

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.



2019 dues now due

Alliance membership dues for 2019 are now due. A renewal form is enclosed with the newsletter.

This is also a good time to upgrade your membership level and to recruit new members to the organization.

Every member is an important part of our mission to preserve, protect and promote the Iditarod National Historic Trail.



Comments sought for proposed path along the Seward Highway

Comments are due by September 26 on the proposed Portage Curve Multi-Modal Connector Path along the Seward Highway between Ingram Creek and an area north of Twentymile River.

In addition to constructing a critical piece of the Iditarod National Historic Trail, the proposed project will provide a safe path separate from the Seward Highway. This accessible infrastructure will facilitate ongoing year-round recreation in the Portage Curve area.

The project will include the addition of trailhead parking areas and connections to other recreational facilities such as the Alaska Railroad Corporation and the Alaska Wildlife Conservation Center. The project will also provide safe access to proposed parking areas that will serve the subsistence hooligan fishery north of Twentymile River. The Chugach National Forest is preparing an environmental assessment for the Portage Curve Multimodal Connector Project.

For more information go to: <http://www.fs.usda.gov/projects/chugach/landmanagement/projects>. Submit comments to Tim Charnon, Ranger, Glacier Ranger District (tcharnon@fs.fed.us).



Donlin gold project gets key permits

The Army Corps of Engineers and the Bureau of Land Management have issued permits for the Donlin Gold Project in southwestern Alaska after a six-year environmental review of the project. The Corps issued a permit allowing Dolin Gold to place fill material such as gravel, into U. S. waters. The Corps said an

estimated 3,500 acres of wetlands and 226,000 linear feet of streams would be impacted. The Bureau issued a permit for a pipeline right-of-way over federal land.

Donlin Gold still must seek scores of individual state and federal permits.

From the past...

"Seward Weekly Gateway" September 22, 1911

GOODWIN PLEASED WITH COMPLETED ROAD WORK

"What construction work has been done on the Seward-Iditarod road is well done," said Superintendent Walter L. Goodwin to the Gateway man last evening, upon his return from an inspection of the route from Susitna to Happy river. When Mr. Goodwin departed from here five weeks ago, it was his plan to go as far as the Kuskokwin country, there to meet the Giddings party, constructing the road from Iditarod City toward Seward. Harassing delays and obstructions, over which he had no control, forced him to forego this plan.

Mr. Goodwin reports that a good road has been completed from Susitna to the mouth of Happy river, a distance of eighty miles, almost in a direct line. This work was under the immediate direction of foreman Kinney, the survey being made by the superintendent. At the mouth of Happy river, it was decided by Mr. Goodwin to stop construction work for the season. The proposed route would take the road along the benches of Happy river. To scout out this route so as to have it take the most feasible course would require more time than was at Mr. Goodwin's disposal. A large monument was placed at the mouth of Happy, warning travelers to follow the former route from thence on to the divide, that is, follow the water courses. Next season the bench road will be completed. While it will shorten the distance somewhat and be more desirable for traveling, it is not an important part of the road work, in that the river affords good mushing aside from such times as overflows may occur.

Foreman Kinney's force was laid off with the exception of Kinney and four men, who were assigned to the duty of cruising out a tangent from Susitna to Knik. This route will be blazed out and if funds are available the road will be completed this fall. The new route will take an air line course

from Knik to Susitna, the distance being twenty-six miles. The present route is thirty-six miles and is good traveling in the winter time.

Mr. Goodwin reports that substantial roadhouses are being built at intervals along the route, from Susitna to the divide. From the divide to Iditarod City roadhouses are already completed. Seventeen miles out of Susitna, on the cut-off trail, Mr. and Mrs. Dyer are putting up a good log structure and conveying supplies for the winter trade. At Squentna* crossing Fred Byer and partners are completing a two-story roadhouse building. Opposite the mouth of Hays river Charles Ostell, known as the "mountain climber," has a fine roadhouse building. Three Dutchmen, whose names are not known, are building a substantial, two-story roadhouse two miles up Happy river. Joe Donnelly has a good stopping place sixteen miles up Happy river. Anderson & Larsen are located at the mouth of Pass creek, with a comfortable place for the musher. Over the summit of Rainy pass, in the Kuskokwim country, Dick Malik, who accompanied the road commission crew, has purchased the roadhouse of Freese & Richardson and is getting in supplies for the winter travel.

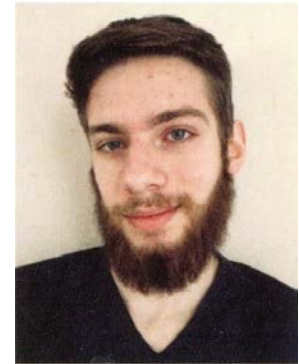
* now spelled Skwentna

Trail Interns

The Partnership for the National Trails System, in collaboration with the Bureau of Land Management, National Park Service, and U. S. Forest Service, awarded 20 National Trail Intern Grants for 2017-18.

These grant opportunities totaling \$190,000, create opportunities for young adults to become involved, or further involved, to help strengthen the capacity of the organizations and agencies that administer and manage the national scenic and historic trails.

Jacob Torres, age 19, is one of these interns. He is the Iditarod National Historic Trail Communications Intern. He provides media gathering, distribution and outreach relating to the 40th anniversary of the Iditarod Trail being designated as a national historic trail and the 50th anniversary of the National Trails System.



Jacob Torres