

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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DATA SHEET

RECEIVED MAY 17 1977

DATE ENTERED DEC 7 1977

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORMSEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC ******* Storehouse No. 3 (ARRS SITE NO. KET-029)

AND OR COMMON

Halibut Bay Stonehouse

2 LOCATION

STREET & NUMBER N.E. of Ketchikan off Portland Canal at
Halibut Bay EstuaryNOT FOR PUBLICATION
CONGRESSIONAL DISTRICTCITY/TOWN
Ketchikan

VICINITY OF

Alaska

STATE
AlaskaCODE
02COUNTY
Outer Ketchikan DivisionCODE
190

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDINGS	<input type="checkbox"/> PRIVATE	<input checked="" type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	<input type="checkbox"/> PUBLIC ACQUISITION	<input type="checkbox"/> ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT <input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES RESTRICTED	<input type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL <input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER NONE

4 OWNER OF PROPERTY

NAME
U.S. Forest Service/Tongass National ForestSTREET & NUMBER
Ketchikan Area, Box 2278CITY/TOWN
Ketchikan

VICINITY OF

STATE
Alaska 99901

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE
REGISTRY OF DEEDS ETC U.S. Forest ServiceSTREET & NUMBER
Federal Building, Box 1628 (907) 586-7263CITY/TOWN
JuneauSTATE
Alaska 99802

6 REPRESENTATION IN EXISTING SURVEYS

TITLE
Alaska Heritage Resource Survey (ARRS)DATE
July 1973FEDERAL STATE COUNTY LOCAL DEPOSITORY FOR
SURVEY RECORDS Alaska Division of Parks, 619 Warehouse Drive, Suite 210CITY/TOWN
AnchorageSTATE
Alaska 99501

2 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input checked="" type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Storehouse No. 3 is situated on the west side of Halibut Bay, an estuary off the Portland Canal, and is of rubble masonry laid with Portland cement mortar, with foundation walls 24 inches in thickness and side walls 18 inches thick. Its interior dimensions are 10 by 15 by 8 feet in the clear, and is surmounted by a gable roof with a pitch of 2 on 3 and a 5-foot ridge. The roof was covered with cedar shingles. At one end of the building was a door 6 by 3 1/2 feet in the clear, and at the opposite end, a window, 2 by 3 feet in the clear. The floor was built of 1-inch boards. On the corner of the house to the left of the door, and about 3 feet above the foundation was a dressed stone, with a face 8 by 24 inches set flush with the wall, on which, neatly cut appears the following inscription:

U.S. PROPERTY
DO NOT INJURE

The storehouse contained 38.3 cubic yards of masonry. Work was commenced on September 5 and completed on September 26, 1896. About 40 feet in front of the storehouse was placed a flagstaff, formed by trimming and dressing a cedar tree. It was 50 feet in height and 9 inches in diameter at the base. On one side of this staff was carved "U.S." and on the other

"Sept.
7
1896."

on which date a United States "storm flag" 4 feet 9 inches by 8 feet was first hoisted, which was done with a salute, three cheers, and uncovered heads. This flag was kept flying during the day until the party left Halibut Bay on September 26, 1896.

This and two more of the four almost identical structures, built under Captain Gaillard's direction in 1896 were located and examined in 1975. In all cases the masonry was excellent, but wooden portions have almost completely disintegrated. Following the US-Canada Boundary Tribunal decision of 1903, in 1906 the boundary was changed at the lower end of the Canal with the result that Storehouse No. 1, on Manzanita Cove, Wales Island, and Storehouse No. 2 near Lizard Point, Pearse Island became Canadian possession. No. 3, on Halibut Bay, remained in Alaska, as did No. 4 at Eagle Point, Hyder.

Present: As inspected November 19, 1975: The basic structure (masonry walls and foundation) is sound. The original cedar shingle roof has collapsed and only fragments remain. There is no sign of the original flagpole or its location. Because of its strong construction of masonry, hewn from beach boulders and 18-24 inches thick, it may be restored to near-original condition.

SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1549	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1649	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input checked="" type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1749	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input checked="" type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES Sept. 4-21, 1896 BUILDER/ARCHITECT Capt. in D.D. Gaillard, U.S.A.

STATEMENT OF SIGNIFICANCE

Storehouse No. 3 is significant for its association with the Alaskan-Canadian Boundary controversy and for its distinguished builder. This, and a counterpart (No. 4) represent the best remaining physical fabric in Alaska of a period of intense national stress; fortuitously resolved by arbitration rather than armed force. To what extent this, and three other storehouse-strongpoints built by the army in 1896, were deterrents--is difficult to assess. Nevertheless they are more satisfactory as monuments to peace rather than war. Under the same orders, the U.S. Army had built a strategic pattern of four such fortress-like stone "storehouses" in this highly contentious corner of United State's soil. These were the first concrete-mortar masonry buildings in Alaska. With the border realignment of 1906, Storehouses No. 1 and 2 became Canadian; with No. 3 and 4 remaining in Alaska; as they do to this day.

The genesis for the Canadian-Alaska coastline border dispute was long-standing. During the period of Russian occupation of Alaska the competing Hudson's Bay Company was consistently denied seaport access by the Russians. With purchase of Alaska by the United States in 1867--which coincide with Canadian Confederation and westward expansion--the tensions, continuing to mount, became serious governmental concerns. The Portland Canal was a particularly inflammable focal point.

In his 1872 annual message, President Ulysses S. Grant had called attention to this potential threat to International amity, saying guardedly: "a contest of neighbors may . . . array the two governments in an antagonism." He urged formation of a border commission to negotiate and arbitrate; but Congress failed to act. Three years later, General O.O. Howard again warned of growing Alaska-Canadian border tensions, aggravated by further complications with the British over fur-seal hunting in the Bering Sea. Congress finally reacted, and in 1889 approved a modest appropriation for Coast and Geodetic teams to begin the long-delayed border survey. Rather than placate, however, this further inflamed the public issue. It was during such a time that Capt. Gaillard was ordered to construct four stone military "storehouses" and make a strategic reconnaissance.

Since border survey parties literally lived out of their back-packs, with mule and horse logistical support, a single tent storehouse would appear to have been adequate for the area. Four fortresslike structures--however labeled--obviously had a different purpose. Although locked and held in readiness by the Army for any eventuality, this storehouse does not appear to have been used at all by border survey parties. After the Tongass National Forest was created in 1907 it was transferred to that agency; but because of its isolated location it has had little actual use except as a campsite for itinerant travellers over the years.

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CONTINUATION SHEET

ITEM NUMBER 8 PAGE 1 of 2

David DuBose Gaillard, descendant of one of the oldest French-Huguenot families in the South, graduated 5th from West Point Class of 1884. He was considered one of the most brilliant army engineers of his time. He served on the Mexican U.S. International Boundary Commission; as Chief Engineering Officer for General Wade in the Spanish American War; and was a principal aid to Colonel Geothals in the building of the Panama Canal, with distinction in the building and design of Gatun Dam and Culebra Cut, where his expertise was credited with saving \$17,000,000. He died prematurely, in 1913, as a result of ailments contracted in Panama. His selection for the Alaska mission would indicate the strategic significance which the government placed on the Portland Canal.

Captain Gaillard received orders to build four masonry "storehouses" at the head of the Canal on August 17, 1896. He left Washington, D.C., immediately, travelled 9,000 miles and in exactly two months reported back to his superiors "mission accomplished". In Portland he requisitioned and fitted the lighthouse tender Manzanita, hired 22 civilian workers and with all supplies, except masonry, proceeded to the Canal (first charted by Captain George Vancouver in 1793). In addition to the expedition's construction, he made meticulous observations which remain a contribution to Alaska science and literature. This 18 page study of the climate, tides, geographic features, natural and human resources of the region was published in the Annual Report of the U.S. Army Chief of Engineers, 1897.

Establishing his base operations at Eagle Point beginning the evening of September 2; setting up camp, expeditiously selecting a site and landing necessary stores, Captain Gaillard left behind a mason, a carpenter, cook, mason's helper and two laborers. At 6 a.m., September 4, the Manzanita sailed for Halibut Bay, arriving there at 11:30 a.m. In driving rain (just as had been experienced at Eagle Point) he landed and speedily found the best location on the west side of the Bay, north of the mouth of a small creek which was teeming with spawning salmon. Despite the rain, tents for a work party of the same composition as at Eagle Point, were set up that afternoon; but the construction workers, materials and provisions were not landed under the following morning. Excavation for the foundation of the storehouse was begun at once. Because of the probability of inadequate mortar sand for the two remaining constructions, all other members of the party worked from September 5 to 7 filling 307 sacks with the excellent sand at Halibut Bay, and transporting it almost a mile and a half in small boats to the Manzanita. At 5 a.m. on September 8 the remainder of the party and crew sailed for Lizard Cove. No unusual experience during construction of Storehouse No. 3 are recorded. It is not clear why the flag-raising was September 7, a week ahead of the others, unless the Captain wanted to see Old Glory flying before he left for the reconnaissance and supervision of the other storehouses. The date of completion for Storehouse No. 3 is recorded at September 26, five days after Eagle Point and two days ahead of both Manzanita Cove (1) and Lizard Point (2). Why the storehouses were numbered in reverse order

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ITEM NUMBER 8 PAGE 2 of 2

from their construction is not clear. It is probable that the numbered designations had been assigned during pre-planning in Washington, D.C., and these designations were adhered to.

The U.S., since 1867 had persisted on a boundary line running up Portland canal to the 56th parallel of north latitude, thence to follow the summit of the coast range to its intersection with the 141st meridian. In the absence of a definite mountain range near the coast, the line was to be not more than ten marine leagues distant from tidewater. Canada claimed that the line should cut across all inlets and fiords to afford free access to the Pacific by rivers and inlets lying chiefly in Canadian territory. The final decision was submitted to a tribunal of three Americans, two Canadians and one Englishman, which met in London in 1903. The tribunal's vote was four to two for the United States, the Lord Chief Justice of England, Lord Alverstone, casting his vote with the Americans. The Canadian members refused to sign the decision. The boundary changes were made in 1906.

Of four stone army storehouses built by Captain D. D. Gaillard in 1896, only two, since the 1906 boundary relocation, remain on U. S. soil. Both are of equal significance. Number 3 was the first to have the flag raised (Sept. 7) and the second to be completed (Sept. 26). It is more isolated from settlement than Number 4, hence the setting remains more pristine.

