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United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

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REGISTER

## 1. Name of Property

historic name: Jualpa Mining Camp

other name/site number: Last Chance Basin Historic District
AHRS Site No. JUN-525

## 2. Location

street & number: 1001 Basin Road

not for publication: N/A

city/town: Juneau

vicinity: N/A

state: AK county: Juneau code: 110 zip code: 99801

## 3. Classification

Ownership of Property: Public-Local

Category of Property: District

Number of Resources within Property:

| Contributing | Noncontributing | |
|---|---|---|
| 5 | 1 | buildings |
| | | sites |
| 16 | 2 | structures |
| | | objects |
| 21 | 3 | Total |

Number of contributing resources previously listed in the National Register: 0

Name of related multiple property listing: N/A

## 4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this __X__ nomination ____ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property __X__ meets ____ does not meet the National Register Criteria. ___ See continuation sheet.

Judith E. Bittner — June 25, 1993

Signature of certifying official — Date

Alaska

State or Federal agency and bureau

In my opinion, the property ____ meets ____ does not meet the National Register criteria. ___ See continuation sheet.

Signature of commenting or other official — Date

State or Federal agency and bureau

## 5. National Park Service Certification

I, hereby certify that this property is:

| | | | |
|---|---|---|---|
| ✓ | entered in the National Register<br>___ See continuation sheet. | Beth Grosvenor for Beth Boland | 8/5/93 |
| ____ | determined eligible for the National Register<br>___ See continuation sheet. | | |
| ____ | determined not eligible for the National Register | | |
| ____ | removed from the National Register | | |
| ____ | other (explain): _____ | | |

Signature of Keeper — Date of Action

**6. Function or Use**

**Historic:** Industry/Processing/ Extraction **Sub:** Extractive Facility

**Current :** Recreation and Culture **Sub:** Outdoor Recreation

**7. Description**

**Architectural Classification:** Other: Early 20th Century Industrial

**Other Description:** N/A

**Materials:** **foundation:** Concrete **roof:** Metal
**walls:** Wood **other:**
Metal

**Describe present and historic physical appearance.** **X** **See continuation sheet.**

Jualpa Mining Camp is located in Last Chance Basin which is part of the Gold Creek District, one of six mining districts in southeast Alaska's Juneau Gold Belt. The city of Juneau is one mile to the west of the camp, and Silver Bow Basin is to the east. Last Chance Basin lies between Mount Roberts and Mount Juneau. There are many streams, avalanche slide paths, gullies, and colluvial slopes in the area. Gold Creek flows west through the center of the basin. Beginning in the 1880s, mining operations stripped the area of vegetation, but after mining ceased in 1944 many plants reestablished themselves and the area is now densely vegetated.

The mining camp is on a steep hillside south of Gold Creek. The remains of the Alaska Juneau Gold Mining Company's railway, that ran east-west on the hillside, defines the historic district. The Powder Magazine and east entrance to Tunnel #3 marks the west end of the district, and the principal mine entrance and site of the Drill Sharpening Shop defines the east end. The creek is the northern boundary. The boundary defined by the City and Borough of Juneau as the Last Chance Basin Historic District, that includes all of the camp's buildings defines the southern boundary. There are twenty-one contributing and three non-contributing properties in the district.

The Alaska Juneau Gold Mining Company decided to establish the camp in 1910. The company completed the railway and first buildings in 1913. They built the last building at the site in 1932. The company used the camp until the mine closed in 1944.

The camp provided housing for workers and repair shops for equipment. It had a dormitory, mess hall, compressor building, railway and rolling stock, and powder magazine. Flumes and dams diverted mountain streams around the buildings and harnessed water for use in mining operations.

Design and construction of the buildings emphasized function, a characteristic of early twentieth century industrial architecture. They

## 8. Statement of Significance

**Certifying official has considered the significance of this property in relation to other properties:** Locally

**Applicable National Register Criteria:** A

**Criteria Considerations (Exceptions) :** G

**Areas of Significance:** Industry

**Period(s) of Significance:** 1913-1944

**Significant Dates:** 1913 1932

**Significant Person(s):** N/A

**Cultural Affiliation:** N/A

**Architect/Builder:** Bradley, F.W.
Quist, A.W. & Co.

**State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.** X **See continuation sheet.**

The buildings, structures, and equipment at the Jualpa Camp of the Alaska Juneau Gold Mining Company represent the great lode gold mining era in southeast Alaska. Development of the amalgamation process that allowed companies to profitably work large deposits of low grade ore to recover gold, helped Juneau become one of the hard rock gold mining capitals of the world in the early twentieth century. The three major mining operations in the Juneau area, of which the Alaska Juneau Gold Mining Company was one, produced $158 million in gold between 1880 and 1944. During these years, the extraction and processing of gold was Juneau's principal economic activity. Jualpa Camp is located in Last Chance Basin in the Gold Creek Valley, where one of the richest gold deposits in the Juneau Gold Belt was found. Little remains at the other Juneau mining camps to explain the history of gold mining. Twenty-one buildings and structures remain at Jualpa Camp. The period of significance reflects the years the camp operated. The Alaska Juneau Gold Mining Company decided to establish the camp in 1910. The company completed the railway and the first building at Jualpa Camp in 1913, and built the last building at the site in 1932. The company used Jualpa Camp until 1944 when it ceased operations. The end of the period of significance is 1944, but all of the contributing resources in the district are over fifty years old.

Background:

Prospectors made the first discoveries of gold in southeast Alaska in 1870 at Sumdum and Windham bays, located south of present-day Juneau. Other discoveries followed along what became known as the Juneau Gold Belt from Windham Bay to Berners Bay, sixty miles north. The most significant

## 9. Major Bibliographical References

_X_ See continuation sheet.

Previous documentation on file (NPS): N/A

_ preliminary determination of individual listing (36 CFR 67) has been requested.
_ previously listed in the National Register
_ previously determined eligible by the National Register
_ designated a National Historic Landmark
_ recorded by Historic American Buildings Survey # _____
_ recorded by Historic American Engineering Record # _____

Primary location of additional data:

_ State historic preservation office
_ Other state agency
_ Federal agency
X Local government
_ University
_ Other -- Specify Repository: _____

## 10. Geographical Data

Acreage of Property: 17 acres

UTM References:

| | Zone | Easting | Northing | | Zone | Easting | Northing |
|---|---|---|---|---|---|---|---|
| A | 08 | 536245 | 6462840 | B | 08 | 536245 | 6462730 |
| C | 08 | 536115 | 6462660 | D | 08 | 535920 | 6462650 |
| E | 08 | 535920 | 6462850 | | | | |

___ See continuation sheet.

Verbal Boundary Description: _X_ See continuation sheet.

Boundary Justification: _X_ See continuation sheet.

## 11. Form Prepared By

Name/Title: Gary H. Gillette, Historic Preservation Planner

Organization: City & Borough of Juneau Date: April 22, 1993

Street & Number: 155 S. Seward Street Telephone: (907) 586-5230

City or Town: Juneau State: AK ZIP: 99801

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**Verbal Boundary Description:**

The boundary of Jualpa Mining Camp is indicated by the solid dark line on the accompanying site map.

**Boundary Justification:**

The boundaries encompass all buildings and structures historically associated with Jualpa Mining Camp. The northern boundary of the district is Gold Creek. The eastern boundary is just beyond the mine portal and Drill Sharpening Shop site where the camp historically ended. The southern boundary is just beyond where buildings historically part of the camp formerly stood. The western boundary is just beyond the Powder Magazine and Tunnel #3 East Entrance, historically the end of Jualpa Camp.

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are either heavy timber post and beam or wood frame construction. They have gable roofs, large double hung windows, corrugated metal roofing, and either horizontal tongue and groove wood or vertical corrugated metal siding. In 1916, the company built snowsheds over the uncovered sections of the railway between the powder magazine and the mine portal to allow year-round operation.

Twenty-one properties contribute to the historic integrity of Jualpa Mining Camp. The largest and most important building is the Air Compressor Building built in 1913. Four other buildings stand, including the Locomotive Repair Shop, Transformer House, Powder Magazine, and Cable Hoist Building. The district has another sixteen contributing properties. The most prominent of these is the railway that connected the camp, the mill and port at Gastineau Channel, and the mine. Remains of the railway include track, two tunnels between the Locomotive Repair Shop and the Powder Magazine, three locomotives, freight cars, ore boxes, and crew cars. Other contributing properties include the mine portal; power tower; a stairway that the miners used to get from the dormitory to the rail level; a fire suppression system complete with sprinklers, fire hydrants, and a valve vault; and an overhead crane which was used to move heavy parts and equipment.

The ruins of several buildings and scattered small equipment are around the site. The debris includes a gate valve, the west entrance to tunnel #2, blacksmith and car repair shop, dormitory, mess hall, dam, snowsheds, water tank base, drill sharpening shop, assay shop, flume intake, trestle, wood culvert from the fire suppression system, and steel flume.

At an unknown date Basin Road was built to connect Juneau and the camp. More recent construction includes a wooden foot bridge across Gold Creek (outside the district), a picnic shelter built upon the heating plant foundation, a USGS Water Resources Data Station, and steel flume. These properties are counted as non-contributing. They do not destroy the historic appearance and feeling of the mining camp.

The setting and size of the remaining buildings, locomotives, railway, and related structures continue to evoke the feeling of a significant mining operation.

Contributing Resources (see site map)

1. Air Compressor Building (AHRS Site No. JUN-526). Constructed in 1913, this building housed the Ingersoll-Rand Air Compressor. The 4,000 cubic feet per minute, 100 pounds per square inch compressor powered by a 750 horsepower generator was the largest of its day and is still

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in the building. The building itself, originally an addition to a smaller building, is 36 feet wide, 84 feet long, and 18 feet high. The double hung windows that line the walls are typical of windows found on other camp buildings. The walls are corrugated metal mounted vertically on 2' x 6' studs. A 1' x 6' wood fascia occurs at the roof rafter tails and at the gable end. A 1' x 12' cornice board is found at the intersection of the wall and the wood soffit which consists of two 1' x 6's. The roof is corrugated metal. Additions measuring 36' x 26' x 18' and 36' x 64' x 14' were placed on the east and west ends, respectively. The western addition, completed in 1932, replaced the original building. The additions, similar to the original building, have concrete foundations, and exterior metal walls and roofs.

In 1976, the city turned the building into a museum. Alterations included replacing the main wooden sliding door with gypsum board, placing a new door in one of the window wells, and building a display platform inside. The building shows signs of deterioration caused by the damp climate and the windows have either been removed or are inoperable.

2. Transformer House (AHRS Site No. JUN-527). Built in 1927, this building was for the step-down transformers which reduced the voltage produced by the Salmon Creek Hydroelectric Plant for use in the camp. The 18' x 32' x 14' building is constructed of wood studs and sheathing on a concrete foundation. Corrugated metal covers the roof and the exterior walls. The double-hung wood frame windows have been covered with sheet metal and are inoperable. Two original sliding doors remain, but one has been removed from its track and nailed into place. Most of the transformers were removed in 1990 after testing positive for PCBs. The building is in excellent shape.

3. Powder Magazine (AHRS Site No. JUN-528). Built in 1925, the Power Magazine is at the west end of camp, near the entrance to Tunnel #3. This location, a quarter mile from other buildings, was a safety precaution mandated by the presence of a month's supply of dynamite within the building. To create a weather-proof, fire-proof, and blast resistant structure, the building was constructed with a composite wall and ceiling assembly and without windows. The exterior of this 27' x 40' one story building is covered with corrugated metal. The metal is nailed to evenly spaced wood studs, and the spaces between the studs are filled with a mortar mix. The foundation is concrete. Steel blast doors provide the only access to the building, and the railway tracks within the building are made of oak to prevent the wheels of the loading cars from sparking. Metal vents were installed on the roof to allow fumes to escape; workers painted "NO SHOOTING"

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and "POWDER" on the exterior. The building is intact, but in poor condition and is beginning to slip down the hill.

4. Locomotive Repair Shop (AHRS Site No. JUN-529). Built in 1916, the Locomotive Repair Shop is the only standing building with wooden exterior walls. The building measures 18' x 41' x 19'. In the building there are two work pits and the remains of a wooden flume. Double hung windows dot the exterior of the building, and corrugated metal siding covers the roof. Situated on a steep slope, the building is on a heavy timber braced piling foundation. The building is intact, although in deteriorating condition with failing foundation and roof, and broken window panes.

   On the south side of the Locomotive Repair Shop is a large wood and metal cover over the tracks of the switching yard. In 1916, the company built similar snowshed structures to cover the entire rail system. The structure attached to the Locomotive Repair Shop is all that is left standing of these covers. It is in poor condition.

5. Cable Hoist Building (AHRS Site No. JUN-530). Built in 1916, the Cable Hoist Building housed a winch hoist for the incline rail spur which serviced the dormitory and mess hall. It appears that the winch hoist was driven via a belt system attached to an electric motor. The building measures 10' x 12' x 8'. It has a wooden frame covered with vertical corrugated metal siding. It has no windows. The roof is also corrugated metal. Small ventilation holes allowed fumes to escape and helped keep the equipment cool. The building has slipped off its wood foundation and the north wall is being forced out by the winch hoist that is still intact.

6. Rail System (AHRS Site No. JUN-531). The company built the railway between 1911 and 1913 to connect the Gold Creek adit and the mill. Originally, the single-track line consisted of forty pound rails laid on a thirty inch gauge. In 1916, the company added a second track. The rails are on 6" x 8" fir ties at 2' intervals. The track was ballasted with crushed rock. An overhead electric trolley wire, mounted 7'3" above the rail, provided motive power for the locomotives. At one time snowsheds covered the rails at Jualpa Camp. The track and switches are mostly intact.

   Crew cars. Six quarter inch plate steel crew cars, each measuring 12' 6" x 59" x 4' 10" are on the track. They have wooden passenger seats. The cars are in fair condition.

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Dumping ore cars. One car is on the track between tunnels #1 and #2, and six are on the hillside below the railway. Each measures 12'-6" x 62" x 70". Workers built the boxes and frames in the Car Repair Shop. The car on the tracks is in good condition.

Box car. This is an open topped steel box car measuring 14' x 62" x 5' 9". Number 237 is painted on side. It is on the track and is in good condition.

Freight cars. One wood and steel flat car on the track measures 13' x 55", one on the hillside measures 8' x 34" and another measures 10' 6" x 52". The car on the track is in good condition, the one on the hillside in fair condition. Another freight car on the hillside measures 14' x 57", but its wheels and undercarriage are missing. A second freight car on the track measures 14' 1" x 55" and is mounted on two 4' x 4' flat cars. It is in good condition.

Rail cars. The wood and steel rail car on the track measures 17' 6" x 6' x 4', and ones on the hillside measure 36" x 27" x 16" and 25" x 30" x 17". The rail cars are in fair conditions.

Ore car base. This is a flat ore car base that measures 9' x 27" x 22". It is on the hillside and in good condition.

Ore box. This is a side dumping ore box that measures 35' x 59" x 29". It is on the hillside.

Incline skip cars. One car measures 28" x 30" x 48", the other 32" x 44" x 7' 1". Both cars are one the track and in good condition.

1 1/2 Ton "Granby" Ore Car. The car measures 53" x 36" x 27". It was used as a hand truck to haul out small amounts of ore. It is one the hillside and in fair condition.

7. Locomotive (AHRS Site No. JUN-534). This is an electric steel work horse locomotive called a Nipping Motor. It measures 48" x 11'6" x 5' and has four 28" diameter steel wheels. It is still on the track. Although weathered, this locomotive retains its historic integrity.

8. 18 Ton Baldwin Westinghouse Locomotive 1 (AHRS Site No. JUN-535). This is an electric powered steel locomotive that measures 59" x 14' x 5'6" with four 28" diameter steel wheels. The locomotive is weathered and missing some parts, but it is still on the track and retains its historic integrity.

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9. 18 Ton Baldwin Westinghouse Locomotive 2 (AHRS Site No. JUN-536). This locomotive, on the track, is similar to the one above (#8). It is in the same condition.

10. Overhead Crane. The company installed the crane in 1916 after construction of the Car Repair Shop. It measures 6' x 23'6" and rides on four 20" diameter steel wheels. It has steel girders. The building that housed the crane burned. At present, the crane leans on the Nipping Motor locomotive. The crane is rusted, but retains its historic integrity.

11. Mine Portal (AHRS Site No. JUN-532). Constructed in 1913, this was the main entrance to the mine (Gold Creek adit) at the railway level. The portal is a heavy timber and beam wood structure built into the excavated rock walls of the mine tunnel. The two 5' x 8' steel doors which controlled entry into the mine tunnel are still in place. The portal is in good condition.

12. Tunnel #1 West Entrance (AHRS Site No. JUN-533). Constructed in 1913, this is a wood timber tunnel that measures 14' x 8'. The timbers are rotting.

13. Tunnel #1 East Entrance. Constructed in 1913, this tunnel entrance has been dynamited shut. (Tunnel #2 has collapsed and lost its historic integrity.)

14. Tunnel #3 East Entrance. Constructed in 1913, most of the tunnel is outside the historic district boundary. The east entrance, in the historic district, is plugged, but the wood timbers are in place.

15. Stairway. A wooden stairway, constructed around 1914, connected the dormitory and the railway. It is believed that the stairway was reconstructed in the 1930s. The remaining section, approximately two hundred feet long, is between the railway and the Air Compressor Building. The stairway is in poor condition.

16. Fire Suppression System. The company installed the system in 1914 mainly to protect the Dormitory and Mess Hall. Wooden pipes connected a series of monitors, hydrants, sprinklers, hoses, and water tanks. The system includes a valve vault which is a wood frame structure with corrugated metal siding and roofing, measuring 3' x 4' 6" x 5' 6", that houses water valves. The system is in poor condition.

17. Power Tower Built about 1927, this steel tower routed the main power cables into the Transformer House. The tower measures 9' x 6' at the

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base and is approximately 30' tall. It is in good condition and has original insulators and switches.

18. Oil Storage Tanks. The company installed three oil storage tanks in 1914. The tanks are in good condition.

19. Steam Boiler. The boiler was housed in a small building built in 1914 that burned in 1967. The cast iron boiler measures 4' x 8' x 5'. It is in good condition.

20. Drainage Flume. The company installed the flume in the 1930s to drain the mine tunnels. Still in use, the Echo Bay Mining Company replaced some of the 4' x 6' heavy wood timbers with sheet metal in 1987.

21. Fire Box. Located near the west end of tunnel #2, this cylindrical steel fire box is believed to have been a heater for the gate valve. It measures 68" long and is 30" in diameter. It is in fair condition.

Non-contributing resources (see site map)

22. USGS Water Resources Data Station. The U.S. Geological Survey built this milled cedar log building in 1984 to house equipment to monitor water levels on Gold Creek. It is a 4' x 6' x 8' milled cedar log building with cedar shake roof.

23. Heating Plant/Change Room. Fire destroyed the building in 1967. In 1984 a picnic shelter was constructed on the foundation.

24. Steel Flume. The flume is believed to have been installed in the late 1960s to divert water under the railway and away from the road.

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discovery was made in the fall of 1880 when Chief Kowee, an Auke Tlingit, led Joseph Juneau and Richard Harris, prospectors bankrolled by Sitka mining engineer George Pilz, to gold in the valley of Gold Creek. Prospectors rushed to Silverbow and Last Chance basins in the valley. William Stewart, Squire Howe, and Oscar Cooper staked the first placer claims in the area in December 1880. They called their claims the Last Chance Group, thus giving the basin its name. Miners depleted the placer deposits in the basin in a few years and began small lode gold mining operations. Miners installed the first stamp mill on Gold Creek in 1882. William Ebner's Gold Mining Company (organized in 1895) operated a small stamp mill in Last Chance Basin and produced an estimated $600,000 in gold by 1903.

Three lode gold mining operations eventually dominated mining in the Juneau Gold Belt: the Treadwell Mining Company, Alaska Gastineau Mining Company, and Alaska Juneau Gold Mining Company. These three companies produced $158 million in gold. The Treadwell operation on Douglas Island, started in 1881, essentially shut down in 1917 when tunnels under Gastineau Channel filled with water and collapsed. The Alaska Gastineau Mining Company, organized in 1900, shut down in 1922. Its mine, the Perseverance, was in Silverbow Basin and its mill was at Thane, about four miles south of downtown Juneau. The Alaska Juneau Gold Mining Company was the last of the three to organize and operate. Its mines were in Silverbow and Last Chance basins, and its mill was on Gastineau Channel at the south end of Juneau. From 1910 to 1944 the Alaska Juneau Gold Mining Company was the world's largest low grade ore gold producer.

In 1910, engineers for the new Alaska Juneau Gold Mining Company concluded that a mine had to operate year-round, have access to a continuous source of inexpensive power, mine underground, and have its mill at sea level to be a profitable venture. Working on these recommendations, the company entered into an agreement with the Treadwell Group to purchase hydroelectric power from their Nugget Creek power plant. In December 1910, the company awarded a mine and mill construction contract to F.W. Bradley, a mining engineer specializing in exploiting low grade ores. Crews drove a 6,500-foot adit, named the Gold Creek adit, from Snowslide Gulch to a point below surface workings in Silverbow Basin. The adit connected all of the company's mining sites.

The construction crews next built a 10,000 foot long railway with three tunnels to haul ore from the adit to the mill. Outside the adit's west portal the company established Jualpa Camp (for Juneau, Alaska, and Pennsylvania) to facilitate mine operations.

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Bradley's crews completed the railway and air compressor building at Jualpa Camp in 1913. The compressor, the largest of its time, was a 4,000 cubic feet per minute, 100 pounds per square inch Ingersoll-Rand compressor powered by a 750 hp, 2,200 volt General Electric induction motor. The powder magazine was also completed in 1913. The company used 80 cases of dynamite per day; 3,000 cases were kept in this bullet, weather, and fire-proof structure. The company contracted with A.W. Quist and Company in 1914 to build a dormitory and mess hall for one hundred miners.

The company added a car repair and blacksmith shop to Jualpa Camp in 1916. The shop performed repair, maintenance, and fabrication work for the mine tram cars and other equipment. It had tracks, work pits, cranes, monorails, car-straighteners, and electric and dry acetylene welding equipment. The same year, the company built a separate shop to repair the three electric locomotives. Shortly after completion of the repair shops, the company built snowsheds to cover the exposed tracks at Jualpa Camp to allow year-round operation of ore trains and added a second track to the railway.

In 1927, the company built a small transformer house at Jualpa Camp to step down the hydroelectric voltage for powering a new compressor and the main hoist. An addition built on the west end of the Compressor Building in 1932 was the last major construction undertaken at the camp.

When completed, Jualpa Camp had three levels. The upper level, at the same elevation as the adit and railway, had the powder magazine, car repair and blacksmith shop, locomotive repair shop, assay shop, and drill sharpening shop. At mid-level on the hillside was the air compressor building, which powered pneumatic tools used in the mining operations, and the transformer house. The lower level, along the banks of Gold Creek, had the dormitory, mess hall, and heating plant. An incline rail system and stairway connected the three levels.

The use of leading edge technology made it possible for the Juneau-based mining company to succeed. Low cost hydroelectric power operated lights, locomotives, motors, and compressors which in turn operated drills, hammers, welders, and hoists. It made possible the mining of large quantities of ore necessary to produce a profit. During its thirty-four years of operation, the Alaska Juneau Gold Mining Company mined an incredible 13,000 tons of ore per day, resulting in nearly 90 million tons of ore processed. The company's years of peak production were in the late 1930s. At that time the company employed over one thousand people. It operated three shifts, round-the-clock, 363 days a year (closing for Christmas and the Fourth of July).

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With the advent of World War II, President Franklin Roosevelt issued an Executive Order ordering all non-essential production operations to close, including gold mines. The Alaska Juneau Gold Mining Company received an exemption due to the devastating effect its closure was expected to have on the Juneau economy. However, rising costs and labor shortages made continued mining unprofitable, and the Alaska Juneau Gold Mining Company closed in early 1944. During its years of operation, the company produced more than $80 million worth of gold. It was the world's largest low grade gold mine of its time, and the buildings and structures at the Jualpa Mining Camp bear witness to the massive effort that went into its operation.

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City and Borough of Juneau. Last Chance Basin Land Management Plan - an element of the Juneau Comprehensive Plan. (Juneau, Alaska: City and Borough of Juneau, 1978).

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**Section number** Photograph Identification

1. Jualpa Mining Camp, Last Chance Basin
   Juneau, Alaska
   Winter and Pond
   circa 1915
   Alaska State Library, P.O. Box 110571, Juneau, Alaska 99811
   Looking south, Jualpa Mining Camp in Last Chance Basin is on the left, and the city of Juneau is on the right.

2. Jualpa Mining Camp, Last Chance Basin
   Juneau, Alaska
   Winter and Pond
   circa 1916
   Alaska State Library, P.O. Box 110571, Juneau, Alaska 99811
   Looking south at the camp; the three-story dormitory with mess hall behind it is on the left, the heating plant is in the foreground, the stairway and Air Compressor Building are at mid-level, the railway, Locomotive Repair Shop with small Cable Hoist Building in front of it, and Car Repair and Blacksmith Shop are visible at the upper level.

3. Jualpa Mining Camp, Last Chance Basin
   Juneau, Alaska
   Gary Gillette
   1988
   City & Borough of Juneau, 155 S. Seward St., Juneau, Alaska 99801
   Looking southwest at Air Compressor and Transformer buildings in the middle of the photograph, the Locomotive Repair Shop and Cable Hoist Building at the left, and the east entrance to Tunnel #1 at the upper right.

4. Jualpa Mining Camp, Last Chance Basin
   Juneau, Alaska
   Gary Gillette
   1988
   City & Borough of Juneau, 155 S. Seward St., Juneau, Alaska 99801
   Looking east at the Cable Hoist Building, Locomotive Repair Shop, and snowshed.

5. Jualpa Mining Camp, Last Chance Basin
   Juneau, Alaska
   Gary Gillette
   1988
   City & Borough of Juneau, 155 S. Seward St., Juneau, Alaska 99801
   Looking west at the Air Compressor and Transformer buildings.

**NPS Form 10-900** **OMB No. 1024-0018**
**(Rev. 8-86)**

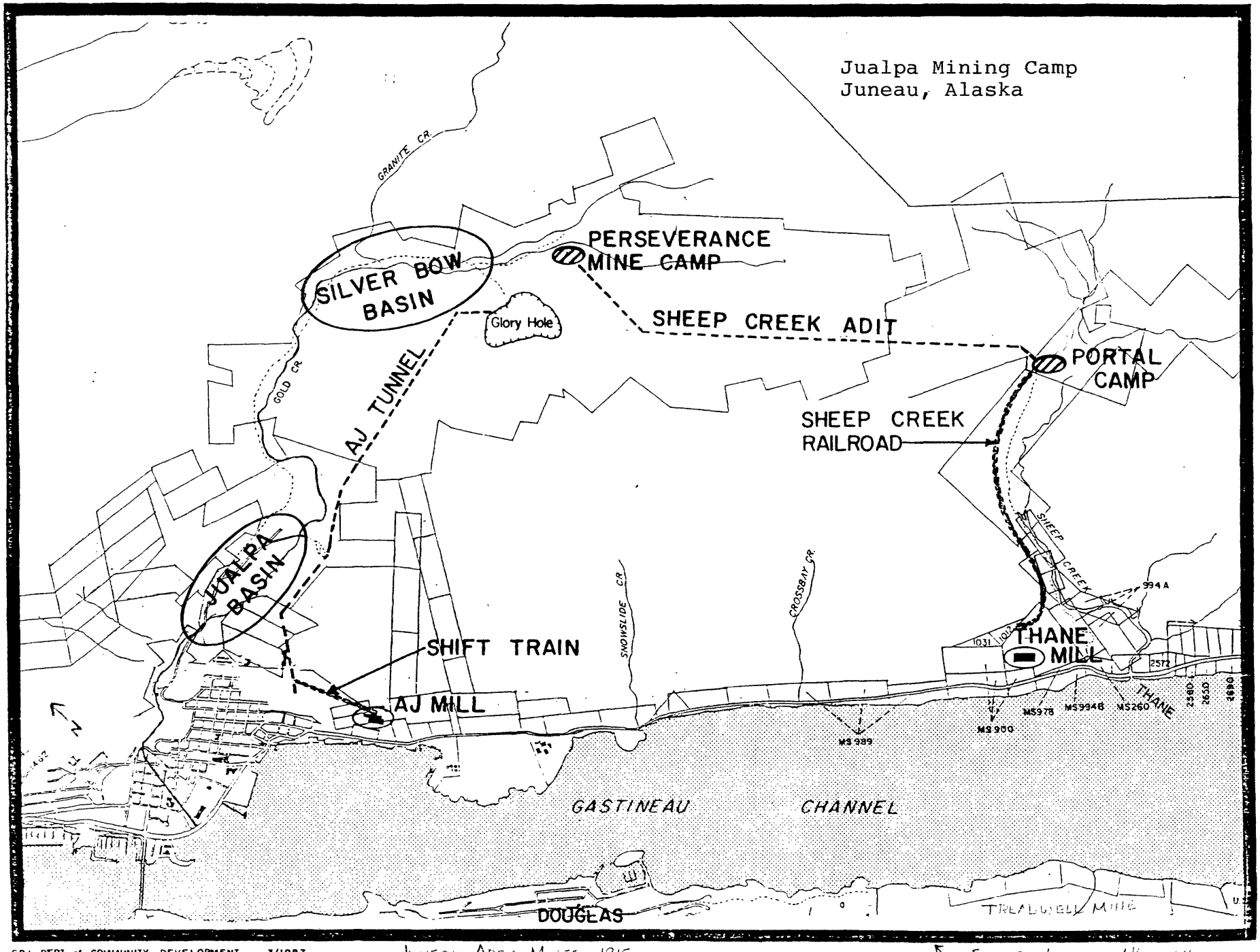
**United States Department of the Interior**
**National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES**
**REGISTRATION FORM**

**Section number** Photograph Identification

6. Jualpa Mining Camp, Last Chance Basin
Juneau, Alaska
Gary Gillette
1988
City & Borough of Juneau, 155 S. Seward St., Juneau, Alaska 99801
Looking west at the railway, rail cars, and the east entrance to Tunnel #1.

7. Jualpa Mining Camp, Last Chance Basin
Juneau, Alaska
Gary Gillette
1988
City & Borough of Juneau, 155 S. Seward St., Juneau, Alaska 99801
Looking south at one of the 18 Ton Baldwin Westinghouse locomotives




CBJ DEPT. of COMMUNITY DEVELOPMENT 3/1987

JUNEAU AREA MINES, 1915

SCALE 1 MILE = 1¼ INCH

# JUALPA MINING CAMP ( AHRS NO. JUN - 525)

## NATIONAL REGISTER NOMINATION

**Contributing resources**

1. *Air Compressor Building*
2. Transformer House
3. Powder Magazine
4. Locomotive Repair Shop
5. Cable Hoist Building
6. Rail System
7. Locomotive
8. 18 Ton Baldwin Westinghouse Locomotive 1
9. 18 Ton Baldwin Westinghouse Locomotive 2
10. Overhead Crane
11. Mine Portal
12. *Tunnel #1 West Entrance*
13. Tunnel #1 East Entrance
14. Tunnel #2 East Entrance
15. Stairs
16. Fire Suppression System
17. Power Tower
18. Oil Storage Tanks
19. Steam Boiler
20. Drainage Flume
21. Fire Box

***Non-contributing resources***

22. USGS Water Resources Data Station
23. Heating Plant/Change Room
24. Steel Flume