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The Iditarod Historic Trail Alliance is an equal opportunity program provider and employer.

The Iditarod Historic Trail Alliance promotes awareness of the Iditarod Trail and its gold rush and Alaska Native heritage by encouraging education programs and historical research, assisting in the protection, improvement, maintenance and marking of the Trail and developing partnerships that foster stewardship, commitments and support.



### Time to renew

Alliance membership dues for 2023 are due by the end of December. Renewal forms were sent with last month's newsletter. This is also a good time to upgrade your membership level.

Every member is an important part of our mission to preserve, protect and promote the Iditarod National Historic Trail.

### Iditarod Historic Trail Alliance Annual Meeting

There will be face-to-face work sessions in Anchorage with government agencies and other interested parties on November 30 and December 1.

The annual business meeting will be by zoom on December 13.

### From the Past...

*Iditarod Pioneer* November 25, 1911

#### EARL BYERS MAKES RECORD RIVER RUN

Earl Myers, who left here with 14 passengers for St. Michael on the launch Skwentna October 23, returned to Iditarod Wednesday last. According to the authorities at Russian Mission, his trip was the latest to be successfully completed in the 65 years of the mission's existence.

When Myers left Iditarod there were many who doubted his ability to make the journey so late in the year, but Myers himself was confident that the mild weather would hold, and he made the distance in less than five days. So unusual was the season, however, that he was unable to obtain the services of Indian pilots, and as a consequence was compelled to lay over when darkness came on. In spite of these delays, St. Michael was reached in ample time for the passengers to have caught the Victoria, which did not leave Nome until two days later, October 29. But at Saint Michael another difficulty arose. Like the Indian pilots, the owners of the seagoing launches had mistrusted the weather. All their boats have been drawn up on the beach and there were unwilling to risk the journey across to Nome.

The passengers then got together the sum of \$1500 and offered the same to the Victoria if she would but call at St. Michael on her way out. But the captain would not listen to the proposal, stating that according to the terms of the ship's insurance policy he had to be out of Bearing Sea by a certain date. Judge Murana was appealed to and also the ship's agents at Seattle without result. After a little delay the Duxbury agreed to call for the passengers, who were then enabled to proceed to Seattle without facing the hardships of the winter trail.

The trip down the Yukon and Innoko rivers was negotiated without mishap, but at Kotlik serious trouble was barely averted. In some unknown manner the gasoline caught fire and part of the vessel was in flames. Myers immediately beached the launch, but it was 15 minutes before the flames could be smothered by blankets. At one



time it looked as though the whole works would go up, but that disaster was saved them. The launch was floated, and journey resumed.

No ice was seen except the little in the Iditarod and millions of wild geese were still to be seen at the mouth of the Yukon. The Bearing Sea was as smooth as glass.

The beach at St. Michael is said to resemble the Iditarod River as it was during the early summer, so many of the familiar boats being there. The whole of the Keystone outfit is in winter quarters at St. Michael, and so is the Dan, Swallow, Beaver, Skwentna and others.

Myers is very appreciative regarding the assistance rendered him at St. Michael by the government officials who not only placed the ways at his disposal, but also lent extra help to haul the boat out.

Myers left St. Michael for Iditarod by the winner route November 6. He is confident he could have brought the launch back to Dikeman had he so wished. The Yukon closed at Kaltag November 12.

### **Alternative Name Sought for Long Trail**

Alaska Trails is looking for an alternative name for the Alaska Long Trail. Send suggestions to [office@alaska-trails.org](mailto:office@alaska-trails.org).

### **Virtual Race Across Alaska**

The Race Across Alaska Winter Challenge, a multi-sport challenge, is a great way to get outside while challenging yourself to stay happy and healthy during winter. And you will be helping to help build and maintain some of the best trails in the world. Here is how it works. You can run, walk, fatbike, indoor bike, XC ski, swim, or any activity you like. You can choose from eight different virtual distances – from 60 miles to 2,000 miles, which is a whopping 22.3 miles per day. The goal is to log as many miles as you can over the three months of winter to get (virtually) from location A to B. You can also participate as a team (friends, family, school). • 60 miles = Anchorage to Whittier (0.7 miles/day) • 125 miles = Anchorage to Sheep Mountain (1.4 miles/day) • 235 miles = Anchorage to Denali National Park (2.6 miles/day) • 350 miles = Anchorage to Delta Junction (3.9 miles/day) • 500 miles = Alaska Long Trail, Seward to Fairbanks (5.6 miles/day) • 800 miles = Denali Highway Loop (8.9 miles/day) • 1150 miles = Historic Iditarod Trail (12.8 miles/day) • 2000 miles = Ketchikan to Deadhorse (22.3 miles/day) You will have the ability to log your miles, track your progress, collect virtual badges and see how you rank compared to others on the leader board daily. You can invite others to this challenge to help you to stay motivated all winter long. Online registration began November 1, and the virtual race starts on Winter Solstice – December 21. See the website for more details; [www.raawc.com/Race/AK/Anchorage/AlaskaChallenge](http://www.raawc.com/Race/AK/Anchorage/AlaskaChallenge).

### **Statewide Outdoor Recreation Plan**

The Statewide Comprehensive Outdoor Recreation Plan (SCORP) for 2023 – 2027 will be available for public review Nov. 1 - 28, 2022. The SCORP, which is rewritten every five years, also allows Alaska to qualify for millions of dollars in federal Land and Water Conservation Funds (LWCF) in addition to Recreational Trails Program funds managed by the U.S. Federal Highways Administration and the State of Alaska. It also serves as a guide for all public outdoor recreation in urban and rural neighborhoods, cities, and regions for a given state. The plan is packed full of new research, cutting-edge data, and statewide and regional stakeholder input. Demand for outdoor recreation in Alaska, by residents and visitors, continues to grow. Pressure on existing facilities and the need for expanded resources all affect the current capacity of outdoor recreational opportunities in Alaska.

The plan was developed with significant research and input from statewide advisory groups (including Alaska Trails) and local, state, federal, Alaska Native, and private land managers. Also included is data on trends in outdoor recreation around the state. Public comments on the SCORP are welcome from Nov. 1-28 at <https://www.alaskascorp.org>

