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We circle left. That one structure is the structure of bird on the side is the formal hospital. They had a hospital, and a post office, road house. Coastal area bluff, We are along coastal area subject to white out, dangerous flooding, trail move north.

Bluff absentee owners San Diego Structure is owned by some doctors, off shore is by a group out of San Diego. Structure is by a group of doctors from outside.

ARC shelter cabin at the summit of Portage Creek and \_\_\_\_\_ by the Portage road house. The trail evident that the trees on the Portage Road outside of the long structure at the Portage road house. Trail out from Elamu cross to approximately Iron Creek. It's right in the upper part of the \_\_\_\_\_.

Joe Furry Senior informant Elim, a sizable settlement presently at Iron Creek, it looks like an FAA station, towards not Iron Point, Moses Point after the aid station. Put out location, unknown, Community of Cache at Moses Point itself.

Isaccs Point, Dexter Point, two predominant landmarks. Informants in Koyuk, Charlie Apfik, informant at Koyuk. Little evidence of the trail tells that the Ungalik road house presently erase trail cuts from Koyuk to Round Top Mountain and into Shaktoolik and then makes a break. The road house in Egavik is an old reindeer station. Road house sheltered cabin. Timbered tepee structure, called a poor man structure.....inch north of Egavik. Egavik, large galvanized tin warehouse, secluded inseam warehouse, occupied by an old timer as fish camp of the Unalakleet \_\_\_\_\_ Point, related to \_\_\_\_\_.

*Egavik Roadhouse  
AOB-527*

As the wind gets.....below the base of the building moves along the coast, Unalakleet, Egavik, Ungalik, Koyuk, Moses Point, Cache, Golovin, Nome, Fort Davis. Studied various FAA stations sights

Tape # 2

STEVUS PETERSON  
ORAL NOTES

Second interpretive sign out of Nome on the existing road by Alaska Department of Transportation, Fort Davis. Fort Davis, located on the east side of Nome River and its confluence with Bering Sea or Norton Sound was established following the gold rush at the end of the last century. Gold was discovered on Anvil Creek in September of 1898, Anvil City later to become Nome, did not exist and there was no established local civil government.

In the spring of 1900 construction started on Fort Davis and during June units of the 7th Infantry US Army, took station at the new post. Their mission was to maintain law and order during the trouble times of claim jumping and litigation. Prior to this time soldiers from St. Michaels, 100 miles to the South had been assigned here. The first Alaska Air expedition, a squadron of four planes commanded by Captain St. Clair Streett, left Mitchell Field in New York on July 15, 1920, landed on the old parade ground at Fort Davis and returned to Mitchell Field on August 26, the development of air transportation in the area soon started thereafter.

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

On sight at the Dixon Railroad Crossing, the remains of several trains, railroad carriages, I guess from box cars and such. One large structure remaining, galvanized metal on pole frame foundation. Inside is found crates of several pumps in crate bed springs, hatches for some sort of a ship metal framing, looks to be new, miscellaneous engines, light portable pumps, wreckage of three