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TITLE: Charles Weller Collection

COLLECTION NUMBER: B1974.040

OVERVIEW OF THE COLLECTION

Dates: circa 1930-1949

Extent: 149 items

Language and Scripts: The collection is in English.

Name of creator(s): Charles Weller

Administrative/Biographical History:

Charles Weller worked for the Alaska Railroad and Alaska Road Commission in the 1930s and 1940s. Nothing else was known about him at the time of processing.

Scope and Content Description:

The collection consists of 149 black-and-white photographs and real photo postcards of Alaskan scenes, most bearing extensive typescript captions. There are many photographs of Alaska Railroad employees, and of miners at various locations. Of particular note are three photos of the Soviet crew sent to search for missing pilot Sigizimund Levanevsky in 1937 (.23-25). For more information, see Detailed Description of Collection.

Arrangement: Loosely arranged by subject

CONDITIONS GOVERNING ACCESS AND USE

Restrictions on Access: The collection is open for research use.

Physical Access: Original items in good condition.

Technical Access: No special equipment is needed to access the materials.

Conditions Governing Reproduction and Use:

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Preferred Citation:

Charles Weller Collection, Anchorage Museum, B1974.040

ADMINISTRATIVE INFORMATION

Acquisition and Appraisal Information

Donated by Charles Weller in 1974.

SUBJECTS

Weller, Charles
United States. Navy
Alaska Railroad
Alaska Railroad—Employees
Fern Gold Leasing Co.
Railroads—Alaska
Transportation—Alaska
World War, 1939-1945
Airplanes—Alaska
Aeronautics—Alaska
Agriculture—Alaska
Animal culture—Alaska
Strikes and lockouts—Alaska—Anchorage
Canneries—Alaska—Anchorage
Sled dog racing—Alaska
Winter festivals—Alaska
Mines and mining—Alaska
Anchorage (Alaska)
Fairbanks (Alaska)
Coldfoot (Alaska)
Dutch Harbor (Alaska)
Graehl (Alaska)

Hatcher Pass (Alaska)
Holy Cross (Alaska)
Juneau (Alaska)
Ketchikan (Alaska)
King Cove (Alaska)
Kodiak (Alaska)
Nenana (Alaska)
Olney (Alaska)
Ouzinkie (Alaska)
Seldovia (Alaska)
Seward (Alaska)
Unalaska (Alaska)
Willow (Alaska)
Wiseman (Alaska)
Koyukuk River (Alaska)

Detailed Description of the Collection

.1 – Cathryn Metrokin Porter, wife of Harry Porter. She was the sister of Metrokins at Kodiak. Harry Porter, ARR machinist, was the first white child born in Nome. Taken at Curry, Alaska, in 1939 with Mike, her famous trained cat [young woman standing in field holding cat]

.2 – Margaret and Philip Hertz—an Alaska RR fireman and engineer, now retired. Taken during the war years. Taken in the back of our house [man and woman standing next to house. Print date stamp: Brown Photo Service, Minneapolis, Minn., Mar 13 1945]

.3 – Spencer Glacier from Alaska Railroad train out of Seward in 1937 [rear of railroad car in foreground]

.4 – Rock slide on Alaska Railroad tracks near Curry (south of there) the white granite on the tracks is from a large stock which runs throughout those ranges and was the source of the rip-rap along Turnagain Arm and Seward Harbor railroad right of way to protect from salt water erosion and decay [crewmen breaking and removing rocks from tracks]

.5 – Alaska RR brakeman Miller on left, his wife and Peter Funkhouser another RR brakeman at Seward harbor in 1938. U.S. Naval cruiser Salt Lake was visiting that summer. Peter retired as conductor about 1970 from Alaska RR [three people standing near Resurrection Bay, Navy ship U.S.S. *Salt Lake City* anchored in background]

.6 – Unloading cargo from U.S. Army transports and Alaska SS vessels, Alaska Railroad dock at Seward, 1940. Robert Liese (later became CAA communicator) and Quartermaster Corps civilian cargo inspector, summer of 1940 [two men standing on dock with wooden barrel and other cargo, heavy machinery being unloaded behind them]

.7 – Lawing and some of Nellie Neal's property site – she had a young bear tied up near the little cabin on Kenai Lake; this is in 1938 [Alaska Nellie's log cabin, lake in background]

.8 – Among the first U.S. Army troops to disembark at Seward in 1940 to form advance cadre first upon Fort Richardson – for Elmendorf; the building rear left was the Arcade, apartments and offices which burned with other parts of Seward late in 1941 [men sitting on Alaska Railroad platform at Seward depot]

- .9 – Unloading off Army cargo at Seward, 1940 – Alaska RR dock [military truck being hoisted off ship]
- .10 – Charley Weller Anchorage, Harry Mikami Anchorage, Harry Porter Anchorage, Harry Motschman Fairbanks, at Ferry station, Alaska Railroad, en route to Fairbanks 1939 – ARR passenger train [four men standing next to train, one wearing conductor's uniform, two wearing suits and ties, one wearing casual clothing]
- .11 – Alaska RR crew – at left Jack Ryan engineer, Joe Hoffman fireman and Frank Lyman a brakeman at that time. This was in 1940 [three men wearing overalls leaning against railroad locomotive]
- .12 – Two Alaska RR freights and steam rotary snowplow at Cantwell in 1938 [view from top of railroad car, buildings in distance]
- .13 – Old Alaska RR power shovel (steam) #7, a Panama Canal import at Bird Point rock pit south of Anchorage in 1937. The train conductor John Nordby is in the white cap; do not recall the others' names. The hand-turned jacks on each side were turned by the jackmen who are standing on the ground. This shovel dug rip-rap for right-of-way ballast which would be shielded by granite fr. Curry [crewmen posed on steam shovel No. 7]
- .14 – Old Panama type #7 Alaska RR steam shovel loading shale rock at Bird Pit in 1937; it moved on rails and was stabilized by outrigger handscrew jacks on either side; this old chain dump type of car was obsolete even then and hauled mostly along Turnagain Arm [steam shovel No. 7 in operation]
- .15 – Alaska RR engine #620 coaling up at Broad Pass water & coal station in 1939 [locomotive on tracks in winter]
- .16 – Alaska RR section foreman on left, on right Paddy Welch Jr. repairing trestle into Emard Cannery dock, 1938, Anchorage [four men working on wooden trestle bridge, fish scow in background]
- .17 – Alaska Railroad passenger crew out of Seward to Anchorage – fireman Phil Hertz on left, Clarence Thatcher, a Seward man, the engineer in the middle, and Frank Curran, a very famous railroad conductor on the right. This was in 1940 taken in the freight yards at Seward [three men standing next to railroad car]
- .18 – Sudden late summer washout on Lowell Creek, Seward, 1940. Bridges and railroad track washed out on short notice [debris piled in rocky river bed]
- .19 – Willow, Alaska, from the railroad tracks in 1937 [three buildings in foreground, mountains in distance]
- .20 – Charley Matheson, Alaska Railroad's high-speed locomotive engineer and the #701 – one of the largest steam locomotives of the line. Picture is in 1938. He delighted in rushing a passenger train full speed into Seward or Anchorage yards and expertly controlling air brakes to a perfect, smooth stop direct in front of passenger depot. After retiring he sold realty in Long Beach, Calif. [man posed next to locomotive 701]
- .21 – From Alaska RR loop in 1937 [Bartlett Glacier]
- .22 – Left to right – Rad Adams, agent/dispatcher Seward, unidentified, Philip Hertz fireman and son Dick, his wife Margaret, engineer Mike Deegan at Seward ARR station, 1941 [group posed outside depot]
- .23 – This is the Russian crew searching from their American model Sikorsky amphibian out of Barrow and Fairbanks for Capt. Levanevsky. He was never found. The plane later flew to

Providenya Bay, East Siberia, and was disassembled for shipment by vessel and over the railroad (Trans Siberian) to European Russia. Smirnov is at the right, he was the civilian agent and interpreter for this team who came from their embassy in Washington, D.C. 1938 [seven men posed next to Sikorsky S-43 airplane during search for Soviet pilot Sigizmund Aleksandrovich Levanevsky]

.24 – This is the Soviet flag of the Russian search delegation searching for the lost Capt. Levanevsky of Russia. To the right is Joe Crosson, Bobby Sheldon, famous mayor of Fairbanks is holding one corner of the Soviet flag; then Mr. Smirnov who was an attaché from the Soviet embassy in Washington, D.C.; Grace Bailey, who was Miss Alaska (an Anchorage girl), Mayor Collins of Fairbanks in the fur coat – behind the mayor unseen is the Russian plane crewman holding up his end of their flag. This is taken at old Weeks Field, downtown Fairbanks in 1937. Plane is a PAA (Pacific Alaska-Pan Am) possibly an Electra Lockheed [four men and woman wearing Miss Alaska sash and fur parka standing in front of flag]

.25 – Russian Sikorsky search plane (American made Sikorsky amphib.) in November, 1937, search for Capt. Levanevsky, Soviet polar flight lost over North Pole – plane is based at Weeks Field, Fairbanks – crewman wanted his picture taken sweeping off snow [man standing on wing of Sikorsky S-43 airplane in winter, ladder under propeller]

.26 – Wien Tri-motor Ford plane at old Weeks Field downtown Fairbanks, 1938 [several airplanes parked outside hangars in winter, Fairchild 71 tail number NC9114 in foreground left, Ford 4-AT Trimotor tail number NC8419 in center, crewman standing next to ladder propped against wing, engines covered]

.27 – This was possibly one of Frank Pollack's planes – his hangar is to the left rear – in 1937, Fairbanks [Bellanca 31-42 Senior Pacemaker airplane tail number NC16707 parked in front of hangar in winter, ladder propped against wing, meat delivery truck at left, Pollack Flying Service hangar in background]

.28 – Harry Mikami of Anchorage; an Alaska U. grad he later became a famous metallurgist back East. He was a fine skier, brother of Flora and Mary Mikami [man on skis posed next to automobile]

.29 – On left, Harry Mikami of Anchorage (later a famous metallurgist in Penna.) he was son of George Mikami, brother of Mary (Smithsonian anthropologist) and Flora (Mrs. Ron Snodgrass of Palmer) and Charley Weller on Ship Creek ice where Elmendorf now is [two men on skis]

.30 – Peterkins' hog farm; part of Tom Peterkin's dairy which was near Martin Arms area – the city water tank sat near the present ANS hospital [pigs in pen, water tower in distance, Anchorage]

.31 – This is picket line scene of first serious attempts by Carpenters' Union to gain recognition – in front of old Providence Hospital when first being built in 1938 by J. MacDonald Co. Picket signs are printed on two of the men. The bare-headed fellow in the front center was Kenneth (Brick) Porter, an Alaska Railroad brakeman then. He was born in Fairbanks, brother of Harry Porter [large crowd gathered, backs to camera, in front of hospital, scaffolding on building]

.32 – Ship Creek and the tide flats in front of old Alaska Railway depot in 1937 – to left are some small fish camp buildings and to the right forward are Emard, Sonneck, and General Fish Co. docks and canneries. [view from mouth of Ship Creek looking west to Cook Inlet, Anchorage. Stamped on verso: Enamel Moen-Tone Prints]

.33 – Toward Anchorage from Emard Cannery dock in 1938. Present area of Gambell St. was vacant then. Old Anchorage Hotel is white bldg. on hill to right [cannery buildings and docks in foreground, with M/V *Discoverer*, tender *Henry J*, and tender *North Cape*, laundry hanging on clothesline near Alaska Railroad tracks at left]

.34 – Anchorage Memorial Cemetery in 1937; the Native plots are with the little memorial houses in the front; the old water tower was then still in use near 3rd and Gambell – then it was brush land and a dairy and pork farm easterly [view looking northeast, grave markers and Dena'ina spirit houses in foreground, water tower in distance]

.35 – Excavating for the first paving in Anchorage – in 1939, the shovel operator was Mervin Brayton; this is in front of the old White House Hotel on west 4th Avenue near K St. [man operating gasoline-powered shovel, second man standing next to truck, hotel in background]

.36 – Charley Weller playing with tame ranch mink at Peterson's mink farm located where west runway of Elmendorf later was layed; this is in late 1938 [man sticking fingers through wire fencing of cage]

.37 – An early Rendezvous Eskimo blanket toss; this is near the junction of 7th Ave and C St, Anchorage, 1939 [large crowd of spectators gathered around group of Alaska Natives, possibly performing Messenger Feast Box Drum dance]

.38 – Blanket tossing by old Park Hotel (city ball park), Anchorage, 1937 [large crowd of spectators gathered around group of Alaska Natives standing on ice rink, Park Hotel in background at left]

.39 – Two cannery scows on flats waiting to go out for fish, summer of 1938; site of Emard Cannery (now Fidalgo), Anchorage [two boats at dock, *Katherine Kane* at left]

.40 – Steerage passengers on bow of the SS Yukon in October 1939; most of us came to Alaska this way [men on ship deck, mountains on coastline in distance]

.41 – The old Alaska RR coach and backshop sheds – these burned in the winter of 1940 – the coach car repair shed on the right remained till after World War II (Anchorage 1938) [view looking east down railroad tracks to railroad yards]

.42 – Heinie Berger's *Discoverer* on the left and the *Kasilof* on the right, off Anchorage in 1937 [two fishing boats in Cook Inlet]

.43 – 1st man is Leslie McClurken, and Alaska RR trainman; about 1940 near Fire Lake [two men fishing in marshy area, Eagle River]

.44 – This was the ill-fated *Patterson* which brought building supplies in for old Providence Hospital and Central High School (now City Hall Annex) in 1938 and sank in a storm in Stephens Passage off Juneau on one of her return trips [ship in Cook Inlet in winter at low tide]

.45 – Christianson Road in 1938; Dr. Seeley had the white house on the left corner; Archie Lewis home was on the right side; this is below Elks' Bldg. [buildings and unpaved streets in Anchorage residential area, boardwalk and white wooden fence at right. Stamp on verso: Enamel Moen-Tone Prints]

.46 – Anchorage, *Princess Pat*, a trading boat to load on sacked Matanuska coal at old Emard dock; Sonneck Cannery is to rear, 1937 [boat at dock next to truck filled with sacks of coal, General Fish Co. Cannery in background. Stamp on verso: Enamel Moen-Tone Prints]

.47 – Old Sackets Harbor, half of ship, moored at Anchorage near Ship Creek for city electrical power about 1947 [view down dock to S.S. *Sackett's Harbor*]

- .48 – At the old Broe Ranch at Eklutna Flats – Kenneth Porter and his older brother Harry – in 1939. Harry was the first white child born in Nome. He was machinist for Alaska Railroad roundhouses [two men holding sheep, standing in log pen near hay]
- .49 – Knik River bridge when first built, 1935 – Matanuska A.F. Ghilione, engr., Alaska Road Comm. (U.S. Dt. Int.) [view up river to bridge in distance]
- .50 – F.J. Frank Porter, feeding geese at Broe Ranch, Eklutna, 1939. He had been a gold rusher to Nome and also to Goldfields, Nevada, and to Fairbanks [man holding basket feeding flock of geese in winter, wagon wheels in background, mountains in distance]
- .51 – Off the dock from Alaska SS Yukon at Ketchikan, October 1939 – much of this dock has been removed and replaced [bird's eye view from ship deck of passengers and automobiles on dock near Alaska Steamship terminal, Ketchikan Dray Co. truck parked near building]
- .52 – Some of the first work at Womens Bay Naval Base construction in January 1941 from aboard Alaska SS Cordova [view from water of dock under construction, pile driver at right, Naval Operating Base, Kodiak. Cf. .79]
- .53 – Selling Indian mocassins in Juneau to the SS Yukon passengers, October 1939; most of these buildings have been replaced [elder Tlingit woman and child on sidewalk outside Pioneer Bakery, dolls and mocassins on low table; at AFN 2014, woman identified as Maggie Kadenaha or Kudeinaháa]
- .54 – Children at Holy Cross school they came from villages all over western Alaska, taken about 1944 [school children posed outdoors in winter, probably next to school building]
- .55 – Holy Cross, Alaska, '41. Some of the girl picking Hudson Bay tea [several young women in brushy area]
- .56 – Holy Cross mission, winter '41. It was later mostly abandoned for Andraefski on better ground [postcard. Bird's eye view of mission buildings in winter, church at center, frozen river in background]
- .57 – The girls help pick up potatoes at Holy Cross, '41 [postcard. Several young women in cultivated field in front of church, nun wearing habit and sunglasses standing at left]
- .58 – Picking up potatoes at Holy Cross Mission, '41 [postcard. Young men in cultivated field in front of church, most filling sacks, three with tractor at right]
- .59 – Minook (Minnie) Motschman who was Miss Alaska, from Fairbanks, about 1939. She was the first Native blooded girl to ever be named for this event; she was the sister of Harry Motschman, an Alaska Railroad machinist and well-known hockey player [studio portrait of Alaska Native woman wearing fur parka with zipper]
- .60 – Old dog kennels for out of town teams at Fairbanks, north side of town near sawmill in 1937 [sled dogs in dog yard in winter]
- .61 – Mary Joyce on her arrival, or just after, at Fairbanks on her famous team mush from Juneau/Taku to Fairbanks via Yukon Terr. around 1937 [musher with dog team stopped near spectators, buildings in background]
- .62 – One of the leading race teams coming into Fairbanks in the Carnival races in 1938; this is on the bend of the old University Road (College) just west of Fairbanks [musher and team coming through field, building in background, Fairbanks Ice Carnival]
- .63 – Dog team races at Ice Carnival, Fairbanks, Chena River Bridge, March 1938 [musher and team stopped on river, spectators in background and on bridge]

- .64 – Dog team races at Fairbanks in 1937, old Chena River Bridge [distant view of musher and team at starting line, spectators on river and on bridge]
- .65 – Area of Creamer's Dairy and the land toward Fairbanks from University Hill in 1938 – mostly vacant [bird's eye view of landscape]
- .66 – Fairbanks' Thomas Memorial Library in 1937 [log building exterior, George C. Thomas Memorial Library on First Avenue]
- .67 – Charley Weller, left, Arthur Flatt on right, at Chena Slough, fall of 1937; Flatt was Russian descent and a very capable mechanic at various mining camps and Kotzebue; he died about 1970 at Seattle. He and I had come on the SS Victoria to Alaska at the same time [two men with rifles practicing target shooting on riverbank in winter]
- .68 – The Catholic church built single-handedly by Fr. Monroe, and old St. Joseph's Hospital (Providence) at Fairbanks in 1937 from old Chena R. bridge [Immaculate Conception Catholic Church and hospital in winter]
- .69 – Front Street at Fairbanks at Carnival time in 1937; the Model Café was then on the right corner [street view in winter, with automobile, utility poles, and businesses including Riverside Hotel, Abe Simson's, Fairview Hotel]
- .70 – The famous ice throne, carved and designed out of ice by Pietro Vigna, Fairbanks Exploration's famous Italian engineer for the Carnival King and Queen in 1938 [three thrones at top of stairs carved into snow next to Chena River Bridge]
- .71 – Fairbanks school children in Carnival parade, March 1938 [children with drums passing Lillian's Beauty Salon and Fairbanks Variety Store on Cushman Avenue at Third Street]
- .72 – Wien had brought in this polar bear cub to Fairbanks and he was awaiting transfer by Pan American (Pacific Alaska) and Joe Crosson to San Diego Zoo, 1938 [chained polar bear lying on top of pen]
- .73 – Old Graehl at Fairbanks in 1940 [village buildings in winter]
- .74 – Fairbanks in 1937; the Federal Bldg. and the Northern Commercial Power Plant and Store are in the center at the smokestacks; it was a smokey town then from the hundreds of coal fires and the lowland swamp fogs [bird's eye view of Fairbanks]
- .75 – The old Fairbanks Lumber Co. Plant, on Chena River, at Fairbanks in 1937 [lumber mill buildings in winter]
- .76 – The U.S.S.R. & M. (Fairbanks Expl.) power plant and coal yard at Fairbanks in 1938. This sent power on a radius some 40 or more miles out of Fairbanks to the various electric dredges; the coal came from Suntrana (Lathrop and FE mines) at Healy near McKinley Park Stn. [bird's eye view of United States Smelting, Refining, and Mining Company's coal-fired power plant, with coal pile at left, railroad tracks in center, plant at right]
- .77 – Russian Orthodox church at Ouzinkie, January 1941 [exterior of Nativity of Our Lord Chapel as seen from hill in back, with water in distance]
- .78 – Kodiak Naval base after first groups of buildings installed, early 1941 – from Womens Bay [distant view of Naval Operating Base. cf. .52]
- .79 – Mason Lazelle – later killed in missing plane crash (Matanuska Elec. Ass'n.) taken at King Cove near Cold Bay, en route to Dutch Harbor, SS Cordova, Jan. 1941 [man standing on pile of wood debris, cove and mountains in background. Historian John Bagoy disputes identification as Lazelle]
- .80 – King Cove, Alaska – January 1941, the town along the beach [view of village from water]

.81 – Seldovia, January 1941, off Alaska SS Cordova. All these docks and canneries were removed or destroyed after 1964 [passengers boarding Alaska Steamship Co.'s *Cordova* in winter]

.82 – Entering Seldovia harbor, January 1941, SS Cordova [view of buildings from water]

.83 – Seldovia in January 1941, almost no snow – aboard Alaska S.S. “Cordova” en route to Aleutian Ids. [skiffs tied to docks in foreground, fishing boat in harbor, buildings in distance]

.84 – Dolly LaFerrie, manager of Southern Hotel in Nenana, 1940. These buildings were well deteriorated then. LaFerrie had been an Alaska RR telegraph lineman before that [woman wearing fur coat standing outside hotel in winter]

.85 – Holy Ascension Russian Orthodox Church, Unalaska, January 1941, was seldom used then but was in fairly good condition [exterior of Holy Ascension of Our Lord Cathedral in winter]

.86 – Tug boats and power boats at Dutch Harbor in 1941 – January, beginning building of Navy base [view of harbor from docks in winter]

.87 – Dutch Harbor and some of the management center buildings of the former sheep ranchers, now being used by the Naval Base construction, Jan. 1941 – much of this has since been burned out [distant view of buildings from dock across water]

.88 – Milo Jackovich, now a Fairbanks businessman, shown holding the gold amalgam clean-up from the plates of the MacDougal Fern Gold Lease in the Willow Creek Mtns. above Wasilla – winter of 1937 – just outside the mine mill building. Heavy snows were a main problem there and Mrs. MacDougal’s cat is thinking of that [man squatting down to pose with gold pan outdoors in winter, black cat on snow bank at left]

.89 – Grace Charles, kitchen helper at Fern Mine in 1936, from Nome, married Hjalmar Wallen, 1937 [Alaska Native woman posed outdoors in winter with dog and sled frame]

.90 – The bunkhouse at Fern Mine in 1937 – lots of snowshoes needed up there; a few of us tried skis [exterior of building in winter, snowshoes stuck in snow bank]

.91 – The bunkhouse at the Fern Mine along in January 1937, Willow Creek Mining District [building nearly buried in snow]

.92 – Claude Rogers on left, and Arloe Kessinger on right on skis at Fishhook in 1936; they were mechanics for Alaska Road Commission all over Alaska. No bindings were used then for skis and no special boots. Mrs. Kessinger was Esther Brown, whose father was the Railroad agent, Neil Brown, at Wasilla. She was secretary to Elmer Rasmuson at Alaska Nat. Bank many years [two men on skis at Fishhook, building in background left, sign in background right reading “Willow Creek [...?]”]

.93 – Old Fishhook Roadhouse buildings (then empty, 1936) above Wasilla; Claude Rogers on left and Chas. Weller on right; the mines were running above, then, but no use was had for the roadhouses any longer there [two men on skis being pulled on tow ropes, two buildings in background, Fishhook Roadhouse]

.94 – Alaska Bill Taylor at Mile 78 Alaska Road Commission camp in Jul 1936; he had been the first man to climb Mount McKinley and these are some of his pack dogs which he had walked in from the Kantishna mining area with headed for supplies at McKinley Park Sta. He gave many interesting details of his climb in earlier years [man standing with three dogs outdoors, tents in background]

- .95 – Claude Rogers operating old style gas shovel Alaska Road Comm. road at mile 78 (Muldrow Glacier – base of north side Mt. McKinley, September 1936, Kantishna Mines road [gasoline-powered shovel dumping dirt into flatbed truck]
- .96 – The U.S.S.R. & M. gold dredge (Fairbanks Expl. Dept.) at Goldstream, 1940 [United States Smelting, Refining, and Mining Company's dredge]
- .97 – Old ghost town of Olnes, near Fairbanks, in 1938 [pile of lumber and recycled building materials in center, buildings at left]
- .98 – Some of the remaining types of old steam boilers used at Fairbanks and Koyukuk for the giant steam hoists elevating gravel up from the shafts of drift placers; these are at Olnes in 1937 [machinery in field]
- .99 – Dragline feeding into washer system near Goldstream, Fairbanks, in 1939. These were most successful [mining operation]
- .100 – The stamp mill and amalgam table at Cliff Hawkins' Dome Creek gold mine, Fox, Alaska (Dome), 1937 [interior of mill building]
- .101 – At tunnel of Dome Creek lode gold mine, (Fox) Bill Hering, mill foreman in front of portal [man standing in tunnel entrance in winter]
- .102 – Tailings pile at shaft of Dome Ck. mine, near Fox about 1937. The trestle has been moved to another mill site [original print severely cropped]
- .103 – In 1937, the spruce trees were just starting to regrow after being denuded for cord wood and in brush fires over the mining years – this is at Dome Creek, above Fox on way to either Cliff Hawkins Dome Creek Mine or to Olnes. The buildings were all deserted then, although a very few prospectors and trappers still lived at scattered places and loved occasional company to come by [bird's eye view of buildings in valley in winter]
- .104 – Seward, back of town across from the present marina site; the Alaska RR yards were then just to the right of this scene, 1940 [dirt road in foreground, field and trees in center, utility poles, bay, and mountains in distance]
- .105 – Indian River canyon near town at Seward in 1937 – we went swimming in small ponds there; it is much the same yet [scenic]
- .106 – MV Sortland on ways at Seward after World War II – about 1949 – all this was destroyed in 1964 tidal wave and now is U. of A. research center area near foot of main st. [wooden gas screw fishing vessel *Sortland* out of Juneau dry docked next to Quonset hut]
- .107 – [on image:] U.S.A.T. Chirikof, Seward, Alaska [on verso:] U.S.A.T. Chirikof (formerly an Alaska Packers supply ship to Alaska canneries) as troop and cargo transport to Seward railroad dock in 1940-41, materials for new Elmendorf and Ft. Richardson bases at Anchorage. This ship was at Larsens' Bay, Kodiak Id., at time of sensational disappearance of Mrs. Gena C. Hallett, in murder case later tried at Anchorage (acquittal) following hung jury trial first at Seward – under Judge Simon Hellenthal [ship in harbor]
- .108 – [on image:] U.S.A.T. Etolin, Seward, Alaska [on verso:] With U.S. Army and U.S. Army Air Corps troops and materials for construction of Elmendorf-Ft. Richardson – 1940-41, docking at Seward railroad dock (now Alaska Ferry slip area, main street), also a former Alaska Packers cannery supply ship (Del Monte) [ship in harbor]
- .109 – [on image:] U.S.A.T. St. Mihiel, Seward, Alaska [on verso:] Summer of 1940 – for first U.S. Army Engr. troops & families beginning constr. of Elmendorf-Ft. Richardson at Anchorage [ship in harbor]

- .110 – [on image:] U.S.A.T. Liberty, Seward, Alaska [on verso:] This ship was one of a number added to the trio, Etolin, Chirikof, St. Mihiel, and used more during actual wartime following 1941 [ship in harbor]
- .111 – [on image:] U.S.A.T. Etolin, Seward, Alaska [on verso:] The Etolin below Bear Mtn. tunnel at dock with tarpaulin over hatch, unloading in Seward, 1941
- .112 – U.S.A.T. 505 at dock in Seward; it was for sale in 1949 – this area was destroyed in tidal wave [military ship at dock in winter]
- .113 – Alaska S.S. McKinley, sister of the Baranof – at dock at Seward in 1940 – she ran aground at Scotch Cap, Alaska (Aleutians) during World War II and some of the ruins are there yet [Alaska Steamship Co.'s *Mount McKinley* at dock]
- .114 – Lifting cargo off St. Mihiel, Alaska RR dock, Seward, 1940 – old style Alaska steam crane lifting – some of original RR equipment from Panama. Battery powered stevedore jitneys were then in use [U.S.A.T. *St. Mihiel* at dock being unloaded]
- .115 – Unloading at Alaska RR dock in Seward summer of 1940 – materials for military bases (Coast Guard cutter is moored just ahead of this freighter) [men unloading metal from ship hold]
- .116 – From Bear Creek outfall tunnel old Alaska RR steamship dock and Alaska SS vessel, Seward, 1940, to rear is old Standard Oil docks and tank farm; later a southward extension was driven for the railroad dock where the steamer lies [bird's eye view of steamship at dock, waterfall in foreground]
- .117 – Like a Syd Laurence scene – abandoned small cannery just south of town at Seward in 1937 – below present site of Alaska U. research center [view down shoreline to cannery buildings at right. Stamp: Enamel Moen-Tone Prints]
- .118 – Jessie Lee Home during summer of 1940 [exterior of buildings, Jesse Lee Home, Seward]
- .119 – Jessie Lee Home at Seward when occupied by them in 1940 [Jesse Lee Home]
- .120 – [on image:] Sunrise on Resurrection Bay, Alaska [on verso:] This was the trestle leading from Standard Oil docks and freight yards of the railroad onto the Alaska Railroad steamship docks and was entirely destroyed by tidal wave in 1964; the area now, which is in front of the town of Seward, is entirely clear excepting the Alaska State Ferry slip [scenic with trestle bridge in foreground]
- .121 – Charley Weller with two Eskimo children at time of trip to Wiseman, April 1938, by Martin Slisco's store and roadhouse [man holding two children, standing outside log building next to wooden bench, sign in background for Curlee Clothes]
- .122 – This taken in 1935 below Wiseman on Koyukuk River, did not know his name [hunter holding rifle standing outside log cabin next to grizzly bear carcass]
- .123 – Large, heavy load of dog sled freight at Wiseman, 1937, Koyukuk R. [man with dog team stopped outside log cabin. original image blurry]
- .124 – 1937, river breakup on Koyukuk – the hills had been stripped for fuel wood years earlier and also some burning [ice in river]
- .125 – Taken from Noel Wien's Trimotor Ford en route Fairbanks to Wiseman, 1938, March, over Koyukuk basin [aerial of river in winter]
- .126 – Along one of the tributaries of the Koyukuk – Kanuti [aerial of river and mountain]
- .127 – Middle Koyukuk range area, March 1938 [aerial of mountains]

.128 – Don Schnazze and Billy Wyrck (Bill Work) at one of placer deep shafts near Hammond River, Wiseman, Alaska (Koyukuk R.) March 1938, a powered wood saw is at the right of the men, could be run from steam hoist [two men posed outdoors next to rotary saw]

.129 – Noel Wien’s Trimotor Ford on river at Wiseman, March 1938 – Peggy Jennings (Lyle) and Dorothy Murphy of Fairbanks are in the picture, Dorothy in fur parka. Dog teams are hauling air freight up to village [crowd gathered next to airplane on skis, “Wien” painted over “U.S. Mail” on wing]

.130 – Early season camp at Coldfoot on Koyukuk River, 1937 [tents and boats on river shore as seen from water]

.131 – [missing, Wiseman school children]

.132 – Victor Neck and Kenneth Harvey with two Eskimo women at Wiseman, about 1937. Neck was known as “The Viking” and a very rugged one; Harvey was on many of the exploration teams such as Marshal’s and many of the U.S.G.L.O. – mining at Wiseman and Hammond River then [two white men and two Alaska Native women wearing fur parkas with walrus-tusk gussets standing next to cabin in winter]

.133 – George Eaton, with his famous gold nugget watch chain and Dorothy Murphy, of Fairbanks – taken at Wiseman in March 1938 in front of Martin Slisco’s Roadhouse (Dorothy was Miss Alaska in that year’s Ice Carnival). George was the gifted master of ceremonies for all visits at Wiseman at that time and had mined there many years [woman in fur parka displaying watch chain belonging to man standing next to her, two log cabins in background]

.134 – James Carey and two young Eskimos at Wiseman, April 1938. He later trapped in Kantishna [man posed outdoors in winter, holding two young children]

.135 – (One arm gone above elbow) His name not recalled, but he was a first-rate shot and hunter and an excellent placer miner at Wiseman; the burly cross-breed husky was a type used to haul freight and to pack supplies in summer [man holding rifle posed outdoors with dog; in 1991, identified as Jess Allen, who took Marshall into the country with Ken Harvey]

.136 – Wiseman’s famous greenhouse gardener in 1937 – I do not recall his name, the flowers grown were very fine [man standing next to greenhouse, garden in foreground; in 1991, identified as garden of Ace Wilcox, but man shown is not Ace]

.137 – He was well-known at Wiseman but I do not recall the name. This is in 1938 [man smoking pipe standing outdoors with dog on chain next to kennel]

.138 – 1938, Wiseman from Wien Ford plane [aerial of river]

.139 – At Wiseman, this cleanup of nuggets, which was the type of coarse gold on the bedrocks of those deep drift placers, is at that value some \$3800 in those days – 1936. I cannot recall the other man’s name but the celluloid eye shade was common wear in and outdoors in those years. On the left is Vern Watts, who many years before had made a great fortune off the sale of rich gold claims and soon spent it – off Nolan Creek there [two men standing next to log building, man at right holding gold pan, snowshoes mounted on wall]

.140 – Going into the deep placer shaft at Hammond River; do not recall the two miners’ names, but one on the right was partner of Vern Watts and discoverer of biggest nugget ever found in Alaska. This is in March 1938, Chas Weller in fur cap and Jim Carey standing on ground out to right of shaft. A steam giant hoist powered the winches which lowered and lifted the buckets; fired by cord wood cut off the hills all around [four men standing near pulley system for sending buckets down mine shaft]

.141 – Shoveling into the boxes at Wiseman in 1937 [three men mining on river bank; in 1991 and 2000, men identified as, left to right: Victor Neck, Vern Watts, Bob Marshall]

.142 – Slackline bucket dumping gravel from shaft hoisted by giant steam hoist at Hammond River, Wiseman in 1937 [close-up of bucket at mining operation]

.143 – One of the drift placer piles at Nolan Creek in 1937 (Wiseman). Many of these shafts were 150 to 200 feet deep and drifted along the bedrock some distance for pay gravel to sluice in the springtime [buildings and tailings pile covered in snow]

.144 – Beginning sluicer clean-up at Wiseman-Hammond River; the water would be available only during spring breakup as summers are very dry in the Koyukuk, 1937. Under glass this picture is very graphic [two men standing next to sluice box at mining operation]

.145 – This was hydraulic giant washing banks near Wiseman – it did not work out very well – too much heavy boulders [one man working hydraulic hose, another man with wheelbarrow. Original print cropped]

.146 – 1936 Wiseman, shoveling into sluice races – Koyukuk. The gin pole is to the left rear. These hills had been cleared of timber in early 1900s for fuel wood in the steam hoist boilers and many brush and forest fires [two men next to sluice box in mining operation]

.147 – Part of the endless thousands trackless miles in the mid-Yukon loops; the black spots are film imperfections, but a village is clear below, in vicinity of Galena – 1938 [aerial of river]

.148 – Again this is Harris, chef de Monte Carlo and I do not know the other man's name; the famed Mrs. Hulda Ford was a frequent coffee breaker at Harris' Café. He fed the most destitute and used materials that were rejects by anyone else – a step above starvation and the prices were in the 5, 10, 15 [cent] zones, 1936-1937 [two black men standing outside Monte Carlo Café, Hotel Arctic in background, Bill Harris on left, First and Lacey St., Fairbanks]

.149 – This was Harris, the chef and operator of the Monte Carlo Café, where Geo. Black's river boat crew were fed in 1937 – it was a very rough place famed for its enormous fat cat [Bill Harris standing outside Monte Carlo Café with dog, second dog near Hotel Arctic in background]

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