

The Tripod



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The Iditarod Historic Trail Alliance is an equal opportunity program provider and employer.



The Trail for all Seasons

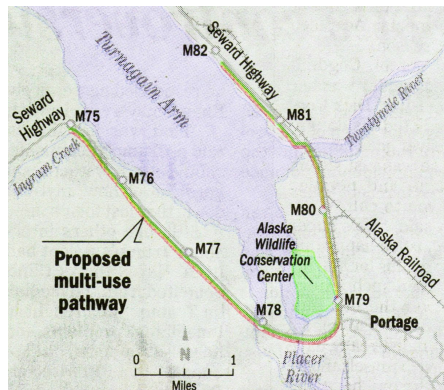
The Iditarod Historic Trail Alliance promotes public awareness of the Iditarod Trail and its gold rush and Alaska Native heritage by encouraging education programs and historical research, assisting in the protection, improvement, maintenance and marking of the trail and developing partnerships that foster stewardship commitments and support.



2017 membership dues due

Our membership year runs from September to September and dues for 2017 are now due. A membership application is enclosed.

Proposed pathway around Turnagain Arm



The Chugach National Forest has secured a grant to create a pedestrian and bike pathway alongside the 7 mile stretch of the Seward Highway, from Mile 75 to 82, where the road curves along the tip of Turnagain Arm.

Alaska receives about \$500 million in federal highway transportation funding every year, allocated into different aspects and projects. This

particular grant is called the Alaska Transportation Alternatives Program.

The pathway is one of 15 to receive a grant from the state Department of Transportation and received by far the most money, about half of the \$15.7 million awarded.

The time line is multiyear and the project is not yet "shovel ready." The departments's term for a project that is ready for the construction phase.

Around \$7 million of the federal funding has been put aside for the pathway and the Chugach National Forest must secure a local match of \$1.7 million from other agencies.

The pathway is being created in conjunction with a state project to expand the highway from Mile 75-90. In that separate project seven bridges will be replaced and one will be rehabilitated, widening the bridges to allow for the pathway. The road will be resurfaced, new passing lanes will be added, some of the curves realigned and new parking areas will be built to accommodate recreational pursuits, in particular the hooligan fishing.

When built this pathway will fill a large gap in the Iditarod Trail between Seward and Girdwood.

Dedication of Wada statue

The dedication of the Jujiro Wada statue in Seward will take place at 1 p. m. on Friday, September 23, rain or shine. The statue is located at 6th Avenue and Railway Avenue. A reception will be held after the dedication at Zudy's Cafe, just to the west of the statue.

From the past...

"Iditarod Pioneer" September 3, 1916

PASSENGERS ON AUTO-CAR HAVE INTERESTING TIME

About fifteen passengers from Flat to Iditarod on the auto-car which left the creek city on Sunday evening last had a most interesting experience and one which they will recall with no particular degree of pleasure for some time to come.

Early risers on Monday morning last were somewhat startled by observing several persons moving from the direction of the tramway carrying suit cases and other luggage, giving the appearance of an early morning train arriving at its destination and disgorging its passengers after an all-night run. They were mostly persons bound for the Outside, and while they had not been traveling all night, they had spent the hours between 10 o'clock Sunday night and 7 o'clock Monday morning endeavoring to make the eight-mile journey. Like true Alaskans, however, they took the experience good-naturedly as one of the unavoidable incidents to travel in Alaska.

After leaving Flat everything went well with the auto until within a short distance of the summit roadhouse when the engine went peluk. Every effort to start it proved unavailing and it was then found that the roundhouse man who has charge of the rolling stock at night had forgotten the essential of filling the gasoline tanks. Dave Mutchler, who was the engineer, undertook to return to Flat on foot to procure gasoline. The passengers repairing to Bismarck's roadhouse to await his return with as much comfort as possible under the circumstances. Mr. Bismarck was awakened to provide for his crowd of unexpected

guests.

The night was raw and chilly, and preparations were made to build a fire, when it was discovered that Bismarck's supply of fuel had all been consumed before he retired; but as there was plenty of timber in the vicinity of the roadhouse and an ax having been found, the travelers eventually secured enough fuel to build a rousing fire to thaw out their numbed limbs. Bismarck's limited number of bedrooms was soon filled, and those unable to secure beds picked out soft boards in the vicinity of the stove and prepared to sleep until the arrival of Dave Mutchler and the gasoline. But the emergency woodchoppers had not been over enthusiastic at their task, and soon the fire died out. When this happened the man who suffered most keenly from the cold would go out and rustle enough fuel to start a blaze, which would last until another man awoke in a half-frozen condition, when the operation was repeated, with the result that all night the slumbers of the travelers was disturbed by the intermittent cutting of wood and kindling of fires.

When morning dawned Dave Mutchler made his appearance, riding a mule and carrying a can of gasoline, and joy reigned in the hearts of the travelers. It was short-lived, however, for the engine refused to operate.

The foresight of Dave in bringing the mule was commended for that useful animals hitched to the car and by his aid the tired and grouchy bunch was landed in Iditarod in time for breakfast.

This Place Matters Alaska

The Office of History and Archaeology has *#ThisPlaceMatters Alaska*, an interactive map on its website, for the public to view and add photos of historic properties around the state. The site can be viewed at *#ThisPlaceMatters Alaska* and you can find out how to add historic sites to the map. There are a lot of historic sites along the Iditarod Trail that should be on the map.

Mining History Association meeting

The Mining History Association is holding its 2017 conference in Fairbanks next year, June 15-19. The Program Committee is soliciting for proposals on any topic or aspect of mining history, with particular encouragement of presentations that address mining history in Alaska or the Far North. The proposal deadline is November 30, 2016, and should be sent to Eric Nystrom, Program Chair at eric.nystrom@asu.edu

Correction to the correction

The correct spelling for the homestead road builder mentioned in the July newsletter in the article about the right-of-way case is Chuck Sassara.

Upcoming:

- iTREC! fall workshop in Seward November 4-6
- Alliance annual meeting in Anchorage November 30-December 1