

Memorandum

To: State Director

From: Chief, Division of Resources

Subject: Navigability Review - State Selections - Skagway Quadrangle

We have received a report from the Anchorage District Office containing recommendations as to the navigability or nonnavigability of waterbodies within areas selected by the State of Alaska which are in the area shown on the USGS 1:250,000 Skagway Quadrangle. The selections are:

AA 208	T30S Rs 58-59E CRM	46,000
A063034	T29S Rs 58-59E CRM	
	T28S Rs 57-58E CRM	<u>92,000</u>
		138,000 Act

A supplemental memorandum report has been prepared by this office and is attached.

A review has been made of the report, for content and consistency with the 12/14/79 AN CAB decision on navigable waters. I agree with the conclusions and recommendations contained in the report except the one as regards the ~~Tsirku River~~. The recommendation as regards this river contained in the District's report was discussed with a representative of ADO, and it was agreed that the upper limit of this river was located in Section I, T30S, R53E, CRM. I agree with the modified recommendation. Your concurrence is requested.

I concur:

/s/ ROBERT W. ARNDORFER

ACTING State Director Date

cc: Navigability, ADO (013)

932:SBerg:db:6/3/80:x3355

Memorandum

To: Files

From: Realty Specialist (932)

Subject: Head of Navigation - Tsirku River

The Anchorage District Report on State Selections which will be within the area shown on the USGS 1:250,000 Skagway quadrangle contains a recommendation that the Tsirku River be administratively determined to be navigable "to the border."

As shown on the USGS quadrangle, it does not extend the international border with Canada.

The recommendation was discussed with Mary Jane Sutliff, Historian, ADO. She stated it had been her intent when she wrote her report to recommend that the head of navigation be considered to fall in Section 1, T30S, R53E, CRM.

She agreed the easiest way to handle the situation would be to have Office 932 write a memorandum report recommending the necessary change.

Accordingly, I recommend your memorandum to the State Director contain reference to this modification of the report.

cc: ADO, Navigability, (013)

932:SBerg:db:6/3/80:x3355

MemorandumDEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENTIN REPLY REFER TO:
2620 (013)

TO : SD (932)

Date: 19 MAY 1980

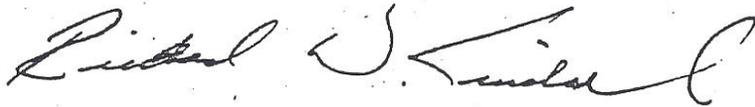
FROM : DM-A

SUBJECT: Navigability Recommendations for Skagway Quadrangle FY 80

Enclosed is a report of FY 80 navigability recommendations for the Skagway 1:250,000 quadrangle which covers the State of Alaska's "priority E."

The report was written based on a review of available maps, the AEIDC contract materials and a field investigation.

We submit this report for your review, signature, and distribution to the appropriate office(s).



Enclosure

cc:

SD (932)

Navigability (013)

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

NAVIGABILITY REPORT TITLE PAGE

State Alaska	District Anchorage	
Quadrangle Name and FY Skagway FY 80	Organization Code 013	Report Number 2
Type of Action State Selection		Format Long
Applicant's Name State of Alaska	Address (include zip code) N/A	
Remarks:		

LANDS INVOLVED

Township	Range	Meridian	Serial Number	Watershed	Acres (est.)
T. 30 S.	R. 58-59 E.	CRM	AA-208	Total	46,000
T. 29 S.	R. 58-59 E.	CRM	A063034		92,000
T. 28 S.	R. 57-58 E.	CRM	A063034		
					138,000

Purpose of report

Recommendations on navigable and non-navigable waters within selected lands for Skagway quadrangle FY 80.

Prepared by Mary Jane Sutliff	Title Historian	Date of Report 3/25/80
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NAVIGABILITY REPORT
SKAGWAY QUADRANGLE FY - 80
REPORT #2 (LONG FORMAT)

I. Primary Policy Guidelines

A. Memorandum from Hugh C. Garner, Solicitor's Office, Washington, D.C. to Director, Bureau of Land Management, "Title to Submerged Lands for Purposes of Administering ANCSA," March 16, 1976.

B. Regional Solicitor's letter dated February 25, 1980, Kandik, Nation Decision on Navigability.

C. Alaska Native Claims Appeal Board decision, Appeal of Doyon Ltd., ANCAB RLS 76-2.

II. Source of Information

A. USGS Quadrangles (Scales 1:63,360-1:250,000)

B. Master Title Plats

Master title plats were consulted to determine land status regarding ownership, withdrawals, power projects, etc.

C. State - BLM Water Delineation Maps

In 1974 the State of Alaska submitted water delineation maps to BLM covering waterbodies within the state which they considered navigable. Later, at an informal meeting between Anchorage District personnel and State of Alaska personnel, the State annotated the maps to include additional waterbodies. BLM also delineated those waterbodies which had appeared to be navigable under current guidelines. No work was done in southeast Alaska.

D. AEIDC

The University of Alaska, AEIDC (Arctic Environmental Information and Data Center), under contract to BLM, researched historic information in Alaska and extracted the information relevant to many waterbodies in Alaska. The information is arranged alphabetically by watershed. Copies of the contract data are available at the Alaska Resources Library, Anchorage District BLM, Fairbanks District BLM, and BLM State Office.

E. Field examination.

III. Selections

A. Serial No. AA-208 (46,000 acres)

1. General

a. Location, Development, and Accessibility

The selection is shown on Skagway A-2, B-2 quadrangles in T. 30 S., R. 58 and 59 E., CRM. The town of Haines is located in the selection and the Chilkoot Highway and Haines Highway provide access. Access up river in the area and beyond city limits must be by water. The mountains in the area are very steep gradients of 3,000 or 4,000 feet per mile and travel is safest, least time consuming, and least expensive by water.

b. Topography

The Takshanuk Mountains divide the selection into an east and west half. These mountains range in elevation from sea level to over 4,000 feet.

c. Lakes

There are no lakes in the selection area, however, the Chilkat Lake is discussed because it is located in the Chilkat drainage area.

d. Streams

The east half of the selection area is characterized by a series of short very steep drainages flowing into Lutak Inlet. The west side has a southeastern aspect and is steeper and dryer. Kicking Horse River joins the Chilkoot at this point through a series of braided channels. The Takhin River also joins the Chilkoot River here. It drains an ice field containing seven glaciers, therefore, the character and amount of flow vary with the ice melt. The Tsirku River drains into the Chilkat as does the Klehini which will both be addressed by this report.

e. Historic Use

The following historical discussion addresses named rivers. Old spellings and Indian spellings of river names are not changed in quoted passages from AEIDC materials.

Takhin River - AEIDC makes two references to the Takhin River regarding its ice field drainage area and the fact that gold was found at its head. No reference is made of use or navigability.

Tsirku River - There is no information on the Tsirku River in the AEIDC information.

Klehini River - Concerning the Klehini River the relevant materials state: Gold was discovered in the Porcupine district by a party of men. Traveling along the Klehini River, following the Dalton Trail, the party was actually proceeding along Thorp's Trail on the north side of the Klehini River. The author indicates that freight and supplies were moved to the town of Porcupine over the Klehini River when it was frozen during winter time. During the summer, freight and supplies "carried on wagons fairly easily along the banks of the Klehini River to Porcupine" (p. 14). Linda K. Thompson, Alaska's Abandoned Towns: Case Studies for Preservation and Interpretation. Anchorage: Alaska Division of Parks, 1972.

In a 1949 archeological survey of the north Tlingit territory, F. De Laguna states that Hubert Holder has a homestead on the Klehini River. "There is supposed to have been a native camping place at Mile 28 on the highway, on a high terrace on the east bank of the Klehini River, a tributary of the Chilkat" (p. 6). Frederica De Laguna, Survey of the Northern Tlingit, 1949. Bryn Mawr, P.A.: Bryn Mawr College, 1949.

The valley of the Klehini is a flat-bottomed gravel flat, averaging one-fourth mile in width. Its tributary creeks typically cut deep canyons and many of them are glacier fed. Freight was brought into the area by canoe up the Chilkat River to a cache opposite wells at

the mouth of the Klehini and from there by wagon to Porcupine City, about 10 miles distance (p. 60). A geological description of the area is given on page 61. It was speculated that the gold had been derived from the surrounding country rock. There were also important bench deposits filling abandoned channels a few hundred feet above the present creek bottoms which furnished workable placers (p. 61). The gold prospecting dates from the summer of 1898 (p. 62). C.W. Wright, The Procupine Placer Mining District, Alaska. U.S. Geological Survey Bulletin 225. Washington: Government Printing Office, 1904.

Transportation over frozen rivers was common as was movement of commerce by canoe:

Aurel Krause, a German anthropologist, visited the Procupine area in 1880. He reported the major settlement or Tlingit Indians in the area to be Klukwan, a large village 19 miles up the Chilkat River from Haines. The village contained 65 houses and 500 to 600 inhabitants (p. 11). The Dalton Trail and Thorp's Trail, early routes to the interior, both followed the Chilkat River from near its mouth to the vicinity of its junction with the Klehini River (p. 11-13). "Freight and supplies were usually moved in during the months of winter and early spring, when the snow and the frozen condition of the streams made transportation easier. In the summer, the prospectors hired Indians to transport the freight in their canoes as far as Welk Post," on the Chilkat just above its junction with the Klehini River (p. 14). At Wells Post, a short distance above Klukwan, Thorp's Trail crossed the Chilkat River (p. 13). Linda K. Thompson, Alaska's Abandoned Towns: Case Studies for Preservation and Interpretation. Alaska Division of Parks, 1972.

As a heavily populated area, the river must have received heavy use:

In 1879 Reverend Young, accompanying John Muir, paddled up the winding channel of the Chilkat River (p. 188). Enumerators in 1890 counted 811 Chilkat in three villages along the Chilkat River (p. 198). Polly Miller, Lost Heritage of Alaska; The Adventure and Art of the Alaskan Coastal Indians. Cleveland: World Publishing Company, 1967.

Chilkat River:

The third volume of Boundary Tribunal Protocols, Wm. H. Dall to Mr. Moore, State Department, January 3, 1888, stated the land at head of Chilkat River is inaccessible except by the Chilkat River (p. 377-378).

A group of Tlingit Indians live at the foot of Chilkat Lake (p. 29). Welles Mort Partridge, Some Facts About Alaska and its Missions, printed by C.H. Shepard, 1946.

As to commerce on the river, relevant material states:

Charles Hallock in his traveler's description of 1908 states "through one of the clefts of the mountains the sparkling Chilkat River leaps over the obstructing rocks in a succession of pools and rapids and upon the point of rocks at its mouth the cannery stands" (p. 131). One could take a side excursion from the steamer by canoes or boats "to the Chilkat Village, where the famous blankets are made" (p. 34). Charles Francis Hall, Life With the Exquimaux: a Narrative of Arctic

Experience in Search of Survivors of Sir John Franklin's Expedition.
C.E. Tuttle, Co., 1970.

Chilkat Lake received floatplane use as early as 1949:

F. De Laguna reported in 1949 that the natives at Klukwan were upset by parties of sportsmen being flown by charter plane to Chilkat Lake to hunt game (p. 18). A small floatplane also landed and took off from the lake. Wells Mort Partridge, Some Facts About Alaska and its Missions. Printed by C.H. Shepard, 1946.

Trade occurred as early as 1903:

In the sixth volume of the Tribunal Boundary Protocols of 1903, Sir Robert Finlay, British Counsel, quoted from Mr. Tittman, U.S. Surveyor in 1900 for Modus Vivendi of 1899, who went up the Chilkat River (p. 272). He quoted a report of the governor of the Russian-American Company, dated March 30, 1935. "... sail for Chilkat, and, according to the promise given you last year, trade furs with them..." (p. 323). He stated that during the early part of possession by U.S. there were several visits to Indians up the river (p. 330). British counsel maintained that the mouth of the river was surveyed by Lindenburg in 1838 (p. 306).

Chilkat and Klehini Rivers - Transportation of commerce:

In the second volume of Boundary Tribunal Protocols, the deposition of D.H. Tittman, Assistant in Coast and Geodetic Survey, states that he ascended the Chilkat River in 1893 and on to Klehini River and found no continuous mountain range parallel to coast within distance of 30 miles (p. 529-30). Captain W.H. Howard and Cutter Lincoln in 1867 entered mouth and spoke to Indian chief (p. 338). Over 2,300 sables (martens) were sold to Hudson Bay Company at mouth of this river in 1867 (p. 342). General Davis went to head of river August 3, 1868, to talk with sub-chiefs since main party is fishing salmon further up river. Davis feels this river is the shortest route to the Yukon (p. 355). O.D. Howard anchors at mouth of river to receive Indian greetings June 16, 1875 (p. 360). L.A. Beardslee sent three Indians to calm down the Chilkat tribes and receive an invitation to send miners up the river on October 3, 1879. In May 20, 1880, having received the invitation, he appointed Lieut. McClellan and 13 sailors as escort for the first group of miners and instructed the lieutenant to remind the Indians of their invitation and treat the miners as guests. If miners do not fulfill promise to be peaceful and friendly, the Indians should send them back to Sitka. In return, the Indians would no longer be allowed to work or trade at Sitka. The trip was a success and the Chilkat River was open to whites (p. 365-368). In July 1880, two men not bound to the pledge attempted to trade with the Stick Indians. The Chilkat Chief Klotz-Kutch asked that the men be taken away. Beardslee goes in person to the river. Main Indian villages are 20 miles upstream, but one trading village is located just below the bars. A trail leads from there across the peninsula to Portage Bay where the Northwest Trading Company has built a house and trading post with Mr. George Dickenson as trader. He went to Portage Bay where he receives chiefs and settles the trading problem and a blood-feud between Chilkoots and Chilkats (p. 369-72). In proceeding of the Boundary Tribunal between England and U.S. the U.S. delegates state

that at the time of transfer from Russian to U.S. ownership, an Assistant Superintendent of the U.S.G.S. was gathering observations for charts and maps on the Chilkat River (Volume I, Part II, p. 83). August 3, 1868, U.S. General Davis visited Indians at mouth of river; 1869, this trip took him up the river to the village of Klukwan. 1870, Davis made another trip (p. 88-89). Naval officers surveyed river for more than eight miles above village of Klukwan (p. 93). Village of Klukwan is 25 miles upstream from mouth of river. 1880, Navy went there to quell uprising (p. 93-99). Arrests of Indians for 1887, '88, '89, '90, and '92 were in areas along river to a distance of 30 miles from tidewater (p. 95). Census of 1890 taken on river up the Klukman by Edward Armstrong (p. 96). Alaskan Boundary Tribunals, Proceedings of the Alaskan Boundary Tribunal, convened at London under Treaty between the United States and Great Britain, concluded at Washington, January 24, 1903. Washington: Government Printing Office, 1903-04.

In 1882, The Chilkat River was the trade route for access into the interior: Aurel Krause notes that his brother Arthur went up the Chilkat River June 17, 1882, on a geographical expedition. They were both sheltered in the winter at the Chilkat Village of Klukwan by the Chilkat Chief. "From here he (Arthur) went out with two Indians when he took as a guide and packer into the valley of the Chilkat River and up its right tributary. The Tlehini (Klehini) (p. 6). "The Chilkat River flows into the northwest arm of Lynn Canal and from its territory several passes lead into the Alsek" (p. 53). "The principal village (of Chilkat Tlingits) is Klukwan on the Chilkat River about 30 kilometers from its mouth with 65 houses and from 500-600 inhabitants; about eight kilometers below is Katkwaltu with eight houses and 125 inhabitants; and at the mouth itself is Tendestake with 16 houses and 150-200 inhabitants" (p. 66). Vancouver's Lieutenant Whidbey heard of eight chiefs on the Chilkat River and "nowhere in his extensive investigations had he found as large a population as here; much to his discomfort this group of natives grew to the number of about 200 warriors" (p. 66). "The location of the main village above the mouth of a river which was navigable only by canoe in itself prevented the Europeans from reaching them and also gave the inhabitants a feeling of safety" (p. 67). "Just as every tribe had its hunting and fishing territory, so they had their trading trails. The Chilkat went up the Chilkat River" (p. 137). The map shows location of Chilkat Villages. Aurel Krause, The Tlingit Indians, University of Washington Press, 1956.

In his report on jade in Canada and Alaska, G.T. Emmons writes: "The writer has made extended trips inland on the Skeena, Nass, Stikine, and Chilkat Rivers . . ." (p. 13). This book was published in 1923. George Thornton Emmons, Jade in British Columbia and Alaska and Its Use by the Natives. Museum of the American Indian, Heye Foundation, 1923.

White traders could not travel as far up river as natives in the area: Marius Barbeau described the competition between Russia's Indians and Hudson Bay for furs. From James Douglas' Journal, 1840, Hudson's Bay at Taku, "of the two considerable rivers falling into Lynns

Canal the Chilkat is the larger. It takes two days to ascend it as far as navigable, and in that distance there are several village of natives who reside on its banks. Individuals of this tribe are in the regular practice of trading furs from the inland tribes who probably have no other market within reach. These traders return to their homes in August and early September,--and it is at this season that the greatest quantity of furs may be had at Chilkat" (p. 141). Charles Marius Barbeau, Alaska Beckons. Caldwell, Idaho: The Caxton Printers, 1947.

Some "travel writers" upon cursory examinations failed to realize the value of the rivers:

On an excursion cruise of southeast Alaska in 1890, travel writer M.M. Ballou visits the Pyramid Harbor area and notes that the Chilkat River is "very shallow and not navigable for anything but native canoes. Twenty miles inland on its bank is a large independent settlement of the Chilkat Tribe" (p. 273). Maturin Murry Ballou, The New Eldorado: A Summer Journey to Alaska. New York: Houghton, Mifflin and Company, 1889.

As to volume of trade:

Broad, shallow mouth, which at low water (16 feet below high water) looks like large sand flat. Indians spear salmon on the bars. Indian villages along river, including the largest one called Klukwan (p. 36). Many years before 1880 the Chilkat Indians did 8-10 tons of trade in materials between interior Indians and themselves and white traders. The Chilkat's Trail was up river to near its head, - where Long Mountain Trail of 7-10 days travel brought them to tributary of Yukon River (p. 60). Stewart Elihu, A Summer in Alaska. St. Louis, Missouri: J.W. Henry, 1893.

Author Carpenter on his tour of Alaska around 1923 mentions Klukwan, a village of Chilkats, on the Chilkat River (p. 46). Population is 1,000. Village is 300 years old. Chilkats are traders and trappers. Klukwan has a store, school, and churches. Government is trying to establish a cannery and sawmill (p. 47). Frank George Carpenter, Alaska, Our Northern Wonderland. New York Doubleday Page and Company, 1928.

Dog sleds pulled over frozen rivers was a traditional mode of transportation around 1890:

The Chilkat River empties into one of the forks at the head of Lynn Channel. The river is the pass over the mountains to the Yukon River, by sleds drawn by dogs (p. 29,7). At Chilkat, on Pyramid Bay, where there are three canneries (p. 29). Alexander Badlan, The Wonders of Alaska. San Francisco: The Bancroft Co., 1890.

"In 1897 ... one cannery used 32 boats, the other (cannery) 43, all with 450 fathoms of web to a boat, and they fished all the stream from Chilkat River to Eyak, in the Delta, and all the streams in Prince William Sound" (p. 35). Jefferson F. Moser, The Salmon and Salmon Fisheries of Alaska: Report of Operations of the United States Fish Commission Steamer Albatross for the Year Ending June 30, 1899. Washington: Government Printing Office, 1900.

Speaking of the limitations of forging the river and the expertise of the Indians in canoes:

Explorations during De Laguna's archeological survey in 1949 were confined to the neighborhood of Klukwan on the Chilkat River (p. 5). A site on the Chilkoot Lake could be reached by a three mile trail which follows the west bank of the river up from an anchorage on the southwest side of the inlet. "At high water a canoe can ascend the river for a short distance, but only an expert could get a canoe up through the boulders and rapids to the lake" (p. 5). In 1949 anthropologist De Laguna stated that the Tlingits traveled into the Yukon territory via the Alsek River and "even back across the divide to the Tlingit Villages along the Chilkat River" (p. 8). The Tlingits are described as adept canoemen (p. 8). The Chilkat Indians lived at Klukwan at the time of this study which was built about 1910 (p. 15). At this village, "its men still make and use dugout canoes on the river" (p. 15). One of De Laguna's assistants was taken out in a canoe by two natives to visit their nets (p. 16). The natives at Klukwan felt resentment when white prospectors camped along the river and by road construction along the river (p. 18). They also resent "the presence of a small powerboat at Wells, an Indian fishing camp on the Chilkat about a mile above Klukwan (p. 18). Frederica De Laguna, Survey of the Northern Tlingit, 1949. Bryn Mawr, P.A.: Bryn Mawr College, 1949.

But Indians were known to travel up the river in 20 days:

The Chilkat River enters the northern extremity of Lynn Canal. The general direction of the river is from the north. It is said to flow between bare and precipitous cliffs, destitute of timber. The Indians ascend it, against a very rapid current, in 20 days, when they make a portage by several lakes to the Lewis River, a tributary of the Yukon. The river is probably 100 miles long, with numerous branches (p. 271). In 1838 Lindenberg continued the researches among the islands near Sitka. He particularly examined Lynn Canal and the Chilkat River (p. 339). William Healy Dall, Alaska and its Resources. Boston: Lee and Shepard, 1870.

USGS recommended the Chilkat as the best route of transportation to the interior:

Author notes in a letter to the Superintendent dated February 12, 1868, that the Chilkat and Tacou Rivers are the best means of penetrating the interior. The Indians told the author that the river had a swift current and it took them 15 to 20 days to ascend a distance which took them three or four days to return (p. 3-4). The author recommended that the Chilkat River be used as a route to the interior (p. 6). Author notes in letter dated June 17, 1868, that the Chilkat is navigable for a distance of 30 miles for canoes or boats (p. 1-2). U.S. Coast and Geodetic Survey, George Davidson, 1866-1875, Superintendent's file (no. 375). Records of the Office of the Director, Record Group 23, 1 Vol. (Industrial and Social Branch).

f. Additional Research

Frank G. Carpenter, Alaska, Doubleday, Page and Company, 1926

The Chilkats are great trappers. They have divided their hunting grounds among the various families and the hunting rights descend from generation to generation" (p. 46).

When gold was first discovered in Klondike there were two roads or trails from the head of Lynn Canal over the mountains. One started here at Skagway and climbed through the White Pass to Lake Bennett, then went on down the Yukon to Dawson. The other began at Dyea, four miles away, and went over the Chilkoot Pass to the Yukon (p. 99).

Bureau of American Ethnology, Report 26, 1904-1905. Washington: Government Printing Office, 1908

There were four principal towns, three of which (Klukwan, Katkwahtu, and Yendestake) were on the Chilkat River and inlet, while the fourth, Chilkoot, was near the head of the Chilkoot Inlet" (p. 413).

Alfred Hulse Brooks, Blazing Alaska's Trails, Head of USGS, University of Alaska Press, Fairbanks 99701

More important, however, was the geographic knowledge obtained by the coast natives who in their trading expeditions had penetrated far into the interior by way of the Chilkat River Basin, Chilkoot Pass, and Taku River. The Chilkat Natives knew well the shortest route from the coast was from the head of Lynn Canal and over Chilkoot Pass to the headwaters of the Lewes River. Anxious to maintain their trading monopoly with the interior Indians, they jealously guarded the route to the Yukon by way of this pass (p. 321).

Frederick Schwatka, Report of a Military Reconnaissance in Alaska, made in 1883. Washington: Government Printing Office, 1885.

The Lynn Channel, at its head, divided into two deep inlets, the Chilkat and Chilkoot, each receiving rivers at their heads and from these valleys lead out trails that reach different sources of the Yukon River and that have been known to have been traveled by Chilkat and Chilkoot Indians respectively, for many years in the past, the object of these expeditions being to trade with the interior Indians, the Tahkeesh, or, as white men call them "Sticks" (p. 12).

On the issue of the Krause brother's maps, Schwatka had the following observation: That he has viewed the account of the trail and that the Chilkoot Pass was traveled by Krause. Schwatka makes this statement after viewing the maps of the expedition over the Chilkoot Pass which, he states, are of an "excellent character" (p. 12-13).

Henry M. Eakin, Gold Placer Mining in Porcupine District, USGS Bulletin 662 states:

The area around the Chilkat River is known as the Porcupine Mining District (p. 93)

g. Field Examination

Each individual questioned commented on each of the named rivers in the area.

While on our trip to Haines we discovered there are presently guiding services on the Klehini River run by Ron Martin (766-2542) and Jean Stewart, both of Haines.

March 11, 1980, Haines, Alaska -- Spoke with Al Cain, State of Alaska Fish and Game office for Haines. He stated the following in response to the question

"who uses this river" while pointing to it on a map. Mr. Cain has been in the area a relatively short period of time.

Chilkoot Lake

There is a boat launch at the campground at the south end of the lake. Goat hunters use the boat launch in the fall to cross the lake. There is a lot of sport fishing in the fall. The majority of the fall sport-fishermen in Haines (he estimated 60%) are Canadians and persons who are not Haines residents. Canoers use the lake; the lake also has floatplane use. A Gruman Goose used it this year as a landing strip.

Turkey's Delight, a store in town, has an owner who rents canoes for use on the lake. There is also a concessioner on the lake who rents canoes during summer months.

The entire river is navigable up to the glacier says Mr. Cain. However, there is a log jam just above the north end of the lake. There is presently a road beyond the lake and the log jam. If a person put in above the log jam, he could travel the river to Ferebee Glacier. The river can be run by motorboat. Officer Cain said he's found gill nets up there and evidence of use.

Ferebee River

Officer Cain said the Ferebee River is occasionally used and you can get a boat up there. He said the river is used for hunting.

Takhin River

Officer Cain said the Takhin River is used extensively for commercial trapping. In the summer, airboats and jetboats are used. In the winter the trappers use snowmobiles.

Access to the Takhin River is Mile 10. People put in a boat at Mile 10 off of the highway and go across the Chilkat River to the Takhin River. People tow canoes up and drift back down. It is not pleasant, rather rocky, but used constantly. People have built cabins up there using this route.

There is professional guiding on the Takhin by Tom Katzeek, Ronny Martin, his son, and assistant. We tried to contact Ronny Martin to verify this information but could not reach him at his home.

Chilkat Lake

Officer Cain said the Tsirku River above the Chilkat Lake is called the "Big Salmon River" by residents. That river is run by airboats and powerboats. He called the Chilkat and Tsirku Rivers a "virtual highway" with constant use. There are many cabins built on Chilkat Lake, big expensive homes. Materials were transported over water.

Tsirku River ("Big Salmon River")

Officer Cain said the Tsirki River is a virtual highway with constant use.

Klehini River

Is very large and navigable to Canadian Border by jet or airboat.
"Wherever the people can go, they--do not matter how difficult."

Larry Fry, Assistant Area Forester, State Department of Natural Resources, Division of Forest, Land, Water Resources in response to the inquiry "who uses these rivers?"

Chilkat Lake

Floatplane use possible, summer homes, materials, and food are transported across the lake.

There is airboat travel up the Chilkat.

Tsirku (Big Salmon)

Can't go past Devils Elbow although he has heard of people going past it.

Chilkat River

Eagle habitat; biggest wintering bald eagles (over 3,000) within 1½-miles. Canoes go down it. Airboats go up it to the border.

Kelsarth River and Others

Can't get up it.

Kicking Horse Creek

Probably not navigable.

Takhin River

Overgrowth from brush.

Amount of timber to be sold is dependent on the date of tentative approval to the state. August 1, 1979 (2 years).

Larry Monroe, Harbor Master, Post Office Box 437, Haines, Alaska 99827:

Chilkat River

He stated there was a guiding outfit up the Chilkat River. He called the city to get the name but they didn't remember what name to look the license up under.

Mr. Monroe said Exploration Northwest, on a T.V. show recently did a story on the Chilkat showing the guide services on the rivers. The boats used were outboards and airboats.

Chilkat River Tours, Inc., has a cabin on the bank of Chilkat Peninsula across from Pyramid Island. There are sandbars, and the rivers constantly change like with any big river that hasn't been dammed. You can still go up the river every year on the deepest channel, and people do.

Logging and fishing are the major industries in Haines. Schnabels Mills is the major industry. It is a lumber mill.

Chilkat Lake

Mr. Monroe stated 50 or 60 families have cabins on the Chilkat Lake. The Chilkat Lake is used in summer by boats; in winter by snow machines. Supplies to build the cabins were brought in by boat.

People traverse the Chilkat on kayak and canoes.

Conversation with Mimi Greg and Carl Heinmiller, Magistrate, Haines, Alaska. Magistrate Heinmiller is a partner with other businessmen in the area and owns a business (a part of a joint venture or partnership).

I spoke with Mimi Greg, clerk to the magistrate. Magistrate Heinmiller stated in response to the question "who uses these rivers?"

Klehini River

Is floated by airboats.

Takhin River

Is harder to get up.

Kicking Horse River

Is used by hunters on airboats and canoes.

Chilkoot Lake

Magistrate stated he knows of no use of Chilkoot above the lake.

Ferebee River

Magistrate stated the upper part of the Ferebee is not used.

Takhin and Chilkat Rivers

Have commercial use as route of transportation by a local iron company.

Both Magistrate and his clerk stated that wherever airboats are used, canoes are used by recreation guides, miners, commercial trappers, timber people, and recreationists.

Gary Saupe, Department of Natural Resources, State of Alaska, Division of Forest, Land, Water Resources stated the following in response to the question "who uses these rivers?"

Chilkat River

He'd been almost to the Canadian border himself. He stated the natives go further.

Takhin River

People ski the river when it's frozen for recreation and to get to the cabins. Ronny Martin guides out of the Takhin River. Tommy Kassak is a native who goes out to the Takhin as a guide service. It is a large river.

Chilkoot and Ferebee

Not that familiar with them. There is a road along the Chilkoot up to Coxes homestead. Before the road, the river was used to carry supplies to build the cabin.

Takhin River

There is no way to get to the river without a boat.

Chilkat River

Tidally influenced, at least to the airport. Tidal influence may continue up to the drainage.

Tsirku River

Quite a flow of water; not certain of use.

Chilkat Lake

Extensively used. One of the few clear water lakes. Not glacial melt.

Lizabeth Hakkinen, Haines Museum. Museum curator was not in when we visited the Haines museum. We found a brochure which showed that the "Chilkat Guides Raft Trips and Guide Service" has one, two, and three day trips on the Tsirku River.

Chilkat River

One day trips.

Tatshenshini and Alsek Rivers

Eleven day trips.

The museum outlined the history of the development of Haines. The Tlingit Indians settled the area prior to 1879. The Tlingit Indians "established as a powerful tribe ... but also had established a thriving trading business with tribes east and north of the mountains before the earliest recorded white man had arrived in the area." Various displays at the museum show the rivers in the area, specifically the Chilkat, Chilkoot, and surrounding rivers as routes of trade, travel, and commerce. Attached is the museum newsletter with facts about the area.

g. Land Status

The MTP's for the area were examined. They reveal a large number of claims on both sides of the river in the area. The rivers specifically addressed by the investigation of the MTP's were: the Chilkat River, Chilkoot Lake, Takhin River, Tsirku River, Chilkat Lake, Klehini River, Ferebee Glacier, Ferebee River, and Chilkoot River.

The rivers in general showed patents, native claims, and heavy claims for the areas on both sides of the rivers except the Takhin which showed no claims of record filed on its banks. The Ferebee River also showed no claims of record on its banks.

The MTP's specifically supported the factual use stated by the people of Haines who were questioned about the rivers use. The MTP's also support the

lack of use stated by the people questioned concerning the Takhin and Ferebee Rivers.

The presence of native claims on the rivers supports the information documented in the museum; that is, that the natives used the rivers to transport themselves and their goods to Fort Seward for trading.

As mentioned before, the terrain in the area does not lend itself to travel overland. The area has had substantial settlement. It is a population center. The rivers have historically been the most expedient, least expensive, most accessible means of transport and have, in fact been the route of travel.

h. Maps

Attached is a Skagway A-2, B-2, 1:63,360 quadrangle map of the area.

i. Physical and Commercial Susceptibility

The Chilkoot River, Chilkoot Lake, Chilkat River, Klehini River, Tsirku River, Chilkat Lake are all used in fact and documentation of past and present use are discussed above. Continued use of the waterbodies as the least expensive means of transport and for commerce is likely given the terrain, absence of other transportation corridors, and the present intention of the local residents.

In light of the extensive historical documentation and personal interviews concerning these rivers, a thorough discussion of physical characteristics was considered unnecessary and has not been included in this report. It should be emphasized that access to any area around Haines is either over very steep mountains or up the rivers. It appears unlikely roads could be built without excessive expense. The rivers provide at least seasonal access to the interior in and around the area.

2. Recommendation

It is recommended that the Chilkat River, Klehini River, Chilkoot Lakes, Tsirku River, and Chilkat Lake are administratively determined to be navigable to their source although the Tsirku River has a sharp bend, that bend can be portaged. This recommendation concerning this "impairment to navigation" and its effect on the determination of navigation is consistent with the Garner memo.

It is recommended that the Ferebee River and Takhin River be administratively determined to be non-navigable. All other named and unnamed fresh-waterbodies in the above townships are non-navigable. All tidal waters within the selection area are considered navigable under the Submerged Lands Act (67 STAT. 29, PL-31, May 22, 1953). The mean high tide line will be established at the time of survey.

<u>Serial No.</u>	<u>Legal Description</u>	<u>Recommendation</u>
AA-208	T. 30 S., R. 58-59, CRM	Chilkat River, Klehini River, Tsirku River are navigable to the border. Chilkat Lake is navigable. The Ferebee and Takhin Rivers are non-navigable. All other fresh-waterbodies in the township are non-navigable. All tidal waters are navigable.

B. Serial No. A063034 (92,000 acres)

1. General

a. Location, Development, and Accessibility

The area selected is described as T. 29 S., R. 58-59 E., CRM, T. 28 S., R. 57-58 E., CRM. The area is located one air mile east of the city of Haines. The area is heavily used by residents of Haines and visiting Canadians as well as visitors from the lower 48. There are several large industries (timber, fishing, national/international tourism) in the area. The Alaska Ferry system has a port at Haines. Access into the area is by plane and by the rivers in the area. There is a trail along the Chilkoot River. The selection is located on the Skagway B-1, B-2, 1:63,360 quadrangle map.

b. Topography

Elevations range from sea level to 4,000 feet in one-half mile. A field examination revealed that the terrain did not lend itself to easy crossing. The tides make it difficult to travel along the coast. The cliffs along the shore are very steep.

c. Lakes

Chilkoot Lake is in the area. It is large enough for floatplane use.

d. Streams

Ferebee River and Chilkoot River are in the area. The Ferebee River has a gradient of approximately 100 feet in six miles. The Chilkoot River has a gradient of approximately 100 feet in two miles.

e. Historic Use

The AEIDC materials show no information on the Ferebee River, however it does show historic information on Chilkoot Lake and Chilkoot River.

Chilkoot River:

References to the use of the Chilkoot River are at times confusing. The area's history dates back over more than 300 years. The area is archeologically rich as was noted by Frederica De Laguna and others. There were two predominant tribes in the area, the Chilkat and the Chilkoot. These two tribes were arch enemies, a fact that accounts for the development and maintenance of two distinct routes of commerce at times for trapping and trading in the area.

The attached map of the Chilkoot Pass was taken from The Tlingit Indians by Dr. Aurel Kraus. It is a map which was made around the time Frederick Schwatha conducted his travels as reported in Along Alaska's Great Rivers. The map should be used in connection with reading the excerpts from Along Alaska's Great Rivers. There was a similar map in Schwatha's book but there was no zerox machine in the bookstore.

The confusion which can occur in the reader's mind (which is alluded to in the first paragraph above) stems from the fact that the Chilkoot River and the Chilkoot Pass are not one and the same thing. There is a river which is located in the area of the Chilkoot Pass. Throughout the history of the area the river has had different names depending on the nationality of the users of the river or settlers around the river. The river which falls within the area historically known as Chilkoot Pass is, to the best of my knowledge, the modern Tiaya River, and ~~White Pass Fork of the Skagway River.~~

To the best of my knowledge in the historical documents that I have read, the Chilkoot River, and all references to it, describe the river which lies above the Chilkoot Lake.

A student of the history of the area would be relieved of much grief in his/her study of the area if he/she were aware of the fact that the description of the history of the use of Chilkoot Pass did not relate to the use of the Chilkoot River.

Some early accounts of the area were made in Russian and German. Errors in translation could account for some of the problems in reading old accounts which fail to add the words "river" or "pass" after the word Chilkoot.

Some of the sources checked to determine whether the Chilkoot River was ever a trade route for the Chilkoot Indians are listed below. These references were also checked to see if the Chilkoot River was ever known by another name and for references to use of the Chilkoot River under that other name.

Dictionary of Names and Places, Geological Survey Professional Paper 567, United States Printing Office, Washington, 1967.

Frank G. Carpenter, Alaska, Doubleday, Page and Company, 1926.

Krusenstern, The Russian Circumnavigator, 1856, Reprint by Shorey Book Store, 813 Third Avenue, Seattle, Washington 98104.

Alfred Hulse Brooks, Blazing Alaska's Trails, Head of USGS, University of Alaska Press, Fairbanks, 1970.

Frederick Schwatha, Report of a Military Reconnaissance in Alaska, Made in 1883. Washington: Government Printing Office, 1885.

Frederick Schwatha, Along Alaska's Great Rivers, George M. Hill Co., 1898.

Ralph Stockman Tarr, Alaskan Glacier Studies, of National Geographic Society, 1914.

John Rickman, Journal of Cook's Last Voyage, Frank Cass and Co., Ltd./ London, (1781 original manuscript).

After reading a number of passages with descriptions of the trade route of the Chilkoots, with a USGS 1:63,360 map of the area, I could find no passage that described travel on the Chilkoot River that related to trade or commerce on the river.

Life on the Chilkoot reached a sedentary level after exploration, wars, and development by whites:

The Chilkoot River is a little more than a mile in length from the mouth to the lake. The stream is narrow and full of rocks and rapids. The Indians erect platforms on the banks and in the stream at every available point and hook the fish with gaffs as they try to struggle by in the shallow water (p. 27). U.S. Fish and Wildlife Service, Alaska Fishery and Fur Seal Industries. Washington: Government Printing Office, 1906-1956.

Chilkoot Lake:

Archeologist De Laguna reported in 1949 that the most promising site for excavation was at the lower end of Chilkoot Lake. This site, which is at the point between the lake and the Chilkoot River, can be reached by floatplane from the lake (p. 5). Frederica De Laguna, Survey of the Northern Tlingit, 1949. Bryn Mawr, P.A.: Bryn Mawr College, 1949.

f. Field Examinations

Each individual questioned commented on each named river in the area.

Guiding services on the Klehini River are run by Ron Martin (766-2542) and Jean Stewart, both of Haines.

March 11, 1980, Haines, Alaska -- Spoke with Al Cain, State of Alaska Fish and Game office for Haines. He stated the following in response to the question "who uses these rivers?"

Chilkoot Lake

There is a boat launch at the campground at the south end of the lake. Goat hunters use the boat launch in the fall to cross the lake. There is a lot of sports fishing in the fall. The majority of the fall sport-fishermen in Haines (he estimated 60%) are Canadians and persons who are not Haines residents. Canoers use the lake; the lake also has floatplane use. A Gruman Goose used it this year as a landing strip.

Turkey's Delight, a store in town, has an owner who rents canoes for use on the lake. There is also a concessioner on the lake who rents canoes during summer months.

The entire river is navigable up to the glacier says Mr. Cain. However, there is a log jam just above the north end of the lake. There is presently a road beyond the lake and the log jam. If a person put in above the log jam, he could travel the river to Ferebee Glacier. The river can be run by motorboat. Officer Cain said he's found gil nets up there and evidence of use.

Ferebee River

Officer Cain said the Ferebee River is occasionally used and you can get a boat up there. He said the river is used for hunting.

Takhin River

Officer Cain said the Takhin River is used extensively for commercial trapping. In the summer, airboats and jetboats are used. In the winter the trappers use snowmobiles in the winter.

Access to the Takhin River is Mile 10. People put in a boat at Mile 10 off of the highway and go across the Chilkat River to the Takhin River. People tow canoes up and drift back down. It is not pleasant, rather rocky, but used constantly. People have built cabins up there using this route.

There is professional guiding on the Takhin by Tom Katzeek, Ronny Martin, his son, and assistant.

Chilkat Lake

Office Cain said the Tsirku River above the Chilkat Lake is called the "Big Salmon River" by residents. That river is run by airboats and powerboats. He called the Chilkat and Tsirku Rivers a "virtual highway" with constant use. There are many cabins built on Chilkat Lake, big expensive homes. Materials were transported over water.

Tsirku River ("Big Salmon River")

See discussion under Chilkat Lake.

Klehini River

Is very large and navigable to Canadian Border by jet or airboat. "Wherever the people can go, they do not matter how difficult."

Mimi Greg and Carl Heinmiller, Magistrate, Haines, Alaska:

I spoke with Mimi Greg, clerk to the magistrate. Magistrate Heinmiller in response to the question "who uses these rivers?" stated:

Klehini River

Is floated by airboats.

Takhin River

Is harder to get up.

Kicking Horse River

Is used by hunters on airboats and canoes.

Chilkoot Lake

Magistrate stated he knows of no use of Chilkoot above the lake.

Ferebee River

Magistrate stated the upper part of the Ferebee is not used.

Takhin and Chilkat Rivers

Have commercial use as route of transportation by a local iron company.

Both Magistrate and his clerk stated that wherever airboats are used, canoes are used by recreation guides, miners, commercial trappers, timber people, and recreationists.

Gary Saupe, Department of Natural Resources, State of Alaska, Division of Forest, Land, Water Resources stated the following in response to the question "who uses these rivers?":

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He'd been almost to the Canadian border himself. He stated the natives go further.

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People ski the river when it's frozen for recreation and to get to the cabins. Ronny Martin guides out of the Takhin River. Tommy Kassak is a native who goes out to the Takhin as a guide service. It is a large river.

Chilkoot and Ferebee

Not that familiar with them. There is a road along the Chilkoot up to Coxes homestead. Before the road, the river was used to carry supplies to build the cabin.

Takhin River

There is no way to get to the river without a boat.

Chilkat River

Tidally influenced, at least to the airport. Tidal influence may continue up to the drainage.

Tsirku River

Quite a flow of water; not certain of use.

Chilkat Lake

Extensively used. One of the few clear water lakes. Not glacial melt.

Lizabeth Hakkinen, Haines Museum. Museum curator was not in when we visited the Haines museum. We found a brochure which showed that the "Chilkat Guides Raft Trips and Guide Service" has one, two, and three day trips on the Tsirku River.

Chilkat River

One day trips.

Tatshenshini and Alsek Rivers

Eleven day trips.

The museum outlined the history of the development of Haines. The Tlingit Indians settled the area prior to 1879. The Tlingit Indians "established as a powerful tribe ... but also had established a thriving trading business with tribes east and north of the mountains before the earliest recorded white man had arrived in the area." Various displays at the museum show the rivers in the area, specifically the Chilkat, Chilkoot, and surrounding rivers as routes of trade, travel, and commerce. The newsletter from the museum is attached. It contains relevant information.

g. Land Status

The MTPs were checked and showed no claims present on the Ferebee River although Star Bronczyk had examined a Native allotment claim on the Ferebee River. There are claims on the Chilkoot River and Chilkoot Lake. Evidence of historic use by natives is substantiated by native allotment claims in the area. An extensive discussion of use of the waterbodies is under the "field report" section.

h. Maps

A 1:63,360 Skagway map is attached.

i. Physical and Commercial Susceptibility

A search of all known historical information concerning these rivers was not possible. The information listed in the AEIDC material as well as additional information was read. The Chilkoot River has a gradient which would seem to limit its use to transport commerce beyond Mr. Cox's homestead. The MTPs were checked by Bob Wiseman who accompanied me on the field trip. He was aware of the existence of the homestead. He located it on the MTP. Mr. Saupe, Department of Natural Resources for the State of Alaska stated he believed the Chilkoot River to be navigable up to Mr. Cox's homestead. It is common knowledge to Haines residents that Mr. Cox transported all of the supplies to build his cabin across Chilkoot Lake and up the Chilkoot River to his homestead. These facts were considered in the determination made concerning the navigability of the river. Mr. Cox's use makes the river navigable up to the northern boundary of Sec. 22, T. 28 N., R. 57 E., CRM.

Although Mr. Cain, Alaska Fish and Game Department stated he believed the river navigable to the Ferebee Glacier, he also stated he knew of no known use of the river for transportation beyond Cox's homestead. He did say he found nets for fishing along the river but did not know of the boat use. There is a canyon on the river which appears impassable.

Chilkoot Lake is navigable based on historical use. It is worthy to note that the Indian population in this area around the late 1800s made it a major trade and population center in its day whose reputation was well known to the Hudson Bay Company and other international traders.

The Ferebee River has less of a gradient but has apparently not been used for commerce nor is it currently used to transport goods. Its source is a glacier and it is the furthest river to the east of the city of Haines. There was no testimony to support a determination of susceptibility for transportation of commerce in the future.

Because of the extensive historical information and personal interviews, a thorough discussion of physical characteristics of the rivers was considered unnecessary and has not been included in this report.

2. Recommendations

Based on the foregoing, it is recommended that Chilkoot River is navigable to Sec. 22, T 28 S, R 58 E, CRM and Chilkoot Lake is administratively determined to be navigable. There is a portion of Chilkoot River by the mouth of the river that must be portaged due to the presence of large boulders. It is recommended that the Chilkoot River be navigable its length up to Sec. 22, T. 28 S., R. 58 E., CRM. This recommendation is consistent with the Garner memo which discusses impairments to navigation and their effect on navigability determination. All other fresh-waterbodies in serial no. A063034 are non-navigable. All tidal waters within the selection area are considered navigable under the Submerged Lands Act (67 STAT. 29, PL-31, May 22, 1953). The mean high tide line will be established at the time of survey.

Serial No.

Legal Description

Recommendation

A063034

T. 29 S., R. 58-59 E., CRM
T. 28 S., R. 57-58 E., CRM

Chilkoot Lake is navigable.
Chilkoot River is navigable to
the northern boundary of Sec. 22,
T.28 S., R. 57 E., CRM. Ferebee
River is non-navigable. All other
fresh-waterbodies in the township are
non-navigable. All tidally influenced
waterbodies are navigable.

V. Summary of Recommendations

<u>Serial No.</u>	<u>Legal Description</u>	<u>Recommendation</u>
AA-208	T. 30 S., R. 58-59, CRM	Chilkat River, Chilkat Lake, Klehini River, Tsirku River are navigable to the border. Takhi River is non-navigable. All other fresh-waterbodies in the township are non-navigable. All tidal waters are navigable.
A063034	T. 29 S., R. 58-59 E., CRM T. 28 S., R. 57-58 E., CRM	Chilkoot Lake is navigable. Chilkoot River is navigable to the northern boundary of Sec. 22 T. 28 S., R. 57 E., CRM. Ferebee River is non-navigable. All other fresh-waterbodies in the township are non-navigable. All tidally influenced waterbodies are navigable.

Mary Jane Sutliff
Mary Jane Sutliff, Historian

May 11, 1980
Date

Janet M. ...
Area Manager

May 16, 1980
Date

Richard W. ...
District Manager

5/19/80
Date

Attachment

Memorandum

To: Assistant to the State Director for Conveyance Management
From: Chief, Division of ANCSA and State Conveyances
Subject: Navigability Review - ADO Report - Skagway No. 1, FY-82

We have received a report from the Anchorage District Office containing conclusions and recommendations as to the navigability or nonnavigability of waterbodies within fourteen townships located within the area shown on the USGS 1:250,000 Skagway quadrangle.

Although the District's report does not specifically state that the State of Alaska's Water Delineation Maps were reviewed, all waterbodies within the subject townships are discussed in the report.

A review has been made of the report for content and consistency with the December 14, 1979 ANCAB decision on navigable waters. I agree with the conclusions and recommendations contained in the report and find them consistent with the ANCAB decision. Your concurrence is requested.

I concur

/s/ ROBERT D. ARNOLD

AUG 11 1982

Assistant to the State Director
for Conveyance Management

Date

cc:

ADO - ²Ma Wheeler

✓
962*SBerg*mmm*08.05.82
MMM 3*I

Memorandum

DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENTIN REPLY REFER TO:
2620 (013)
NAV

To : SD (960)

Date: August 4, 1982

FROM : DM-A

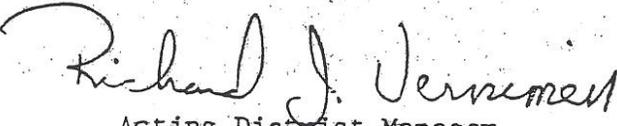
SUBJECT: Navigability Recommendations for State Selections for FY 82
Located on the Skagway Quadrangle - Skagway 1 - FY 82

Enclosed is a report for the State selections for FY 82 located on the Skagway quadrangle. The report area consists of State selections located in and around Skagway and Haines.

Even though only portions of the fourteen townships in this report area are under active selection by the State, all water bodies contained within the fourteen townships (including all U.S. surveys in whole or part) are covered by this report.

The report was written based on a review of available maps and review of AEIDC contract material. There was no on-site field investigation.

We submit this report for your review, signature, and distribution to the appropriate office(s).


Richard J. Verneen

Acting District Manager

1 Enclosure

Encl. 1 Skagway Report No. 1



NAVIGABILITY REPORT TITLE PAGE

Alaska		District Anchorage	
Quadrangle Name and FY Skagway FY 1982		Organization Code 013	Report Number 1
Type of Action Navigability Report		Format	
County Name State of Alaska		Address (include zip code)	
Remarks:			

LANDS INVOLVED

Township	Range	Meridian	Serial Number	Watershed	Acres (est.)
25 S.	R. 59 E.	CRM	A061057(ss)		20,000
25 S.	R. 60 E.	CRM	A061057(ss)		8,000
26 S.	R. 55 E.	CRM	A061132(ss)		20,000
26 S.	R. 58 E.	CRM	A061132(ss)		23,000
26 S.	R. 59 E.	CRM	A061057(ss)		23,000
26 S.	R. 60 E.	CRM	A061057(ss)		15,000
27 S.	R. 58 E.	CRM	A061057(ss)		23,000
27 S.	R. 59 E.	CRM	A061057(ss)		23,000
27 S.	R. 60 E.	CRM	A061057(ss)		23,000
28 S.	R. 59 E.	CRM	A061057(ss)		23,000
28 S.	R. 60 E.	CRM	A061057(ss)		23,000

Subject of report

Recommendations on navigable and non-navigable waters within selected lands
for Skagway quadrangle FY 81.

Prepared by Claggett Wheeler	Title Hydrologist	Date of Report 4 Aug 82
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Skagway Report No. 1 (Title Page continued)

T. 29 S.	R. 57 E.	CRM	A061132(ss)	23,000
T. 30 S.	R. 58 E.	CRM	A061132(ss)	15,000
T. 30 S.	R. 59 E.	CRM	A061132(ss)	<u>10,000</u>
				272,000

NAVIGABILITY REPORT
SKAGWAY QUADRANGLE - FY 82
REPORT NO. 1

I. Primary Policy Guidelines

A. Memorandum from Hugh C. Garner, Solicitor's Office, Washington, D.C. to Director, Bureau of Land Management, "Title to Submerged Lands for Purposes of Administering ANCSA," March 16, 1976.

B. Regional Solicitor's letter dated February 25, 1980, Kandik, Nation Decision on Navigability.

II. Source of Information

A. USGS Quadrangles (Scales 1:63,360-1:250,000)

B. Master Title Plats

Master title plats were consulted to determine land status regarding ownership, withdrawals, power projects, etc.

C. USGS Bulletins

Reports of specific areas published by the United States Geological Survey. These reports are written with geological emphasis but usually cover transportation in the area.

D. AEIDC

The University of Alaska, AEIDC (Arctic Environmental Information and Data Center), under contract to BLM, researched historic information in Alaska and extracted the information relevant to many water bodies in Alaska. The information is arranged alphabetically by named water body. Copies of the contract data are available at the Alaska Resources Library, Anchorage District BLM, Fairbanks District BLM, and BLM State Office.

E. Alaska Regional Profiles

III. Report Area

A. General - Serial No.

1. Location, Development (including land status) and Accessibility

The report area covers all water bodies contained within the townships shown on the navigability title page and the attached map. The fourteen townships of the report area are located on the Skagway quadrangle and are generally grouped around the towns of Skagway and Haines with one outlying township located on the Chilkat River adjacent to the Canadian border. Development within and near the report area is largely located in and around the towns of Haines, Skagway, and the Indian Reservation at Klukwan. Land status is complex as large portions of the report area belong to the private sector, or Tongass National Forest, or the National Park Service, or others.

The genesis of both Skagway and Haines is largely associated with the Klondike Gold Rush. Haines, a logging and fishing community, was the main entry and exit point to Alaska for vehicular traffic using the marine passage. Before the recent construction of a highway linking Skagway to Whitehorse, a railroad built during the Gold Rush from Skagway at Tidewater to Whitehorse and the mines of Interior Yukon Territory, was the only means of access. Before the railroad, the Dalton Trail from Haines and the Chilkoot and White Pass trails from Skagway were the access points from tidewater to the interior. Both

towns have small airports and serve as the northern terminus of the Marine Highway System with generally Haines serving Alaska and Skagway serving the Yukon Territory. A few Native allotments are located along or near the Taiya River. Based on the USGS maps, the author assumes that roads or trails are used for access to the allotments.

2. Previous Reports

By ADO report Skagway #2, FY 1980, which was concurred in by the State Director on June 3, 1980, the Chilkat River and Lake, the Tsirku River and Chilkoot Lake to tidewater, were determined to be navigable. Therefore, this report will not further address these waterbodies. All other waterbodies, however, located within this report area and described on the navigability title page will be covered by this report.

3. Topography

Except for some relatively flat areas located adjacent to the tidewater or within the floodplains of some of the larger streams, the topography within the report area is generally steep and rugged. Elevations range from sea level up to about 7000 ft and glaciers, especially in the northern portion of the area are evident.

4. Water Bodies

Most waterbodies within the report area drain into the Chilkat River, the Skagway River, or the Taiya River. A few drain directly into tidal Taiya Inlet, Lutak Inlet, Chilkoot Inlet or Chilkat Inlet. Typical of the relatively high precipitation and runoff in the area is evident from the USGS streamflow records from the gauging station at Skagway. Over a period of 17 years runoff has measured 51 inches per year. The following lists show named lakes and streams. Glacially influenced waterbodies are designated with a G next to the name of the waterbody. The range of, and gradients when applicable, are also provided.

a. Lakes and Streams

G.	Chilkat	-	Previous Report (P.R.)
G.	Tahini River	-	+60 ft/mile
G.	Kelsall River	-	+500 ft/mile
G.	Tsirku River	-	(P.R.)
G.	Chilkat Lake	-	(P.R.)
G.	Takhin River	-	+30 ft/mi.
G.	Kicking Horse River	-	+60 ft/mi.
G.	Taiya River	-	+10 ft/mi to +1000 ft/mi.
G.	Nelson C.	-	+1000 ft/mi.
G.	West C.	-	+150 ft/mi.
G.	Nourse River	-	+50 to +500 ft/mi.
G.	Skagway River	-	+50 to +200 ft/mi.
G.	East Fork Skagway R.	-	+400 ft/mi
G.	Pitchfork Falls	-	+500 ft/mi.
G.	Goat Lake	-	1½ miles long +300 ac.
G.	White Pass Fork	-	+200 ft/mi.
	Shakuseyi Creek	-	+400 ft/mi.
	Mink Creek	-	+500 ft/mi.
	Johnson Creek	-	+500 ft/mi.

G. Kasidaya Creek	-	+400 ft/mi.
G. Lower Dewey Lake	-	+4000 ft. length -50 acres
G. Upper Dewey Lake	-	+1500 ft length +40 acres
G. Devils Punch Bowl L.	-	+500 ft length -40 acres
Ferebee River	-	Not determinable within report area.
Burro Creek	-	+300 ft/mi.

As can be seen from the above, most streams within the report area are glacially influenced and have steep gradients. Of the named streams only the Taiya River appears to have physical characteristics (gradient about 10 ft/mi.) deserving of further analysis. The unnamed streams in most cases have even more restrictive physical characteristics than the named streams.

Goat Lake, the largest lake within the report area, is perched above treeline at 2915 feet above sea level and appears to have steep undevelopable shorelines. Although smaller, all other named lakes appear to have characteristics similar to Goat Lake. The largest unnamed lake is located in a glacial outwash plain at the headwaters of the Nourse River. Although the lake is at a lower elevation than most of the other lakes within the report area, due to glacial effects, the shoreline is expected to be largely undevelopable.

b. Tidal

Several tidal inlets extend into the report area. Given the steep gradient of most of the streams within the report area the limit of tidal influence probably doesn't extend very far upstream. The mean high tide line will be established at the time of survey.

5. Use Information

The AEIDC contract material in some instances makes mention of a few of the named waterbodies within the report area. Except for Summit Lake and the Taiya River none of the information made mention of use of these waterbodies by watercraft. Instead, the information referred to physical characteristics, or trails or railroads. The one citation regarding Summit Lake is provided below:

ABST IN NOVEMBER OF 1898 THE LAKES AT THE SUMMIT FROZE OVER. MAKING CONSTRUCTION ON THE WHITE PASS RAILROAD EXCEEDINGLY DIFFICULT. (P259) AS ATTACHED MAP SHOWS (PLATE 1). THE WHITE PASS TRAIL TO THE KLONDIKE WENT BY THESE LAKES. STICKEEN BILL. DURING CONSTRUCTION OF THE RAILROAD TO WHITE PASS, "BLASTED OUT A CHANNEL 6 MI LONG THROUGH SUMMIT LAKE" AS SOON AS ICE BECAME ROTTEN IN APRIL, '99. "THIS HE NAVIGATED WITH A 20-FOOT GASOLINE LAUNCH, TOWING A "HOME-MADE DORY" LOADED WITH PASSENGERS AND FREIGHT." (P264) PLATE 1. INTERESTINGLY, SHOWS A FERRY LINE THE LENGTH OF THE LAKE. PLATE 70 SHOWS A SMALL LAKE NEAR THE SUMMIT. PLATE 81: "STATION OF WHITE PASS AND YUKON ROUTE AND SETTLEMENT AT WHITE PASS. 1905" PICTURES AND LABELS SUMMIT LAKE. PLATES 82 AND 83 ALSO SHOW LAKE. PLATE 84: OLD SURVEY MAP, 1904, SHOWS PART OF SUMMIT LAKE. ALL REFERENCES TO "SUMMIT LAKE" ARE INCLUDED HERE: HOWEVER, IT IS EXTREMELY DIFFICULT TO DETERMINE IF REF IS TO SUMMIT LAKE, ALASKA, OR SUMMIT LAKE, CANADA (1:250,000 SKAGWAY).

Review of USGS maps leads the author of this report to believe that at least the larger portion of the lake is in Canada. Even if a small portion of the lake is in Alaska the above information indicates that the commercial waterborne use was of very short duration (gold rush and construction of railroad) and ceased long before Statehood.

Waterborne traffic on the Taiya (Dyea) River is mentioned in several instances. The precise upper limit of waterborne travel is difficult to establish based on the existing information. The following citations are typical of the watercraft use information contained within the AEIDC contract material.

REFN 00575 ABST THE AUTHOR DISCUSSES THE DYEA OR CHILKOOT PASS ROUTE TO THE KLONDIKE. "THE DYEA TRAIL IS PREFERABLE TO ALL OTHERS FOR THE INWARD JOURNEY. THE DISTANCE FROM SALT WATER TO LAKE OR HEADWATERS OF THE UYKON IS ABOUT 27 MILES. AFTER THE ICE PASSES, CANOES MAY BE USED FOR UP TO SIX MILES AFTER LEAVING DYEA." (P152) THE AUTHOR STATES ON A TABLE OF "DISTANCES FROM DYEA, HEAD OF STEAMBOAT NAVIGATION, OVER THE PASS TO DAWSON" TO PTS. FARTHER THAT THE HEAD OF CANOE NAVIGATION TO SUMMIT OF CHILKOOT PASS IS 9 MILES (P224).

REFN 00571 ABST AUTHOR BROWN DISCUSSES THE CHILKOOT TRAIL. "FROM THE LANDING ON LYNN CANAL TO SHEEP CAMP WAS (12) MILES UP THE VALLEY OF DYEA INLET, UP WHICH SMALL CANOES COULD BE ROWED, POLED OR PULLED, AND THESE WERE OFTEN USED TO ASSIST IN DRAWING THE FREIGHT UP MOST OF THE WAY." (P29) "LOOKING BACKWARD FROM SHEEP CAMP WE BEHOLD THE GLACIER-WORK STONECOVERED VALLEY OF THE DYEA RIVER, UP WHICH CAME THE TENS OF THOUSANDS OF KLONDIKE ADVENTURERS IN 1897-8. IN THE MAD RUSH, SOME OVERLOADED, INEXPERIENCED OR RECKLESS DROWNED IN THIS RIVER BEFORE REACHING THIS POINT, OTHERS BECAME SO FOOTSORE, HOMESICK, OR DISCOURAGED THAT THEY RETURNED: STILL OTHERS HAD NO PROVISIONS, ETC. AND THEY RETURNED HOME." (P31)

As can be seen, the Taiya River was difficult to ascend, however, given the transportation modes available at the time (Gold Rush) it offered the best means of moving cargo upriver. Undoubtedly, as provided in some of the other citations, the river was used in its frozen state to sled cargo upstream toward the Chilkoot Pass. In addition, prior to and during the gold rush period natives appear to have used the river in its liquid condition as entrance and exit into the interior. In an effort to establish an upper limit of use on the Taiya in its liquid state, I contacted Dick Sims (a two year resident) and Jake Cable (four year resident) of the National Park Service in Skagway, Alaska. Both of them acknowledged that the river was difficult to ascend. Partly as a result of having to play the tides and partly due to physical characteristics of the river itself. The Park Service kept a 16 foot aluminum flatbottomed boat powered by 2-40 to 50 H.P. outboard propellar units, to assist in maintaining several foot bridges associated with the restored Chilkoot trail. Since snags had to be removed from the river each year before the boat could be used it was more efficient to use the trail for bridge rehabilitation than use the boat and the river.

Bob Spude, a resident of Skagway for two years and a National Park Service Historian, who was involved in historical research associated with the Chilkoot trail, was contacted for additional information. Of the people interviewed he seemed the most knowledgeable concerning historic use of the Taiya River. He confirmed the historic and interview information previously stated in this report. He has worked as a BLM historian associated with the navigability

program and is familiar with the criteria. Although not clearcut, he felt, based on his extensive knowledge of historic use and his understanding of the criteria that the Taiya River is navigable up to the furthestmost upstream junction of the Nourse and Taiya Rivers. He has hiked the Chilkoot and White Pass trails on several occasions and stated that Summit Lake in its entirety is in Canada.

6. Conclusions

a. Navigable Water Bodies

The Taiya River in its natural and ordinary condition was used as a highway of commerce by types of watercraft customary to the area. Although difficult to ascend, it seasonally provided, during and before the Gold Rush, the best available means for entrance into the interior. Since construction of the railroad commercial use on the river ceased, however, if the need arose, similar use could occur again. The Taiya River is accessible from tidewater near Skagway. The Upper Limit should be established at upstream junction of the Nourse and Taiya Rivers. See attached map.

b. Non-Navigable Water Bodies

The lack of use information coupled with the physical characteristics (gradient, depth, width, etc.) of all streams within the report area leads the author of this report to believe that in their liquid state they are not capable of being used as highways for travel, trade, and commerce.

Although most of the lakes are wide and deep enough to accommodate boats capable of carrying small commercial type loads, the absence of actual commercial use information along with land status, or inaccessibility, undevelopable shorelines, or the existing road transportation system, leads the author of this report to believe that in their liquid state they will not be used as highways for travel, trade, and commerce.

Under existing departmental criteria, floatplane use, recreational use, and commercial recreational use (in themselves) do not lead to a determination of navigability.

7. Recommendations

Based on previous BLM reports the Chilkat River, Chilkat Lake and the Tsirku River have been determined navigable. Based on this report, I recommend that the Taiya River be determined navigable up to the upstream confluence of the Taiya and Nourse Rivers. See attached map. I further recommend that all other named and unnamed water bodies be determined non-navigable.

IV. SUMMARY OF ANCHORAGE DISTRICT'S RECOMMENDATIONS

<u>Legal Description</u> <u>Township-Range-Meridian</u>	<u>Serial Number</u> <u>State Selection-ANCSA</u>	<u>Report</u> <u>Name-FY-Month</u>	<u>Area</u> <u>Acres (Est.)</u>
T. 25 S., R. 59 E., CRM	A061057 (State)	SKAG 1, 82 AUG	20,000
<u>Recommendation:</u> Based on this report all waterbodies by administratively determined non-navigable.			
T. 25 S., R. 60 E., CRM	A061057 (State)	SKAG 1, 82 AUG	8,000
<u>Recommendation:</u> Based on this report all waterbodies be administratively determined non-navigable.			
T. 26 S., R. 55 E., CRM	A061132 (State)	SKAG 1, 82 AUG	20,000
<u>Recommendation:</u> Per previous reports Chilkat River determined navigable. Based on this report all others administratively determined non-navigable.			
T. 26 S., R. 58 E., CRM	A061132 (State)	SKAG 1, 82 AUG	23,000
<u>Recommendation:</u> Based on this report all waterbodies be administratively determined non-navigable.			
T. 26 S., R. 59 E., CRM	A061057 (State)	SKAG 1, 82 AUG	23,000
<u>Recommendation:</u> Based on this report the Taiya River be determined navigable up to upstream confluence of Nourse River (see attached map). All other waterbodies be administratively determined non-navigable.			
T. 26 S., R. 60 E., CRM	A061057 (State)	SKAG 1, 82 AUG	15,000
<u>Recommendation:</u> Based on this report all waterbodies be administratively determined non-navigable.			
T. 27 S., R. 58 E., CRM	A061057 (State)	SKAG 1, 82 AUG	23,000
<u>Recommendation:</u> Based on this report all waterbodies be administratively determined non-navigable.			
T. 27 S., R. 59 E., CRM	A061057 (State)	SKAG 1, 82 AUG	23,000
<u>Recommendation:</u> Based on this report the Taiya River be determined navigable. All other waterbodies be administratively determined non-navigable.			

T. 27 S., R. 60 E., CRM A061057 SKAG 1, 82 AUG 23,000
(State)

Recommendation:

Based on this report all waterbodies be administratively determined non-navigable.

T. 28 S., R. 59 E., CRM A061057 SKAG 1, 82 AUG 23,000
(State)

Recommendation:

Based on this report all waterbodies be administratively determined non-navigable.

T. 28 S., R. 60 E., CRM A061057 SKAG 1, 82 AUG 23,000
(State)

Recommendation:

Based on this report all waterbodies be administratively determined non-navigable.

T. 29 S., R. 57 E., CRM A061132 SKAG 1, 82 AUG 23,000
(State)

Recommendation:

Per previous report Chilkat River and Chilkat Lake; and Tsirku River determined navigable. Based on this report all other waterbodies be administratively determined non-navigable.

T. 30 S., R. 58 E., CRM A061132 SKAG, 82 AUG 15,000
(State)

Recommendation:

Per previous report Chilkat River is navigable. Based on this report I recommend that all other waterbodies be administratively determined non-navigable.

T. 30 S., R. 59 E., CRM A061132 SKAG 1, 82 AUG 10,000
(State)

Recommendation:

Per previous report Chilkat River is navigable. Based on this report all other waterbodies be administratively determined non-navigable.

C. M. Wheeler
Claggett Wheeler

3 Aug 82
Date

John W. Merrick
Area Manager

8/4/82
Date

Richard J. Vermorel
District Manager

8/4/82
Date



United States Department of the Interior

IN REPLY REFER TO

BUREAU OF LAND MANAGEMENT

Alaska State Office
701 C Street, Box 13
Anchorage, Alaska 99513

Skagway SS-FY'83-#1
A-060929
A-063842
2628 (962) NAV

Memorandum

MAY 24 1983

To: Chief, Division of ANCSA and State Conveyances (960)
From: Acting Assistant to the State Director for Conveyance Management (913)
Subject: Final Navigability Determination for State Selections Located on the Skagway Quadrangle

Following is the final navigability determination for all water bodies within available federal public lands in two townships selected by the State of Alaska.

A review has been completed on all water bodies located within the following described townships:

<u>Copper River Meridian (CRM), Alaska</u>	<u>Serial Number</u>
T. 28 S., R. 54 E.	A-060929
T. 29 S., R. 57 E.	A-063842

By State Director memorandum dated August 11, 1982, navigability determinations were made for all water bodies located within T. 29 S., R. 57 E., CRM, for State selection serial number A-061132. The State Director determined that the Chilkat River, the Tsirku River and Chilkat Lake are navigable and that all other water bodies are nonnavigable.

Since no determination has been made for water bodies located within the T. 28 S., R. 54 E., CRM, this report will cover all water bodies located within federal public lands in that township. A review was made of the AEIDC contract material regarding use information on the Klehini River and its tributaries. The information describes mining activities on Porcupine Creek as well as on some of the other tributaries to the Klehini River. Sources in the AEIDC material were not specific in regards to mode of transport to the Porcupine mines. An article in the Alaska Journal-Winter, 1975, Vol 5, No. 1 entitled "Porcupine", was reviewed for information regarding travel to the mines.

The following three paragraphs are taken from page 5 of the article.

"Freight and supplies were moved during the winter and early spring. Horse-drawn bobsleds were used when the snows were light, but when the deep snow came they employed dog sleds.

There was a second way to reach the Porcupine in summer. The Chilkat Indians, who had several villages along the Chilkat River, hired out their canoes with themselves as paddlers to ascend the river.

But this could be a highly unreliable mode of transportation, for the Indians sometimes took a miner and his outfit part way up the river, then struck for higher pay."

It is interesting to note that the river was considered unreliable not because of physical characteristics but rather due to arguments over prices.

In addition, a letter dated June 16, 1901 from the Governor of Alaska to the Secretary of the Interior was reviewed for use information. The Governor was contacted by a Mr. Gardiner, who had apparently on a trial basis, taken a steam vessel upstream to Porcupine mines. This upset the local Natives as they felt this action would destroy their industry of supplying the mines by canoe. Mr. Gardiner was so concerned that he contacted the local Army command to see if they would protect his use of the Chilkat and Klehini Rivers. What is interesting about this account is the apparent importance the Natives placed on supplying of the Porcupine mines by canoe. Apparently, no small industry.

It is not surprising given the physical characteristics of the river and the intensity of mining at Porcupine that later trails and even later roads were built that negated the need to supply the mines by river. The existing Haines Highway was built as a route from tidewater to the Interior, for reasons that had nothing to do with the navigability of either the Chilkat or Klehini Rivers. The point is that in the early development stages the Chilkat and Klehini were used as highways of commerce and are, therefore, navigable. All other streams within the report area have gradients greater than 200 feet per mile. The AEIDC contract material contains no watercraft use information on any of the other water bodies within T. 28 S., R. 54 E., CRM. Some of the streams may be used during the ice-free season by recreational type watercraft (kayaks, canoes and inflatable rafts). In addition some streams may be used in their frozen state and some of the lakes may be used by float or ski plane. Under existing departmental criteria, recreational, frozen state and floatplanes uses by themselves do not lead to a determination of navigable.

Based on a previous State Director's determination which covered all water bodies within T. 29 S., R. 57 E., CRM, Chilkat River, Chilkat Lake and the Tsirku River are navigable, and all other water bodies are nonnavigable. Based on this report, I determine that the Klehini River in the township is navigable and that all other water bodies within T. 28 S., R. 54 E., Seward Meridian, are nonnavigable.

/s/ Robert W. Faithful IV

Attachment:
Map (1)

cc:

Navigability Project
State of Alaska
Department of Natural Resources
Pouch 7-005
Anchorage, Alaska 99510



United States Department of the Interior

BUREAU OF LAND MANAGEMENT

Alaska State Office
701 C Street, Box 13
Anchorage, Alaska 99513

Skagway-SS-FY'84-#3
A-060929 (2620)
2628 (962)(NAV)

*revised
Jan 24, 84
no comment
WPS*

JAN 05 1984

Memorandum

To: Chief, Branch of State Adjudication (964)

From: Deputy State Director for Conveyance Management (960)

Subject: Final Navigability Determination for State Selections
on the Skagway Quadrangle

Selected Lands

This is the final navigability determination for water bodies located within T. 29 S., R. 56 E., Copper River Meridian, and T. 29 S., R. 57 E., Copper River Meridian, which have been applied for by the State of Alaska under serial number A-060929.

The townships are located just southerly of the village of Klukwan, and are shown on the USGS Skagway 1:250,000 quadrangle, 1961 ed., minor revisions 1973, and on the USGS Skagway (B-2) 1954 ed., minor revisions 1977 and (B-3) 1954 ed., minor revisions 1963, 1:63,360 quadrangles.

The townships are traversed by the Chilkat River, the Little Salmon River, and the Tsirku River; and contain a large portion of Chilkat Lake. There are tributary streams flowing into these water bodies from surrounding mountains and ridges. The USGS 1:63,360 quadrangles show only one other lake, a small one, located in Sec. 18, T. 29 S., R. 57 E., Copper River Meridian in these townships. It does not appear large enough to support float plane use.

Past Determinations

On June 3, 1980, the BLM made a determination that Chilkat Lake, Chilkat River, and the Tsirku River from its junction with the Chilkat River upstream to Sec. 1, T. 30 S., R. 53 E., Copper River Meridian, were navigable. This determination, made in connection with State selections AA-208 and A-063034, covers the Tsirku River in both of the subject townships.

On August 11, 1982, the BLM made a determination that the Chilkat River, the Tsirku River and Chilkat Lake were navigable in T. 29 S., R. 57 E., Copper River Meridian, and that all other water bodies in this township were nonnavigable. The determination was made in connection with State selection A-061132.

Finally, on May 24, 1983, the BLM reaffirmed that only Chilkat River, Chilkat Lake, and Tsirku River in T. 29 S., R. 57 E., Copper River Meridian, were navigable. This reconfirmation was made in connection with State selection A-063842 (see Skagway-SS-FY83-#1).

Water Body Specific Information

As interpreted from the USGS Skagway (B-3) quadrangle, gradients of most named and unnamed lineal water bodies (except Tsirku River) in T. 29 S., R. 56 E., Copper River Meridian, are very steep, in the range of 750 f.p.m. to 1,660 f.p.m. Those lying in the valley close to the Tsirku River are less steep, ranging from 50 f.p.m. to about 55 f.p.m. These latter flow for relatively short distances with these lower gradients, and those that originate in mountainous areas outside of this township rise rapidly as their distance to their sources decreases.

Most of the low-lying area in T. 29 S., R. 56 E., Copper River Meridian, has been patented to the State of Alaska. The beds of Little Salmon River and Chilkat Lake outlet were included in the area patented to the State in Tract B, U.S. Survey No. 3708. No settlement claims appear on the Master Title Plat in the unpatented areas.

Summary of Determinations:

These determinations apply only to water bodies or segments of water bodies currently under Federal jurisdiction.

I affirm the earlier determinations that the Chilkat River, the Tsirku River, and Chilkat Lake are navigable in these townships and that all other water bodies in T. 29 S., R. 57 E., Copper River Meridian, are nonnavigable.

I also affirm that Tsirku River and Chilkat Lake in T. 29 S., R. 56 E., Copper River Meridian, are navigable. I determine

all other water bodies in the township to be nonnavigable, as their physical characteristics show they are not susceptible to use as highways of commerce, over which trade and travel could occur.

/s/ Robert W. Arndorfer

cc:

Retained Lands Unit - Navigability
Division of Land and Water Management
Alaska Department of Natural Resources
Pouch 7-005
Anchorage, Alaska 99510

Title Administration
Division of Technical Services
Alaska Department of Natural Resources
Pouch 7035
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Skagway-SS-FY'84-#3
Summary of Determinations

A-060929 T. 29 S., R. 57 W., Copper River Meridian

Chilkat River, Tsirku River and Chilkat Lake are navigable.
All other water bodies are nonnavigable.

A-060929 T. 29 S., R. 56 E., Copper River Meridian

Chilkat River and Chilkat Lake are navigable. All other water
bodies are nonnavigable.
