREE PASSENGERS. CHRIS RADOVICH AND PARTNER BOARDED AT ROOSEVELT AND GEORGE HERINGTON WAS PICKED UP AT THE MOUTH OF THE TOLOVANA RIVER. (P4)

6415 KANTISHNA RIVER

WATN KANTISHNA RIVER
REFN 00079 92221 922
STOR 1603399070050012300009798021 20
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW NO TRAFF,LAKE,RIVER,LAND TRANSPORT
ABST AN ARTICLE ENTITLED "MAIL MEN TO USE OLD TRAIL" APPEARED IN THE "NENANA NEWS", OCT 21, 1922. (P4) THE ARTICLE SAID- "MAIL MEN TO USE OLD TRAIL" IN VIEW OF THE FACT THAT THE NEW TRAIL CANNOT POSSIBLY BE MADE READY FOR USE INSIDE OF SEVERAL MONTHS, MAIL CONTRACTOR HILL HAS COMPLETED PLANS TO USE THE OLD TRAIL,BY WAY OF TOKLAT, OPERATING OUT OF KOBE. HE WILL GO DIRECT TO DIAMOND, THENCE TO LAKE MINCHUMINA, AND THENCE TO THE KUSKOKWIM BY WAY OF AN OLD INDIAN TRAIL.MR HILL PLANS TO MAKE A TRIP OVER A PORTION OF THE TRAIL DURING THE COMING WEEK, FOR THE PURPOSE OF VERIFYING DISTANCE ESTIMATES, BUT HE WILL BE BACK IN TIME TO START THE FIRST MAIL OVER THE TRAIL ON THE FIRST OF NOVEMBER.ALTHOUGH USING KOBE STATION AS ONE OF HIS TERMINALS,BECAUSE OF THE SAVING IN DISTANCE, MR HILL SAYS NENANA WILL DERIVE PRACTICALLY ALL OF THE BENEFIT FROM THE ROUTINE OF MAILS BY WAY OF THE KANTISHNA INSTEAD OF RAINY PASS. AND IT IS POSSIBLE THAT HE WILL ROUTE THE MAIL DIRECT FROM NENANA LATER ON, IF THE ARRANGEMENT CAN BE MADE WITHOUT UPSETTING SCHEDULES OR ADDING TO THE COST OF CARRYING.

6416 KANTISHNA RIVER

WATN KANTISHNA RIVER
REFN 00079 92227 T 922
STOR 1603399070050012300009798021 20
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,FREIGHT
ABST AN ARTICLE IN THE NENANA NEWS (JUNE 27,1922) SAYS: "LAUNCH TAKES BIG CARGO FOR KANTISHNA PLACER CO." THE LAUNCH JOLLY ROVER, OWNED BY THE MT MCKINLEY GOLD PLACERS, INC., WHICH ARRIVED IN PORT SEVERAL DAYS AGO FROM THE KANTISHNA, WAS THE OBJECT YESTERDAY OF A CHRISTENING CEREMONY, THE NAME OF JOLLY ROVER BEING CHANGED TO MCKINLEY, WHICH WAS EMBLAZONED IN BOLD LETTERS ON HER PORT AND STARBOARD BOWS. THE USUAL RITES ACCOMPANIED THE RE-CHRISTENING. THE MCKINLEY, WITH CHESTER SPENCER AT THE WHEEL ASSISTED BY FRANK SAGER, AND JIM CALKINS BOOKED AS PASSENGER, IS NOW ENROUTE BACK TO THE KANTISHNA WITH A BARGE LOAD OF FREIGHT FOR THE HEAD OF

STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT,FREIGHT,COMMUNITY
ABST IN AN ARTICLE PUBLISHED IN THE NENANA NEWS ON JULY 4,1922, IT STATES, THE STEAMER PIONEER, CAPTAIN GEO BLACK, PULLED INTO PORT ON SATURDAY WITH A LOAD OF FREIGHT CONSIGNED TO TOM WILLETT, FROM FAIRBANKS. AFTER DISCHARGING CARGO HERE THE STEAMER RETURNED TO THE UPPER TOWN FOR A LOAD FOR THE KANTISHNA. (P4) ANOTHER ARTICLE ON THE SAME PAGE STATES, THE NEW POWER BOAT BERTHA, CAPT GEORGE MOODY, PULLED INTO PORT LAST FRIDAY ON HER MAIDEN TRIP OF THE SEASON, WITH A LOAD OF SUPPLIES FOR THE SUTHERLAND OUTFIT IN THE KANTISHNA REGION. SHE IS BOUND FOR ROOSEVELT. THE BERTHA IS A COMMODIUS STERN WHEEL CRAFT AND WILL ENGAGE IN THE FREIGHT AND PASSENGER BUSINESS BETWEEN FAIRBANKS AND THE KANTISHNA DISTRICT. (P4)

6411 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 00079 92212 V 922
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT,FREIGHT,COMMUNITY
ABST IN AN ARTICLE PUBLISHED IN THE NENANA NEWS ON AUGUST 12,1922, IT STATES, THE LAUNCH BERTHA, WITH GEORGE MOODY AT THE WHEEL, ARRIVED IN PORT ON THURSDAY NIGHT FROM ROOSEVELT, IN THE KANTISHNA DISTRICT. THE LAUNCH BROUGHT THE MAIL OUT AND A SMALL QUANTITY OF OTHER FREIGHT AND THE FOLLOWING PASSENGERS: TOM HARRINGTON, DAN SCHOFIELD AND GEORGE WILLIAMS. MOODY LEFT FOR FAIRBANKS BY TRAIN YESTERDAY AND WILL RETURN TOMORROW WITH SUPPLIES FOR HIS BOAT. HE WILL SAIL FOR LAKE MINCHUMINA ON AUGUST 16 WITH A PARTY OF PROSPECTORS AND THEIR OUTFITS. (P4)

6412 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 00079 92216 S 922
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT,FREIGHT,WATER LEVEL,LAND TRANSPORT
ABST IN AN ARTICLE IN THE NENANA NEWS DATED MAY 16,1922, IT WAS REPORTED ON PAGE 4: "FIRST STEAMER OF SEASON IS DUE HERE TOMORROW" THE STEAMER TEDDY H., WITH HER BARGES, NOW THE PROPERTY OF SAM DUBIN, WHO IS INTERESTED IN A CHAIN OF STORES ON THE KOYUKUK RIVER, IS SCHEDULED TO ARRIVE AT NENANA SOME TIME TOMORROW. THE BOAT WAS READY TO SAIL YESTERDAY, BUT OWING TO THE FACT THAT THE TANANA RIVER WAS NOT CLEAR OF ICE IN THE VICINITY OF CHENA, THE DEPARTURE FROM FAIRBANKS WAS NECESSARILY DELAYED. THE TEDDY H. IS MAKING THE INITIAL TRIP OF THE SEASON TO ROOSEVELT, ON THE KANTISHNA RIVER, WITH A LOAD OF SUPPLIES FOR THE SUTHERLAND-HOWELL HYDRAULIC OUTFIT. SHE WILL TAKE ON A LOAD OF SUPPLIES HERE AND EIGHT HEAD OF HORSES, AND WILL GET AWAY AS SOON AFTER HER ARRIVAL AS POSSIBLE, IN ORDER TO TAKE ADVANTAGE OF FAVORABLE WATER CONDITIONS ON THE KANTISHNA RIVER. ELSEWHERE ON THE SAME PAGE THE PAPER REPORTS: "HORSES WILL BE SHIPPED TO KANTISHNA FOR WORK." I E VAN KIRK, WHO ARRIVED HERE RECENTLY FROM HEALY, MADE ARRANGEMENTS TODAY WITH THE ALASKA RAILROAD FOR THE MOVEMENT OF A STOCK CAR TO HEALY FOR THE PURPOSE OF BRINGING IN EIGHT HEAD OF DRAFT HORSES AND THE NECESSARY HARNESS, WAGONS AND OTHER EQUIPMENT, FOR SHIPMENT TO THE KANTISHNA REGION ON THE STEAMER TEDDY H. WHICH IS DUE TO ARRIVE AT NENANA FROM FAIRBANKS TOMORROW MORNING. THE STOCK WILL BE USED IN HAULING FREIGHT FROM ROOSEVELT, THE HEAD OF NAVIGATION ON THE KANTISHNA RIVER, TO EUREKA, WHERE DR J A SUTHERLAND AND SYLVESTER HOWELL ARE PREPARING TO MINE ON A LARGE SCALE BY THE HYDRAULIC METHOD, ON MOOSE CREEK.

6413 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 00079 92218 T 922
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT,WATER LEVEL

MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW NO TRAFF,LAND TRANSPORT
ABST THE "NENANA NEWS" FOR FEBRUARY 2,1922 REPORTS ON PAGE 2: "KANTISHNA MAIL MAN HERE; TO LEAVE TOWN SATURDAY" GEORGE DUNCAN, WHO HAS THE WINTER CONTRACT TO CARRY THE MAILS TO AND FROM THE KANTISHNA REGION, ARRIVED IN TOWN YESTERDAY AFTERNOON FROM EUREKA, COMING IN BY WAY OF GLACIER AND THE SHORTCUT TRAIL. HE REPORTS THAT THE TRAIL WAS DRIFTED OVER BADLY AND FOR MOST OF THE WAY IT HAD TO BE BROKEN ON SNOWSHOES, IN CONSEQUENCE OF WHICH HE WAS A DAY LATE ARRIVING HERE.THIS DISTANCE ORDINARILY IS COVERED IN A LITTLE OVER FOUR DAYS TIME BUT ON THIS OCCASION IT TOOK HIM SIX DAYS TO MAKE THE JOURNEY. IT HAD BEEN SNOWING RATHER HEAVILY IN THE KANTISHNA COUNTRY, 14 INCHES OF THE BEAUTIFUL BEING REPORTED AS HAVING FALLEN AT EUREKA AND THAT NEIGHBORHOOD. MR DUNCAN ANNOUNCES THAT HE WILL START ON THE RETURN TRIP TO THE KANTISHNA ON SATURDAY, GOING BY TRAIN TO KOBI. LETTERS FOR THAT DISTRICT MUST BE IN THE POST OFFICE BY TEN O'CLOCK SATURDAY MORNING.

6407 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 00079 92203 X 922
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT
ABST IN AN ARTICLE PUBLISHED IN THE NENANA NEWS ON OCT 3,1922, IT STATES, THE POWER BOAT MCKINLEY, OF THE MOUNT MCKINLEY GOLD PLACERS, INC, ARRIVED IN PORT FROM THE KANTISHNA DISTRICT YESTERDAY MORNING, WITH CHESTER SPENCER IN CHARGE. THE BOAT BROUGHT TWELVE PASSENGERS, ALL OF WHOM HAVE BEEN WORKING WITH THE COMPANY DURING THE SUMMER. THE ENGINE HAS BEEN REMOVED FROM THE BOAT AND WILL BE INSTALLED IN A NEW CRAFT TO BE BUILT FOR THE COMPANY DURING THE WINTER. (P3)

6408 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 00079 92203 X 922
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT,FREIGHT,COMMUNITY
ABST IN AN ARTICLE PUBLISHED IN THE NENANA NEWS ON OCT 3,1922, IT STATES, GEORGE HOODY, KANTISHNA MAIL CARRIER,ARRIVED FROM ROOSEVELT LAST NIGHT IN HIS POWER BOAT, BRINGING THE MAIL AND A DOZEN PASSENGERS FROM THAT SECTION. HE PLANS TO LEAVE FOR FAIRBANKS TONIGHT OR TOMORROW TO PUT HIS BOAT IN WINTER QUARTERS. (P4)

6409 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 00079 92204 S 922
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW NO TRAFF,FREIGHT
ABST IN AN ARTICLE PUBLISHED IN THE NENANA NEWS ON MAY 4,1922, IT DESCRIBES THE END OF THE WINTER MAIL SEASON. GEORGE DUNCAN, WHO CARRIED THE MAIL BETWEEN NENANA AND KANTISHNA DURING THE WINTER, ARRIVED IN TOWN ON MONDAY WITH DOGS, SLEIGHS AND ENTIRE MUSHING OUTFIT, WHICH WILL BE PUT AWAY UNTIL NEXT WINTER. HE HAS COMPLETED THE LAST ROUND TRIP UNDER THE TERMS OF HIS CONTRACT, AND THE NEXT MAIL FOR THE KANTISHNA DISTRICT WILL BE DISPATCHED BY WATER, AFTER THE OPENING OF NAVIGATION. MR DUNCAN ARRIVED AT KOBE STATION FROM EUREKA POSTOFFICE ON SATURDAY LAST, BUT AS THE SUNDAY TRAIN FROM THE SOUTH HAD NO ACCOMMODATIONS FOR HIS DOGS, HE FORWARDED THE MAIL TO TOWN AND REMAINED BEHIND WITH HIS OUTFIT TO AWAIT THE MONDAY TRAIN. MR DUNCAN WILL RETURN TO THE KANTISHNA DISTRICT SHORTLY TO ACCEPT A POSITION WITH THE MOUNT MCKINLEY GOLD PLACERS, INC, FOR THE SUMMER. (P4)

6410 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 00079 92204 U 922

KEYW TRAFFIC,PAST USAGE,WATER CRAFT,FREIGHT,COMMUNITY,MINING
ABST IN AN ARTICLE PUBLISHED IN THE NENANA NEWS ON JUNE 18,1920,IT DESCRIBES THE PROCESS OF SHIPPING ORE FROM THE AITKEN MINE. WHILE NOT A GREAT DEAL IS KNOWN OF THE PLANS OF TOM AITKEN, WHO TOOK OUT UPWARDS OF 800 OR 900 TONS OF GALENA ORE DURING THE PAST WINTER, RECENT DEVELOPMENTS SEEM TO INDICATE THAT HE PLANS EVEN MORE EXTENSIVE OPERATIONS IN THE NEAR FUTURE, AND THAT HE MAY MAKE HIS HEADQUARTERS IN THE KANTISHNA INSTEAD OF THE KUSKOKWIM.ONE OF THE THINGS THAT POINTS TO SUCH A MOVE IS THE RECENT TRANSFER OF THE AITKEN ASSAY PLANT FROM NIXON FORK TO THE AITKEN PROPERTY IN THE KANTISHA, WHERE IT HAS BEEN SET UP BY ASSAYER G E BERAUD. MORE ORE, IT NOW APPEARS, WAS EXTRACTED FROM THE AITKEN MINE DURING THE WINTER THAN WAS ANTICIPATED EARLY IN THE SPRING. IT WAS REPORTED THAT NOT MORE THAN 700 TONS OF ORE HAD BEEN DELIVERED AT ROOSEVELT FROM THE MINE, AND IT WAS THOUGHT THAT IT MIGHT RUN CONSIDERABLY LESS THAN THAT. MEMBERS OF THE CREW OF THE STEAMER RELIANCE, HOWEVER, ESTIMATE THAT THE PILE OF ORE AT THE LANDING WOULD WEIGH AT LEAST 800 TONS, AND POSSIBLY MORE. THE RELIANCE TOOK AWAY 333 TONS, AND IT MADE A VERY SMALL HOLE IN THE BIG PILE OF SACKS AWAITING SHIPMENT. THERE IS BELIEVED TO BE AT LEAST 500 TONS LEFT. (P4)

6404 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 00079 92019 P 920
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW NO TRAFF,MINING
ABST A FEBRUARY 19,1920 REPORT IN THE "NENANA NEWS" SAYS: (PAGE ONE) THE KANTISHNA COUNTRY LOOKS GOOD TO SYLVESTER HOWELL AND MIKE KELLY, SOURDOUGH MINING MEN, WHO RETURNED TO NENANA LAST NIGHT DIRECT FROM INTERIOR ALASKA'S LARGEST AND MOST PROMISING MINERAL DISTRICT. THEY WENT INTO THE DISTRICT ABOUT THREE WEEKS AGO, AND ARE SO FAVORABLY IMPRESSED BY WHAT THEY SAW THAT BOTH OF THEM WILL RETURN LATER TO HAVE ANOTHER LOOK AROUND, WITH A VIEW TO WORKING SOME OF THE GROUND. HOWELL PROBABLY WILL GO BACK WITHIN A VERY SHORT TIME, BUT KELLY HAS BUSINESS IN THE TOLOVANA WHICH WILL DELAY HIS RETURN UNTIL AFTER THE BREAKUP. THE ARRIVALS REPORTS THINGS PROGRESSING SMOOTHLY AT THE AITKEN GALENA MINE, FROM WHICH A STEADY STREAM OF ORE IS MOVING TOWARD THE RIVER LANDING AT ROOSEVELT. THE VALUES, THEY SAY APPEAR TO BE HOLDING UP WELL, AND THERE ALSO APPEARS TO BE CONSIDERABLE ORE IN SIGHT, WITH INDICATIONS OF DEPTH TO THE LEDGE.

6405 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 00079 92020 T 920
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW COMMUNITY,FREIGHT,TRAFFIC,PAST USAGE,WATER CRAFT
ABST AN ARTICLE DATED JUNE 28,1920 IN THE "NENANA NEWS", (P4) SAYS: SUPPLIES FOR THE FIRST BIG PLACER OPERATIONS IN THE KANTISHNA DISTRICT LEFT NENANA TODAY, ENROUTE TO ROOSEVELT, FROM WHICH POINT THEY WILL BE PACKED ACROSS COUNTRY A DISTANCE OF 30 MILES TO MOOSE CREEK, WHERE A HYDRAULIC PLANT IS TO BE INSTALLED AS SOON AS THE NECESSARY DITCHING AND OTHER PRELIMINARY WORK CAN BE COMPLETED.THE MINING OPERATIONS ARE TO BE CONDUCTED BY DR J A SUTHERLAND, SYLVESTER HOWELL, CARL SELBERG AND OTHERS INTERESTED IN THE PROJECT, AND WILL MARK A BIG STEP FORWARD IN KANTISHNA DEVELOPMENT THE PLACER WORK HAVING BEEN CONFINED THUS FAR, IN THAT DISTRICT, TO SMALL SCALE, PRIMITIVE OPERATIONS. THE SUPPLIES FOR THE OUTFIT ARE BEING TAKEN TO ROOSEVELT BY THE BLACK STEAMER, WHICH ARRIVED FROM FAIRBANKS YESTERDAY. THERE ARE ABOUT 20 TONS OF PROVISIONS AND OTHER SUPPLIES, LOADED ON TWO BARGES OF SUFFICIENTLY LIGHT DRAFT TO PERMIT OF THE NAVIGATION OF THE SHALLOW KANTISHNA RIVER.HORSES ARE BEING TAKEN ALONG ALSO FOR PACKING AND FOR DITCHING WORK. DR SUTHERLAND LEFT FOR THE KANTISHNA SEVERAL DAYS AGO, PLANNING TO MEET MR HOWELL AT TOLOVANA, FROM WHICH POINT THEY WILL ACCOMPANY THE OUTFIT TO THE DIGGINGS AND PROBABLY REMAIN IN THE DISTRICT DURING THE GREATER PART OF THE SUMMER, OR AT LEAST UNTIL THE WORK IS WELL UNDER WAY.

6406 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 00079 92202 P 922
STOR 160339907005001230000979802120

THE FACT THAT IT IS ONLY A CONNECTING LINK BETWEEN THE RIVER AND THE MINES. WHAT THE DISTRICT REALLY NEEDS, AND MUST HAVE, IN THE OPINION OF MR BROOKER, IS A GOOD ROAD RUNNING DIRECT FROM THE RAILROAD TO THE DIGGINGS. HE BELIEVES THE BEST ROUTE IS THAT KNOWN AS THE TAYLOR LOCATION, LEAVING THE RAILROAD AT LIGNITE AND FOLLOWING THE BENCHES ACROSS COUNTRY, A DRY ROUTE IN SUMMER AND AS GOOD AS ANY FOR WINTER TRAVEL. SUCH A ROAD NOT ONLY WOULD SERVE THE PEOPLE OF THE KANTISHNA, BUT IT ALSO WOULD TAKE TOURISTS TO WITHIN A VERY SHORT DISTANCE OF MT MCKINLEY, FORMING THE FIRST LINK IN WHAT EVENTUALLY WILL BECOME THE MCKINLEY PARK HIGHWAY. MR BROOKER SAYS THERE WILL BE A CONSIDERABLE QUANTITY OF GALENA ORE FREIGHTED TO ROOSEVELT FROM THE AITKEN PROPERTY DURING THE WINTER, FOR SHIPMENT TO THE STATES AFTER THE OPENING OF NAVIGATION NEXT SPRING. THE AMOUNT IS VARIOUSLY ESTIMATED AT FROM 700 TO 1000 TONS, AND IT IS REASONABLE TO SUPPOSE THAT THE TONNAGE WILL BE MUCH GREATER A YEAR HENCE, BY WHICH TIME THERE PROBABLY WILL BE OTHER PROPERTIES DEVELOPED SUFFICIENTLY TO SHIP ORE. UNTIL SUCH TIME AS A WAGON ROAD IS BUILT TO CONNECT WITH THE RAILROAD, ALL THE ORE TAKEN OUT MUST BE FREIGHTED 30 OR MORE MIS TO THE RIVER BANK AT ROOSEVELT DURING THE WINTER, LOADED ONTO SMALL BARGES DURING THE SUMMER, TOWED TO THE MOUTH OF THE KANTISHNA FOR TRANSFER TO LARGER BARGES, AND THEN TOWED TO ST MICHAEL FOR FINAL LOADING ON OCEAN BOATS. ONLY THE BEST OF THE ORE, MR BROOKER POINTS OUT, WILL STAND HANDLING SO MANY TIMES, AND HE DOES NOT BELIEVE THAT THE OWNERS OF MINES ARE GOING TO WORK VERY FAST WHEN THEY REALIZE THAT THEY MUST GIVE UP MOST OF THEIR PROFITS TO THE TRANSPORTATION OUTFITS. MR BROOKER'S ARGUMENT IS THAT THE WORK OF BUILDING A SUITABLE WAGON ROAD SHOULD BE TAKEN IN HAND AT ONCE WITH REDOUBLED ENERGY, IN ORDER TO INSURE ITS COMPLETION BY THE TIME THE MAINLINE GAP IN THE RAILROAD HAS BEEN CLOSED. IF SOMETHING IS NOT DONE SOON, HE POINTS OUT, THE RAILROAD WILL LOSE HEAVILY IN TONNAGE AT A TIME WHEN TONNAGE WILL BE VERY MUCH NEEDED, BECAUSE OF INABILITY TO CONNECT WITH THE PRODUCING MINES. MR BROOKER IS VERY ENTHUSIATIC OVER THE FUTURE OF THE KANTISHNA.

6402 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 00079 92011 T 920
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT,FREIGHT,COMMUNITY,OBSTRUCTION,RIVER,WATER LEVEL
ABST THE ARTICLE "RELIANCE COMES FROM KANTISHNA; BARS STOP WORK" IS INCLUDED IN THE NENANA DAILY NEWS OF JUNE 11,1920. THE LIGHT DRAFT STEAMER RELIANCE, WHICH WAS DISPATCHED TO THE KANTISHNA DISTRICT EARLY THIS SPRING TO HAUL GALENA ORE FOR TOM AITKEN, RETURNED TO PORT THIS MORNING, HAVING BEEN COMPELLED TO ABANDON THE WORK AFTER HAVING MADE TWO ROUND TRIPS BETWEEN ROOSEVELT AND THE MOUTH OF THE KANTISHNA RIVER. ON THE THIRD TRIP UP STREAM THE RELIANCE REACHED THE MOUTH OF THE BEARPAW RIVER, ABOUT FIFTY MILES BELOW ROOSEVELT, BUT COULD GO NO FARTHER ON ACCOUNT OF LOW WATER. (P4) APPROXIMATELY 333 TONS OF ORE, WHICH WAS DELIVERED AT ROOSEVELT FROM THE AITKEN MINE DURING THE WINTER, WAS HAULED TO THE MOUTH OF THE KANTISHNA BY THE RELIANCE ON THE TWO TRIPS MADE. AND ABOUT AS MUCH MORE IS STILL AT ROOSEVELT, WAITING TO BE MOVED. THE ORE WAS LOADED ON THE BARGE MONTANA AT THE MOUTH OF THE KANTISHNA, AND WILL BE SHIPPED TO A SMELTER IN THE STATES, BY WAY OF THE LOWER RIVER. ADVANTAGE WAS TAKEN OF EVERY POSSIBLE MEANS OF SAVING TIME BY THOSE IN CHARGE OF THE RELIANCE, BUT THE WORK WAS NECESSARILY SLOW BECAUSE OF HANDICAPS ENCOUNTERED ALONG THE RIVER. IT WAS NECESSARY TO ESTABLISH WOOD CAMPS, FOR INSTANCE, AND IT WAS NOT ALWAYS POSSIBLE TO HAVE FUEL AVAILABLE WHEN REQUIRED. A STEADY LOWERING OF THE RIVER LEVEL ALSO CAUSED SOME DELAY, ESPECIALLY ON THE SECOND TRIP, AND FINALLY STOPPED STEAMER NAVIGATION ALTOGETHER, ABOVE THE BEARPAW. ANDY LIVINGSTONE HAD CHARGE OF THE RELIANCE AS MASTER, GEORGE FINGER ACTED AS PILOT, WALTER SCOTT AS PURSER, AND JACK BELLERBY AS MATE. UP TO A LATE HOUR THIS AFTERNOON IT HAD NOT BEEN DECIDED WHAT FURTHER USE WOULD BE MADE OF THE RELIANCE. NAVIGATION ON THE KANTISHNA RIVER IS DEFINITELY OFF UNTIL RAINS FURNISH ADDITIONAL WATER, BUT THERE MAY BE OTHER WORK WHICH THE BOAT CAN DO. THIS WILL BE DECIDED PROBABLY BY AGENT J A FAIRBORN, WHO CAME DOWN FROM FAIRBANKS THIS AFTERNOON FOR A SEVERAL-DAY STAY IN NENANA. (P4)

6403 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 00079 92018 T 920
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER

THERE UNTIL THE KANTISHNA CLEARED SUFFICIENTLY TO ENABLE THEM TO RESUME THEIR VOYAGE DOWN STREAM. WHILE THEY WERE IN THE BEARPAW, HOWEVER, ICE BEGAN FORMING IN THAT STREAM ALSO, AND BEFORE THEY COULD GET BACK TO THE KANTISHNA, THEIR BOATS WERE FROZEN IN. THIS WAS ON OCTOBER 3. AFTER MAKING THE LAUNCHES FAST FOR THE WINTER, THE NAVIGATORS AND THEIR PASSENGERS STARTED OVERLAND FOR NENANA, TAKING JUST ENOUGH PROVISIONS TO GET THEM TO THE RAILROAD. (P4) PREVIOUS TO THEIR ARRIVAL AT ROOSEVELT, THE MOVEMENT OF FREIGHT FROM THAT POINT TO THE MINE PRESENTED A SERIOUS PROBLEM, OWING TO THE MARSHY CONDITION OF THE TRAIL. PACK HORSES WERE USED A DISTANCE OF EIGHT MILES, AND THEN TRANSFERRED TO A BUCKBOARD, ON WHICH THE SUPPLIES WERE HAULED A DISTANCE OF 14 MILES. A HEAVIER WAGON CONNECTED WITH THE BUCKBOARD AND COMPLETED THE HAUL TO THE MINE. AT THE TIME THE LAUNCHES ARRIVED WITH THEIR CARGOES, THE TRAIL HAD HARDENED CONSIDERABLY AND PREPARATIONS WERE BEING MADE TO USE WAGONS. (P4)

6400 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 00079 91922 W 919
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT,FREIGHT,COMMUNITY,WATER LEVEL,RIVER,ROUTE,LAND TRANSPORT
ABST THE ARTICLE "LAUNCH ARRIVES FROM KANTISHNA; WATER LOW NOW" IS INCLUDED IN THE NENANA DAILY NEWS OF SEPT 22,1919. THE MOODY LAUNCH, WITH GEORGE MOODY AT THE WHEEL, ARRIVED FROM THE KANTISHNA LAST NIGHT AND WILL START ON THE RETURN TRIP TOMORROW, WITH ANOTHER LOAD OF SUPPLIES. MOODY WENT INTO THE KANTISHNA SEVERAL WEEKS AGO, ACCOMPANYING THE STEAMER SHUSANA AND THE MOORE LAUNCH, ALL LOADED WITH SUPPLIES FOR THE AITKEN OUTFIT AND OTHERS OF THE KANTISHNA DISTRICT. MOODY REPORTS THE WATER VERY LOW IN THE KANTISHNA RIVER NOW, AND WHILE IT IS STILL POSSIBLE FOR LAUNCHES TO MAKE THE TRIP TO ROOSEVELT, HE IS NOT SO SURE ABOUT STEAMER NAVIGATION. THE SHUSANA IS NOW MAKING A SECOND VOYAGE TO ROOSEVELT, HAVING LEFT THE MOUTH OF THE TOLOVANA RIVER SEVERAL DAYS AGO, AND IT IS THE BELIEF OF MOODY THAT CONSIDERABLE DIFFICULTY WILL BE EXPERIENCED IN NAVIGATING THE SHALLOW STREAM. (P1) MOODY ALSO BROUGHT PASSENGERS FROM THE KANTISHNA AREA, ONE OF WHOM "WAS PICKED UP BELOW THE CAMPBELL PLACE, WHERE HE WAS STALLED ON THE MCGONAGOL LAUNCH". (P1) THE TRAIL FROM ROOSEVELT TO KANTISHNA CITY IS NOW IN BAD CONDITION, MOODY REPORTS, THE FIRST FIFTEEN MILES OUT FROM THE RIVER BEING ALMOST IMPASSABLE, OWING TO THE WET CONDITION OF THE GROUND. VERY LITTLE MORE FREIGHTING CAN BE DONE BEFORE THE FREEZE UP, IT IS FEARED, BUT AFTER THE SNOW COMES THE TRAIL PROBABLY WILL AFFORD AN EXCELLENT MEANS OF TRANSPORTATION. (P1) "THERE HAD BEEN NO SNOW AT ROOSEVELT UP TO THE TIME MOODY LEFT, BUT HE RAN INTO A SNOWSTORM ON THE WAY OUT. ON THE RETURN TRIP THE LAUNCH WILL HAVE ABOUT 25 TONS OF GENERAL FREIGHT." (P1)

6401 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 00079 91926 W 919
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW COMMUNITY,LAND TRANSPORT,TRAFFIC,PAST USAGE,MINING,WATER CRAFT
ABST AN ARTICLE HEADLINED "BROOKER URGES ALL-YEAR ROAD FOR KANTISHNA" THAT APPEARED IN THE SEP 28,1919 "NENANA NEWS" (P4) SAYS: RECENT DEVELOPMENTS IN THE KANTISHNA COUNTRY FURNISH CONVINCING PROFF THAT THE ROAD-BUILDING CAMPAIGN INAUGURATED BY THE NENANA COMMERCIAL CLUB WAS FOUNDED ON SOLID REASONING.MEMBERS OF THE CLUB WERE LONG AGO CONVINCED THAT THE LEDGES OF THE KANTISHNA WERE SUFFICIENTLY PROMISING TO WARRANT THE EXPENDITURE OF SUBSTANTIAL SUMS FOR ROAD WORK, AND RESULTS OBTAINED, SINCE THE COMMENCEMENT OF THE ROAD CAMPAIGN, BY THE MEN WHO ARE DEVELOPING THAT DISTRICT, PROVE CONCLUSIVELY THAT THE CLUB'S ESTIMATE OF KANTISHNA POSSIBILITIES WAS UNDER RATHER THAN OVER THE MARK.ED BROOKER, WHO IS NOW IN NENANA GETTING AN OUTFIT TOGETHER TO SHIP INTO THE KANTISHNA, VOICES THE SENTIMENT OF EVERYONE IN THE DISTRICT WHEN HE SAYS THAT THE ONE GREAT NEED AT PRESENT IS A ROAD FROM THE RAILROAD TO A CENTRAL POINT IN THE KANTISHNA WHICH CAN BE USED SUMMER AND WINTER; A GOOD ROAD THAT WILL PERMIT THE USE OF TRUCKS. UNDER EXISTING CONDITIONS, HE SAYS, IT IS NECESSARY TO LAND SUPPLIES AT ROOSEVELT DURING THE SUMMER MONTHS, FULLY 30 MILES FROM THE NEAREST OPERATIONS. THE "ROAD" FROM ROOSEVELT TO THE MINES WILL BE A GOOD WINTER TRAIL, BUT IT IS OF LITTLE VALUE IN THE SUMMER, BEING PRACTICALLY IMPASSABLE AT THE PRESENT TIME, EVEN FOR PACK-HORSES, OWING TO THE SWAMPY CHARACTER OF THE COUNTRY TRAVERSED. AND IT IS OF NO VALUE TO THE DISTRICT AS A WINTER ROUTE OF TRAVEL BETWEEN NENANA AND THE DIGGINGS, BECAUSE OF

6397 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 00079 91904 X 919
STOR 1603399070050012300009798021 20
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT,FREEZEUP,FREIGHT,COMMUNITY,WATER LEVEL
ABST IN AN ARTICLE PUBLISHED IN THE NENANA NEWS ON OCT 4,1919, IT STATES, HOMEWARD BOUND FROM THE KANTISHNA, THE STEAMER SHUSANA, CAPTAIN OSCAR WEBER, ARRIVED IN PORT LAST NIGHT, DIRECT FROM ROOSEVELT, WHERE THE LAST OF THE FREIGHT FOR THE AITKEN OUTFIT, CONTRACTED BY THE SHUSANA, WAS DELIVERED BY THE STEAMER. THE WHEEL AND THE AFTER PART OF THE BOAT WAS SHEATHED WITH ICE, INDICATING THAT COLD WEATHER WAS ENCOUNTERED ALONG THE RIVER. THE SHUSANA MADE TWO TRIPS TO ROOSEVELT, THE FIRST WITH A CARGO FROM FAIRBANKS AND NENANA, AND THE SECOND FROM THE MOUTH OF THE TOLOVANA WITH A LOAD OF HORSE FEED AND OTHER SUPPLIES. THE WATER WAS FOUND RATHER LOW IN THE KANTISHNA RIVER ON THE SECOND VOYAGE UP THAT STREAM, BUT NO SERIOUS DIFFICULTIES WERE ENCOUNTERED, ALL OF THE FREIGHT HAVING BEEN DELIVERED IN GOOD SHAPE AT ROOSEVELT LANDING. THE RUN BACK, FROM ROOSEVELT TO NENANA, WITH TWO EMPTY BARGES IN TOW, WAS MADE IN SIX DAYS. THE CREW OF THE SHUSANA WERE BUSY THIS MORNING REMOVING THE ICE FROM THE AFTER PART OF THE CRAFT AND GETTING HER IN READINESS FOR THE RUN UP STREAM TO WINTER QUARTERS, A VOYAGE OF CONSIDERABLE UNCERTAINTY AT THIS SEASON OF THE YEAR, WITH THE RIVER RUNNING HEAVY WITH ICE. IT WAS DECIDED BY CAPTAIN WEBER DURING THE DAY TO PLACE HIS BOAT IN WINTER QUARTERS HERE, THE APPEARANCE OF THE ICE IN THE RIVER BEING SUCH AS TO DISCOURAGE AN ATTEMPT TO REACH CHENA OR FAIRBANKS. (P4)

6398 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 00079 91905 W 919
STOR 1603399070050012300009798021 20
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW NO TRAFF,FREIGHT,RIVER
ABST THE ARTICLE "AITKEN OUTFIT AT UPPER TOWN READY TO MOVE", IN THE NENANA DAILY NEWS OF SEPT 5,1919, DESCRIBES A PLANNED TRIP UP THE KANTISHNA RIVER. ACCORDING TO ADVICES RECEIVED FROM FAIRBANKS THIS NOON, THE STEAMER SHUSANA AND THE GEORGE MOODY LAUNCH WERE ABOUT READY TO LEAVE THE UPPER TOWN FOR THE KANTISHNA, AND IT WAS EXPECTED THAT A START WOULD BE MADE SOMETIME DURING THE AFTERNOON. THE TWO BOATS WILL HAVE AN AGGREGATE CARGO OF ABOUT 75 TONS, MOST OF WHICH IS FOR THE AITKEN OUTFIT WHICH IS DEVELOPING THE QUIGLEY GALENA PROPERTY ON THE DIVIDE BETWEEN EUREKA AND FRIDAY CREEKS. SOME OF THE SUPPLIES ARE BEING SHIPPED BY QUIGLEY AND DALTON AND OTHERS. (P4) IN ADDITION TO THE SUPPLIES, THE SHUSANA WILL TAKE IN A NUMBER OF HORSES FOR ED BARTLETT, WHO HAS A CONTRACT TO DO CONSIDERABLE FREIGHTING FOR TOM AITKEN. THE HORSES WERE USED BY BARTLETT DURING THE PAST SEASON ON EAGLE CREEK, WHERE HE HAS BEEN DEVELOPING A HYDRAULIC PROPOSITION. AFTER DELIVERING THE CARGO AT ROOSEVELT, THE STEAMER WILL RETURN TO THE MOUTH OF THE TOLOVANA RIVER, WHERE ANOTHER CARGO WILL BE TAKEN ABOARD. ALOIS FRIEDRICH, WELL-KNOWN FAIRBANKS CARPENTER AND QUARTZ MINER, AND HARRY BIGLOWE AND AL ANDERSON HAVE BEEN EMPLOYED BY MR AITKEN AND WILL MAKE THE TRIP IN ON THE SHUSANA. (P4)

6399 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 00079 91913 X 919
STOR 1603399070050012300009798021 20
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT,FREIGHT,FREEZEUP,ICE,COMMUNITY
ABST IN AN ARTICLE PUBLISHED IN THE NENANA NEWS ON OCT 13,1919 IT STATES TWO LAUNCHES WERE LEFT FROZEN IN ON THE BEARPAW.THEY CAME DOWN THE KANTISHNA AND DUCKED INTO THE BEARPAW BUT THE RIVER FROZE OVER. THE ARTICLE STATES, THE TWO LAUNCHES LEFT NENANA FOR ROOSEVELT, ON THE KANTISHNA RIVER, SEPTEMBER 24, LOADED WITH SUPPLIES FOR HERB WILSON AND OTHERS OF THE KANTISHNA DISTRICT.THE OWNER OF THE BOATS HESITATED TO MAKE THE VOYAGE, OWING TO THE LATENESS OF THE SEASON, BUT THEY REACHED THE LANDING WITHOUT SERIOUS DIFFICULTY AND STARTED ON THE RETURN VOYAGE JUST AS THE ICE BEGAN MAKING ITS APPEARANCE IN THE KANTISHNA. GOOD PROGRESS WAS MADE AHEAD OF THE ICE, UNTIL THEY ENCOUNTERED A BLIZZARD. THIS DELAYED THEM TO SUCH AN EXTENT THAT THEY WERE OVERTAKEN BY A HEAVY ICE RUN, TO ESCAPE WHICH THEY SOUGHT SHELTER IN THE BEARPAW RIVER, PLANNING TO WAIT

AT WORK BUT DID NOT HAVE ANY TEAMS WORKING WHEN HANEY PASSED. THE NEW RIGHT OF WAY, 30 FEET WIDE, HAS BEEN CLEARED FOR A DISTANCE OF 15 MILES. A WAREHOUSE ALSO HAS BEEN BUILT AT ROOSEVELT FOR STORING THE TOOLS AND OTHER ROAD EQUIPMENT DURING THE WINTER, WHICH IS REGARDED AS A FAVORABLE INDICATION FOR A CONTINUATION OF THE WORK IN THE SPRING.

6394 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 00079 91801 R 918
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW COMMUNITY,NO TRAFF,LAND TRANSPORT,MINING
ABST AN EDITORIAL IN THE "NENANA NEWS" DATED APRIL 1,1918, (P3) SAYS: OPPORTUNITY IS KNOCKING AT THE DOOR OF NENANA. IT IS THE OPPORTUNITY TO CONNECT THE KANTISHNA DISTRICT WITH NAVIGABLE WATER AT NENANA BY MEANS OF A WAGON ROAD OVER THE SHORTEST ROUTE TO THE DIGGINGS FROM ANY POINT ON THE GOVERNMENT RAILROAD. THE NEWS HAS BEEN INFORMED BY RECENT ARRIVALS FROM THE KANTISHNA THAT THE PEOPLE OF THAT DISTRICT WANT A ROAD THAT WILL ENABLE THEM TO COME DIRECT TO NENANA, AND THERE IS TALK OF CUTTING SUCH A ROAD IN THE VERY NEAR FUTURE. KANTISHNA BOOSTERS FOR THE ROAD ARE NOT ADVOCATING IT THROUGH ANY DESIRE TO BENEFIT NENANA, BUT IT CAN BE READILY SEEN THAT SUCH A ROAD WOULD BE OF TREMENDOUS BENEFIT TO THE TOWN, AND AT A TIME WHEN NEW AND INCREASED BUSINESS IS VERY MUCH NEEDED. THE ROAD IS WANTED BY THE KANTISHNA PEOPLE CHIEFLY BECAUSE IT WILL SHORTEN THE HAUL BETWEEN THEIR DISTRICT AND A BASE OF SUPPLIES. AND IT IS CLAIMED THAT THE ROUTE IN QUESTION CAN BE MADE TO PROVIDE BOTH WINTER AND SUMMER TRANSPORTATION. THE QUESTION IS ONE THAT SHOULD BE LOOKED INTO BY THE PEOPLE OF NENAN AND NO TIME SHOULD BE LOST IN GETTING THE PROJECT UNDER WAY IF THE ROUTE POSSESSES SUCH ROAD-BUILDING POSSIBILITIES AS HAVE BEEN SUGGESTED TO THE NEWS.

6395 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 00079 91828 W 918
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT,FREIGHT,WATER LEVEL,RIVER
ABST THE ARTICLE "VANORSDEL HAS RETURNED FROM GOLD DISTRICT" APPEARED IN THE NENANA DAILY NEWS OF SEPT 28,1918. J C VANORSDEL, WHO WENT UP THE KANTISHNA RIVER RECENTLY WITH A LOAD OF ABOUT TEN TONS OF PROVISIONS FOR THE MINERS AND PROSPECTORS OF THE DISTRICT, RETURNED TO NENANA THIS WEEK AFTER A HARD TRIP. MR VANORSDEL STARTED ON SEPTEMBER 20TH FROM THE OLD DESERTED CAMP AT DIAMOND, ON THE POWER BARGE ELMER G AND ACTED AS PILOT TO THE LAUNCH BLUE JAY AND HER BARGE, WHICH FOLLOWED IN THE WAKE OF THE ELMER G ALL THE WAY DOWN THE SINUOUS BEARPAW RIVER. THE WATER IN THE KANTISHNA RIVER WAS ALSO VERY LOW, BUT THE PARTY MANAGED TO MAKE THE TANANA RIVER IN THREE DAYS, A DISTANCE OF APPROXIMATELY 120 MILES, FROM THE CONFLUENCE OF THE BEARPAW AND KANTISHNA RIVERS. (P4)

6396 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 00079 91904 T 919
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT,FREIGHT,RIVER
ABST THE ARTICLE "SCOW RETURNING FROM KANTISHNA FOR SUPPLIES" IS INCLUDED IN THE "NENANA DAILY NEWS" OF JUNE 4,1919. THE BIG POWER SCOW OWNED AND OPERATED BY CHARLES MCGONAGAL, WHICH PASSED THROUGH NENANA ON MAY 29TH, LOADED TO THE GUARDS WITH SUPPLIES, MEN AND HORSES, BOUND FOR THE KANTISHNA COUNTRY, ARRIVED IN PORT LAST NIGHT ON HER WAY TO FAIRBANKS FOR ANOTHER LOAD OF SUPPLIES. THE SUPPLIES, HORSES AND MEN SHE TOOK UP WERE LANDED SAFELY AT THE SPOT ON THE KANTISHNA RIVER SELECTED FOR THE PURPOSE, AND THEY PROBABLY ARE NOW ENCAMPED NEAR THE BIG GALENA LEDGE ON THE END OF THE RIDGE THAT DIVIDES THE FRIDAY CREEK BASIN FROM THAT OF EUREKA CREEK. (P4)

FOR FAIRBANKS IN HIS LAUNCH, BUT WAS COMPELLED TO LEAVE IT AT THE MOUTH OF THE KANTISHNA RIVER, AFTER LOSING THE PROPELLER AND TWISTING THE SHAFT. AS SOON AS HE CAN SECURE THE NECESSARY FITTINGS TO REPAIR THE CRAFT, HE WILL RETURN TO THE BOAT AND BRING IT TO FAIRBANKS. (P4)

6391 NAME KANTISHNA RIVER KANTISHNA RIVER
REFN 00076 91429 S 914
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT
ABST THE ARTICLE "CALLI ARRIVES FROM KANTISHNA" APPEARED IN THE FAIRBANKS DAILY TIMES OF MAY 29,1914. IN FOR HIS SUMMER'S OUTFIT, FRED GALLI, THE KANTISHNA TRAPPER, REACHED TOWN YESTERDAY MORNING IN A SMALL BOAT. THE CATCH FOR THE PAST WINTER WAS NOT AS LARGE AS IN FORMER YEARS, HE REPORTS, BUT IT WAS LARGE ENOUGH TO LEAVE THE TRAPPERS A SMALL SURPLUS AFTER MEETING THEIR OBLIGATIONS. A NUMBER OF OTHER KANTISHNA MINERS AND TRAPPERS ARE REPORTED TO BE ON THE WAY IN FROM THAT DISTRICT, AND IT IS STATED THAT THEY SHOULD REACH HERE WITHIN THE NEXT FEW DAYS. (P4)

6392 NAME KANTISHNA RIVER KANTISHNA RIVER
REFN 00079 A 920
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT,COMMUNITY,MINING,LAND TRANSPORT
ABST A "NENANA NEWS" ARTICLE (PAGES ONE AND FOUR) DATED AUGUST 28,1920 SAYS: HANEY BELIEVES KANTISHNA LODES WILL MAKE CAMP. THE KANTISHNA DISTRICT IS LOOKING GOOD, DECLARED J A HANEY, WELL KNOWN OLDTIMER, UPON HIS ARRIVAL IN TOWN THIS WEEK ABOARD THE STEAMER TANANA. HANEY AND G E BERAUD FLOATED DOWN THE KANTISHNA RIVER TO ITS MOUTH AND CAUGHT THE STEAMER AT THAT POINT. "WE ALREADY HAVE ONE PRODUCING MINE IN THE KANTISHNA", MR HANEY INFORMED A REPRESENTATIVE OF THE NEWS, "AND THERE HAVE BEEN FOUND LATELY A NUMBER OF VERY FINE LOOKING PROSPECTS WHICH WE ARE HOPEFUL WILL SOON DEVELOP INTO MINES. IN FACT, I FEEL REASONABLY SAFE IN PREDICTING THAT THERE WILL BE A MILL IN THE DISTRICT BEFORE THE END OF ANOTHER YEAR, WHICH WILL GREATLY FACILITATE THE HANDLING OF ORE AND MAKE POSSIBLE THE DEVELOPE OF MINES WHICH MAY NOT SHOW ORE OF SHIPPING VALUE UNDER PRESENT CONDITIONS. IT TAKES HIGH GRADE ORE TO STAND THE EXCESSIVE COST OF SHIPMENT TO THE STATES AND THE INETALLATION OF MILLS WILL MAKE MINES OF PROPERTIES WHICH OTHERWISE COULD NOT BE WORKED PROFITABLY." THERE ARE ABOUT 100 MEN IN THE DISTRICT AT THE PRESENT TIME, MR HANEY SAYS, AND MORE PROSPECTORS THAN EVER BEFORE. THOSE WHO HAVE LOCATED PROSPECTS ARE BUSILY ENGAGED IN OPENING UP THEIR PROPERTIES, HOPEFUL OF FINDING ORE THAT WILL PAY TO SHIP.

6393 NAME KANTISHNA RIVER KANTISHNA RIVER
REFN 00079 B 920
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT,COMMUNITY,MINING,LAND TRANSPORT
ABST MR HANEY SAYS THAT ED BARTLETT, WHO IS SUPERVISING THE WORK ON THE ROOSEVELT-MOOSE WAGON ROAD, IS DOING EXCELLENT WORK. HE IS NOW AT THE FIRST CREEK, ABOUT THREE MILES OUT FROM ROOSEVELT AND WILL SOON BE OVER THE WORST OF THE SWAMP. HE IS USING A LOT OF TIMBER FOR CORDUROY-ABOUT THE ONLY WAY THE SWAMP CAN BE BRIDGED AT THE PRESENT TIME. BARTLETT IS ALSO PLOUGHING FURROWS ON BOTH SIDES OF THE ROAD, THE PLAN BEING TO USE THE DIRT FOR GRADING NEXT SUMMER. THE $10,000 WHICH BARTLETT HAS AT HIS DISPOSAL WILL BE ENTIRELY USED THIS SUMMER, AND WHILE IT IS NOT SUFFICIENT TO COMPLETE THE WORK, IT WILL TAKE THE NEW WORK OVER THE WORST OF THE SWAMP, BEYOND WHICH THERE IS ALREADY A FAIRLY GOOD ROAD, IT BEING PART OF THE WINTER ROAD USED FOR HAULING ORE DURING THE PAST WINTER. THE NEW ROAD ACROSS THE FLAT, OUT FROM THE RIVER, FOLLOWS A COURSE SELECTED BY BARTLETT AND CUTS THE WINTER TRAIL AT SEVERAL POINTS, BUT DOES NOT DISTURB IT, AS IT PROBABLY WILL BE USED AGAIN DURING THE COMING WINTER, BEING SOMEWHAT MORE DIRECT THAN THE ROAD NOW BUILDING. BARTLETT HAS TEN MEN

REFN 00076 91417 S 914
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT
ABST THE ARTICLE "TRAPPER'S DEAD BODY FOUND IN ISOLATED CABIN" IS INCLUDED IN THE FAIRBANKS DAILY TIMES OF MAY 17,1914. IT NOTES THAT 2 MEN, BOGIN AND DOUGLAS, "GOING DOWN THE KANTISHNA IN SMALL BOAT, FIND MAN'S BODY NEAR MOUTH OF STREAM". (P2) THE BODY WAS "IN A CABIN ABOUT 10 MIS FROM THE MOUTH OF THE KANTISHNA RIVER", AND "OPPOSITE THERE WAS A WHITE BOAT ON RIVER BANK". (P2)

6388 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 00076 91417 U 914
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW FREIGHT,TRAFFIC,PAST USAGE,WATER CRAFT,HUNTING,AGRICULTURE
ABST IN AN ARTICLE PUBLISHED IN THE FAIRBANKS DAILY TIMES IT STATES-WITH A FOUR-TON OUTFIT, NELS HENDERSON AND STEPHEN FOSTER LEFT TOWN YESTERDAY MORNING IN THE BOAT OWNED BY THE FORMER, BOUND FOR THE HEADWATERS OF THE KANTISHNA.THE OUTFIT IS TO BE FREIGHTED TO LAKE MINCHUMINA, WHERE THE MEN ARE TO RAISE FOXES DURING THE COMING YEAR, AND WHERE THEY WILL ESTABLISH A TRADING POST ALSO. BOTH MEN ARE OLDTIMERS IN THE KANTISHNA, AND IN ADDITION TO THEIR TRADING AND FOX FARMING, THEY EXPECT TO ACT AS GUIDES FOR BIG GAME HUNTING PARTIES. (P4) PUBLICATION DATE IS JULY 17,1914.

6389 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 00076 91420 S 914
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW COMMUNITY,TRAFFIC,PAST USAGE,WATER CRAFT
ABST IN AN ARTICLE PUBLISHED IN THE FAIRBANK DAILY TIMES ON MAY 20,1914 IT STATES: RETURNING FROM AN OFFICIAL TRIP TO THE LOWER RIVER, COMMISSIONER JOHN F DILLON AND DR J A SUTHERLAND, THE GOVERNMENT PHYSICIAN, REACHED TOWN SHORTLY AFTER 8 O'CLOCK LAST EVENING. THEY WERE ACCOMPANIED BY BOB BENNETT, AND ON THE RETURN TRIP BY DEPUTY MARSHAL J C WOOD AND A PRISONER. REGARDING THE SUICIDE ABOUT 15 MILES FROM THE MOUTH OF THE KANTISHNA, THE MEN REPORT IT PRACTICALLY AS PUBLISHED IN THE TIMES ON SUNDAY MORNING. (P4) HOOPER, THE UNFORTUNATE VICTIM OF HIS OWN RASH ACT, WAS EVIDENTLY IN A STATE OF DESPONDENCY, ACCORDING TO THE COMMISSIONER, AND IT IS THOUGHT THAT THE SHOOTING PROBABLY OCCURRED IN AN INSANE MOMENT. IN THE CABIN IN WHICH HOOPER LIVED, A QUANTITY OF GRUB WAS FOUND, BUT HIS DIARY SHOWED THAT HE WAS WEAK FROM SICKNESS AND IN A MOROSE STATE OF MIND. THE INQUEST WAS HELD AND THE BODY WAS BURIED AT HOT SPRINGS, AFTER THE JURY HAD DECIDED THAT IT WAS A CASE OF SUICIDE. ON THE TRIP, DR SUTHERLAND WAS GIVEN AN OPPORTUNITY TO TRY OUT HIS NEW MOTOR-BOAT, AND, WITH THE EXCEPTION OF THE PUMP, THE PARTY REPORTS THAT THE CRAFT WAS ALL THAT COULD BE EXPECTED. THE PARTY LEFT FAIRBANKS LAST SATURDAY NIGHT, AND WERE ABSENT FROM FAIRBANKS ABOUT 72 HOURS, MAKING THE TRIP TO THE KANTISHNA AND DOWN TO HOT SPRINGS IN ONE DAY, AND THE UPSTREAM JOURNEY IN TWO DAYS. (P4)

6390 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 00076 91428 S 914
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT
ABST THE ARTICLE "KANTISHNA MEN HERE ON ANNUAL TRIP FOR GRUB" IS INCLUDED IN THE FAIRBANKS DAILY TIMES OF MAY 28,1914. ON THEIR ANNUAL TRIP FOR SUPPLIES, SEVEN TRAPPERS AND PROSPECTORS OF THE KANTISHNA DISTRICT REACHED TOWN YESTERDAY MORNING IN A LARGE LAUNCH. THE MAJORITY OF THEM HAVE SPENT THE WINTER IN TRAPPING, AND THEY REPORT THAT THERE HAS BEEN LITTLE DONE IN THE MINING LINE. NELS HENDERSON, WHO WAS ONE OF THE PARTY, STARTED

LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT,TRAPPING
ABST IN AN ARTICLE PUBLISHED IN THE FAIRBANKS DAILY TIMES ON MAY 28,1913, IT STATES, THAT 3 KANTISHNA TRAPPERS THE TWO HANSEN BROTHERS AND CLARENCE BOATMAN "FLOATED DOWN THE KANTISHNA FROM BEARPAW RIVER, WHERE THEY PUT IN THE WINTER IN THEIR POLING BOATS".THE MEN BROUGHT THEIR CATCHES OF FUR DOWN IN THEIR POLING BOATS.

6383 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 00076 91328 V 913
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT,LAKE
ABST IN AN ARTICLE PUBLISHED IN THE FAIRBANKS DAILY TIMES ON AUG 28,1913, IT STATES, AFTER A VACATION OF FIVE WEEKS SPENT IN THE KANTISHNA COUNTRY, F W TAYLOR, OF THE SHOOTING GALLERY, AND CHARLES INGERSOLL RETURNED WITH NELS HENDERSON IN HIS LAUNCH YESTERDAY. THEY REPORT HAVING HAD A SPLENDID TIME, SEEING ALL KINDS OF BIG GAME AND BIRDS AND HAVING ENJOYED BEAUTIFUL WEATHER. NEAR THE MOUTH OF THE BEAR PAW, THE NOYES PARTY, CONSISTING OF MR AND MRS E G NOYES AND MR AND MRS RIDER, WERE MET WITH THE IDLER, ON THEIR WAY TO LAKE MINCHUMINA, ON AUGUST 21. THE IDLER HAD PREVIOUSLY BEEN DOWN TO IDITAROD. (P1)

6384 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 00076 91407 Y 914
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT,WATER LEVEL
ABST IN AN ARTICLE PUBLISHED AUGUST 7,1914, IN THE FAIRBANKS DAILY TIMES IT STATES, RETURNING FROM A TWO-WEEKS' TRIP TO THE KANTISHNA, DR J A SUTHERLAND AND A PARTY OF MINING MEN REACHED CHENA LATE LAST NIGHT, BUT OWING TO THE FACT THAT THE ENGINE OF THE MOTORBOAT WAS BROKEN, DID NOT COME TO FAIRBANKS. THE MEN REPORT THAT THE KANTISHNA IS LOOKING ESPECIALLY GOOD THIS YEAR, AND OWING TO THE ABUNDANCE OF WATER, ALL THE OPERATORS ARE REAPING A GOOD HARVEST. THE TRIP WAS WITHOUT MISHAP, EXCEPT THAT ON THE RETURN TRIP THE ENGINE CAUSED A LITTLE TROUBLE, WHICH DELAYED THE PARTY A FEW DAYS COMING UP THE RIVER. (P4)

6385 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 00076 91411 U 914
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT,FREIGHT
ABST IN AN ARTICLE PUBLISHED IN THE FAIRBANKS DAILY TIMES ON JULY 11,1914, IT DESCRIBES THE TRIP STEPHEN FOSTER WAS GOING TO MAKE UP THE KANTISHNA TO MINCHUMINA.THEY PLANNED TO OPEN A TRADING POST, "A SHORT DISTANCE FROM THE HEADWATERS OF THE KANTISHNA RIVER". (P4)

6386 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 00076 91411 V 914
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT,ROUTE
ABST IN AN ARTICLE PUBLISHED IN THE FAIRBANKS DAILY TIMES ON AUGUST 11,1914, IT STATES A HUNTING PARTY ASCENDED THE KANTISHNA TO THE MOUTH OF THE TOKLAT IN THE LAUNCH DOMAN. THEY ASCENDED THE TOKLAT THEN, IN POLING BOATS, ON THEIR WAY TO MEET A PACK TRAIN FROM NENANA, WHICH WAS CARRYING THE SUPPLIES.

6387 WATN KANTISHNA RIVER KANTISHNA RIVER

THEIR WINTER OUTFIT. THE PAPER STATED, IN COMING TO FAIRBANKS, THE KANTISHNA MEN HAD GREAT DIFFICULTY IN FORDING THE STREAM AND WERE COMPELLED TO WADE IN WATER BREAST-DEEP. THE MAJORITY OF THE MINERS IN THE KANTISHNA WILL BE OUT WITHIN THE NEAR FUTURE FOR A FRESH SUPPLY OF GRUB AND FEED.ALTHOUGH VERY RETICENT AS TO THEIR OPERATIONS ON CARIBOU CREEK DURING THE PAST SUMMER, ANDERSON AND HJELVIK ADMIT THAT THEY TURNED OVER SOME VERY GOOD GROUND. (P4)

6379 MAIN KANTISHNA RIVER KANTISHNA RIVER
REFN 00076 91313 W 913
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT,HUNTING,FISHING,WATER LEVEL
ABST IN AN ARTICLE PUBLISHED IN THE FAIRBANKS DAILY TIMES ON SEPT 13,1913, IT RECORDS THE TRIP OF THE IDLER OWNED BY F G NOYES, UP THE KANTISHNA. AFTER ASCENDING THE TANANA TO THE KANTISHNA, THE PARTY THEN PROCEEDED UP THE KANTISHNA AS FAR AS THE MOUTH OF THE BEAR PAW, WHERE SOME TIME WAS SPENT IN HUNTING AND FISHING. WHEN THE PARTY FIRST LANDED THE WEATHER WAS FAIRLY WARM AND GAME WAS TO BE FOUND IN ABUNDANCE, IT BEING POSSIBLE FOR ANYONE TO SHOOT A HUNDRED DUCKS IN A DAY, WERE HE SO INCLINED. MOOSE AND BEAR WERE PLENTIFUL, AND THE PARTY KILLED TWO OF THE FORMER BEFORE LEAVING THE KANTISHNA. THEY COULD HAVE KILLED A BEAR, BUT GAVE UP THE CHASE OWING TO THE COLD WEATHER THAT PREVAILED AT THE TIME. FISHING WAS EQUALLY GOOD, AND THE VACATION WAS THOROUGHLY ENJOYED BY ALL THE MEMBERS OF THE PARTY. MR NOYES HAD ORIGINALLY INTENDED GOING TO THE LAKES IN THE MOUNT MCKINLEY REGION, BUT THE WEATHER WAS SO COLD AND THE WATER SO LOW THAT THEY DECIDED TO TURN BACK FROM THE BEAR PAW. (P4)

6380 MAIN KANTISHNA RIVER KANTISHNA RIVER
REFN 00076 91318 S 913
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT,FREIGHT
ABST IN AN ARTICLE PUBLISHED IN THE FAIRBANKS DAILY TIMES, ON MAY 18,1913, IT IS THE INTENTION OF NELS HENDERSON, THE KANTISHNA MINING MAN AND FREIGHTER, TO LEAVE TOWN THIS MORNING WITH HIS GASOLINE LAUNCH ON A TWO WEEKS' JOURNEY. HE INTENDS TO GO INTO THE KANTISHNA WITH A LOAD OF SUPPLIES, WHICH HE HAS CONTRACTED TO TAKE IN FOR THE MINERS. HE IS ALSO TO TAKE MAIL FOR THE MINERS, WHICH WILL BE THE FIRST MAIL IN THE DISTRICT FOR OVER TWO MONTHS. THE SUPPLIES WILL INCLUDE AN OUTFIT FOR JOE QUIGLEY, WHO IS WORKING IN QUARTZ 12 MILES UP GLACIER CREEK, IN THE KANTISHNA. QUIGLEY IS REPORTED TO HAVE SOMETHING GOOD IN THE QUARTZ LINE AND IS PLANNING CONSIDERABLE WORK FOR THE SUMMER. WITH HENDERSON WILL GO LOUIS BEHL, WHO WILL TAKE A SMALL BOAT WITH HIM TO THE MOUTH OF WOOD RIVER. BEHL IS HEADED FOR GRUBSTAKE CREEK, WHERE HE IS TO SPEND THE SUMMER WORKING FOR GUSTAFSON BROTHERS. (P4)

6381 MAIN KANTISHNA RIVER KANTISHNA RIVER
REFN 00076 91323 U 913
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT,FREIGHT,ROUTE
ABST IN AN ARTICLE PUBLISHED IN THE FAIRBANKS DAILY TIMES PUBLISHED ON JULY 23,1913 IT STATES THAT BILL TAYLOR TOOK 5 TONS OF SUPPLIES UP THE KANTISHNA TO DIAMOND CITY ON THE BEARPAW, IN NELS HENDERSON'S MOTOR BOAT. HE DID NOT EXPECT TO RETURN UNTIL THE SPRING. (P4)

6382 MAIN KANTISHNA RIVER KANTISHNA RIVER
REFN 00076 91328 S 913
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09

ABST WHILE THE AUTHOR WAS CAMPED AT THE MOUTH OF THE RIVER, AN INDIAN CAME PADDLING DOWN THE RIVER HE HAD COME FROM THE KUSKOKWIM. THE AUTHOR STATED THAT IN ORDER TO REACH THE KANTISHNA, THE INDIAN MUST HAVE GONE TO THE HEAD OF THE KUSKOKWIM AND CARRIED HIS CANOE OVER THE DIVIDE TO THE KANTISHNA. (P287) THE AUTHOR STATES THAT 4 YEARS AGO, THE KANTISHNA WAS THE SCENE OF A STAMPEDE WHEN A PROSPECTOR DISCOVERED GOLD ON EUREKA CREEK. THERE WAS A RUSH TO THE KANTISHNA AND FORTUNES INVESTED BUT THE ONLY CLAIM THAT EVER PRODUCED MUCH WAS THE CLAIM OF THE 1ST PROSPECTOR. (PP286-7)

6375 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 00072 90525 W 905
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT,FREIGHT,COMMUNITY,WATER LEVEL
ABST IN AN ARTICLE PUBLISHED IN THE FAIRBANKS EVENING NEWS SEPT 25,1905, IT STATES: THE STEAMER WHITE SEAL TOUCHED AT TOLOVANA YESTERDAY AND THE FOLLOWING MESSAGE FROM G P SPROUL WAS RECEIVED BY THE NEWS TODAY: "RETURNING WITH FOURTEEN PASSENGERS, HAVING MADE THE TRIP TWENTY-FIVE MILES UP THE BEARPAW RIVER. WE LANDED FREIGHT AND PASSENGERS ON THE BEARPAW RIVER AND AT ROOSEVELT CITY. THE SCOW WE WERE TOWING, CONTAINING THE CREW AND SAWMILL OUTFIT OF FRED NOYES, WAS SAFELY LANDED AT ROOSEVELT. WE PASSED THE FLORENCE S CAMPED AT MCKINLEY CITY WITH ITS FREIGHT AND PASSENGERS. ROOSEVELT IS A LIVE TOWN. THE WHITE SEAL WILL RETURN WITH A FULL LOAD TO ROOSEVELT CITY, ON HER LAST TRIP, AS SOON AS ORDERS CAN BE FILLED. THE WATER IN THE KANTISHNA IS GETTING LOW." THE STEAMER COMPANY SAID THAT THE FLORENCE S WAS EXPECTED TO ARRIVE LATE THIS AFTERNOON, AND THAT SHE WOULD BE LOADED AND DISPATCHED THIS EVENING. THE WHITE SEAL WILL LIKELY MAKE THE LAST TRIP OF THE SEASON. THE TRANSPORTATION COMPANY ESTIMATES THAT FULLY 1,000 TONS OF SUPPLIES HAVE GONE INTO THE KANTISHNA THIS SEASON, AND THERE ARE NEARLY THAT MANY PEOPLE IN THERE AT THE PRESENT TIME. (P1)

6376 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 00076 91305 T 913
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT
ABST THE ARTICLE "TAYLOR ARRIVES FROM KANTISHNA" APPEARED IN THE FAIRBANKS DAILY TIMES OF JUNE 5,1913. WILLIAM D TAYLOR, ONE OF THE CONQUERORS OF MOUNT MCKINLEY, AND A MEMBER OF THE LLOYD PARTY, IS OUT OF THE KANTISHNA FOR THREE WEEKS ON AN OUTFITTING TRIP, HAVING ARRIVED IN FAIRBANKS ON THE SCHWATKA YESTERDAY. HE WORKED IN QUARTZ ALL WINTER, AND PLANS TO CONTINUE WHEN ANOTHER YEAR'S SUPPLIES ARE TAKEN IN. HE CAME DOWN THE KANTISHNA IN A POLING BOAT. THE PLACER SEASON IS BEING DELAYED, HE SAYS, BECAUSE OF THE EXCESSIVE GLACIERING. (P4)

6377 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 00076 91309 U 913
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT,RECREATION
ABST IN AN ARTICLE PUBLISHED ON JULY 9,1913 IN THE FAIRBANKS DAILY TIME IT NOTES THAT THE STEAMER "IDLER" OWNED BY F G NOYES WAS GOING TO "GO UP THE KANTISHNA RIVER TO THE HEADWATERS, ON A PLEASURE TRIP". (P4)

6378 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 00076 91311 Y 913
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER-LAND CRAFT,ROUTE
ABST IN AN ARTICLE PUBLISHED IN THE FAIRBANKS TIMES ON NOV 11,1913 IT STATES THAT KANTISHNA MEN CAME INTO TOWN FOR

IN 1902, BROOKS AND REABURN OF U S GEOLOGICAL SURVEY USED THE LIEUTENANT HERRON MAP OF 1899 AND NAMED THE KANTISHNA NITZUTALEENA BUT THEY DID NOT SHOW IT EMPTYING INTO THE TANANA. (P318) THE TRAPPER BYRON ALLEN WAS ON THE RIVER IN 1902. (P319) PHOTO: "THE FIRST STEAMER TO ASCEND THE TANANA RIVER; WAITING MAY 17,1903, FOR HEAVY ICE TO RUN OUT OF THE KANTISHNA RIVER; THEN TOOK THE MCKINLEY PARTY UP THAT STREAM TO NACHAREAH'S INDIAN CAMP ENROUTE TO THE GREAT MOUNTAIN." (P211)

6371 WATN KANTISHNA RIVER KANTICHNA RIVER
REFN 00546 924
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,WATER-LAND CRAFT,EXPEDITION,ROUTE,PAST USAGE,RIVER CHANNEL,DIMENSION
ABST THE AUTHOR, HERBERT BRANDT, MENTIONS CROSSING THE KANTICHNA R. ON DOG SLED DURING A BIRD SURVEY EXPEDITION IN 1924. THEY FOLLOWED THIS RIVER FOR MILES CUTTING ACROSS COUNTRY TO AVOID THE MEANDERING BENDS. (P.27) THEY STOPPED AT A ROADHOUSE OPERATED BY INDIANS AT A PLACE IN THE RIVER WHERE IT WAS 300 YDS. WIDE (P.27)

6372 WATN KANTISHNA RIVER KANTISHNA AND MCKINLEY RIVERS
REFN 01559 A 906926
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
HEAD N640300 W1510000 F100S 0180W 24
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT,COMMUNITY,WATER LEVEL,ROUTE,RIVER,WATER-LAND CRAFT,ICE,BREAKUP
ABST ON A TRIP TO ALASKA IN 1926, WRITING FOR A NEWSPAPER, DEKE MYERS VISITED MCKINLEY PARK. HE NOTED: "THE TOWN OF ROOSEVELT SPRANG UP AT THE HEAD OF NAVIGATION ON THE KANTISHNA RIVER. IT WAS A THRIVING TOWN OF A FEW THOUSAND,BUT SHORT-LIVED, AND NOW A FEW DESERTED CABINS AND A NONE-TOO-PROSPEROUS ROADHOUSE MARK WHAT WAS MAINLY HOPED TO BE A NEW MINING CENTER.EVEN THE TOWN'S 2 PRINCIPAL STREETS HAVE BEEN WASHED AWAY BY THE RIVER."(P74-75) THE KANTISHNA GOLD RUSH WAS AROUND 1906. "MOST OF THE STAMPEDERS CAME BY BOAT DOWN THE CHENA RIVER FROM FAIRBANKS TO THE TANANA RIVER, THENCE TO THE MOUTH OF THE KANTISHNA AND UP THAT AS FAR AS BOATS COULD NAVIGATE. FROM THAT POINT IT WAS 30 MIS TO MOOSE CREEK AND ITS TRIBUTARIES WITH THEIR PAY DIRT."(P74) THEY PROBABLY TRAVELLED OVERLAND TO MOOSE CREEK.

6373 WATN KANTISHNA RIVER KANTISHNA AND MCKINLEY RIVERS
REFN 01559 B 906926
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
HEAD N640300 W1510000 F100S 0180W 24
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER-LAND CRAFT,ICE,BREAKUP,WATER LEVEL,ROUTE,RIVER,WATER CRAFT,COMMUNITY
ABST BILL MYERS WORKED AS A PARK RANGER IN MCKINLEY PARK FROM FALL 1928 TO SUMMER 1929. HE SPENT MOST OF THAT TIME IN A CABIN NEAR MT EIELSON. IN MID-JAN 1929, THERE WAS QUITE A BIT OF RAIN. "SUN, JAN 20. IT RAINED AGAIN LAST NIGHT. FRITZ AND I WENT UP TO COPPER MOUNTAIN (MT EIELSON). IN MCKINLEY CANYON WE WENT THROUGH OVERFLOW FOR ALMOST 3 MIS. THE WATER WAS RUSHING DOWN ON TOP OF THE ICE 6 INS DEEP JUST LIKE A RIVER." (P179) THEY WERE TRAVELLING WITH DOGSLEDS. REGARDING ANOTHER TRIP IN THE AREA ON MAY 1,1929: "MCKINLEY CANYON, WHICH IS USUALLY IMPASSABLE A WEEK BEFORE THIS WAS GOTTEN THROUGH WITHOUT GETTING IN OVER 8 INS OF WATER." (P201) ACCORDING TO STORET CARDS, MCKINLEY RIVER IS TREATED AS THE MAIN FORK OF THE KANTISHNA RIVER.

6374 WATN KANTISHNA RIVER KANTISHNA RIVER
REFN 00026 00075 904908
STOR 160339907005001230000979802120
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT,RIVER

MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT,EXPEDITION,ICE,BREAKUP,DISCHARGE,RIVER CHANNEL,RIVER BASIN,DIMENSION,LAKE,VEGETATION,RIVER,TRAPPING,HUNTING,COMMUNITY,LAND TRANSPORT,ROUTE,WATER-LAND CRAFT,LAND GEOLOGY,WATER GEOLOGY,PHOTO
ABST JUDGE WICKERSHAM IN "OLD YUKON" RELATED THE FORMING OF THE MOUNT MCKINLEY EXPEDITION THE SUMMER OF 1903. GEORGE JEFFREY, COURT STENOGRAPHER; MORT STEVENS, PHOTOGRAPHER; CHARLIE WEBB, PACKER AND WOODSMAN; AND JOHN MCLEOD, INTERPRETER AND HUDSON'S BAY TRADER WITH WICKERSHAM MADE UP THE EXPEDITION. (P204) THEY TOOK 2 MULES MARK AND HANNAH. (P204) THE KANTISHNA WAS CALLED BY WHITE MAN THE "DUGAN", LOCATED 30 MILES ABOVE BAKER CREEK ON THE TANANA. (P205) MAY 17,1903, THE KANTISHNA WAS STILL FULL OF WINTER ICE BUT RUNNING. (P219) ITS BREAKUP WAS 1 WEEK LATER THAN ON THE CHENA. (P219) THE GROUP FOUND A BOAT IN THE OUTFLOW, CHRISTENED IT MUDLARK AND USED IT ON THEIR TRIP. (P219) BY 6 PM, THE HEAVY RUN OF ICE HAD PASSED. (P219) THE CURRENT WAS SWIFT AT THE MOUTH BECAUSE THE WATER WAS HIGH IN THE KANTISHNA AND LOWER IN THE TANANA. AFTER PASSING INTO ITS MOUTH THE RIVER WAS DEEPER AND THE CURRENT MORE SLUGGISH. (P220) THE VALLEY WAS WIDE AND LEVEL. THE STEAMER WENT ALL NIGHT FROM 6 PM ON MAY 18. "WE WERE DELIGHTED TO FIND WE WERE IN A LAKE-LIKE EXPANSE OF QUIET WATER, FIVE OR 600 FEET WIDE AND APPARENTLY QUITE DEEP...WE HAVE REMAINED IN THESE BEAUTIFUL LAKES ALL DAY. THEY ARE CONNECTED BY SHORT BUT RAPID AND NARROW STREAMS". (P220) THE SHORES ARE WELL TIMBERED. (P220) BUTTE AITKEN MET THE STEAMER IN HIS CANOE. HE HAD HUNTED AND TRAPPED THE RIVER NEAR THE TOCLAT ALL WINTER. (P221) THE STEAMER WENT AS FAR UPSTREAM AS AN INDIAN CAMP, TURNED, AND HEADED BACK FOR THE TANANA. WICKERSHAM DISEMBARKED AT THE CAMP. (P222) THE CAMP WAS THAT OF NACHEREAH, THE MOOSE HUNTER. (P222) THESE INDIANS WENT BY SLED IN FEBRUARY FROM THEIR WINTER CAMP ON THE TANANA, UP THE KANTISHNA TO THE TOKLAT FOR THEIR SPRING HUNT. THEY RETURNED TO THE YUKON FOR SUMMER FISHING. (P223-225) THEIR PARTY DIVIDED: WEBB, MCLEOD AND WICKERSHAM WENT BY BOAT, JEFFREY AND STEVENS OVERLAND WITH THE MULES. THEY WOULD MEET AT OLD KOONAH'S CAMP ABOVE THE TOCLAT AT TUKTAWGANA. (P229) THEY PULLED THE BOAT AROUND THE BENDS. (P232) THE WATER WAS STILL HIGH FROM BREAKUP AND THE REASON WHY THEY PULLED AND POLED THE BOAT WAS THE STRONG CURRENT. (P233) NACHEREAH'S MAIN SPRING CAMP WAS OPPOSITE THE MOUTH OF THE TOKLAT ON THE KANTISHNA SHORE. (P234) THE VALLEY HAS LOW-TERRACED BLUFFS THERE. (P234) MAY 22, TWO WHITE TRAPPERS FROM THE KUSKOKWIM, MADE THE PORTAGE VIA LAKE MINCHUMINA AND PASSED WICKERSHAM, GOING DOWNSTREAM. (P235)

6370 WATN KANTISHNA RIVER DUGAN
REFN 05176 B 885903
STOR 1603399070050012300009798021 20
MOUT N644543 W1495750 F020S 0110W 09
LUPR 35 TANANA RIVER
KEYW TRAFFIC,PAST USAGE,WATER CRAFT,EXPEDITION,ICE,BREAKUP,DISCHARGE,RIVER CHANNEL,RIVER BASIN,DIMENSION,LAKE,VEGETATION,RIVER,TRAPPING,HUNTING,COMMUNITY,LAND TRANSPORT,ROUTE,WATER-LAND CRAFT,LAND GEOLOGY,WATER GEOLOGY,PHOTO
ABST 12 MILES ABOVE THE TOKLAT, THESE TRAPPERS SAID IT WAS ABOUT 200 MILES BY RIVER TO THE BIG LAKE. (P235) THEIR NAMES WERE FRANK PETERSON AND CHARLIE LUNDEEN. THE LATTER DREW A MAP OF THE RIVER FOR WICKERSHAM. (P235) KOONAH'S CAMP WAS 25 MILES ABOVE THE TOKLAT ON THE KANTISHNA. (P234-235) THERE THEY SWAM THE MULES ACROSS THE RIVER. (P241) THE VALLEY IS WIDE, FORESTED LIGHTLY WITH SPRUCE AND BIRCH. (P239) THERE IS A LAKE-LIKE SLOUGH AT THE CAMP WHERE THEY TIED THEIR BOAT. (P240) ON A SLOPING SANDBAR INTO THIS SLOUGH, THE INDIANS MADE THEIR CANOES AND TIED THEN THERE. (P240) MAY 24, JEFFREY AND STEVENS TOOK THE MULES SOUTH ALONG BIRCH BLUFFS TO AN INDIAN CAMP AT THE MOUTH OF MOOSE CREEK. THE REST OF THE GROUP WENT BY BOAT TO THIS CAMP. (P255) THEY CACHED THEIR BOAT IN A SLOUGH 1 OR 2 MILES UP A SLOUGH AND WENT CROSS COUNTRY ACROSS THE CHITSIA HILLS TO DENALI. (P256) THE INDIANS AT THIS CAMP CALLED THE RIVER "HUNTALNO."(P256) JUNE 29 ON THE RETURN TRIP, THEY CAMPED ON A BAR AT THE JUNCTURE OF MCKINLEY RIVER. THEY REBUILT THEIR RAFT, AND MCLEOD BUILT A CANOE ON JUNE 30 AND JULY 1 THEY ALL LEFT DOWNSTREAM. (P305-307) "JULY 2. STILL FLOATING GENTLY ON THE RIVER. THERE ARE NO RAPIDS, NO ROCKS, NO DRIFTS...JULY 3. WE REACHED THE MOUTH OF THE CHITSIANA...JULY 4.WE RAN ALL NIGHT PASSING OLD KOONAH'S DESERTED CAMP AT MIDNIGHT AND THE MOUTH OF THE TOCLAT THIS MORNING...THIS AFTERNOON WE FLOATED ROUND THOSE GREAT CIRCULAR BENDS WHERE CHEAH HAD RECENTLY VISITED US AT MEAL TIME PAST OLD NACHEREAH'S CAMPSITE, WHERE THE TANANA CHIEF HAD LANDED US IN MAY." (P307-310) THE NEXT DAY THEY REACHED THE TANANA BY MID-AFTERNOON. (P310) HENRY T ALLEN IN 1885 MAPPED THE MOUTH OF THE RIVER AND CALLED IT DUGAN RIVER. (P316)

(P133) PUBLICATION DATE IS 1959.

6365 WATN KANELIK PASS KANELIK RIVER
REFN 00512 892
STOR 1603403001129000190
NOUT N622741 W1644058 S270N 0830W 04
LUPR 31 KWENELUK PASS
KEYW NO TRAFF,LAND GEOLOGY
ABST FATHER TRECA AND FATHER BARNUM SELECTED A PLACE ON THE KANELIK TO BUILD A SCHOOL BUT DISCOVERED IN THE SUMMER THAT AN EXTENSIVE MUD FLAT EXISTED BETWEEN THE SITE SELECTED AND THE RIVER CHANNEL RENDERING THE LANDING OF SUPPLIES AS PRACTICALLY IMPOSSIBLE, 1892. (P35)

6366 WATN KANIK RIVER UNNAMED
REFN 01023 898
STOR 1605106
NOUT N585606 W1593654 S140S 0620W 28
LUPR 42
KEYW TRAFFIC,PAST USAGE,WATER CRAFT,TIDE,MAP,TIDE,VEGETATION,LAND GEOLOGY,RIVER BASIN
ABST SPURR WRITES THAT THIS IS A NARROW STREAM WHICH WINDS THROUGH THE TUNDRA. TIDAL INFLUENCE EXTENDS 10 MILES AND SPURR TIMED HIS SEPT. 21,1898, CANOE ASCENT TO GO WITH THE TIDE. ABOVE TIDAL INFLUENCE THERE IS ONLY SHORT STRETCH OF FRESH WATER, THROUGH WHICH THEY HAD TO PUSH THE BOATS WITH POLES, UNTIL REACHING A SMALL LAKE. (P57&88) SEE MAP. JUST BELOW THE FIRST LAKELET, THE BANKS ARE FEW FEET HIGH AND STRATIFIED GRAVEL. "FROM HERE A SUCCESSION OF PONDS, CONNECTED BY MARSHY AND DIVERGING STREAMS, TAKES ONE TO THE LOW DIVIDE. THERE ARE NO ROCK OUTCROPS, THE WHOLE COURSE BEING THROUGH A CONTINUOUS MOUNTAIN VALLEY FILLED WITH STRATIFIED SAND AND GRAVEL". (P141)

6367 WATN KANSAS CREEK KANSAS CREEK
REFN 00788 938
STOR 160339907005001230001917003660089300470
NOUT N635300 W1475000 F120S 0020W 12
LUPR 35 WOOD RIVER
KEYW NO TRAFF,EXPEDITION,UNSPECIFIED TRANSPORT,VEGETATION,MAP,RIVER BASIN
ABST GIDDINGS ON ARCHEOLOGICAL EXPEDITION IN 1938 NOTES "KANSAS CREEK, WHICH FLOWS WEST TO WOOD RIVER FROM THE SLOPE OF GRANITE MOUNTAIN, SUPPORTS TIMBER ALONG ITS LOWER 3 MI TIMBERLINE ON KANSAS CREEK CONSISTS OF SCATTERED SPRUCES." (P17) SITE NO 31 (P36) SAMPLES TAKEN AT TIMBERLINE AT 3000 FT GROUND COVER WAS MODERATE MOSS. SPRUCE STAND IS FAIRLY OPEN WITH SOME TWIST. OLDEST TREES WERE 200 YEARS. MAP SHOWS SITE LOCATION.

6368 WATN KANSAS CREEK KANSAS CREEK
REFN 02183 912
STOR 160339907005001230001917003660089300470
NOUT N635320 W1475000 F120S 0020W 12
LUPR 35 WOOD RIVER
KEYW NO TRAFF,MINING,RIVER,LAND GEOLOGY,EXPEDITION,MAP
ABST IN HIS 1912 REPORT (USGS BULLETIN 501), CAPPS WRITES: KANSAS CREEK IS ONE OF THE LARGER TRIBUTARIES OF WOOD RIVER FROM THE EAST. IN ITS BASIN, AS WELL AS IN THAT OF COPPER CREEK, WHICH ENTERS WOOD RIVER OPPOSITE KANSAS CREEK FROM THE WEST, THERE OCCUR BODIES OF A BLACK QUARTZITIC ROCK ASSOCIATED WITH THE SCHISTS, WHICH ARE REPORTED TO CARRY GOLD. THE ONLY DEVELOPMENT WORK THAT HAS BEEN DONE IN THESE BODIES IS ON KANSAS CREEK, WHERE, IT IS REPORTED, A 90-FOOT TUNNEL HAS BEEN DRIVEN INTO A BLACK QUARTZITIC BED WHICH SHOWS DISSEMINATED PYRITE. NO REPORT OF THE ASSAY VALUE OF THIS ROCK WAS OBTAINED. (P54) A MAP IS PART OF THIS RECORD.

6369 WATN KANTISHNA RIVER DUGAN
REFN 05176 A 885903
STOR 160339907005001230000979802120