

PLACER OPERATIONS IDITAROD DISTRICT 1926.  
 (Data compiled with aid Sheperd & Donnelley, Flat, Alaska)  
 Address all Flat, Alaska

<u>Operator</u>	<u>Creek</u>	<u>Type of Operation</u>	<u>No. men</u>
Northern Alaska Dredging Co. 73-2-3	Otter	Dredge	12
Riley Investment Co. 73-9	"	"	30
Peter Miscovich 73-2 <sup>d</sup>	"	Open cut hydraulic lift	4
Jerome Warren	"	Prospecting	1
Martin Roslund & Co. 73-2-3	Black	Open cut & hydraulic lift	6
Barney Walch } 73-2-2	Donlin	Hydraulic	4
Harry Stevens }	"	Open cut hydraulic lift	6
John F. Keller	Moore	Hydraulic	4
Cecil Barlow	"	G. S.	1
Salen, Samuelson & Johnson 73-2-1	Granite	G. S.	3
Justis Johnson	Malamute Pup	G. S.	1
Dave Strandberg 73-3 <sup>d</sup>	Flat (Upgrade Assn.)	G. S.	3
Alpha Mining Co. 73-3 <sup>d</sup> (Gus Rodman, Jimmie Green, Mike Hays, & Savage)	Flat (Alpha Assn.)	G. S.	4
Bennie Monroe	Flat (Hill Top)	G. S.	1
Walter Sakoff & Co. 73-3 <sup>d</sup>	"	G. S.	3
Paul Wobnig	" (Hill Top)	G. S.	1
Nellie Beattie	Chicken	G. S. & flying scraper	15
Bolange, Thibault & Larhance 73-15	Willow	G. S. & Hydraulic	3

PLACER OPERATIONS IDITAROD DISTRICT 1926 (Cont.)

<u>Operator</u>	<u>Creek</u>	<u>Type of Operation</u>	<u>No. men</u>
Joe Larringer 73-15	Willow	G. S.	5
Frank Manley 73-15	"	G. S.	10
Dehouse & Cassidy } 73-18	Happy ( Summit Assn.)	G. S.	2
Pete Steger	" "	G. S.	2
Bill Burns	"	Sniping	1

NOTES ON  
MINING ACTIVITY IDITAROD DISTRICT 1926

PLACER  
-----

Placer production Iditarod District 1925 - \$250,000 (Sheperd & Donnelley - bank at Iditarod). Of this amount \$230,000 was handled by the Iditarod bank. They predict a \$250,000 production this year in spite of adverse weather conditions and consequent water shortage.

RILEY INVESTMENT COMPANY, Dredge, Otter Creek. 1923-7  
Harry Donnelley, Superintendent, Flat, Alaska.  
Number of men employed, - 30. Payroll approximately \$2000 per month.

The details of construction of this dredge were obtained by Mr. Wimmeler during his visit. The following changes have been made:

A new engine has been installed and is giving very satisfactory results. During the month of July the engine lost a total of thirty minutes, running time. Description:

Type: Enterprise Solid Injection Deisel.

Horsepower: 125.

R.P.M. 280

Digging Speed: 22 buckets per minute.

Fuel Oil:  $4\frac{1}{2}$  gallons per hour consumption; cost of fuel oil 4.7¢ gallon in Seattle, 51¢ per gallon landed at dredge.

*Improve* 73  
A small size, Model 190, De Laval cream separator has been installed for the purification of lubrication oil from the engine base. This separator cost \$200 landed at the dredge. This machine is driven by a small electric motor and removes the carbon, oil, and water from the used lubricating oil. Previous to the installation of this machine the seasonal consumption of lubricating oil was thirty barrels. Last year, due to this method of purification, the consumption was reduced to eight barrels. This season the estimated consumption will be ten barrels. Incidentally, this idea has been passed on to the New York Alaska Gold Dredging Company operating on Bear Creek, Tuluksak River. Their transportation problem being serious the reduction in the use of lubricating oil should be an aid to their operation.

An average of six feet of muck is ground-slucied before the dredge. The cold water thawing points are placed fifteen feet between centers as against ten feet at the time of Mr. Wimmeler's visit. This plan was adopted two seasons ago. The cost of the new method averages 5¢ per cubic yard. The new method is just as successful; the points

Placer Mining Iditarod District

remain in the ground a trifle longer. The amount of thawing accomplished is approximately the same. No detailed figures on the thawing were available.

Mr. Harry Donnelley has placed eleven 110 gallon oil tanks on the hull of the dredge to keep the stern out of the water. This has postponed the repairing of the hull and allowed continuous operation without the present expense of such repairs.

The dredge started June 1, this season. A five month season is expected though it may be necessary to shut down early if they run short of thawed ground. The shortage of water has hindered the thawing operation this season. The future life of the dredge is indefinite.

The dredging ground is averaging 35¢ per cubic yard.

NORTHERN ALASKA DREDGING COMPANY, DREDGE, OPPER CREEK. *12-13-9*

This company started operations on June 1, of this season and have twelve men employed. They have made no changes in the details of construction since Mr. Wimmeler's visit. The future life of the dredge is indefinite.

\*\*\*\*\*

Throughout the interior of Alaska this season the placer mining has suffered due to the dry season and consequent shortage of water for placer operations. At many of the places visited the operation was idle.

\*\*\*\*\*



Pack train passing thru Chicken

Placer Mining Iditarod District

1073-22

DONLIN CREEK

Donlin Creek

Donlin Creek is the name given to the head of Crooked Creek, a tributary of the Kuskokwim River. This property is located twenty miles north of the Kuskokwim by winter trail along Crooked Creek. The trail is not well adapted to summer use due to the marshy condition along the banks of the creek. Locally, Donlin Creek is called Crooked Creek from this point. Crooked Creek is navigable by poling boats in high water to the property the estimated distance by water from the Kuskokwim being fifty miles. Six miles from the mouth of Crooked Creek, Bell Creek flows southwest into Crooked Creek making a rather large stream. The head of Donlin Creek is separated by a low divide from the head of Little Eldorado Creek, a tributary of Bonanza Creek, which flows into the Iditarod River, Crooked Creek is a tributary of the kuskokwim River eighteen miles below Georgetown.

The valley of Crooked Creek extends from north to south. The mining operations are located about fifty miles from Flat on the winter trail. The trip from Flat to the Kuskokwim was made with pack horses which necessitated following the ridges over which an excellent summer trail could be constructed. The summer trail from Flat to the Kuskokwim meets the Kuskokwim at Georgetown. At the time of the Georgetown stampede a buckboard was driven over this trail under difficulties. The wheel marks are still visible in the moss in many places, otherwise the trail is nearly obliterated.

Barney Walsh and Harry Stevens are the only operators on Donlin Creek. Thirteen miles from these properties are located the Thrift and the Corona Quicksilver deposits.

Bull. 622 U.S.G.S. pp. 351-353, Maddren.

The average running time for the two properties on Donlin Creek at the time of the visit was three hours in twenty four due to the shortage of water.

Barney Walsh has a hydraulic operation and, under normal operation, employs four men. Two giants are used to sluice the benches as shown in the accompanying illustration. The paystreak is about 200 feet in width and the distribution of gold rather even. A 120 foot pressure of water is available through a ditch and pipe line. The ground is frozen but no attempt is made to thaw. The giants play directly on the frozen ground. The gold averages \$18.95 per ounce. The gold is coarse and there are many small nuggets.

Placer Mining Iditarod District

Harry Stevens had no production for 1925. The entire season was spent in development work. Three miles of ditch were constructed and one mile of flume. A 120 foot pressure is maintained. There has been little operation this season on account of the dry season. The pay streak, so far as known, averages 120 feet in width. The gold is coarse and averages \$18.00 per ounce. A hydraulic lift is used. Although the conditions are not ideal for the hydraulic lift the operation is very successful. Six men are employed.



Hydraulic lift, Donlin Creek.

There is no prospecting this season on George River or its tributaries.

According to a report received October 1, the Riley Construction Company Dredge closed down early on account of a shortage of thawed ground as predicted.

There have been no new discoveries reported. It was rumored that some men might go to the strike on Muddy River this fall. The Alaska Road Commission has constructed no new roads to aid the district this year. The road to Iditarod has been repaired. The tram line from Flat to Iditarod has been abandoned for some time. The freight rate from Iditarod to Flat is \$20.00 per ton. From Flat to Otter is \$10.00 per ton. The population of Iditarod has dwindled to less than ten. Most of the buildings have been burned for fuel.

*Iditarod 93*

METHOD OF MINING BENCH GRAVELS CROOKED CREEK

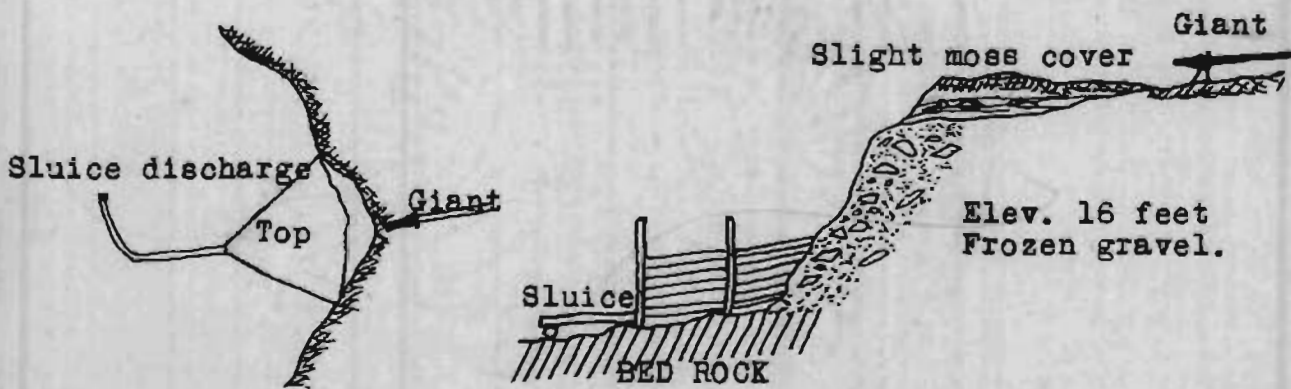
BARNEY WALSH PROPERTY



Top of Bench



Arrangement of Sluices



Placer Mining Iditarod District

On Willow Creek Bolange Thibault and Larhance are using a nozzle to stack tailings.

173/15

Frank Manley has just completed a new sixteen mile ditch.

There is a possibility that the dredges on Otter Creek may move to other creeks in the vicinity when they have finished the ground they are now working.