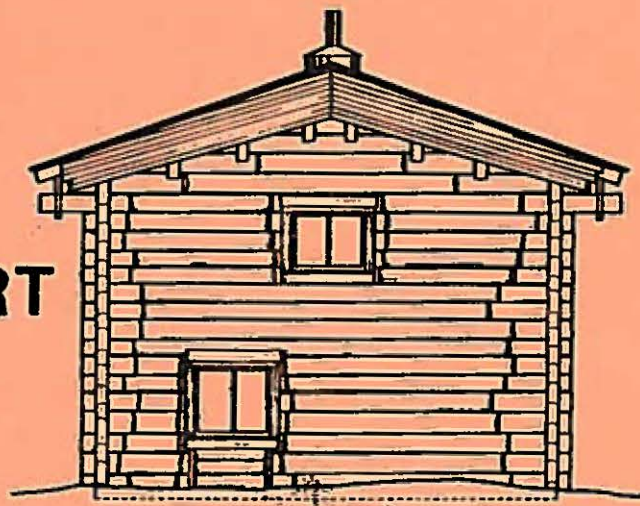
FRANK SLAVEN'S ROADHOUSE

HISTORIC STRUCTURE REPORT



NORTH ELEVATION
SCALE: 1/8" = 1'-0"



WEST ELEVATION
SCALE: 1/8" = 1'-0"

0 1 2 3 4 10 FEET
0 1 2 3 METERS

YUKON-CHARLEY RIVERS
NATIONAL PRESERVE
ALASKA

THE FRANK SLAVEN ROADHOUSE
YUKON-CHARLEY RIVERS NATIONAL PRESERVE
ALASKA

HISTORIC STRUCTURE REPORT

FRANK SLAVEN'S ROADHOUSE
COAL CREEK

YUKON-CHARLEY RIVERS NATIONAL PRESERVE
ALASKA

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INTRODUCTION

This Historic Structure Report (HSR) has been prepared to document the history of Frank Slaven's Roadhouse and to recommend appropriate preservation treatments in compliance with N.P.S. Guidelines and the Secretary of the Interior's Guidelines for Rehabilitation. Slaven's Roadhouse is listed on the National Register of Historic Places and is a culturally significant structure to Yukon-Charley Rivers Preserve (YUCH). Emergency stabilization of the log and lumber building was first recommended in 1982. Since then additional research and a site investigation have provided the data base of information needed to prepare this report. Historic American Building Survey (HABS) drawings and photographs were prepared and current research has explored the architectural history of the site.

Slaven's Roadhouse is a geographic and historic landmark along the historic Yukon River transportation corridor. Nominated to the National Register of Historic Places in July 1987, as part of the Yukon River Lifeways thematic group, the roadhouse retains its historic and architectural integrity and continues to this day to shelter river travelers. Slaven's Roadhouse, when rehabilitated, will continue to provide lodging to the river traveler in a manner compatible with its historic use and will serve as a National Park Service (NPS) visitor contact station.

Frank Slaven prospected for gold on the Yukon at the turn of the century and made a place for himself in the Coal Creek mining community until 1938 when he left Alaska. His roadhouse occupied a significant role in the livelihood of the thriving river community in the 1930's. The roadhouse is historically associated with the mining theme at Coal Creek Camp. It is equally important because of its association with the river transportation and its association with the trappers, geologists, travelers, and prospectors attracted to the region.

Slaven's Roadhouse was first identified by the National Park Service in Yukon Studies, a Historic Resources Study prepared by Mary Webb Grauman in 1982. Slaven's was later identified as one of six major contributing sites for the historic Yukon mining theme of the preserve. During a preliminary site visit in 1982, Steve Peterson, architect NPS, prepared a condition assessment of the log and wood frame roadhouse and the three remaining outbuildings; a greenhouse, a shed, and a smokehouse. Subsequent fieldwork in the summers of 1982, 1984, and 1985 provided

measurements and an ongoing condition appraisal of the building.

In 1985 Peter Tomka, engineer NPS, inspected Slaven's to develop an appropriate log replacement system for the foundation. At that time he noted a number of interior problems resulting from failures in the original design and moisture in the roof.

HABS photographs and architectural drawings were prepared for the Yukon River Lifeways site in 1983 and 1984. The sites in that nomination include: Slaven's Roadhouse; Ed Biederman Fish Camp; James Taylor Cabins; George McGregor Cabin; and Woodchopper Roadhouse.

Information for this HSR was compiled from the field visits mentioned above as well as the National Register nomination prepared by Sandra Faulkner, historian NPS, and the HABS documentation prepared by Robert Spude, historian NPS, David Snow, architect NPS, Steven Peterson, architect NPS, David Anderson, architect NPS, Randall Skeirik, William Vandeventer, Jet Lowe, photographer, and Alison K. Hoagland, historian.

I. ADMINISTRATIVE DATA

A. Name of Structure and Locations: The Frank Slaven Roadhouse is located on the south bank of the Yukon River approximately 300 yards from its confluence with Coal Creek. Set back approximately 100' from the Yukon River bank and 200' from the water's edge, the building is oriented on a north south axis. It lies approximately 65 miles upriver from Circle, and 100 miles downriver from Eagle, Alaska on the USGS Charley River Quadrangle, UTM Coordinates: 07.7249000.401040. The List of Classified Structures (LCS) number is YU RI040A 23116 as listed in the park report for YUCH and it is alternatively labeled as Frank Slaven's and Slaven's Roadhouse. The 4 acre rectangular site is defined by the following boundaries: 700' along the Yukon river bank; 250' back from the river's edge to include all identified cultural resources.

B. Proposed Use of the Structure: The roadhouse is presently the highest preservation priority in the preserve. It's prime river location makes it very visible to park visitors and an obvious choice for a visitor contact station for the estimated 200 to 300 recreational visitors on the river each year. Slaven's Roadhouse is the largest and is in the best general condition of any historic structure in YUCH. The roadhouse is accessible by both water and air.

The proposed use of the roadhouse will, in the short term, continue to use the second floor as a ranger station/quarters and reserve the first floor for public use. Long term management of the Coal Creek drainage may include the construction of a separate ranger station to be located remote from the Slaven's Roadhouse site. At that time the roadhouse will be used entirely for public lodging. The proposed use is compatible with the original use of the roadhouse. The historic character of the building is not jeopardized by this arrangement as the space was historically and architecturally divided for both private dwelling and public boarding.

C. Justification for Such Action: This action provides for the preservation of a significant historic resource.

Congress recognized the historic values of the Yukon-Charley Rivers area and directed in the enabling legislation that, among the many purposes of the Preserve, the National Park Service was to "protect and interpret historical sites and events associated with the gold rush on the Yukon River." Of the 160 historic sites

identified in the Preserve's historic sites inventory, the Yukon Lifeways and Coal Creek structures, of which Slaven's Roadhouse is the central structure, best represent and interpret the various aspects and historic subthemes of the Yukon River and YUCH.

In the Yukon-Charley Rivers National Preserve's General Management Plan, Land Protection Plan and Charley Wild River Management Plan approved January 1985, provision is made for adaptive use of historic structures, interpretation, and the preservation of historic structures. Although Slaven's Roadhouse was donated to the preserve after the adoption of the plan, rehabilitation and adaptive use of the site is consistent with the management of the preserve. Rehabilitation of Slaven's is also an objective of the Coal Creek Mining Camp Historic District A Guide for Management prepared in 1987.

Slaven's is classified in management category B according to N.P.S Cultural Resource Management Guidelines. The roadhouse is listed on the National Register, its preservation is compatible with the Preserve's enabling legislation, and it will continue to be used as a preserve resource because of its design and location.

D. Schedule of Work: Work at the site will be accomplished in two phases over a period of three summer seasons beginning the summer of 1990.

* Phase I includes the replacement of rotted sill logs and the construction of a new foundation and floor system. Doors and windows will be removed and restored.

* Phase II will include the repair and rehabilitation of the roof, reinstallation of restored doors and windows, site repair, and landscaping. Reconstruction of an arctic entry is planned based on historic record and archeological findings. Interior surfaces will be restored, the second floor repaired, and all historic outbuildings will be rehabilitated.

II. PHYSICAL HISTORY AND ANALYSIS

A. Archeological Section: Archeological surveys were conducted at Slaven's by NPS archeologists Harvey Shields in 1983, by Terry Alldritt, Karlene Leeper and Bill Goebel in 1985 and by Paul Gleeson and Tim Smith, in September 1989. The primary goals of the 1989 survey were to 1) to determine, if possible, the size and foundation construction details of the entryway, 2) sample the historic artifact scatter at the three doorways, 3) determine if there was ever a doorway located at the north elevation of the building and 4) provide clearance around the perimeter of the building to facilitate foundation replacement.

A total of 4 test pits were dug at the site unearthing very little and very few artifacts. Test pits 1 and 4 were dug at the south door, test pit 3 at the east door and test pit 2 at the north door. In test pit 4 the discovery of drier soil within approximately 6' of the south elevation suggests that the south wall of the entry could have extended to that point. Stratigraphic evidence also suggested that the drier sod corresponded to the east west boundaries of the former entry. The approximate 6' width of the entry is known from the pattern of differential weathering on the south elevation of the roadhouse around the doorway. No trace of a prepared foundation was found for the entry.

Additional artifacts of little analytical value were also found in test pits 1 and 4. Test pits 2 and 3 contained no artifacts. The lack of artifacts in the test pits was noted by the archeologists and they suspect that bulldozer use by previous owners of the site cleared off any random scatter.

Based on the archeological and historic photographic evidence it has been determined that the missing entry could be reconstructed to its original dimensions. It was also determined that the proposed reconstruction would have no effect on archeological resources. The regional archeologist will be contacted in the event that any concealed archeological resources are encountered during the construction process.

B. Historical Section: Frank Slaven's Roadhouse is one of a number of roadhouses and cabins built along the Yukon River and its major tributaries to profit from transportation and placer mining enterprises between Circle and Eagle. Located on the mouth of Coal Creek, a principal tributary on the south side of the Yukon, the 2 story roadhouse operated during a transitional period in placer mining history. Large scale placer mining in the mid- 1930's bought out the individual prospector at Coal Creek and Slaven's Roadhouse prospered with the new industry.

The River Corridor:

Visible from the river, the roadhouse is situated on a river-cut bench. These lofty benches which flank and mark the prehistoric water level of the river are usually 10 to 20 feet above the river. They are a unique topographic feature and were a local curiosity for field geologists who visited the region in the first quarter of the twentieth century. Structures built on the benches were usually positioned high enough to escape the reach of annual flood waters and at the same time offered impressive unobstructed vistas.

For all travel in and out of the Eagle and Circle Mining Districts, the Yukon River reigned as the preferred highway both in winter and summer. Passage depended primarily on the condition of the river with a secondary network of trails and paths groomed for winter travel. Thickets of dwarf willow and alder trees meshed with vines and wild rose bushes covered much of the terrain along the many streams and creeks. Seasonal attempts to cut overland trails were labor intensive and probably not a priority during the warmest and lightest months in a prospector's year. Trails cut one year were quickly lost to next year's tenacious growth and only the most crucial passages, such as the winter mail route were maintained.

Dog teams, a vital means of transportation throughout the central plateau of interior Alaska, pushed across frozen waters for most of the year from October to May. After the first crushing sounds of spring break-up riverboats returned to navigate the river for an average of four months in order to service mining settlements. Mail routes were no exception. Mail easily delivered by boat in the summer months proved more treacherous in winter. Weekly service between Dawson and Nome traveled via Eagle on route to Circle. Mail carriers followed a system of trails along the frozen river. They traveled approximately 20 to 30 miles a day and had the right of way on trails and first priority for a night's sleep or a hot meal at roadhouses along the

way.[1] Lead dogs, the momentum for any good dog team, often shared space in the roadhouse with their masters.[2]

Freighters also used these trails and hauled loads from Eagle during the winter months at first with horses and later with the more reliable dog team. Loads were moved with three sleds to a team. Each dog pulled an average of 150 pounds to the mail carrier dog which averaged 50 pounds. A secondary network of carrier cabins spaced at 20 to 30 miles spans, sheltered carriers and freighters as well as transient prospectors and trappers.

Most supplies for the various mining operations on the creeks and streams were shipped in by boat downriver from Skagway and Whitehorse by way of Dawson[3] or upriver from Circle. Although the Alaska Railroad never ventured into the upper Yukon region it did briefly challenge the waterway for the profitable passenger and freight traffic trade. In 1922, the railroad began to offer riverboat service from Nenana. Eventually a compromise was reached between the Alaska Railroad and American Yukon Navigation securing the upper Yukon from Dawson to Tanana for the riverboat companies. The railroad gained control of the stations along the lower river from Nenana as far as Holy Cross. Gasoline and diesel engines often powered the boats but wood remained the most common fuel, creating a most certain tie between boat and shoreline as cords of wood were hauled on board at least once a day.[4]

Slaven's Roadhouse:

Frank Slaven, Coal Creek placer miner and longtime resident, likely speculated on the economic advantages of building on this year round arctic highway when he established his roadhouse not far from its shores in 1930. Slaven staked discovery claims along Coal Creek as early as 1905 and eventually came to own rights to half the valley by the time most of the area's claims were leased to General Alexander McRae of Gold Placers, Inc. in 1935. Slaven's claims were often jointly held and among his numerous associates were William Intyre one of the original owners and founders of the Dawson News and of the Fairbanks News, later the News-Miner, Harold Malstrom, onetime owner and publisher of the Dawson News, A.H. Dever, and Albert Forrest of Juneau as well as a number of other men from Dawson.[5] Two other nearby claims were staked by John B. Slaven, possibly a relative of Frank Slaven.

No specific date is known for when Slaven arrived in the Coal Creek area but his

early claim in 1905 suggests that he was probably among the countless gold seekers who traveled downriver from the Klondike to settle along the American Yukon. Fortune seekers lured to the Klondike River in 1896 ventured down the Yukon to prospect in the less controlled and less crowded American territory. Shanty settlements of log cabins and tents quickly followed the transient prospectors and makeshift towns were plotted and abandoned all in the pursuit of gold. Eagle was founded in 1898 by a group of miners from Canada and from there prospectors continued downriver to explore the many isolated tributaries. As a result, small insular mining and trapping settlements prospered along the creeks between Eagle and Circle at the turn of the century.

Discovery claims were reported in the Circle District as early as 1894.[6] In 1895 gold strikes were made in American Creek and Seventymile River.[7] By 1898 profitable placer deposits were found on Fourth of July, Ben, and Mineral Creeks.[8] Roadhouses, never considered a luxury in winter months, soon opened to lodge both traveler and prospector. Generally spaced at regular distances of 20 to 30 miles to accommodate an average day's journey by sled, a number were operating along the creeks as early as 1900. The Honorable James Wickersham, first judge of the 3rd district in Eagle, stayed at a number of roadhouses between Eagle and Circle in the winter of 1901 and mentions the Charley River Indian, Coal Creek (not Slaven's), and Nation River Roadhouses.[9]

By 1925 Nation and Woodchopper were the two principal settlements between Eagle and Circle.[10] Woodchopper, about 6 miles downriver from Coal Creek, had a population of 15 to 20 men who prospected on the Woodchopper, Coal, and Sam Creeks. Nation, further upriver, was reported to have two permanent residents with an additional 8 to 10 prospectors mining the nearby Fourth of July Creek. Occasional miners and trappers included, the population along the contiguous shores of the Yukon between Circle and Eagle did not exceed 100.[11]

Placer mines in these camps operated with one or two men working year round to make a claim pay. Second incomes from trapping, woodcutting, freighting, fishing, and innkeeping were also common. One historian referred to the district as "the poor man's gold country" and while gold surfaced in nearly every stream between Eagle and Circle no big strike was ever made.[12] A geologist visiting the region in 1925 reported that placer mines were operating on both Woodchopper and Coal Creeks but that little progress was made for that summer.[13] For Slaven to open a new roadhouse

five years later in a area that had little economic potential with an established roadhouse at Woodchopper was very risky. Commercial interests had not yet ventured into Coal Creek and the known geology did "not encourage the hope for finding commercial gold deposits."[14] However, two groups of claims along the creek, Slaven's and another upstream, were considered valuable and field geologist J.B. Mertie, Jr. wrote in 1930:

> These two groups of claims which together comprise 7 miles of placer ground on Coal Creek, should be thoroughly prospected and if possible should be mined as a unit. This should make a good hydraulic venture for some company, for Coal Creek always has plenty of water, and mining would therefore not be at a disadvantage, as it is on some of the smaller gold-bearing creeks tributary to the Yukon.[15]

Slaven who was over sixty when the roadhouse was built was probably looking to supplement his prospecting income. According to local accounts he was not the most likely resident to open a roadhouse. Though by one account he was the "hardest working man", he was also remembered as a miser who saved all the money "he took out of Coal Creek then went to Seattle and died before he could enjoy it."[16] He was a short, broad shouldered nervous man. He was seen as "a loner" with an unusual affection for animals.[17] Building a new roadhouse on a remote stretch of the Yukon in 1930 was not the most sound business venture. Built so close to the more established Woodchopper, Slaven placed his roadhouse in direct competition with his neighbor.

Local accounts point to two reasons for Slaven's bold actions. One account maintained that after an argument with Woodchopper owner Jack Welch, Slaven built his own roadhouse to draw customers away from his neighbor.[18] Secondly, Slaven built his roadhouse at the mouth of the creek knowing that a large corporation was interested in commercial dredging and that in time attention would gradually shift from Woodchopper to Coal Creek.[19]

While both explanations may be true the latter corresponds to events at Coal Creek in the mid-1930's. Woodchopper, built in 1910, was the largest log structure between Eagle and Circle. As the name suggests, it was a stop for riverboats. It also functioned as the local post office adding to its notoriety along the river corridor. Slaven's was not, however, at all insignificant and his roadhouse serviced traffic along the Washington, Boston, Woodchopper, Coal, and Thanksgiving Creeks as did the

towns of Star City, Nation, Seventy-Mile, Fish Camp and Woodchopper Roadhouse.[20] Yet Slaven never was a contender for Woodchopper's business.

Small scale placer mining in Coal Creek in the 1920's and early 1930's was too erratic to justify a need for a new roadhouse. As Slaven's was neither a wood stop nor a good boat landing, Woodchopper continued to service larger river traffic, and patrons were not quick to change routes. Charlie Biederman who carried the mail from Eagle to Circle from 1936 to 1938 continued to stop at Woodchopper like his father and brother before him. Not until large scale placer mining interests invested in Coal Creek and changed local ways along the river did Slaven's Roadhouse begin to prosper.

Coal Creek Mining Camp:

In 1934 there was a renewed interest in the small placer gold claims along Coal Creek. Test holes were drilled by an outside corporation who was scouting the region in search of a large scale mining site. Drill results were very favorable at Coal Creek and within the year the company began to mine the gold-bearing gravels. A mining camp was established approximately 7 miles inland from the mouth of the creek and a gravel road linked the camp to the Yukon. Slaven's Roadhouse, located at the mouth of the creek, was quickly incorporated into the camps activities and served as a way station and landing site for men, supplies, and machinery traveling to and from the base camp and the Yukon.

The world gold market in the early 1930's led many investors to speculate and buy into gold operations. By 1934 the federal government increased the price of gold to $35.00 per fine ounce. In Alaska, the rise in gold prices made large scale placer mining economically feasible. Along the Yukon and especially in Coal Creek the effect was felt almost immediately. General Alexander D. McRae, a Canadian politician and industrial financier keen on investing in the gold market, leased the two principal claims on Coal Creek. Frank Slaven and Beaton and Nelson were the two claim holders. McRae leased the claims for $1,000 a year to start up operations. In 1935, Ernest Patty, professor of geology and mineralogy and Dean of the School of Mines in Fairbanks, assumed management of McRae's operations and in August of that year the two men incorporated Gold Placers, Inc. One year later a dredge was operating along the creek with a crew of 20.

Bunkhouses were built for the crew as well as a machine shop, a blacksmith shop, warehouses, and a combination post office and radio station building. Over $11,000 in new buildings was invested in the camp in 1936 and 1937.[21] Weather readings were reportedly taken at a small weather instrument station at Slaven's and transmitted to Fairbanks.[22]

The roadhouse was central to the new activity along the creek.
A former resident of the region remembered that Slaven "hadn't seen so many customers in years, if ever."[23] A riverboat landing was bulldozed near the roadhouse to unload the tons of machinery and supplies needed to outfit the new camp. A six mile road was cut from the camp and the heavy traffic between river and camp passed through Slaven's property.

By 1935 a sister company Alluvial Gold opened on Woodchopper Creek. Unlike Slaven's, Woodchopper Roadhouse struggled under the new mining regime. The camp at Coal Creek controlled operations at both camps and all freight and supplies were unloaded at Slaven's then transported down to the camp and over the ridge to Woodchopper Creek. Woodchopper Roadhouse was bypassed altogether. When the post office moved to Coal Creek camp in 1936 Woodchopper lost yet another source of income. By 1938 the mail was flown directly into Coal Creek and the overland mail route abandoned. As mining and transportation practices changed, Woodchopper gradually lost its hold on the Yukon.

In turn, Slaven's own expectations for his roadhouse were eventually dampened by Gold Placers own self-sufficiency. After the initial boom created by the rush of new people Slaven came to realize his roadhouse was not critical to the camp's operations. Under the experienced management of Ernest Patty the company shipped in all its own supplies and fed its own crews leading one resident to comment that "Slaven never prospered in the way he had anticipated."[24]

The return on Slaven's mining claims proved more profitable than the roadhouse business. In 1937 Slaven exercised the option on his claim and he received $15,000 from Gold Placers.[25] In 1938 Slaven left Coal Creek and went to Seattle. Patty bought the roadhouse in 1938 and it continued to be used by the camp until after World War II. Another cabin on Coal Creek belonging to Slaven was reportedly torn down in 1938 to clear land for the dredge. The cabin had been used as a bunkhouse.[26]

By 1942 gold mining was slowed by the war effort. On October 15, 1942 the United States Government directed the gold mining industry to cease operations. Both men and machinery were confiscated for the war effort and along the Yukon steamer traffic dwindled to three trips for the entire summer of 1942.[27] Limited mining resumed in 1945 and Coal Creek started up again in 1946, but the continued shortage of manpower and equipment undermined the industry.

In 1961 Gold Placers, Inc. and Alluvial Gold leased property and equipment to Ted Matthews, a mining engineer from Fairbanks. In 1971 Ernest Patty referred to Slaven's Roadhouse in a letter, "We own at the mouth of Coal Creek, a large two-story log house which is in a fairly good state of repair. We leave it unlocked with a notice asking visitors to keep it clean and its is amazing how they have responded. Many have left their names and a note of appreciation."[28]

C. Architectural History: Research has yet to prove that all of Slaven's was salvaged from surplus buildings dismantled at Fort Egbert in Eagle in the 1920's and 1930's, but the similar tool marks, building techniques, and differential weathering support this theory. Fort Egbert, which was established during the last part of the nineteenth century at Eagle was constructed, occupied, and abandoned within a few short years. At its peak there were approximately 46 structures which were constructed by the military. All of the structures, with the exception of 5 were declared surplus and many were auctioned by the government in 1932.[29] Structures and materials from the buildings are found in Eagle, in the camps along the Yukon, and even as far downriver as Fort Yukon. Therefore it is reasonable to assume that the wood frame half of the roadhouse was from Fort Egbert.

The log half of the roadhouse is more complicated. Local accounts maintain that the logs were felled at Charley River and hewn by local residents, perhaps former carpenters from Fort Egbert. However, the notching and log scribing is very similar to work found on early fort buildings. Although no historic reference has yet been found to prove that the log half was adapted from a fort building, there is no doubt that the craftsmanship is similar.

The earliest buildings at Fort Egbert were of log construction. Early photographs clearly show the method of constructing log buildings using a three sided log with squared log end. The squared end extended approximately 2 feet from the end of the

log where it terminated in a beveled cut. Beyond the 2 foot length the outside of the log retained its natural log surface less the bark of the tree. The bevel cut on the Fort log buildings was uniform in its vertical alignment giving the appearance of a well crafted structure. The log work at Slaven's uses a similar method of construction with the exception of the random vertical alignment of the beveled notch.

It is because of this similarity that there has been some speculation regarding the origins of the log materials for the roadhouse. Oral interviews in past years seem to strongly indicate that the logs were, in fact, cut and fashioned on site for the roadhouse. The random nature of the log notching offers the possibility that the logs may have been salvaged elsewhere. The question is unresolved at this time. The following information is adapted from research prepared for the history section of the HABS, the National Register Nomination, in addition to local interviews and historic photographs.

Slaven had a number of smaller cabins in the area when he built his 2 story log roadhouse. Slaven's Roadhouse is built of spruce logs and milled lumber. In the valleys along the Yukon, spruce grows to over a foot or more in diameter and is the most plentiful tree along with white birch and cottonwood. The crafted logs at Slaven's average a foot in diameter and some were reported to have been felled at the Charley River.[30]

Slaven relied on the help and skill of his neighbors to build the roadhouse. Including Slaven, five men, Sandy Johnson, Arthur 'Cap' Reynolds, Ed Brown, and Alfred Johnson laid up the heavy log building.

The level of craftsmanship applied to the log portion of the building is visible in its comparatively good condition today. Sandy Johnson, a placer miner from Finland and local builder was a master "axeman". The timber was squared or hewn on the interior surface by Reynolds by axe or adze and the other three fashioned the double notching at the ends of each log. The walls were hewn flat on the interior and each log was grooved on one side to rest securely on the lower log, a construction detail associated with Johnson's craftsmanship.[31] This method of log construction is Fenno-Scandinavian in origin and is often found with double notching.[32] The log joints were chinked with moss and vegetation. Progress was steady and the cabin was raised one "round" a day.

Once the walls were up, Slaven was left to finish the interior. However, he appeared in no hurry to finish the rough interior construction and Charlie Biederman commented that until Ernest Patty arrived, "the place was hardly fit to live in." [33] There was a ladder connecting the first and second floors. When Patty started to bring his crews up on the steamboat Yukon in 1935, Slaven hired a carpenter from Circle named Frank Reynolds to work on the interior for a month.[34]

Slaven's neighbors are only credited with constructing the 20'11 1/2" x 21'0 1/4" log half of the roadhouse. It is believed that the 37' gable roof projected over the walls to create a deep two story porch similar, though larger, to ones found on many log buildings in the American and Canadian Yukon. The porch was enclosed with dimension lumber creating an addition that almost doubled the square footage of the original cabin. An arctic entry measuring approximately 6' by 6' was added to the south elevation between 1935 and 1938. The main entrance to the roadhouse was probably changed after the addition was completed as the window on the north elevation appears to have been originally cut for a door. In the east elevation the openings are directly over one another and a door is on the first floor of the frame section. The west elevation reflects the east elevation less the doorway. The north elevation is also one bay wide but the door and window are asymmetrically aligned. The south elevation is three bays wide. In the east elevation of the log section the first floor window was not cut out until 1935. The second floor window was cut between 1935 and 1938.

The balloon framed walls of the 16'6 1/2" x 21'4" south addition are constructed using 2"x6" rough sawn spruce and are clad with milled dropped siding. The wall was constructed without the benefit of a typical diagonal wood shear diaphragm characteristic of similar construction of the period. The interior walls are clad with a painted beaded tongue and groove wood siding. Steam powered sawmills mass produced standardized boards at the end of nineteenth century and balloon framing became a quick and cheap way to build. Cheap machine cut nails held the lumber in place. A sawmill was built at Fort Egbert in 1900 and was used to mill logs and board for the many military structures as well as the courthouse and jail at Eagle.

The plank and purlin gable roof originally insulated with sod, was later covered with galvanized corrugated sheet metal. Many of the Coal Creek cabins also had tin roofs salvaged from Fort Egbert and Slaven's was most likely no exception. In

1935 the roof was reinforced with additional planks, creating a slightly steeper pitch. A metal chimney pipe pierces the ridge of the north roof. Wooden gutters were placed below the eaves to collect rain water. The rainwater emptied into barrels located at the north and south corners and where the two sections met.

The two sections conveniently divided the space into four rooms. Slaven slept on the second floor in the smaller section which he shared with his cook, Miss Bissell and ran his roadhouse in the other. The second floor north room was a dormitory. The kitchen was on the first floor in the south room complete with a large stove and the north room was the living room. From the living room steep interior wood stairs led to the dormitory.

As indicated by the archeological findings and historic photographs several acres around the roadhouse were cleared of brush. In the yard near the roadhouse Slaven kept an assortment of tools and equipment. A large pile of firewood was stacked to the northeast of the roadhouse. To the southeast just outside the arctic entry Slaven had a large vegetable garden. Many settlements along the Yukon planted gardens and berries were abundant in the forests. Wildberries including blueberries and low bush cranberries were gathered and tended vegetable gardens produced hardy crops of potatoes, turnips, cabbage, lettuce, rhubarb, beets, carrots, and radishes.[35]

The roadhouse is surrounded by a number of outbuildings. Some of the outbuildings were used by Slaven and others were reportedly built after Patty bought the property.[36] Grouped near the shore are a greenhouse, a smokehouse, a cache and a warehouse. The greenhouse appears to have been part of a shed or fish drying shed and was at one time located at the northeast corner of the roadhouse near the woodpile. Directly south is an outhouse and off towards the creek beyond the trees is a large shed. These buildings are still standing today and some were built with lumber similar to Fort Egbert materials. In a 1938 photograph a telephone is visible on the south elevation to the right of the entrance. In the background a power line passes to the north of the roadhouse.

NOTES

1. Hon. James Wickersham, Old Yukon: Tales-Trails-Trials (Washington, D.C.: Washington Law Book Company, 1938), 133.

2. Ibid.

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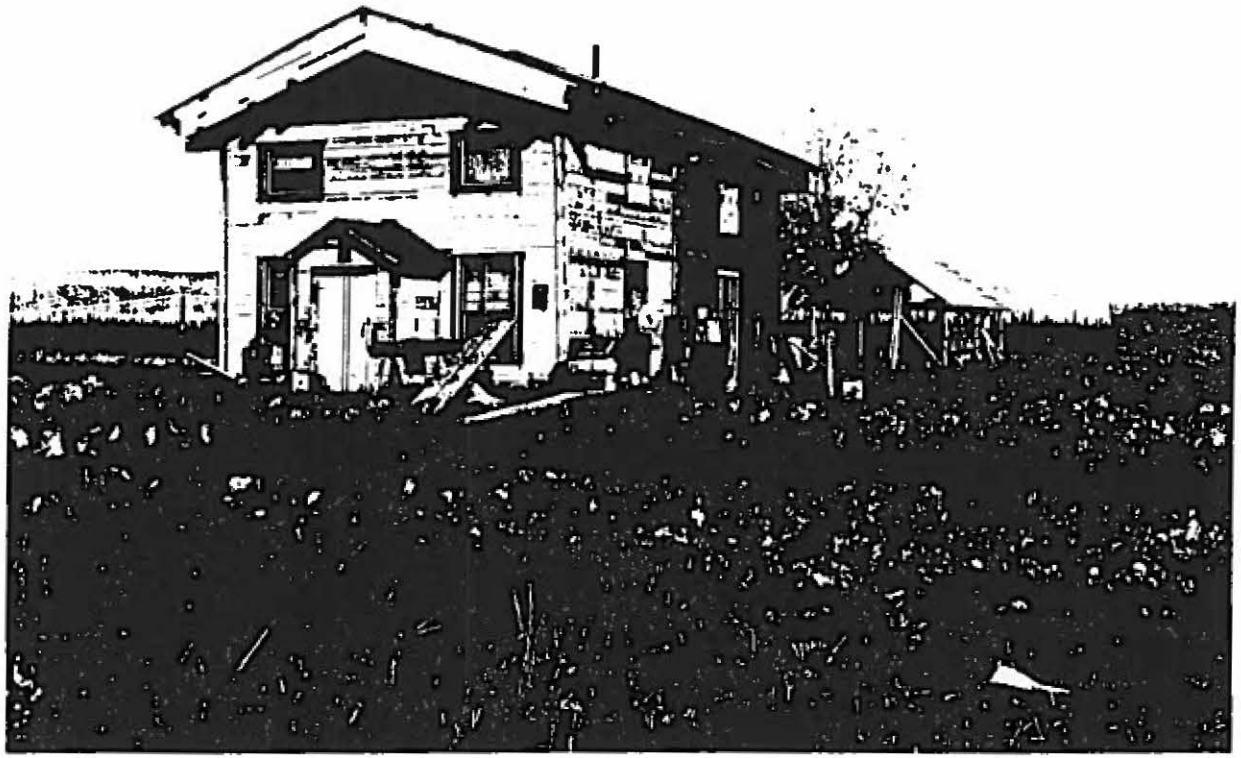
1. "Slaven Roadhouse, man and wife at left, owners, also gold claim." Everett S. Hammon Collection, University of Alaska, Fairbanks, 1935.

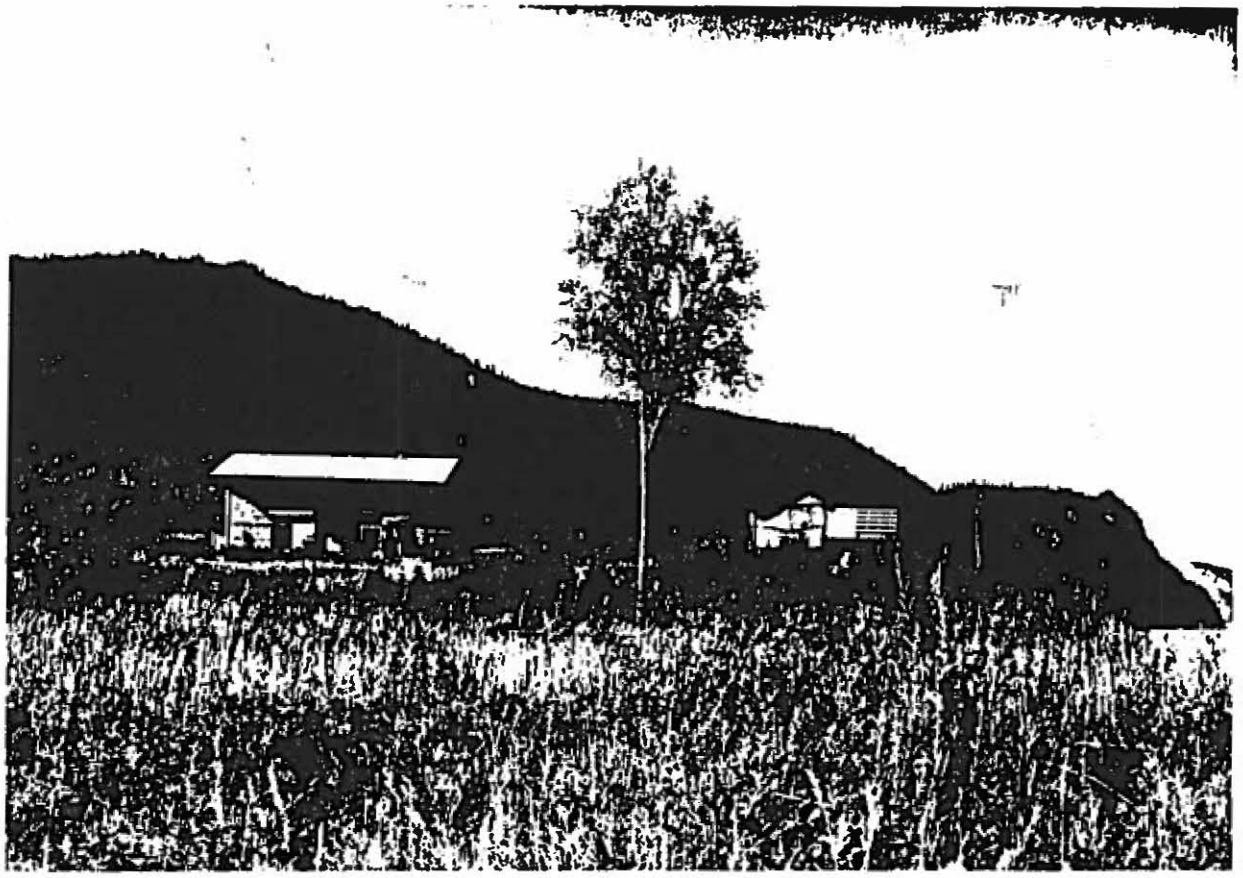
2. "Slaven Roadhouse, general view." Photographed by J.B. Mertie, Jr. on August 26, 1938. USGS, Denver #2507, 2508.

3. "Slaven Roadhouse, similar views of cabin and garden." Photographed by J.B. Mertie, Jr. on August 26, 1938. USGS, Denver #2493, 2394.

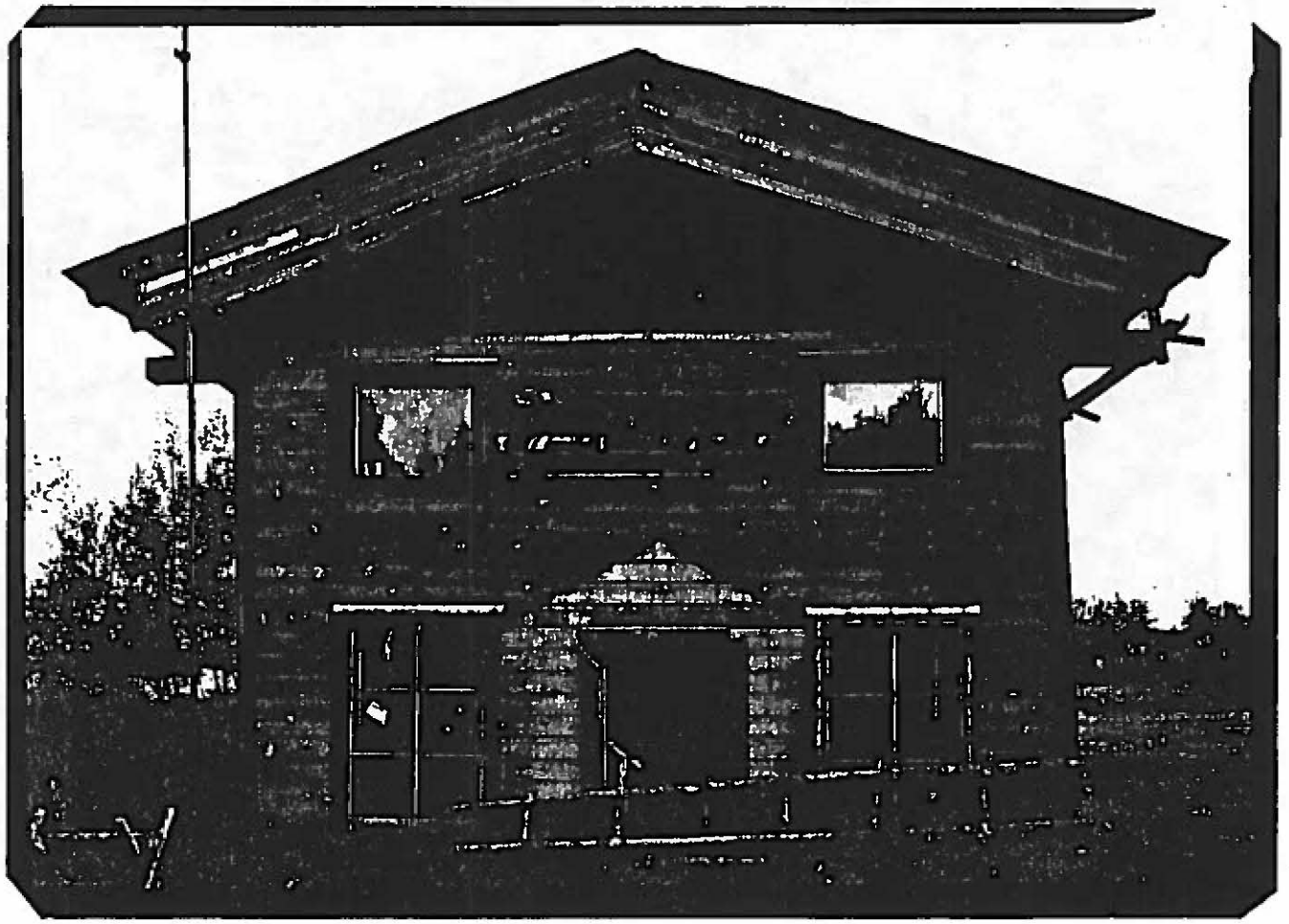
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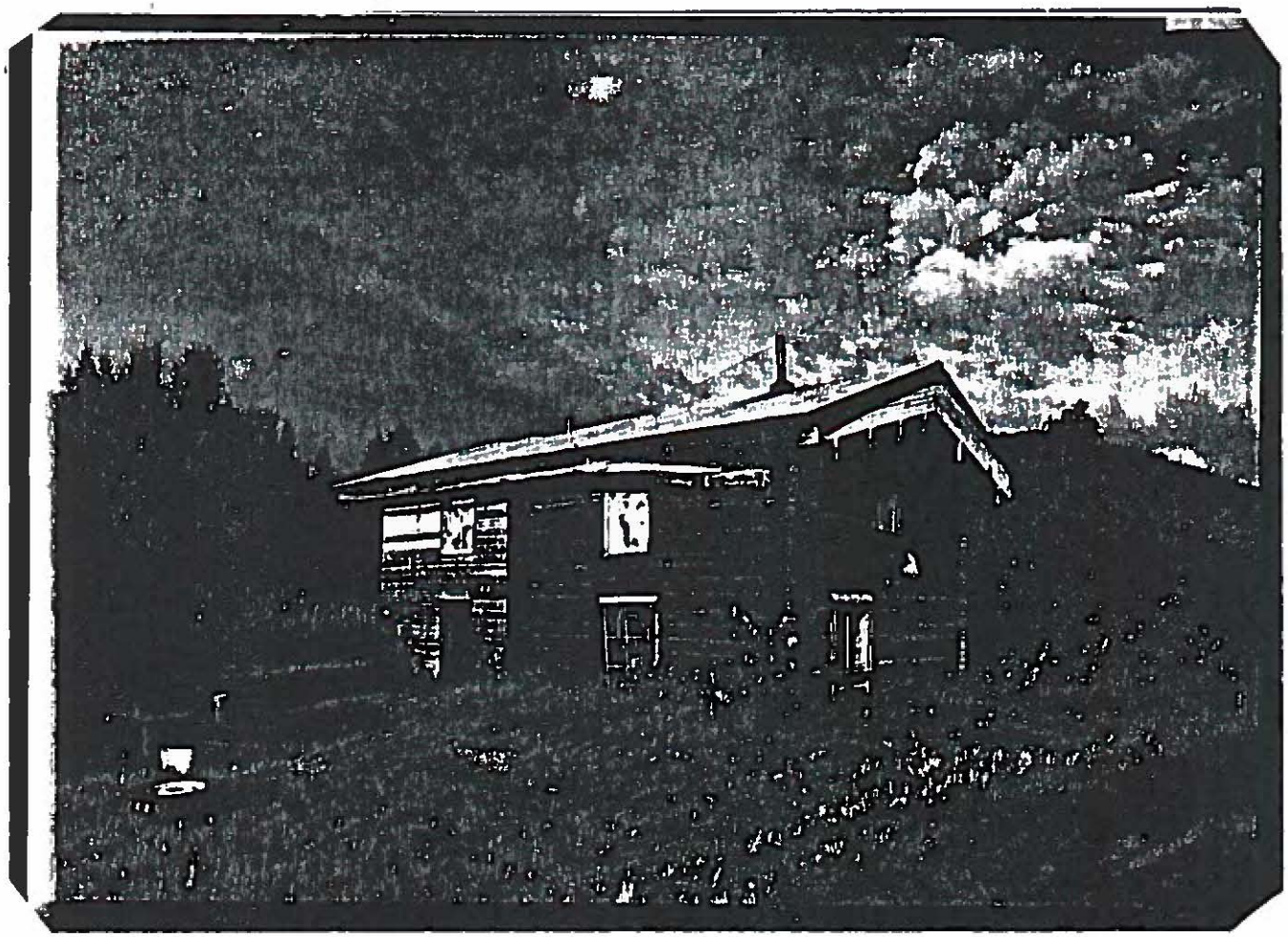


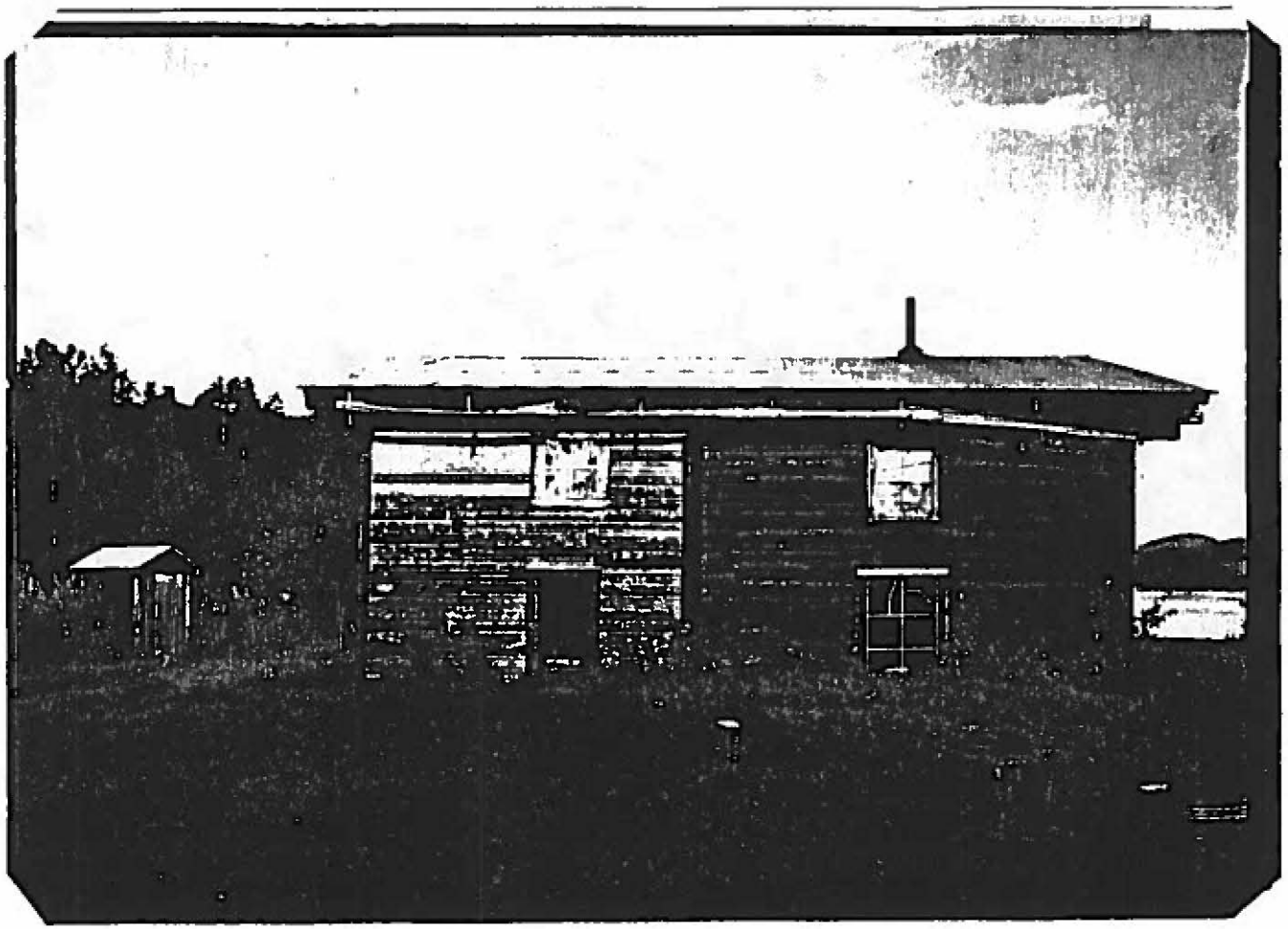


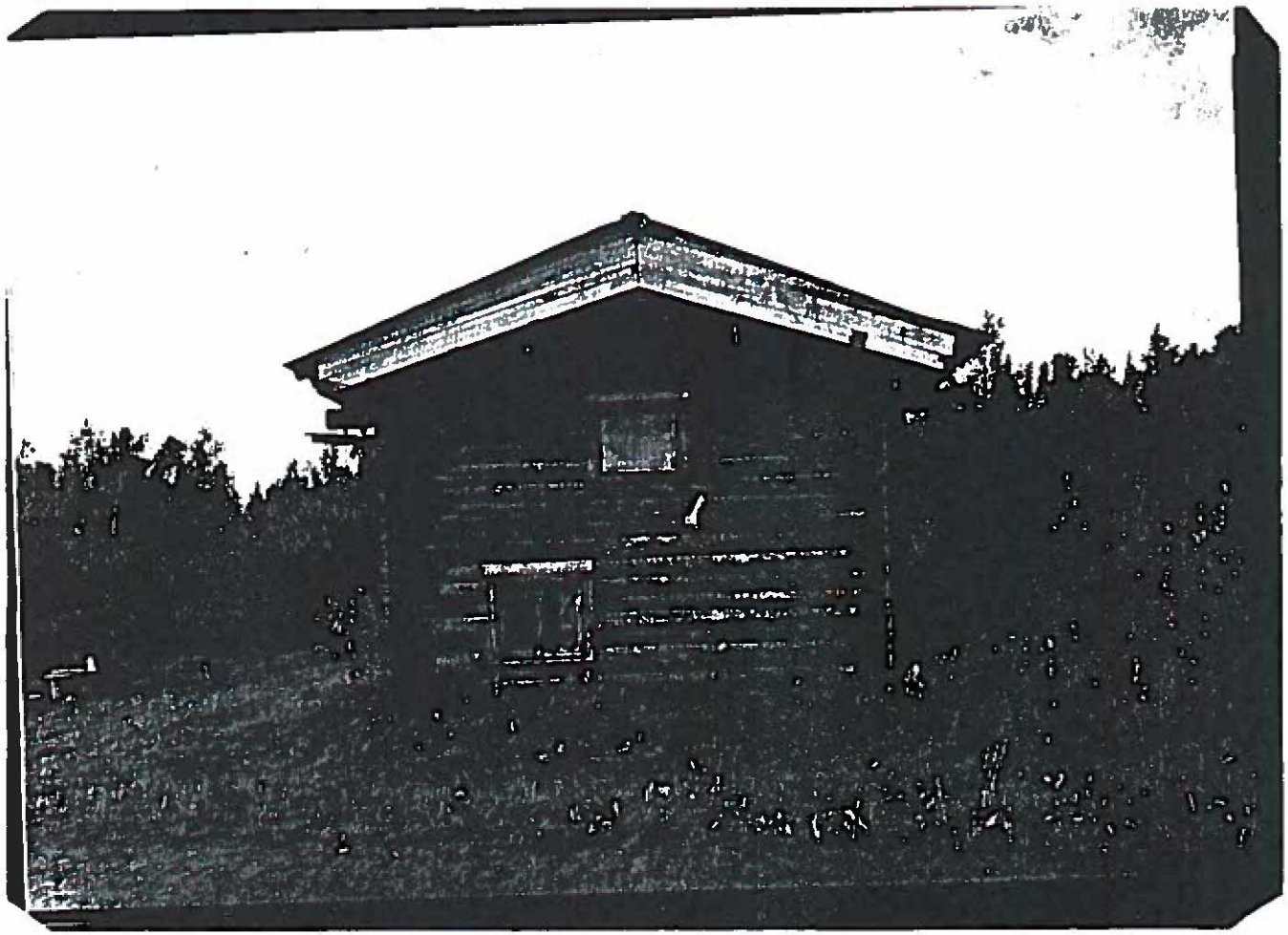


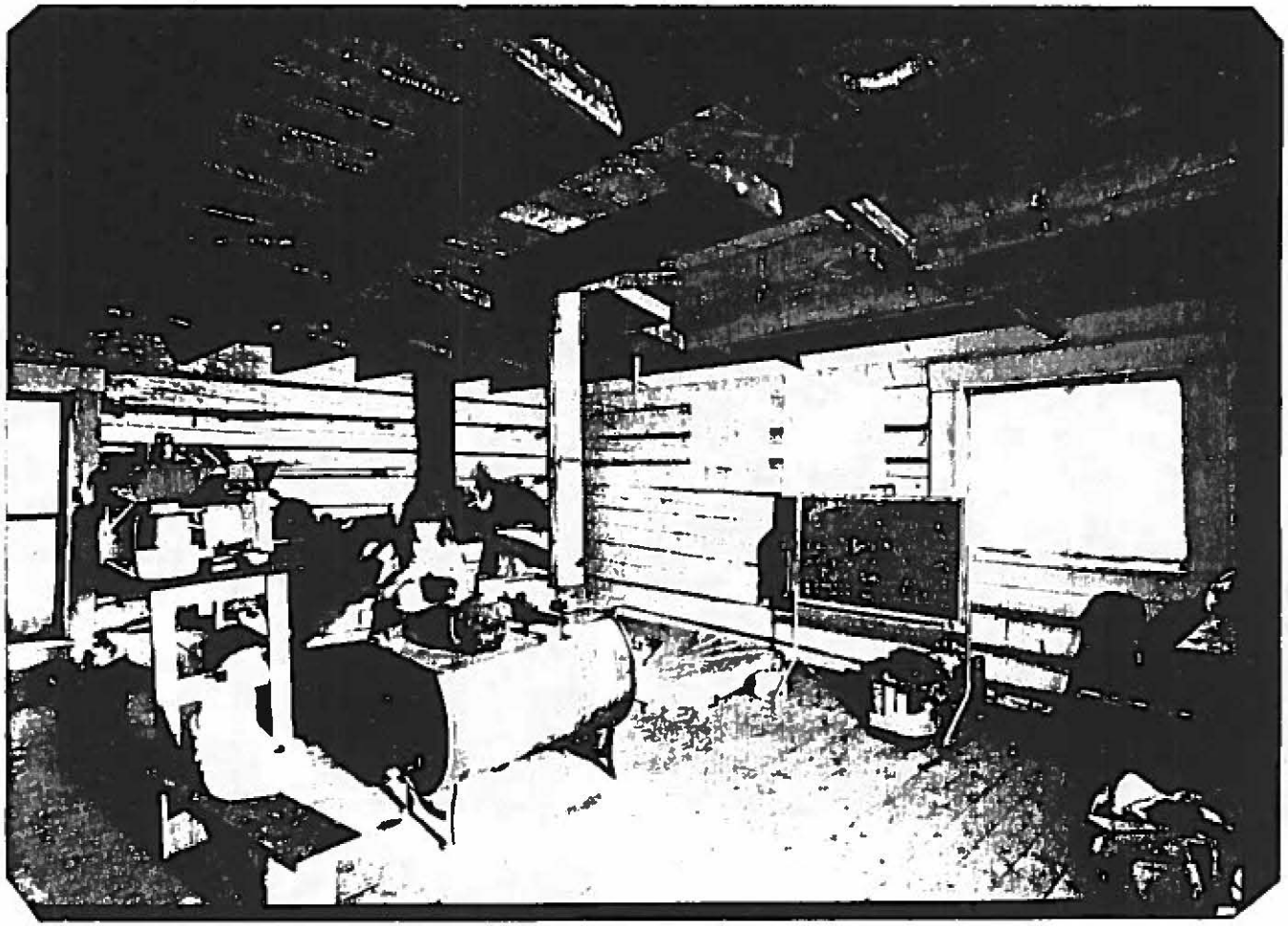
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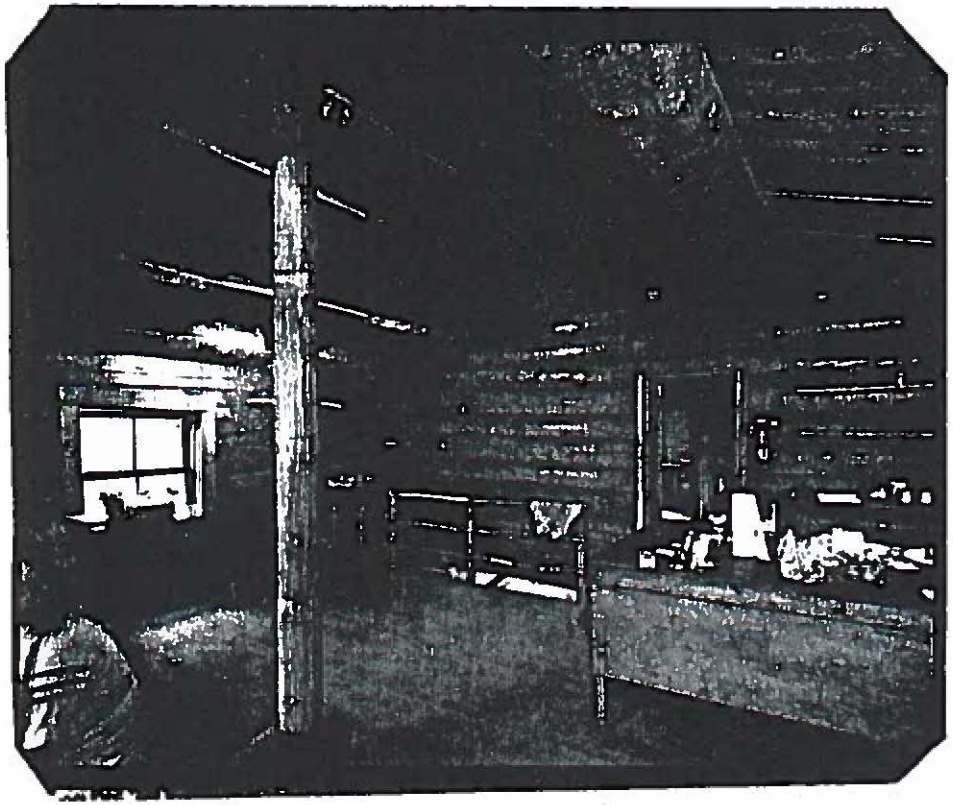


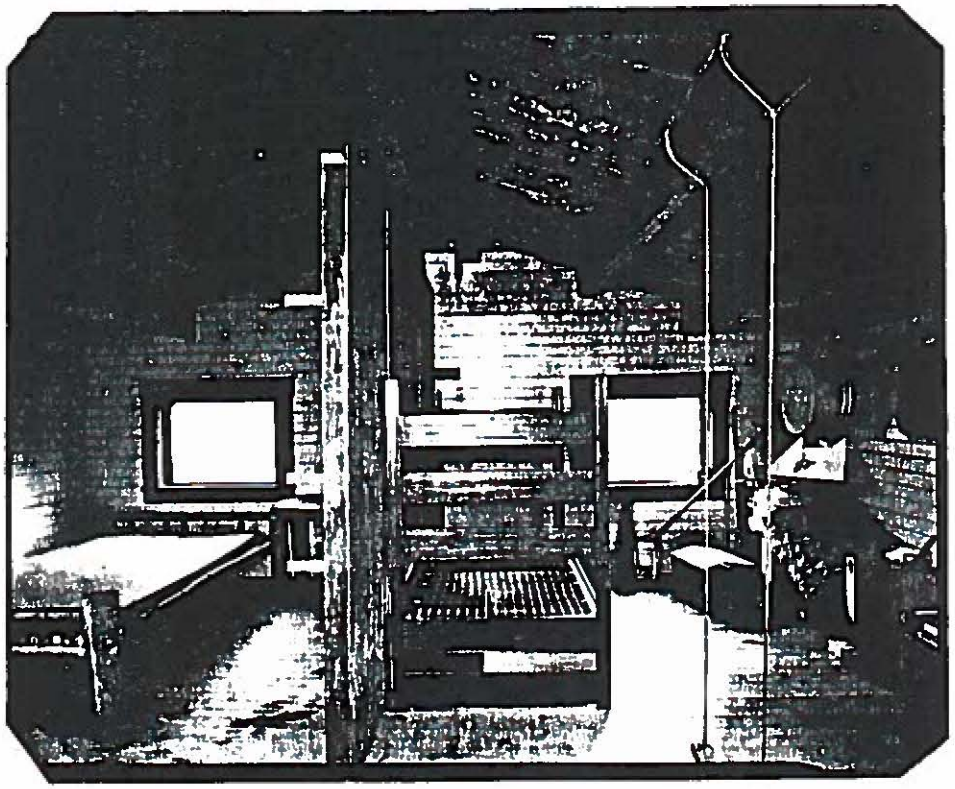


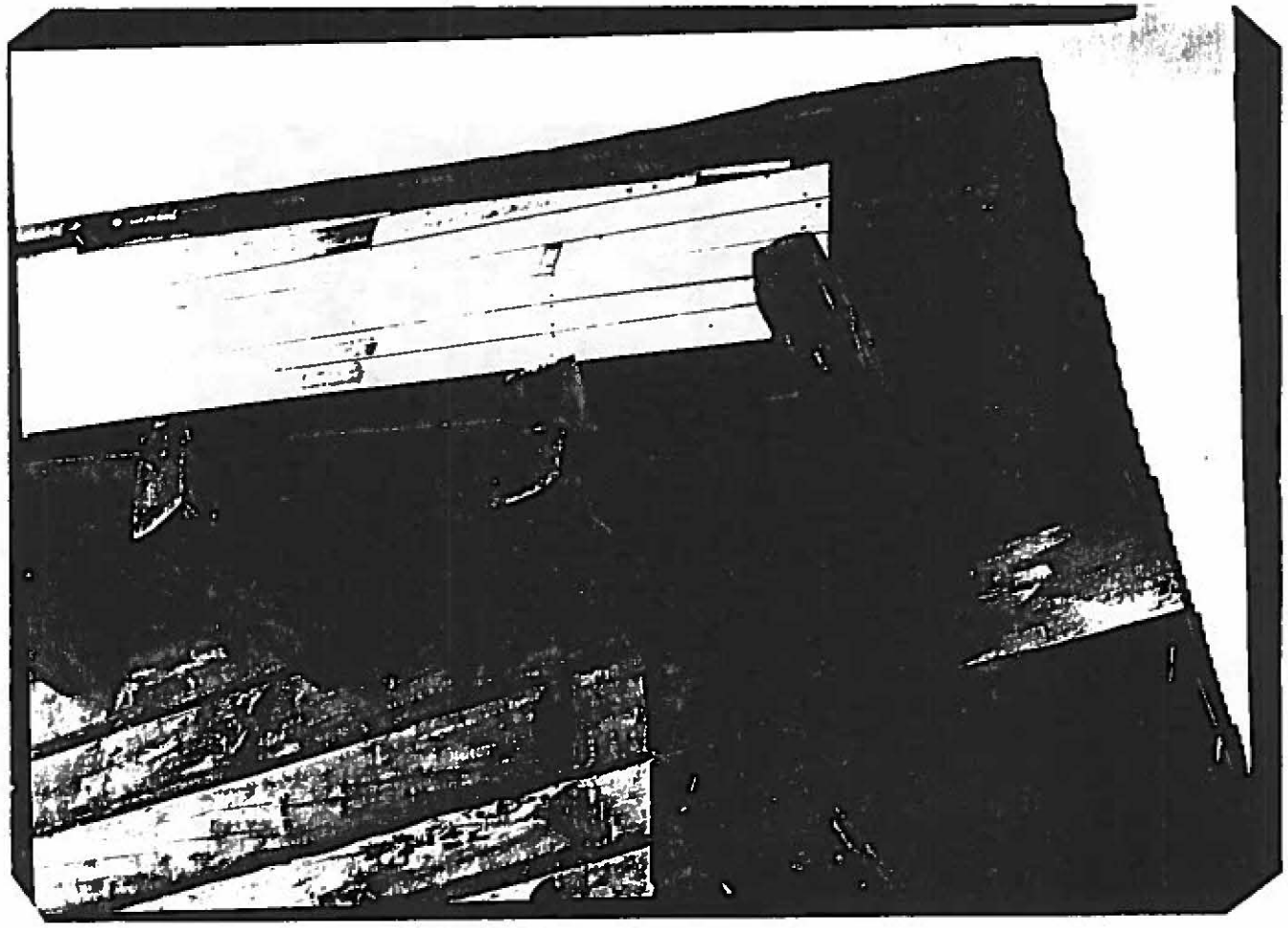


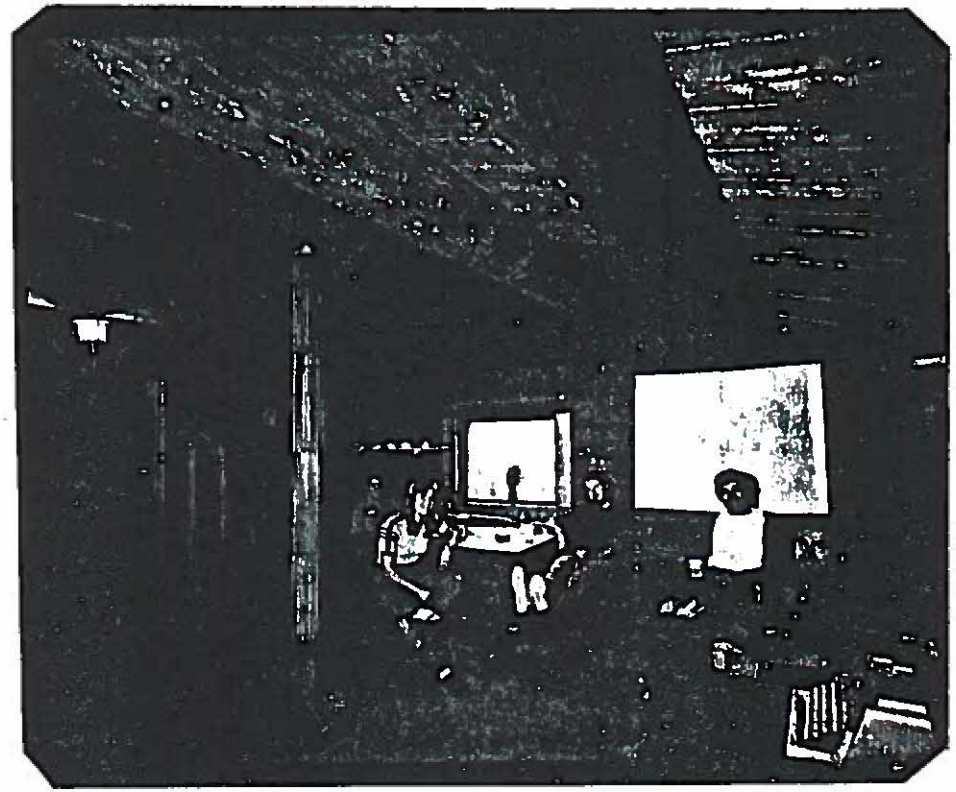












III. ARCHITECTURAL DATA

A. Structure: Slaven's Roadhouse is a 2 story log and wood frame building. The north elevation faces the Yukon. The building is characterized by a log section to the north and a smaller lumber section to the south; both share a common roof. The log section measures 20'11 1/2" x 21'0 1/4" x 19' and the lumber addition measures 16'6 1/2" x 21'4" x 19'. They share the southern wall of the log section.

B. Site: Historically the site has been maintained as a clear open space oriented to the river. Years of mining activity on Coal Creek and the loading and unloading of heavy equipment at the river ramp have resulted in the site being bisected by the gravel road which leads to Coal Creek. Most of the trees were removed in the immediate area of the roadhouse and outbuildings. Abandonment of the site has in recent years resulted in the growth of willows and alders between the roadhouse and the riverbank.

The roadhouse was constructed on a relatively flat lot with a slight slope towards the roadhouse.

C. Existing Condition and Significant Features:

1. Structural: The two story roadhouse was constructed in two parts. The north half of the structure is of log construction. The 12" diameter logs remain in good condition due to a substantial sheltering roof. The bottom three rows of logs which are in contact with the soil are deteriorated resulting in the settlement of the building.

The south half of the roadhouse was constructed using conventional balloon framing and is clad on each side with wood siding. The quality of workmanship is crude, suggesting a hurried construction. The south addition was constructed without benefit of a shear diaphragm resulting in pitching and bowing of the existing walls. All of the frame materials appear to have been salvaged from surplus materials at Fort Egbert.

The walls of both halves and the floor structure of the building were constructed directly on the ground resulting in severe deterioration of the wood wall and floor systems. Each half shares a common cellar. The walls of the cellar were constructed using unpeeled logs as cribbing. The logs are completely rotted and the foundation soil has begun to sluff into the cellar further undermining the structural stability of the building.

2. Roof: The original roofing system has undergone several modifications over the years. The building has in fact two roof systems, the first roof consisting of wood planking with a covering of moss and dirt. The second roof consists of additional timber joists, decking, and a covering of rolled corrugated metal. Field investigation and continued research during the summer of 1990 will concentrate on the actual fabrication of the roof to provide a more detailed architectural record. Actual work under Phase II is dependent upon this summer's investigations. There will be no modifications to the roof until the evolution of construction is established.

3. Windows: The large 5'8" x 3'5" first story windows match the large double hung windows used at Fort Egbert. The wood double hung windows and storm sash are in poor condition. Some of the glazing is broken; sash members are missing or badly deteriorated. Trim elements are also missing or badly deteriorated. Rehabilitation will require disassembly, repair or replacement of materials, and reassembly. All of the windows appear to be original to the building with the exception of the northeast window on the first floor and the east dormitory window on the second floor. The northeast window opening appears to have originally been a doorway. Archeological investigation in 1989 failed to establish the presence of a boardwalk or gravel walkway. If the window opening originally served as a doorway, it was only for a short period of time.

Historical research suggests that the opening may have been used for a few months prior to the construction of the south addition.

4. Doors: All of the doors within the building appear to be original to the building with the exception of the screen door at the east elevation. The doors were field constructed using 1" diagonal planking at the core with exterior and interior surfaces consisting of 1"x3" tongue and groove paneling. The doors are in poor condition and require repair. The original door in the east elevation was

obviously commercially manufactured and consists of three panels in the lower section and a square opening in the upper section.

5. Floor Plans: The basic organization of rooms, circulation, and window fenestration of the building has not been altered significantly since 1938. The only modification of any consequence appears to have been the removal of an arctic entry at the south elevation of the building.

The building consists of four rooms, one each in the upper and lower floors of the two building sections. The south room on the lower level functions as a storage shed and entry area for the building. It also served as the entrance to the cellar. Historically it was the roadhouse kitchen. The north room of the first level presently serves as a drying room because of the large Yukon barrel stove and as a sleeping area. Its historic use was as a lodge room or common room for people staying at the roadhouse.

The second level is accessed via a ship's ladder from the north room on the first level. Historical record indicated that it was reached via a ladder. The north room on the second level presently serves as a kitchen and bunkhouse. The room has a commanding view of the Yukon and was used as a dormitory for overnight lodgers. The floor of the log room is penetrated at its center with a sheet metal chimney. It was probably the warmest room of the roadhouse.

Access to the south room on the second floor is via a doorway from the dormitory room. The room is presently used as a bunkroom. Historically it was used as Frank Slaven's bedroom which he shared with his cook, Miss Bissell. Historically a partition divided the room. The space was never insulated, but it was over the kitchen which probably kept it relatively warm in winter. A makeshift plywood partition, which divides the space into two cubicles has been installed in recent years.

6. Exterior Walls: The exterior of the north half of the roadhouse is log. The logs were peeled during construction and have remained exposed to the weather without any noticeable treatment. The logs remain in good condition due to a sheltering roof and the dry alaskan climate. Deterioration consists of some checking, and rot at log ends. All joints appear structurally sound.

The exterior walls of the south half of the roadhouse are clad with 1"x8" horizontal wood dropsiding. The siding was used on a previous structure as evidenced by the painting pattern and location of nail holes. The siding is experiencing some checking and buckling due to the structural condition of the wall.

7. Interior Walls: Log Walls - The interior walls of both floors of the north half of the roadhouse are exposed log. The log surfaces were hewn flat and were not treated with any paints or stains. Previous occupants of the structure painted the interior surface of the logs on the first floor ca. 1975. The white painted interior surface of the logs is not original to the building.

Wood Siding - The interior walls of the south addition of the building consists of 3/4" x 3 3/4" beaded board horizontal wood siding. The siding, salvaged from another building was installed in a haphazard manor. The siding was originally painted and was repainted at the same time the interior logs were painted. The original color was changed at that time.

8. Interior Ceilings: There are no suspended or applied ceiling treatments in the roadhouse. The second floor ceiling consists of exposed log purlins and split log planking. Visible damage to the ceiling consists of water damage from the leaking roof and alterations which were made as part of various chimney improvements over the years.

The first floor ceiling consists of exposed rough sawn wood joists and wood decking. None of the surfaces have been painted or treated and remain in good condition.

9. Floors: The existing floors consist of unfinished wood tongue and groove planking of various dimensions. The flooring on the first floor is sound, but brown cubical rot is evident throughout when inspected from the cellar. Areas of the floor have been routinely patched over the years where the floor system has rotted.

10. Finishes: Paint is the only surface applied finish used on the structure. The exterior and interior wood siding on the south half of the structure, window sash and trim, and door were the only painted elements. There is no evidence of

any finished floor materials, wallpaper treatments or fabric in the building. The interior finish character of the building is rough hewn with little concern for decoration or applied finish.

11. Furnishings: With the possible exceptions of a single wooden table, bench, and broken wooden rocking chair, none of the original furnishing remain within the building. Research has failed to locate any historic photographs or description of the interior of the roadhouse. Photographs of the exterior indicate window shades on the south addition windows in what would have been Slaven's room and the kitchen. Current uses have resulted in a mixture of manufactured and locally crafted furniture.

The existing kitchen area is not well defined. Lack of documentation precludes an accurate description of the original configuration.

12. Mechanical and Electrical: Historically, wood provided the fuel for cooking and heating the roadhouse. Light was provided through the use of kerosene lanterns and candles. An outhouse provided a toilet facility. Drinking water was probably carried from Coal Creek and waste water was handled by throwing it out the doors. Garbage was either burned or disposed of at a dumpsite located to the south of the building.

Two chimney penetrations through the ceiling of the first floor up through the roof indicate that there were two stoves in the building. The first stove, located in the south room of the first floor served as a cook stove and for heat. The second stove, located in the north room of the first floor probably served only for heat. Neither stove remains within the building. A wood cook stove, presently located in the south room was donated in recent years by Jim Layman of Eagle.

At the present time, there is only one functioning wood stove in the building. The stove, a modified "Yukon Barrel Stove" serves to heat the building and has a flat surface on its top for cooking. The stove uses a conventional galvanized metal chimney which penetrates the floor and ceiling through an historic galvanized metal safety. A small propane cook stove has been installed in recent years for cooking and to reduce the risk of fire in the building.

Light for the structure is provided through the use of Coleman white gas lanterns or candles.

Drinking water is either carried by the user or is taken from Coal Creek. Waste water is still disposed of in its historic manner.

A burn-barrel is provided for all papers and burnable garbage. All other refuse is collected by the NPS and is carried back to Eagle for disposal.

Based upon historical documentation the Slaven Roadhouse will be rehabilitated to a 1938 - 1942 period of significance. It was during this period that the roadhouse was largely completed, ownership was transferred, and the associated outbuildings were constructed.

D. Findings: Slaven's Roadhouse, which has long served as a navigational landmark for the Yukon River traveler, remains in fair condition. However, years of use with only minimal care, is quickly taking its toll on the structural integrity of the building. Critical to the preservation of this National Register property is the installation of a new foundation system, repair to the roof, restoration of doors and windows, and modifications to the structure to reduce the threat of fire.

E. Recommended Treatments:

SITE: Selectively clear alders and willows to reestablish the historic vistas from the roadhouse.

* Raise the natural slope of the site to provide a positive slope away from the roadhouse. Raise the roadhouse approximately 1'0" to compensate for additional fill around the building.

* The existing outbuildings remain as part of the historic context of the site. The buildings should be rehabilitated and preserved as part of the vernacular landscape.

STRUCTURAL: Document and remove the rotted log cribbing from the abandoned cellar. Backfill with soil and compact the cellar to stabilize the bearing soil for the foundation.

* Construct a new foundation system.

* Replace and repair rotted logs and wood frame wall members to reestablish structural integrity.

* Construct a new floor structural system.

* Provide a foundation drainage system around the building.

ROOF: As part of Phase I, investigate and further document the construction of the roof systems during the summer of 1990.

* Phase II - Restore roof to its period of significance. Modify to correct all leaking and snow loading conditions.

WINDOWS: Phase I - Remove all of the existing windows, storm sash, and trim. Package and ship to regional preservation shop at Skagway. Determine original paint color, disassemble, repair or replace deteriorated wood and glass elements, and restore.
* Phase II - Reinstall restored windows, repaint to match original color.

DOORS: Remove all existing doors, package for shipping and transport to Skagway. Determine original paint color, disassemble, repair or replace deteriorated wood and hardware and restore. Repaint to match historic color.

* Based upon historic research, reconstruct new doors for the east elevation.

FLOOR PLAN: Reconstruct the arctic entry at the south elevation of the building. Remove the plywood partition in the second floor south room.

EXTERIOR WALLS: Log Walls - Repack or replace all loose or missing moss chinking, clean all log surfaces. Inspect, repair, and seal all major vertical log cracks. Repair all broken log ends. Replace deteriorated sill logs.

Wood Siding - Carefully record and mark all siding. Carefully remove and store for reinstallation all wood siding. Install wood shear diaphragm and breathable building paper. Carefully remove all loose or dirty paint from existing siding, replace all missing dropsiding with new matching siding. Prime front, back, and edges of all siding and reinstall.

INTERIOR WALLS: Log Walls - Clean existing log walls, repack or replace all loose chinking. Chemically remove all paint from the first floor log walls to reestablish original surface character. Care must be taken to preserve original tooling marks.

Wood Siding - Once the structure of the wall is repaired, inspect and reattach all loose siding material. Clean and repaint to match original color.

INTERIOR CEILINGS: Under Phase I, all of the surfaces require basic cleaning by sweeping and vacuuming. Phase II will repair damage caused by a failing roof system. The extent of the damage will be surveyed during the summer of 1990.

FINISHES: Selectively remove paint samples from all painted surfaces for analysis under Phase I. Under Phase II repaint all surfaces to match original color and method of application.

FLOORS: Construction of a new floor system will require the systematic removal of the first floor tongue and groove flooring. Materials found which are free of rot and are structurally sound will be reused. New flooring, which matches the original in profile and material will be reused.

FURNISHINGS: Establish through research appropriate types of furnishings for this mining associated roadhouse. Collect or construct appropriate furniture to accommodate current and future uses.

Provide a kitchen area for use by visitors which more accurately characterizes a period kitchen and provide a controlled and fire safe cooking area.

MECHANICAL AND ELECTRICAL: The existing wood cook stove, which is from the period should be removed, restored, and reused within the building. The existing Yukon barrel stove should continue to be used. Existing chimneys should be modified to incorporate NFPA approved insulated metal chimney systems. Existing metal chimney safeties at floor and roof penetrations should be modified to accept the insulated metal chimney systems.

Current use of the building warrants the continued use of propane cooking facilities. The existing contemporary propane stove should be removed and a simpler counter top cook range used. At the present time a portable propane tank is stored in the building adjacent to the stove. The tank needs to be removed and stored in a structure outside of the building to reduce the risk of asphyxiation or fire.

Install a propane light system in order to reduce the dependency on white gas lanterns.

Drinking water and waste water will continue to be handled in the same way.

Maintain a burn barrel at the site away from the building and combustible vegetation. Continue to carry all nonflammable garbage to Eagle.

F. Alternative Treatments: These alternatives take into consideration the fact that funds may not be forthcoming in future years.

1. No Further Treatment

This alternative would result in the building receiving only a new foundation. Additional work to the roof would not occur thus resulting in continued moisture penetration and deterioration. No additional modifications to lights, stoves, and chimneys would result in a continued fire hazard. (This alternative is not recommended.)

2. Exterior Preservation Treatment Only

This alternative would allow for the full treatment of the exterior of the building resulting in a new foundation, new roof, and repair of exterior windows and doors. No Additional modifications to lights, stoves, and chimneys would result in a continuing fire hazard. (This alternative is not recommended.)

3. Fire Treatment Only

This alternative would improve the quality of the stoves, upgrade the fire resistance of chimneys and would install propane lights. Repairs to the roof and sealing of the exterior would not occur resulting in continued moisture penetration and deterioration of the building. (This alternative is not recommended.)

G. Evaluation of Effect of Recommended Treatments:

1. Discussion

The following determination of effect of the recommended treatments is made in accordance with section 800.4 (b) of the Advisory Council on Historic Preservation regulations, "Protection of Historic and Cultural Properties". The council's criteria reads as follows:

A federal, federally assisted, or federally licensed undertaking shall be considered to have an effect on a National Register property eligible for inclusion in the National Register (districts, sites, buildings, structures, and objects, including their settings) when any condition of the undertaking causes or may cause any change, beneficial or adverse, in the quality of the historical, architectural, archeological, or cultural character that qualifies the property under the National Register Criteria.

Slaven's Roadhouse, as explained earlier in this report is listed on the National Register of Historic Places as part of the Yukon River Lifeways Thematic Nomination.

H. Determination of Effect of Recommended Treatment:

There is no structural alternative to rehabilitating the roadhouse. Left to time without a new foundation the sill logs will continue to sink into the ground. According to NPS 28, Chapter V, page 6, Management Policies, a structure may be rehabilitated if 1) it can not adequately serve an appropriate use in the present condition; and 2) rehabilitation will not alter its integrity and character or conflict with park management objectives.

The proposed rehabilitation work will not alter or compromise the historic integrity of the building and will comply with a section 106 review. Any loss of original material, in this case log or lumber, will be replaced in kind.

1. No Effect Recommended treatments having no effect on the qualities of Slaven's Roadhouse that qualify it as a contributing element of the Yukon River Lifeways National Register Nomination and as a cultural resource within Yukon-Charley National Preserve are as follows:

   a. NONE

2. No Adverse Effect Recommended treatments that are considered as having an overall beneficial effect on Slaven's Roadhouse are as follows:

   a. Construction of a new foundation
   b. Repair and improvement of the structural system by removal and reinstallation of historic logs, installation of shear diaphragm, and construction of new subfloor system.
   c. Roof repair
   d. Rehabilitation of existing doors and windows.
   e. Modifications to improve or diminish current fire hazards.

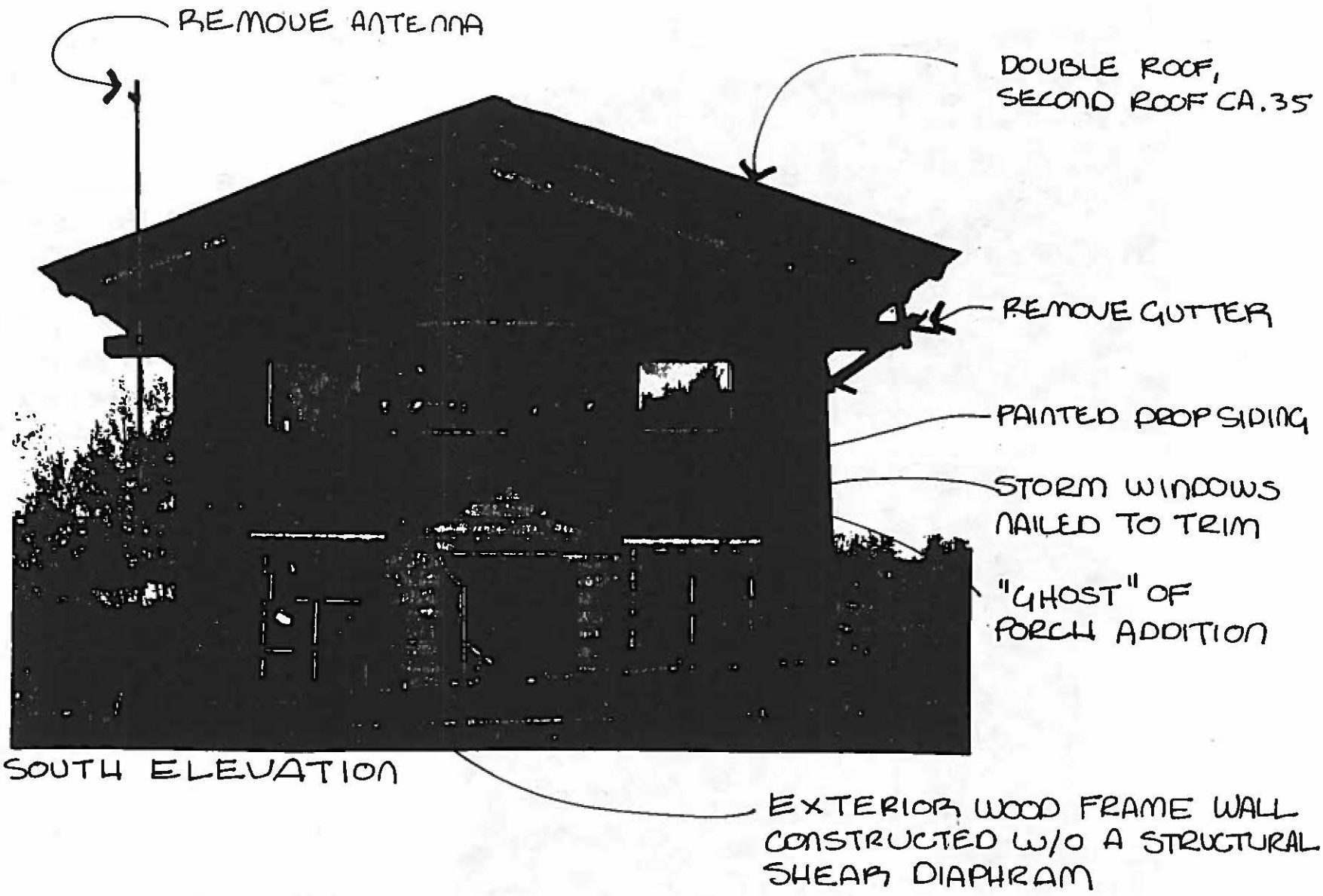
3. Adverse Effect Recommended treatments that are considered as having an adverse effect on the qualities of Slaven's Roadhouse that qualify it as a contributing element of the Yukon River Lifeways National Register Nomination and as a cultural resource within Yukon-Charley National Preserve are as follows:

a. No adverse effect is anticipated from treatments recommended in this report.

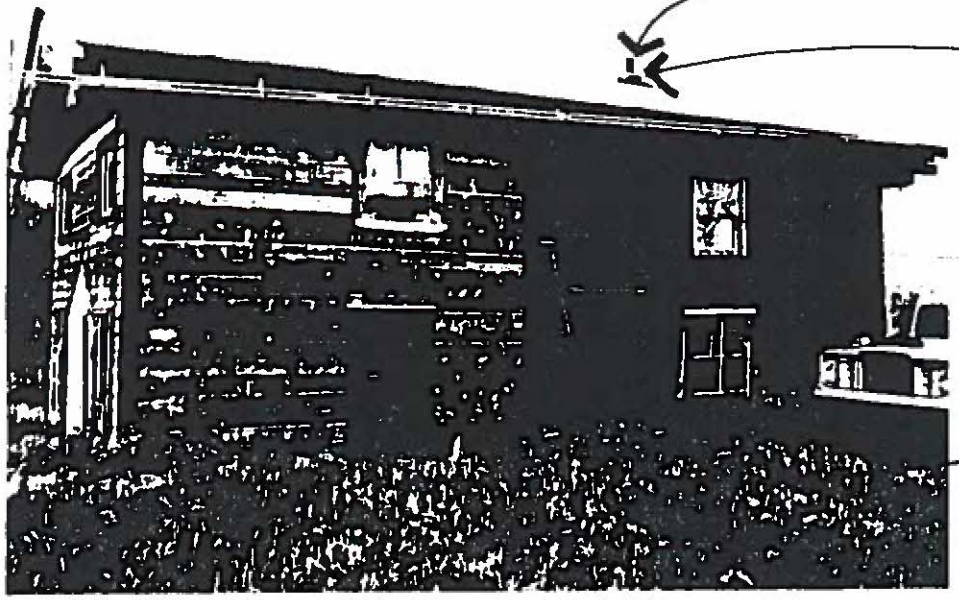
I. Recommendation for Further Study: Due to funding limitations and the short field season, rehabilitation of Slaven's Roadhouse will occur over a 3 year period. All of the work under Phase I addresses materials and architectural elements which are well documented. Future rehabilitation of the roof will require investigation during the summer of 1990 in order to document actual construction. Color analysis is also to follow.

This Historic Structure Report will be revised during the fall and winter of 1990/1991. Additional architectural drawings will also be prepared during that period. Future findings and proposed fabric treatments will be resubmitted to State Historic Preservation Officer prior to the undertaking of Phase II.

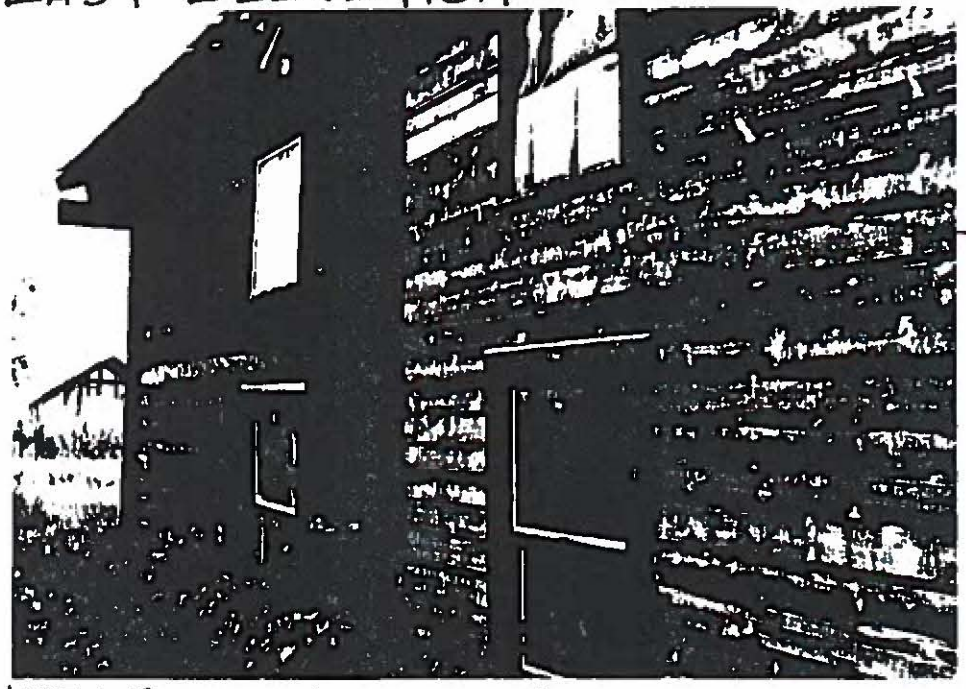
J. Existing Condition Photographs:



SOUTH ELEVATION



EAST ELEVATION



WEST ELEVATION

PROVIDE METAL CAP

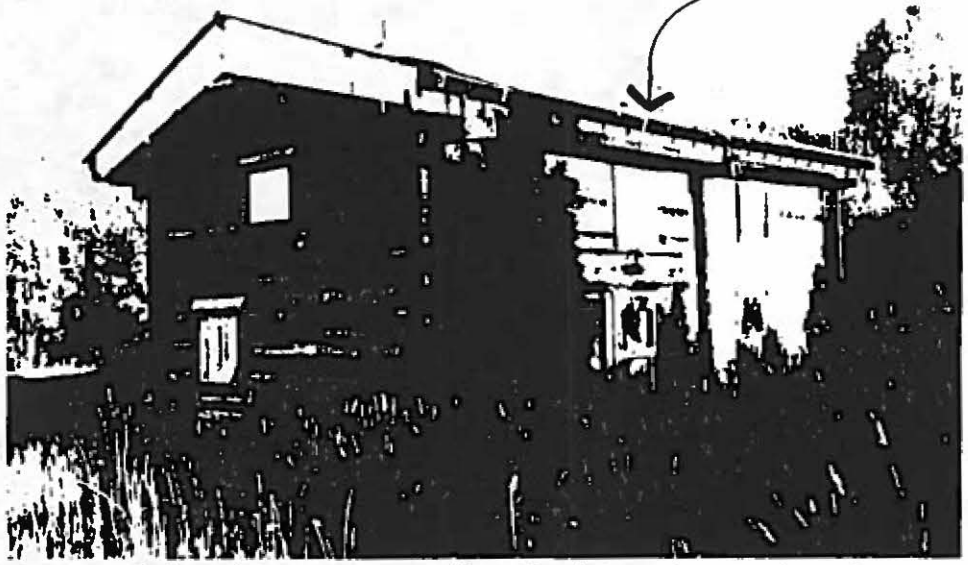
RETAIN EXIST. MTL. SAFETY, REHAB. TO ACCEPT INSUL CHIMNEY

REMOVE VISQUEEN, REMOVE, RESTORE & REINSTALL ALL WINDOWS & DOORS

SCREEN DOOR NOT ORIGINAL. WEATHER DOOR MISSING, REPLACE W/ REPRODUCTION DOOR TO MATCH HISTORIC PHOTO

METAL FLASHING @ WINDOW HEADERS

SETTLEMENT OF BUILDING DUE TO DETERIORATION OF SILL LOGS AND FRAME WALLS. REPLACE BOTTOM ROWS OF LOGS AND REPAIR FRAME WALLS



NORTHWEST CORNER ELEVATION

ROLLED CORRUGATED GALV. METAL ROOFING, REPAIR AS PART OF PHASE II



EXISTING CELLAR

LOG FLOOR STRINGER

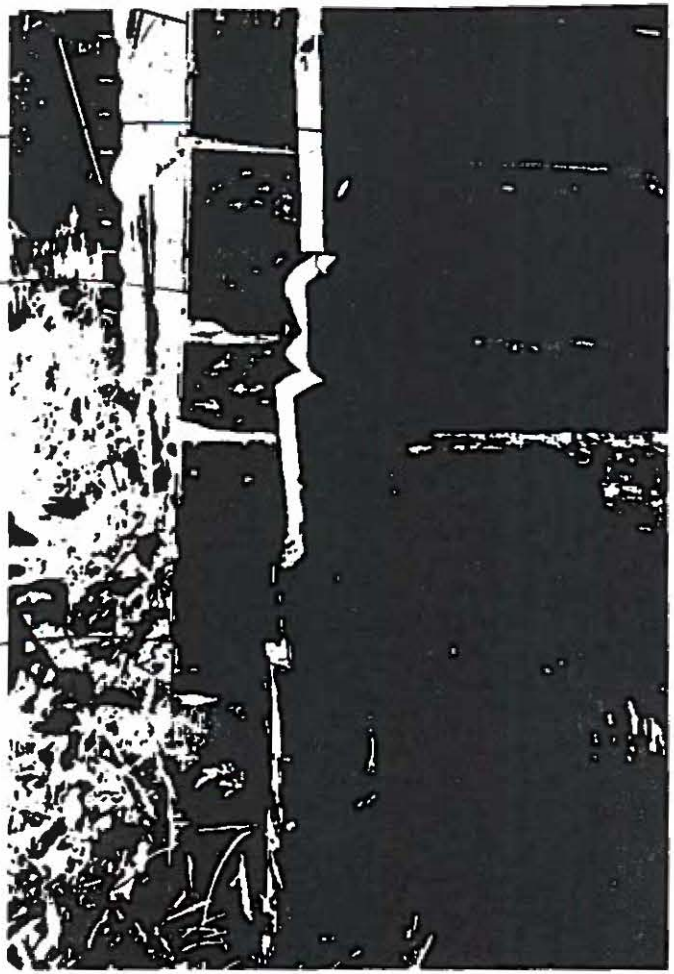
DETERIORATED LOG CRIBBING

COLLAPSED CELLAR WALL

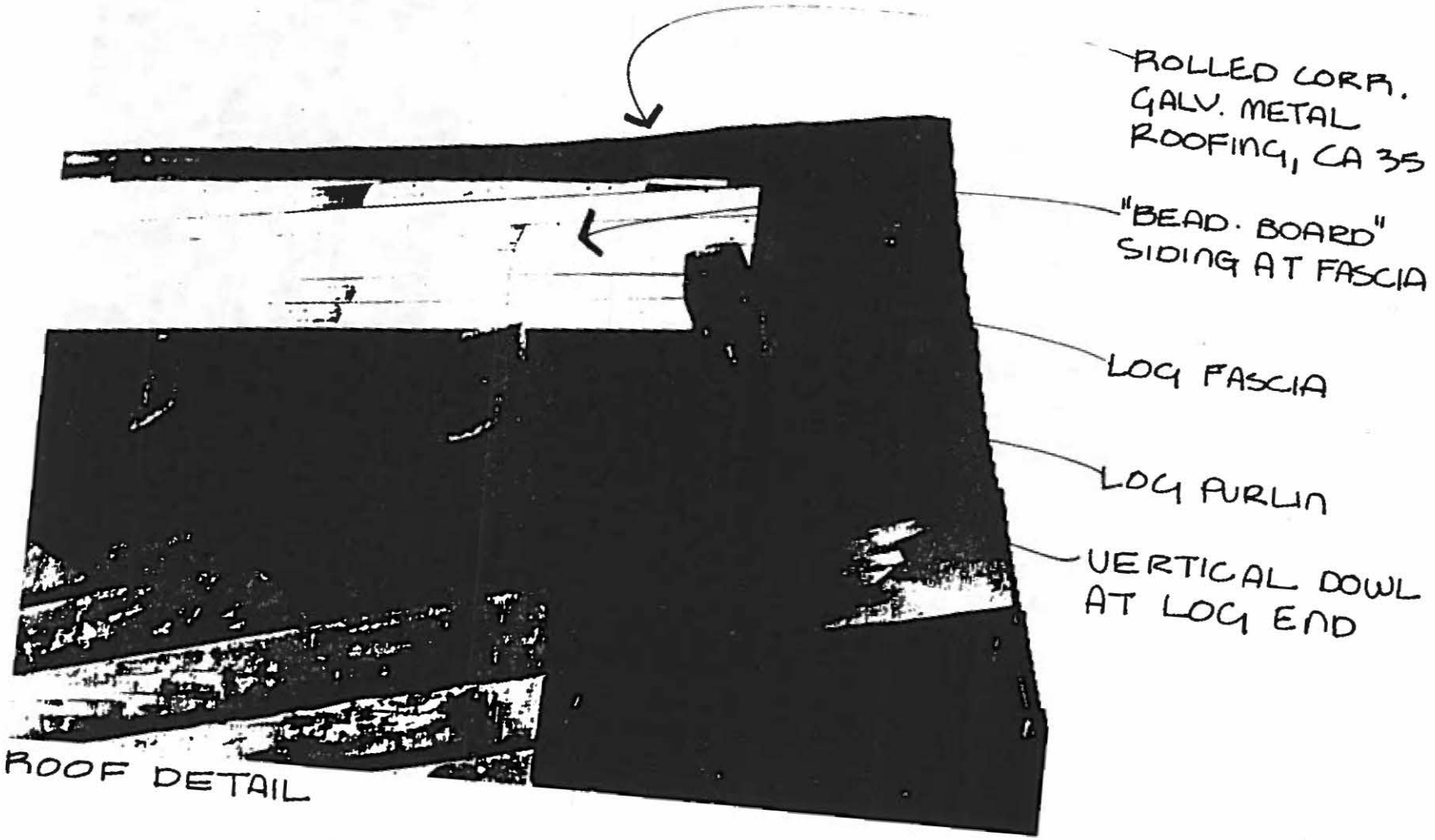
RANDOM BEVELED NOTCH

SQUARE LOG END - HEWN

DETERIORATED SILL LOGS



TYPICAL CORNER DETAIL


ROLLED CORR. GALV. METAL ROOFING, CA 35
"BEAD. BOARD" SIDING AT FASCIA
LOG FASCIA
LOG PURLIN
VERTICAL DOWL AT LOG END

ROOF DETAIL

DETERIORATED LOG ENDS AT PURLINS, HEADERS AND FASCIA

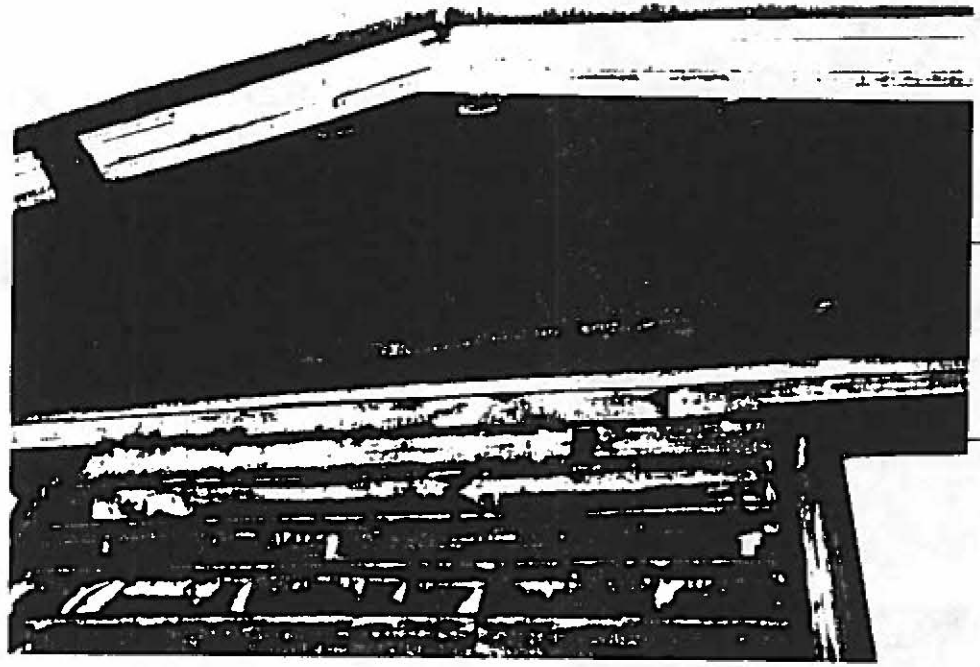
SPLIT LOG DECKING, FLAT SIDE DOWN

DIMENSIONAL 1" WOOD TRIM AT CORNERS, WINDOWS AND DOORS

WOOD SIDING PROFILE VARIES

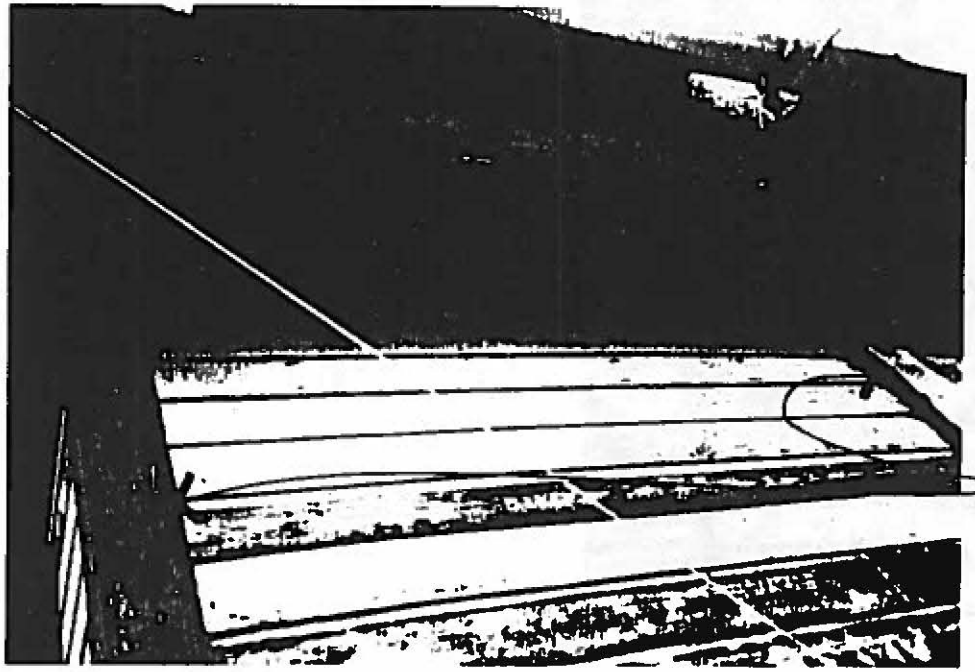


CORNER DETAIL



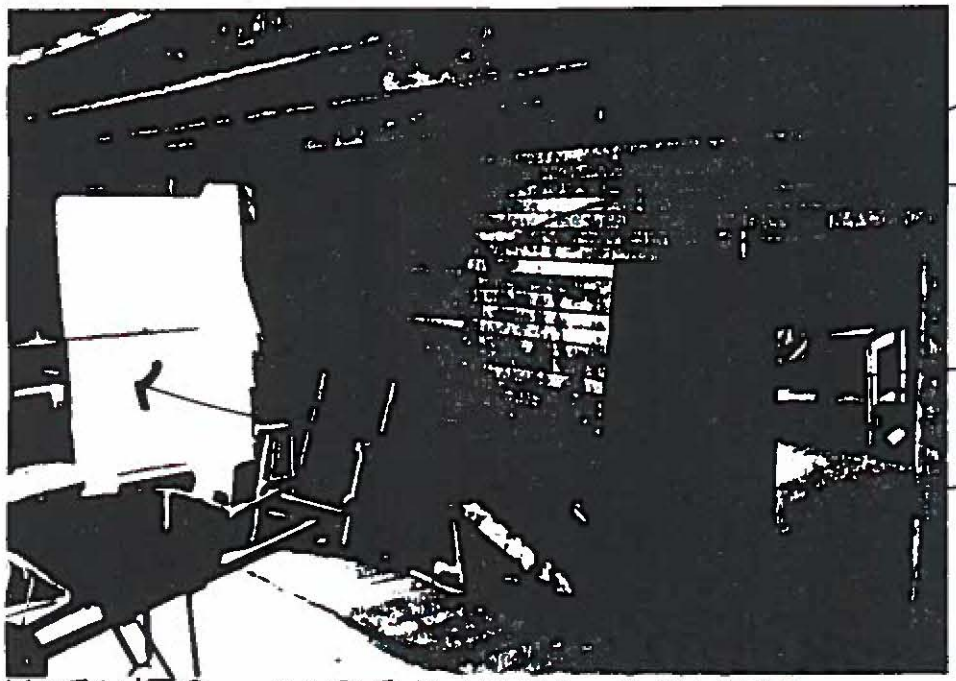
LOG GABLE END

WOOD DROP SIDING



1" WOOD CORNER TRIM

TYPICAL CORNER / ROOF OVERHANG



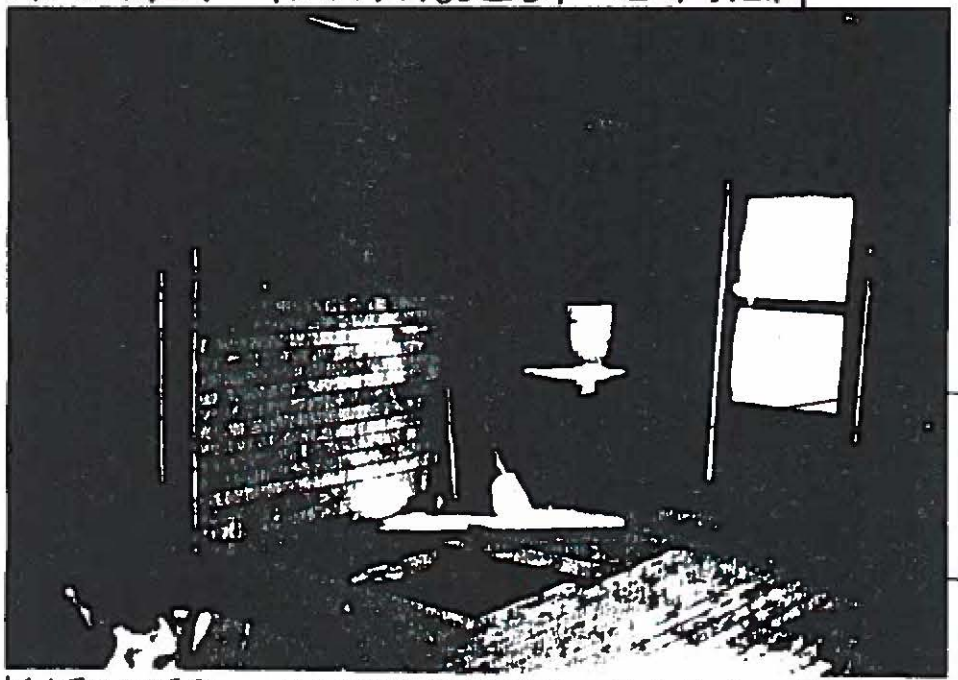
KITCHEN - NORTHWEST CORNER

WOOD JOISTS

PAINTED "BEAD BOARD" WOOD SIDING ON WOOD FURRING ON LOG WALL

WOOD PANEL DOOR

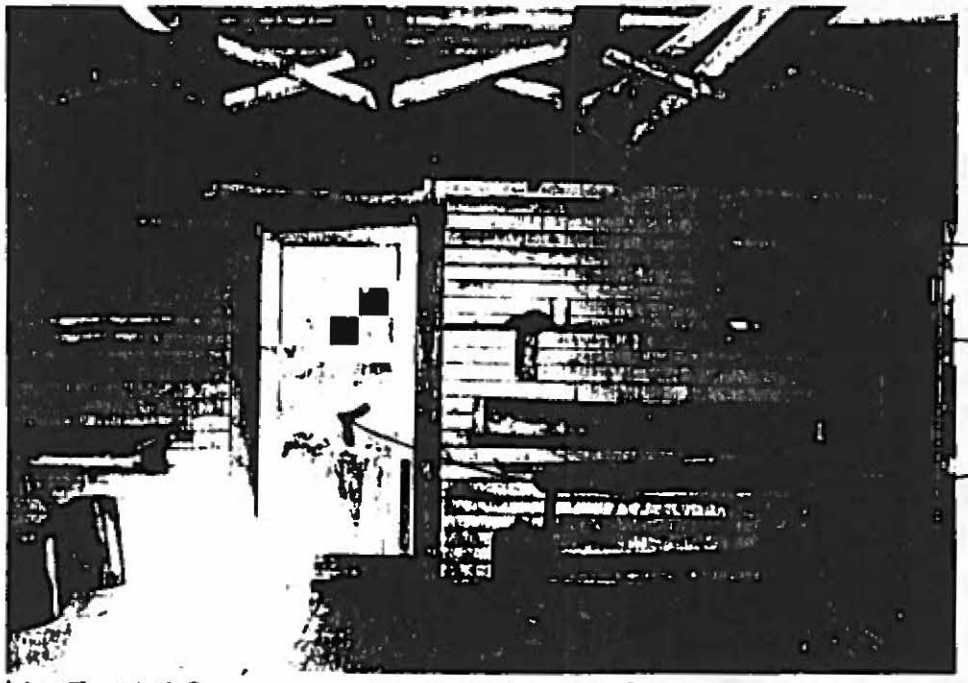
WINDOW BW



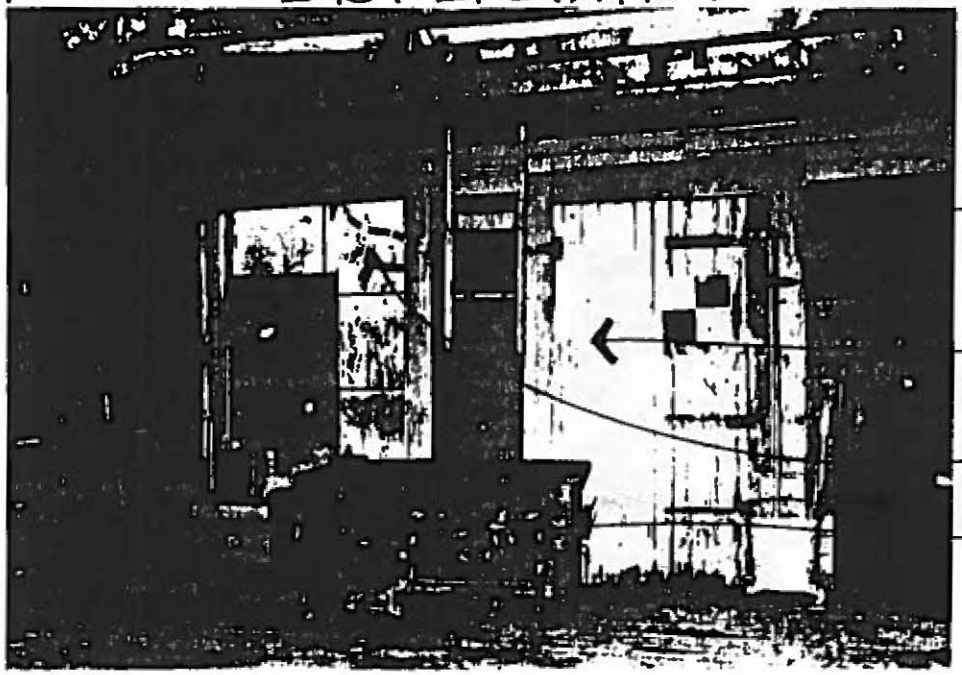
KITCHEN - NORTHEAST CORNER

PLANK DECKING OVER TONGUE & GROOVE FLOORING

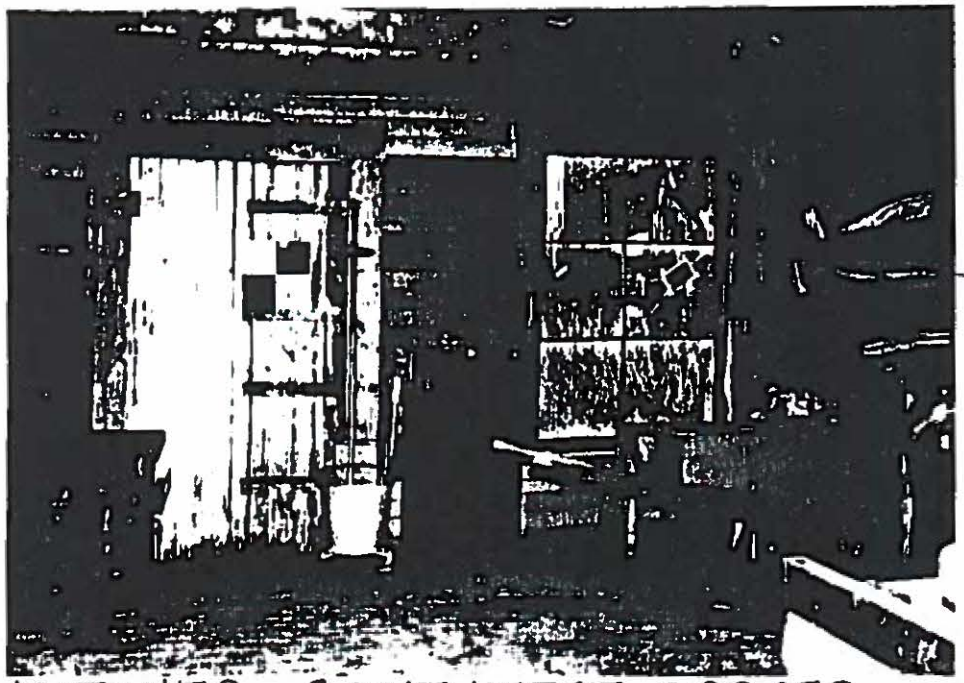
CELLAR ACCESS



KITCHEN - EAST ELEVATION

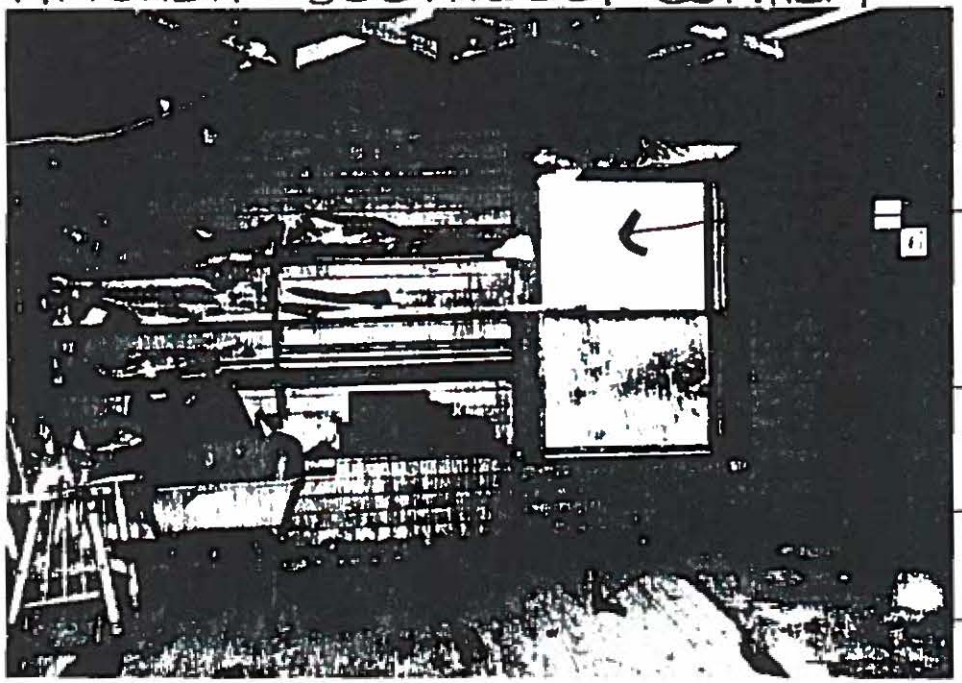


KITCHEN - SOUTHEAST CORNER



KITCHEN - SOUTHWEST CORNER

WINDOW AW



KITCHEN - WEST ELEVATION

WINDOW BW

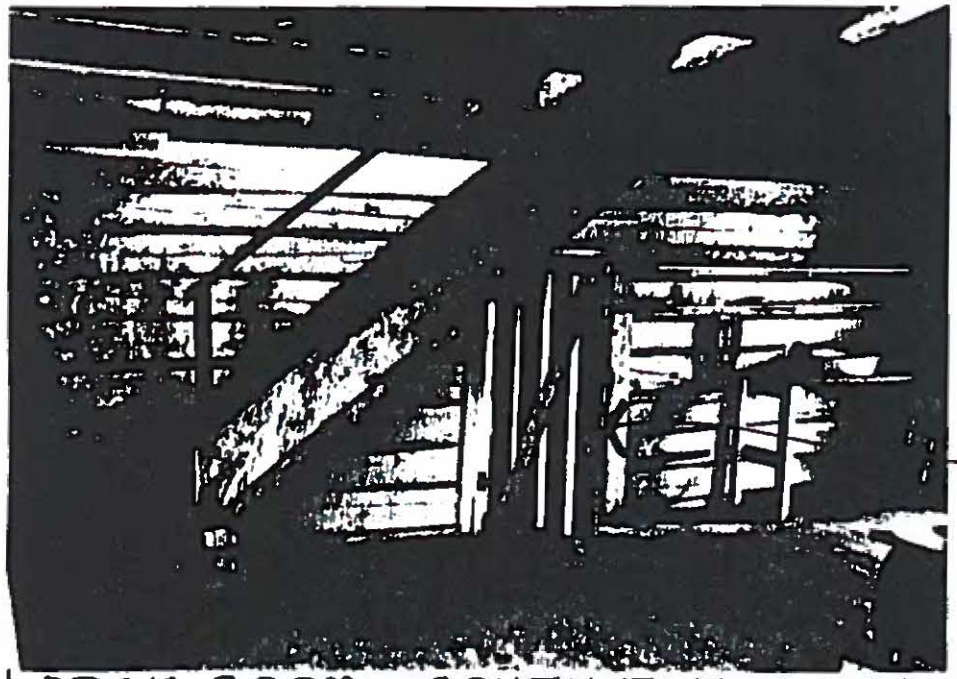
WOOD BEAD BOARD SIDING

1x3 TONGUE AND GROOVE FLOORING

1" x RANDOM WIDTH PLANKING

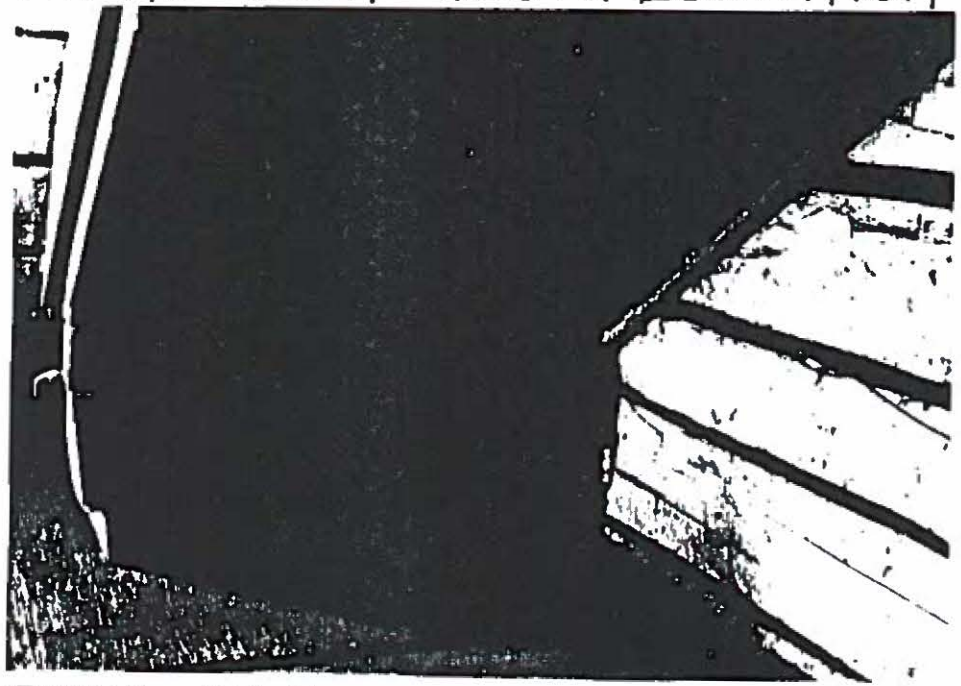


THRESHOLD DETAIL

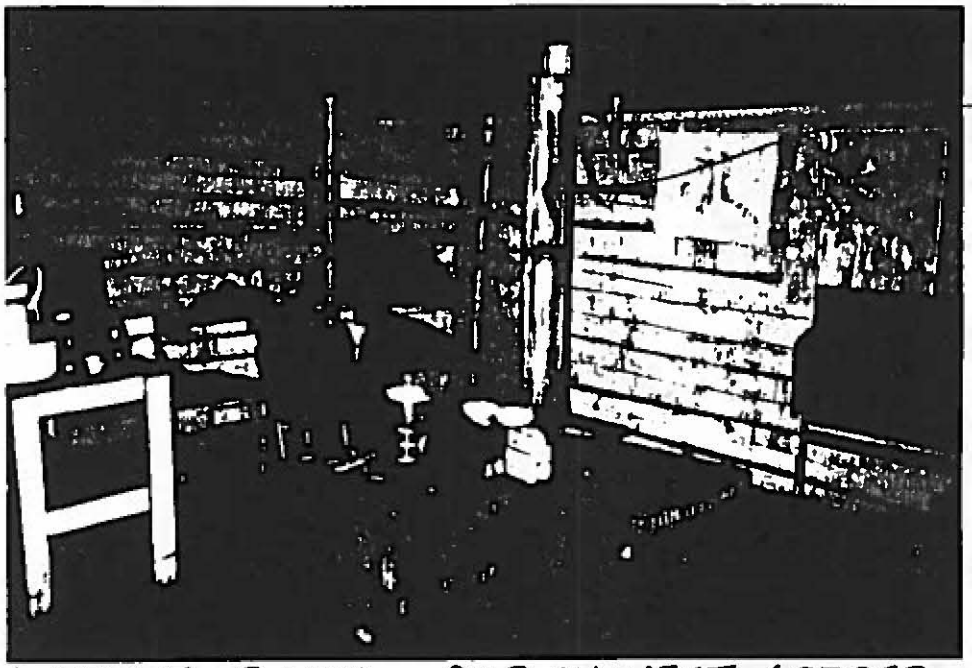


WOOD PLANK DOOR

LODGE ROOM - SOUTH ELEVATION

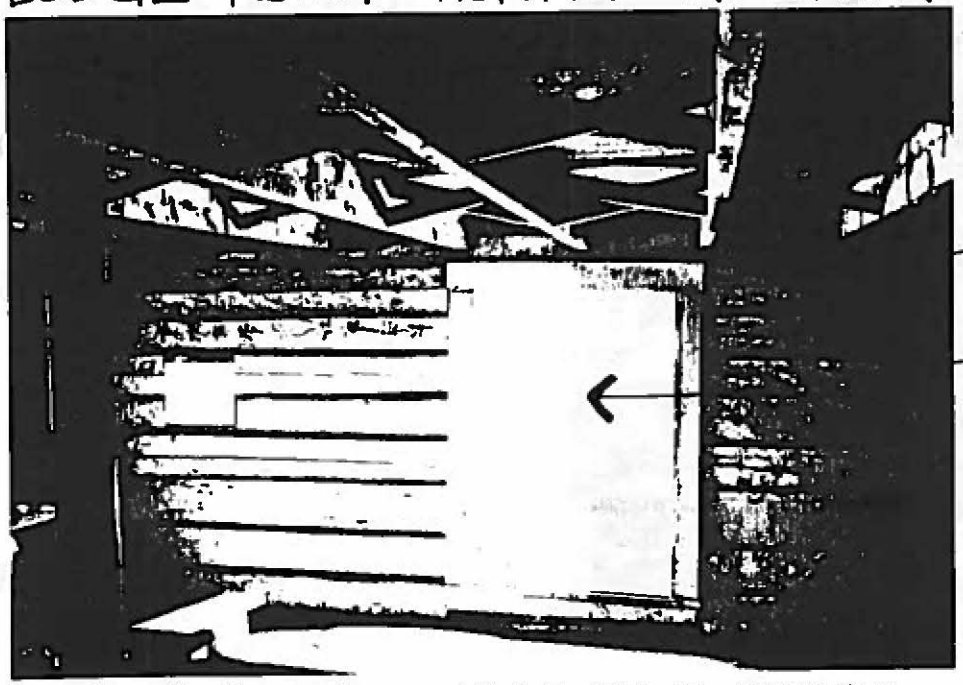


STAIR DETAIL



SINGLE WALL GALV METAL CHIMNEY

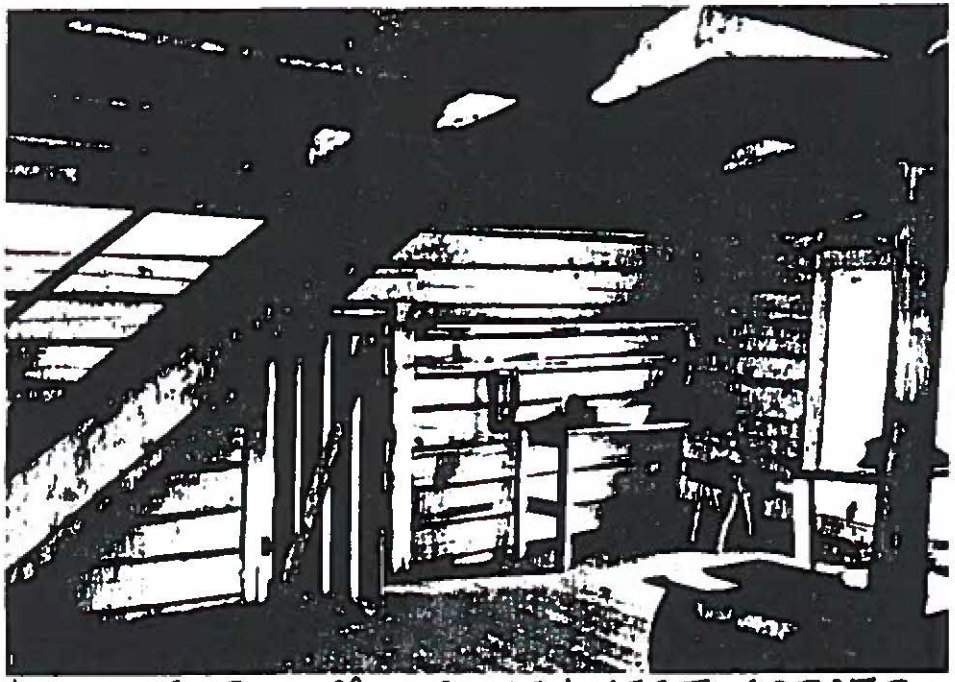
LODGE ROOM - NORTHWEST CORNER



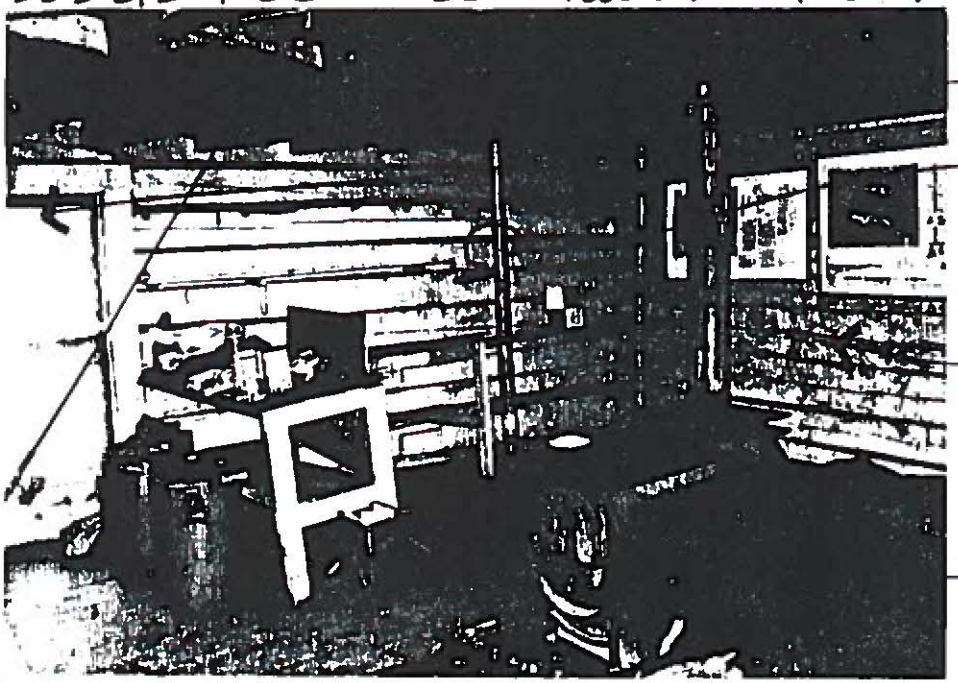
ROUGH SAWN WOOD JOISTS

WINDOW DW

LODGE ROOM - WEST ELEVATION



LODGE ROOM - SOUTHWEST CORNER



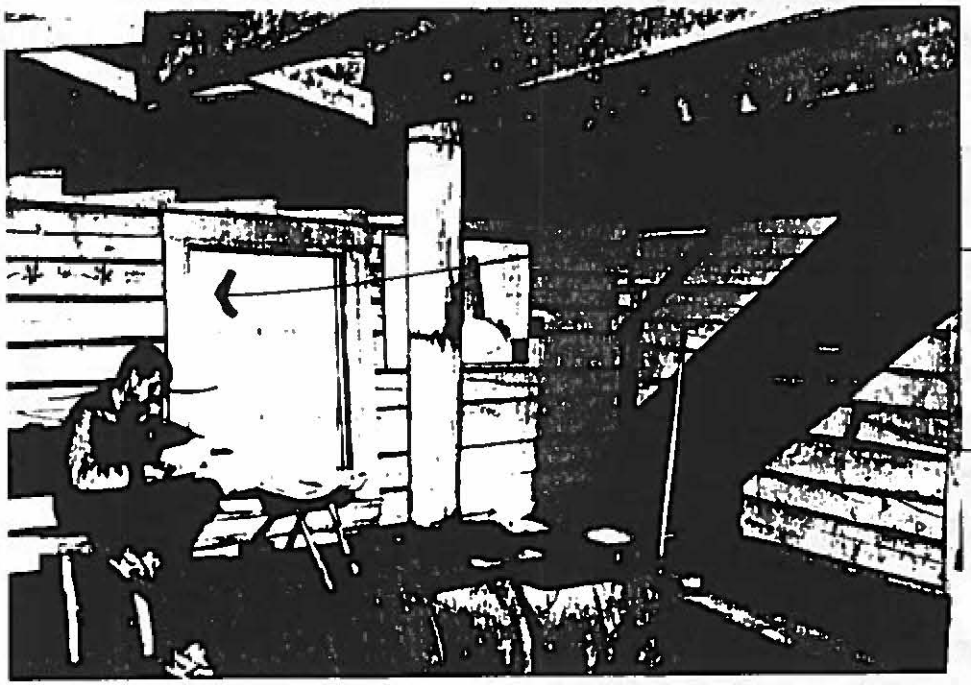
LODGE ROOM - NORTHWEST CORNER

WINDOW CW

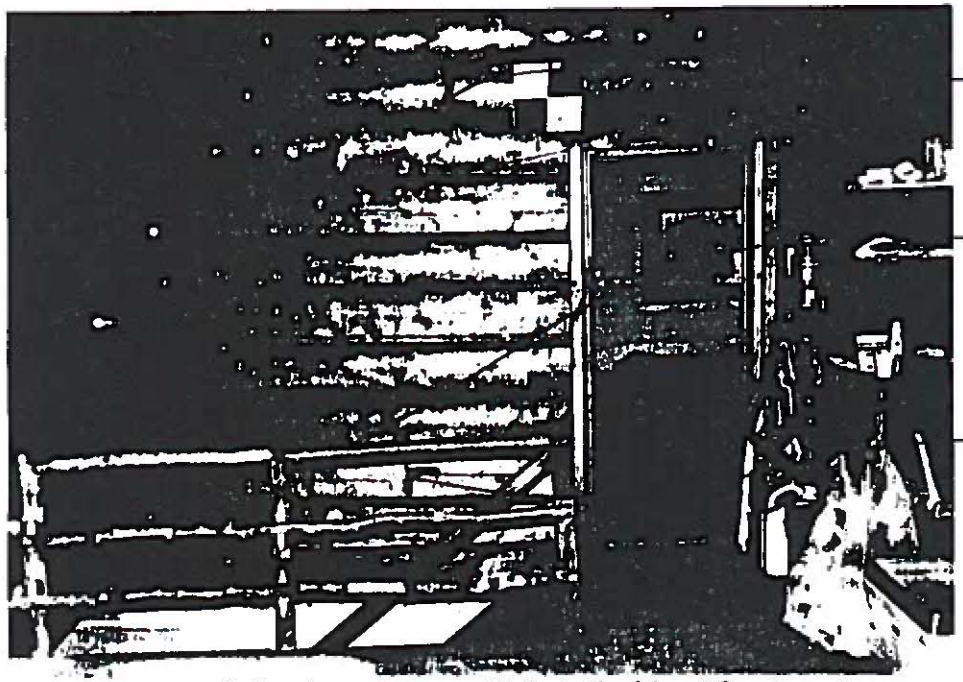
CONTEMPORT SHELVING, CA 75, REMOVE, PATCH AND REPAIR WALL

PAINTED (CA 75) HEWN LOG WALL

MODIFIED "YUKON BARREL WOOD STOVE" INSPECT, REPAIR AND REUSE



LODGE ROOM – SOUTHEAST CORNER

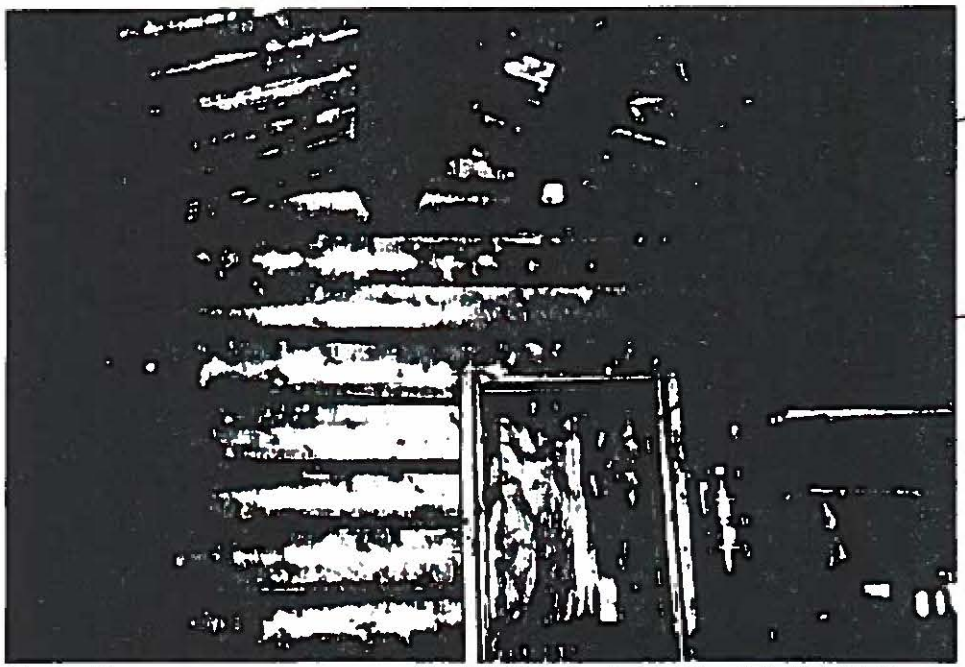


HEWN LOG SURFACE, NO FINISH, MOSS CHINKING

STAIRWAY TO LODGE ROOM

CONTEMPORY RAILING, RESEARCH AND REPLACE IF REQUIRED

DORMITORY - SOUTH ELEVATION



SPLIT LOG PLANK DECKING, FLAT SIDE DOWN

PANEL WOOD DOOR D4

DORMITORY - SOUTH ELEVATION

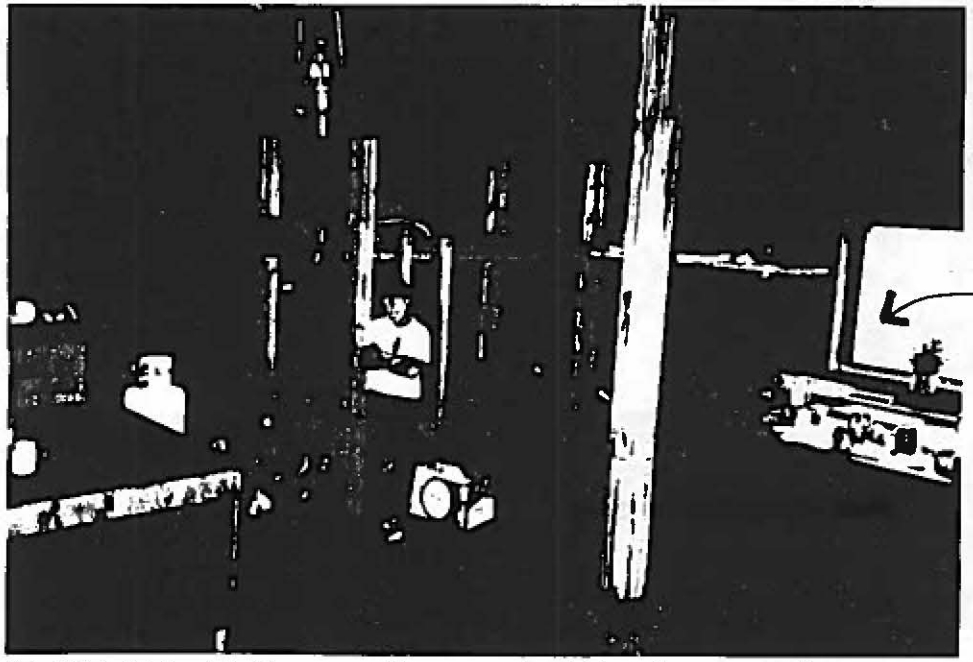


SINGLE WALL, GALV METAL CHIMNEY

REMOVE EXISTING KITCHEN, REDESIGN NEW KITCHEN AREA COMPATABLE W/ BUILDING

RELOCATE PROPANE TANK TO A VENTILATED AREA AWAY FROM THE ROADHOUSE

DORMITORY - SOUTHWEST CORNER

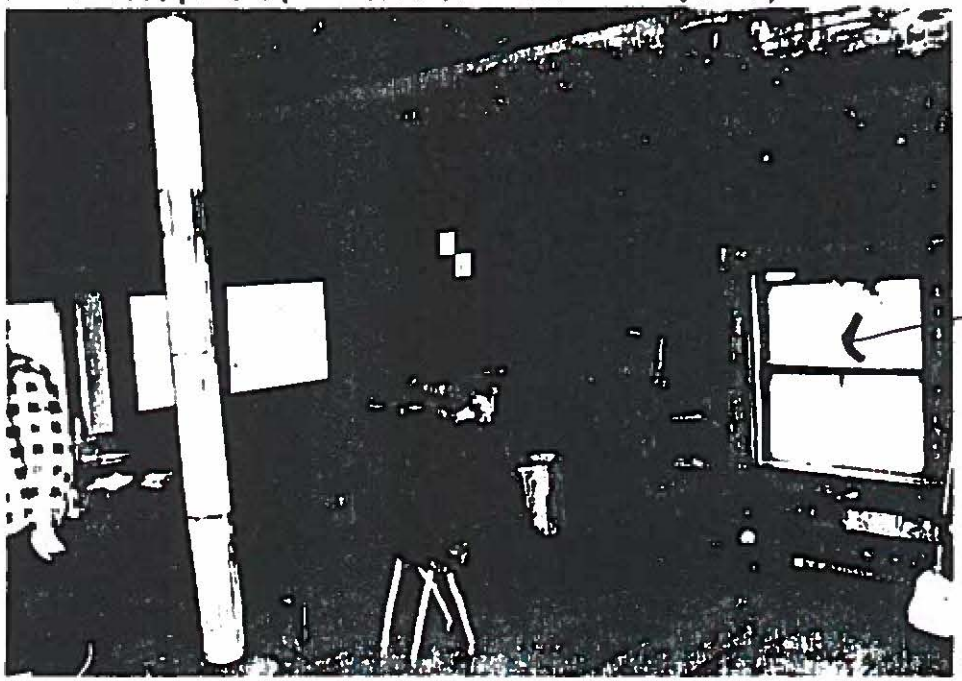


WINDOW LW

DORMITORY - NORTHWEST CORNER



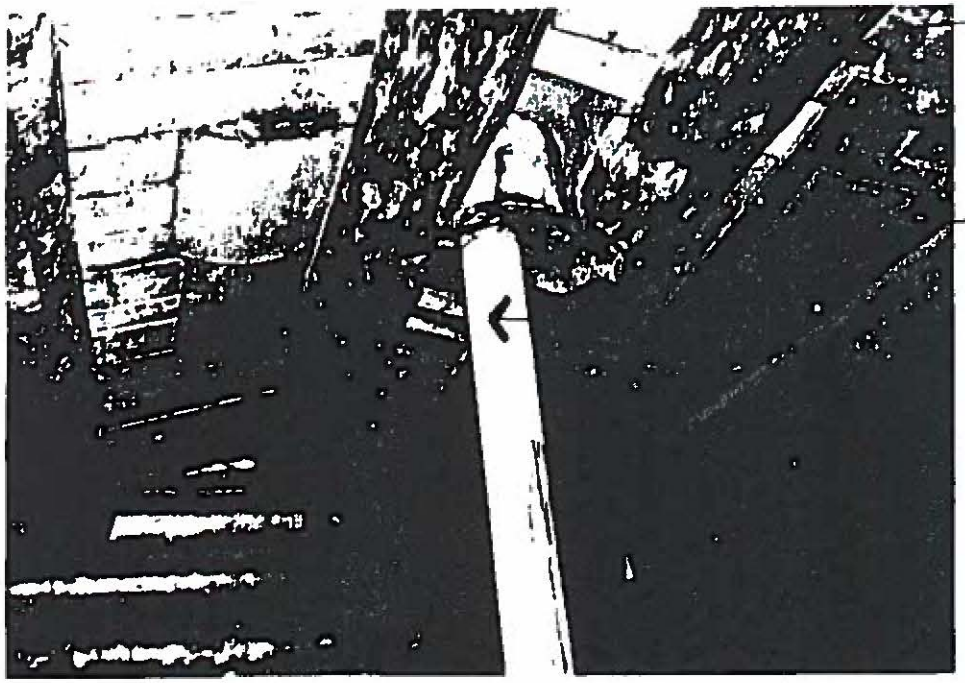
DORMITORY - NORTH ELEVATION



DORMITORY - NORTHEAST ELEVATION



DORMITORY - SOUTHEAST CORNER

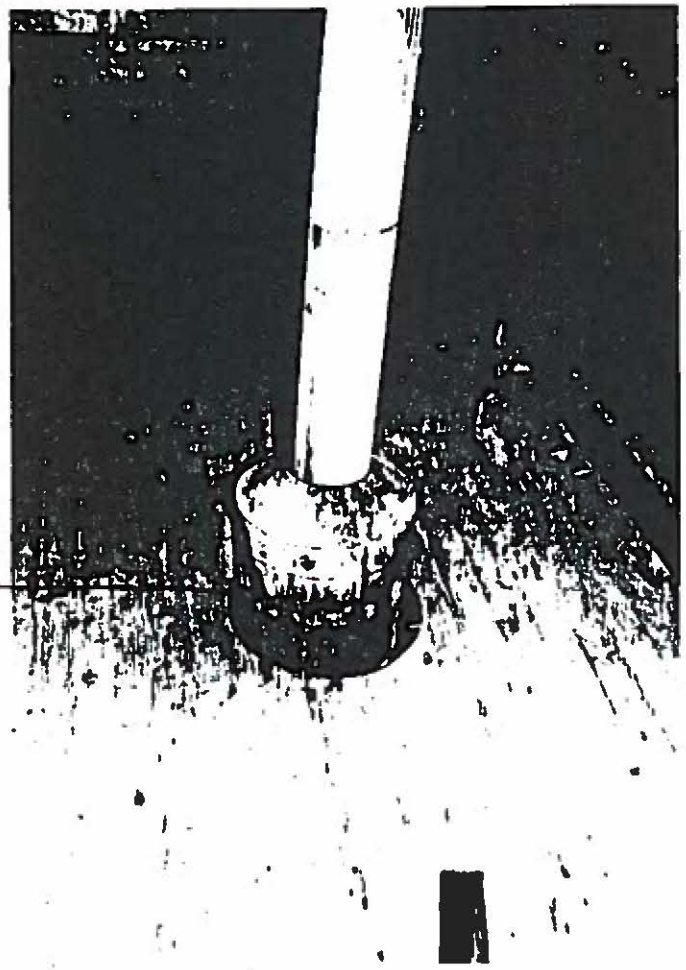


DORMITORY ROOF

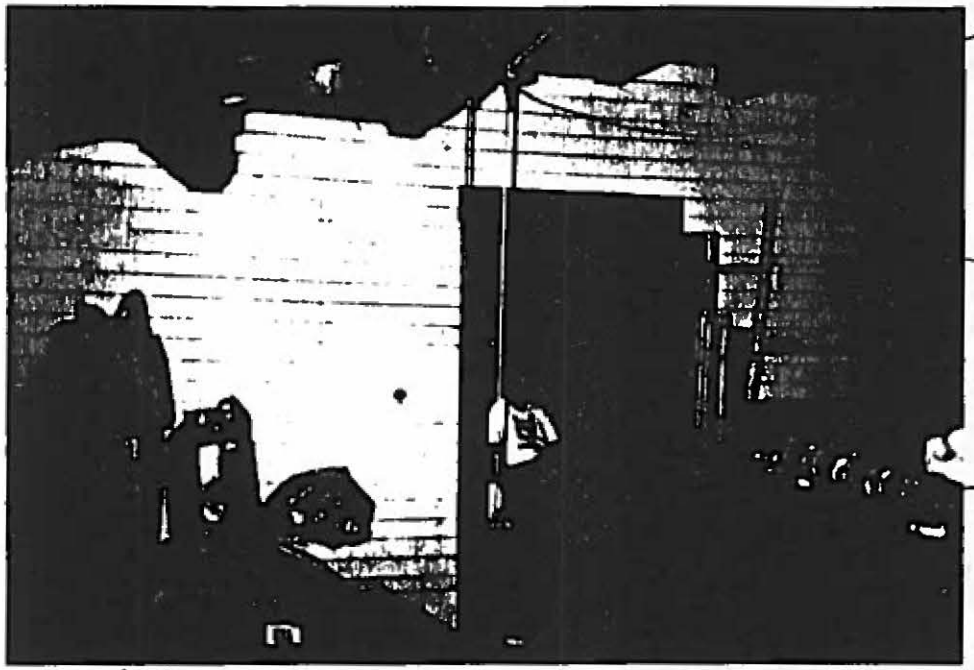
REPAIR OR REPLACE DETERIORATED SPLIT LOG PLANK DECKING

REMOVE SINGLE WALL GALV METAL CHIMNEY AND REPLACE W/ INSULATED MTL CHIMNEY

MODIFY EXISTING CHIMNEY SAFETY'S TO ACCEPT A CONTINUOUS INSULATED CHIMNEY



SAFETY @ DORMITORY FLOOR

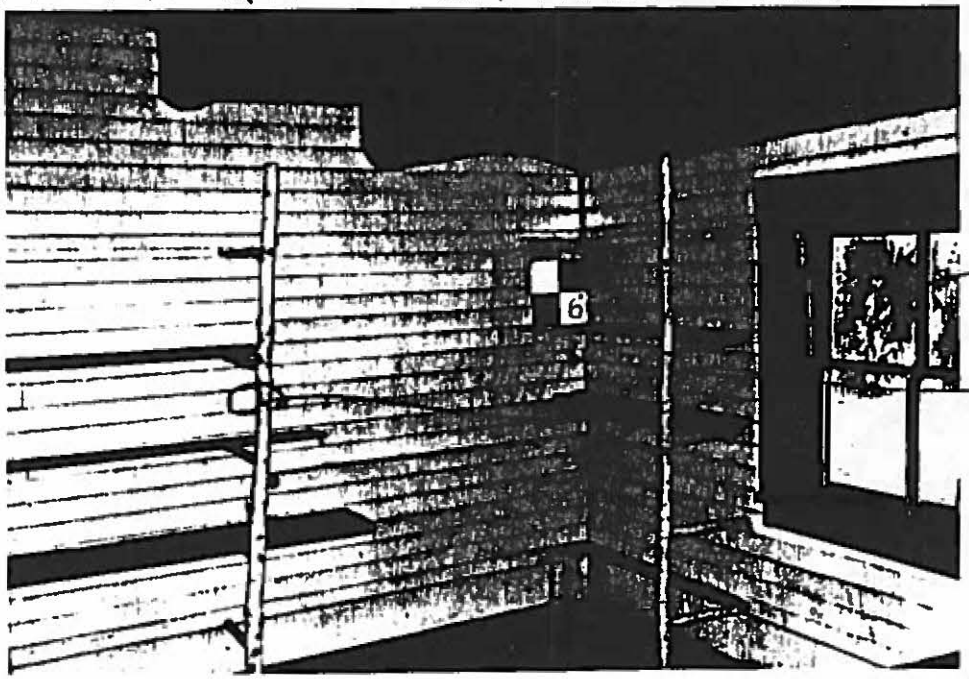


CONTINUOUS LOG PURLINS THROUGH BOTH ROOMS, SQUARE WHERE THEY PENETRATE WALLS

PAINTED WOOD PANELING- DETERMINE ORIGINAL COLOR AND REPAINT.

DOOR D4

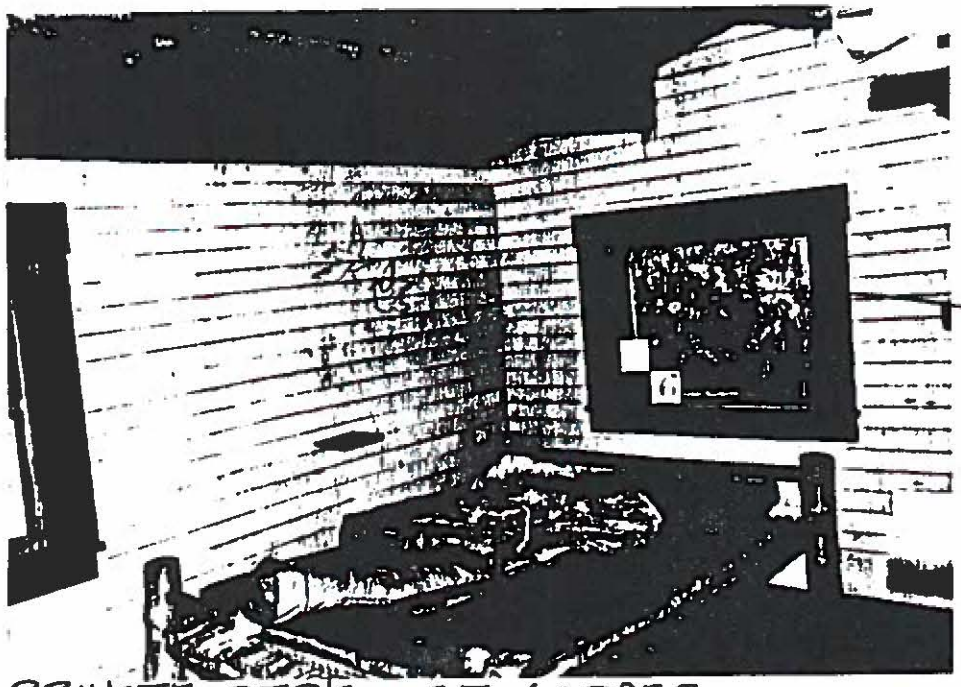
PRIVATE QTR'S - NORTH ELEVATION



WINDOW H4

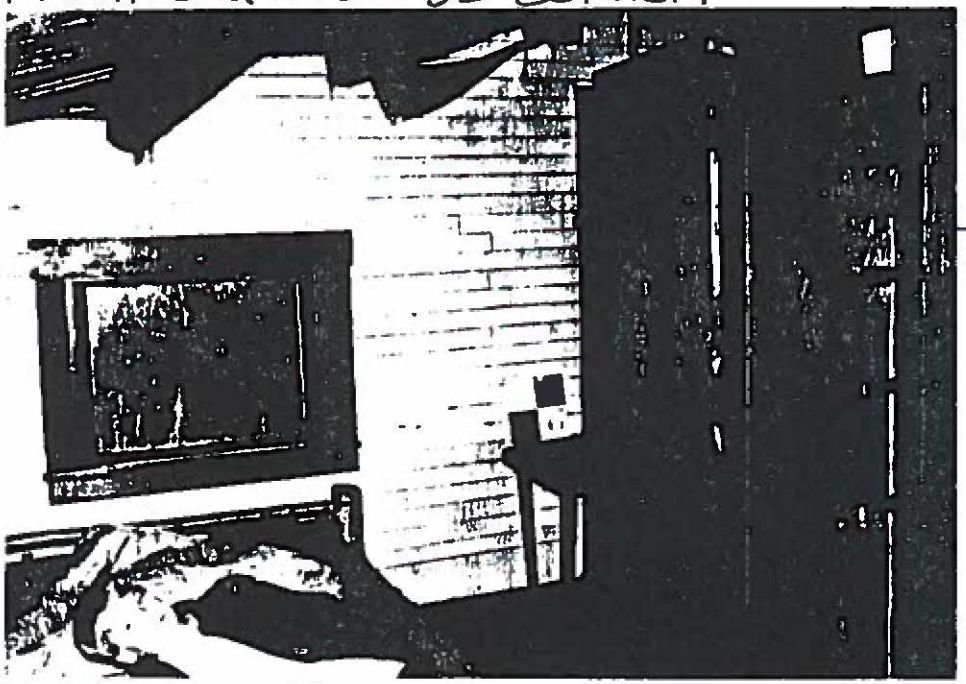
REMOVE EXISTING SHELVING, PATCH AND REPAIR WOOD PANELING

PRIVATE QTR'S - NORTHWEST CORNER



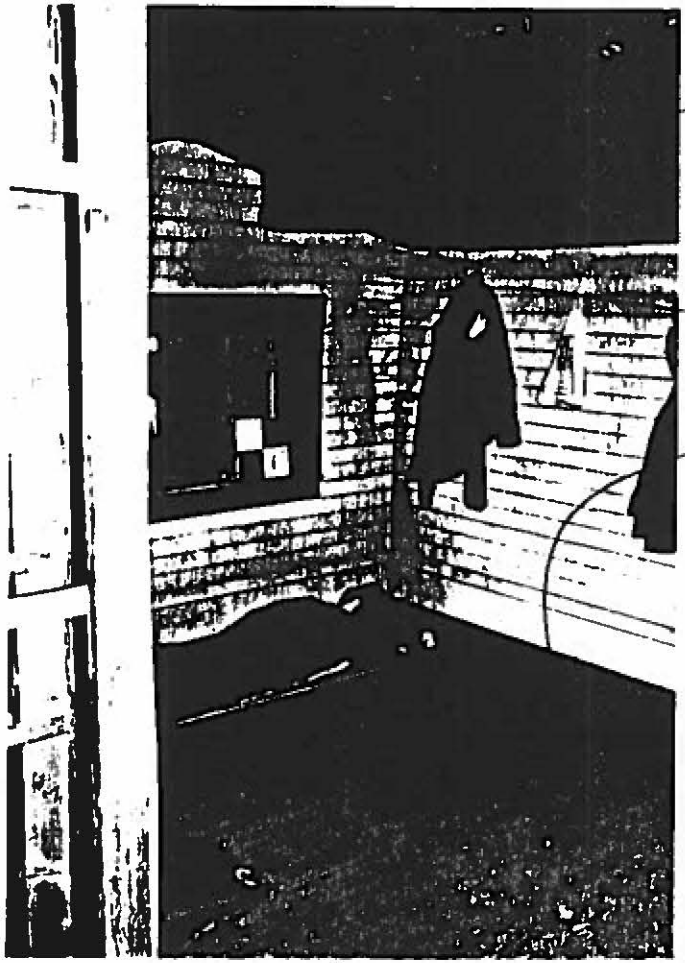
PRIVATE QTR'S - SE CORNER

WINDOW JW



PRIVATE QTR'S - SOUTH ELEVATION

REMOVE PLYWOOD PARTITION, PATCH AND REPAIR FLOOR AND WALL



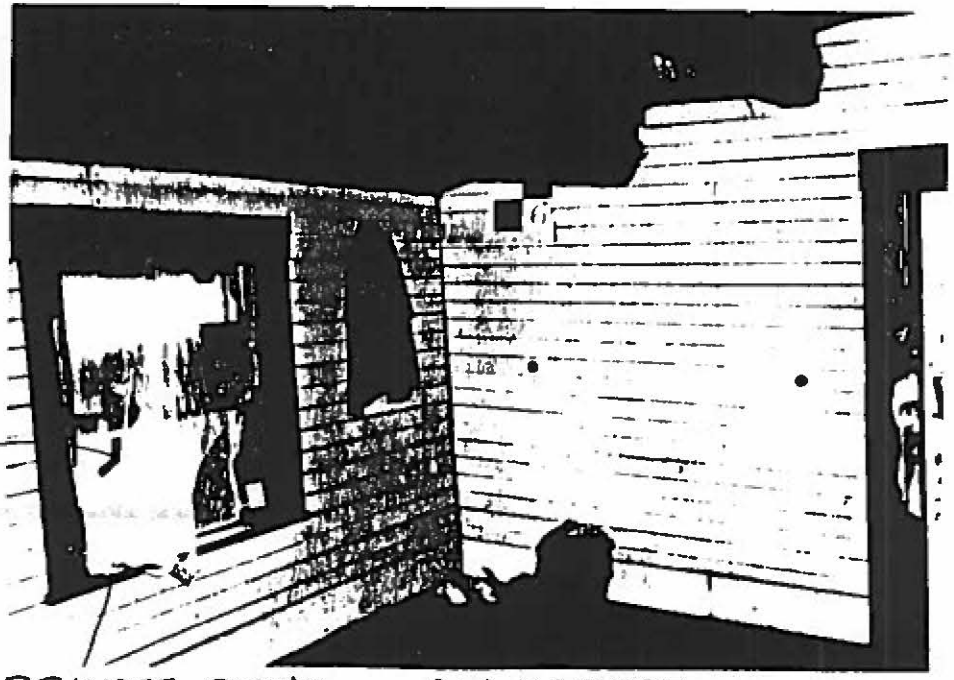
CLEAN AND PATCH TIMBER ROOF

WINDOW KW

TONGUE AND GROOVE WOOD FLOORING

PRIVATE QTR's - SW CORNER

WINDOW FW



PRIVATE QTR'S - NW CORNER

IV. APPENDICES

A. Archeological Reports

B. National Register Nomination

C. HABS Drawings

INVENTORY

NAME: The Frank Slaven Roadhouse

LOCATION: Left bank of the Yukon, approximately 1/4 mile from the mouth of Coal Creek.

UTMs: 7.248010.401030

QUADRANGLE: Charley River B-5 SCALE: 1:63 360

ACREAGE AND BOUNDARY DESCRIPTION: Four acres. boundary drawn in a rectangle: 700' along the river bank: 250' back from the river to include all identified cultural resources.

DESCRIPTION

About 1930, the Frank Slaven Roadhouse was built above the mud flats of the Yukon near the mouth of Coal Creek. It had a big landing place, with a ramp for barges to come in and unload. By 1938, the site was comprised of a large roadhouse with a number of outbuildings, including a shed, greenhouse, smokehouse, outhouse, and cache.

The roadhouse was built ca. 1930 by Sandy Johnson, Art Reynolds, Ed Brown, Alfred Johnson, and Frank Slaven. They put it up "one round a day." Sandy Johnson, an immigrant from Finland, remembered as "a good axeman," and Reynolds did the hewing while the other three did the notching. The logs came from the Charley River (Biederman).

The 21'X21'X19' log portion of the roadhouse was likely constructed with a 16' deep two-story overhang on the south end which was later enclosed by a two-story frame addition. The walls of the two-story cabin were constructed of 10" (average diameter) spruce logs hewn flat on the interior, hewn square on the ends, and grooved on the underside to fit snugly over the log below. The corners were joined with square notches. In the addition, the walls were balloon framed. The interior and exterior were covered with beaded

tongue and groove siding. The ground floor of the cabin was constructed on tongue and groove fir planking supported by a subfloor of spruce planks on 10" (average diameter) stringers. The second floor was built with tongue and groove planks carried by spruce joists set into pockets cut into the log walls. The ground floor of the addition, where it covered the cellar, was built with planks over 10" (average diameter) stringers. The remainder of the flooring was of tongue and groove planks on grade. The second floor of the addition was built with planks carried on joists. The original roof, which covered the entire structure, was carried by 14" (average diameter) purlins which supported a roof deck of 8" (average diameter) split logs covered by 6" of sod. In 1935 this roof was covered with a second roof composed of a set of 6" (average diameter) purlins laid on top of sod. They were placed to support a deck of randomly spaced, random width planks covered with corrugated metal. This second roof changed the pitch.

Sometime between 1935 and 1938 an arctic entry was built protecting the doorway in the south gable end. It has since been removed. There is another doorway on the east side. On the north (river) end of the building, the door was apparently converted to a window. With the exception of the south gable end, where two windows on each level flanked the doorway, one opening was placed in each wall of each room.

On the first floor, the north room served as the living room and the south room the kitchen. On the second floor, the north room was the dormitory and the south room was partitioned, giving separate rooms for Slaven and the cook, Miss Bissell (Biederman). (P18.19.20.21)

CONDITION

The Frank Slaven Roadhouse site is in excellent condition. It is currently used as a seasonal ranger station and shelter cabin in Yukon-Charley Rivers National Preserve. It is still a landmark along the river. It is still a place where travelers gather to discuss the weather and the river.

The site is clear in the immediate vicinity of the roadhouse.

North of the roadhouse stands a greenhouse, probably part of and in the same place as the 1938 shed. East of the greenhouse stands a screened cache, probably the same one that appeared in a 1938 photograph. North of the greenhouse, on the edge of the river bank, is a corrugated metal smokehouse. The outhouse is presently east of the cabin. It is covered with drop siding popular at Fort Egbert. The same type of siding covers a large shed with garage type opening southeast of the cabin. (I7)

The roadhouse itself is well maintained. Over the years, the sinking walls have caused the floors to appear to rise and have changed the proportions of the building. A plywood shower was added to the exterior southeast corner. Park Service personnel live upstairs, the downstairs serves as a shelter for travelers. (P22,23,24,25,26,27,28;I8,9,10,11)_

The site retains a high degree of integrity. It is used and maintained by the National Park Service in the historic spirit of hospitality. The site is still visible from the river. The historic period is well represented by the Frank Slaven Roadhouse.

HISTORY AND SIGNIFICANCE

Representative of those roadhouses that served as supply centers on the Yukon for mining camps up tributary creeks, the Frank Slaven Roadhouse was built at the confluence of the Yukon River and Coal Creek. Frank Slaven is representative of the early miners who sold their claims to corporations and turned to an alternative occupation.

Frank Slaven played an active role in the small-scale placer mining that developed Coal Creek in the first third of the twentieth century. He is credited with discovering gold on Coal Creek (Knutson, Fairbanks Daily News Miner, December 12, 1935). Between 1905 and 1927 he staked

twenty-eight claims, often in association with others (Circle District Mining Locations 2:300.308.332; 3:11.20.82.222.223.224.274.302.303.304.360.452; 4:37.38.389.390; 5:295.296.297). During these years he had a cabin, or perhaps several, up Coal Creek. He worked the same general area for about thirty years before selling out to corporations. Mining on Coal Creek afforded a small-scale driftminer like Slaven enough money to get by, but never strike it rich. In 1934 Slaven and others sold their claims on Coal Creek to Gold Placers, Inc., who brought in a diesel tractor, a hydraulic plant, and a dredge. The dredge arrived on several barges at the mouth of Coal Creek and then was hauled to the camp six miles up the creek during the winter. By 1936 there were three diesel caterpillars, a "substantial camp" on Coal Creek, a radio station, air strip, an "automobile road" the six miles up Coal Creek, and another west across the ridge into Woodchopper valley (Mertie, #897-C, 254, 251). The Company employed forty men at Coal Creek and thirty at Woodchopper (E.Patty,112).

The impact of these operations gave new life to Slaven's roadhouse. After an argument, Slaven established his roadhouse only six miles from Woodchopper Roadhouse in deliberate competition with its owner, Jack Welch. (Biederman) Slaven's roadhouse was not successful before the corporations came to Coal Creek. Charlie Biederman, who ran the mail in winters by dog team, never stopped at Slaven's because it was too close to Woodchopper. Stops were usually twenty to twenty-five miles apart. Slaven's did not have a good landing, so steamboats did not stop. Slaven was not the kind of businessman who drew customers through friendship or loyalty. He was described as short, heavy-set, and extremely nervous (Biederman; S. Patty). His rabbit stew, which he served for $2 with reluctance, was "expected to be stretched to the point of tastelessness with the repeated addition of water" (Wharton, 171). Ernest Patty described him as "a loner" with an affection for animals, particularly a pair of ravens (E. Patty, 126-128).

Slaven's roadhouse survived because of the upstream mining camps. Stan Patty and his family would come in by steamboat

and spend the first night at Slaven's before heading up the creek to the mining camp. After a landing was bulldozed, most of the mining freight was unloaded at Slaven's and then transported overland to the camp. The Roadhouse continued as a way station for the mining camps after Slaven left Alaska in 1938. Louise Paul, whose husband worked at Coal Creek from 1944-1952 walked down to Slaven's from the camp to do her baking. She lived at Slaven's in 1950. Mining operations closed down after World War II. Over the years, Slaven's has been looted of artifacts. The building now serves as a ranger station and shelter cabin in Yukon-Charley Rivers National Preserve.

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001-89-YUCH
Clearance No.

ARCHEOLOGICAL CLEARANCE SURVEY FORM

1. Project: Slaven Roadhouse rehabilitation, Yukon-Charlie National Preserve.

2. Package No.: NA.

3. Project Description: The Regional Architect is in the planning process for rehabilitation of the Slaven Roadhouse, possibly including installational of a formal foundation and replacement of rotting sill logs, reflooring the south half of the first floor, and reconstruction of an Arctic type entryway or "mudroom" that formerly enclosed the south entrance. Our mission was (1) to determine, if possible, the size and foundation construction details of the entryway and (2) sample the historic artifact scatter around the three doorways.

4. Project Location: Slaven Roadhouse at the mouth of Coal Creek, Yukon-Charlie National Preserve. Section 13, T6N/R22E, Fairbanks Meridian (see Map 1).

5. Survey Area Boundaries: Within approximately 3 meters of the roadhouse.

6. Date(s) of Survey: September 20-21, 1989.

7. Surveyors: Paul Gleeson and Tim Smith, assisted by Steve Ulvi, Preserve Resources Manager.

8. Number of Person-days in Survey: 2.5

9. Description of Area Surveyed: The Slaven Roadhouse sits on a relatively level bench on the left bank of the Mighty Yukon River at 704 feet ASL. The mouth of Coal Creek is 150-200 yards to the east. The area immediately surrounding the roadhouse is covered with vegetation typically found in disturbed areas such as grasses, fireweed, wild rose, and young birch and aspen trees. There is a low berm around the roadhouse, probably the result of the builder digging a shallow trench for the placement of sill logs. Some of the berm may also relate to digging the cellar under the central part of the roadhouse. There is a very level area 6 to 10 feet wide around the roadhouse perimeter suggesting that a bulldozer was periodically driven around the roadhouse to remove vegetation and/or to keep water from collecting around, and therefore rotting, the foundation (see Map 2, HABS Site Plan).

10. Survey Procedure: Our first goal was to ascertain the

dimensions of the entryway structure at the rear (south side) of the roadhouse. We knew the approximate east-west dimensions and location from nailholes and differential weathering on the siding between the windows and door where the entryway formerly stood. If any foundation preparation had been done, it should be evident in a test trench cut across the position of the known walls. We dug a trench 18" wide and about 5 feet long parallel to the roadhouse wall and crossing the known entryway wall position (see Map 3). No clear evidence of any foundation preparation was observed. The sod did appear drier and dustier inside the position of the entryway wall as indicated by differentially weathered siding (see Figure 1, Stratigraphic profiles). We then extended this trench southward about 9 feet. Again, no evidence of foundation preparation was observed but we did encounter mixed fill from a test pit dug by NPS archeologists in 1985 (Clearance 001-85-YUCH). The sod layer again exhibited a slight change about 6 feet south of the roadhouse wall, becoming drier and dustier in appearance and texture, as one might expect inside a structure with a simple dirt floor. The trench was then extended northward to the roadhouse wall under the window. There, we clearly observed that a trench about 8" deep had been dug to receive the sill log of the roadhouse foundation. Test pits were also dug outside of each of the three doors to get a general inventory of historic material around the roadhouse.

11. Description of Cultural Resources Located: Little was found in any of the test pits. As previously mentioned, the dimensions of the "mudroom" were found to be about 6 by 6 feet. Test Pit 1 contained a few wire nails and window glass fragments in the upper few centimeters of the sod. Test Pits 2 and 3 were sterile. Test Pit 4 contained one small bone fragment (large mammal long bone; probably moose), 2 brown bottle glass fragments, 12 window glass fragments, a plastic bullet box lid, and about a dozen wire nails, all in the top few centimeters of the sod layer.

12. Evaluation of Cultural Resources Located: All of the artifacts recovered are of little analytic value. It is perhaps more interesting to note how little was found in the tests, indicating extraordinary neatness of the roadhouse occupants, or, as we suspect, periodic bulldozing of the roadhouse perimeter. We were able to ascertain from archeological and differential weathering evidence that the entryway was about 6 by 6 feet without a prepared foundation. There is an historic photograph of the rear of the roadhouse taken in August, 1938, by J. B. Mertie of the U.S. Geological Survey (Figure 2). It clearly shows the entryway and the exact position of the east wall relative to the window. The position of the wall in the photograph matches very well with the differential weathering observed on the siding. The stratigraphic evidence from the test pit also matches very well with the weathering where the west wall of the entryway abutted the roadhouse. Applying measurements from the HABS drawings to the historic photo gives a north-south length of the entryway of somewhere between 6'0" and

6'2" (more precision was not posible with only a xerox copy of the photograph). However, the archeologically and photographically derived dimensions agree very well such that the entryway can be reconstructed with good confidence in the external dimensions.

13. National Register Status: The Slaven Roadhouse is listed in the National Register of Historic Places as of July 20, 1987.

14. Effect of the Project on Resources: Because no significant archeological resources were found, the project will have no effect on archeological resources.

15. Recommendations: A conditional clearance is recommended. Conditions of the clearance are stated as follow:

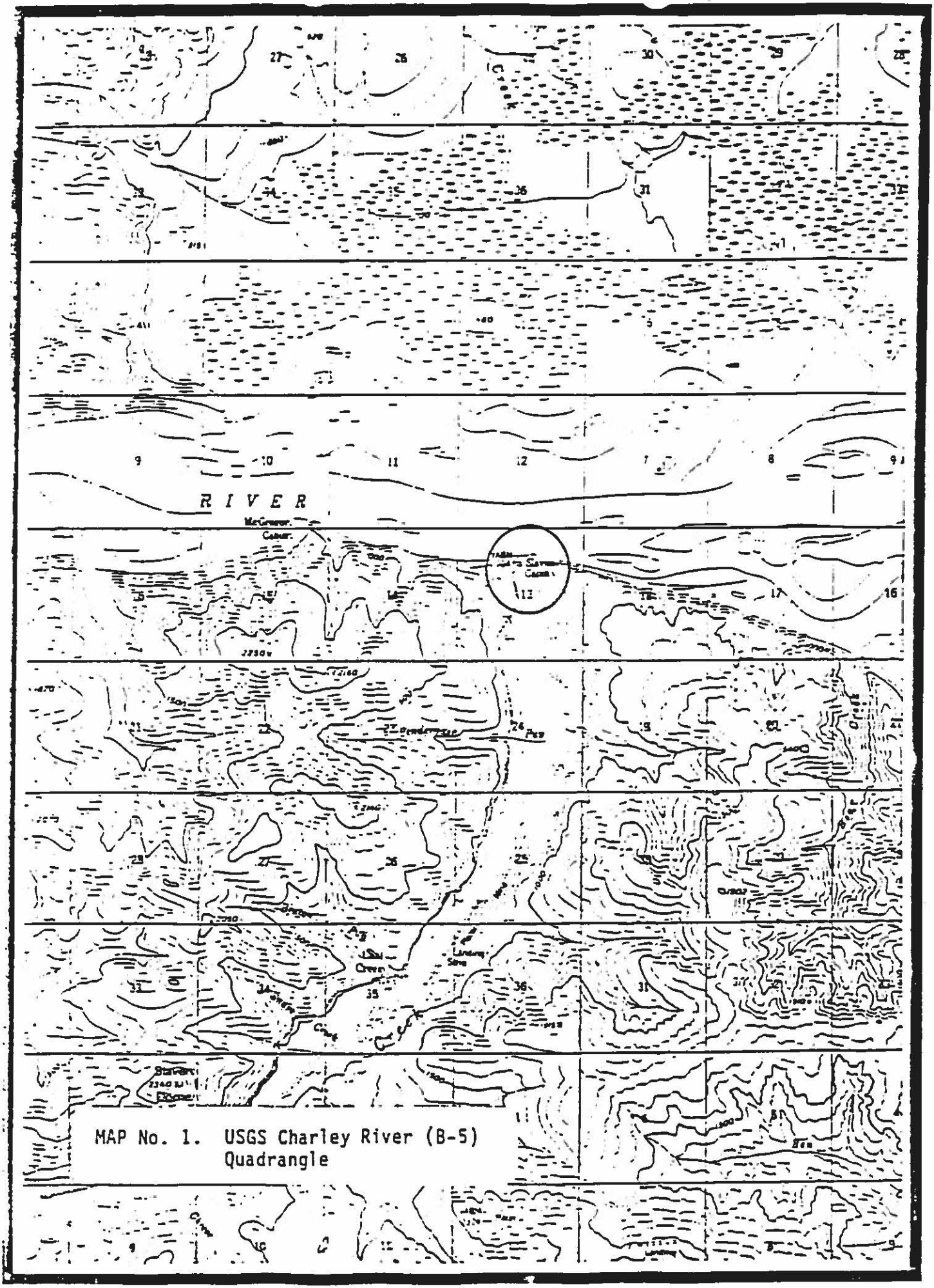
> If concealed archeological resources are encountered during the installation process, please take all necessary steps to protect them and notify the Regional Archeologist, Alaska Region.

16. Attachments:

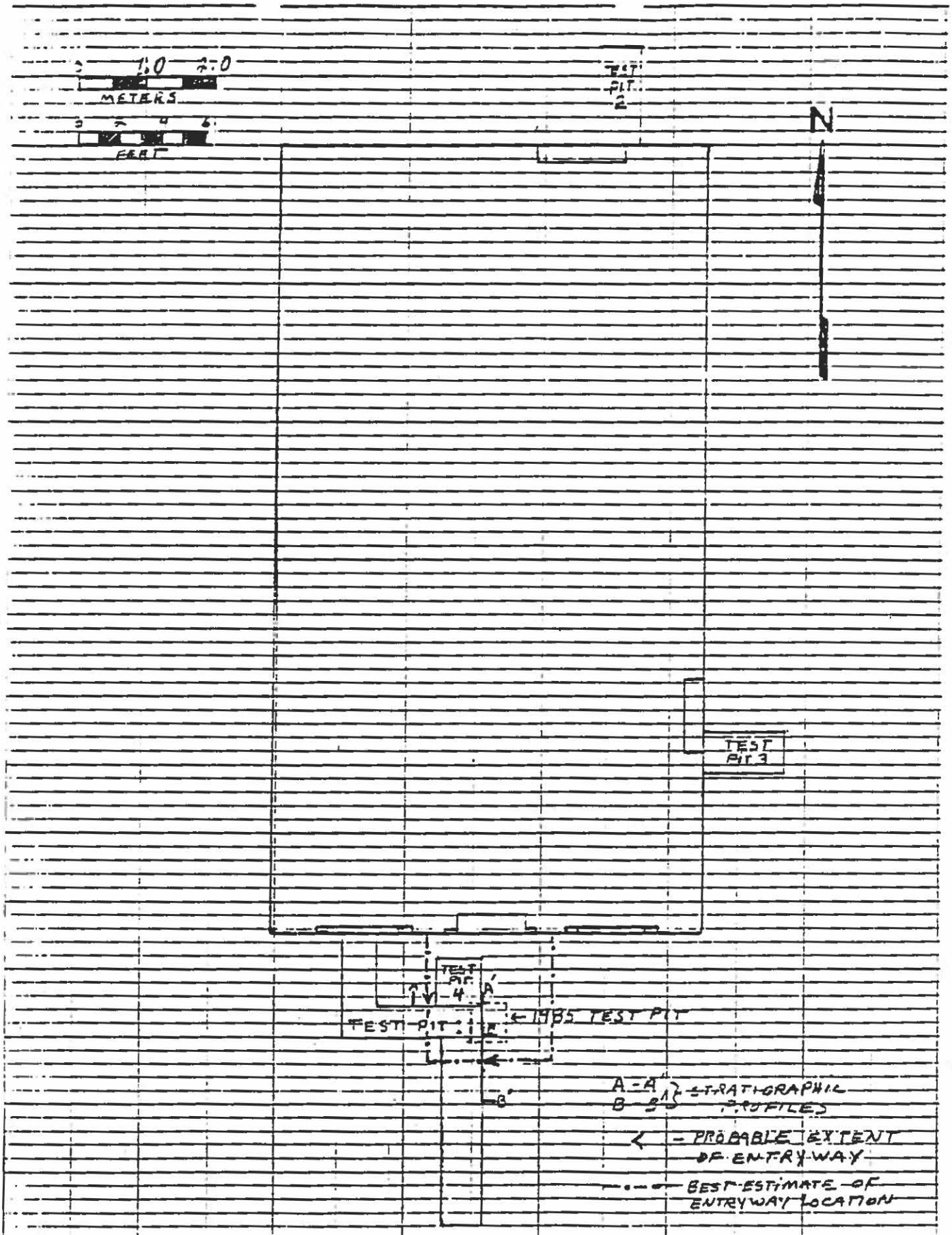
Map 1. USGS 1:63,360: Charlie River (B-5), showing project location.
Map 2. Slaven Roadhouse HABS Site Plan.
Map 3. Slaven Roadhouse and test pit locations.

Figure 1. Stratigraphic profiles.
Figure 2. Historic and recent photographs of rear of roadhouse.

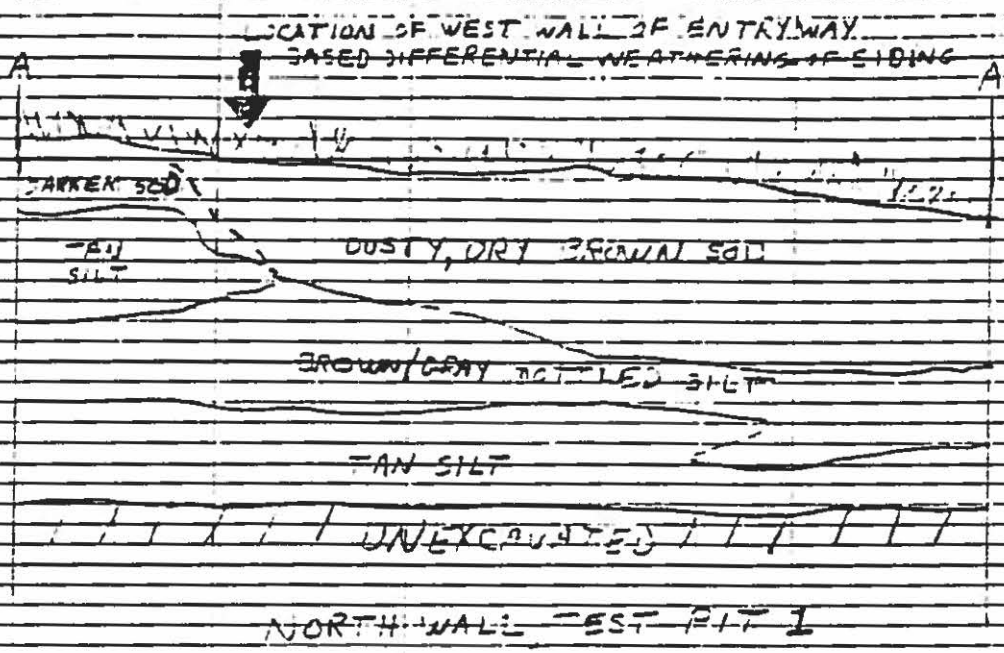
17. Native American Consultation: NA.



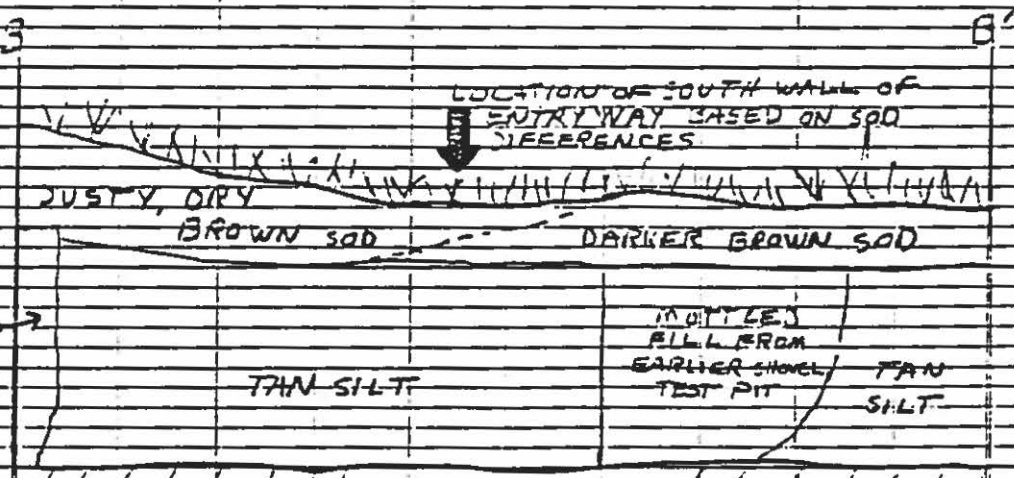
MAP No. 1. USGS Charley River (B-5) Quadrangle



MAP 3. SLAVEN'S CABIN AND TEST PIT LOCATIONS.

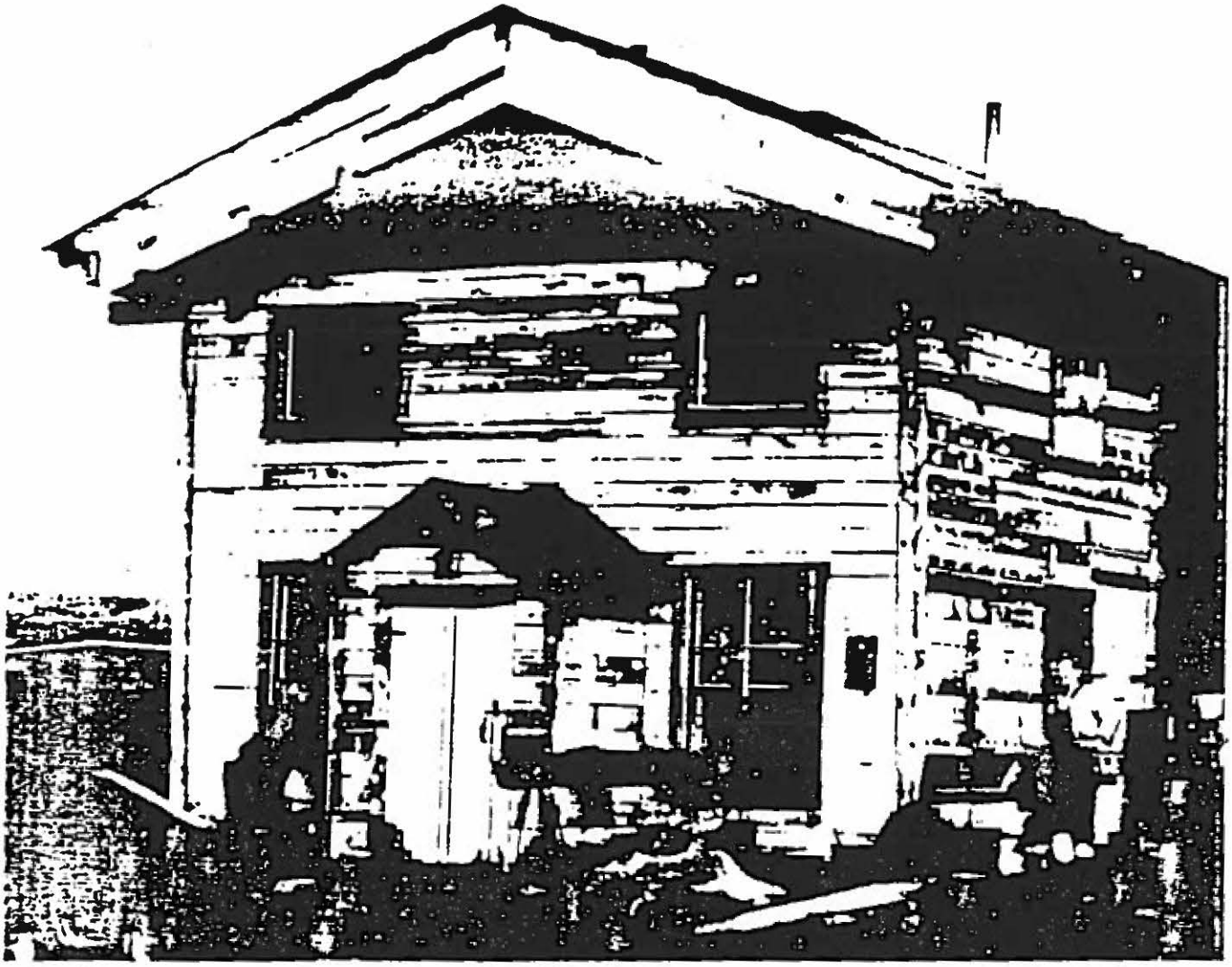


NORTH WALL TEST PIT 1

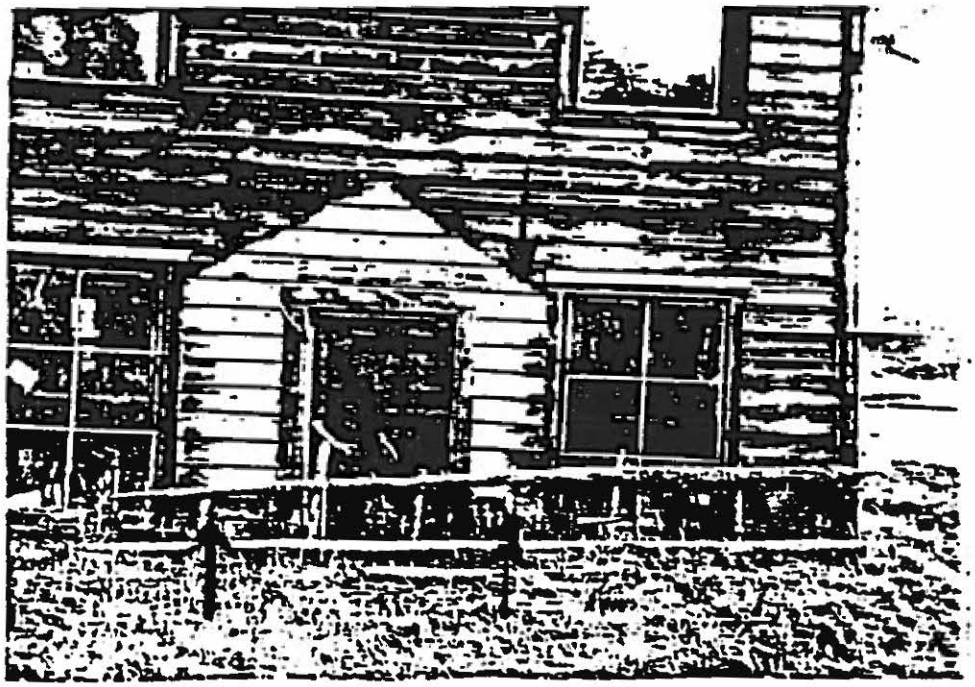


EAST WALL, TEST PIT 1

FIGURE 1. STRATIGRAPHIC PROFILES



Slaven Roadhouse, August, 1938 (photo by J.B. Mertie, USGS) with entryway in place.



Recent photo of roadhouse. Arrows locate walls of entryway based on historic photo, weathering, and archeological evidence.

United States Department of the Interior
NATIONAL PARK SERVICE
ALASKA REGIONAL OFFICE
2525 Gambell Street, Room 107
Anchorage, Alaska 99503-2892

IN REPLY REFER TO:
A26(ARO-OCR)

18 DEC 1985

Memorandum

To: Chief, Cultural Resources, Alaska Region

From: Paul Gleeson, Archeologist

Subject: Trip Report, Yukon Charley Rivers (July 22-24)

Purpose

As the new compliance archeologist and as an employee new to the Park Service, I visited Yukon Charley to familiarize myself with the procedures and protocol attending an in-park visit and to familiarize myself with the Yukon country. As part of this visit, I discussed with the Superintendent the needs for a zone clearance for the new headquarters area and possible boat landing.

This report consists of: 1) a summary of the trip, 2) follow up and recommendations, and 3) contact reports.

Trip Summary

Monday, July 22

Left Anchorage and flew to Eagle via Fairbanks. Met with Don Chase, Superintendent of Yukon Charley. Discussed possible new projects:

1. Development of parking lot at new headquarters (old BLM facilities). Contact report prepared and attached.

2. Develop old boat landing area near new headquarters area. Contact report prepared and attached.

3. Repair and replacement of pipeline from pump to headquarters building. Archeological clearance provided.

4. Because it will be necessary to maintain the BLM quarters and adapt the area to current use, cultural resources in the headquarters area should be identified. The likelihood of impacts, cultural resources are likely because this area is part of Fort Egbert, near to the sawmill for the fort, and adjacent to areas that may contain prehistoric sites and burials.

Tuesday, July 23

Flew to Slaven's cabin:

1. Examined the cabin and surrounding area. Used a metal detector to test for concentrations around cabin. The doorway and upriver door yard yielded a fair amount of contacts. Of particular interest was the relation of the cabin to grade at least one course of logs is covered with earth. It was not clear whether this relatively heavy building had subsided into the grade or whether dirt had been piled up around the building. Contact report prepared and attached.

2. Visited Coal Creek dredge. The level of preservation is impressive. The cold, dry climate has left this relic in good condition. It would make a delightful exhibit.

3. At the air strip, on reworked dredge spoils. One has to appreciate that current mining does impact the older mining areas and their associated cultural resources.

4. Visited old camp associated with the dredge operation this camp is near the upstream end of the dredge spoils on Coal Creek. Because of the preservation and the slowness with which revegetation occurs, much of this camp remains as it was left when the dredge was first being used.

Wednesday, July 24

1. Visited new park facilities at airport and went over aerial photo (1970) of Eagle. This was particularly helpful, because it covers the area that includes the new headquarters.

2. Returned to Anchorage in the afternoon.

Follow up and Recommendations

Don Chase, Superintendent, provided copies of historic documentation of sawmill from the Eagle historical society files. These will be helpful in the planning of any work on the boat landing area.

It is recommended that several excavation units be placed adjoining Slaven's cabin.

It is recommended that a zone clearance be done for the area of the new headquarters facility. This would be best done as part of the 1986 summer field season.

SIGNED

Enclosures

cc:
Superintendent, Yukon-Charley
Regional Archeologist, ARO

PGleeson:12/18/85

Alaska Regional Office
2525 Gambell Street, Room 107
Anchorage, Alaska 99503-8892

11 OCT 1983

H4217 (ARO-PCR)
xH2215

001-83-YUCH
(Clearance No.)

Memorandum

To: Superintendent, Yukon-Charley Rivers National Preserve

From: Area Archeologist, Alaska Region

Subject: Archeological Clearance

The effects of the following project on archeological resources have been assessed:

The Stabilization of Slaven's Roadhouse

The basis for this assessment is an archeological clearance survey conducted by Harvey Shields. A copy of his report, dated September 7, 1983, is enclosed.

As this project will occur in the vicinity of a property which is eligible for nomination to the National Register of Historic Places, this clearance is conditional upon compliance with Section 106 procedures of the National Historic Preservation Act of 1966. These procedures will be initiated by this office upon receipt of a XXX form from the Superintendent. Please do not commence with the proposed project until notified that the compliance process has been completed.

Enclosure

HShields:le:9/28/83

ARCHEOLOGICAL CLEARANCE SURVEY

1. PROJECT: Stabilization of Slaven Roadhouse

2. PACKAGE NO.

3. PROJECT DESCRIPTION: The large historic roadhouse will have foundation work done on it to stabilize it for future adaptive use and preservation. This will entail much excavation near the building to get at the foundation.

4. PROJECT LOCATION: The roadhouse is on the left bank of the Yukon River and downstream from the mouth of Coal Creek, Yukon-Charley Rivers National Preserve.

5. SURVEY AREA BOUNDARIES: Approximately 3 to 4 meters from the building walls.

6. DATE OF SURVEY: September 7, 1983

7. SURVEYOR: Harvey M. Shields

8. NUMBER OF PERSON-DAYS IN SURVEY: .15

9. DESCRIPTION OF AREA SURVEYED: The area around the cabin is open and grass covered. To the west is a garden plot. To the east is an open hearth and woodcutting area. North is an outhouse and south is the road leading to the Yukon River. None of these features are in the area of disturbance as we now understand it.

   The surrounding vegetation is boreal forest.

10. SURVEY PROCEDURE: Four test pits were dug around the structures from .2 to 2 meters from the wall.

11. DESCRIPTION OF CULTURAL RESOURCES LOCATED: Specific items located include nails, window glass, structural lumber, burned wood, and animal bones.

    Four 25 cm x 25 cm test pits were dug at various points around the building. See the map for the specific locations. Test pit 1 was placed about 1.2 m out from the east cabin wall of the south side of the window. The deposit was only about 10 cm thick and contained glass, and nails near the very top. There was also some wood that appeared to be a piece of milled lumber. One piece of glass belonged to a bottle, the rest was window pane. Test pit 2 was placed on the east side of the building at the southeast corner about 20 cm from the wall. No artifactual material was found. The deposit consisted of a mixed organic and clay layer for about 30 cm. Test pit 3 was placed on the south side about 1 m from the wall in front of the western window. There was a mixed organic and clay layer for 30 cm. It contained several fragments of charred wood, one of which looked shaped. Finally test pit 4 was excavated on the north side

of the structure approximately 2 m from the middle of the wall. The cultural deposit was very thin, about 5 cm, but it contained two bear phlanges. Beneath all cultural deposits were sterile silts and clay.

12. EVALUATION OF CULTURAL RESOURCES LOCATED: The material in the ground would greatly facilitate the understanding of the past use and construction of the roadhouse and the area near by.

13. NATIONAL REGISTER STATUS: Eligibility determination in process.

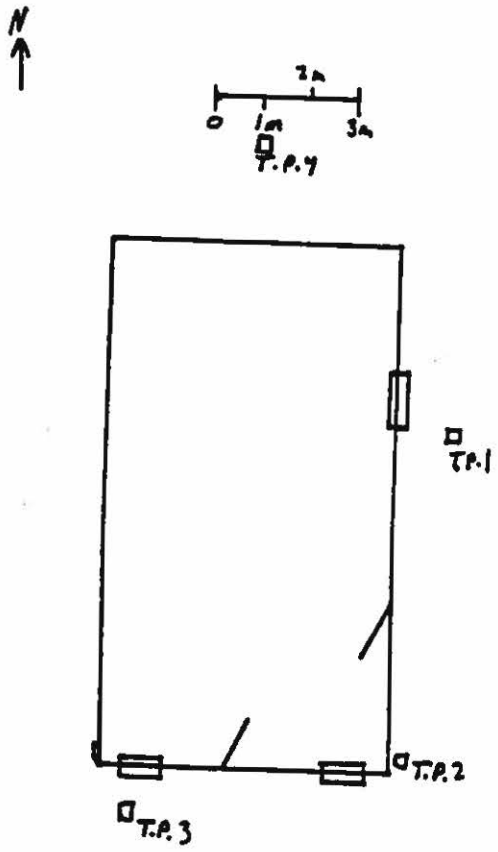
14. EFFECT OF PROJECT ON RESOURCES: The project will severely impact the archeological resource, but is necessary to save the structural resources.

15. RECOMMENDATIONS: Clearance recommended* with following conditions: There must be extensive archeological data recovery project around the house to retrieve the necessary information concerning the structure, the use, and occupany of the roadhouse.

16. ATTACHMENTS: Site Records (see below).

17. NATIVE AMERICAN CONSULTATION: N/A

*All Clearances are conditional in that if concealed archeological resources are encountered during construction, all necessary steps will be taken to protect them and to notify the Alaska Regional Archeologist immediately.



Person: Paul Gleeson
Date: 7/23/85
Contact: Dave Snow
Project: YUCH-Slaven's cabin

Project Description: Restoration of Slaven's cabin (#119) constructional detail of foundation configuration.

Project Location: Near the mouth of Charley Creek on the Yukon.

Project Boundaries: The area immediate to the base of Slaven's cabin.

Cultural Resources: Dirt is currently piled over one of three courses of logs at Slaven's cabin. How did this occur. 1) Cabin was built on grade and owing to weight of the two story log structure plus freeze thaw mechanics the building subsided. 2) As part of initial construction, dirt was piled up around foundation. 3) As part of basement construction dirt was dumped along upriver side of house.

This dirt presents a preservation concern. Conservation and stabilization procedure would differ based on whether state 1 or 2 or 3 were true.

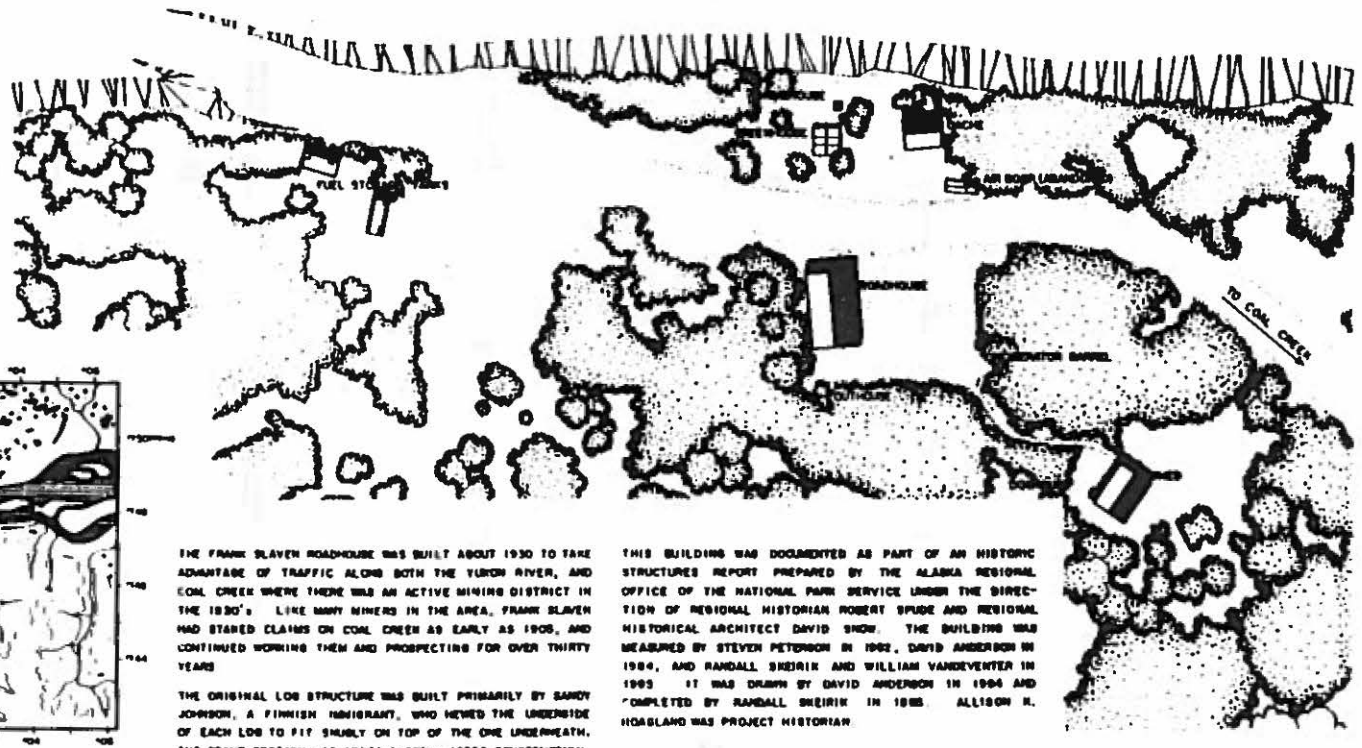
Additional Information: The use of metal detector indicates high point occurrence of metal artifacts on upriver side cabin door. This area appears to be leveled. This leveling may result from leveling existing grade, or from augmented natural grade through work activities or by the addition of basement fill.

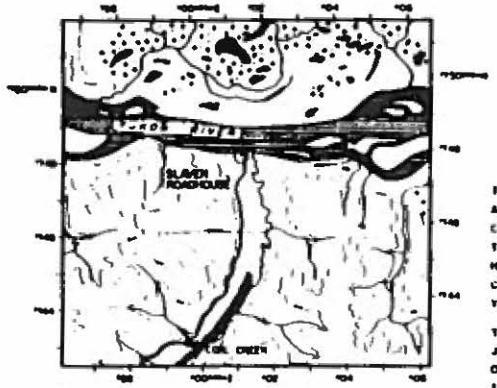
Action: Excavate 4-5 pits adjacent to wall and doorway. Record and interpret stratigraphy for temporal relation or original grade, dumping of basement fill, and setting of sill logs.

THE SLAVEN ROADHOUSE









TAKEN FROM USGS CHARLEY RIVER (D-3) 1956 UTM 7246000N 400000E

LOCATION MAP

SCALE 1:63,360

0 1 2 3 MILES

0 1 2 3 4 KILOMETERS

N

THE FRANK SLAVEN ROADHOUSE WAS BUILT ABOUT 1930 TO TAKE ADVANTAGE OF TRAFFIC ALONG BOTH THE YUKON RIVER, AND COAL CREEK WHERE THERE WAS AN ACTIVE MINING DISTRICT IN THE 1930's. LIKE MANY MINERS IN THE AREA, FRANK SLAVEN HAD STAKED CLAIMS ON COAL CREEK AS EARLY AS 1905, AND CONTINUED WORKING THEM AND PROSPECTING FOR OVER THIRTY YEARS.

THE ORIGINAL LOG STRUCTURE WAS BUILT PRIMARILY BY SANDY JOHNSON, A FINNISH IMMIGRANT, WHO HEWED THE UNDERSIDE OF EACH LOG TO FIT SNUGLY ON TOP OF THE ONE UNDERNEATH. THE FRAME SECTION WAS ADDED SHORTLY AFTER CONSTRUCTION, PROBABLY REUSING DROP SIDING FROM FT. EGBERT. THE PURLINS EXTEND THE FULL LENGTH OF THE STRUCTURE. THE CORRUGATED METAL ROOF WAS ADDED IN 1936.

THIS BUILDING WAS DOCUMENTED AS PART OF AN HISTORIC STRUCTURES REPORT PREPARED BY THE ALASKA REGIONAL OFFICE OF THE NATIONAL PARK SERVICE UNDER THE DIRECTION OF REGIONAL HISTORIAN ROBERT SPUDE AND REGIONAL HISTORICAL ARCHITECT DAVID SNOW. THE BUILDING WAS MEASURED BY STEVEN PETERSON IN 1982, DAVID ANDERSON IN 1984, AND RANDALL SHEIRIK AND WILLIAM VANDEVENTER IN 1985. IT WAS DRAWN BY DAVID ANDERSON IN 1984 AND COMPLETED BY RANDALL SHEIRIK IN 1985. ALLISON H. HOAGLAND WAS PROJECT HISTORIAN.

SITE PLAN

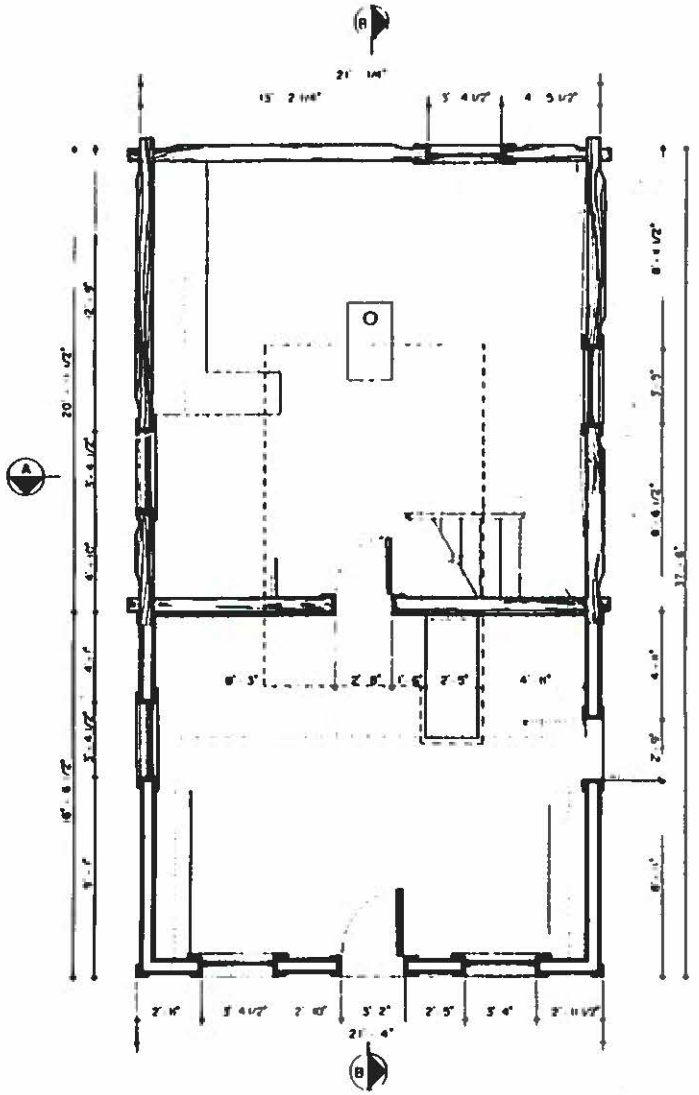
SCALE 1" = 50' OR

0 50 100 FEET

0 10 20 METERS

N

THE FRANK SLAVEN ROADHOUSE
YUKON-CHARLEY RIVERS NATIONAL PRESERVE
ALASKA

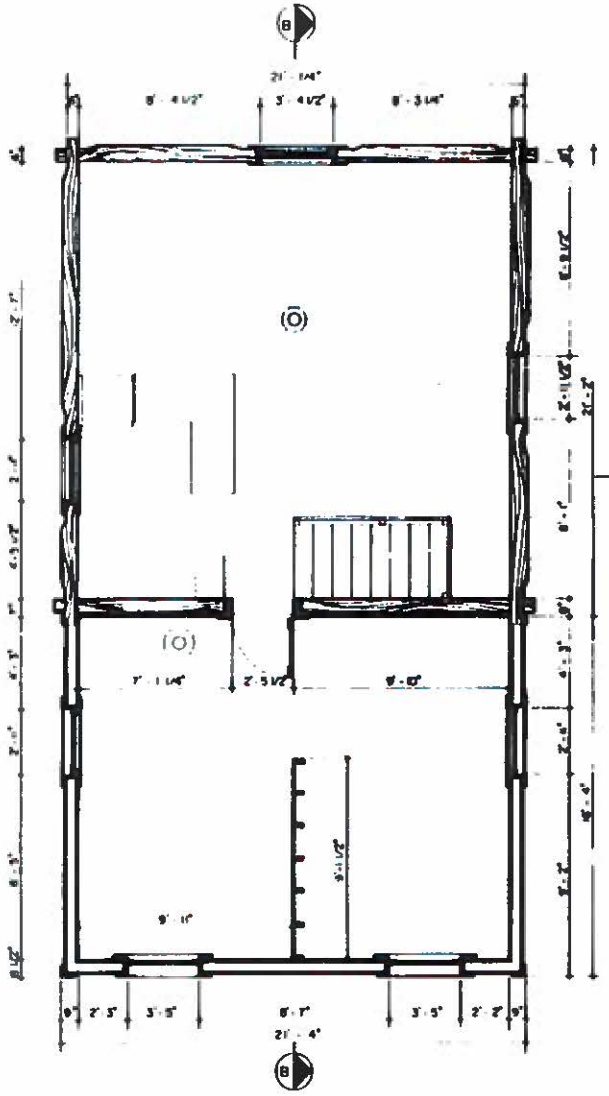


FIRST FLOOR PLAN

SCALE 3/8" = 1'-0"







SECOND FLOOR PLAN

SCALE 3/8" = 1'-0"

MATERIALS NOTES

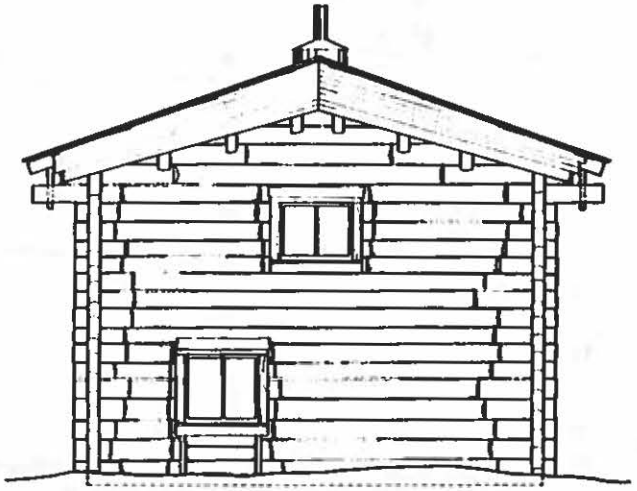
ORIGINAL CABIN

CABIN ADDITION

THE FRANK SLAVEN ROADHOUSE

YUKON-CHARLEY RIVERS NATIONAL PRESERVE

ALASKA



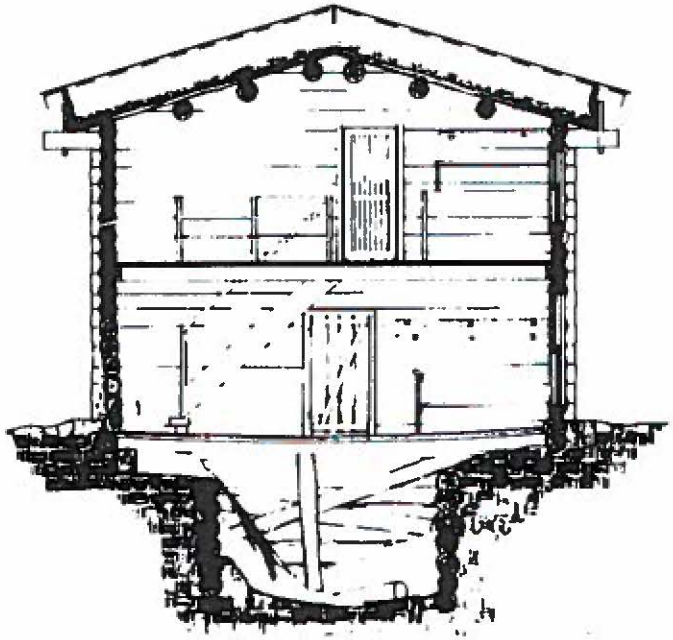
NORTH ELEVATION
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WEST ELEVATION
SCALE 3/8" = 1'-0"

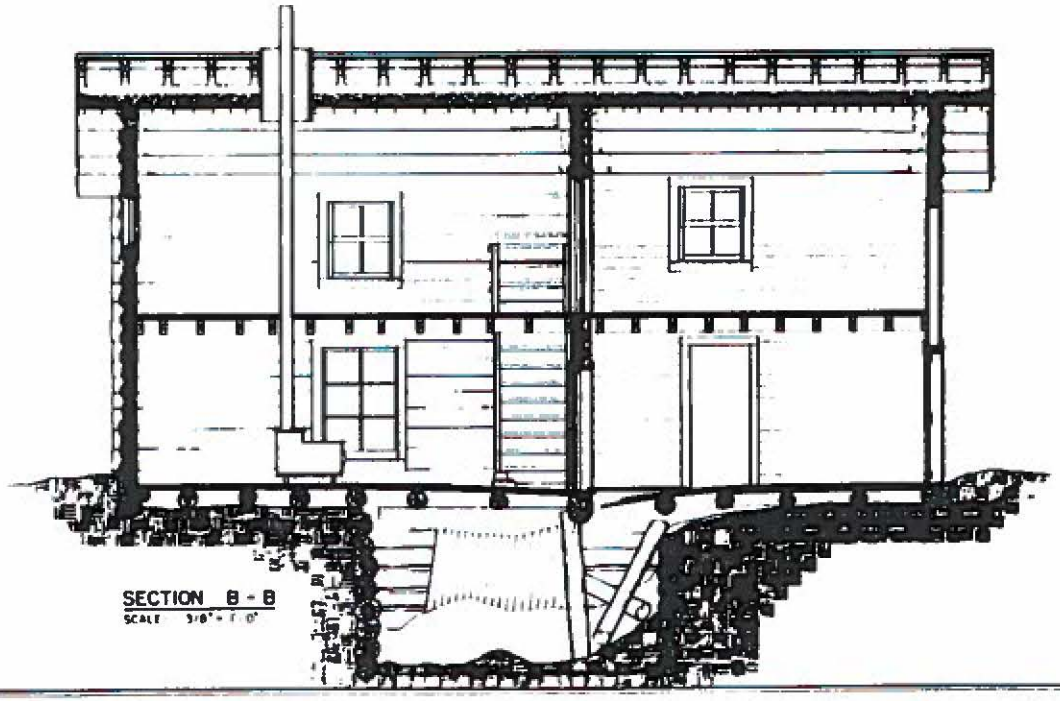
0 1 2 3 4 5 10 FEET
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THE FRANK SLAVEN ROADHOUSE
YUKON-CHARLEY RIVERS NATIONAL PRESERVE
ALASKA



SECTION A - A
SCALE 3/8" = 1'-0"

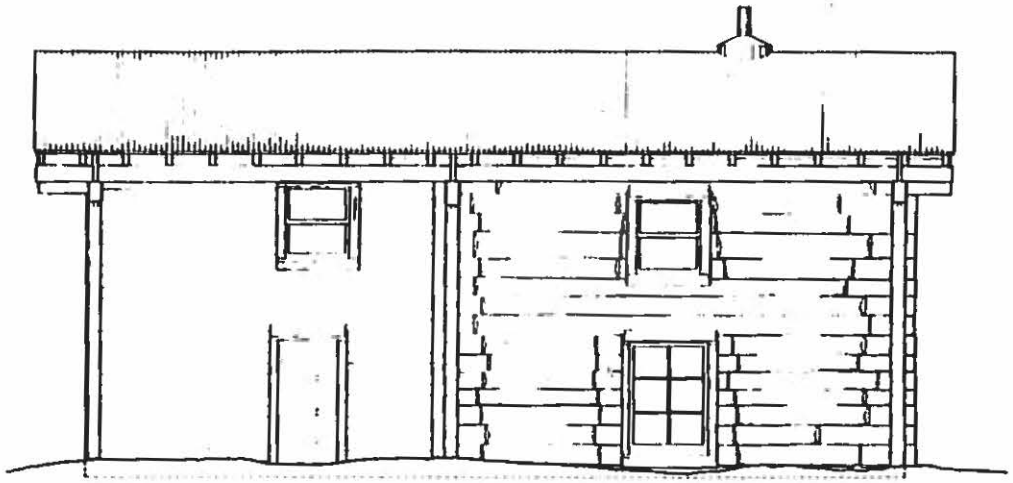
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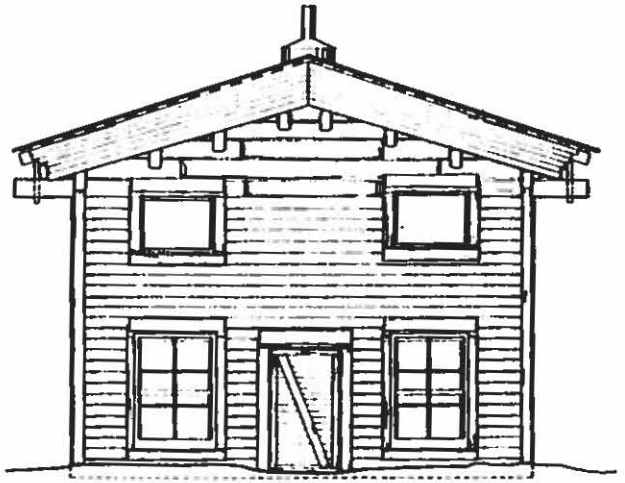
THE FRANK SLAVEN ROADHOUSE
YUKON - CHARLEY RIVERS NATIONAL PRESERVE
ALASKA

HISTORIC AMERICAN BUILDINGS SURVEY
HABS AK-5



EAST ELEVATION
SCALE 3/8" = 1'-0"

0 1 2 3 4 5 10 FEET
0 1 2 3 METERS



SOUTH ELEVATION
SCALE 3/8" = 1'-0"

THE FRANK SLAVEN ROADHOUSE
TUKON-CHARLEY RIVERS NATIONAL PRESERVE
ALASKA