

2023 Ten Most Endangered Historic Properties

Preservation Alaska
Alaska Association for Historic Preservation, Inc.



Regret Goes Only One Way



Regret goes only one way. The preservation of historic buildings is a one-way street. There is no chance to renovate or to save a historic site once it's gone. And we can never be certain what will be valued in the future.

This reality brings to light the importance of locating and saving buildings of historic significance—because once a piece of history is destroyed, it is lost forever.

From "Six Practical Reasons to Save Old Buildings" by Julia Rocchi
<https://savingplaces.org/stories/six-reasons-save-old-buildings#.YjwN-fMJD8>



Steamer Nenana AKA SS Nenana

**Fairbanks
FriendsOfSSNenana.com**

The Steamer Nenana is a five-deck, wooden-hulled western rivers style steamer sternwheeler packet built from clear, vertical grain, kiln-dried fir. The ship is a blend of steam, wood, and paddlewheel technology that is 237 feet long and weighs a total of 1128 tons.

The steamer was commissioned and built in 1932, by the Alaska Railroad. She was prefabricated in Seattle, assembled in Nenana, launched into service in 1933, and run by the Alaska Railroad. The original design contained 24 berths, a dining salon, a smoking room, an observation room, a kitchen, a bakery, and men's and women's bathrooms along with passengers' and officers' rooms with porcelain sinks and electric lights.



She is located in Pioneer Park in Fairbanks. Years of neglect and deferred maintenance have brought the SS Nenana – a beautiful piece of Alaskan history – to deplorable conditions. In April 2018, the Fairbanks Northstar Borough blocked all entrances to the sternwheeler and closed off this beloved historic landmark to the public due to safety concerns.

Dedicated community members organized into the non-profit Friends of SS Nenana and had the vessel inspected by the Principal Naval Architect of Columbia-Sentinel Engineers Inc. from Seattle, WA during June of 2019. A report of needed repairs was generated for the group.

The National Park Service, Alaska Interior Region, is offering technical assistance for the repairs and restoration of the vessel. Without substantial fundraising, advocacy, and a close partnership agreement with the borough, we will lose the SS Nenana, a historic sternwheeler that is the last of its kind.

2021 Update: The Fairbanks North Star Borough, in response to strong community support, has committed maintenance funds for work on the SS Nenana. They hired a design firm with a historic preservation consultant to prepare bid documents for repairs to the vessel. Work will start with the cargo deck. They will be seeking further funds for interior and exterior restoration work.

2022 Activities under way to save property: The FNSB adopted the cargo deck for repairs in the CIP Phase I repairs. Phase II is projected out past 2030 for the remainder of the boat.

Bids for the Phase 1 repairs recently came in over budget by over \$900K. This puts Phase 1 in limbo at this time.

The Friends of SS Nenana continue to raise funds for repairs of the SS Nenana and are working with the Fairbanks North Star Borough to successfully restore the vessel.



Listed on the National Register
of Historic Places on
June 27, 1972
#72001581
Alaska State Landmark



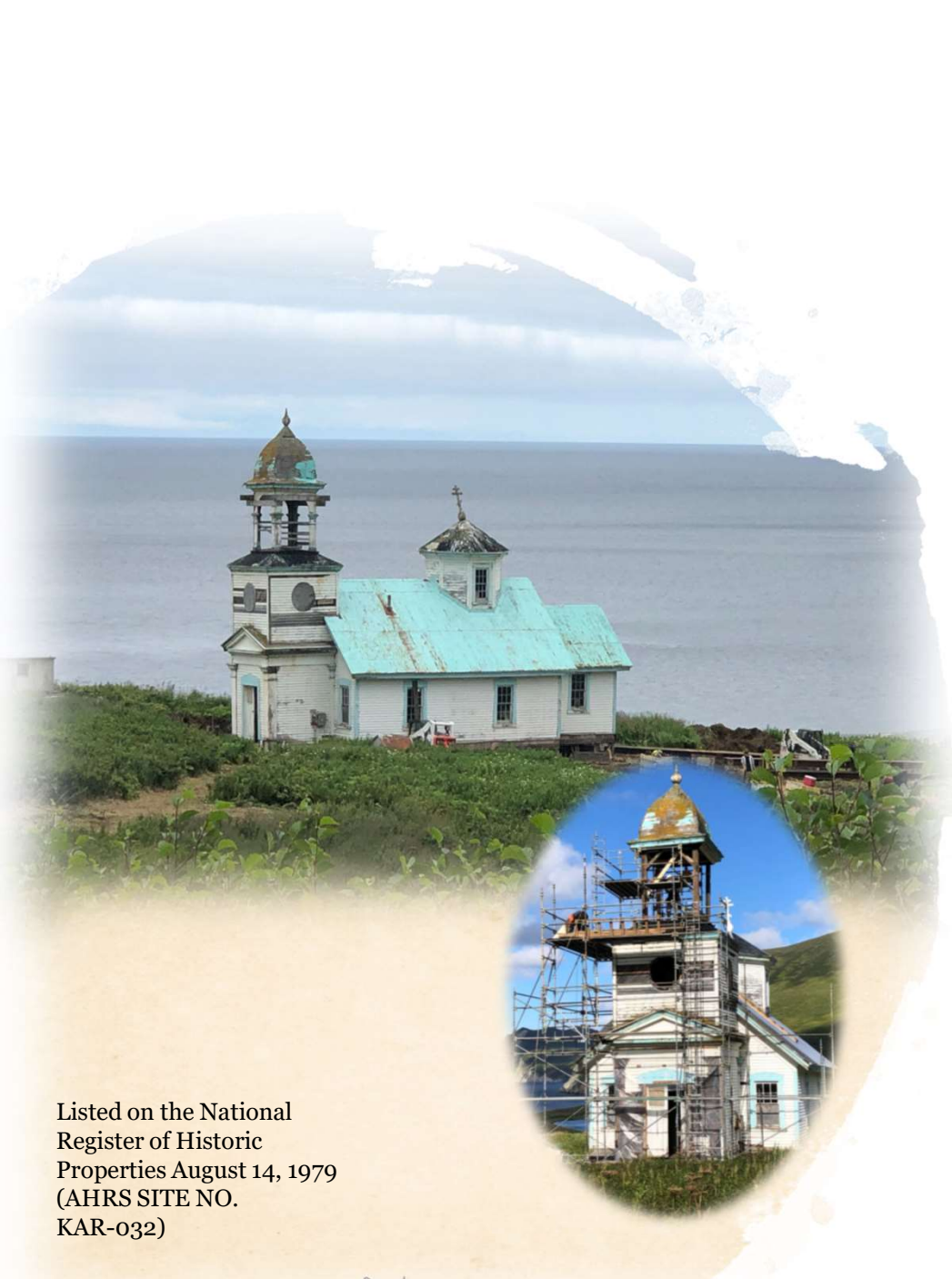
Ascension Church of Our Lord Chapel

at Karluk on Kodiak Island
RossiAlaska.org

The Ascension of Our Lord Orthodox Church was constructed in 1888 and is believed to be the second Orthodox church in Karluk, the first Russian post on the western side of Kodiak Island. The church was situated inland from the cliff's edge high above the mouth of the Karluk River and Shelikof Strait. In August 2021, the church was lifted from its foundation and moved about 80 feet inland for a temporary placement. Although the church does not currently have a resident priest, a visiting priest conducted services throughout the year prior to the move to its temporary location.

Early photos illustrate the church was built above the original village; however "in 1978, the village nearly washed away during a winter storm that reshaped the mouth of the Karluk River, collapsed a bridge, and destroyed the local fuel supply." (M. Graham: *Hope for a Haven*, Saving Places National Trust for Historic Preservation. Summer 2021.)

Listed on the National
Register of Historic
Properties August 14, 1979
(AHRs SITE NO.
KAR-032)





By 2021, erosion washed away most of the cliff, leaving the church a mere 10 feet from the edge and threatening to expose numerous gravesites on the property.



Although this iconic Orthodox church has been moved away from the bluff from its original site, coastal erosion in an age of climate change shows no sign of letting up. A permanent site is necessary to ensure long-term preservation and continued use of the church in Karluk.

Architectural historian Alison Hoagland in her book *Buildings of Alaska*, notes that the Karluk church “is the oldest extant Russian Orthodox Church in Alaska, as well as being one of the most professionally designed.” The church’s location, high above the Karluk River and Shelikof Strait makes it one of the most dramatic settings for a historic building in Alaska. The architectural design is attributed to Charles Smith Hursh and is a model for a small church embodying eclectic features of mainstream Russian Orthodox rural church design, while the materials were purchased by the Alaska Packers Company and the Karluk Packing Company at the request of the local Alaska Native Chief Melety, who led the effort to have a church built in the community of Karluk.

Negotiations are currently underway to find a new permanent location upriver and closer to the contemporary village where it will retain the same east-west orientation as well as serve as a beacon above the Karluk River for the community and fishermen returning home as it has for over 135 years.

The new location under consideration will be approximately five acres in size to accommodate not only the church, but also a new cemetery for graves that will need to be relocated as the cliff continues to erode and expose human remains in the old cemetery.



Chitina Emporium

Chitina, Alaska

The building has a long history of being an anchor to the community, including a hotel, bar, retail store, and power/heating source for the community. (Originally it had a Copper River and NW Railroad sternwheeler's boiler used to heat the building with lines to other buildings. Currently, the building is uninhabitable, and the foundation wood posts are collapsing. The lots behind the building are wetlands. The L4 beside the building is vacant. The Art Gallery building and hotel buildings have been restored and are stable. Chitina is a vital link to the St. Elias NP, and a historic location of interior coastal indigenous connections. When the railroad was operating, Chitina was a junction connecting the stagecoach and later road to the interior and Fairbanks.

The building foundation posts have failed in many locations. The side of the building is bulging above the second-floor ceiling joists on one side. Windows are broken. The metal roof is OK, but the access cover was open for some time resulting in water damage to the second floor and ceiling below. The basement is dirt and subject to flooding, which has caused many of the posts supporting the building to fail. The building is in critical condition, unsafe to be in, and needs to be quickly stabilized to avoid further damage that might make it impossible to salvage.

the building has been an anchor in the past and the most substantial remaining historical building in Chitina.

Short term the goal is to save the building from further damage and decay. Longer term, contact has been made with the local tribal association with the proposal to restore the building to use in the summer as a museum, gift shop, and miscellaneous supplies for tourists and dipnet/fishing visitors. In the winter, the building would be used as a coworking/community hall and workshop to help local residents create art and items for summertime sale and operate an incubator and working space for the community. (There is a fiber optic cable installed in town and a drop at the building!)





Eldred Rock Lighthouse

near Haines
EldredRockLighthouse.org

Eldred Rock Lighthouse sits on a very small island located approximately 17 miles south of the town of Haines, Alaska. The island is the last (southernmost) in a string of islands extending south from the Haines peninsula. Built in 1905, Eldred Rock Lighthouse is the oldest original lighthouse in Alaska and the only remaining octagonal frame lighthouse of those built between 1902-1905. It is the only station not rebuilt. It was established because of the many shipwrecks nearby especially during the 1898 Gold Rush, when Lynn Canal was in heavy use.

Eldred Rock Lighthouse has been unmanned for over 45 years, and as a result the buildings have fallen into disrepair and are considered endangered. The primary reasons for this state of disrepair are due to environmental and logistical challenges and no agency funding to maintain the lighthouse. The extreme weather and environmental conditions greatly contribute to the rate of deterioration. Logistically, the island is very difficult and expensive to access. This makes getting resources—humans, building supplies, etc.—to the island very difficult. The concrete base of the lighthouse is spalling and needs quite a bit of attention.



ER Lighthouse 2022 South Face, directors Oliver Price and Sue York; Jen Davis photographer

Eldred Rock Lighthouse, along with three outbuildings and a helicopter pad, sits on a 2.2 acre island 17 miles south of Haines, AK, and is subjected to the extreme weather of Northern Lynn Canal. The lighthouse was automated in 1973, leaving it empty, unconditioned, and unmaintained for 50 years. The Eldred Rock Lighthouse Preservation Association (ERLPA) has a lease agreement with the USCG (owner,) for the ability to manage, repair, and use the buildings. ERLPA is now in its third summer of remediating the asbestos and lead paint out of the buildings.

Water intrusion continues to wreak havoc on the lighthouse, with precipitation coming in through the roof, the lantern room, and into the exterior walls of the concrete first floor that has had significant spalling after years of freeze/thaw cycles. ERLPA contracted a concrete repair crew last summer, but after \$54,000 of time and materials, they were only able to complete repair of a portion of the south side. As the summer continued, remediation workers noticed increased leaking through the roof, into the attic, and down into the second-floor hallway. Our remediation contractor tried to tar some areas of the roof with known leaking, but essentially a system of buckets and trash cans in the attic are all that is keeping the lighthouse from extensive water damage. ERLPA is actively pursuing funding for a roof replacement, which is estimated at \$100,000.

Eldred Rock Lighthouse was the last Alaskan lighthouse to be built, in 1905, but is now the oldest original lighthouse in the state due to its unique design that combined the keeper quarters with the light structure and compressed air foghorn. While other lighthouses were rebuilt into solid concrete structures and the keeper quarters destroyed, Eldred Rock retained its original design thanks to the solid concrete first floor. The wooden, second-floor keeper quarters, the attic, and the spiral staircase leading to the lantern room are all original wood. Eldred Rock Lighthouse was listed on the National Registry in

Listed on the National Register of Historic Places on
December 30, 1975 #75000332

1975, and is the most viewed lighthouse in the state; the AMHS ferries, cruise ships, cargo vessels, and recreational boaters all transit near the lighthouse, not to mention that it is in the flight path for airplanes going to and from Juneau to Skagway or Haines, AK.

ERLPA has achieved approximately 65% of our remediation efforts in the last 3 summers; abating asbestos and removing or encapsulating lead paint. These areas have been inspected and air sampled by an environmental engineer, resulting in 4 of the 5 bedrooms livable for work crews. Once the remediation is complete the US Coast Guard will address the contaminated soil (diesel and lead) that is present on the island. Short-term goals, once the hazardous materials are gone and the buildings safe, are to begin opening the lighthouse for longer stays by volunteers, establishing and implementing a detailed maintenance plan, and begin giving tours on a chartered basis. Long-term goals are for ERLPA to apply for ownership of the lighthouse under the National Historic Lighthouse Preservation Act of 2000. This has been blocked in the past due to the contaminated soil. Once ownership is achieved, ERLPA intends to establish a maritime museum on site and share the lighthouse with the public through tours, rentals of the keeper rooms, and Retreats



ER Lighthouse 2022 Lantern Room w/Jen Davis lead remediation; Sue York photographer



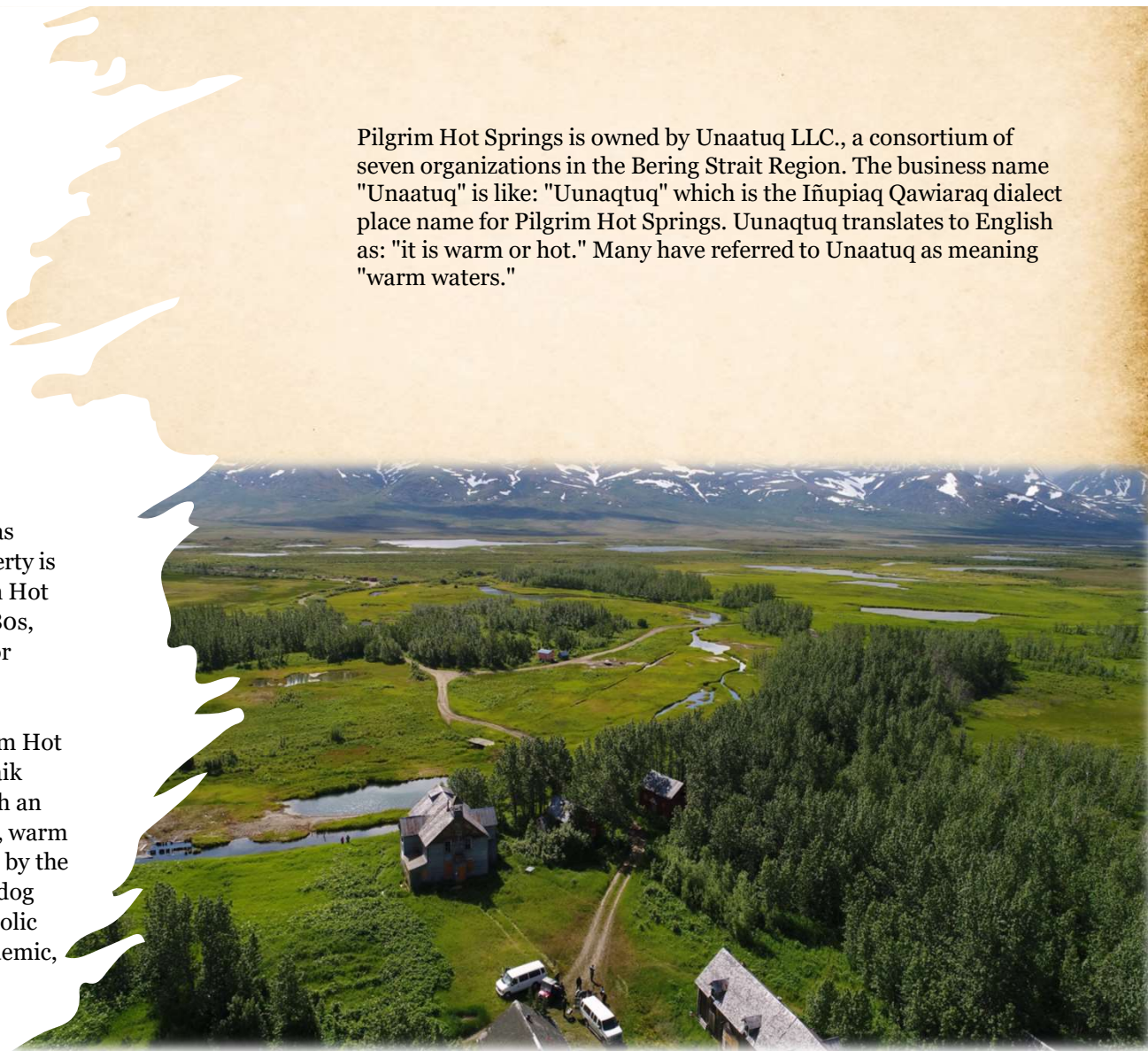
Pilgrim Hot Springs

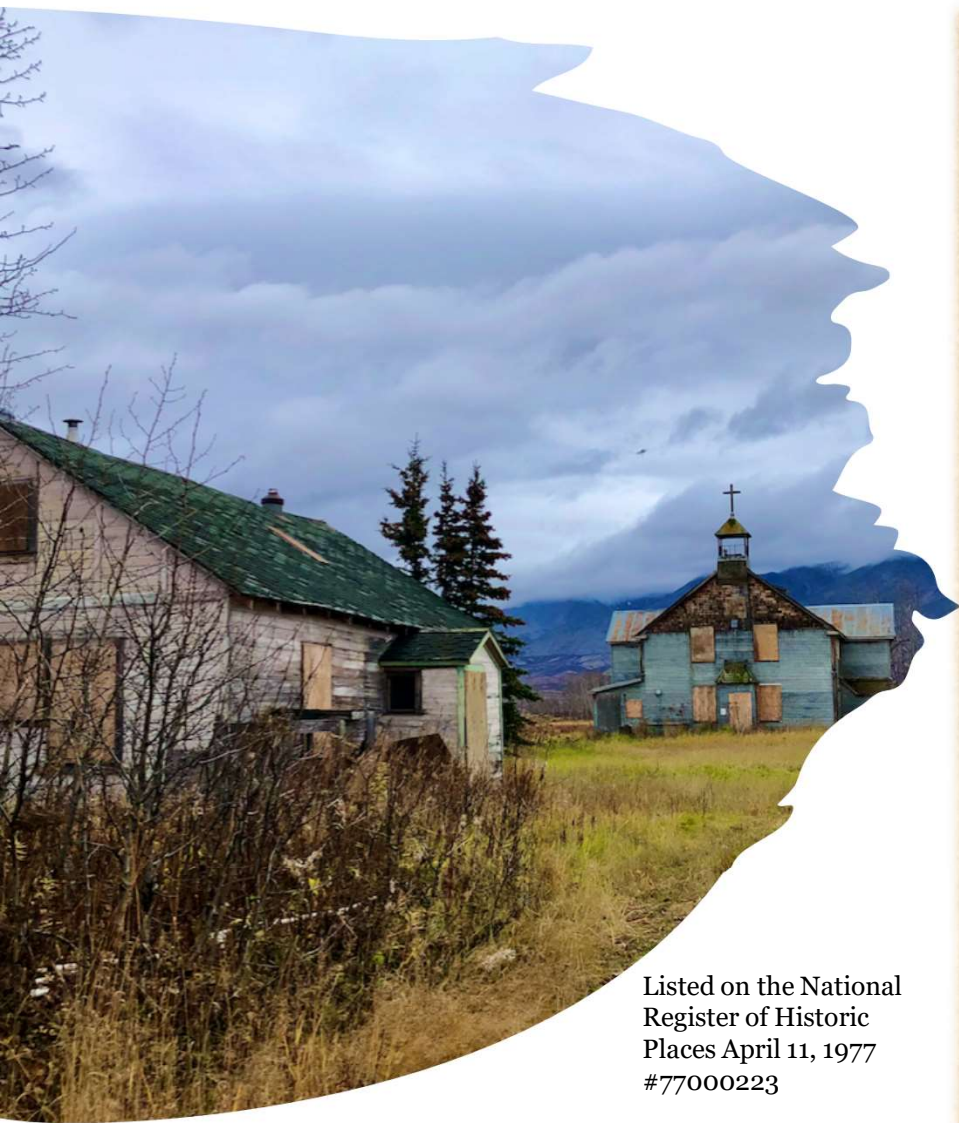
60 miles north of Nome
www.PilgrimHotSprings.com

Pilgrim Hot Springs is located on a 320-acre tract of land that was originally surveyed as a homestead in the early 1900's. The property is accessible during three or four months of the year via the Pilgrim Hot Springs access road, a 7 mile "frontier" road built in the early 1980s, which connects the property to the Kougarok Road (Nome-Taylor Highway).

A sub-Arctic oasis located in remote Northwestern Alaska, Pilgrim Hot Springs is nestled between Hen and Chickens Hill and the Kigluaik Mountain range. [Kiglawait] The property is a lush tree oasis with an abundant geothermal resource. Pilgrim boasts hot bathing pools, warm fertile soil, and a unique history including pre-contact utilization by the Indigenous population, Alaska Gold Rush history, railroads and dog sled trails, early aviation and military use, its time used as a Catholic mission and orphanage for the victims of the 1918-1919 Flu Pandemic, agricultural use, as well as its most recent use as a recreation destination and tourist attraction.

Pilgrim Hot Springs is owned by Unaatuq LLC., a consortium of seven organizations in the Bering Strait Region. The business name "Unaatuq" is like: "Uunaqtuq" which is the Iñupiaq Qawiarq dialect place name for Pilgrim Hot Springs. Uunaqtuq translates to English as: "it is warm or hot." Many have referred to Unaatuq as meaning "warm waters."





Listed on the National
Register of Historic
Places April 11, 1977
#77000223

Pilgrim Hot springs was used as an orphanage by the Catholic (Jesuit) Diocese from 1918-1941. It was used during WWII as a place for soldiers' rest and relaxation, when the military presence significantly increased as a result of the US/USSR lend-lease program. Since the 1950's it was enjoyed primarily for recreational use by the people of the region and visitors to Nome.

All of the buildings in the immediate vicinity of the Mission were constructed between 1910-1930. The church and the nun's quarters are still structurally stable and retain most of their original architectural attributes, though they have been diminished through weathering and some vandalism. Other structures at the mission have not fared as well. Nearly all present some level of instability, and some have collapsed (such as the machine shop). Because of the mission's history and its historical and personal importance to local residents, it is imperative that a baseline be established to determine what efforts need to be undertaken to stabilize and preserve the structures. Pilgrim Hot Springs is an important destination for visitors to Nome and many people travel there to visit the mission and soak in the hot waters. Stabilization of the buildings and the development of interpretive signage would add greatly to that experience and would preserve the ambiance and history of this important place in Alaska's history.

In 2021, Unaatuq, LLC worked with an expert contractor, Skip Lisle, to install beaver filtration systems to mitigate flooding and infrastructure damage due to beaver activity. Two "Beaver Deceivers" were installed in a culvert and within a local beaver dam to filter water through the property and reduce flooding. Since these devices were installed, the water level has dropped significantly on the property, and more of the original historic viewshed is visible. This is especially noticeable in front of the Our Lady of Lourdes church and the historic wooden bathing tub.

The next steps for preservation are focused on immediate stabilization and repairs, historic preservation planning as part of the master planning effort, and the continuous search for funding opportunities to support full restoration of the buildings, including modern amenities to support activities at the property (museum, educational displays, café and gift shop, staff housing, storage, guest housing, youth programs, workforce development, and more!)



Pioneer Hall

Ketchikan

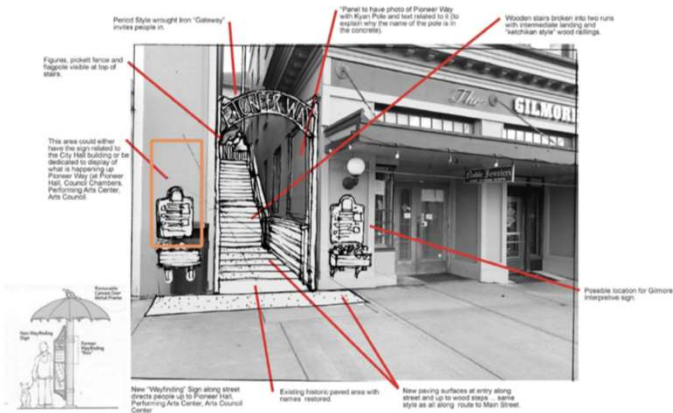


Pioneer Hall is a two-story, wood frame building on post foundations constructed over bedrock. The building footprint is approximately 1,786 sf. It has a steep, modified hip roof with an unfinished attic. The building has been altered on all four elevations and in its interior. Modifications were made to its Front Street facade in its early years and continued to be made to visible facades along Pioneer Way. It was built on a prominent site overlooking the waterfront and its 50' flagpole was a beacon for early seafarers coming to Ketchikan.

As the town grew rapidly in the years that followed, many—now historic—buildings began to surround Pioneer Hall. By the late 1920s, the commanding view earlier enjoyed by the Pioneer Hall was eclipsed by larger buildings including the Gilmore Hotel and the City Hall. The building is situated on historic Pioneer Way which is a stairway/pedestrian alley connecting Front Street to Main and Grant Streets.

The Pioneer Hall is an iconic Ketchikan landmark from the community's earliest days. It was the first Customs House located in Ketchikan (1900-1907) and has been a prominent landmark in the community since 1900. In 1922, it began a new life of serving the Pioneers of Alaska (Igloo No. 16 and Igloo 7). The Pioneers have continued to meet in this building over the ensuing nearly 100 years and continue to carry out many civic activities. This is the Downtown Historic District's and the City of Ketchikan's oldest building and a contributing building to the District's National Register of Historic Places designation. While the building has been altered over the years, the Pioneer Hall is individually eligible for the National Register by virtue of its place in Ketchikan's history.

The building needs considerable rehabilitation to meet health and safety standards that would enable the Pioneers to continue to use the property. The building needs immediate attention to its foundation and structural deficiencies as well as extensive



Pioneer Way - Pedestrian Entrance Concept
Prepared by HISTORIC KETCHIKAN - Stephen Reeve & Dennis Kuklak January 2023



upgrades to its mechanical and electrical systems. There are numerous code issues that render the building unsafe to its members and visitors and that, if corrected, would enable older members to visit the building and remain active in the organization for a longer period. The building's deficiencies have been enumerated in the draft report of the Historic Building Assessment.

US Customs House, circa 1901. Restoration of the building would return many of its double-hung windows, channel siding and architectural detailing.



Fort William H. Seward Hospital Haines

<https://www.nps.gov/places/fort-william-h-seward.htm>

The Fort Seward Hospital Building is one of the anchor-buildings within the fort. At 10,000 sq. ft., this building is key to the character of Fort Seward. The hospital building was built between 1902-1904. The style of architecture is representative of the popular Neoclassical or Federalist style of the era, which is reminiscent of Greek classical architecture featuring clean lines, cornices and columned porches. The hospital building is one of the largest buildings from the original fort. It has four stories, including a large basement and attic.

Established in 1903, Fort William H. Seward ("Fort Seward") served as a U.S. military post until 1947 when it was abandoned, sold to a group of WWII veterans and became "Port Chilkoot." The area became a National Historic Landmark in 1978 and was renamed Fort William H. Seward. The military buildings frame a central parade ground with the lieutenant's houses on the top row, the captain's housing on the North side, the soldiers' barracks on the lower side, and the Hospital Building completes the frame on the South side of the parade grounds.

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The military hospital was equipped and staffed to perform routine check-ups as well as surgeries. It served not only the men stationed at Fort Seward, but also the entire community of Haines as the only hospital in town for several years.

For over sixty years, the hospital building was home to the renowned Alaska Indian Arts (“AIA”), a nonprofit organization dedicated to “the preservation and continuation of traditional native craft and culture” of the tribes of the Pacific Northwest coast. AIA trained artists in Tlingit art and produced totem poles, masks, and other art works, some of which are featured in the National Museum of the American Indian in Washington, D.C., The Burke Museum in Seattle, and the Alaska Native Heritage Center in Anchorage, as well as locations along the Northwest Coast.

The hospital building suffers from decades of deferred maintenance. However, it was open and usable until the winter of 2019. That year, during a particularly harsh freeze, the heating system of the large hospital building went out and most pipes in the building froze and burst. The building was left inoperable and now in disrepair.



Shingles and chimneys are broken allowing water to leak inside damaging the structure. Moss is growing on the roof, which is leading to more impairment to the roof tiles, by allowing moisture to settle and degrade the shingles. The plumbing and heating systems need to be completely replaced. Interior sheet rock is loose and falling apart.

Due to the hospital building's large size, it has been difficult and costly for the owner to repair. It is one of the largest buildings in Haines. As such, it has great potential as a community asset and could serve as home to an historical interpretation center, a community center, an arts school, a business hub, a senior activity center, or any of a number of other roles. These potential uses would require significant eventual investment, but the immediate need is for the building to be repaired and preserved.



Bishop Rowe Chapel

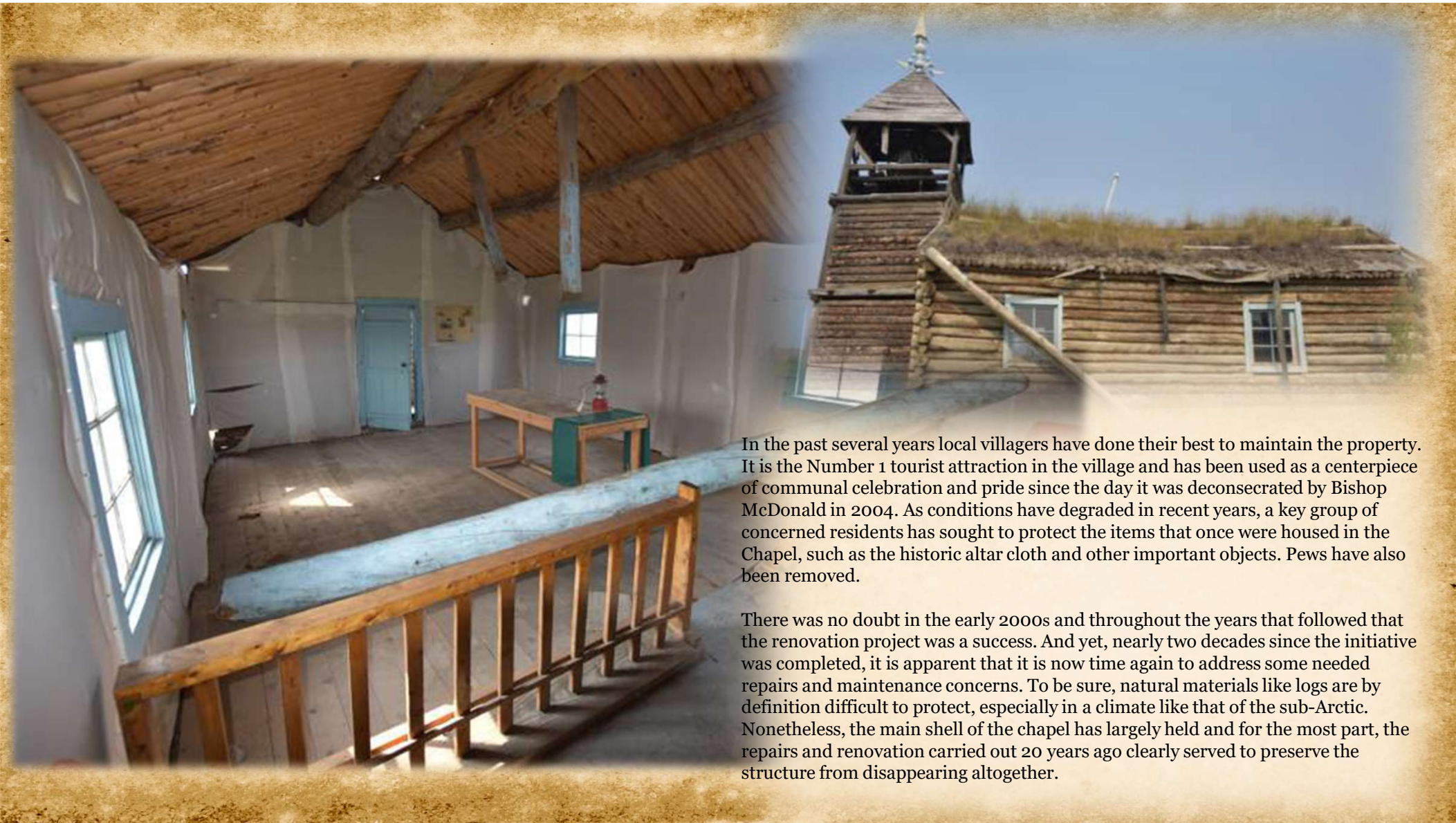
Arctic Village

The log Bishop Rowe Chapel in Arctic Village is an iconic structure, renowned not only in the sub-Arctic region bordering the East Fork of the Chandalar but indeed, across the state of Alaska. Built by local villagers during the post-WW II era, this extraordinary and unique chapel is the third iteration of a structure that was first created by one of the founding fathers of the village, Rev. Albert Tritt, at the turn of the 20th century. For decades the chapel, situated in the center of the village, served as a focus of social and communal activity. It was – and is – an homage to Gwich'in identity.

The church has been renovated over the years since it ceased to be used actively in the 1960s (most recently 2002-05) given its relevance and significance to Gwich'in culture and indeed, to the history and heritage of Alaska as a whole. However, given the harsh conditions of the region compounded by a changing climate, a recent *Condition Survey* (Nvision Architecture, 2019) has determined that after two decades, the structure is again endangered and in need of additional maintenance. Unless a series of repairs are undertaken soon, the building could be lost -- this time possibly for good.



Listed on the National
Register of Historic Places on
April 22, 1977
#77001578
(AHR Site No. ARC-0561)



In the past several years local villagers have done their best to maintain the property. It is the Number 1 tourist attraction in the village and has been used as a centerpiece of communal celebration and pride since the day it was deconsecrated by Bishop McDonald in 2004. As conditions have degraded in recent years, a key group of concerned residents has sought to protect the items that once were housed in the Chapel, such as the historic altar cloth and other important objects. Pews have also been removed.

There was no doubt in the early 2000s and throughout the years that followed that the renovation project was a success. And yet, nearly two decades since the initiative was completed, it is apparent that it is now time again to address some needed repairs and maintenance concerns. To be sure, natural materials like logs are by definition difficult to protect, especially in a climate like that of the sub-Arctic. Nonetheless, the main shell of the chapel has largely held and for the most part, the repairs and renovation carried out 20 years ago clearly served to preserve the structure from disappearing altogether.



Bristol Bay Boats

Naknek

<https://www.bristolbayhistoricalsocietymuseum.com>

This historic collection of 14 wooden Bristol Bay fishing boats that demonstrates the evolution from the days of the sail that began in the 1880's to the first powerboats legally allowed to fish the waters of Bristol Bay in 1951. This unique collection features rare, and one-of-a-kind boats that range from early 1900's sailboats to "Conversions" which are sailboats that have been converted to host gas powered engines and retrofitted with cabins to replace the ridge pole tents formerly constructed with oil skins and wooden oars.

The Conversions range from those with the first small, enclosed cabins and the later version with stand-up cabins. The collection also features several boats built by Bryant, which are some of the first wooden power boats designed at built specifically for our fishery. The collection also includes some of the last models of wooden boats designed and built by American Commercial that were made in the late 1970's before wood was replaced with other construction materials. A keystone in the collection is a fully restored 1932 sailboat, Libby's Koggiung #5, which is fully restored, with sails, and all the riggings, anchor, and a net. [Pronounced Kah-gee-yung] (Historically there was a village site named Koggiung located right by this Libby cannery that was built on the Kvichak River . [Pronounced Kwee-Jack.]





In 1951, 86 boats were motorized, while 631 were still powered with sails. Within two years, in 1953, 1108 boats were motorized and only 62 boats in the fleet that remained were double-ender sailboats. The historic wooden boat collection of the Bristol Bay Historical Society represents an important part of fishery management in Alaska and remains an icon of the history, culture, and economy of Bristol Bay. These boats must be preserved, maintained, and displayed to protect the maritime cultural resources of Bristol Bay.

This historic collection of Bristol Bay fishing boats are all constructed with wood—in order to preserve and maintain them, they must be stored under cover and out of the elements. A number of the boats are stored under cover in warehouses, but others are stored outside in the elements and thus are subject to deterioration that comes with exposure to wind, rain, and snow.



The Bristol Bay Historical Society is dedicated to preserving and sharing the history, culture, and values of Bristol Bay. The Bristol Bay Historical Society currently owns and operates a museum facility located in the historic A.R. Davey Mercantile Building in Naknek, AK. The current exhibition space available in the historic building is however limited and the surrounding property needs to be developed to include a warehouse facility large enough to house the societies extensive historic wooden boat collection.

Packers Association Diamond <O> Cannery located in South Naknek that was slated to be torn down. The earliest structures in this cannery campus were built in 1901 and this structure is one of the last relics of this historic sites that survived a devastating fire 1985. All warehouse building materials have been relocated to Naknek and plans to reassemble the building to serve as a new Boat House storage facility are underway.

Construction of this facility will enable the society to centralize the boat collection and get the boats that are currently stored outside and subject to deterioration outside in the elements to finally be stored safely under cover.





Hi-Yu Stamp Mill

Fairbanks

The Hi-Yu Stamp Mill property is a historic property approximately 20 miles Northeast of Fairbanks, Alaska. Situated in the hills and creeks, where many other mines also thrived, the Hi-Yu Stamp Mill remains a testament of historic underground mining in interior Alaska. On the main property is the stamp mill, a large red building, built into the hillside for purposes of utilizing gravity in the milling process. There remains the two Joshua-Hendy 5 stamp batteries, most of the diesel engine, and generator. The jaw crusher still resides in the uppermost part of the mill. Although the property has degraded significantly, and parts have fallen prey to vandalism, it is still one of the best and only surviving examples of early underground mining and milling in interior Alaska.

The gold deposit that the Hi-Yu mill building is situated near, was known as early as 1912, and in one short year an adit had been driven 450 feet. In 1914 the mine was in full production, and a 5-stamp battery was moved from nearby Chatham Creek to process the precious ore.



The Hi-Yu Stamp Mill, which processed lode gold in the Fairbanks Creek area. Photo by John Baeten
Blog: <https://tinyurl.com/4vdh9xmb>



The mill building was built and added onto throughout the years to accommodate its two 5-stamp batteries, jaw crusher, diesel engine, generator, a sauna, coal bunker, and assaying room. The mine operated until World War II, never going back into full production. The mill was last used in the early 1960's to process samples. The mine was originally owned and operated by Crites and Feldman, it was sold in the 1920s. Many prominent Fairbanksans owned stock in the mine.

The Hi-Yu Stamp Mill property is situated relatively out of the way, however in recent years the Kinross Fort Knox projects planned expansions loom dangerously close to the historic mine. Although it is the biggest threat, Fort Knox is not the only danger to Hi-Yu. Since it closed, vandalism has been rampant at the mine, there is no longer any glass in any of the historic buildings. Spray paint, litter, and other vandalism has taken place. The diesel engine has been somewhat dismantled over the years, and the generator in the mill has been cut open for some of its copper to be sold for scrap. Although in sad shape these days the Hi-Yu Stamp Mill is not too far gone to be saved.

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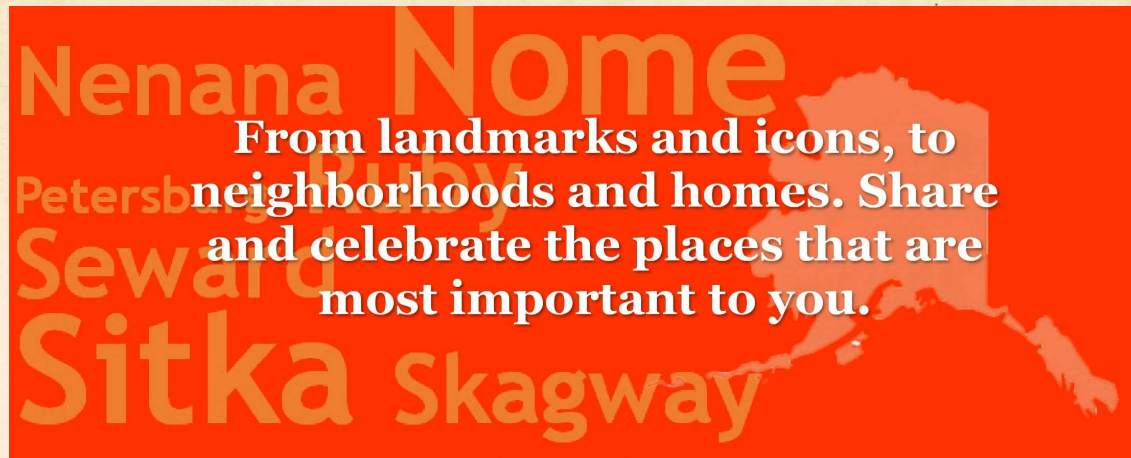


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