

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name _____
other names/site number Eagle Historic District

2. Location

street & number _____ not for publication
city, town Mile 0, Taylor Highway vicinity
state AK code 02 county Upper Yukon Div. code 250 zip code 99738

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input checked="" type="checkbox"/> private	<input type="checkbox"/> building(s)	Contributing	Noncontributing
<input checked="" type="checkbox"/> public-local	<input checked="" type="checkbox"/> district	<u>51</u>	<u>67</u> buildings
<input checked="" type="checkbox"/> public-State	<input type="checkbox"/> site	<u>23</u>	_____ sites
<input checked="" type="checkbox"/> public-Federal	<input type="checkbox"/> structure	_____	_____ structures
	<input type="checkbox"/> object	<u>74</u>	<u>67</u> Total

Name of related multiple property listing: _____
Number of contributing resources previously listed in the National Register N/A

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this 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 meets does not meet the National Register criteria. See continuation sheet.

Signature of certifying official _____ Date _____
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.
 See continuation sheet.

determined eligible for the National Register. See continuation sheet.

determined not eligible for the National Register.

removed from the National Register.

other, (explain:) _____

Signature of the Keeper _____ Date of Action _____

6. Function or Use

Historic Functions (enter categories from instructions)

Domestic--single dwellingGovernment--municipal buildingAgriculture--fields and buildingsDefense--military facility

Current Functions (enter categories from instructions)

single dwellingmunicipal buildingvacantmuseum, recreational area**7. Description**

Architectural Classification

(enter categories from instructions)

Other: split log

Materials (enter categories from instructions)

foundation logwalls woodroof tinother N/A

Describe present and historic physical appearance.

Historic District Overview

Nestled against Eagle Bluff and surrounded by mountains, Eagle (or Eagle City) lies on the west bank of the Yukon River 11 miles west of the Alaskan-Canadian border and three miles west of the Athabaskan settlement called Eagle Village. It is over 200 air miles northeast from Fairbanks and can also be reached via the Taylor Highway, a 160-mile dirt and gravel road running from Mile 1301.7 on the Alaska Highway north to Eagle.

Contributing resources within Eagle Historic District vary in condition from restorations such as the Carl Johanson home on Chamberlain Street to the ruins of the Fort Egbert hospital and water warming huts to depressions where buildings once stood on the post. Official buildings, such as City Hall and the Wellhouse (Pumphouse), retain their historical essence and receive regular maintenance. Private dwellings tend to be in good condition, but most have suffered some foundation or roof damage and appear to need minor repairs. The concerted effort of some citizens to make modern buildings compatible with the older structures enhances the community's ambience. For example, the Boone and Biederman General Stores, which are recently constructed, reflect the architectural tastes of the turn of the century.

Eagle Historic District contains parts of the south and east faces of Eagle Bluff; sections of the Yukon River, Mission and American Creeks; part of Eagle City; Fort Egbert, part of the unnamed island (which is not Belle Isle) in the Yukon River directly facing the Eagle waterfront, and part of the Park and School Reservation. It

8. Statement of Significance

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

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

Military

Communications

Transportation

NHL Themes:

X.E.7.

XIV.B. & D

XV.B. & C

VII.D.

Significant Person

N/A

Period of Significance

1898-1911

1898-1939

1898-1929

Significant Dates

1898, 1911

1903, 1934

Cultural Affiliation

N/A

Architect/Builder

Various; U.S. Army

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

See continuation sheet

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does not include the sections of town in which extensive development has occurred over the past decade or territory beyond the bluff.

Physical Landmarks

Eagle Bluff inspired the prospectors of 1898 to name their townsite Eagle City after the eagles on "Ta-Tot'-Lee," as the Han Athabaskans called the landmark. "The place where the waters crash against the rocks" provided an essential navigational point for steamboats as well as for Indian canoes. U.S. Army Lt. Frederick Schwatka referred to the bluff as Boundary Butte. The huge rock faces the Yukon River on one side and the Fort Egbert military reservation on the other.

The Yukon River formed a natural corridor from the Klondike gold fields to St. Michael, a seaport at the river's mouth on the Bering Sea. During the May to September navigation season, goods and people enroute to the gold fields changed at St. Michael from ocean transportation to steamboats for the journey upriver, while gold and people leaving the gold fields reversed the journey. The Yukon also served intra-Alaska transportation as boat travelers in summer and dog sled and foot travelers in winter used it to reach and ascend its many tributaries on which mining camps were located.

Mission Creek forms a northern boundary for the Fort Egbert reservation at the base of Eagle Bluff. To the west, American Creek, which once separated the area of more intense Army activity on the reservation from less heavily-used areas, flows along a south-to-north axis into Mission Creek.

Modern development has not spoiled the visual continuity of Eagle Historic District. Open spaces along the streets of Eagle reveal patterns of past land usage. Although most associate Eagle with mining, its settlers also farmed. For example, wild strawberries

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still blossom on Strawberry Hill on Block 6. Block 10 contains John Powers' house, barn, and fields. Powers hauled freight and mail during the early years. Bob Murray quit mining to pursue trapping and farming. The immigrant from Nova Scotia lived on Lot 3 of Block 8 and grew carrots on Lots 1-3 of that same block. He also served as an election judge and city council member.

Block 23 also recalls a time of open spaces and agricultural production. Eagle's sole black resident, Mrs. Sarah Robinson, ran the Chicken Ranch and a laundry there. She sold eggs, chickens, and geese. Although the buildings are gone, remnants of fences survive and the flat plain conveys a sense of place, especially since most of the land contained either crops or yards and coops.

Eagle City

The buildings of historical import in Eagle City reflect similar architectural design. Most are log cabins. Some owners covered their cabins with shiplap siding. The majority of these structures contribute to the visual integrity and historic harmony of the landscape but do not merit separate mention. Besides Judge James Wickersham's residence and Abraham Malm's home, these public buildings warrant comment: the Northern Commercial Company Store on Front Street, the U.S. Customs House, the Taylor Building, the U.S. Courthouse, the Wellhouse (Pumphouse), the Schoolhouse, the Red Men Hall and Barn, and the Powers House and Barn.

The Alaska Commercial Company built a store and warehouse in Eagle in 1898. The store still sits on Berry Street. It is known locally as the Taylor Building after Warren J. Taylor, a previous owner. Over the years it has housed several businesses, including the Merchant Cafe which opened in 1910 and the Northern Commercial Company which ran a general store there as late as 1950. Another store and warehouse were constructed on Front Street by the Alaska Exploration Company in Eagle in 1899 and sold to the Northern

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Commercial Company (an evolution of the Alaska Commercial Company). These survive on Front Street.

The United States Customs House still stands between Amundsen and Berry Streets on Front Street. In 1900, carpenters at Fort Egbert finished these quarters for noncommissioned officers. The Department of the Treasury received this two-story frame structure from the War Department in 1915 and moved it to the banks of the Yukon River. The customs station at Eagle was deactivated in 1930. In 1968, the federal government declared the building surplus and the Eagle Historical Society converted it to a museum, a function which it retains. The land on which the building stands was sold to the city in 1977 by Bill Hillard.

Judge James Wickersham invested business license fees and court fines in construction of the United States Courthouse and jail in 1901. This two-story structure still dominates Lot 1 of Block 4 on Berry Street much as it did nearly a century ago. When the Third Judicial District moved to Fairbanks, the U.S. Marshal and Commissioner continued to use the building until 1951. Today it, like the old Customs House, is used as a museum.

A community well was dug in 1903, but the Eagle City Council discussed building a wellhouse for several years before expending \$1,183 to complete it in 1907. In 1910 a storage area was appended to the original structure. The windmill and pumphouse sit in front of the Courthouse on First Avenue, the center of Eagle City. The redwood tank holds 12,000 gallons and continues to supply the town's water. The well replaced the Yukon River as the source for domestic water.

Judge James Wickersham's residence served as Eagle's courthouse until the official edifice was built. Wickersham built the log cabin after arriving in Eagle in 1900 and lived there until 1903.

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In 1903, he moved the seat of the judicial district to Fairbanks where he subsequently left the bench and entered elective politics.

After renting a cabin on Amundsen Street from A.R. Heilig for two years, Eagle City built a school in 1903 west of Third Avenue and south of Amundsen Street on the School and Park Reserve. This L-shaped building with white clapboard siding and open bell cupola was refurbished in the mid-1930s. An addition for a teachers' residence was completed in 1954 but never used. The school closed that year due to a lack of students. Subsequent schools have been located in other places.

The Abraham Malm House needs restoration. Abe crossed Chilkoot Pass in 1898 seeking gold. He built the two-story frame domicile on Lot 5 of Block 3 on Chamberlain Street.

"The Improved Order of Red Men" provided fellowship and assistance to members until disbanding in the 1930s. Virtually the entire non-Native population of Eagle City belonged to the fraternal organization, which sponsored dances and smoking parties. It also provided sick and death benefits to members. The order finished its hall c. 1908-1909. Although several windows have been broken, the lodge paraphernalia remains intact. A tree grows through the roof of the associated barn on a nearby lot.

John Powers lived in the log house with clapboard siding on the corner of Fourth Avenue and Amundsen Street. In addition to the architectural integrity of the structure, this dwelling reflects the symbiosis that existed between the town and Fort Egbert. Powers came to Eagle as a packer with the Army. He later secured the mail contract, and delivered letters and freight via mule team on the route between Eagle and Chicken.

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Fort Egbert

Although Fort Egbert ceased operations in 1925, with the exception of a contingent of Signal Corps men who left in 1934, vestiges of the post remain. The surviving buildings continued to exist because the Alaska Road Commission took them over for various purposes. That use continued into the 1970s, when the State Department of Highways (organizational descendant of the road commission) turned most of the buildings over to the federal Bureau of Land Management. The Quartermaster's Storehouse, the Granary, the Quartermaster's Stables (mule barn), the Water Wagon Shed (firehouse), and the NCO Quarters have since been restored by the Bureau of Land Management. The bureau maintains the buildings, which house interpretive displays, as visitor attractions.

The corrugated iron Quartermaster's Storehouse held six months' worth of emergency rations for every soldier on the post. The main building was constructed in 1899, and a wing added in 1909. After the Army withdrew from Fort Egbert, the Alaska Road Commission used the warehouse for offices and storage space.

The granary held 200 tons of feed and cost \$1,470 to construct in 1903. In later years, the Alaska Road Commission and then the State Department of Highways stored dynamite in the granary.

The stalls in the Quartermaster's Stables still bear the names of some of the mules who lived there. The Alaska Road Commission removed some stalls and support beams, but these have been restored and the structure retains its architectural integrity. The pack animals that hauled goods for construction of the Washington-to-Alaska Military Cable and Telegraph System (WAMCATS) stayed there as did pack dogs and sled dogs who were quartered in the attached dog kennels.

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The frame one-story Water Wagon Shed that housed tank wagons essential for fire fighting cost \$2,000 to build in 1905. In winter, soldiers kept the water wagons here to keep them from freezing. After the Army left, the road-building agencies garaged heavy equipment in the Water Wagon Shed.

The two-story Non-Commissioned Officers Quarters was one of two constructed in 1900. It sat idle after the Army left Fort Egbert until the State Highway Department converted it into a bunkhouse in the 1950s.

Besides these buildings, many ruins indicate military activity on the former reservation. Water line pipes, heating houses, and a gigantic redwood storage tank flank one of the recreation trails that run across the old fort. Two walls of the old Army hospital and remnants of the target range also remain. The Parade Ground is now a landing strip for small aircraft.

The post cemetery no longer contains military graves, since the remains of all Army burials there were disinterred and relocated after World War II, but many civilian pioneers remain buried there. Cemetery features suggest the past as the fence and headstones reflect turn-of-the-century tastes. The cemetery lies just off the old Army-built Trans-Alaska Military Road, which ran south 471 miles from Fort Egbert to the seaport of Valdez. Today many hikers explore the remnants of this route that lie between Eagle and American Creek.

Some of the structures at Fort Egbert abandoned by the Army were recycled by civilians. Perhaps the most dramatic example is the former U.S. Customs House which was once one of the NCO Quarters. The fort ice house became an addition to the Tom French House, on Lot 11 of Block 24, which was built before 1908. The Alaska Road Commission salvaged lumber from many buildings to construct bridges along the Taylor Highway. Pieces of other post buildings were

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also salvaged by area residents for their homes. Therefore, the presence of Fort Egbert prevails beyond the confines of the old military reservation.

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Contributing Structures (refer to Map C)

The City of Eagle

1. Alaska Exploration (later Northern Commercial) Company Warehouse, c. 1898-99. One-and-a-half story, rectangular plan; corrugated tin sheeting; medium gable; closed eaves; a flat, plain, lugsill sash window; plain trim door; flagpole.
2. Alaska Exploration (later Northern Commercial) Company Store, c. 1898-99. One-story, rectangular plan; false front with horizontal wooden siding, simple stepped cornices, dentils; multi-light fixed sashes stacked three high, multi-light transoms; molded trim, vertical, plain lintel, three flush lights, single center chimney, flagpole.
3. United States Customs House, 1900. Two-story, L-shaped plan with two rear wings; crawl space; horizontal wooden siding; end boards; main building: gambrel tin roof, wing: tilted shed tin roof; panel door upper half fixed sash four-pane window; hidden eaves with vertical pipe in front; flared shingled gambrel end; upper windows: flat, plain slipsill, four lights, fixed; lower windows: flat, four-light sash, decorative lugsill; one flight of steps in front, small porch, adjacent flag pole.
4. Alaska Commercial (later Taylor ca. 1956) Building, pre-1905. One-story, irregular plan with crawl space. Wooden horizontal siding with end boards; recessed entry with three tiers of six-pane fixed sash windows and two three-pane transoms over the door; one three-pane sash window at apex of front; tin roof with flagpole.

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5. U.S. Courthouse, 1901. 5. U.S. Courthouse, 1901. Two-story, rectangular plan; first and second story open porches with carved posts and ornamental ballustrades; front flight of steps; crawl space; wooden siding; center paneled front door with lintel; six-paned sash with shaped lintel and slipsill windows; one round window near front wall apex; two off-side left chimneys; commemorative, segmental plaque on right side of door; rear two-story straight flight of stairs; flagpole.
6. Wellhouse (Pumphouse), 1903. Rectangular with flared corners plan; two-story, one wing (shed attached); wooden siding with end boards; single panel central door with cornice; six-paned sash windows with cornice and plain slipsill; tin low gable roof with bell cupola; tin rear chimney; adjacent windmill; square bulletin board at the left side of the door.
7. City Hall, pre-1901. One-story, rectangular plan with rear horizontal log wing of compatible construction added recently; horizontal logs; low gable tin roof; two consecutive five-panel front doors with modeled trim; one front fixed sash window with plain sides; offset left metal chimney; rectangular sign over door; bulletin board left of door; flagpole in front.
8. Hillard House, 1902. One-story, rectangular plan log sheathed in frame siding with end boards; square plan, rustic square porch with cornice and low gable roof centered between two front six-pane, fixed sash windows; front door with six-pane fixed sash window; low gable roof with overhang; single metal pipe chimney.

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9. Episcopal Church, c. 1905. One-story, double attached (parish house), L plan; horizontal log; high gable roof with bell cupola and cross; enclosed log entry with gable roof and molded doorframe around a four-panel door; eight-pane fixed sash windows with cornice and shaped lintel head and continuous sill; small metal cross attached to apex of back wall; offside chimneys (one on the church, one on the house); house windows: six-pane fixed sash with moulding and continuous sill.
10. Judge Wickersham's Residence, c. 1898-99. One-story, wooden lapped frame with end boards; T plan, two rear additions; low gable, shingled roofs with projecting eaves; four-panel front door; six-pane, fixed sash windows with continuous sills; antenna with weather vane on the roof.
14. John McWilliams Burke House, pre-1905. One-story, rectangular plan, double cell, arctic entry and rear addition; low gable with overhang metal sheeting roof; wooden siding with end boards; five panel plank door; eight-panel fixed sash window with moulding; front left side metal chimney.
23. Log Cabin, pre-1905. Rectangular plan; double cell with rear porch.
24. Presently, the Eagle Commercial Company, pre-1905. Rectangular plan; one-and-a-half story, horizontal log construction. (Original use unknown)
25. Clyde Thompson Residence, 1908. Rectangular plan; one-and-a-half story, horizontal log house.

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30. Turnbull House, 1908. L-shaped plan; log with wooden siding.
31. Barn with sheds attached, c. 1905. L-shaped plan; two-story, frame.
32. Carl Johanson Home, circa 1898. Irregular plan; one-and-a-half stories, log sheathed in horizontal wooden siding.
33. Abraham Malm House, c. 1898. Two-story, frame with two rear wings added. Rectangular plan, horizontal logs. Metal sheeting high gable roof with overhang; front windows 12-pane fixed sash with shaped lintel and moulding; front and side six-pane, fixed sash windows with moulded trim; lintel shaped head over plank door; right side, rear chimney.
37. Improved Order of the Red Men Lodge, c. 1908. One-and-a-half story, rectangular plan. Horizontal shaped log; medium gable, metal sheeting roof with overhang; central chimney; twelve-pane, fixed sash window with plain trim; five-panel door with moulding; rectangular sign identifying the lodge on the side facing Chamberlain St.
43. Log shed, pre-1905. Rectangular plan.
44. The Schoolteacher's House, c. 1905. L-shaped plan; horizontal log structure with additions.
45. Improved Order of the Red Men's Barn, c. 1908. Log, one-story; rectangular plan; shaped horizontal log, low gable plank roof with overhang; plank door.

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47. Bob Murray Cabin, c. 1901. Rectangular plan; horizontal round log interior with exterior sheathed in wooden siding, rustic porch.
49. Jesse Samis Cabin, c. 1908. One-story with framed in porch and rear addition. Rectangular plan, horizontal log, medium gable metal sheeting roof.
50. John Powers' House, 1898. Rectangular plan; log sheathed in wooden siding, recent rear addition including back porch.
51. John Powers' Barn, c. 1916. Two story, L-shaped plan with side frame shed attached; limestone foundation, bottom wooden siding with end boards; top story and a half sheathed in metal sheeting; six-pane fixed sash window in second story and twelve-pane sash windows with moulding on the first floor; moulded four-pane fixed sash windows on the side; double diagonal plank doors in front with a trap door to the loft on second floor; also double diagonal plank doors in the addition with two-paned transoms over each door.
52. The Schoolhouse, 1905. One story, L-shaped plan, one wing addition; horizontal frame siding with end boards; low gable metal sheeting roof with projecting eaves; one single center metal chimney in front wing; one joint center brick chimney in rear wing; fixed sash four- or six-pane windows with plain trim; open, scalloped cupola and bell on front roof.
53. Pole house, pre-1905. Irregular plan; horizontal, round log construction.

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57. Hilliard House, pre-1905. Rectangular plan; one-and-a-half story with open rustic porch; medium gable roof with overhang.
59. Biederman Residence, pre-1905. Rectangular plan; horizontal, round log construction.
61. Pihl House, c. 1902. Rectangular plan; horizontal, round log construction.
62. Douglas Cabin, c. pre-1908. L-shaped plan; horizontal log dwelling with porch, presently used for storage.
74. Purdy Cabin, c. 1908. T-shaped plan; one-and-half story, log addition.
76. Tom King's Home, c. 1908. Rectangular plan; one-and-a-half story, frame.
77. Watson Cabin, c. 1908. L-shaped plan; log with log additions.
79. Tom King's Carpentry Shop, 1898. L-shaped plan; frame additions, partly sheathed in pre-cut siding.
80. Howard Cabin, c. 1898. Rectangular plan; horizontal, round log construction.
81. Log outbuilding, c. 1898. Square plan; horizontal, round log construction.
84. Ed Webster Cabin, pre-1908. Irregular plan; horizontal, round log construction.

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88. Original Customs House, 1900. Rectangular plan; one-and-a-half story, false front, wooden siding, open porch, metal sheeting medium gable with overhang roof.
97. Fish Brothers Cabin, pre-1908. Irregular plan; horizontal, round log construction.
98. Tom French House, pre-1908. Irregular plan; log cabin with additions, including the ice house from Fort Egbert.
100. Kelderhouse Log cabin, c. 1924. Rectangular plan; horizontal, round log construction.
114. Ott and Scheele Store and warehouse, 1898. L-shaped plan, frame.
118. Lubber House, c. 1900. L-shaped plan; log with log additions.
119. Fisher Storage Shed, c. 1900. L-shaped plan; horizontal, round log construction.

Fort Egbert (refer to Map D)

1. The Noncommissioned Officer's Quarters, 1900. Rectangular plan, two room, 16 by 36 foot, 1902 second story added; gambrel roof, north with north and south dormers, corrugated metal roof with closed eaves replacing the original wooden shingles; first story: drop wooden siding; lugsill two-sash, eight-pane windows on ground floor; lugsill, two-sash, eight-pane windows on second floor; 1907, 15 x 13 foot one-story addition, medium hip roof with closed eaves, frame siding.

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2. Quartermaster's Storehouse, 1899. Rectangular plan, one-story, 25 X 81 feet; spruce horizontal logs sheathed in drop-lap siding with end boards in 1905; corrugated metal roof with front and back pipe chimneys and overhanging eaves; two-sash, six-pane windows with moulded trim; plank door with moulded trim, and square ventilation vent near the front and back apexes.
3. The Granary (Quartermaster's Storehouse), 1903. Rectangular plan, one-story; gable corrugated steel roof with closed eaves; vertical wallboard siding; two-sash four-pane windows with plain sills; four-panel plank double doors with plain woodwork; stoop.
4. The Water Wagon Shed, 1907, addition of south shed in 1909. Rectangular plan, 12 X 15 foot main structure and 15 X 36 foot wing. Canvas over rectangular wooden panels affixed with battens; main double doors featuring diagonal wood strips in six panels with pentagonal segmental moulding; double rectangular doors composed of diagonal strips with plain moulding; main roof: tarpapered gable with overhanging eaves with offset left, pipe chimney; shed: tarpapered roof.
5. The Mule Barn, 1900. Rectangular plan, two-story frame with kennels attached; wooden siding with endboards; first floor divided into fourteen stalls and open bay area; second floor open hay loft; corrugated metal gable roof with overhanging eaves, two enclosed cupolas, and two chimneys, one offset right side, pipe, the other central frame enclosed; front windows: double-sashed, four-pane, moulded woodwork with lintel; side windows: single-sash, four-pane, moulded

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single-pane window in top half; loft gangplank on second story composed of diagonal strips with moulding and lintel; square gangplank in apex of loft composed of diagonal strips with moulding and lintel. Dog kennels: attached to back half of left side of mule barn; half-story, rectangular plan, frame with plank doors at each stall; shed metal roof with overhanging eave.

Buildings With Only Structural Remains:

6. Commanding Officer's Quarters, 1899. Originally: 25'9" X 48'3" with 4' X 10' wing, two-story, logs and frame. Now: wooden debris probably from the foundation, floor and cellar.
7. Old Hospital or Laundry, 1899. Originally: 21' X 21' with four 21' X 21' wings, all one-story, frame. Now: ruins similar to six but less extensive.
8. Civilian Employees' Quarters, 1900. Originally: 24' X 55', one-story, frame. Now: joists, piers, sills, stove pipe, flashing, terra cota, and chimney fragments.
9. The Signal Corps Barracks, 1905. Originally: 32' X 52' log, one-story. Now: floor and subfloor, items associated with the communications system such as glass and metal conductors.
10. Hospital Sergeant's Quarters, 1907. Originally: 37' X 29'6" with one 9' X 10'6" wing, frame, one-story. Now: structural debris with clearly delineated foundation lines.
11. Enlisted Men's Barracks, 1899. Originally: 27' X 27', two-story, frame and logs, 27' X 71' wing and two 26' X

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14'7" wings. Now: a depression indicating the perimeter, scattered boards and debris.

12. New Bakery, 1905. Originally: 31' X 31'6" one-story, log. Now: concrete slab, brick oven, structural remnants.
13. The New Hospital, 1906. Originally: one-story, logs and frame, 40'5" X 70'2" with a 19'7" X 36', a 23'8" X 24'2", and a 19'7" X 75'1" wing. Now: two original walls, some recently braced, structural debris, portions of floor and foundation in tact, roof collapsed, bed frames and other use related debris.

Building Outlines Only

14. The Officer's Quarters, 1899. Originally: 25' X 43' 9", two-story, logs and frame. Now: Surface outline, three deep depressions in the exterior, structural fragments, pieces of corrugated metal, glass, cans, and stove pipe.
15. The New Pumphouse, 1908. Originally: 24'6", one-story, frame with 12' X 22' wing. Now: Three of four margins distinctly visible, some flooring, deteriorating crate, five gallon can, and boiler.

Ruins of Service Related Facilities

16. The Target Range, 1899. Originally: 300' by 1800'. Now: 35' (north and south axis) by 300' (east and west axis) boards, sand, and depressions.
17. The Water System, running from American Creek east, 1899:
The steam boiler.

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Water Tank. Vertical planks at circumference, pieces of lead pipe. Fragments of pipe scattered along the route.

The waterline. Originally: 3000' from American Creek to the corral. Now: 29' ditch with structural debris running from water warming hut 1 and American Creek.

Water warming hut 1. Frame, 6'5' X 6'; (exterior) stud walls with drop siding and (interior) horizontally-laid, tongue-and-groove decking; roof, door, windows missing.

Water warming hut 2. Construction same as one, 5'7 1/2" X 4' 7 1/2" by 4'6" tall. Now: north wall collapsed, half of the west wall removed, roof gone.

Water warming hut 3. 5' X 5'3", height unknown. Scattered debris.

Water warming hut 4. Construction the same as one, 5' X 5'3" by 4'4" tall. Roof missing, undefined frame openings in the west and east walls; doorway in north wall. Interior charred.

Water warming hut 5. 5'X 3' by 4'4" tall; similar to four except openings located near the top of the west and east walls; roof missing.

Water warming hut 6. Originally: 5' square. Now: remnants of two walls.

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18. The Cemetery, 1899. Dimensions: 97'11" (east/west axis) by 215'3" (north/south axis). Picket fence, north wall gate 5'8" high and east wall gate, 8'5 1/2" tall. The Order of Improved Redmen markers, Arctic Brotherhood markers, and gravestones designated "civilian."
19. Trans-Alaska Military Road, 1899-1901. Fort Egbert terminus, north and east of the bakery ruins running along current road to American Creek in BLM Recreation Reserve. Dirt road probably in approximately the same condition now as originally.
20. C Street. Today called Chamberlain Street.

Natural Contributing Features (refer to Map B)

1. Eagle Bluff
2. The Yukon River
3. Mission Creek
4. American Creek
5. Unnamed island in the Yukon River east of Eagle City (not "Belle Isle," which was early name for the vicinity of Eagle but which has not been applied to a specific topographic feature).

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Noncontributing Structures

11. Warehouse, log, recent construction.
12. Plywood shed, recent construction.
13. Combination garage and barn, recent construction.
15. Residence, frame, constructed 1954.
16. Garage with greenhouse addition, recent construction.
17. Biederman's General Store, 1940s. Sympathetic construction.
18. Corrugated tin shed, recent construction.
19. Frame shed, recent construction.
20. Three-sided lean-to in state of collapse, recent construction.
21. Plywood greenhouse, recent construction.
22. Former Bureau of Land Management facility, now National Park Service offices, recent construction.
26. Frame shed, recent construction.
27. Tin shed, recent construction.
28. Log cabin with framed-in porch, recent construction.
29. Plywood shed, recent construction.

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- 34. Log dwelling, recent construction.
- 35. Log dwelling, recent construction.
- 36. Log dwelling, recent construction.
- 38. Log cabin, recent construction.
- 39. Deteriorating log structure built in 1947.
- 40. Log house, recent construction.
- 41. House built in the 1970s.
- 42. Log and plywood garage, recent construction.
- 46. Log cabin with frame addition, recent construction.
- 48. Log dwelling with frame addition in front, recent construction.
- 54. Log dwelling with siding, recent construction.
- 55. Plywood garage, recent construction.
- 56. Log cabin, recent construction.
- 58. Log cabin with addition; older structure entirely sheathed and re-roofed with new materials; historical integrity lost.
- 60. Log gas station, recent construction.
- 64-67. Tourist cabins, recent construction.
- 68. Shed, recent construction.

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Noncontributing Resources - Continued

69. Shed, recent construction.
70. Shed, recent construction.
71. Log house built in 1973.
72. New home.
75. Log cabin, recent construction.
78. Frame dwelling, recent construction.
82. Shed sheathed in tin, recent construction.
83. Library, sympathetic log design, recent construction.
85. Post Office, sympathetic log design, recent construction.
86. Log cabin, recent construction.
87. Log cabin constructed recently from materials salvaged from the Heath Hotel.
89. Two-story frame commercial building, recent construction.
90. Eagle Trading Company, wide storefront, shiplap siding, recent construction.
91. Riverside Cafe with showers for the motel (93) in the rear, recent construction.
92. Two-and-a-half story home with wood siding, recent construction.

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Noncontributing Resources - Continued**

- 93. Log motel, recent construction.
- 94. Butler-type storage building, recent construction.
- 95. Shed covered with pre-cut siding, recent construction.
- 96. Log cabin, recent construction.
- 99. Log cabin, renovated completely, historical integrity lost.
- 101. Framed-in log cabin with front porch, 1930s, historical integrity lost.
- 103. Framed, one-and-a-half story home, recent construction.
- 104. Log house, recent construction.
- 105. Chalet, recent construction.
- 106. Frame garage, recent construction.
- 107. Log house, recent construction.
- 108. Log cabin, recent construction.
- 109. Log cabin with frame additions, recent construction.
- 110. Boone's Store, sympathetic recent construction.
- 115. Cabin, recent construction.
- 116. Plywood cabin, recent construction.
- 117. One-and-a-half story barn with log bottom, frame top, recent construction.

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Eagle Historic District
Noncontributing Resources - Continued

Sites Previously Documented But Now Torn Down:

- 63. Log cabin.
- 73. Log cabin.
- 102. Log cabin later used for storage.
- 111-113. Cabin ruins.

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Statement of Significance:

Eagle City first emerged as a transportation, communications, and military center because of the tumult of the Klondike Gold Rush in 1898. Situated on the Yukon River eleven miles from the Alaska-Canada border, the port of Eagle has been and is the major community of the Forty Mile River drainage, a network of major tributaries to the Yukon River. Shortly after the search for gold brought large numbers of miners to the area, the United States Army built Fort Egbert adjacent to Eagle City. The post became headquarters for the Military District of North Alaska. Army and civilian cooperation led to construction of the Trans-Alaska Military Road, Alaska's first major trail; and to establishment of the Washington-to-Alaska Military Cable and Telegraph System (WAMCATS). The latter became central to Alaska's internal and external communications systems. When the mining boom had ended, the Yukon port remained a lively hub for trade and communication. Eagle's significant association with these themes began in 1898 with the Gold Rush and ended in 1939 with the substitution of aircraft for dog teams on contract mail routes.

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Historical Context

News of the discovery of gold on the shores of the Thron-duik (later the Klondike) River in Canada's Yukon Territory in 1896 spread like wildfire through a depression-weary world. Thousands of adventurers rushed north, most through Alaska. The Klondike Gold Rush put Alaska and Yukon Territory on the front page and made them enticing topics of conversation. It also caused Alaska's first population increase since the 1867 purchase from Russia and led to settlement of many of the Alaskan communities extant today.

The frenzy of the Klondike Gold Rush both stalled and stimulated the development of Eagle City. Sourdoughs had hit pay dirt in the Forty Mile region tributaries of the Yukon as early as 1886.¹ However, rumors of bonanzas inspired visions of nuggets the size of pocket watches and triggered an exodus to Dawson. Reality soon dispelled these wildcat illusions since the choice claims had already been filed. Moreover, the Canadian government collected a duty on the bags of dust. Disenchanted Americans swept back across the border to work the Alaskan deposits just a few miles away.²

Boomtowns arose in Alaska's wilderness. They included Eagle, whose colloquial name of Eagle City remained popular even after the official title, The Town of Eagle, had been chosen for incorporation.³

Unlike many gold rush communities such as Ivy City and Nation City, which became ghost towns, Eagle City did not vanish when stampedeers left its region for the promise of more riches elsewhere. Its strategic position on the Yukon assured Eagle City's continuation as an entrepot for mining communities on the upper Yukon and in the

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Forty Mile region. Its proximity to the Canadian border made Eagle the ideal location for a U.S. Customs station and a transfer point for river cargoes shifting between American and Canadian bottoms.

Twenty-eight citizens platted Eagle City on the banks of the Yukon near Eagle Bluff in 1898, naming it after the birds nesting on the cliff. By November of 1900, residents were petitioning to have their community incorporated. By 1903, a U.S. Customs station had opened in Eagle City.⁴

During the rush, concern over the plight of destitute gold-seekers stranded in the Alaskan wilderness and fear of that starving prospectors and miners would take the law into their own hands caused the United States government to send the army into the Yukon River valley to maintain order. Also, a dispute over the location of the U.S.-Canada boundary added to the desire to send the army and to "show the flag" on the border. As it turned out, however, a few army officers were able to quickly suppress isolated incidents in which hungry gold-seekers attempted to commandeer steamboats and supplies.⁵ Similarly, the boundary quarrel dispute never went beyond negotiations and complaints. Nevertheless, the War Department established the Fort Egbert military reservation at the confluence of Mission Creek and the Yukon River in 1899.⁶ Thus Eagle City became the location of one of a chain of army posts stretching from Fort St. Michael on the Bering Sea to Fort William H. Seward at Haines in Southeast Alaska.

Eagle City also became a center for civil administration in 1900 when Judge James Wickersham arrived to establish his headquarters for the Third Judicial District. His domain stretched from Eagle to the Aleutian Islands.⁷

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Historical Context - Continued

Although army regulation of civilian affairs diminished after 1900 when Congress passed civil and criminal codes for Alaska,⁸ the post and town continued to co-exist symbiotically. This civil-military cooperation is reflected in the themes which are the foundation of Eagle Historical District's importance: the military, communications, and transportation.

Military

A military expedition led by U.S. Lt. Frederick Swatka mapped the Yukon River in 1883. He called what is now known as Eagle Bluff Boundary Butte because of its proximity to Canada.⁹ The promontory had been a navigation point for decades for those wishing to trade with the local Han Athabaskans. From 1880 to 1883 Francis Xavier Mercier operated Belle Isle trading station upstream from the cliff that the Indians had referred to as Ta-Tot'-Lee, the place where the waters crash against the rocks.¹⁰ Prospectors also watched for Boundary Butte, which they called Eagle Bluff because of the birds nesting on it. This landmark provided a convenient marker for steamboat captains. The spate of articles that newspapers and magazines published about Swatka's adventures publicized the Yukon valley, thus, promoting the wilderness.¹¹

Nearly two decades passed between Swatka's exploration of the Yukon country and Capt. Patrick Henry Ray's and Lt. Wilds P. Richardson's (both also U.S. Army) investigation of conditions in the mining camps along the Yukon River. After surveying the area, Ray recommended in 1898 the establishment of military posts at St. Michael at the mouth of the Yukon, at the confluence of the Tanana and Yukon Rivers, and at Eagle City. Ray also suggested that a customs house be placed in Eagle.¹² The War and Treasury departments accepted his recommendations.

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Historical Context - Continued

In June of 1899, Richardson began building Fort Egbert adjacent to Eagle. The post was named in honor of Col. Harry E. Egbert, who had fought in the Civil War as well as in Indian campaigns before being killed in the Philippines.¹³ Later that summer Ray accompanied by ninety-nine soldiers and the staff for a hospital relieved Richardson. Ray, now a major, was the newly designated military district commander. When winter descended before the troops could finish the dwellings, morale plummeted. A quarrel between Ray and Capt. W. S. Wright, the officer in charge of Company L, destroyed discipline within the ranks. The leadership crisis fomented disputes between the soldiers and civilians. Finally, Capt. Charles Farnsworth and Company E of the same regiment relieved Wright and Company L.¹⁴

The new commander made construction of post facilities a priority. Of the forty-five buildings that eventually arose to meet the needs of the soldiers, today the NCO quarters, quartermaster supply building, water wagon shed, granary, mule barn, and many ruins including those of the water system, target range, and hospital remain.

The post contributed to Eagle City's cultural life. Farnsworth hosted dances and joined the "Wise Men's Club", otherwise known as "The Club of Twelve Cranks." The members wrote essays and criticized each other's compositions. When Presbyterian missionary James W. Kirk opened a reading room, the captain gave a speech. The church and parish house on the Episcopal Mission Reservation has been occupied by several different denominations over the years and still serves as a focus of community life. Such social endeavors cemented ties between the city and the fort.¹⁵

Besides nurturing culture in Eagle City, the army modernized communications in the Yukon bush by building the Washington-Alaska

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Historical Context - Continued**

Military Cable and Telegraph System (WAMCATS) and developed transportation routes such as the Eagle-Valdez Trail, which was built between 1898 and 1901. Within a decade, however, the Department of War began to question Fort Egbert's importance. In 1911 all personnel, except a few members of the hospital staff and the Signal Corps, abandoned the post. During the 1920s the Alaskan Road Commission recycled some buildings into bridges. Although the reservation was turned over to the Department of the Interior in 1925, nearly a decade was to pass before the last Signal Corps man left Eagle.¹⁶

Communications

Before October of 1900, the population of the Yukon River valley relied on summer steamboats and winter dogsleds to carry both routine and emergency communications. Eagle City, the first American community to be reached by mail carriers arriving from Southeast Alaska ports via mountain passes and the upper Yukon River or from the tidewater port of Valdez in Southcentral Alaska, was an important point in this extension of the national postal system.

Mail carriers, working in relay teams, set out each week to deliver letters along the 1600 miles to St. Michael and Nome. One of these brave messengers, Ed Biederman, who lived in a house still standing on Amundsen Street, lost part of his feet to frostbite while delivering the mail between Circle and Eagle. When he retired his sons took over his route so that for over twenty years the family hauled the mail through the wilderness.¹⁷ In 1938, Eagle's significance as a postal center diminished when airplanes replaced dog teams as carriers of mail from tidewater to the Yukon River at Eagle. By 1939, all mail contracts on the Upper Yukon were assigned to air carriers.¹⁸

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Eagle's isolation increased the demand for contact with the outside. Commanders at Fort Egbert needed to communicate with officers at other posts as well as with authorities on the Pacific Coast and in Washington, D.C. Therefore, completion of WAMCATS or "Warm Cats" as the soldiers called the project became a priority. The army sent aggressive young officers such as Lt. William "Billy" Mitchell, later noted as an advocate of airpower, to supervise construction of various segments of the line.

WAMCATS provided rapid communications for the military in Alaska and for civilians, who used it for both personal and business purposes. Mitchell considered his task ". . . as important as the Lewis and Clark Expedition, Fremont's trip to California, and the opening of the routes along the Mexican border to the Pacific Coast . . ." On June 27, 1903, the telegraph connected Eagle with the rest of the world. Like these earlier ventures, WAMCATS opened up Alaska by linking the frontier with civilization.

The messages sent from Eagle include one historic telegram sent by Norwegian explorer Roald Amundsen. It announced the first successful transit of the Northwest Passage. The adventurer had not been heard from for two years. His ship, GOJA, was frozen in the Arctic Ocean. Amundsen had mushed to Eagle to telegraph news of his voyage. It was sixty degrees below zero on Dec. 5, 1905 when the pathfinder arrived at Eagle. In his account of his northern sojourn, he recalled:

. . . I was greeted with flattering enthusiasm by the commander at the post, who overpowered me with congratulations and with invitations to make a protracted stay as his guest. I did not feel that I could do this, but I did

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accept with deep gratitude his offer to send
my telegrams . . ."

Amundsen stayed with Frank N. Smith, a resident manager for the Northern Commercial Company, until February, 1906.²⁰

The Northern Commercial Company ran a string of stores throughout the interior and owned most of Block Two in Eagle City. In 1934 the firm bought the radio station from the Signal Corps. The Signal Corps operator was discharged and stayed to run the commercial venture. The military had begun relinquishing control of this vital communication channel in 1932 when the official name of the telegraph office was changed from Ft. Egbert to Eagle. The Signal Corps men moved out of the officer's quarters on the post during that same year. In 1935 the name WAMCATS was changed to the Alaska Communication System.²¹

Transportation

Eagle developed into a transportation hub concomitant with its development as a military and a communications center. In recommending a military post there Ray had noted its capacity to serve Yukon River steamers and its relative ease of access from an American ocean port.

In 1899 the army began building the grandly-titled Trans-Alaska Military Road. It was a pack train trail from Eagle to tidewater at Valdez with plans for a railroad to follow.²² The southern portion of this trail developed into the Valdez-to-Fairbanks road early in the 20th century. Eagle City's significance in overland transportation faded in 1929, with completion of a road from Fairbanks to Circle.²³ This connected tidewater with the Yukon River via the Valdez-to-Fairbanks Trail (known by this time as the

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Richardson Highway) and also via the Alaska Railroad from Seward to Fairbanks. It was not until 1954 that the northern portion of the old Trans-Alaska Military Road was developed into the Taylor Highway, which now provides automobile access to Eagle.

Before and after the Valdez-to-Eagle trail opened, the Yukon River provided a natural transportation corridor. The big river and its tributaries provided a network of over 5,000 miles of waterways that could carry passengers and supplies into many minor gold camps as well as into the rich Klondike fields.

The two most popular routes to and from the Klondike gold fields used the Yukon and took many gold-seekers through Eagle. All of those taking the "All-Water Route" (ocean steamer to St. Michael at the mouth of the Yukon and then river steamer up the Yukon to the Klondike) cleared U.S. Customs at Eagle City. Many others, who had traveled to the Klondike via Skagway or Dyea and then over mountain passes, passed through Eagle if they chose to return home via the "All-Water Route" or to look for gold on U.S. territory. Despite the short navigation season (late May to late September), 137 different steamers docked at Eagle between 1898 and 1900.

Shipping generated a lot of business in Eagle. The North American Transportation and Trading Company (NAT&T), which operated steamboats and stores along the Yukon River, was a significant part of the commercial scene in Eagle City from 1898 until 1912 and did not sell its Eagle properties until 1916. The Alaska Commercial Company (A.C.C.), which merged with the Empire Transportation Company to form the Northern Navigation Company (N.N.C.) in 1901, bought out the Alaska Exploration Company and the Seattle-Yukon Transportation Company.²⁴ All of these enterprises delivered merchandise. When the N.N.C. arose, the retail branch of the venerable A.C.C. became the Northern Commercial Company (N.C.C.).

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Several N.C.C. buildings are still standing in Eagle City including an employee dormitory, a warehouse, and a general store presently known as the Taylor building. This historic structure was the Merchant Cafe in 1910 and as late as 1950 a N.C.C. store.

By 1912, boats of the American-Yukon Navigation Company, a subsidiary of the White Pass and Yukon Railway, were the only serious rivals to the Northern Navigation Company. The White Pass railroad, which ran from tidewater at Southeast Alaska's Skagway to Canada's Yukon River port of Whitehorse, had the advantage in the ensuing rate war. Its rail and river route was shorter, cheaper, and faster than Northern Navigation's route requiring an ocean voyage to St. Michael at the mouth of the Yukon, transfer of cargo from ocean vessels to river steamers, and a voyage up the Yukon River. In April of 1914, Northern Navigation gave up. It sold its fleet of over 50 steamboats and barges to American-Yukon Navigation. The latter company expanded its operations to include Dawson to St. Michael runs, but declining mining activity and expanding use of airplanes to carry freight and passengers to isolated villages began to cut into the profits of river traffic. In 1922, American-Yukon Navigation closed its St. Michael terminal and withdrew its boats from service below Tanana. By 1925, American-Yukon Navigation was operating only one steamboat on the Yukon River between Dawson and Tanana.²⁵

Eagle City's importance as a river port diminished as commercial traffic on the Upper Yukon River declined. Its national associations as a port may be said to have ended in 1922 with the cessation of St. Michael to Dawson service, although Eagle City continued as a river port of local importance for many years.

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END NOTES

1. See Webb, Melody, The Last Frontier (Albuquerque: University of New Mexico Press, 1985), pp. 78-83.
2. Ibid., p. 136.
3. See M. D. K. Weimer's True Story of the Alaska Gold Fields. Privately published in 1900. Webb also comments on the pioneers' name for Eagle. The official name appears in the papers of incorporation which are included in the City Council Minutes for The Town of Eagle, filed with Judge Wickersham on Nov. 7, 1900 and approved in the election in Heath's Hotel on Jan. 8, 1901.
4. Webb (Grauman), Melody, Eagle: Focus on the Yukon (Fairbanks: National Park Service, 1975), p. 16.
5. Ray, P.H., Captain, Eighth Infantry, and Richardson, W.R. [sic, W.P. is correct], Lieutenant, Eighth Infantry, "Suffering and Destitute Miners in Alaska and What was Done for Their Relief," in Compilation of Narratives of Exploration in Alaska (Washington: Government Printing Office, 1900), pp. 530-531, 531-544.
6. The Army's Role in the Building of Alaska, Pamphlet 360-5 (Anchorage: U.S. Army Alaska Public Information Office, April 1, 1969), p. 77. Cited hereafter as The Army's Role.

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8. Webb (Grauman), Eagle: Focus on the Yukon, p. 22.
9. First Lieutenant Frederick Schwatka, Report of a Field Reconnaissance in Alaska Made in 1883, (Washington: Government Printing Office, 1885), Sheet No. 7; Along Alaska's Great River: A Popular Account of the Travels of an Alaska Exploring Expedition Along the Great Yukon River From Its Mouth, in the British Northwest Territory, and In the Territory of Alaska (Chicago: George M. Hill Company, 1898), p. 260.
10. Ibid. Louise Paul, a resident of Eagle Village since 1925, translated the word on July 8, 1987 in a telephone conversation. Mercier, Francois Xavier, Recollections of the Youkon: Memoires from the Years 1868-1885, tr., ed., and anon. Linda Finn Yarborough, Alaska Historical Commission Studies in History No. 188 (Anchorage: The Alaska Historical Society, 1986).
11. Webb, The Last Frontier, p. 106.
12. The Army's Role, p. 32.
13. Webb (Grauman), Melody, Yukon Frontiers: Historic Resource Study of the Proposed Yukon-Charley National River, Occasional Paper No. 8 (Fairbanks: Cooperative Park Studies Unit, University of Alaska, 1977), p. 93. Cited hereafter as Yukon Frontiers.
14. Webb, The Last Frontier, p. 154.

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15. Webb, Eagle Focus on the Yukon, p. 25.
16. Webb, Eagle: Focus on the Yukon, pp. 42-46.
17. Webb, The Last Frontier, pp. 225-229.
18. Webb (Grauman), Yukon Frontiers, p. 171.
19. Mitchell, William L., The Opening of Alaska (Anchorage: Cook Inlet Historical Society, 1982), p. 1.
20. Amundsen, Roald, My Life As An Explorer (New York: Doubleday, Doran & Company, 1928), p. 58.
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22. The Army's Role, p. 66.
23. Webb (Grauman), Yukon Frontiers, p. 175.
24. Webb, The Last Frontier, p. 211. For a complete history of the Northern Commercial Company, see L. D. Kitchener, Flag Over The North: The Story of the Northern Commercial Company (Seattle: Superior Publishing Company, 1954).
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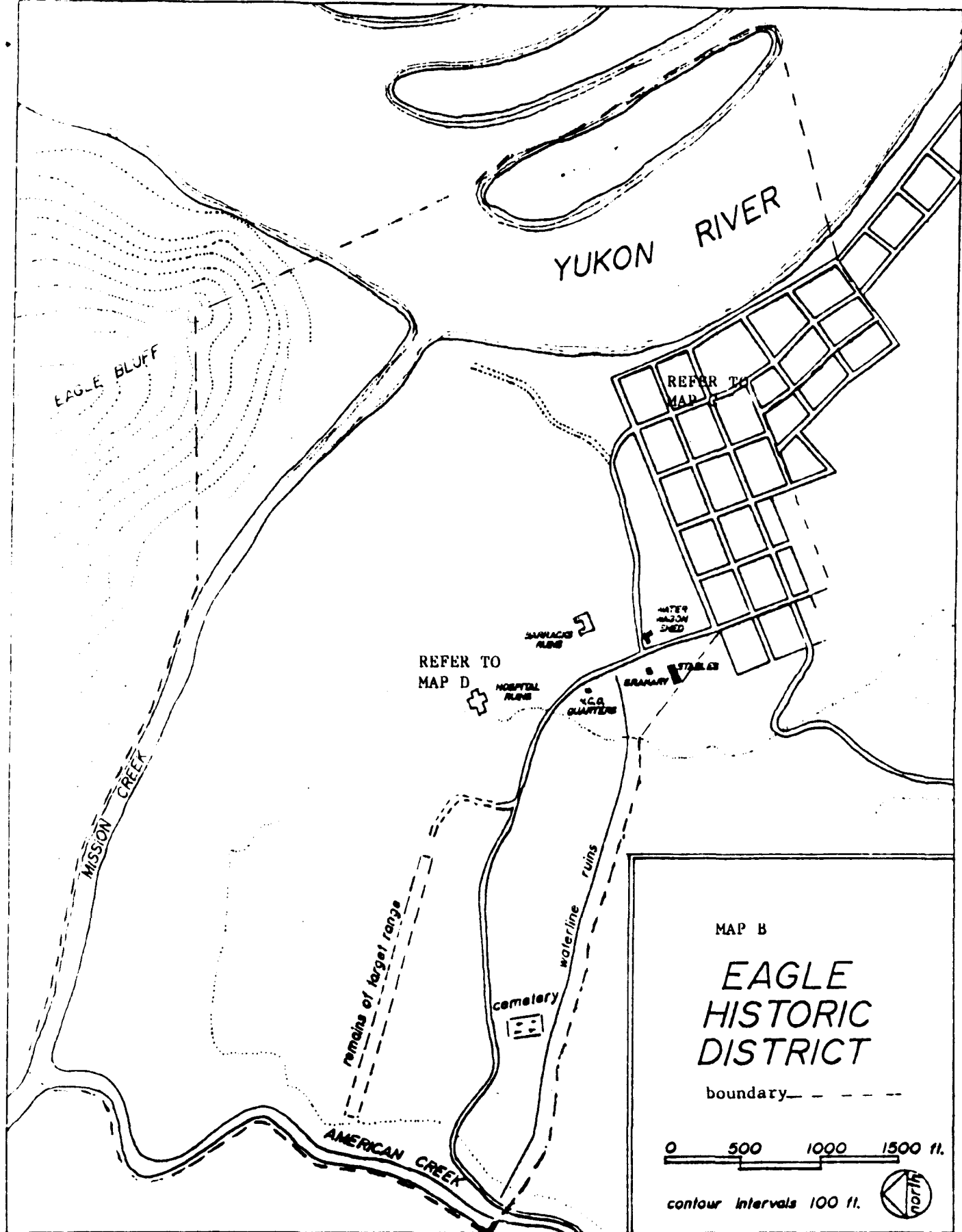
Beginning at the southeast corner of Front Street and Washington Avenue in the townsite of Eagle, thence east to the SE most point of the unnamed island lying east of Eagle in the Yukon River, thence along the eastern shore of that island to its NW most point, thence NW to the peak of Eagle Bluff, thence due west to the north bank of Mission Creek to its confluence with American Creek, thence SW along the western bank of American Creek to 100 feet beyond the creek's intersection with the Fort Egbert waterline, thence easterly along a line 100 feet south of and parallel to the waterline ruins for approximately 3,750 feet, thence southeastward along a line connecting the waterline ruins and the SW corner of Chamberline (C) Street and Fifth Avenue that passes immediately behind the Ft. Egbert stables (the mule barn), thence southeast along the west side of Fifth Avenue to its intersection with the SW corner of Jefferson Avenue extended, thence along the south side of Jefferson Avenue to the SW corner of its intersection with Second Street, thence SE along the west side of Second Street to the SW corner of its intersection with Washington Street, thence NE along the south side of Washington Street to the point of beginning.

**United States Department of the Interior
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A	07	490200	7185400
B	07	491250	7184750
C	07	490150	7184350
D	07	490100	7184200
E	07	489700	7184600
F	07	488550	7184650
G	07	489080	7187375



EAGLE BLUFF

YUKON RIVER

REFER TO
MAP D

REFER TO
MAP D

SARACO
RUINS

WATER
PUMP
SHED

HOSPITAL
RUINS

NCO
QUARTERS

STABLES

MISSION
CREEK

remains of target range

waterline
ruins

cemetery

AMERICAN CREEK

MAP B

EAGLE
HISTORIC
DISTRICT

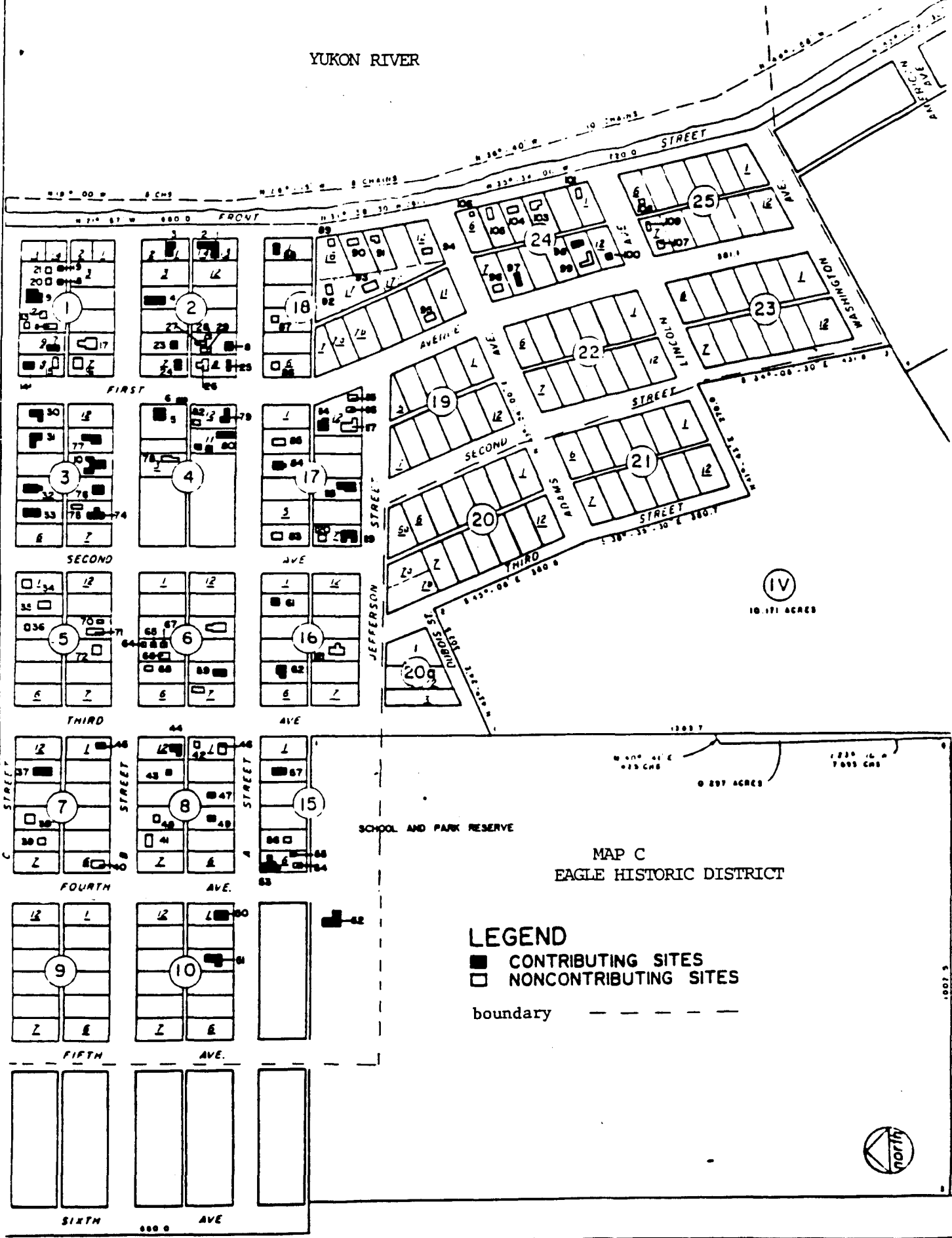
boundary - - - - -

0 500 1000 1500 ft.

contour intervals 100 ft.



YUKON RIVER



MAP C
EAGLE HISTORIC DISTRICT

- LEGEND**
- CONTRIBUTING SITES
 - NONCONTRIBUTING SITES
 - boundary

IV
10.171 ACRES

10.297 ACRES

SCHOOL AND PARK RESERVE



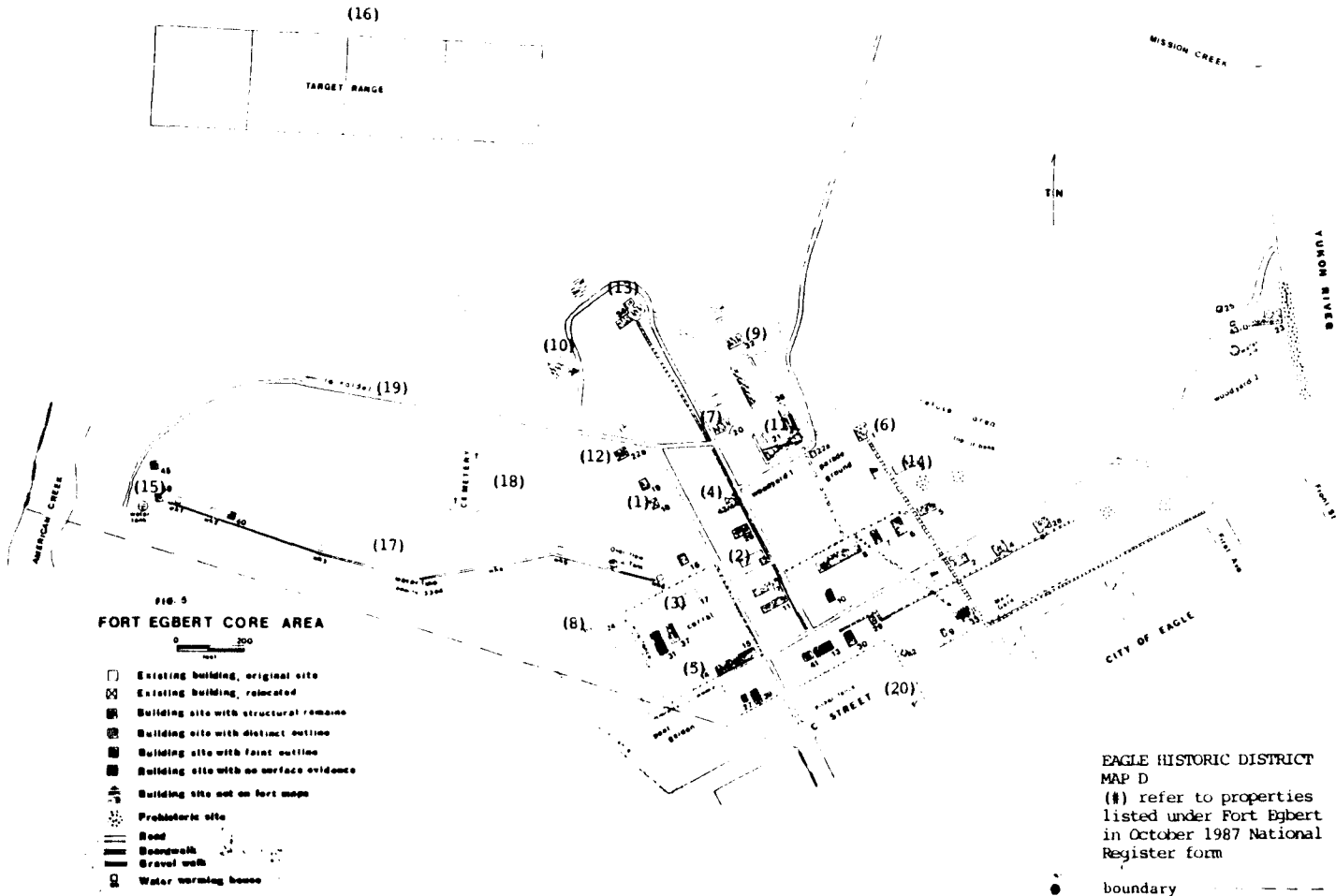
FIG. 5
FORT EGBERT CORE AREA



- Existing building, original site
- ⊗ Existing building, relocated
- Building site with structural remains
- ⊕ Building site with distinct outline
- ⊙ Building site with faint outline
- Building site with no surface evidence
- ⊕ Building site not on fort maps
- ⊕ Prohibitory site
- Road
- Boardwalk
- Gravel walk
- ⊕ Water warming house

(Adapted to original map of Fort Egbert)

CURRENT ROADS AND CEMETERIES SHOWN AS OF 1987 SURVEY



EAGLE HISTORIC DISTRICT
MAP D
(#) refer to properties
listed under Fort Egbert
in October 1987 National
Register form

● boundary

United States Department of the Interior
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Continuation SheetSection number - Page 1 List of Photographs and Maps AttachedPhotographs

1. Eagle Bluff, 6-25-87, looking north
Amundsen Street, Eagle, 6-25-87, looking west
3. Courthouse, Eagle, 6-24-87, looking west (from east)
4. Wellhouse (Pumphouse), Eagle, 6-24-87, looking southeast
5. Eagle City Hall, Eagle, 6-25-87, looking south
6. Improved Order of Redmen Lodge, Eagle, 6-25-87, looking south
7. Episcopal Church, Eagle, 6-25-87, looking south
8. Eagle Public School, Eagle, 6-25-87, looking west-northwest
9. Front Street, Eagle, 6-25-87, looking south
10. Corner of Front and Amundsen Streets, Eagle, 6-25-87, looking south
11. Northern Commercial Company Store, Eagle, 6-25-87, looking northwest
12. Taylor Building, Eagle, 6-25-87, looking southwest
13. McWilliams-Burke House, Eagle, 6-25-87, looking south
14. Powers' Barn, Eagle, 6-25-87, looking east
15. Road House, Eagle, 6-25-87, looking west-northwest
16. Biderman's General Store, Eagle, 6-25-87, looking northeast
17. Boone's Store, Eagle, 6-25-87, looking north and west
18. Fort Egbert, 6-24-87, looking west
19. Noncommissioned Officers' Quarters, Ft. Egbert, 6-25-87, looking west
20. Mule Barn, Ft. Egbert, 6-25-87, looking west-southwest
21. Waterwagon Shed, Ft. Egbert, 6-25-87, looking west-southwest
22. Granary, Ft. Egbert, 6-24-87, looking northwest

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Eagle Historic District
List of Attachments Continued

- 23. Quartermaster's Storehouse, Ft. Egbert, looking east
- 24. Boiler at American Creek, Ft. Egbert, 6-24-87, looking north
- 25. Hospital Ruins, Ft. Egbert, 6-25-87, looking north

"Eagle from the Bluff, 1909," looking south, C.L. Andrews Collection, University of Oregon

Taylor Building, Eagle, date unknown, University of Oregon Library

Eagle, ca. 1905, looking east, C.L. Andrews Collection, No. 1098, University of Oregon Library

Str. Sarah, lying at Eagle, Eagle Bluff in background, undated, looking northwest, James T. Gray Papers, University of Oregon Library

Maps

- A - Eagle (D-1), Alaska, U.S. Geological Survey, 1:63,360, 1956, annotated with UTMs
- B - Eagle Historic District, NPS (ARO-RCR), 2"=1,500', 1987, showing Eagle Historic District boundaries
- C - Eagle Historic District, Eagle City section, NPS (ARO-RCR), not to scale, 1987, showing contributing/non-contributing resources
- D - Eagle Historic District, Ft. Egbert section, NPS (ARO-RCR), not to scale, 1987, showing contributing/non-contributing resources