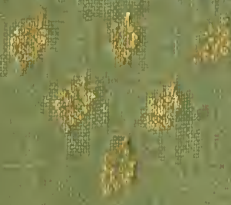




ALASKA
Its neglected past
Its brilliant future



Bushrod Washington James

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ALASKA

ITS NEGLECTED PAST

ITS BRILLIANT FUTURE

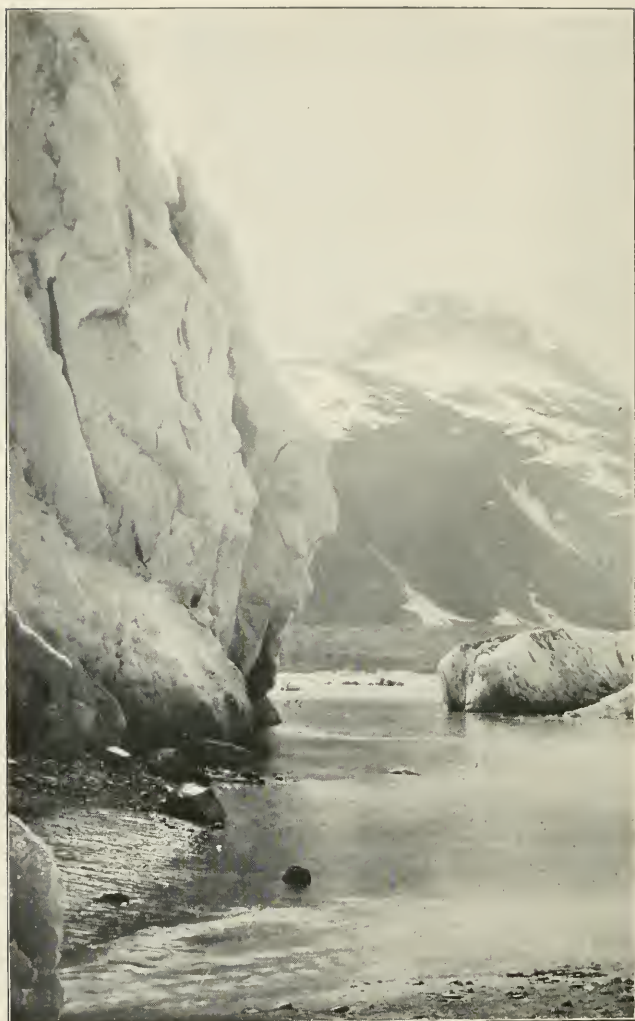
Works by the same Author

AMERICAN RESORTS AND CLIMATES

ALASKANA—ALASKA'S LEGENDS.

ECHOES OF BATTLE

DAWN OF A NEW ERA IN AMERICA



ICY MOUNTAINS.

Alaska

ITS NEGLECTED PAST

ITS BRILLIANT FUTURE

BY

BUSHROD WASHINGTON JAMES

Member of the Sons of the Revolution, Pennsylvania ; Historical Society of Pennsylvania ; American Academy of Political and Social Science ; American Association for the Advancement of Science ; American Public Health Association ; Academy of the Natural Sciences, Philadelphia ; The Franklin Institute ; Historical and Ethnological Society, Sitka, Alaska, Etc.



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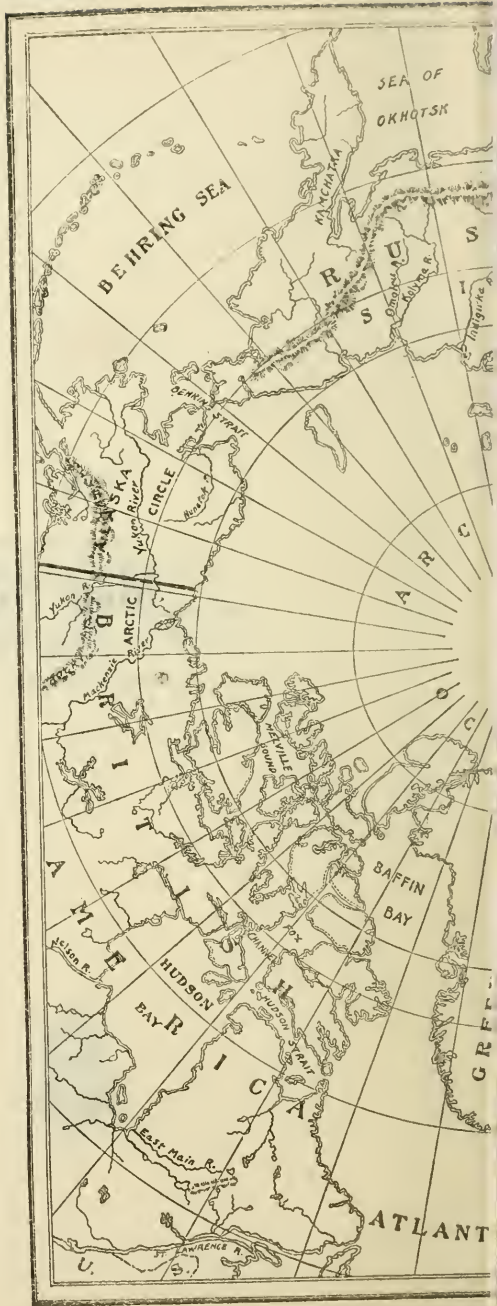


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Map No. 1.



Map No. 1—Territic



in the Arctic Circle.

MAP No. 1.

THE ARCTIC CIRCLE.

THE Arctic Ocean Map, which we have had drawn to show the proximity of nations occupying possessions within the Arctic Circle, is one of great interest to Americans. It shows the great importance of adjacent lands to the country that discovers the North Pole, and plants its discovery banner thereon, provided, there is land at that point. In this event, this will be the pivot for this region, because Russia, Great Britain and the United States all hold a large amount of Arctic Territory.

One will be struck with the ease of access from Stockholm, Christiana, Copenhagen, St. Petersburg, as well as London, Havre, Paris, Bremen, Berlin, and other Oriental cities and countries, and the United States, provided the ice-barriers, now existing shall some day be overcome or quite generally removed or be melted away, as they most certainly will be in the centuries to come.

Observe the vast Arctic Territory owned by Russia and the extensive possessions of England, while the United States holds the key along with Russia to the western entrance to these Polar waters.

PREFACE.

THE object in issuing this work is mainly to supply a present need for a finely illustrated, thoughtfully prepared, descriptive book on Alaska, including such reliable information as is now obtainable in reference to the more recent discoveries of gold in British Columbia and Eastern Alaska.

It is offered in a style suitable for the library and the general reader.

It will be a companion to those visiting this land of wonders and wealth, as well as to all who take an interest in our vast province of the Great North-West.

It is presented in a more interesting readable form than guide books are, and at the most reasonable cost that such a work can be issued.

The writer is aware of the legislative inactivity regarding the recognition of Alaska as an important Territory of the United States, and of the opposition upon the part of some to devoting either money or talent to its advancement. Yet he has decided to risk the publication of this work, a portion of which appeared from time to time under the non-de-plume of "Bushrod," in articles written at intervals when the crying need of the country and its people impelled him to write or to speak.

The descriptive parts were mostly written on the spot during a visit amongst the majestic and charming scenery of this beautiful country several years ago, while the loveliness and grandeur were actually spread before the author's eyes in a glorious panorama.

The knowledge then obtained by constant study and observation, together with subsequent reading of all the information attainable concerning the District, led to the writing out of the legends, of which he had heard and read, in his book called "Alaskana," now in the third edition. Also of the several articles that were permitted to appear in the current journals of the day since that time, as well as the pamphlets and books he has since issued.

The author does not profess to superior powers of far-seeing, but while the interests of both Government and people have been confined to other channels he has been keenly watching the growth and development of Alaska with eyes jealous for the real interests of the country at large as represented by the noble resources contained in that neglected North-Western possession.

Serious neglect has been allowed regarding the proper legislation for the protection of this distant Territory as well as that which has been made concerning the Bering Sea Arbitration and the Eastern Boundary Line. But at last, the time has come, that active and prompt attention must be

given to the matter. That the public may have some idea of the grave responsibility of the Government and the great importance and value of this property, the author has concluded to send this work forth hoping that it may engage the attention of some of those who are sufficiently powerful in political circles to make their influence felt toward the prompt and careful ratification of the Boundary Lines, as stated in the Treaty of Cession executed by the Russian Government, likewise to the definite marking of the exact line by permanent landmarks placed so closely as to make future contentions impossible; and then to the creation of wise and efficient laws for the government and safety of the present inhabitants, as well as for the newcomers into Alaska and its adjacent Islands, included in the purchase made in 1867.

THE AUTHOR.

Map No. 2.



Map No. 2—Bering (or Behring) Sea and Strait and Norton Sound, the



on River and part of Alaska, Siberia, Wrangell Island and Lawrence Island.

MAP No. 2.

ARCTIC OCEAN, SIBERIA, BERING SEA AND STRAITS,
ST. MICHAELS, THE YUKON RIVER, AND
NORTHWESTERN ALASKA.

MAP number 2 is a sketch taken of the principal points of interest drawn from the general chart, issued in June, 1897, under the superintendence of W. W. Duffield, and verified by O. H. Tittman and E. D. Taussig, compiled from the United States and Russian authorities, and shows the Siberian and Alaskan Territories as they approach each other in the Arctic Ocean and at the Bering Strait with Cape Prince of Wales at the western end of our mainland territory on the Strait and the East Cape, the western extremity of the Siberian coast line. The islands that lie in Bering Strait are not shown, but St. Lawrence, opposite Norton Sound, and St. Matthew, which is farther south, are on the American side of the boundary line.

The Yukon being the great outlet of the northern district of Alaska and British Columbia, will in all probability be the commercial highway from the United States, and then it will likely extend across Bering Sea to the outjutting point of land below the Gulf of Anadir. This would make a longer water transportation than at Bering Strait, but commerce will probably reach the oriental and occidental populations at a lower degree of latitude than at Bering Strait, and in all probability just above the sixty-second degree. This would be nearer of access to the present lines of Alaskan travel, which would probably then be from Cape Navarin or Archangel Gabriel Bay directly across to the lower mouth of the Yukon or whichever mouth proves on thorough survey to have the deepest and most navigable channel for sea-going vessels.

On the south shore of the Yukon, above the confluence of its mouths, we would locate a city as an Alaskan distributing centre.

LIST OF ILLUSTRATIONS.

Icy Mountains	<i>Frontispiece.</i>
	<small>PAGE.</small>
Sitka Harbor	19
Mountain and Channel	25
Alaskans at Home—An Alaskan Interior—Chief's House	33
Life in a Mining Camp	49
An Alaskan Bay	65
Totem Poles, Fort Wrangel	81
Fine Chilkat Blanket and Worked Totems	97
A View on Glacier Bay	103
Sitka—Creek Church in Centre	113
A Seal Rookery, St. Paul's Island, Bering Sea	129
Group of Native Alaskan Women	145
Wrangel Narrows	161
Section of Muir Glacier	177
Sitka, Alaska, and Mount Edgecumbe	193
Placer Mining	209
Alaskan Landscape and Water Way	225
Alaska Hunting Implements and other Curios	241
Fine Totem Worked Chilkat Coat	257
Interior of Stamp Mill, Douglas Island	273
Alaskan Snow Shoes and Utensils	289
Gastineau Channel near Juneau	305
In front of Muir Glacier, Alaska	321
Main Street, Sitka	329
Juneau, Alaska	337
New Icebergs	353
Alaskan Block House	363
Placer Mining Sluice	369
Auk Glacier	385
Alaskan Burial Place	391
Davidson's Glacier	401
Icy Bay	421
Totem Poles, Fort Wrangel	433

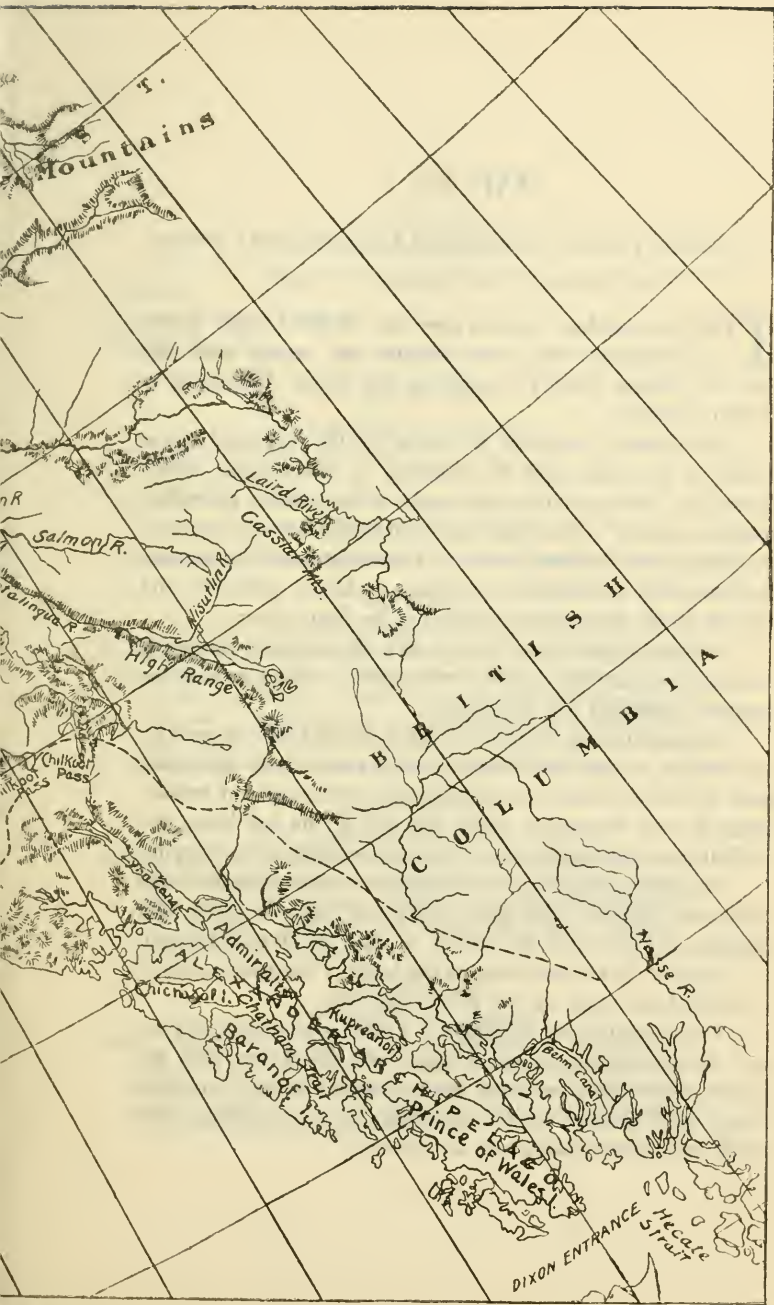
LIST OF MAPS.

- No. 1. Arctic Circle.
- “ 2. Bering (or Behring) Sea.
- “ 3. Upper Yukon River, the Klondyke and the Stewart Rivers, Northwestern British Columbia and Alaskan Areas.
- “ 4. Entrance to the Inland Passage to Alaska from Puget Sound and Gulf of Georgia; from Cape Mudge to Port Alexander, through Discovery Passage, Johnstone Strait, Broughton Strait, Queen Charlotte Sound, Christie Passage and New Channel.
- “ 5. Seymour Narrows and vicinity.
- “ 6. Port Alexander to Point Walker, through South Passage and Fitzhugh Sound.
- “ 7. Point Walker to Swanson Bay, through Lama Passage, Seaforth Channel, Milbank Sound and Finlayson Channel.
- “ 8. Swanson Bay to Chatham Sound, through Fraser Reach, McKay Reach, Wright Sound, Grenville Channel and Malacca Passage.
- “ 9. Dixon Entrance, through Chatham Sound, Oriflamme Passage and Revillagigedo Channel—Old Fort Tongas.
- “ 10. Portland Canal and Observatory Inlet, Southern Limit and Boundary Line of Alaska.
- “ 11. Behm Canal and Clarence Strait.
- “ 12. From Cape Northumberland to Point Agassiz, through Clarence Strait, Stikine Strait, Sumner Strait and Wrangel Strait—Old Fort Wrangel.
- “ 13. From Point Agassiz to Point Craven, through Dry Strait, Frederick Sound and Chatham Strait.
- “ 14. From Point Craven to Sitka, through Peril Strait, Neva and Olga Straits.
- “ 15. From Point Craven to Lynn Canal, through Chatham Strait, Juneau and Douglas Island.
- “ 16. Lynn Canal, Chilkoot and Chilcat Inlets, Dyea and Skaguay—Starting Points for the Trails to the Upper Yukon Gold Fields.

Map No. 3.



Map No. 3—The Upper Yukon, the Klondike and other Gold F



between the Gulf of Alaska and Northwestern British Columbia.

MAP No. 3.

THE UPPER YUKON, THE KLONDYKE AND STEWART RIVERS, AND OTHER GOLD BEARING STREAMS.

THIS Sketch-Map is drawn after the official United States Government map, and includes the region from the Gulf of Alaska, directly through to the Rocky Mountains in British Columbia.

The Kenai Peninsula is shown at the left-hand lower corner of the map, and the situation of the Copper River, Mount St. Elias and its coast range of mountains, extending northwestwardly to the above river and southeastwardly through the Thirty-Mile Purchase Strip. At the right hand will be seen the Alexander Archipelago extending to Dixon Entrance and Hecate Strait, showing the location of the Naas River.

Portland Canal being that stretch of waterway extending towards the northeast, north of this river. The Canal is the southern boundary line of Alaska.

Baranoff Island, on which Sitka is situated, will be seen on the margin of the Gulf; while Lynn Canal is seen extending from Admiralty Island in a northeasterly direction and terminating in two important inlets, the one to the left being the Chilkat from the upper end of which the Dalton Trail begins.

The inlet extending to the right or to the northeast is the celebrated Chilkoot Inlet, from which the Taiya or Dyea Inlet extends, and on which the station or town of Dyea is located.

Skaguay is another point at the head of navigation, about six miles from Dyea, on the White Pass trail.

The Hootalinqua, Big Salmon, Little Salmon, Lewis River, and the Pelly River where it joins with the Lewis, and the Yukon, into which the White River, Stewart River, Sixty Mile Creek, the Klondyke River, Forty Mile Creek and Seventy Mile Creek and other streams run, are shown.

CONTENTS.

	PAGE.
PREFACE	3
LIST OF ILLUSTRATIONS	7
LIST OF MAPS	8

CHAPTER I.

ALASKA'S ATTRACTIONS.

Area and Resources of Alaska	19
--	----

CHAPTER II.

NEEDS OF ALASKA.

Government's Duty to Alaska—Extent of Alaska	25
--	----

CHAPTER III.

HOW TO REACH ALASKA AND ITS GOLD FIELDS.

Routes: The Inland Passage—Chilkoot Pass—Chilkat Pass—White, or Skaguay River Pass—Taku Inlet—Canadian Pacific Railroad to Lake Teslin, Slave and Mackenzie Rivers. Water Routes: San Francisco to Bering Sea and Yukon River—Klondike, Klondyke, or Clondike River—Cost of trip to Klondyke—Gold Fields	30
--	----

CHAPTER IV.

A FEW IMPROVEMENTS FOR ALASKA.

Railroad and Telegraphic Communication Demanded—John Jacob Astor—Astoria—Alaska Fur Trading Company—Human Pack Carriers—Superintendent of Education—Dr. Sheldon Jackson—Reindeer—Burros for Alaska—Temperature of Alaska	38
--	----

CHAPTER V.

GOLD MINING IN ALASKA.

Gold Discovered by the Russians—Forbidden to Make the Discovery Public, under Penalty of severe Punishment by Count Baranoff—Mines about Juneau Discovered in 1880—Gold Found on Douglas Island—The Mining Camp "Shuck" Abandoned	43
---	----

CHAPTER VI.

PAGE.

THE STORY OF ALASKA.

Vitus, or Veit Bering—Vessels with which he sailed—
 Bering Strait—Discovery of the Aleutian Islands—Dis-
 covery of the Pribylov Islands—Russian Sway—Pur-
 chase of Alaska—Treaty of Cession—Patrol of Bering
 Sea—Fortifying Alaska—City of Tacoma 51

CHAPTER VII.

A JOURNEY TO OUR NORTHWESTERN FRONTIER.

Itinerary from Eastern States to Alaska 59

CHAPTER VIII.

A VOYAGE THAT SHOULD SATISFY THE MOST ROMANTIC.

Itinerary of the Inland Passage 67

CHAPTER IX.

PECULIAR SIGHTS IN INDIAN VILLAGES.

Dixon Entrance—Alaska, Alakshan, Great Country—Fort
 Tongas—Totem Poles—Government Buildings—Tongas
 to Fort Wrangel 73

CHAPTER X.

VOYAGING ON THE LOVELY WATERS.

Clarence Strait—Stikine Strait—Fort Wrangel—Curios at
 Fort Wrangel 79

CHAPTER XI.

A TRIP FROM FORT WRANGEL TO JUNEAU.

Wrangel Straits—Dry Strait—Patterson Glacier—Frederick
 Sound—Stevens' Passage—Admiralty Island—Stockade
 Point—Grave Point—Taku Inlet—Gastineau Channel
 —Juneau 84

CHAPTER XII.

AMONG THE GOLD MINES—JUNEAU AND DOUGLAS ISLANDS.

Juneau in the Morning—Gold Creek—Treadwell Mines—
 Douglas Island—Output of Gold—Bear's Nest Vein—
 Lorena Mine 90

CHAPTER XIII.

LYNN CANAL, AND CHILKOOT BAY.

American Alpine Scenery—Chilkoot Bay—Eagle Glacier—
 Dyea or Tayia—Chilkat 94

CONTENTS.

II

CHAPTER XIV.

PAGE.

OVER MUIR GLACIER—A BIRTHPLACE OF ICEBERGS.

Glacier Bay—Icy Strait—Muir Glacier, a Crystal Citadel—
Deep Crevasses—Moraines—Grottoes—Icebergs . . . 99

CHAPTER XV.

AMONG THE ISLANDS FROM MUIR GLACIER TO SITKA.

Glacial Magnificence Surpassed only in Greenland—Swiss
Alpine Scenery less Grand—Taking an Iceberg on
Board—Often done by Vessels in the Pacific—Chatham
Sound—Peril Strait—Why so Named—Beautiful
Scenery—Sitka Sound—Mount Edgecombe—Baranoff
Castle—Count Baranoff—Sitka Training School—Greek
Church—Beauty of Sound and Islands 106

CHAPTER XVI.

SITKA AND ITS LOVELY EXCURSION GROUNDS.

First View of Sitka and its Environs—Inhabitants of Sitka,
Natives, Creoles, Russians—Houses in Sitka—Sitka
Harbor—Stars and Stripes in Sitka—Alaskan Society
of Natural History and Ethnology—Sight-seeing—
Vostovia, Edgecombe—Indian River, Bridges, Walks,
etc. 113

CHAPTER XVII.

FROM BERING SEA TO THE SEAL, OR PRIBYLOV ISLANDS.

Ocean Voyage—Sounds from Seal Islands—Seal Rookeries
or Hauling Grounds—Touching Island of St. Paul—
Landing on the Island—Pribylov Islands—Aleuts—
Customs—Greek Crosses 119

CHAPTER XVIII.

THE FUR SEALS OF PRIBYLOV ISLANDS, BERING SEA.

A Visit to the Rookery—Aleuts' Delight—A Foggy Day—
Mingled Voices of Seals—Appearance of the Seals—
Herding the Seals—Killing the Seals—Preparation of
Skins for Fur—Importance of Seal Fisheries—People
of the Islands 126

CHAPTER XIX.

PAGE.

THE REAL FAR WEST—THE ALEUTIAN CHAIN
OF ISLANDS.

Tempestuous Sea—Cloud-dimmed Islands—Attoo, Attu—All Aleutians Pleasant and Contented—Otter Skins—Blue Fox Fur—Attoo, or Attu, Western Limit of the United States—Boundary Line Passes Between Attoo Island of United States and Copper Island of Russia—Alaskan Archipelago—Natives of all those Islands have Particular Love for Home—Mountains and Extinct Volcanoes—Oonalaska, Large Town—Myriads of Islands—Foxes and Sea Birds—Kodiak or Kadiak—Its Importance—Its People—Commerce—Scene of Greatest Battle Ever Fought in Alaska—San Francisco Ice Company—First Church and School in Alaska, Established by Sheillikov—Cows Raised on the Island—Timber Line of Alaska—Salmon, Halibut, Cod—Cook's Inlet on the North . . . 133

CHAPTER XX.

THE YUKON RIVER, THE MIGHTY STREAM, NEARLY
THREE THOUSAND MILES LONG.

Deltas of the Yukon—Dreary loneliness of the Country, Low, Flat, Swampy—Trading Posts—St. Michaels, great centre of traffic—Gold and Silver in the Yukon Region—Furs, Water-fowl and Fish in abundance—New Mining Camps of the Yukon and Its Tributaries—Richness of Some Valleys on the Yukon—Grandeur of Interior Region Along the Great River 140

CHAPTER XXI.

THE NEW METLAKAHTLA MISSION AND SETTLEMENT ON
ANNETTE ISLAND.

Old Metlakahtla, British Columbia—William Duncan, Missionary and Governor of the Mission—Trials of the Leader of His People—Interference by Church of England—Departure of Mr. Duncan—Successor Appointed—Sorrow of the People—Mr. Duncan's Return—Gift of Annette Island—Departure of the Missionary and His Followers to the United States Territory—Senator Platt Recommended Immigrating Icelanders to Populate the Cold Regions of Alaska—Victoria, Vancouver Island—Steamer for San Francisco—Puget Sound—Into the Golden Gate—California—Home . . . 146

CONTENTS.

CHAPTER XXII.

PAGE.

THE BERING SEA CONTROVERSV—ITS PRINCIPAL POINTS.

Pribylov Islands not Public Property—Bering Sea held by Russia for Ages—Russell Duane on Seal Question—Extermination of the Seals Imminent if Pelagic Sealing Continues—Death of the Seals—Professor Elliott’s Assertion—London Companies the Losers—Only Present Aggrandizement—Retaliation not to be Thought of in the Matter—Right is Might in the United States—Arbitration not Just—Treaty—Ask Russia What Property She Sold and Settle all Disputes—Revenue from Seals Large—United States Strong in Youth and Justice—Calmness of United States not a Sign of Pusillanimity—Triple Alliance in Europe—Alliance of United States, Russia, Japan and China Proposed—Protect Rights with Dignity—Japan has Seal Islands to Guard as Well as Russia and United States 153

CHAPTER XXIII.

OUR ALASKAN INTERESTS.

Preparation for War in Time of Peace Insures Peace—England Fortifying Points Along the Yukon Questioned—Gold in Upper Yukon—Unwise for United States to Permit such Forts as Tongas and Wrangel to fall into Decay—Reason for England Desiring a New Boundary Line—United States must watch well Her Commercial Interests on the Pacific—Siberian Railroad will open Immense Trade Between United States and the Orient—Build Forts Equal in Strength to Esquimault, the British Fortification on Vancouver—United States Should Not Arbitrate the Eastern Boundary—Russia Never Run a Boundary Line Through Uncertain Islands—Calmness of United States not Cowardice—The Past Disproves that Possibility 160

CHAPTER XXIV.

OUR ALASKAN PROPERTY.

The Question of Alaska Territory Should Be Continually Advanced Until it is Settled Indisputably—Wealth of Alaska Cannot be Computed—Effect of the Gold Excitement on the Russian Continental Railroad—Important Changes in Alaska—United States Should Have Uninterrupted Communication with Powers of the Orient—It would Lead to Better Understanding—Neglect of Alaska not

Intended by Government—Towns Should be Built for Miners—Money for Alaskan Improvements Would be Well Spent—Need of Armed Cruisers in the Pacific as Well as in the Atlantic—Never Break Friendship Between Russia and the United States 165

CHAPTER XXV.

CURB THE WAR SPIRIT.

Present Agitation Need not Lead to Warfare—United States Must Lend an Extent of Sympathy to Those Who Are Struggling for Freedom—Foolish to Goad the Public to an Idea of War With Any Nation—United States Never Fought Simply for Territory—Conscious in Integrity She Will Hold Her Own, Leading to Peace and Prosperity 172

CHAPTER XXVI.

OUR GREAT NORTHWESTERN TERRITORY AND ITS NATURAL RESOURCES.

Value of Alaska Asserting Itself—Governor Sheakley's Report Very Favorable—Alaska Will One Day be as Important as Norway, Sweden or Finland—Russia Valued the Land and Sold It—United States Bought It—Boundary was not Questioned until Gold Was Found—A System of Railroads Should at Once be Planned for Alaska—Communication Must be Held Between It and Great Northwestern Cities—Commence Improvements and the Land Will Prosper at Once—There Must be Homes, Schools, Churches, Plenty of Food, Making Interstate Commerce a Necessity—No Reason for the Territory to Remain Unpopulated—Coal, Petroleum, Fish, Canned Goods and Timber Will Soon Make Vast Changes in Population—Oil Stoves for Cooking Until Coal is Attainable—Permit No Squatting—Land Reserved for Government Disposal—Educate the People—Value the Land, Legislate Carefully, and Alaska Will Soon be Worthy of a Place Among the States 176

CHAPTER XXVII.

THE FUTURE OF ALASKA.

Impossible to Check Immigration to the Territory—Tourists Praise It—No Wonder Men Out-of-Work Turn to Its Gold Fields—Duty of the Government to Care for the Men Who go to the Territory—The Trial Must be Made to Prove Whether Mining is Possible—Give Strong, Willing Men Work and Let Them Colonize Alaska . . . 184

CONTENTS.

CHAPTER XXVIII.

PAGE.

THE RESOURCES OF ALASKA.

In Spite of Procrastination Alaska is Pushing to the Front—Prediction of a Rush to the Territory Comes True After Several Years of Waiting—Education is Already Aiding Development—Governor Swineford Told of the Riches of Alaska, and Returned to the Country to Prove it—Dr. Jackson's Imported Reindeer Thrive—Gold, Silver, Copper, Coal, Oil, Furs, Fish and Marble—Money and Talent Must Lead Labor—Work, the Password to Fortune—Brawny Frames, Strong Hearts, and Perseverance Necessary—All Joined With Industry Will Make Wonderful Changes in a Few Years 189

CHAPTER XXIX.

BERING SEA AND ITS SEALS—QUESTIONS WHICH HAVE TO BE SETTLED FOR THE FUTURE AS WELL AS PRESENT.

The Question of Bering Sea Will Continue to Assert Itself Until it is Settled Once For All—The Seal Not the Main Object—*Modus Vivendi* a Mistake—England's Diplomacy Transparent—Bering Strait May One Day be Compassed so as to Make Land Communication With Siberia Possible—Chinese Exclusion Approved by England—Why—Indemnity Paid by United States an Act of Justice, Nothing Else—Arbitration, to be Just, Will Ratify the United States Claim—Broad International Policy Best—Number of Seals Taken by the Government of the United States and the Pelagic Sealers 195

CHAPTER XXX.

ALASKA FUR SEAL PROTECTION.

Pelagic Sealing Should Be Stopped—Cruelty of Such Sealing—Young Die of Starvation—Unborn Seals Destroyed—Proposition Made to Kill Off the Seals if Such Cruelty Continues—Poaching Works Its Own Destruction in the Depletion of the Herds—In Legitimate Sealing Only Proper Furs Are Obtained, and the Killing is Instantaneous—Extermination Will Not Result if only Legitimate Means Are Used, and Proper Animals Selected—Pelts Thus Obtained Always Marketable and Beautiful—Until Boundaries Are Well Surveyed and Located No Arbitration Could Be Executed—Why Not Select At Least One Republic in Arbitrating Any Point Concerning This Republic's Interests 200

CONTENTS.



CHAPTER XXXI.

PAGE.

RECENT ROUTES TO THE GOLD FIELDS OF THE YUKON RIVER,
AFTER REACHING ALASKAN PORTS.

The North Canadian Route—Over the Chilkoot Pass—
The Chilkat Route—The White Pass, or Skaguay Route
—Lake Teslin Route—The Taku Route—A Canoe Route
from Dease Lake 206

CHAPTER XXXII.

INTERNATIONAL LAW AS AFFECTING ALASKA.

Justly Unselfish Legislation—Countries Should Respect
Each Other's Claims—Russell Duane on International
Law 224

CHAPTER XXXIII.

CLIMATE OF ALASKA—ITS HEALTHFULNESS.

Moist and Temperate Climate of the Coast—Rigorous, Pure
Climate of the Interior—Possibilities of Vegetable Cul-
ture—Plan for Propagation 236

CHAPTER XXXIV.

MISSIONS.

Summary of Missions and Mission Work—Greek the First
Church in Alaska—Mission Schools—Teachers and
Employees in Church Mission Schools in 1896 242

CHAPTER XXXV.

EDUCATION IN ALASKA.

Education, as Carried on in the Past—Progress and Plans
for the Future—Schools Under Government Super-
vision 248

CHAPTER XXXVI.

CANADIAN LEGISLATION.

Mr. W. Ogilvie, Land Surveyor for Canada, and Chief of Gov-
ernment Explorers—Klondyke Protected by Mounted
Police Under Major Walsh—Laws Governing Yukon
and Klondyke Districts—Taxations—Penalties—Duties
—Claims—River, Creek and Bar Claims—Canadian
Mining Regulations 255

CONTENTS.

CHAPTER XXXVII.

PAGE

ALASKAN LEGISLATION.

The Alaskan Purchase—Summary of all Laws Relating to Alaska—Extracts from United States Statutes: Lands, Surveys, Mineral Lands, etc.—Seal Islands made a Reservation—Reservations in Alaska: Lands, Forest and Fish—Salmon Protection and Revenue-Cutter Service—Education in Alaska—Traveling Expenses—Revenue Service—Customs, Commercial and Navigation Laws—Enactment Concerning Alaska Statistics—The Boundary Line—Boundary Line Commission—Award of Arbitration Tribunal, Paris, on Fur Seals—Killing of Fur-Bearing Animals—List of Statutes Concerning Alaska 260

CHAPTER XXXVIII.

MISCELLANEOUS.

Summary of Topics of Other Chapters—Temperature of Different Parts of Alaska—Kuro Siwo—Japan Current—No extreme cold in Sitka and Like Places on Coast of Alaska—Beauty of Scenery—Military Rule Questioned—Canadian Police--Alaskans When Civilized Are Honest and Faithful—British to Carry Supplies Across the Territory Without Duty Right if Reciprocal Prerogatives Are Given—British Plan of Holding Part of Lands as Reserve Consistent With Plan Suggested for all States of the Republic—Miners Will be Caught by the Winter Weather—Suggestions for Their Safety—Road Over White Pass Begun—Horses for Draught Not Advisable—Burros Better—Reindeer Best of All—Food Important Freight in Former Cases—Reindeer Forage for Themselves—Dogs Must Also be Fed, and They Are Troublesome—Reindeer Stations Yet Limited—Increase of Herds Promising—These Deer Are Good for Food and Clothing as Well as for Hauling—Swift, Docile, Faithful—Care of the Reindeer—Siberian Lapps and Dogs Brought From Russia for Herders—Number of Deer Distributed at Stations—Names of Stations—Teller Station Named for Hon. Henry M. Teller, of Colorado—Port Clarence—Success With Reindeer Assured . . . 328

	PAGE.
CHAPTER XXXIX.	
SUPPLEMENTARY DATA.	
Important and Recent Data Relating to Alaska in General —Klondyke—Yukon—Dawson—Circle City—Arctic Region—The Passes—The Frozen Zone—General Data —Officials of Alaska, 1897	349
CHAPTER XL.	
DISTANCES—APPROXIMATE.	
Between East, West and Alaska—Fare, Freight, Personal and Probable Expenses for Outfit, Food, Clothing, etc.	398
CHAPTER XLI.	
POINTS OF INTEREST.	
From Puget Sound to Chilkoot Pass and Sitka	402
CHAPTER XLII.	
BIBLIOGRAPHY OF ALASKA.	
Summary of All Books Relating to Alaska	420



SITKA HARBOR.

CHAPTER I.

ALASKA'S ATTRACTIONS.

IN a geography of comparatively recent date I find: "Alaska is a cold country, and is valuable only for its furs and fisheries. Most of its inhabitants are Indians."

Such is the description of a land whose aggregate area is five thousand one hundred and seven square miles; whose extreme width, from east to west, is two thousand two hundred miles, in an air line; whose breadth, from north to south, is one thousand four hundred miles; whose coast, if extended in a straight line, would belt the globe, and whose great river, the Yukon, running away into Canadian territory, is computed to be not less than three thousand miles long, two thousand of which is navigable, while its width ranges from one to five miles for fully one thousand miles of its course. Its five mouths and intervening deltas exceed seventy miles in extent. The size of this great river should be sufficient for national pride alone in its possession, but that is not all. Its shores, or at least the country traversed by it, is teeming with virgin mines of gold, silver and copper. The Indians find in its neighborhood beautiful furs which they carry many miles in

their canoes to the trading posts. The supply would naturally be much greater if there were less laborious modes of conveyance. Prospectors tell us that there are almost inexhaustible mines of coal of excellent quality, actually jutting out before those who have explored the islands and more inland places.

The trip to Alaska is safe and comfortable by the inland passage. Fine passenger and safe freight steamers sail periodically along the sounds, straits and bays protected by the islands of the British Columbian and the Alaskan coasts, giving the excursionists the opportunity of gaining the full benefit of a sea water voyage without the accompanying nausea, such as results upon the broad rolling ocean, while the tourist is constantly feasting his eyes upon one picture after another of the exquisite beauty or sublimity.

Think of steaming up to the very base of a glacier whose grand extent and beauty puts to shame the glaciers in Switzerland, which tourists are quite willing to make trips across the Atlantic to visit. And the ocean trip thither is not all. Count the miles of railroad travel, the weary hours of climbing, and the comparatively few persons who can accomplish the feat and really behold the glacier fields in their quiet grandeur. While, upon the Muir Glacier of Alaska, the largest accessible one in the world, women and even children may safely accompany the

stronger excursionists, roam over the vast moraines and among the glittering ice fields and even up upon the pinnacles of ice and hear the thunder of the immense blocks and crumbling cliffs and crags of solidified water as they break away and plunge deep into the bay below. One can, on a clear summer's day, watch them as they leap into the clear waters, and then dip and dive as if enjoying their bath before reappearing, when they shoot up their crystal peaks in beautiful azure majesty, assuming the name and prerogative of icebergs and bidding defiance to approaching vessels and cautioning them to beware of their presence. In Icy Bay the waters are so deep, however, that vessels may with safety sail between and among these iridescent and rock-like dangers.

Alaska is "a cold country" in some of its more northern parts, but in others it has a summer bursting forth in green and almost inaccessible jungles of luxuriant undergrowth topped by magnificent trees of valuable commercial wood, with wonderful facilities for its transportation. Birds, beasts and fishes can here attract the ambitious camping sportsman, with no venomous tropical snakes to mar the hope of a good night's rest after a day of successful hunting.

One pessimistic tourist writes: "I could not stay here, for it is nearly always night. There is no use in any one trying to make a living in such a place where there is no light to work by." He did not

stay long enough to see the "land of the midnight sun" in all its glory. He did not think of the miners in our own State, who scarcely ever see the light of day, nor did he give a thought to the many thousands of mechanics and tradesmen who are compelled to work by artificial light a considerable portion of each day during the winter.

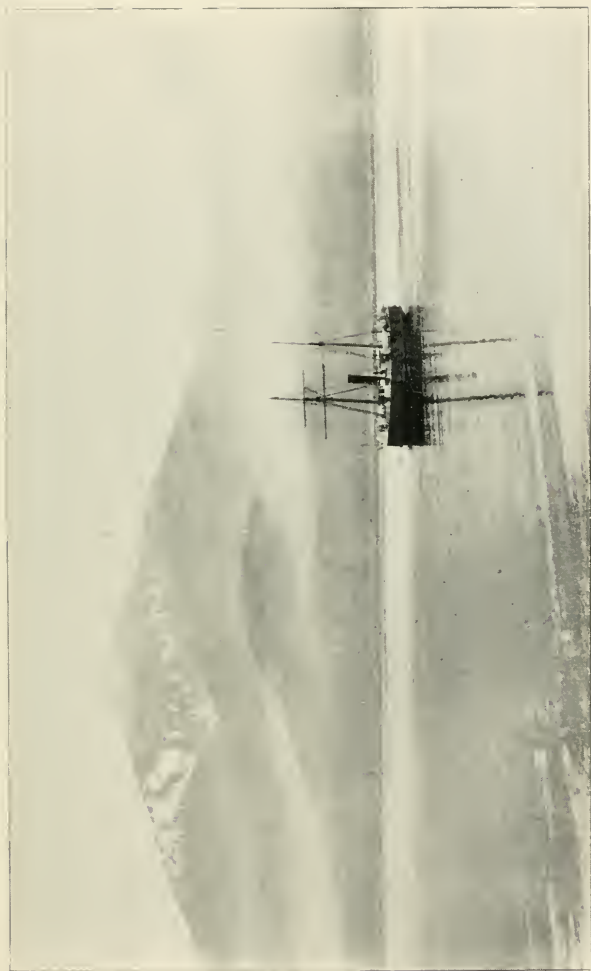
Even considering all its disadvantages, the wealth contained in the bosom of that large Territory should be sufficient cause for the Government to take a deep and permanent interest in it, and to survey and claim and amply mark its full and proper boundary lines. Think of the possibility of the truth of a statement made by travelers, that the British Dominion actually has government buildings and officers in active employment many miles outside of the legal limits of its jurisdiction. That is, taking Fort Tongas, for instance, as the pivot upon which the boundary line should rest, instead of the thirty-mile claim east of that pivot along the line being left as the property of the United States, according to the treaty, the land was encroached upon at one time many miles beyond that point by ambitious Canadian map makers, who can see in the "barren waste" sufficient facilities for money-making to render it possible to face all the objectionable points that are harped upon by those who reckon without the host of mines, stamp-mills, saw mills; and fur trading posts that would be erected, and of the

hundreds of workmen that would be willing to face the dangers and hardships of settlement, if the boundaries were an actual undisputed existing fact, and capitalists and others found themselves fully guarded by a protecting government force. The valuable placer gold mines discovered on the Klondyke and other tributaries of the Upper Yukon will compel Congress to definitely act in the matter.

If our sister country takes such an interest in the border between our province and hers, it is really time to discover what are the objects for which she is willing to work so faithfully and enlist our attention more deeply and fully therein. While we are holding the "cold country" as a kind of disdainful possession, bought in a moment, as some thought, of rash extravagance, but really in thankfulness to Russia for her friendliness during the great rebellion, we are quietly letting starve to death the valuable "goose" that would willingly supply us with the "golden eggs" which might go far towards helping fill Alaska's and the nation's coffers.

The inhabitants are mostly Indians in type. It is still a question from whom most of these people are descended, and it would only give rise to controversy to attempt to speak definitely upon the subject. But their carvings in stone, metal, bone and ivory display wonderful talent, and the blankets of the Chilkats are surely but slowly gaining world-wide reputation,

not only on account of their texture but by reason of the beautiful colorings and designs in which they are wrought by the native women. So much is thought of these blankets that a Chilkat's wealth is gauged by the number in his possession. Here, too, would be a considerable source of revenue, for trade would not only increase the production, but many a cunning chief or medicine man would be tempted by the glittering silver and gold coins of our treasury to sell his store of wealth, and put into the market what would, for a while at least, become a fashionable decoration for many a foreign-decked boudoir. In fact, my description would become tediously lengthy if I should try to make even passing mention of the many reasons why our boundary should be a fixed, unalterable line; why our half-scorned Territory should have a government of its own, and why the natives should have at least more notice taken of the rights that were intended to be secured to them by the terms of the purchase of Alaska and why its commerce should not rapidly increase.



MOUNTAIN AND CHANNEL.

CHAPTER II.

THE NEEDS OF ALASKA.

IT is a matter of interest to those who have seen Alaska, who have a kindly feeling toward that distant portion of our country, and who are deeply anxious for its welfare, to know whether the United States is intending to give this tract of land a territorial form of government that will protect its settlers, as well as the savage or native portion of its population. They surely have the rights of citizens as to claim, and should receive the protection of the Government to which they belong.

As it is, there seems to be no thorough safeguards for any enterprise, excepting that secured by patents for mining claims, so that practically, in the mining regions are to be found the only inducements so far offered to settlers. A bill for the formation of a territorial form of government was introduced in the House of Representatives some time ago, but no definite arrangement concerning it seems to be near completion yet. It certainly needs representation.

I have looked in vain for years in each President's message for any mention of the neglected land, except as regards the legal boundary between it and the British possessions. It would certainly be well to have that

matter settled once for all. At the same time it would be well for our government to take the steps that would stamp Alaska as one of its Territories, and thus provide proper laws for its government, and then furnish a sufficient number of officers, civil and protective, and troops, and an ample naval equipment to guard the coasts and rivers and see to their enforcement. It is not ready for subdivision yet.

It is natural to suppose that there would be need for some difference in ruling a people so diverse from ourselves in language, customs and methods of living. But legal arrangements should be made to show them the authority under which they live; letting them see that the law must not only be obeyed, but that the same government that will punish an offender against its majesty will also vigorously protect him from interference from outsiders, and secure the rights that no one may dispute. As it is now, the interior natives are to a great extent as much "a law unto themselves" as before, and in all these years there has been but a limited improvement among the more civilized natives.

Some advocate that the Territory be left in the hands of missionaries for some time to come, that their teachings may fit the people to become citizens. So far, it is well; but do not the missionaries need protection and assistance? Will their work be any the less effective if they have the strong arm of a present

power to lean upon? Argue that God has promised to be with those that do His work. But He made laws Himself for the government and protection of His people.

When the Alaskans—notwithstanding many are wild and cruel, yet all are human—find that the land is under one power, irrespective of position, tribe, or color; when they know whether it is a white man or a native who commits a crime, he will be equally punished; when they are made confident that each one who holds property by right will be protected in its possession by common law for all, mission work will be wonderfully aided. How often has it been that the poorly remunerated, overworked teacher has to neglect the spiritual education of one while settling some dispute among others, whereas, if the proper civil authorities were there, he could send the disputants to them and have more time to devote to his own calling.

So far the Government has been perhaps unconsciously requiring double duty of that noble band of missionaries and teachers in Alaska. Now let it rise and give them the support of their own laws, with enough officials for their fulfilment, and it will be rewarded by a far greater progress in civilization in the next decade than has been shown in all the previous years since the purchase.

Think of a country whose area equals one-sixth the extent of the remaining portion of the United

States, being under a sort of law of origin, and even that liable to individual demands at any time. For instance, a prospector observes an apparent barren waste or forest, but he also sees facilities for its great improvement. There is no visible owner. He hews his logs, builds his house and in time makes a pleasant home for himself, and the spot grows under his care to be a credit to any country. A dark-faced savage comes along, by whose advice we cannot say, and demands possession, or perhaps takes it without any question, and with it the settler's hard earned improvements, for under the purchase the natives have a prior claim to lands they have occupied.

Is it any wonder that such laxity is ruining instead of making the country prosperous? Is it strange that some parts, which years ago gave promise of becoming places of importance, have fallen off in population, leaving as monuments to promised industries the deserted buildings? It is not like American enterprise so to act, nor will it be so when the proper protection is offered to individual projects. By many the blame is attached to the climate. Investigation will prove that we have greater variations in the climate, in our part of the country, than there are in many parts of Alaska. To be sure there are glaciers and icebergs in some places in the northern possessions, but so are there waving trees and luxuriant velvet-like grasses in other parts.

In the future there will be many who will prefer Alaska or Dakota to Florida, and vice versa. As far as my own experience led me to observe it was lovely and healthful. I can see no reason why a tract of land teeming with wealth should be neglected by government and people alike.

From the mines of silver, gold and coal, from the mighty forests of cedar and pine, from the beautiful furs of seal and otter, from the great fisheries of seal, whale, salmon and cod, from the enormous, inexhaustible supply of pure ice, comes the one voice: "Give us the protection of an interested Government and we will not only support ourselves, but will return to the United States a revenue, many times multiplying the amount of her investment by the purchase of the district of Alaska."

CHAPTER III.

HOW TO REACH ALASKA AND ITS GOLD FIELDS.

TOURISTS visiting Alaska have such a choice of routes that each individual may consult his own taste until he arrives at Tacoma or Seattle, on Puget Sound, but after that he will find but one route, by the inland passage, to the Territory,—of which so much has been recently written—by steamer to Port Townsend, and thence to Juneau, Fort Tongas, Fort Wrangel and Sitka. Commodious, well equipped steamers ply between Tacoma, Seattle and Port Townsend, and freight steamers make stoppages at small towns and salmon canneries on their way, as well as at the principal towns. Sitka is, and has always been, the capital, but Juneau is the principal commercial city and business centre, because it is adjacent to Douglas Island, the location of the large Treadwell Gold Mine. Fort Wrangel is also a stopping place, though it was long since abandoned as a fort, and is now only noticeable for its curious native houses and their peculiar totems. Fort Tongas, at the lower border of the Territory, is also now quite forsaken, though it was once quite important.

The pleasure seeker will find enough of beauty and grandeur even this far to repay many times over the

expense of the trip, while inconvenience is almost a thing of the past, except when it is calculated with regard to the gold hunters, who must pass beyond the jurisdiction of the steamers and for whom railroads have not yet been constructed.

The accompanying map will give a slight idea of the direct course from Juneau to the Klondyke River, but only experience can fully describe the journey.

The distance from Juneau to this river is about 700 miles. There is steamboat passage from Juneau to a place called Dyea, possibly a perversion of the native name, as Klondyke certainly is. From this point goods are borne by carriers, horses or burros, until the limit of Chilkoot Pass and the adjacent level land is reached, when they are again placed in boats and taken through a chain of lakes, varying in size, on to the Lewis River, through which they reach the Yukon River; after that they have comparatively easy boating down the stream until they enter the gold district. A portion of this route is accomplished by shooting rapids, one of which leads through a narrow canyon, the passage being accompanied by a few minutes of terrible danger. But the saving of many hours in making a detour to avoid it is considered sufficient compensation to the men who are eager to get to their destination. The dangers, inconveniences and difficulties of this trip are supplemented by the impossibility of being able to carry sufficient provisions and

tools to last any great length of time. The consequent deprivation, failure and loss of life will, for a time, have a depressing effect upon the enterprise. At the same time it must not be supposed that these adverse conditions cannot be obviated if active measures are immediately instituted to improve the road and make it more easily passable. In fact, we hear that this improvement has already begun. There is not a doubt that the time is not distant when this part of the Territory will be as accessible as are the Mission fields of the Yukon, or Point Barrow, the extreme northern limit of the North-West. This way is the inland route to the Gold Regions. The San Francisco route is made by steamer up the Pacific Ocean into Bering Sea, via Unalashka, thence up the Yukon River to St. Michaels, the only town of any importance so far interior at which the regular Yukon steamers, plying between the upper country and St. Michaels, can be taken for the mining towns. The greatest objection to this route is that it is available only about two, or at the most, three months in the year. The great river begins freezing in September and from that time until the warm days in May or June it lies completely locked in its icy vestment. Its tributaries share the same fate, so that the route cannot be very popular for those who start out to seek fortunes with empty pockets.

A third route is by way of Taku Inlet. An entrance is made to the bay thirty miles south of Juneau, and it



ALASKANS AT HOME.



AN ALASKAN INTERIOR.—CHIEF'S HOUSE.

is the course proposed by Schwatka on his way to explore the great Yukon River. It leads through a flat, comparatively level country to the Lewis river, thence over that stream to the Yukon and down the Yukon to Dawson City at or near the mouth of the Klondyke. The Dyea or according to Schwatka, Dayay River route leads across the mountains from Chilkoot Inlet to Lake Teslin. Here flat boats for freight, and light canoes for passengers, ply over a good waterway direct to Dawson City. Except by the San Francisco route it is impossible to reach the Gold Region without passing through British domain. A fourth route is made quite desirable by the Canadian Pacific Railroad, which carries the traveler and his belongings over the high plateau to the Teslin Lake and River, whence the journey is the same as the route previously mentioned.

Other routes are now being planned. The balloon project is rather visionary as yet.

Klondyke, or Clondike, is a perversion of the native name claimed by one authority to be Thronduick, or river with plenty of fish. This seems probable because of the abundance of salmon found therein at the fishing season. By another it is said to be Clan-dack, or Rein-deer River. The latter is more doubtful as the reindeer has not been known in that region within the memory of man. However, Klondyke it is called, and that name rings around the

world to-day tempting old and young, rich and poor, with its golden melody.

To such a pitch has the excitement reached that many a poor, deluded man has started forth to push his fortune with very little money and very scant provision for the trip, and literally without even knowing in what manner he shall find his way to the tempting gold fields. In imagination, wealth in shining nuggets and yellow dust await his coming. But he will find no room for such hopes as he steps upon the crowded steamer; no food for him who has not plenty of cash with which to pay exorbitantly for every creature comfort, however rude; no room for his provisions and outfit unless ample compensation is forthcoming. It follows then that a man must weigh well all the requirements for the journey, and calculate to a nicety all the expenses before deciding upon entering the race for the Alaskan, or Klondyke Gold Fields. One should await the spring weather and better conveyance.

Health, strength, untiring energy, endless patience and considerable money are the only possible guides to success; while a prolonged absence from all the refinements of cultivated society must also be duly considered. The very sight of a linen shirt would be greeted with derision, and any of the delicate accessories of the toilet would call down an avalanche of cutting sarcasm. By this he must know that flan-

nel shirts—not dainty Ceylon flannel,—tough suits, heavy boots, snow shoes, mud moccasins—really long boots of beaver or seal skin with the fur inside and costing all the way from ten to twenty-two dollars,—close fitting caps with ear covers, plenty of good warm stockings, numerous gloves, and fur outer garments are all absolutely necessary. Food in abundance must be taken for fear of famine. To procure such an outfit it will require at least six hundred dollars. Dogs and sleds must be had to accomplish the overland transportation, for which five hundred dollars more is requisite. Then fare and boat hire must be computed. \$67.75 will land you by rail at Seattle, on Puget Sound, from any of the sea board cities of the East. From Seattle \$75.00 will give you every comfort on the steamer until you reach Juneau. From Juneau a small boat is taken to Dyea. After that comes the use of the sleds, or the pack carriers if you prefer their services to purchasing dogs and sleds; then the services of the boats on the lakes and rapids and the wages of assistants in caring for the goods. This latter is a most important service, because there is danger of losing every thing while shooting the rapids of the Portage and Lake Lebarge. These latter expenses are not computed for us, but they must amount to quite a little sum. After all difficulties and dangers are successfully surmounted and Klondyke, or Dawson City dawns upon

the eyes, the first consideration must be some kind of residence, for the building of which you will require lumber, procurable at the modest sum of \$750 per thousand feet. These facts are somewhat discouraging, but we are assured that they are true. If so, poor men must stay at home, unless capitalists undertake to fit out and send colonies to the mines. When they do, there will be a great demand for strong, able-bodied, willing men. Others must stay among the more civilized communities, and be content to let the dazzling pictures of instantaneous fortune pass before them without losing their mental equilibrium in the contemplation. "Grub-stake" miners are men employed by others for a consideration to prospect or work and thus make a division of their finds.

Many fortune seekers may, however, find it convenient to content themselves in South-Eastern Alaska, where the climate is much like that of Boston and possibly of cities a little further south. This temperature is owing to the warm Japan current, called the Kuro Siwo, which sweeps northward like the Gulf Stream of the East, washing the shores of the myriad Western Islands and modifying the temperature for a considerable distance inland. This warm stream, flowing from the mild coasts of Asia, curves around the bleak Aleutian Islands and tempers with its gentle breath the whole southern region. There is a great

deal of good mining in this neighborhood, now abandoned by miners for the more promising fields further north and east. Just here the belated miner may find some balm for his disappointed hopes, and doubtless the day is near when thousands of men and women will find comfortable homes and a good living as the country becomes more settled, which is now certain to happen in a short time. Miners will go so far, find it impossible to get north, and in desperation take work in the mines in which such hands are now in great demand, or find other more profitable occupations. The consequence will be that they will find the climate agreeable, the work lucrative, and they will soon gather their families around them. Thus the wildly boiling fever for Klondyke gold will become the calmer desire for home and competence, and the benefit accruing to one part of the Territory will be a steady advancement to the honor and dignity of both commercial and financial importance in Alaska, while the natives will at last be brought into communion with the true and honorable type of citizenship and of our home-like life.

CHAPTER IV.

A FEW IMPROVEMENTS FOR ALASKA.

AT LAST there comes a cry from Alaska for the railroads and telegraphic communications that the writer has been earnestly advocating as absolute requirements for its development for a number of years. The folly of claiming that it is impossible to build railroads in places where men can carry loads like pack horses is distinctly evidenced by the magnificent engineering on the Denver and Rio Grande Railroad and the railway over Marshall Pass and other parts of the mountains of Colorado, while the single example of the Cog Wheel Road to the top of Pike's Peak, as well as similar wonderful enterprises, is sufficient demonstration of what may here be done if the demand for it was authoritatively pronounced. Civil engineering can surmount all the difficulties, the only question now is when shall capital be thus directed. Allowance must at this time be made for the exaggerations in reports regarding the extensive finds of coal, oil, and especially gold, in the Territory. At the same time such evidences have been given that no one can doubt that the products are truly there and in large quantities. And now the disastrous results of procrastination are beginning to fall upon

the hundreds to whom the prospect of riches, held towards them in such glowing colors, has completely eclipsed the gloom of certain hardships and possible disappointment, if not starvation and death next winter.

To-day the Government itself would be powerless to stay the human tide that is even now swelling onward toward the wonderful El Dorado in the Klondyke Region, but it certainly could have prevented the bold announcement that is setting the New World almost insane, if measures had been started to open the way before the on-rush came, for it was authenticated reports of valuable gold fields along the Upper Yukon that set the wheel in motion that should have been kept in check until good roads and proper means of transit had been provided. The success of every enterprise undertaken on the Pacific Coast has been assured, but it was through the stubborn perseverance of the Russian, the acute, farseeing determination of John Jacob Astor, and the men selected by his keen knowledge of requirements; and the extraordinary business tact of the men working under the Alaska Fur Trading Company, that combined in a chain of mighty links to make each enterprise a surety. Mr. Astor in particular was never prodigal of human life. He always warned those to whom he entrusted the work of all the hardships and privations attending their duties. He equipped them lux-

uriously, he paid them well, and he selected careful, competent and experienced men to pioneer the way. The consequence was that many of them were willing to risk their lives in his service, while one or two held on to the enterprise against such odds as seldom were met by men who lived to tell the story. The work so well begun and of late advancing with less dilatory pace could have been continued until a proper number of boats had been prepared for the carriage of men and provisions, and some other plan could have been devised for the transportation of freight over Chilkoot Pass, other than human carriers. If the little burros, or donkeys, who have done so nobly at mountain climbing in other parts of the United States and Mexico had been taken to that point, at the proper season, it is more than probable, that they would have been found as faithful aids as they have ever been elsewhere. But the greatest of all considerations must hinge upon that season. All preparations should be made toward it. Boats made ready and provisioned, tools laded, burros trained to the Pass and guides—faithful native guides—secured. Then when open weather arrives there would be no loss of time in preparation. Upon the arrival of the men, there should be companies appointed to take turns in preparing and provisioning tenements for the rugged winter, so that the miners may remain to be ready for the work in the summer, instead

of attempting to make the dangerous journey in winter.

A cursory glance will show that every private properly organized plan for the improvement of the Territory has also been successful. Missionary work progresses favorably at every point. Steamers have made successful touring trips for years. The Fur Trade has had phenomenal success. The fisheries are among the finest in the world. Dr. Sheldon Jackson has proved the benefit of introducing reindeer into the bleak and barren North-West. The Treadwell Mine and Stamp Mill on Douglas Island are ranked among the most advantageous enterprises of the kind ever organized in this region, or even in the world. Therefore the fever for gold should be calmed down to a reasonable realization of the ways and means of reaching the spot first; afterward the manner of obtaining the metal should be systematically considered, and men who have not capital may hope to obtain work that will insure a living until such times as they too may be able to strike rich claims.

While advocating this the author does not lose sight for an instant, of the plan, that in his view should be adopted by the Government—that is to take possession of all new gold regions, holding them as vast banks for the benefit of its Treasury, and paying men fair prices for their claims, at the same time

developing the mines through the aid of properly remunerated workmen.

To the men who are won by the glaring stories of fortune awaiting them, we would say, better take advice, and make a smaller profit by staying nearer the bounds of civilization along the coast line of Southern Alaska, than to risk both health and life in an unsuitable climate, where the thermometer often runs down to 60 or 70 degrees below zero, and where pneumonia, or the hardships and dangers of a heedless, reckless life among a very lawless population, may end in your bones being laid beneath the pitiless snows of some frigid valley.

Alaska is one-sixth the size of the whole of the remaining portion of the United States, so there is room for all who desire to go, only lay your plans deliberately and carefully, equip yourself with every convenience and wait until the next season opens, when ample provision will be made for you as to transportation, as well as for your support and comfort.

CHAPTER V.

GOLD MINING IN ALASKA.

THE sudden and uncontrollable excitement in connection with the discovery of rich placer gold mines on the Klondyke River, a branch of the Upper Yukon, that extends eastward into British Columbia Territory, by no means demonstrates the first finding of gold in and adjacent to Alaska. There have been localities all along the coast from which gold and silver in paying quantities and of more or less purity, have been obtained for many years. It is almost a matter of wonder that the traders, who traversed both the water and land of this neighborhood for over a century, did not become enthusiastic in its search, for evidently they must have known something of its presence. Possibly they thought it better policy to ignore the knowledge, than to arouse the antagonism of the owners of the soil, for it has been said, that an individual told the Russian representative, Count Baranoff, of finding gold and showed him a portion of it, when the tyrannical old ruler threatened him with severe punishment if he either delved for more or told of his discovery. This may be only a legendary fragment touching upon the despotism of the blustering Governor, but it is undoubtedly true

that so far as the development of mining in the Territory is concerned, there was no attempt made in that direction, while it was under Russian government. But when we take into consideration the enormous wealth in furs, both from amphibious and forest animals and the comparative ease with which the pelts were obtained, together with the impossibility of working for metal without tools we can comprehend the reasons for the apparent indifference. Not only were the beautiful furs plentiful, but they were in demand, and when the voyageurs loaded their canoes to their fullest capacity they were certain of their profitable sale. Perhaps even to-day if there were the old time millions of seal, otter, fox and other fur bearing mammals, the great enthusiasm concerning gold would not reach to such a height as at present.

Let the reason have been what it might, certainly the first real discovery of gold in quantity was made after the Territory had been in the possession of the United States for several years, for it was in 1872, that two soldiers, named Nicholas Haley and Edward Doyle found treasures on the shores of Silver Bay, where it cleaves its beautiful way through the mountains near Sitka. Doyle never succeeded in making a fortune but Haley, who in fact was the first to attempt blasting the rocks of the Alaskan mountains for gold, continued for many years a faithful miner and one who expressed peculiar characteristics for

one of his class. He remained in the neighborhood of his discovery and increased his claims as his toil was rewarded with success sufficient to insure the further expense of developing the ledges. Doyle has been dead for a number of years, but his companion became one of the reliable citizens of Sitka, whose stories of perils and successes have interested many an embryo miner and hunter.

It was not until October, 1880, that the mines about Juneau were discovered, and they were actually located by Indians, who found the metal in the sands of the creek near Auk Glacier. Richard Harris and Joseph Juneau were authorized by a business man of Sitka, named Fuller, to examine into the prospect of the find. The men made such a satisfactory investigation that they concluded to go into business at once. So the two held a meeting, organized a corporation called the Harris Mining District of Alaska. The company consisted of these two, Harris being elected Recorder of the District. Juneau was the location of the mining camp. It was named for Harris at first, but it gradually became settled as Juneau, and its proximity to the mines insured its growth, which has raised it to the importance of a trade centre for the gold output of Alaska, as well as a starting point at which provisions, dog teams and general out-fits can be secured, if one has taken a sudden resolve to go to the mines, though he must consider that the prices

at Juneau are so exorbitant that it would be better to have obtained them at Tacoma or Seattle, if not at the principal market, San Francisco. For years the basins, gulches and creeks around Juneau and in the close neighborhood of Taku Inlet were worked with rich results, but the lawlessness of the ungoverned, therefore unprotected, district was the scene of many a crime of murder, debauchery and rascality. This continued until a Governor was appointed for Alaska and a certain shadow of law made itself known, and prospectors found that they could have some hope of controlling their claims against the odds of daring encroachers, or the threats of native gold hunters. Placer mining was, except in a few places, the only mode resorted to in obtaining the dust and possible nuggets. When the rocks were washed off clean and there were no more glittering grains in the sandy bottoms, the men left the diggings and moved on to new fields. Such in fact has been the dependence in placer mining that the solid beds of rock have been forsaken, when the small seams of gold were actually in sight. The reason is readily explained. Very few had tools. It was easy to go from point to point with basins, or rockers, picks and shovels, but shafts, engines and stamps, being neither cheap nor readily transportable, there was nothing to be done but march on through mountain gullies and beside running streams, each hunter gleaning as much as his rapid movements and his patient endurance could obtain.

Later gold was found on Douglas Island, a spot of land lying in the channel apparently only a fair adjunct to this prettily situated town. It was prospected by some late comers who turned in its direction when they found the points around Juneau fully occupied. Disheartened at their late arrival it was probably merely a half desperate chance that led them to strike the Island. Their discovery amounted to the taking up of some placer claims. So little was thought of the rich quartz lode that the claim established as the "Bean and Matthews Claim" became the property of John Treadwell, who had loaned the men one hundred and fifty dollars. Treadwell was a builder, whose business laid mostly in San Francisco. He scarcely knew what to do with the claim when it came to him instead of the money. Evidently he either could not dispose of it, or he resolved to risk his fate in mining, for he soon after bought the claim which ran into the seam on the opposite side of a small stream from his property. He paid three hundred dollars for it, thus becoming possessed of the right on Douglas Island for the sum of four hundred and fifty dollars. He soon proved that it was a business man who had taken hold of these claims, for in a short time he had so far discovered their possibilities that he, Senator J. P. Jones of Nevada, and three others, of San Francisco, obtained a title from the Government and then invested eight

hundred thousand dollars in the preparation for developing the mine. Success was assured from the first, though the gold is not as plentiful as in many other places, but as it is proportionately easy to obtain it the enterprise has been extremely lucrative. The output is called low grade ore, but two hundred and forty stamps work night and day grinding the unwilling rock. The copper discs, with their quick-silver covering, greedily seize and hold the precious dust which is amalgamated from the imprisoned quick-silver, and then separated afterwards, realizing on an average from sixty to seventy thousand dollars or more per month. The grade of the mine and the manner in which the tunnel, and drifts, and shafts are run, make the work a matter of gravitation, after the rock is blasted. It is stoped down, descends to the cars through chutes, from the cars it runs to the mill and here into the hoppers; it is then crushed and powdered by the ever going stamps, and from the stamps to the plates or amalgamators and riffles, and by a continuous process it is gathered and passes from the mines to be sold or sent to the smelters, where it is separated and made into bars of yellow gold. From the "finds" of a few discouraged gold seekers has emanated a harvest of wealth to the men who grasped the situation with systematic energy, and doubtless many another such source of revenue is lying within easy distance of properly regulated labor and management.



LIFE IN A MINING CAMP.

In direct contrast to the Treadwell success is the Bear's Nest failure, or apparent failure. Possibly it will one day prove equally valuable, when the right hands turn to work and bring its hidden treasures to light. Within a few miles of Juneau and Douglas Island there are several mills patiently grinding out the precious deposit, unmindful of the half-crazed rush hither and thither by uninitiated gold hunters who leave one spot in the wild hope of doing better at others. So hundreds of them start out as prospectors, while the mines of Berner's Bay, Taku Inlet, the region about Sitka, Cook's Inlet and its surrounding country, and the rich promises from the Yukon River and other districts, show that there are spots to which they could go where they can locate and from which they will certainly obtain rich results if they are gifted with endurance and perseverance, and use proper tools and machinery.

The fate of "Shuck," a mining camp situated about seventy miles south of Juneau, will prove the uncertain stability of character of a great number of gold seekers. It was the first scene of actual placer mining in the Territory. Work was begun there in 1876, when there was quite an extensive camp including between thirty and forty miners. The returns were very satisfactory, and all went well for Shuck's mines, until the noise of richer prospects further on left its cabins forsaken, and its work in the hands of the few,

who chose to remain. There is gold there still, but the boom of another region makes the place dull almost to lifelessness. More perseverance, a greater outlay of money, and the ore might pan out more richly, with transportation convenient and no fear of perishing with cold and starvation. Why will American citizens risk their lives and their all, in prospecting the Klondyke and other streams on British territory, when those waters are really only branches of the grand trunk that belongs within entirely undisputed United States property? Like children trampling beautiful blossoms underfoot, while reaching for others beyond, so are the miners of the United States, when they clamber over the mountains and row through the waters of their own land to reach that of another nation, when if the country through which they travel was searched and prospected as eagerly as they intend to investigate the Klondyke region, they will surely find sufficient riches to pay them for stopping under the flag whose protection is theirs by right, and no international entanglements or suits for mining claims would be likely to ensue.

CHAPTER VI.

THE STORY OF ALASKA.

THE spirit of adventure, that has been so often the incentive to achievements, surprising even to those who have accomplished them, led Vitus, or Veit Bering to turn his attention toward the West, in which direction geographers of the Old World began to look for the authentication of the theory of the earth's completely rounded form. He set forth with the determination to prove the existence of another continent, with two vessels, named respectively St. Peter and St. Paul, each manned with sturdy sailors ready to meet every hardship. He commanded the St. Peter in person, while his Lieutenant, Tschericov, controlled the St. Paul. The hardships and sorrows of those fated sailors give a color of sadness to the story of the discovery of Alaska, though none of the sailing party ever landed upon its shores. The vessels were swept apart during a fierce storm and nothing more was ever heard of the St. Paul or its crew. But the St. Peter, after actually touching either the coast of the mainland, or of one of the larger islands, was cast out to sea again, landing at last, after days of frightful storm and privation on one of the Kommander Islands, a

small group off the coast to which the eyes of the Discoverer turned so longingly. After all his sufferings and hardships he never accomplished his heart's desire, to reach and explore a new continent, but it will ever remain in history that he, Vitus Bering, discovered in 1741 the inland sea that separates the Old World from the New, and some of its now important islands. It was named the Sea of Kamtchatka, but afterward, in his honor, received his name. This he never knew, for heart-broken and discouraged at his supposed failure he pined and died, leaving his weary body to rest for all time upon the desolate land, against which his storm-tossed ship was cast in its extremity—for a few more hours of wind and surf and it too would have gone down forever. By the strange contrariety of circumstances that some call fate, some of the crew survived to accomplish the discovery of the proof for which their Commander had staked his life, and in a few months they returned to Russia laden with furs and other valuable samples of the riches of the new country, sufficient to induce their Government to take possession of the islands and the coast.

Vitus Bering was a Russian subject, sailing under the Russian flag. From the date of that discovery until the purchase of Alaska in 1867 Russia held undisputed sway over the sea.

In 1745 the Aleutian Islands were discovered, and in 1768, the interest of the Russians becoming more

fully awakened, the sea, its islands and coast, were explored by order of Queen Catharine.

In 1790 the Pribylov Islands were found. They were desolate and uninhabited, but the Government, finding them to be the great assembly ground of the fur seals, transferred Aleuts from their native homes to these islands. After a time they became contented, and finally settled on the fog-dimmed Pribylovs. Afterwards nothing could induce them to forsake their adopted home.

Having found otter, seal and other valuable animals within the limits of its territory, Russian protection was extended, and as early as the year 1764 the right to trade with the islands was granted to merchants by Russia, the Government always requiring a percentage of the gains. From 1725 to 1867, a period of 142 years, Russian monarchs held as absolute a sway over Bering Sea as over any other part of their domain. If individual or company desired to trade within its boundary, the permission came from the Czar, with rules and stipulations to which they were compelled to adhere.

In the Treaty of Cession to the United States, the western limit of Russian America, or Alaska, is as positively stated as that of the eastern limit, viz: "The western limit within which the territories and dominions conveyed are contained, passes through a point in Bering Straits on the parallel of sixty-five

degrees thirty minutes north latitude, at its intersection by the meridian which passes midway between the island of Krusenstern or Ingalook, and the island of Ratmanoff, or Noonarbook, and proceeds due north without limitation into the same frozen ocean. The same western limit, beginning at the same initial point, proceeds thence in a course nearly southwest, through Bering Strait and Bering Sea so as to pass midway between the northwest point of the island of St. Lawrence and the southeast point of Cape Choukotski, to the meridian of one hundred and seventy-two west longitude, thence from the intersection of that meridian in a southeasterly direction so as to pass midway between the island of Attou and the Copper Island of the Kormandorsky couplet or group in the North Pacific ocean, to the meridian of one hundred and ninety-three degrees west longitude, so as to include in the territory conveyed the whole of the Aleutian Islands east of the meridian."

Thus it will be seen that Bering Sea is recognized as a part of the territory divided between Russia and the United States. No other country has claimed islands or other possessions within its limits, nor can they now, and its topography makes it impossible that it should be claimed as an open highway. Bering Strait is a passage between Siberia and Alaska, and beyond that is the Arctic ocean and unexplored regions. It is therefore practically an inland sea

subject to the dominion of the nations bordering upon its waters. And here the question strikes one rather forcibly, if the United States side of the sea is free foraging ground, why is not the Russian portion equally free?

If the sea was Russia's to give, then the portion sold is as truly the property of the purchaser as it was her own previous to the negotiation. If the Alaska side was not legally hers, neither is the remainder, and therefore poachers have the same right in all parts, they are no longer poachers, and are amenable to no law for taking public property. But Russia is ready to protect her rights; and no nation has the temerity to dispute them. The United States has been so sure of a just appreciation of her claims that she has made no provision for their infringement. We are beginning to feel that it might be as well to be a little self-asserting. We saw something in the harbor of Sitka some years ago that was more amusing than dignified, when we looked at it in a nautical light,—we saw the poachers brought into the harbor by the "patrol of Bering Sea," and by comparison with the British vessels plying the seas to protect their nation's rights, our vessels put us very much in mind of toy boats made for the amusement of the Government.

Standing by that beautiful harbor, or sailing its charming waters and looking out over the islands that

dot its placid bosom without interfering with its safety as a port, we thought how fine it would be to see instead a fleet of noble war ships, not ready to fight, but to show the power that might be called into play if anything required their interference. How grandly they would ride in the blue waters of the Sound, or how magnificently they could breast the rolling surges of the North Pacific, their presence asserting more than all the words in the vocabulary.

It is absurd to hear the comments of some pessimists when a cruiser is mentioned, and a standing navy seems to strike terror into the hearts of peace-loving citizens. Do the guns at Fortress Monroe or Sandy Hook or Fort Delaware or the garrison on the Western frontiers mean "war?" No. They mean protection. And if they were not ready for action, or rather, if they were not in such condition as to answer at the call of the Government, there would be a worse state of national affairs than there has been, and they have been disastrous enough, as many a brave heart could tell.

If England, or any other monarchy, had control of such a boundary as the United States includes within her limits, there would be the noblest navy in the world guarding it on either side. There would be the Atlantic and the Pacific navies, and all other nations would look on in respect and admiration.

Bering Sea and her precious seals would be no object of wrangling then. The absurdity of it would be apparent to the most obtuse. And why can we not have a finer navy—a nobler navy, rightly managed, a pride to the nation and a terror to lawless invaders? For that object we would require wood, iron, steel, copper and good workmen, with capable builders to direct the enterprise. We have all these, and with the supply ready to increase inexhaustibly when required.

We saw in Tacoma, Washington, one of the finest saw mills in the world turning out logs of almost incredible size and of excellent quality, and they were to be shipped to other countries for ship building purposes. We wondered if there would be such logs to be had when we should need them for our own vessels at some early day. We have noble forests, magnificent trees, straight and tall, whose very form seems to tell of that for which they grew. Energetic men forage until they find a suitable stopping place near their noble trunks. They fell them, prepare them for market, then announce them for sale, and they are bought by foreign powers. We should retain and use these choice products from our own soil, and forest reservations of all good timber lands should be ever retained.

But when a larger navy is proposed a cry goes up about the expense it would involve. An expense it would be truly, but no institution of any kind is supported without adequate expenditure.

Yet glance at the thousands of able-bodied men who throng our cities, whose constant anxiety is lack of work. Any business once started gives an impetus to contingent industries—wood workers require steel tools, they must come through the manufacture of iron, and from one to another the labor passes, down to the miners who delve for the raw materials or the money to pay for them. And all material, from the growing trees to the gold and silver to pay for perfect vessels, is abundantly found within the limits of the Union.

And so it might be that work being supplied to the thousands, more money would circulate, the municipal governments would be rid of many a prospective pauper, the Republic would be honored on sea as well as on land, our own vessels would carry our own merchandise to other ports, and the commerce of the country would flourish prosperously.

CHAPTER VII.

A JOURNEY TO OUR NORTHWESTERN FRONTIER.

THERE is nothing like personal acquaintance-ship. All we hear of the good qualities of an individual will make but slight impression in comparison with one day's social conversation with him. So it is with a new country. It is delightful to read of the beauties or grandeur of certain localities, but the pictures presented to the mind, and the descriptions, however vividly portrayed, cannot possess the power to arouse admiration or enthusiasm as do the living, rippling waters, the bounding cataracts, the lofty mountains and the verdure covered hills. So should you like to have an idea of the extent, the beauty and the usefulness of that side-shoot of our republic, Alaska, it would be the better plan for you to take a trip thither and see for yourselves. As circumstances may prevent most of our readers from such a delightful tour there need be no limit to the number who may accompany us on this descriptive excursion.

As we will be compelled to make the greater portion of our coast-line tour to points of interest in Alaska by water, suppose we make the initial part on rail. By that means we will gain a broader idea of

our great Republic and her capabilities. We will leave one of our largest cities in a comfortable train, furnished in such a gorgeous manner as our ancestors would have thought it madness to propose. We enter and enjoy a delightful ride in a handsomely furnished drawing room or sleeping car. We partake of our meals in a fine dining room car with polite waiters to anticipate our wishes. We may sleep through the long night with no knowledge of the many miles of country through which we are flitting, while we rest almost as comfortably as upon our couch at home.

Off, we go! through a country of small, richly tilled farms with fine horses and choice cattle, making pictures of pastoral beauty, some old homesteads clinging to the hillsides, the houses and barns seeming to hang like swallows' nests as we pass them by.

What are those strange white walls that look like roughly builded tombs? They are the limekilns, one of the first industries that one will meet outside of some of our Eastern towns, in limestone districts, and a strong contrast to what will break upon our view as we pass the coal mines, or the iron foundries and smelting furnaces, which from their black mouths belch forth in fiery streams a great part of the wealth of our large cities.

Hills and mountains rise and slowly disappear as though sinking into the valleys.

Westward and northward we fly, through great cities and beautiful towns and villages; here a group of children shout and wave their hats as we plunge along; there men and women stand and gaze in wonder as the train speeds swiftly by. On! on! in the heated summer sunlight as the radiant beams illuminate the great wheat fields, as they wave silently in the gentle breeze like golden-tinted lakes rippling and curving in the distance. Rivers flash before us or beneath us and are gone. Snow-capped mountains defy us, but we talk, and smile, and gaze on the wonderful scenery as we ascend their rugged almost inaccessible summits, or glide along the lonely passes where the engine's loud screech or the rumble of the train alone breaks the stillness or disturbs the solitude. Onward toward the sunset of the wonderful North-West and Northland. The wheat fields no longer greet us like golden lakes, but like great, gleaming inland seas, bearing upon their waters food more than abundant for the hungry mills that wait to change the grain to feathery flakes of snowy whiteness, containing strength and nutriment for millions of our people, and enough to share with the great sister countries of the world.

Pines and cedars bid us welcome, and oddly remind us of the warm, sunny South from which we have departed.

Long, sweeping plains lead abruptly to mountain

sides or to rustling rivers whose voices can often be heard before they are seen in their valley homes.

Still onward we sweep through crooks and turns and tunnels and mountain passes, and over placid streams and turbulent rivers, startling wild birds as we pass, causing the antelope to scamper or the wild deer to raise his stately head and watch us as we rush along with swiftness far beyond his rapid bound.

Northward, Westward, still we pursue our journey to the great wonderland of this continent, and these thousands of miles of rapid travel through the grandest, fairest country on the globe is only the initiative step, only the doorway to a rare new pleasure.

At last there stands Tacoma, one of the great Northwestern mountain giants! Proudly he raises his great, broad, dazzling, lofty, snow-clad head towards the sky, the while holding his spotless robes around him, his untarnished beauty awing the most careless traveler, his towering crest rivaled but by few other peaks on this continent. There he stands, the mighty guardian of this portal of the West, a grand reminder of others that we hope to see.

We will also indulge the longing to see Astoria, at the mouth of the Columbia River, the town so old, so important years ago, so historically sacred that it should ever remain a monument to American enterprise, even if it has not a brilliant destiny before it

to-day. Planned, built and fitted up as a trading post by John Jacob Astor, for whom it was named, it was intended not only as a point of trade for personal aggrandizement, but it was the darling idea of the great merchant to secure for his adopted country an outlet upon the Pacific coast as well as the control of a part at least of the immense trade with China, where the dealers found the most generous buyers of the beautiful furs which were then gathered here in apparently inexhaustible numbers.

Virtually protected by the Government in the erection of the original post, and being at the head of a company whose charter gave it full power to trade in the furs found in the vast North-West, how soon would the whole enterprise have been a thing of the past and the business have fallen into the hands of individual sharpers, had it not been for the personal care it received and the money that was spent on it by Mr. Astor, who strongly held the prophetic idea of the coming importance of his little settlement, Astoria, founded on the great and beautiful Columbia River, that meandered through mineral-laden forests, and jungles filled with fur-bearing animals.

Think of the vicissitudes through which the men passed into whose hands Astor had intrusted the post; how they clung faithfully to his service, despite dangers and starvation; how one, discouraged and dishonest, sold it for a pittance to a foreign company that was jeal-

ously watching its every action; how the American flag was lowered and the British flag raised over the fort! Knowing as Astor did the importance that would one day be attached to it, what was his bitter grief at its seeming failure, and what his exuberant joy when the town was ceded back to the United States at the close of the war of 1812, and with Astoria, likewise the command of the whole northwestern coast, and thus was thrown into the hands of our Government an extensive tract now so valuable and important to us, embracing the entire coast territory which Astor's expedition gave to the United States by priority of settlement. So vividly has Washington Irving told of the events connected with it in his "Astoria," that one may almost live over again with the men, their times of danger, their distress and suffering and the tardy success of the enterprise.

The trading post town was saved to us to become for a while the centre of the fur trade, which was afterwards diverted from it further up the Columbia River.

Born to live, Astoria and the Columbia River settlements have become the centres of the fish-canning business of Oregon, whose salmon are world-renowned. She waits now only for the advance of railroads to become a great metropolis in the North-West and a monument to her German projector, not only in name



AN ALASKAN BAY.

but in the sturdy Dutch piles upon which the greater part of the town was built. It was only her British seizure and possession that gained for her the name of the "first British settlement in the North-West." American citizens, however, have made her what she now is, and only bide their time to show what she will some day become.

At the city of Tacoma, the terminus of the Northern Pacific Railroad, we find the vessel that is to take us to Alaska. but as it is not quite ready for departure, and as we may be better prepared for our voyage if we take some exercise after our trans-continental ride, we will stroll about and look around the town. It bids fair to become a great seaport in the near future, and already its docks are strong, its harbor safe, with a large lumber, coal and grain trade firmly established as a support, its location being at the southern end of that great and important bay, Puget Sound.

Our steamer is ready!

In the morning we behold the oldest American city on Puget Sound, Seattle, her terraced streets and thrifty warehouses reflected in the waters of Elliott Bay. With a rapidly increasing commerce and population, she is already the rival of Tacoma.

A three hours' steaming on the Sound, with Mount Tacoma and Baker's Peaks looming up above us and the fir lined forest-clad shore, resting our eyes from the dazzling whiteness as we steam alongside the

wharf of the Gate City of Puget Sound, a little wait for transportation business, and then proceeding across the Strait of San Juan, we reach the attractive capital of Vancouver's Island, Victoria, which we pause to admire for its beauty and wonderful growth, and the great British port and harbor of Esquimalt, which England held in the "54, 40 or fight" before its cession by the United States.

We sail on through an archipelago, picturesque and beautiful, a faint foreshadowing of the waters, the islands, the wonder-crowned shores,, which we will observe on our healthful and delightful voyage. Here is the Island of San Juan, our first possession in this great watery region. And now we enter the inland passage leading to Alaska, so smoothly, so quietly, with no shock to tell us that we are nearing this lovely land, that one forgets the many landscape enjoyments in crossing the continent for the additional joys and rapture of vision that present themselves.

CHAPTER VIII.

A VOYAGE THAT SHOULD SATISFY THE MOST ROMANTIC.

WE have passed the Gulf of Georgia and viewed Taxada Island, a large tract of land which has drawn several companies to its borders on account of its rich deposits of valuable iron ore. Now we sail through a broad expanse of water, seemingly almost limitless, and find ourselves watching with surprise as we approach the shore and turn into a narrow passage around a point near Cape Mudge. This cape is an oddly formed headland, two hundred and fifty feet high, with a flat summit, and densely wooded.

For miles we sail along the watery defile Discovery Passage, between mountain ranges rising one above the other, as they are lost in the distance, either coast seeming to vie with the other in the beauty of its scenery.

Another broad sheet of water then opens to our view. This is Mensie's Bay. We pass it and enter Seymour Narrows, a beautiful gorge through which the tide rushes, rocking and tossing our boat in a most trying manner. The captain's remark that it is "only two miles long," being rather dubious comfort, when we feel the possibility of our boat being overwhelmed

at any moment. Safe at last! We enter Johnstone Strait, which in some parts closely resembles Discovery Passage, in others it widens into grand proportions, probably seeming wider than they really are to our unpracticed eyes. But we forget the water as we gaze upon the ranges of mountains on Vancouver's Island. It is the Prince of Wales range and the Albert Edward peak that rises so grandly upon our left, the latter reaching nearly seven thousand feet in the air, bearing his crest of snow proudly as a monarch, though his feet are solidly planted in the tide below.

The long coast line of Thurlow Island bids us imagine that we are in sight of the mainland until Chancellor Channel intervenes and Hardwicke Island comes into view. Another channel stretches out before us and then we reach the shores of British Columbia. Islands large and small, some of them only great barren rocks, others verdure clad to the water's edge; bays, inlets, channels, mountains, snow-crowned and pictured with flakes of whiteness, dotting them as though flocks of sheep were wandering down their rugged sides; great hills covered with dense forests of shaded pines or sombre cedars, tiny hillocks like emerald gems studding the rolling valleys, and everywhere reflecting beauties in the glistening waters. And this foreign domain is British Columbia! From the other side Mount Palmerston, Vancouver's senti-

nel, looks up across the water way, and we sail under his shadow and into the clear sunshine again, charmed with the lovely view, but longing impatiently to pass more swiftly onward.

Steaming through an archipelago of many beautiful islands, we enter Broughton Strait, pass Alert Bay, with its salmon cannery, its strange Indian village and modest mission buildings, while now and then we look at Holdsworth Peak, a lofty cone upon Vancouver's Island, which asserts itself distinctly for many miles.

On we sail through Broughton Strait, gazing landward on either side, longing for the power to see all the scenic glories, until, with a sigh, we conclude, partly from weariness and partly from despair, that it is impossible to gain more than a bird's-eye view, and that no one could, in a single trip, retain in memory all the beautiful points of interest that crowd upon the sight, when suddenly we find ourselves steaming through Queen Charlotte's Sound, and the broad sea-like expansion of water comes as an actual relief, the scenery being so mellowed by the distance that it cannot tempt too great an effort of either mind or vision. We know that we cannot gain any but the soft, hazy view, and we gaze in gentle, restful enjoyment, scarce questioning what this or that more conspicuous point may be. Should western gales disturb the Pacific

waters and huge ocean swells come rolling in, some signs of sea sickness may appear, but they will not last, for we soon enter calm waters again.

Fort Rupert gains a little notice, it being one of the trading points of the Hudson Bay Company, of which we have heard, and, in connection with the early history of our country, read so much. Its Indian village calls attention for a while, but soon we will see our own Alaskan Indians in their native huts and homes and witness their peculiarities.

Galetas Channel bears our ship along beside its hundreds of islands and between beautiful mountains until at last we pass Cape Commerell, leaving Vancouver while turning to take a farewell look at the grand Island and to watch Mt. Lemon slowly recede from view. Looking westward, behold the great, surging bosom of the Pacific! We feel the swell that seems to make retirement and lemon juice imperative, but a little patience, a little nerve force for a short time and the vessel turns into the safe and quiet waters of Fitzhugh Sound. Beautiful views greet us on every side. Here Mt. Buxton lifts its spirelike peak toward the bending sky. As we proceed the mountains become higher and the landscape grander. The hills close by are covered with cone shaped trees to their very tops, while between can be seen the distant mountains, their summits crowned with perpetual snow.

On through Lama Passage, close by the village of Bella-Bella, on Campbell's Island, we get our first view of the "totem poles," the subject of wonder, conjecture, scientific research and perpetual questioning, and still remaining "totem poles," and nothing else. Even at a little distance we can see a carved bear, an eagle or wolf uplifted many feet and staring with great open inanimate eyes upon the passers by.

Now, as we sail through an extremely narrow, but not perilous pass, into Seaforth Channel, we behold mountains seemingly piled upon mountains, with exquisite views of distant ranges, and if it be our good fortune to get the view toward evening it will be hallowed with the most gorgeous covering of purple, crimson and gold, softening into more exquisite tints, so delicate that an author cannot describe nor an artist reproduce them. The pure, azure sky holds itself a most befitting background for the myriads of shades through which the sun-kissed clouds are passing before the dilatory darkness creeps on to obscure their loveliness.

A sudden turn brings us into Milbank Sound, from whose entrance we once more behold the broad open sea. Islands and mountains seem almost to chase each other as we sail along, and now we catch our earliest glimpses of glacier paths in the mountain passes and along their roughened sides.

Stripe Mountain calls for attention with its strangely marked declivity telling its name most plainly.

Through the narrow waters of Finlayson Channel we steam northwest, for many miles noting its shores densely wooded to the very water's edge, with here and there a mountain more lofty than another, bearing upon its brow, and sometimes upon its slopes also, great patches of snow, making sharp contrast with the shades around.

On through Graham Reach, Frazier's Reach, close by Princess Royal Island, through M'Kay Reach we sail into Wright's Sound. Beauty everywhere. Mountains, valleys, and lovely waterfalls, whose music we can almost hear as we watch their crystal waters, trembling, rushing, sweeping over ledges, through crevasses, ever plunging downward to the great waters below, that receive them in answering, bounding joyousness. Into Grenville Channel we glide through a narrow strait into Arthur Passage, still forward into Chatham Sound, guarded by great lofty mountains we view Chin-sy-an, a peninsula, as we pass northward, still between islands and snow-capped mountains until at last we cross the line at latitude fifty-four degrees, which separates British Columbia from our own Alaska.

CHAPTER IX.

PECULIAR SIGHTS IN INDIAN VILLAGES.

HAVING crossed the boundary line between the British possessions and that of our own country, our hearts swell with a strange, new feeling, though the waters of Dixon Entrance are exactly like those we have been sailing under different names. On from the far, frigid North they come, though we have not yet seen any messengers from the Polar seas, nor even from the glaciers which we hope soon to behold in all their cold, stately grandeur.

Every town, every village, every tiny inlet awakens active interest now. We could pass others calmly, admiring their beauty, exclaiming at the wonders, but not with the proud impression that amounts to a sort of proprietorship in the strange, new country now spread before us. We tell each other, as fellow tourists, how we should like those who named this country "The District" to be here and see even the beginning of it. It comes to our mind that we have been some time ago told that Alaska, or "Alakshan," means "great country," and we realize more and more as we proceed on our voyage how it deserves the title. But the good ship has brought us to a strange looking place.

It seems to be a village of low wooden houses built in the midst of a clump of trees, a few of which, by some means or other, have been blighted, leaving only the upright trunks. Farther along we see another larger village situated in exactly the same manner. There is a weirdly dismal look about this place as though some magic art had laid these trees bare by fire, each trunk being preserved intact, and the houses being left entirely untouched by the flames. The effect is indescribable as we gaze upon the villages, not realizing that we are looking upon objects that we have tried to picture in our imagination many times since we proposed to come on this tour.

This is Fort Tongas and those dismal shafts are the totem poles. Yes, on approaching we can see the great carved figures of animals, such as birds, beasts, fishes and men! Some with large staring eyes, which we can distinctly note. Some of the figures are very large and the poles fifty or sixty feet high, others being less pretentious both in height and size of the figures. They are variously painted in black, red and white, except where the weather has removed the colors, and they are carved from bottom to top in the most incongruous fashion, bearing upon them such characters as a screaming eagle, a croaking raven, or a crouching bear or wolf, an immense whale, or, perhaps, a solemn old owl. Each animal or bird is represented in some characteristic attitude.

Upon some of the poles the carving may be said to be quite well executed, and on others it is rather primitive and rough, no doubt showing the different grades of talent possessed by the carvers. But no shaft is there without its emblem, and no emblem is present without its full right to hold the position.

Among the animals often occur human shapes and faces, probably those of some great chiefs or of medicine men of more than usual renown. Here, too, are often repeated the masks, hideously ugly, that have been used by some great shaman of his tribe.

These totem poles are erected beside or in front of the doors of the houses, and they are often used in burial places in the same manner that we do our marble monuments. It has ever been an unanswerable question as to what has been the origin of these totem poles. The natives either do not know or they will not tell. There are several theories advanced and conjectures indulged in, but about all that we have ascertained in reality is the presence of the "sticks" or poles or totems in nearly all of the Indian villages of Alaska, and the knowledge that they are somewhat like family crests, each family having its own crest or ensign, to which is added, time after time, those of families connected by marriage, and that the queer arrangement of the figures is caused by each additional sign being placed or carved next to the one previous, irrespective of shape

or size, or the agreement of forms. So we find a bear holding upon his head a man, the man in turn upholding a wolf, the wolf supporting an eagle or a raven, and perhaps all overtopped by a huge figure of a whale, whose formidable teeth and prominent eyes haunt the memory of the visitor after other pictures have faded. People of the same totems are considered more nearly connected than even family ties can make them; and under no consideration are members of the same totem permitted to marry, while they cling to each other more closely than brothers.

Their signs are carved upon spoons, dishes, and instruments used in their different callings, and they are also woven in their blankets. In fact it is almost impossible to see one of the native Alaskans without finding his totem on his clothing, spear or fish hook.

But we are leaving the fort without taking a look at the long, lonely, forsaken Government Buildings that were once active with official life, but have now fallen into disuse. Fort Tongas threatens once more to become a wild, unnoticed tract, in which the Indian may again turn without interruption to his strange and godless practices.

Sailing into Dixon's Entrance, again we look far to the west over the great open sea, and feel the surging waves in the rolling vessel, then turn into Clarence Strait and through it into Alexander Archipelago. Here are islands, large and small, straits, passages and in-

lets, rocks and danger points. These we think of but for a moment; then we devote our energies in trying to count and view the eleven hundred or more islands that are included in this great Archipelago.

There a large island, densely wooded to its very verge, throws a protecting shadow over two or three inlets having shrubs and trees in miniature upon their breasts, with a rock or two peeping above the water, as though viewing the prospect before asserting themselves as islets, and rising still further above their watery bed. Hills rise abruptly, clothed in verdure, from the base to the rounded summit. Mountains hold their feet in the rushing tide while they rear their heads upwards till the clouds crown them with wreaths of tinted vapor, or snow caps them with perpetual purity.

To the left we have the land of the Hydah Indians, Prince of Wales Island. If these Indians have a love for home, and a due appreciation of the beauties around them, it will be sufficient to account for their wonderful talent for beautiful carving without our trying to prove that there are unmistakable signs of their being descended from some great Asiatic progenitors.

The mountains do not frown upon us here. They rear their noble heads toward the sky and peer at us through soft purple hazes, here tipped with black from the densely wooded ravines and there touched

with gold where the sun shines brightest. Sometimes the purple veil lifts and waves aside to let us view the great rifts that ages ago the grinding glaciers made in their slow movements towards the ocean. Again it falls, hiding the scars as though loth to expose them to human eyes.

On the right, Gravina Islands hold towards the tinted sky mountains covered with lofty pines, while beyond is a range crested with patches of snow. Revillagigedo has her pine-shaded hills, and her mountains in the distance standing like the ghosts of what they are, so still and white and lofty.

White, green and gray, purple, blue and gold, and all around the rippling, caressing waters which bear us on to new beauties, to new curiosities and forward to Fort Wrangel.

CHAPTER X.

VOYAGING ON THE LOVELY WATERS.

ON we glide through the beautiful waters of Clarence Strait, which here and there widens into lovely crystal bays studded with islets that seem to rise timidly from the water, covering their heads with a veil of tender, fragile beauty. Narrowing again, by reason of islands that loom up before us bold and silent and covered with a thick growth of foliage rising from tangled masses of trees, shrubs, vines and mosses. To our gaze the luxuriant mosses appear velvet colored with dark or light green tints, as they cluster beside streamlets, cling to trees and rocks, or as they extend along the rich earth as if anxious to soften all ruggedness that might mar the face of nature.

In the distance the mountains seem to frown upon us, so gloomy are the pines that clothe their slopes. Farther away a range looks spotless as sculptured marble, while peering between great crevices in the rugged peaks are purple hills almost lost in a bewildering haze. Up on a lofty precipice, that almost threatens to fall upon our steamer, we see tiny white spots, they are mountain goats feeding where no foot of man can reach them. That speck upon the water

in the distance is a native canoe. The occupant is fishing, and were it possible, we might see him catch and land a weighty salmon almost as coolly and easily as one of our Eastern anglers would lift out a brook trout. Look at that dismal bluff closely, and from a fissure in its side we will see purest water rushing, gurgling and finally plunging in a smooth, translucent stream over a wall a hundred feet or more in height, breaking into a million atoms before it loses itself in the current beneath.

From Clarence into Stikine Strait we glide with no unusual or special object to note, except possibly to the practical eye of captain or seaman. Onward and upward toward the east, and what is this we behold? A town? A sign of civilization in these wild forests? Aye, it is Fort Wrangel! This town was named for Baron Wrangel, who established a trading post there over one hundred years ago. The United States built a stockade for the protection of its people against the aggressive tribes soon after the purchase, but it was afterwards sold to private parties. The town nestles at the foot of great cone-like hills, and rests upon a shadow-ridden harbor dotted with isles and islets, some but single rocks forever washed by the waters, which with a sort of slow, calm dignity, scorn the bustle of our steamer and the ringing of voices that exclaim at their loneliness. Great frowning cliffs and sharply defined crags surround the place and multiply



TOTEM POLES, FORT WRANGEL.

themselves in the waters that our vessel gently ruffles. High promontories stand as sentinels around it, at the rear range after range of volcanic peaks separate the dark little town from the lofty lines of mountains covered with everlasting snow.

The dark green foliage of the pines, that are to be seen on every side, gives the place a sadly weird appearance, which is intensified by numbers of fallen trees, some dead, some dying, others clinging tenaciously to life, sending out their tender shoots upward from the prostrate trunks, and in the effort producing a more sombre effect. But the power of the mountains, the silence of the waters, the sadness of the pines, are only the gloomy background for the spectres that stand in front of some of the low wooden houses close to the water's edge, while the light canoes, which just now are skimming along with scarce a ripple in their wake, seem to be floating over and among these ghostly totem poles, for such they are—sacred signs of family station, dearer to the heart of the Alaskan Siwash than royal crown.

Here we find two or three graves in particular that artists have so perfectly presented, that we know them at once, and we cannot repress a smile which greets a massive whale that boasts a head at each end of its body, two sets of even, white teeth and widely staring eyes, resting upon the head of a human figure, which is sitting and clasping its knees as if to steady the burden.

Here is another totem surmounted by a huge bear who has evidently left his foot-prints as he climbed the lofty pole. And here a grave built like a small log cabin, overtopped by a snarling wolf. The size demonstrates that considerable strength and ingenuity must have been required to mount these figures to their high positions.

The fort is forsaken, as is the one at Tongas, and with it seems to have gone all interest in improving the town, except what the natives choose to do in their own peculiar manner. But our own people from the steamer are hurrying from house to house and hut to hut, trying to purchase some of the odd and fantastic carvings, or they are securing one or more of the soft, well worked and valuable blankets for which the tribes that inhabit this locality, as well as the ones at Chilkat Inlet, further to the North, are noted. It will give an insight into human nature that evidently belongs to the entire human race if we watch the dark-faced T'linkets striking bargains, which undoubtedly, so far as their limited knowledge goes, will make them more wealthy after our visit. But the purchaser need not be sorry, for the really fine carvings and the more perfectly woven blankets are becoming things of the past, as the natives seeing the demand growing greater forthwith proceed to supply it at the sacrifice of beauty and finish.

But look, the sun is disappearing in a mist, and its particles gleam like tiny prisms. Now we hie away

to the vessel, and then look back. The pines grow downy, their tops seem to meet closer as the mist falls upon them lightly; the houses become smooth and gray; the great poles lose their sharpness and take about them drapery that makes them more ghost-like, but less hideous; the water is almost black as the diaphanous skirts of the fog float across it, here and there dipping to its surface and then drifting off in waving curves toward the distant hills.

Good-bye Fort Wrangel. With all your gloom, your frowning mountain surroundings and your ghosts. We will never forget you, but will long once more to see you when we are sitting at our cozy Eastern fireside. We must leave, not even lingering at the mission house, which is struggling to accomplish a great work of reform and education among the gifted T'linkets. We must be gone, or our kind-hearted captain will become impatient, for he has already given us the best part of the day for our wanderings in and about the town and native village along the shore, and abundant time to see these strange people in their equally peculiar homes, and also to purchase to our hearts' content the "curios" that they hold for sale.

CHAPTER XI.

A TRIP FROM FORT WRANGEL TO JUNEAU.

UP through the Wrangel Straits we steam, watching the purple mists fall in curling waves all the way along on either shore; now hiding the lines of stunted but richly verdant trees and bushes, which are bound together in impenetrable jungles by grasping stems of brier, or long floating bands of living moss; then, lifting, giving us clear, but only momentary views of rolling hills and distant mountain peaks, whose snowy crowns gleam like burnished silver against the deep, cloudless blue.

Here, as everywhere in this part of the country, the shores are precipitous. There are no gentle slopes nor silvery beaches. The land seems to have taken a headlong leap into the black waters, leaving a portion exposed to light and air, while the other is washed forever by the restless waves, whose ebbs give glimpses of the steep and rocky sides of the submerged portion.

And now we enter Dry Strait. A curious name for a body of water much wider than the one through which we have just passed. There are rocks, desolately bare, tiny islets, upon which the water-birds sit, warming their beautiful eggs into soft, downy life;

shoals, which our helmsman's knitted brows and earnest eyes tell us are to be guarded against for our vessel's safety, and larger islands overrun with herbage that reaches down to the water's edge, dipping its slender leaves as the waves ride in and waving a gay good-bye as they recede. But look, there are great cakes of ice dancing towards us! We would call them bergs, but we must reserve that name for those that we will meet in Icy Bay.

We are approaching that which we have never seen, but of which we have dreamed and thought many times. The floes of ice grow thicker. The air is chill, telling of their presence, even if we had not seen them. And now behold Patterson Glacier! A great wall of ice towering above us, making our ship seem as nothing, ourselves as atoms before its gleaming majesty.

In some places where the ice is decaying it looks like dirty, porous snow; in others it is deeply blue, while here and there great turrets reach heavenward in gleaming crystal points. Hills and valleys, all of ice, throw out exquisite prismatic colors where the sunlight touches, and even above the wash of the waves against the sides of our ship we can hear the music of many trickling streams that have worn channels for themselves in the solid ice, and are now rejoicing in their freedom. How they ripple and glide and plunge, making mimic cascades as they

throw themselves into the eager waters of the Strait. We fain would linger and drink in the delightful view a longer time. The moments have flown so swiftly. But the captain's quiet command turns us away from this glacier, to continue our Alaskan tour.° We look back as long as we can see a vestige of the cold, silent monarch of the Strait, and perhaps in our inmost hearts doubt the possibility of anything being more sublimely beautiful.

By making a detour of several miles, as we have done, we get this fine view of Patterson Glacier, the first one to be met on our trip northward, but in a short time we will behold a whole series of glaciers in Glacier Bay.

Out into the broader, wind-rippled waves of Frederick Sound we glide, where each sharp-edged wavelet is crested with a cap of foam, not snowy white, but formed of tiny bubbles, glistening and flashing as our vessel sends them far to either side of her saucy prow. With no change that we can note, and while we still are exclaiming at the beauty of the Sound, our captain informs us that we are in Stevens' Passage. As it grows narrower the mountains and towering hills seem near or far as the clouds pass between us and them.

The glinting white of the snow patches against the green, which is darkened with pine and cedar, the gray and yellow of the sphagnum and the rosy flecks

of lichen, make us long for some magic power that would enable us to hold the picture in substance forever. There is none of our party who are at all anxious to visit Admiralty Island, whose shores we gaze upon with as much curiosity as admiration, for it is said that the Island swarms with bears, and while we have no objection to seeing five hundred of them roaming about, we feel safe knowing that they are not in the habit of attacking steamers, and especially at respectful distances from their territory. They evidently do not swarm to the water's edge, for we did not get a glimpse of a single one of this prowling tribe of animals. Northward still we go, passing Stockade Point, an old trading post of the Hudson Bay Company, which built the block-house and stockade, now crumbling quietly into decay, making a striking contrast with the everlasting snow-capped mountains which rise from the rather low peninsula, seeming to draw the land toward them as they tower above the shore.

Nearly opposite is Grave Point, a native burial ground, weird, silent and lonely beyond all description—a dismal spot among the landscape pictures as a black cloud upon a fair, sunset sky. The grass grows rank and tall. Last year's seed-stalks, still overtopping the young growth, rustle a sad warning to the joyous blossom buds that are bursting into life. The small evergreens look darker and more solemn

than their companions of the neighboring slopes, because of their nearness to the odd grave-boxes that are standing here and there on their stilt-like posts; some marked only on their sides, others overtopped with totem poles varying in height and design, according to the honor of the family to which the quiet sleeper belongs, and all turning their startling features toward the lapping waters, whose swish and murmur in the solemn stillness, sound as mournful as any dirge that ever sighed its minor notes above an honored grave.

Our captain has at our request, let us pause awhile to gaze upon the scene, but a sigh emanates from more than one heart as we leave the place.

We look with longing eyes at Taku Inlet as we pass, wishing to take a boat and sail over its lovely waters, visit its glacier, or roam about its many beautiful islets and watch the silvery fish leaping through its limpid water currents. The head of this Inlet is destined to be the starting point of a route to the Klondyke gold field region and the Yukon, in the coming season. But we must leave it as we turn to the right and enter Gastineau Channel.

Beautiful, picturesque Gastineau Channel, narrow in some places, only navigable for small boats, but so lovely! So rich and fair its valleys, so pure its waters, so lofty the mountains, with snowy seams down their rugged sides, and vivid green in strong relief against

the moss-covered rocks. Turn which way you will, in the evening light, there is nothing but beauty in the little city that nestles between the mountains. This is Juneau! We will leave it now, for night is falling, and we cannot see clearly its special features until morning dawns.

CHAPTER XII.

AMONG THE GOLD MINES—JUNEAU AND DOUGLAS ISLANDS.

WE have risen betimes this fair, clear morning to get a glimpse of the city of Juneau in the glow of sunrise. It is a small town, and indeed at home we should call it a village, but in this sparsely settled country, it deserves the dignity settled upon it.

The sun is tinting the snow-draped mountains at the base of which it nestles with rose and yellow, mingling the colors in streaks and dashes and making their rugged sides rival the glowing sky. Juneau still lies in shadow, but we can see that it is built upon a slight slope that seems to have slipped from the mountain which towers above so protectingly. The houses look cool and cozy in the pallid light that falls upon them.

And now the sun looms suddenly above the mountain tops and pours a flood of dazzling glory over the small white houses, and the skeletons of those being erected, as well as upon the few native huts of the Alaskans near by. There is nothing remarkably beautiful about the town in the plain day light except its location between two lofty mountains on the shore of a lovely channel. But it is destined to be a great city ere many years have rolled by, because it holds an important position in the rich gold and silver mining districts, and is already the nucleus of a commercial

centre. It was the discovery of gold by two prospectors, after one of whom the settlement was named, that led to its rise, and it will be this search for the precious metals that will lead to its future great success.

It is now a thriving town, having stores, a post-office, and a port at which all the steamers stop. More than this, it is the place from which issues forth weekly papers, with their budget of home news, notes from distant sister cities, special gossip, and comments upon the present value and future prospects, not only of its own, but of neighboring places.

There is gold in the valley of the Yukon river, gold in the mountains, gold in the islands. Gold Creek carries gold dust in the sediment which it brings and deposits in the channels. Across the channel is Douglas Island, said to contain enough of the precious metals in its bosom to pay off the whole of the United States debt.

Think of a small island in our far away and too often despised Territory having the largest gold stamping mill in the world. The Treadwell Mining Company runs the mill which contains over two hundred stamps, and is gradually completing an additional power that will eventually double the present capacity. The company has refused fifteen million dollars for the mines, because they believe that even such an immense power as it employs cannot exhaust the supply of gold in a lifetime or even in a century. Doubting

persons might call this "moonshine," but positive proof is there for those who choose to visit the mine from which the out-put in one year was nearly \$800,000 worth of metal. We find accommodating managers who are perfectly willing that any one should see the whole process, from the hard rocks that must be blasted in order to work them, to the pure metal from the dross. The stamps are running with a deafening roar day and night the entire year. The large hoppers are kept full on the upper floor by tramway cars, that are loaded in the mine, in the hillside, from the quartz vein, by means of stoping platforms, and they are run back and forth, as ore is needed in the mill, at the foot of the hill. Much water is needed to clear the powdered quartz of the soil, but the company owns the water supply of the entire island for their own use.

And we can explore the island at our pleasure, losing sight of the scenery around us in our eager quest for the signs that miners know so well. Think of a gold-bearing quartz vein four hundred feet wide, as this one is, the Bear's Nest vein, which is probably one hundred feet wider; or one 600 feet wide, as the Lorena mine ledge on Admiralty Island! There is a feeling akin to the pride of proprietorship in the hearts of all true-born Americans when we are told that there is sufficient gold in sight to pay the price of the Territory two or three times over. As we traverse the Island or look across at

Juneau, and know of the valleys beyond its abrupt hills which are teeming with a golden harvest, awaiting only hardy hands to come and gather, we are convinced that at some not very distant day there must be a great centre for the vast business interests that are necessary to carry on the work of development.

And what place better than Juneau! Already settled, already possessing a passable port, and even now mentioned as one of the cities of the United States. Business and pleasure do not often combine so beautifully. Here are the ores, the workmen, the tools; and the natives make excellent miners. Here the vessels can come to carry away the fruits of the miners' and stampers' toil. And here nature revels in wild mountain grandeur, in calm valley peacefulness and in rushing water music; while now and again messengers from the great glacial fields come sailing down through Gastineau Channel and Taku Inlet, jostling against the grass-draped islands and brushing the long, feathery ferns as they pass.

But we must leave Douglas Island, excusing its stunted flora when we remember the soil from which it springs. We must leave promising little Juneau and the Gastineau Channel, whose waters, fed with gold and debris from glaciers and gulches above, are choked by the accumulation into shoals, and refuse to let us go onward. We must retrace our path to the entrance of the strait before we can proceed northward to scenery more charming and wonderful.

CHAPTER XIII.

LYNN CANAL AND CHILKOOT BAY.

LEAVING Gastineau Channel, and taking a last longing look at Taku Inlet, we steam toward Lynn Canal, in which great and wonderful beauty awaits us. Those who have been there tell us of its scenery, and in anticipation our imagination begins picture making, which, as we glide along, becomes at first eclipsed and finally effaced by what we behold in bright reality.

Lynn Canal is but the entrance to our lofty American Alpine scenery, but even here no land can boast rarer and more startling and contrasting loveliness! Great frowning mountain peaks, bleak as night in some places, in others white with the snow of ages, bear on their sides mimic glaciers—rugged icy masses—rich in emerald and azure tints, and capped with clearest silver or purest fleecy white, shaded down to azure and brown where the earth and water mingle at their foundations. Surprises greet the eye at every turn. Low, dark evergreens throw their shadows across the gleaming ice and draw their needed moisture from the streams that steal their way through gilded passes. Cascades break upon the view suddenly, as they leap from great rocky heights and plunge with scarcely

a sound into the dark waters, which foam for a little space and bubble as they open to receive them. Rivulets ripple and glide and glisten on their way and trickle so gently into the black canal that their advent is hardly noticed by the ceaseless waves.

Everywhere ice and snow, water, earth, and sparse but hardy vegetation meet the eye, no two places having exactly the same formation or combination, yet all to be described by the same defective or deficient adjectives.

Here we are in Chilkoot Bay and pressing forward to its terminus, reach by a mile or two the highest point yet passed in former voyages of the steamer, and the most northerly of our trip in this direction. On our right six or eight small waterfalls, keeping company with one of great power and beauty, welcome us to the country of the T'linkets. The shores are sharp, abrupt and rocky. The snow-covered mountains towering above us on either side show great seams of mineral-stained quartz, which outcrop from dark, slate-like formations from the water's edge up toward the dazzling snow line. Streams of greenish-yellow water trickle through the lines of yellow quartz and mingle their colors with the bay's darkly blue waters. In some places the outcrop is white and smooth as marble, in others it is rugged and tinged brown, green and yellow, making an appearance something like the lichen covered rocks in the more southern districts.

Eagle Glacier glows and frowns upon us from one side to be eclipsed in magnitude by Davidson's bolder and more massive majesty as we enter Chilkoot Inlet. We fain would linger near either and feast our eyes upon the cold, wonderful beauty, but soon we will see the peerless Muir Glacier and gain far greater pleasure in exploring its vast moraines and peering into its nooks and dazzling corridors. Chilkoot Inlet bears our good vessel through more of the same wondrously tinted beauty; between lofty mountain ranges that shut out all but their own stately, haughty grandeur, then open for a space, showing ranges, hills and glacier streams in the distance until the very head aches with the brain's effort to take and hold forever the beautiful and impressive pictures.

Dyea, Dyay or Dayea, the starting point for the new gold fields of the Upper Yukon River, is situated at the head of this Inlet on its eastern side. This route leads over the Chilkoot Mountain Pass, thence to the series of lakes that offer a water-carriage by canoe or boat to the Yukon.

In this region the summer sun hardly takes time to rest from his round of brilliant duties. As he retires he sinks so slowly, so regretfully, that the last tender tints of one day are hardly buried in pallid twilight till the new morning's pageant appears and decks the sky in colors rivalling his late departure.



FINE CHILKAT BLANKET AND WORKED TOTEMS.

Beautiful flowers in gold and pink and purest white smile from valley and hillside. Tall grasses wave and ripple in the gentle wind. Cedars, vines and willows spread their verdure-clad branches to catch the warmth and brightness of the friendly sun. In the woods the moss makes a carpet, velvety, soft and deep enough for the feet to sink some distance sponge-like, before touching ground, making locomotion and transportation difficult and irksome. Briars and wood tangle, with trailing tree moss, lash the trunks together in an impenetrable jungle of living beauty. Waters clear as crystal, and cool and fresh, trickle on their way from the glaciers to the smiling, sun-kissed inlet, where countless fishes flash like jewels as they dart about from shore to channel. Immense strong stemmed ferns bend toward the water beside tender, fairy-like companions, which dip into the stream and lift upon their feathery leaves bright gem-drops, in which the sun may find his beams reflected. And this is the land of the Chilkats, among the bravest, most warlike and surely the richest of Alaska's natives.

Here the wool of the mountain goat is made into the famous Chilkat dancing blankets. The snowy wool is interwoven in the most grotesque designs by the women, while the men carve spoons, cups, spears, fishing-hooks and many other articles, useful or ornamental, from the jet black horns of the same animal. Some of the carving is exquisite in design and finish,

displaying artistic talent of no mean order. These Tlinkets have long held the position of "middle men" between the traders, and they have fully profited by their power and cunning, for their wealth is proverbial among the northern nations.

But we have lingered long enough with the natives. Our ship courses on toward Icy Bay, the home of icebergs, the dwelling of glaciers whose steady, resistless but imperceptible advance toward the sea fills our souls with wonder and admiration.

CHAPTER XIV.

OVER MUIR GLACIER—A BIRTH-PLACE OF ICEBERGS.

THERE is no cause for complaint in being compelled to retrace our course through Lynn Canal, even should it require many hours to do so, for new scenes open before us at every turn. Islets appear that we did not notice as we passed, or it may be that approaching them from an opposite direction makes them entirely new to us; clear, babbling streamlets hurrying to their sure engulfment in the greedy waters below; snowy cascades rolling and tumbling over rugged rocks and polished pebbles; mountains whose frowning contours stand sharply against the tender azure of the sky, and here and there fair, fleecy clouds reproducing themselves in the tinted bosom of the Canal, all tend to make the return as lovely as any part of the trip.

Now we pass through Icy Strait, the doorway to Glacier Bay. Icebergs bow a chilling welcome to us and the air becomes decidedly bracing, with a promise for the near necessity for warmer clothing.

And now our vessel steams on in among real icebergs almost as tall as her slender masts, and some far more broad than her graceful hull. Great moving masses of crystal, tinted with all the shades

of blue imagināble, from palest pearl to deepest indigo, with here and there rich rainbows gleaming on the splintered edges. On we move, jostling mimic icebergs out of our path, tossing them aside with every pulse of the iron heart that propels us along safely and smoothly. Far ahead there seems to be a dense white mist, a few moments it rolls and curves, but soon it has cleared away and all is still. The captain answers our query with a smile and tells us that we are in Glacier Bay.

Night has fallen and we must retire, each with a silent resolve that he will be first to see what further wonders are awaiting us in the breaking day. In the morning sunlight behold the mighty giant Glacier, in front of whose splendor and beneath whose threatening brow our puny ship stands, audaciously puffing her smoke and steam right into the face of so much majesty that we are compelled to fear that punishment must follow. Muir Glacier rises before us, not a great, tall rock of ice, but a crystal citadel, with towers, turrets, crested minarets and lance-like spires, all of glittering ice, clear and transparent, shading through all the tints and tones of blue; capped in some places with purest silver, in others with fleece-like snow. Later in the morning we land and climb to its summit and roam over its crystal landscape. Deep crevasses show shimmering lights far down their shattered sides when the sun touches the ragged edges of the waving

curves of broken ice. Strange sounds come up from the uncertain depths—murmurs, gurgles and long broken sighs, as the prisoned water forces its way along, now and then interrupted in the course by rocks and stones, and sometimes aided in its sad-toned music by sharp gusts of wind that sweep down into the icy gorges. Great solid blocks stand between these crevices, so clear and pure that one can imagine that the eye penetrates to an impossible distance into the heart of the Glacier.

Deep, chilly caverns yawn almost at the feet of the daring explorer, and ever and anon loud thunder tones and frightful crashing sounds reverberate from neighboring crevasses as great ice masses fall into the depths and startle one for an instant, so calm and quiet is the solitude around. Beautiful grottoes, with clear blue flooring and shimmering iridescent walls greet the beholder in most surprising localities. Long, irregular depressions starting from the far away heights of the ice mountains and running quite to the turrets near its verge make courses for the constant drip from the hills beyond our view, as the rivulets trickle and rush onward down to the sub-glacial river, or as the superficial streamlets discharge their freight into the Bay by the glacier stream near the mountain side. Some rivulets are clear and limpid, some appear like streams of milk, others like amber, while more are turbid and swollen in the mid-

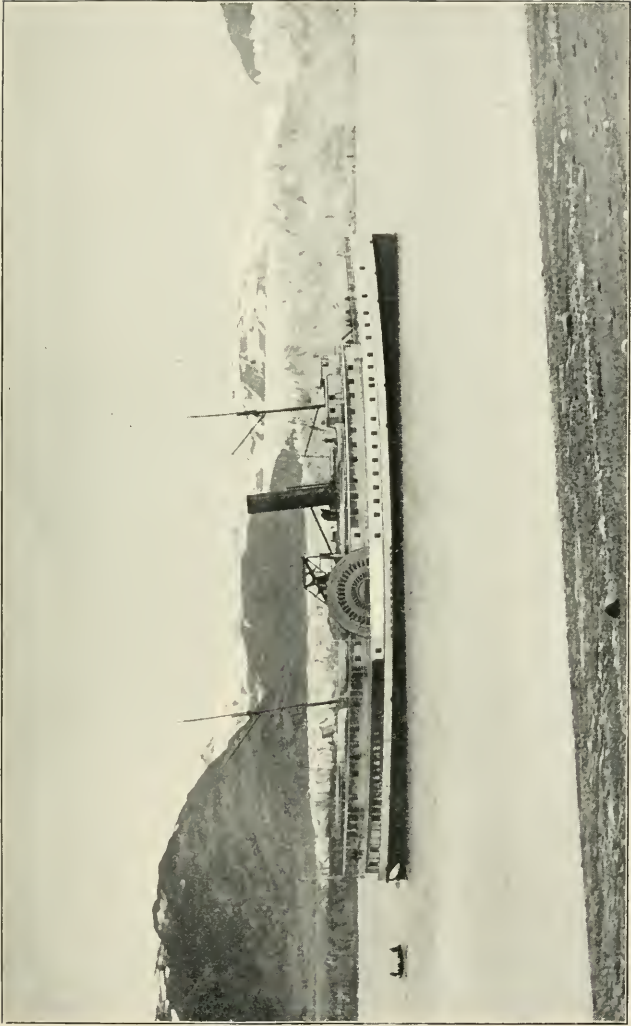
day sun, carrying with them mud and stones, making rough, grating sounds as they take their final leaps into the water.

Here and there moraines give safe footing for the most timid to explore the Glacier. Debris, polished stones, pieces of rock, scratched and ground into all imaginable shapes, dark earth and tiny rivulets, compose these great moraines, whose sub-strata is solid ice. Once in a while old tree trunks meet us as we scramble over the rugged surface, and now and then a lovely flower peeps at us from some sheltered spot near the hill side.

Go into one of the lovely grottoes.

Its dazzling beauty makes the heart swell with admiration, powerless for words to express. The tinkling song of the melting ice, as it drips down the chiseled walls, makes infant echoes in small offsetting chambers that no foot dare enter, while the flecks of light falling upon the pellucid water, gleam like living eyes, which seem to blink as the tiny streams run smoothly or vary in their onward motion. But, alas! amid all this glittering loveliness there is a chill as of the tomb! The feet become numb, the ears tingle and at last frail nature compels us to leave and return to the welcome warmth of the sun.

We may wander on and upward for miles, seeing at every turn new features of the mammoth Glacier whose birth-place we cannot reach. Explorers have



A VIEW ON GLACIER BAY.

traveled over its expansive surface for at least eighty miles, and its full extent is supposed to be nearly four hundred miles; its width varies according to the proximity of the great mountain chains and peaks to whose presence it has accommodated itself most wonderfully, notwithstanding it has torn and bruised them as it passed. Wearied, cold and hungry, we return to the ship, which rides in the rippling waters or tosses as some sudden motion rolls and rocks it. Here from the deck, or even from our stateroom window, we may gaze until we tire, for our captain kindly promises to stay all day in the immediate neighborhood.

Bang! Crash! Roar! Again and again that clattering cannonade. Again and again the water, turned to misty foam, leaps high and tosses, for a distance, its glistening particles! And now, not very far from where we ride, we hear the loud report of its sudden cleavage, and watch an immense berg break from the parental bosom, and plunge down, down into the deep waters of Glacier Bay that welcomes it with engulfing waves, and throws around it a very Niagara of spray. Down it plunges deep into the yawning gulf, lost and entombed.

Then it bounds up suddenly into a massive, glistening, silver-clad tower, dashing huge waves across the bay, and dancing up and down, each time showing more of its glinting, dark blue surface, each time

seeming to endeavor to bring itself into a more secure and dignified position. At last it settles and then starts out upon its journey to the sea—a glorious, new-fledged iceberg, out to the wilting waters of the briny sea—to the golden sunshine, which, while lending new beauty to the Arctic stranger, will steal part of its life away with every slender ray that touches it.

So section after section of the mighty glacier secedes and starts upon its independent journey. So heaven's grand artillery notes each iceberg's birth, and so ever the waters baptize the beautiful majestic voyagers, as they start forth on their fateful journey.

Look long upon the wonderful creation. Here rides our tiny ship close beneath its gleaming crest. Here we stand, atoms, whom the boulders could crush into shapeless clay. And yet we gaze and calmly talk of the grandeur and the beauty.

Can it be that the huge glacial ice mountain, miles and miles in extent, is surely, positively coming toward us? Can it be that each of those deafening salvos prove that its progress is tending in our direction? Yet we wait and watch. Yes, some of us would like to see with our own eyes the onward movement, so slowly and imperceptibly is the glacier motion. We would dare to hold our position until we could have the proof in our own knowledge that the great ice river, the mammoth frozen cataract, is really

moving onward ever and ever toward its own destruction.

Will we ever forget this city of spires and turrets, this home of caverns and grottoes, this birthplace of the huge, beautiful icebergs that gleam down upon us from every side? Will our ears ever fail to hear those ringing, rattling charges of nature's artillery?

In years to come the picture will doubtless be as vivid as the first impression, for time can scarcely efface such stupendous grandeur from the mind that has received it.

CHAPTER XV.

AMONG THE ISLANDS—FROM MUIR GLACIER TO SITKA.

LEAVING the magnificent, beautiful and wonderful Muir, what wonder is it that we turn and gaze from the upper deck of our steamer as long as the tinted towers and gleaming front of the Glacier can be seen in the increasing distance? With a long sigh of regret and lonesomeness we glide away, perhaps never to behold the like again. There is but one place that we may visit to find the Glacier's rival, and that is Greenland, but tourists are not yet daring enough to encounter the dangers and difficulties of such a voyage. From this time, Swiss Alpine Glaciers, grand as they are, will lose much of their attractiveness to us.

Sailing onward we can see nothing of the Glacier but the great beautiful fragments that come floating down in front, to the rear and alongside of the ship. As we will need ice for our return trip, our daring sailors throw great grappling hooks into the clearest floe that they dare approach, and our vessel steams saucily along towing in her wake an iceberg, from which the men are industriously breaking convenient blocks and stowing them away in the huge ice chest. Sometimes the men will go off for a supply while the steamer

is anchored and bring in a life boat load from bergs near the glacier's face. Sometimes tall icebergs can be approached so closely that a supply can be cut off from above and dropped down upon the deck of the ship. When shall we ever drink of water from such pure, limpid, rainbow-tinted ice as this after the store is exhausted and we cannot reach Icy Bay to replenish it?

Slowly but surely we are leaving the cold, barren, beautiful North. Down through Icy Strait small icebergs dance against our vessel, and then turning away dart about in a comical manner as they encounter the rolling waves in the wake of the vessel. They grow smaller, and at last almost entirely disappear as we make headway through Chatham Sound, one of the largest and most wonderful of Alaska's charming waterways. Its many islands, islets and kelp-covered rocks are always making changing scenes as we wind carefully around to avoid shoals and hidden rocks. Great sweeping branches of kelp turn about like long brown serpents as the movements of the ship agitates the water. Reeds grow tall and strong in bunches here and there, and ferns, and mosses mingle to grace the islets that we can almost touch as we glide along into Peril Straits.

The name is enough to make the heart a little anxious about the safety of this part of the tour, but we are assured that it is no worse than other portions un-

less we should be foolish enough to partake of the poisonous mussels of the neighborhood. It was the death of a large number of Aleuts who had eaten of them at this place that gave the name of the Straits. For quite a distance the stream is wide, but it gradually narrows, and with Neva and Olga Straits forms a number of most beautiful channels, graced with little islands completely covered with verdure. Oh! the welcome, restful green, shading to many tones, as the growth is young or old! Oh, the sweet, healthful perfume of the feathery pines!

The graceful bending of the branches as the breezes touch them! What after all is the frozen, silent beauty of the North in comparison to this living, perfumed loveliness? But night has fallen. We will rest now and see how far we will be on our journey when the morning gong awakes us. The quietness of the ship as it lies at anchor arouses us, for the monotonous jar of the machinery has long ago become our lullaby. It may be time to rise or not, but it will do no harm to take a peep and get some idea of our whereabouts! Ah! where are we? What lovely surroundings! Rise and see more fully! This is Sitka Sound. Here are the bright gleaming waters of the bay all decked with rocky, moss-covered islands clad with verdure to their very rims, and bearing stunted firs and slender spruce trees whose tips quiver with the slightest breath of wind.

Briars and long creeping vines form tiny jungles among the tree-trunks as though to defy invasion upon the lovely precincts. The waters lap and ripple in and out, now showing the rocky bases of the islets, now leaving the ferns and mosses high upon their mimic shores. Look up over the bow! There is Mount Edgecombe, with an almost perfect cone, its top cut off so smoothly as to appear like a table, but a crater 2,000 feet across and several hundred feet deep is known to be reposing there. Once it illuminated the Sound with its lurid light, but it has long since become dark and silent. In the morning glow the peak is strangely beautiful. At its feet small trees and vines cluster closely, growing more scarce toward the top, until they disappear altogether, leaving the rugged red of the lava and stones in strong contrast with the clear waves of the bay, or perchance the gliding water of numerous cascades, or seams of snow so protected that they remain in the fissures in the mountain side from one winter's storm until another cold season comes to replenish them. On the other side, near at hand, lies Sitka, with its cluster of plain, old-fashioned houses and native dwellings. From their midst Baranoff Castle once arose, which has since been burned down. It was not a grand, imposing castle, ivy-grown, bastioned and turreted, but a square substantial structure of frame, painted light or yellow and surmounted by a small tower,

from whose window it is said the ghost of a beautiful lady watched across the bay when the nights were dark and stormy.

We know that it was used by both the Russians and our own Government as a point from which to take observations of the locality, but maybe while the officials slept the ghost occupied the window with a lantern.

How still it was the morning I wandered over it and gazed curiously upon it. That old castle that once echoed with the voice of its lordly, self-indulgent, indomitable tyrant and master, Count Baranoff, whose hall once sounded back the clamor of invited guests, or the ripple of sweet laughter from fair ladies' lips. How those lordly rooms once rung with the sounds of rout and revelry!

These lonesome streets were once graced with Russian soldiery in brilliant uniforms. And long ago thousands lived where now the inhabitants are so scattered and so few! Then the population was nearly all thrifty whites; now it is composed of Creoles, Indians and but a very few whites, a small number of whom live a sort of dejected, indolent life, which shows itself not only in their faces, but in the dilapidated, fast-decaying abodes which they occupy. Only one good thing has come to the capital's occupation by our soldiers, and that is cleanliness. With all the Russian grandeur and pomp the town was in many places

dirty and slimy. Now it is passable and quite pleasing in every direction, and the present government officials and the business people are improving its condition.

The training school for native Alaskans is a model of industry, thrift and neatness, and it is doing a good educational work among the Indian children.

Look! the sun is touching the dome of the old Greek Church, and stealing in at the windows to kindle new light about the richly gilded pictures, the altar and its gaily ornamented surroundings. It touches the sweet, pure faces of the Madonna and child, it glorifies the saints who guard the altar place. But look beyond! The mountains around are touched here and there, and the sunlight gildings look like great flecks and patches of gold.

The grass, the trees, the waters smile to greet the sweet morning. The birds, oh, the strange and beautiful birds that we have not heard for so long, are singing a loud and joyous jubilee! Why is Sitka to-day not more fully occupied? Why is all this loveliness wasted? Pearly, shimmering beauty in the waters; waving, tempting, refreshing and charming glimpses among the trees, the grasses and the brightly blooming flowers! A climate never too hot, seldom too cold. Is it the drizzling, superabundant rain or mist? Even that does not last all the time, and it is no worse now than when the town was

occupied by thousands of Russian inhabitants. It is the greed for gold and new fields that has caused the beautiful capital to be forsaken for the more distant, flourishing mining towns that are springing up elsewhere.

Probably it is the uncertainty or insecurity of landed investments that hinders its prosperity and even depopulates this lovely place. If so it will continue until the United States gives a territorial government to this deserving section of the country, and furnishes adequate official support and jurisdiction with a naval force and outfit to maintain the laws when given. Alaska has food-fish enough to supply the entire country, and immense gold mines and other resources, so that one day Sitka, her capital, may become a great metropolis.



SITKA—GREEK CHURCH IN CENTRE.

CHAPTER XVI.

SITKA AND ITS LOVELY EXCURSION GROUNDS.

A HASTY breakfast and we are all eager to land and take a near view of Sitka and its environs. The lethargic little capital wakens at our coming. The Governor, the Marshal and the other government officials show us all the honors that the city can offer. The Rev. Sheldon Jackson, the superintendent of education, and Rev. A. E. Austin, the mission leader, and their associates, call our attention to the efforts they have made and tell of their determination to continue their most excellent work, while they most sadly lament the inadequacy of the help they receive from the Government, which made such promising efforts at first when the Territory passed into its hands.

The Greek Church, despite all care, shows the ravages of time; and many houses which look as if a little labor and paint would redeem them from their rustiness, are sinking, as though infected with the apathy of the spiritless aboriginal inhabitants. An incongruous party they are, as we see them.

Among the inhabitants we find a few Americans, whose faces seem familiar, bright and active and cheerful, making us have a warm friendship, or a sort

of family regard for them, it seems so long since we have seen any one outside of the ship that at all resembles our own people; a great number of Russians, many of them much like Germans in complexion, with a stolid, quiet expression; a good many Creoles, some showing in color and features their white admixture, others holding closely to their darker progenitors; and a superabundance of pure Alaskan natives, dusky, bright-eyed, with medium-sized physical forms, and more intelligent in appearance than most of the American Indians.

Here in this quiet harbor, where our own ship is the only craft except the native boats and several visiting vessels, a Russian fleet used to ride at anchor, making gay contrast by their slender masts and floating flags with the surrounding lofty mountain peaks and tall, sombre pines.

The Stars and Stripes have given greater promise. It has already been proven how well worth those few millions of dollars this vast Territory has become.

There are stores in which we may purchase many works of savage art that surprise us, as we look from one to another, more gracefully fashioned or more artistically carved. Here, too, as at Juneau, we find Chilkat blankets wonderful in texture and ornamentation. The Alaska Society of Natural History and Ethnology, which makes its headquarters at Sitka, is endeavoring to keep up an interest in the native art by

collecting all obtainable specimens of their handicraft, particularly those which were made before the demand for curios tempted the production of more hastily accomplished, and, therefore, imperfect work. It is to be hoped that there will be retained a sufficient number of perfect objects to show future ages what sort of artistic talent and manufacturing abilities the wild Alaskans possessed.

Notwithstanding the historic objects and the curiosities to be seen in the town, it requires but a day or two to accomplish the round of sightseeing, but there is one advantage it possesses to summer tourists, and that is they can make it a centre, a sort of home, from which to make excursions to gold mines and many points of interest. Take advantage of the hotel accommodations offered and begin your round of wonder-seeking.

Indian River has been spoken of so admiringly that we concluded to see for ourselves its beauty. As it is not distant we will try at once to see if it arouses enthusiasm in ourselves, as it has in others.

But wait, here is the Alaskan office (a cozy place, with busy people within, which we discovered in wandering up the main street), a paper, a real, live weekly newspaper published in this little city and containing news interesting, instructive and spicy. Papers are always welcome, but this one specially so because it is really good in style, and it often contains in a nutshell that

which would require quite a length of time to hunt up and learn. For instance, the Governor's letter upon the resources and capabilities of different localities, the value of the mining districts, the advantages of the waterways, the fortunes still to be made in its seal fisheries, if properly protected and conducted, and other items that cannot help but interest one who is just upon the ground, and who has a desire to learn all that is possible of a land from which he is making observations with so much pleasure.

Now for a walk to Indian River, past the Russian part of the town and the training school for natives to the stream containing the purest, sweetest and most delicious drinking water in the near neighborhood. But what place can boast of water clearer or more abundant than this? It comes, rippling, dashing, singing and dancing over smooth stones, around which long weeds clasp their slender stems as it carries them along around the great moss covered boulders whose obstruction causes the waves and eddies to murmur sweet, tinkling music. On, on, it runs and leaps in joyous abandon, and pours its bountiful store into pails, demijohns, kettles; anything that one may bring, it fills with the same crystal, sparkling welcome. On either side tall hemlocks spread their beautiful, airy branches; great pines make deeper shades where dainty trout may sport unharmed; graceful spruces lift their shaded spires toward the

blue, clear heavenly archway, whose perfect colorings rival even sunny Italy's world renowned, song-praised skies.

Briers and wood tangle make impenetrable jungles that feast the eye with their wonderful luxuriance, while they defy the most daring feet to defile their sacred precincts. Mosses grow rich and tall enough to hold position among the lovely ferns that bend and sway beneath the slightest breath of wind. Everywhere is wild, rich beauty, so restful, so lovely, that one turns with regret from each bridge or footpath, feeling that no where can there be equally beautiful scenes and tempting vistas. Beware how you promise yourself or others to spend a day in this most beautiful spot, for during the summer the twilight does not sink into deeper darkness, but it slowly melts into the rosy brightness of morning. The daylight lingers as if its tender care were needed to watch over such perfect loveliness! Only the greater stars and planets are permitted to throw their reflections into the swift flowing little river or upon the channel's more placid bosom. Vostovia and Edgecombe, with mountain and hill, and hill and mountain, cast their sombre protecting shadows over and around the tiny town as it nestles confidently between them, fearing no water famine while its beautiful river near by glides on forever; dreading no greater isolation than now, while it possesses such a safe and beauti-

ful harbor; trusting that the tardy Congress will not forget that its dignity, as a capital of so vast an area of country, requires finer buildings, and more attention than it has received in the past twenty years. Let the mining towns of Juneau, Douglas Island, Circle City and Forty-mile Run flourish more rapidly and grandly as they will, let other cities and towns arise and become famous as they may, but restore the beautiful historic Sitka to its own place in the world's history.

We have seen Indian River! More than likely we will view it again before we leave the town, but our next trip must be more distant and more difficult to accomplish. As it is just the season for the fur seal catch, we will hope to next take you to the Pribylov Islands and discuss the seals, beautiful and plentiful in their northern home away out on the secluded islands of St. Paul and St. George, far away in Bering Sea.

CHAPTER XVII.

FROM BERING SEA TO THE SEAL, OR PRIBYLOV ISLANDS.

FOR those who are brave enough to face a Pacific Ocean voyage of twenty-five hundred miles or more, there are sometimes berths offered in a trim, seaworthy sailing vessel or steamer, bound for Unalaska, and on to the Pribylov, or Great Seal Islands, which lie fourteen hundred miles west, north-west from Sitka. The proper mode of reaching these islands is by one of the Alaska Commercial Company's vessels, or other steamers, direct from San Francisco or Sitka, as trips from there are announced from time to time. The temptation is great, just now is the season to see the islands swarming with the wonderful fur-bearing animals. The danger of shipwreck is comparatively light, for nowhere can be found more careful sailors than those who traverse the waters of the Pacific Ocean and Bering Sea.

And now the few who are going are escorted by their friends to the ship. Good-byes are spoken, the more impressive because of a weird, indistinct dread of the outcome of this undertaking. After all why not leave such voyages entirely to skilled navigators, who are used to dangerous trips, or to exploring scientists, who are always ready to risk life and limb

for their beloved calling? All necessary equipments are provided and the voyage is not as long as that to Europe.

The wind swells our winglike sails, the ship glides out from its quiet moorings away from the pretty little town, away from the few but firm friends who stand upon Sitka's tumble-down wharf and wave adieu as long as we can see them; away from the silent, swarthy, native on-lookers, who see nothing in the start about which to make an ado. Out from the lovely verdant islands of the harbor, farther out into the ocean, and farther from land until at last we see only here and there an island of the Aleutian group, wave-washed and barren except for the strips of kelp or seaweed that cling to it tenaciously as the waves ebb and flow. Across the tinted waters of the noble Pacific, away in the distance, we behold land; in fact, many lands, for we are still skirting the great Aleutian chain.

Our captain will not now permit us to visit Kadiak, or Kodiak, Oonamak, or even Oonalaska, or Unalaska, as they are variously called. Passing through a very narrow strait, studded with cold, cheerless islets, whose only sign of life, visible to the eager vision, is a vast colony of sea birds, we sail into Bering Sea, whose waters we must plow for many hundred miles before we reach our destination.

It is evening, and though it is only twilight, yet the ship is anchored for the night, much to our surprise,

for there seems nothing unusual in the appearance of the sea or sky, except fog-banks, to make precaution necessary. By full daylight the sails begin to flutter, the cordage to saw, the timbers creak, and we are off again. In due time we near the harbor and the little port; the sea roughens, the wind moans and growls ominously. Are we going to have a storm? What is that strange sound? It is a combination of sounds, wild, novel, indescribable in its never-changing, perpetual rise and fall. The nearer we approach the more constant it becomes, and whether we are staying a short or a long time we will become so thoroughly used to it that when we leave the neighborhood its absence will be as noteworthy as is now the first experience.

We are close upon St. Paul Island, and the noise comes from the seal rookeries, where the angry roar of the old bulls, the peculiar cry of the mother seals, and the bleating of the pups ceases neither day nor night, from the first arrival on their breeding grounds in the spring, till later in the season, when they leave for other and more congenial quarters. Our ship nears the land again only to be tossed back by the waves that seem determined to hold sacred from stranger eyes the fog-draped islands. At last the hawsers are thrown and secured and the feat of landing begins. You who have never before tried landing in a surf boat with a restless sea running will laugh at

the scrambling, the frantically outstretched arms and trembling knees, the footing almost lost, the more than breathless thankfulness when terra firma is reached.

Try it, and see how much better you will do with the little boat or even, perhaps, with a landing plank, one moment tilted toward the clouds and the next toward the seething waters, and always in the direction contrary to the way in which you would fain have it toss you, giving a graphic example of progressing "one step forward and two steps backward."

But we are safely landed at last, all counted, to be sure that none has lost his equilibrium, and all ready to explore the wonderful wind-swept, fog-darkened island.

The principal islands in the group are St. Paul, St. George, Otter and Walrus. The latter two are so named from their being the favorite resort of those animals, and in times gone by multitudes of them visited the islands. Now otters are very scarce, a catch of ninety-three in one season being worthy of remark, and the great price paid for them, \$50 or more per skin, in the rough, making their rarity and beauty more desirable for the wealthy. Walruses, too, are yearly becoming less plentiful, a fearful prospect for the Aleuts or natives, a tall, hardy race, of Russian origin no doubt, if civilization were not already teaching them that there are other articles of diet equally

nutritious and palatable as the rank, greasy, strong-smelling flesh of their favorite game.

A few seals visit these smaller islands annually, but other better beaches attract the animals in great abundance, as well as the people whose business it is to capture them and secure the skins for the Commercial Company, to whom by a lease from the United States Government they temporarily belong. The first lease expired in 1890, and the tribulation suffered by the seals since then will long be remembered.

All these islands are of volcanic formation, and bear unmistakable signs of eruption. One, Otter island, presenting the characteristics of a crater, shows marks that it must have been in activity but a short time ago.

The general contour of all these islands is rugged and rocky, with smooth cone-like hills, here and there enlivened by flats covered in summer with richly verdant grass, gaily colored lichens and lovely crinkled mosses. Here and there are found tiny lakes full of pure sparkling water, and from the lofty side of St. George's Island there drops a beautiful crystal waterfall four hundred feet high from its crest to its final plunge into the sea. Birds by the million swarm upon the island, joining with seals in making a din which quite rivals the wind and sea. Strange to say, there is an annual visitation of flocks of sparrows, which are eagerly gathered for food. During their stay the natives do scarcely anything but catch and

eat of the dainty morsels, as though they would fain take sufficient of such food to last until their coming in the next season. And who can blame them? For even much of the food fish are denied them, the seals frightening from the coast those they do not devour. The constant diet of seal meat must pall even upon the appetites of the lovers of this queer, fishy, game-flavored material. The people are permitted to kill enough for food in addition to 100,000, now temporarily limited to a much smaller number, allowed for skins. Their annual allowance of 6,000 seals to about 400 inhabitants may give an idea how much depends upon this staple, but we cannot but wonder how it is possible for any human creature to be satisfied with almost entirely one article of animal diet. How quickly they prove that the whole of humanity is kindred when butter, flour and sugar are more abundantly introduced into their cuisine by the arrival of supply vessels! And how, too, they show their savage improvidence when they will devour biscuits and sugar enough at one time to last an ordinary mortal two or three days, speaking in all bounds.

We now approach the slippery, sandy shallows which the seals choose as their "hauling grounds." Watch that huge seal-bull making his way along to his future field of conflict, for just as surely as he stations himself at a given point, so truly will he have to fight, tooth and nail, to hold it.

See him as he rears his head, and gazes around, then bending forward plants his forward flipper, and drags or hauls himself toward it; then holding firmly the position gained, he reaches the other flipper forward as far as possible and hauls towards it, so alternating until he brings his dripping, shining body out of the water. The process looks tedious, even painful, and it must be to an extent tiresome, for the animal rests often during the operation. This portion of the island is most desolate and lonely, except when the seals are present. It is flat, low and slippery, and even at the best of times, offensively odorous.

Other parts are rugged to grandeur, fair with grass and moss or brightened with rippling lakes. And everywhere, erected by the Russians many years ago, are now seen Greek crosses in different stages of decay, according to their exposure to wind and rain, or their being guarded from the elements.

In summer all sheltered spots are blooming with flowers that remind one tenderly of home. The colors, the shapes, even the less distinct perfume, speak of many miles and miles away across sea and mountain and many a lovely landscape view.

CHAPTER XVIII.

THE FUR SEALS OF PRIBYLOV ISLANDS, BERING SEA.

A PROPITIOUS day dawns for a visit to the rookeries of St. Paul Island. The sun has kindly hidden behind a silver mist, that will gradually grow more and more dense, until it becomes the Aleut's delight, a heavy fog. The natives smile as they watch the preparation of visitors for explorations over the island. They cannot realize that light rubber overgarments are more comfortable than their own heavy storm coats, and that they are just as effective, against the constant ooze of the fog banks, as more cumbrous dress. Besides, they see no need for preparation. This royal mist is more welcome than the brightest sunshine. In fact, the few sunny days that come to their islands seem somewhat distressing to them, as well as to the seals.

The sound from the voices of seals is as of a roaring waterfall. It is said by those who have made careful observations that the activity of the seal colonies never ceases day or night. It is most certain that they all have special seasons of rest, but at no certain time, and so few are indulging in cat naps at one time that their voices cannot be missed from the perpetual din. As the rookeries are approached,

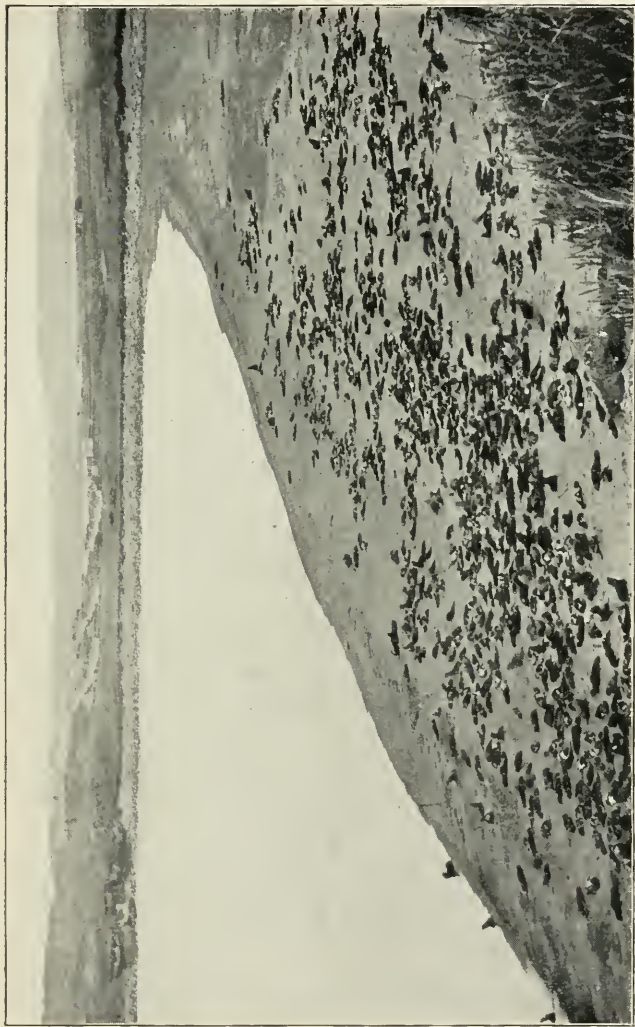
the sounds dissolve themselves, and when one is quite close all the romance of the roar of Niagara is lost in the loud howling of the bulls, the angry growl of some, which are disturbed, the fierce notes, like puffing steam of the approaching combatants, the shrill whistling call of others, or the sheep-like bleating of the cows and pups. A very pandemonium of noises, among which one's feeble calls are quite lost even to his own auditors.

But look at this living, moving mass! A swarm of bees would be quite an imperfect simile! Great seals, some weighing quite as much as five or six hundred pounds, surrounded by their families large or small, females which are smaller and in greater numbers, and tiny pups, just able to flounder about to join their voices to the general sound, and all so much alike that a description of one of either sex may serve for all. The males are a deep, dull brown, inclining to black, except in the older males, whose coats assume the proper shade for age, a sort of grizzly gray. The females are a beautiful steel gray, blending to spotless white on the chest and the under part of the body, while the pups are at birth and some months afterwards, jet black with the exception of two tiny white spots near the shoulders.

The bulls are majestic in appearance as they rear their heads and shoulders far above their smaller companions, ever watchful that no marauder shall

interfere in the slightest degree with their numerous adopted companions and their little ones. But how frightful are the battles that are almost momentarily fought between these bulky animals. Some late comer may suppose that he may slyly take possession of at least one cow from a family of forty. In an instant he is challenged to combat, and the possibility is that he may push off badly whipped or pay the penalty of such temerity with his life. These battles are fierce and bloody beyond description, and there is scarcely a moment through the season that one or more is not in progress. The pretty, gentle, dark-eyed females never join in any contest. They are mild, as their beautiful heads and tender eyes denote, and though not outwardly affectionate, they never neglect their young. Imagine a million or more of these creatures gathered in one comparatively small spot on an almost desolate island. When the heat at noon makes them restless, there is nothing in our ordinary language that can adequately describe the grotesquely wonderful appearance of a million or two of animals industriously fanning themselves with their hind flippers, or of thousands upon thousands of glossy black pups sporting among themselves as playful as kittens.

But it is not from among the breeding seals that the animals are taken that furnish the valuable furs of commerce. There is a class seemingly set aside



A SEAL ROOKERY, ST. PAUL'S ISLAND, BERING SEA.

for the benefit of the traders. They are called by the inhabitants *holluschickie*, or bachelors. They are never allowed, if possible, by the older seals to put as much as their flippers upon the rookeries, but are compelled to herd with the yearlings and pups at a respectful distance, and their lives seem to be one continual round of play, from their coming until the time arrives for their being driven to slaughter.

When that time comes men appointed for that part of the work go in among the thousands of beautiful creatures, choose from them those whose perfection of fur promises greatest profit, and by skillful manœuvring, get them into something like marching order, when with numerous assistants, each armed with a club, they are slowly driven from among their more fortunate companions to the killing grounds. Here they are divided into companies of about one hundred and fifty and quickly despatched, with clubs manufactured for the purpose by a New England firm.

In a very short time after the first blow is struck they are skinned, the skins are salted and packed for pickling previous to their being shipped to the dealers in San Francisco and elsewhere, who in turn pass them on to the dyers, in London, England, no other firm being able to dye and polish them to such perfection and salable condition. The appearance of these hides or furs before being plucked of the coarse hair and dyed is not such as to tempt the eyes

of fashionable ladies who are inclined to boast of their beautiful sacks and muffs as "pure London dyed." The long hair must all be removed, which is adroitly done by shaving thinly the under side of the skin so that the roots or bulbs of these bristle-like hairs are cut off, they are then pulled out, leaving the fine, soft fur on the skin, which is thus made valuable; and the dye and polish perfect their excellence.

The lovely silver gray of life becomes somewhat rusty after its salting and rough usage, and it is not until after it is properly dressed and colored that it appears in all its exquisite glossy beauty. Then with all the harsher hair removed the dainty, fluffy fur waves and glistens with every motion of the wearer. Softer than down, closer and finer than wool, it will always hold its place whatever fancy may for a moment or season crop up in rivalry.

Bering Sea and the Aleutian Islands and indeed the whole of our Alaska property is valuable. The fur seal islands, the salmon, cod and halibut fisheries, the mineral lands, the vast timber forests, are all undeveloped treasures, but sufficiently visible to the observing mind. It is strange that a foreign power has let her imaginary rights pass unnoticed until thirty years have flown, and that she should just now awake to the importance of asserting them. All nations without a protest acknowledged the justice of the American purchase and its lines of demarkation.

Our Government knows the value of the seal fisheries; it knows the enormous revenues yielded by that one industry alone, which of itself makes Alaska a great and valuable acquisition to our country, and it will be strange, indeed, if a few thousand miles of distance between it and the seat of our National Government will prevent proper authority from being supplied for the protection of our interests and possessions as well as the few hundred inhabitants of those storm-swept, treasure islands. American rights in Bering Sea, or in any other part of our possessions in the great North and North-West will no doubt be well cared for in the near future.

The inhabitants of these seal islands naturally gain their livelihood by the seal catching interests, therefore their time is wholly unoccupied a greater part of the year, for the seals are gone entirely before the long, dreary, dark winter sets in. Thanks to the Alaska Commercial Company in its interest for their welfare and to rapid civilization, they have in a general way, more to occupy their time than their less favored progenitors could boast. The Aleuts approach as near as possible in the matter of dress to our American costume and do not adhere to the Indian styles. They glory in kitchen utensils, kerosene lamps, chairs, tables and even a collection of modern dishes. They are fond of such food as is

supplied them from our own stores, particularly relishing sweetmeats.

Many of them can read and write, numbers of the women sew beautifully, and with ordinary goods and fashion plates for guides they make fair progress toward being "in the fashion." The men may smile and jeer, but they only too cheerfully take to whatever innovations appear among them. They are religious beyond question, attending church faithfully and keeping the prescribed feasts and fast of their forefathers, which were first handed down to them in the teachings of the Russian Greek Church, whose sign (the Greek cross) meets you at almost every turn.

The people are buoyant, kind and faithful. With proper protection from the encroachment of enemies, and with just remuneration for their work, the Government, or the firm employing them and offering proper protection, can pretty firmly depend upon their earnest co-operation in protecting the seal interests and fisheries on their own islands from all outside authorities. Unfortunately since the writing of this article pelagic sealing has reduced the number of the seals and defied the power of those who would have protected them.

CHAPTER XIX.

THE REAL FAR-WEST—THE ALEUTIAN CHAIN OF ISLANDS.

THE roaring, churning surf of Bering Sea would seem to spend most of its force upon the shores of the Pribylov Islands, so madly does it howl and scream in unison with the angry wind. Each element seems to rival the other in the contest of sound and strength, and from the force with which the wind hurls the spray of the foaming billows high and far across the dreary islands, it would seem to show its power over the waters. But with equal or even fiercer power the wind and waves rage along the great Aleutian chain as if determined to demolish the narrow barrier between the ambitious sea and the wider, nobler ocean.

Far to the south and west of the Seal Islands lies Attoo, or Attu, the very western limit of the Western Hemisphere, and the farthest point upon which our vast Republic can build a city. It was the first point reached by the Russians, who found the natives prosperous and happy. The great reduction in the numbers of the sea otter, upon which their wealth depended, has gradually reduced the people to poverty, and yet they seem light-hearted, having sufficient food supplied to them by nature and being quite contented

with the primitive homes and styles of dress peculiar to their forefathers. And, in contrast to the more civilized be it spoken, their lives are purer, their complexions clearer, and their bodies far less subject to disease than those of the inhabitants of the mainland or those of islands nearer the coast. Such are the characteristics of all the natives of the chain who have not been intimately associated with unscrupulous traders, who, by introducing rum and debauchery among the simple Aleuts, have thus managed to effect more advantageous bargains in their dealings with them.

The supply of otter skins having become exceedingly scarce, some of the islanders have found quite a source of revenue in the skin of blue foxes, the fur of which, when pure, is beautiful and valuable, though very far below the costliness of that of the otter.

In Juneau I saw a fine pair of otter skins, ready for use, sell for five hundred dollars for the pair.

Upon the comparatively small island of Attoo is the village of the same name, important because of its being the most western town in the territory controlled by the United States, being in a degree of longitude almost three thousand miles west of San Francisco, the Golden Gate of California, which is in turn almost equally distant from the longitude of Calais, on the eastern coast of Maine. It brings us, too, into close sisterhood with Russia, whose islands

are but two or three hundred miles away from our possessions, while the nearest inhabited isle on that side is Atkha, about four hundred miles distant, whose inhabitants are considered the finest sea otter hunters in the world. They make long trips to the haunts of the otter, that are upon the islands which form an intermediate line between their own island and isolated Attoo. Upon those rocky, desolate isles there are no human dwellers except those who visit them for the sole purpose of hunting this sly animal.

While on their expeditions, which only the hardest dare undertake, they subsist upon such stray seals as they can capture, and upon the eggs and flesh of sea birds, which occupy by millions some of the sea coasts. Can anyone imagine the feeling of these hunters when the vessels land them upon the bleak islands and leave them for a time entirely alone and at the mercy of the elements? Or is it possible for ordinary mortals to realize with what satisfaction they arrive at the end of their hunting season, gather in the valuable cargoes, and board the ships which have returned to bear them homeward? It must be remembered that nowhere is there greater love of home than among the natives of these wild, bleak islands of the Alaskan archipelago. In illustration of this there might be told many stories that would seem incredible of how some have been taken to beautiful, sunny lands, and given all that would make ordinary mortals

happy; how they have pined unto death for their bleak, fog-enveloped, barren homes, their fish, seal and blubber. With this love for home is combined a pious veneration for ancestry and for the priesthood of the Church. The islands of this vast chain are composed mostly of volcanic matter, while some display peak upon peak of cone-shaped, sullenly silent volcanoes. Others, such as Shishaldin, Bogaslov, and the Island of Goreloi are nothing but immense frowning, silent volcanoes, the latter of which is eighteen miles in circumference. There they stand against the might of storm and sea, bearing great wreaths of mist upon their lofty foreheads, immovable, though forever beaten by the mighty sea whose foam and spray arrays them in garments as white as snow.

In this very chain are greater islands clothed with beautiful but treacherous green, whose tempting loveliness yields to the pressure of the feet and proves to be a quivering pitfall. Many hot springs are found in Oonimak, Oonalashka and Oomnak, three of these larger islands. Oonalashka, on the island of that name, is a town by no means to be despised. It is the metropolis of the district, and every day it is becoming more like towns of the East. The styles of dress, modes of living and furnishing, even the accomplishments, are becoming more and more common among the inhabitants, until now it is rare to see either man or woman clothed in native garb. Music, particularly, is the Aleut's delight. Fancy amid the

roar of the sea, with the fitful daylight caught through dense mists, hearing the strains of "Pinafore" or "Annie Laurie" floating upon the air. Only "Home, Sweet Home," would be necessary to make an Eastern heart swell almost to breaking, if its owner were compelled to remain there between two mighty seas upon a wind-swept isle. Space will not allow even the mention of the myriad of islands that compose the links of this wonderful chain. It is astonishing how they stand so firmly between the restless seas. But firmly they do stand, guarding the way to the vast peninsula, whose surface is crested by thousands of volcanic peaks and lofty snow-crowned mountains. Countless foxes and myriads of sea birds make the echoes ring with howls and screams and many a hardy hunter dares the dangers of the wildest coast in search of food and fur.

Off from the shores of the peninsula lies the largest Island of the chain—Kodiak or Kadiak. It is the great centre, commercially and geographically, of this interesting part of Alaska. Here was the first great trading depot of the Russian Trading Company. Here was fought one of the greatest battles of the natives against the strong intruders, who thought of neither justice nor mercy, but whose whole object was enormous gains at whatever cost of bloodshed and robbery. Here the San Francisco Ice Company secured its stores of beautifully clear and solid ice which

called forth the wonder and admiration of those who failed to find whence it came, no matter how persistently they plied their curious questions. On this island the first church and school were established by Shellikov, a Russian, who, with noble heart and sturdy purpose, fought for justice to a downtrodden and abused race.

This Island, being the great trading centre between the peninsula, the adjacent islands and San Francisco, is and has been for years a rendezvous for fishing vessels as well as for fur traders and natives in their canoes. Its harbors are always bristling with masts, and it even boasts a shipyard. Here also is the only road fit for horses to travel, and consequently here can be seen the only horses in the Aleutian Islands, except at Douglas Island and other transporting or mining places. A few cows, too, are raised, and once sheep were brought, but their rearing was a failure, either from the unpropitious climate or from the lack of knowledge of the herding business.

At Kodiak the timber belt of Alaska is sharply defined. With one step you may leave the jungle of spruce forests, with interlacing of vine, moss and briar, and walk upon the flat, grassy tundra of the moor. From forest to heather almost at one step. There seems as a rule to be no encroachment of one upon the other, no straggling heather among the shadows of spruce, no single trees darkening the smooth face of the moor.

The general surface of the island is rugged and mountainous, with here and there valleys of lovely grass and blooming flowers. The soil invites cultivation and produces pretty fair crops in some places, but there, as everywhere in this wonderful land, the season is scarcely long enough to secure luxuriant or first-class results.

The waters, however, all around, abound in the most delicious food fish in the world. Salmon fairly swarms in its season, the rich, beautiful tint of whose flesh alone makes it marketable when canned. Cod, halibut and many other desirable varieties of fish are ready at any moment for net or spear, and the clear, swift-flowing streams, which bound toward the resistless ocean, are as full of living beauty as their banks are of a lovely, luxuriant growth of green and gray, of grass, moss and lichen.

To the north of the island is Cook's Inlet, and even yet the natives tell the story of the failure of the first foreigner who dared to land upon the shores. Further to the north flows the mighty Yukon River.

CHAPTER XX.

YUKON RIVER, THE MIGHTY STREAM NEARLY THREE THOUSAND MILES LONG.

IT is impossible to form an unbiased opinion of the beauty and grandeur of the Yukon, with its deltas and outlets, Alaska's great rival of the Mississippi, should one attempt an exploration from its principal mouth. There the immense tracts of oozy, slimy swamp lands all a-tangle with flag roots and long, wiry water weeds often present an impenetrable barrier to even the small crafts of the natives. A vessel losing its course into the channel at the main entrance could not well gain much headway toward the broad waters that rush into the wild, repulsive waste, the home of mammoth mosquitoes, of solemn-eyed water birds, and damp, cheerless solitude. Loneliness becomes more unbearable, home seems far more distant, the possibilities of sad, unexpected changes almost certain if one lingers long amid such dreariness. The idea that a few miles further on there are mountains, glaciers, trees and flowers seems incredible, for this seems to be the beginning of interminable flatness, dampness and malarial swamps and shallows. But think of the hundreds of miles that these very waters travel. Think of the stories of hardships that they could tell. Of the songs they

have sung as they rippled between tiny, moss-covered islets. Of how the waves have palpitated with the sturdy stroke of the steamer's paddles, and of how they have been dyed with the blood of moose and caribou.

Further on there are trading posts of no small importance. St. Michaels, near its mouth, is at present the great centre of Yukon traffic, and it looks more like a town by the sea than an inland river's adjunct. It is a busy mart in the midst of a vast, unexplored region of untold wealth. Timber! Millions of feet of the finest and most imperishable grow on the mighty river's bank and along the borders of its lakes and tributaries. Moss, an article whose qualities upholsterers have appreciated for a long time, grows in luxuriant abundance and of velvety softness, and wastes there by thousands of tons.

Gold and silver, and other valuable minerals, hide themselves away in the shy earth's bosom, and so easy of access along the stream, that transportation, one of the bugbears of many a mining district, is rendered easy and rapid. The labor necessary for the reaping of the wonderful harvest is ready in the forms of the sturdy and industrious natives, who are willing to work faithfully if they are properly treated, and if their lives and homes are protected. The hostile natives usually live in the interior, away from the coast and river shores, and, as they are known, but little fear

need be entertained by explorers, unless a reckless exploit be made among them.

Often their curiosity so far overcomes their hostility that the exhibition of some civilized mode of accomplishing an object completely disarms them, and their desire to learn the use of an object overcomes an unlawful wish to possess it. Among the savages of the Yukon villages, as with nearly all Indians, firmness and kindness, combined with an air of conscious power, manliness and fearlessness, goes very far toward winning friendliness.

This vast river is so wide in many places as to become an inland sea, and it teems with wealth of various kinds. Small fur animals abound along its borders and the natives are adepts in obtaining the pelts or furs uninjured. The skins of bears and foxes attain full and beautiful perfection near its banks. Along the shores fair specimens of ivory are gathered, and if some scientists are not mistaken, great quantities may yet be taken, because the half-hidden carcasses of elephants are found abundant and remarkably well preserved. Moose are plenty, and are eagerly hunted, their flesh used as food, their hides as clothing, and their horns as handles for knives, for many of the carved hooks and pins used in fishing and hunting, and for other implements. Water fowls are numberless, their eggs particularly making an agreeable variety to a monotonous diet. And fish! Who can tell of the variety, richness

and abundance of this staple of our great northwestern possessions.

There the beautiful and delicious food fish swarm in myriads, but until recently have been unappreciated. The locating of canneries began a few years ago and they yield profit in many places. In fact these salmon seem to be of a better quality than the Columbia river fish and their canning interests now outrival the latter locality. They give employment to many natives whose natural aptitude for treating fish soon lead them to become first-class salmon catchers, dryers and packers, and the increase of the staple upon the market may with advantage to the consumer decrease the price a little, and yet it would by its increased sale make an immense profit for investors in the salmon-fishing interests. Other fish are found in abundance, too, the mention of the names of which would make an epicure long to be there. Valuable birds are also found. Many feather beds and downy pillows could be made from the breasts of the millions of water birds, whose abundance would not diminish for years, by a large annual catch, from this slight thinning out of their number. Thousands of eggs that now go to waste because there is not room in the breeding places to properly warm and care for them, could then be hatched. Gold is not scarce and is worth the labor of obtaining it. It is impossible to imagine the labor in this district to be much greater, except in winter, than that

of the mountains and rocky regions in the interior of our continent. And even counting the quantity, of much smaller value in proportion, there are those who may be found willing to get rich slowly, thankful if their project reached even a little under two and three hundred per cent.

Apart from the teeming richness of this vast valley of the Yukon, its wonderful scenery during the summer is worth a painstaking journey to behold. For miles the river and its broad surface is dotted with fairy islands; time and again along its tortuous way the water swells out and forms lovely verdure skirted bays, whose ripples reflect exquisite shades of green from indented shoals, tender hues from shining skies, and indescribable tints from skimming clouds, while the dainty, beautiful fish, that rise to the surface in schools, in many places, help to make pictures never to be forgotten. Through vistas, here and there, glimpses of great glacier fields may be had, and the mountain chains grow to huge proportions and then recede towards the water, in slopes, gentle as southern vales and robed in softest waving grass. Here the daring glacier flood creeps into the flowing river, there it plunges fiercely, troubling the waters far and near, and again the bold mountains raise their shoulders against the chilling torrent, and compel the turbulent floods to calm themselves into quiet, rippling streams before they enter the Yukon current.



GROUP OF NATIVE ALASKAN WOMEN.

Herds of moose and deer come down to slake their thirst, and many a sportsman's heart would swell with anticipation if he could see the huge, antlered heads that bend towards the river when they come to drink at evening. So, too, the whirr of grouse, and the call of wild ducks would tempt his feet to follow. But enough! Should you spend your summer in Alaska, and then return to your native fields and pastures, it will be with pleasant remembrances of the grandeur, magnificence and beauty indelibly stamped upon your memory.

CHAPTER XXI.

THE NEW METLAKAHTLA MISSION AND SETTLEMENT ON ANNETTE ISLAND.

STORIES have been written whose fictitious extravagance has been severely censured, which, if placed in contrast with the true history of this mission town, would pale into ordinary insignificance.

In comparison with most mission establishments, Metlakahtla stands to-day a dual monument to one man's most indomitable and wonderful courage and strength of will for good, and to another's undue influence for discord. William Duncan, outwardly an ordinary layman, but inwardly one of religion's most faithful members, impelled by a true love for mission work, visited the shores of British Columbia and found a vicious, wicked class of savages, with that most horrible propensity, cannibalism.

His heart longed to bring these fellow creatures out of such darkness, and he conceived the idea of becoming a missionary, and one such as the world has seldom seen. He studied the language of the natives, brought himself to understand their manners and customs, and by permitting them to retain, to a certain extent, their own mode of living for a time, he won their confidence. Through many tribula-

tions, threats of death, destruction of his plans, trials sufficient to make a strong heart fail, sickness and anxiety, he persevered until a Christian settlement, worthy of the name of a town, even in this part of the world, arose in this distant region of the great Northwest. Church, school, store, cannery, carpenter and blacksmith shops and other places of industry arose before his steady and persevering training. The fearful practices of the fathers were scarcely heard of by the children, who, after becoming Christianized and civilized, had no inclination to return to them. All prospered in spite of the evil influences of sister tribes and unscrupulous traders, who again and again introduced whiskey into the settlement, which for a time tempted many with its fiery fascination. Mr. Duncan made a set of laws to which he required all his followers to adhere, and dealt the prescribed punishment if these laws were broken. What wonder that he was looked upon as a father by those whom he had raised to such a height of civilization.

Homes sprang up and families learned to live with the sanctity and privacy that the native Alaskan lacks most sadly. After a time Mr. Duncan raised from his own shoulders a part of the great burden by appointing native officials to carry out the laws. He taught them not only the laws of God, but those of man, aiding them not only to become Christians but citizens of their common country; and Metlakahtla was the

synonym of perfect missionary work, a town well worthy of emulation. Then when the patient workman had toiled in the vineyard until he might well expect to rest a little and enjoy the fruits of many honest years of labor, it was discovered by the government that Mr. Duncan had been working without credentials.

He had been doing a minister's work without the sign manual (and with a mere modicum of its pay). He had encroached upon Established Church rights of the lands of their fathers as if it were their own. He had allowed native-born men to occupy a portion and there must be restitution. The happy town became convulsed when Mr. Duncan failed, after faithfully trying to set things right with the legal officials and the outraged Episcopal bishops, who were shocked at the layman's audacity and sent a properly ordained minister to the spot. The converted Indians as a body did not come into the newly established church. A few, however, did unite therewith, but discord was set up by this act of the Church. Mr. Duncan left the town and all his loving followers, thinking by his absence to increase their chances for renewed peace and happiness.

But a cry went up from the hearts of a confiding people, who loved their leader and the God whom they worshipped in the simple way taught by him, and he at last returned to them weary and disap-

pointed. Eventually, after years of contention and injudicious criticism by Church authorities, these people and their instructor and leader bethought themselves of a free land, where they could worship as they willed. They knew Annette Island, in Alaskan waters, only 90 miles away, but beyond the jurisdiction and control of their new ecclesiastical rulers, and they deputed Mr. Duncan to apply to the proper authorities for permission to settle in Alaska under the United States Government. It was granted, and can any one imagine the feelings of those dark-skinned Christians when they found they could settle and be unmolested in another country, even if they had to work and erect new houses and dedicate new homes for themselves and their families.

We saw the pioneers bid farewell to their joyous old homestead, forsaking their wealth, real estate and beautiful little town entirely. With their personal belongings, their wives and children, neatly arranged in long canoes, they started on a dreary voyage of ninety miles across a trackless waste of water, weary in heart, but determined and dauntless in spirit. About a dozen large canoes thus freighted pulled off from the shore and paddled away to the northward, and deep was our interest in them as their frail barks appeared smaller and smaller until they were lost to view. Several hundred more soon packed up and went to Annette,

still led by their beloved guide, and thus departed about one thousand out of the original twelve hundred converts. Now the island, which has been renamed New Metlakahtla, bids fair to rival old Metlakahtla in its swift progress toward a thriving industrial and Christian American settlement.

A few Indians still remain, carrying on a little trading and business, and a few still attend the new Protestant Episcopal Church erected there, but, generally speaking, the town is quite dead. There is now no busy hum in the shops, and the well-built wooden houses are settling into decay. The homes that Duncan labored so hard to perfect bid fair to fade away unless some tribe can be induced to alter their wild mode of living and follow in the footsteps of the Christianized natives of the place.

Too late, bishop and officials saw what they had done and what they would now fain undo. They would willingly bring back the town's inhabitants. They would like to see it again in its remarkable beauty. They would aid in its industries and would even be willing to treat the natives as if they were men and citizens, but it was too late. Metlakahtla must be renewed entirely. Other hands must be trained, other ministers appointed, and it all must be done quickly, or the place might fall as Tongas did, leaving only the name and a few dilapidated houses to tell of its past prosperity.

In the meantime the emigrants, with their aged but dearly loved leader at their head, quickly and thriftily built the new Metlakahtla to rival the old. The United States became possessed of almost a thousand good citizens. Should Senator Platt's plan of emigrating the hardy Icelanders to Alaska become a success, our new Alaskan possessions will be the gainer and much improved thereby.

Will not our Government soon make laws that will protect them and the people in all other parts of this great and wonderful territory, so that the inhabitants may find the peace, prosperity and perfect protection which they covet and deserve?

Leaving Metlakahtla, we board the steamer once more. The scenery upon which we gazed so rapturously before, awakens new enthusiasm as we approach from the opposite direction. Capes and promontories jut out more daringly, or seem to have stepped backward since we left them behind a short time ago. Verdure clad hills and snow-capped peaks gleam gloriously in the sunshine that holds sway most royally after its long, misty holiday. As we reach the southern shore of Vancouver Island the ship's engine ceases to pulsate, the vessel floats gently and now listlessly, and we hear only the soft splash of the water against the sides, and its gentle swish against the shores.

Victoria, in British Columbia, looms upon our

straining eyes. Landing at Esquimault, the rendezvous of the English Pacific squadron, a carriage drive brings us to this enterprising and flourishing city, truly English in its construction, its business methods and customs. To us now the shores of our great Republic are home, and we take steamer here for San Francisco. From Puget Sound out through the Strait of San Juan de Fuca into the broad Pacific Ocean, a two days' voyage steams us through the "Golden Gate" into the spacious and magnificent Bay of San Francisco.

We pass its portals joyfully, but subsequently pass out on a trip to all the towns and cities along the coast to the Mexican border. Then homeward bound, returning from San Diego, California, to Tacoma, in Washington Territory by rail, we cross the Cascade Mountains, forever carrying the remembrance of one of the grandest excursions we ever made, and imprinting on our memory the most wonderful scenery, fully equalling our views of the Alps or Sierras, and enjoying climates varying from tropical luxury to frigid barrenness.

CHAPTER XXII.

THE BERING SEA CONTROVERSY—ITS PRINCIPAL POINTS.

BERING sea, with its valuable occupants, has been causing considerable controversy for some years past; but we can never see why the seals of the Pribylov Islands should be considered public property.

While Russia owned Russian America, Bering Sea was held as part of the province, and by right of possession all that pertained to this province was owned by that Government. Therefore, when the United States obtained the territory it was natural to suppose that all that was included therein belonged to her Government. Notwithstanding this, not only sealers from another nation but even some of our own people have been carrying on wholesale poaching; and they commenced with such indiscriminate slaughter (as though they were trying to grasp the greatest number possible before being caught) that if allowed to continue, the extermination of the animals would be but a matter of very short time.

The word "extermination" seems to strike absurdly on some ears when we know that the seals are, or have been, counted by the millions, but it must be remembered that the mother seal gives birth to but one pup

in the season, and that the season comes but once a year. If the mother is killed even after the pup is born it costs the life of both, for according to Professor Elliott, no female seal will care for any but her own little one, and it would be impossible for it to live without nourishment. It is well known, too, that a certain percentage of young die, or are killed by their awkward companions; therefore, if there is unlimited seizures of them without regard to set times, the proportion to those destroyed cannot but exceed the yearly addition to their number.

It is said there is a strange perversity in fate, and so it threatens to prove with regard to this fur. We are all cognizant of the fact that the preparation of the skins for the markets is almost a monopoly with the London companies. We know that "London dye" is the "open sesame" to the purses of those who know a valuable article. And yet it does not seem to enter into the consideration of Great Britain that by a cruel destruction of the seal, one of her secure sources of revenue will be completely cut off. That nearly all of the skins taken are shipped to London for dyeing and otherwise preparing them for market, should be enough to make her people willing to let their peaceful sister country alone in her rights.

The poachers do not seem to think that it is only for the present that they can hope to make a great profit out of their undertaking. When the dealers who

obtain their goods have found that the very old seals, the young and the mother seals who have not been delivered of their young, or animals who have been injured in fighting or by accident, will not furnish good furs, and when they unpack their casks and find the skins mutilated by spear or bullet, there will be another cry; or there will be a lot of imperfect, patched up goods sent out that will cheapen the article; and by and by fashion, stubborn as it has always been about the beautiful fur, will turn away disgusted with the world-wide favorite and resort to some other article as a standard of beauty and elegance. It is plainly apparent that through these two causes, the many imperfect skins and the unsystematic slaughter of the seals, without regard to their condition, will chase the furs from the markets of fashion and the beautiful creatures from their favorite island homes. By these means England will ultimately lose far more than she will gain, and human beings in Alaska who depend solely upon the seals for sustenance will be left in a sad condition indeed.

Some of our leaders in politics speak of "retaliation." That is too minor a word to enter into such a controversy. It is not honorable among individuals—how can it be between nations? Besides, "retaliation" may have a meaning or two that does not seem to enter into the consideration of those who mention it as a possible outcome of this difference. One

who undertakes to speak for a nation should be as careful to think twice before he speaks as if the matter was one of personal and vital importance to himself. In this case "retaliation" may become "revenge," and that is too primitive a mode of procedure to have any consideration between two Christian nations upon such a subject.

The United States has always reversed the old proverb that "right" was "might," and not that "might" was "right," and in this case she is not likely to alter her creed. When our own vessels were caught poaching they were summarily punished. Of those other poachers we hear reports that do not point to equal justice upon the part of their Government. In "right" justice is generally supposed to take a prominent part.

Others say "arbitration." And what need is there for arbitration, when a country is only trying to protect its rights upon its own possessions? The possessions into which it came through honorable negotiation, peacefully made with another Government; a negotiation, by the way, upon which England smiled, and thought the Republic was making a youthful mistake, and paying dearly for its bargain. But for all that, she has fought the boundary on one side, and now on the other. If Canada is so dependent upon that region, why did not her Government secure it for her as ours did for us—buy it? We believe

had she this charter of cession to display, she would be more ready to demand that her province should be left unmolested than the United States is to require equal respect to her possession of the Territory.

But here is a question that has not been advanced strongly, if at all—why do we not, through the Russian Minister, ask the present “Emperor of all the Russias” to show how far into Bering Sea the boundaries of the province extended while his Government was left in undisputed possession for ages?

If this question was duly propounded to the Russian Government, we have no doubt that an answer would be forthcoming in a very short time, and that answer should surely end all dispute. At the same time, if it happens that Russia had failed to make a vitally important dividing line it can scarcely cause much wonder, when we remember that the little sea was for centuries allowed a very humble position in the world’s importance. In fact, if the Republic had only let Alaska stand, and had shown no great interest in it, its people or its products, the sea would have remained a mere vacant space upon the maps, and the land would still be regarded as a cold, barren, heathen ridden province of very little importance whatever.

It is to Russia’s interest that there should be a full understanding before all nations as well as to our own. For if this promiscuous poaching is allowed

to continue, when the seals have been exterminated from the Pribylov Islands, their successful slayers will follow them to the Russian side, and then many years cannot pass before the seals are either destroyed or driven from the sea which has been their home so long. Where they will go no one can determine. Natural instinct will lead them to seek safer quarters, and their going may then be as mysterious as their coming has always been.

Of course, the revenue from the seal fisheries is a matter of moment to the exchequer of the Republic, but their destruction would cause little more loss to it than to England and Russia, while, at the same time, the other resources of Alaska are developing so that American energy could soon make them counter-balance the deficiency.

With this comparatively young nation, possessing strong men with indomitable wills and unlimited courage and energy, learned scientists to direct their powers, and untold wealth waiting to be taken from the earth in all directions, it will not be long until this dispute will become a thing of the past. But in right and justice the boundaries ought to be settled once for all, and thus prevent forever after such undignified wrangling. Poaching is no more legal on water than on land, and if the seals are ours they have a right to be secured in safety, and legal sealers should be made to feel secure in their calling.

It seems that sometimes the nations looking on mistake the calm indifference of our Government for either weakness or cowardice. Past history hardly supports that theory. We, as a nation, know that it is perfect self-confidence that rests so quietly while others get into a state of excitement, as if they feared the downfall of the Union on account of this "bone of contention." We have made more rapid strides toward perfect independence than any other nation in the world ever did, and we do not doubt that when we know we are right we will as triumphantly go ahead in this dispute as we have done in others.

Let us look at the affair in a statesmanlike and international manner. There is already a triple alliance in Europe and an alliance between France and Russia. We contend that there should be an alliance between Russia, Japan, China and the United States, as to Pacific Ocean international rights. Russia, as we have shown, having equal interests over the sea and its seals with Japan, who also owns seal islands, and our Republic, all should join to protect their rights and property from other nations, and should jointly resist all marauders of whatsoever nationality.

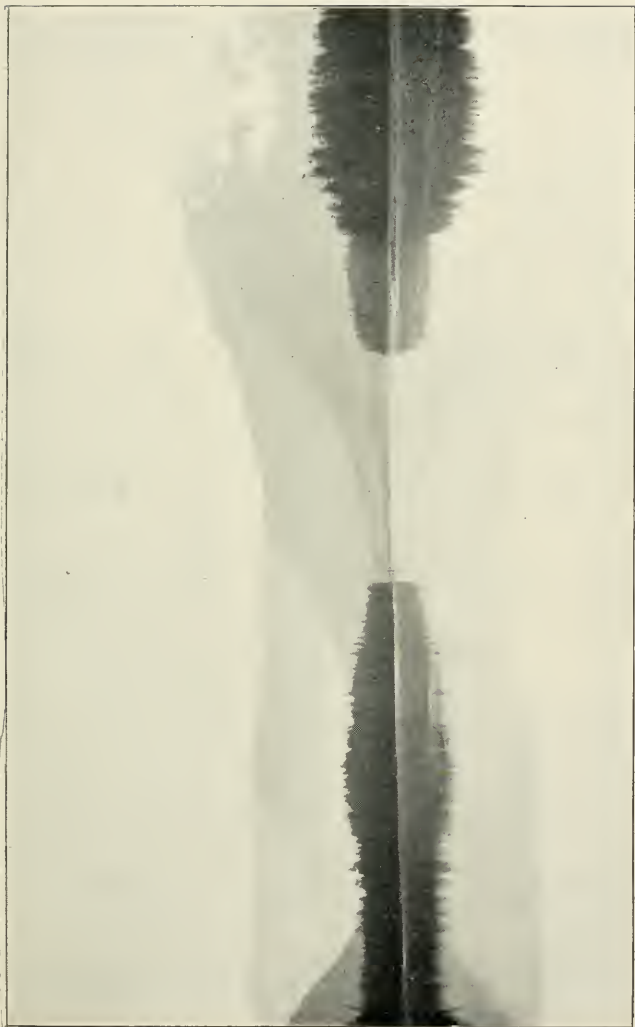
CHAPTER XXIII.

OUR ALASKAN INTERESTS.

THE opinion of a great number of the most intelligent and patriotic citizens, of this and other countries, is that consistent, extensive and well developed preparations for war are very powerful elements toward securing and maintaining peace. In other words, if a nation takes every precaution for the protection of her rights she will be more liable to retain them intact without difficulty. But there are cases in which certain operations are made to present a peculiar aspect and cause questions to arise which should receive immediate attention. One of these interrogations should pertain to England's intention in fortifying the Yukon River, near Alaska, and other places along her boundary claim in a substantial manner. But the gold fever, owing to the discovery of gold in such a large abundance in Upper Yukon, will attract such a large population to this region that the United States Government to protect the rights of her people there, will now have to fortify and protect our side of the line.

In the first place it must always be remembered that Great Britain does not resort to such plans without some well digested object, and combining these

WRANGEL NARROWS.



fortifications with the boundary line dispute, it would be very unwise to allow her action to pass unnoticed. Were there garrisoned strongholds opposite, on the side of the United States possessions, we could then account, to a certain extent, for those warlike preparations; but as matters now stand we can look upon them as but little less than a menace to the government of the Territory, and through it to the United States.

Entirely at amity with all nations, the United States Government, very unwisely, permitted Forts Tongas and Wrangel to fall into decay, thus withdrawing protection entirely from the coast, except at Sitka. This, too, was allowed to become a thoroughly inert little town, which now would very much prefer the presence of the active military life of a garrison, though it might never fire a gun. The consequence is that the rapidly developing interests of the mining districts of the Yukon, Copper, Forty Mile and other streams, added to the richness of the mines of Douglas Islands and the mountains back of the busy city of Juneau, have opened the eyes of England to the value of our Territory and their own. Therefore that boundary line, which has remained unchanged for thirty years, and quietly in the possession of the purchaser of the district once called Russian America, and as it did for a very much longer time before the transaction, becomes a matter of doubt to the En-

glish mind. Not to minds of either Russia or America, however. Acknowledging the idea as plausible that her demands upon the eastern frontier of Alaska, are simply to secure a passageway from British Columbia on the continent, to the Pacific, in this northern region near the mouth of the great Alaskan river, so as to extend her commercial facilities through Canada, it is not possible that any one will suppose that this nation will sacrifice one ell of her property for the sake of another's aggrandizement.

We may suppose that if the United States Government should form an alliance with any other nation, it would preferably do so with Russia, whose interests in the gold belt of Siberia and in the north Pacific are co-existent with her own, particularly as the completion of the Siberian Railway will one day enhance the commercial capacities of both countries utterly beyond the present powers of calculation, because of the advancement of civilization among Eastern nations. When that great gateway, from the empire of the Czar to the Republic of the United States, is opened, as it surely will be, there is not a single doubt but that the strained relations between all of the most deeply interested countries will be swept away. China will come to the realization of the only real difficulty which exists between herself and Christian nations, and we do not doubt that a more perfect peace and friendliness will exist between herself and our Republic than has ever been known heretofore.

Now that England has taken the initiative, would it not be well to thoroughly and efficiently fortify the old forts which Russia deemed advisable to establish, and to build more according to the vastly increasing valuation of Alaska? It must be a very lukewarm citizen who will doubt the true boundary established by Russia upon the discovery of the land so long bearing the name of Russian America, and he would be unjustifiably weak who would allow any portion of so important a country to fall from our hands. If England requires an Esquimault to maintain and preserve her Canadian territory, neither she nor any other Power can object to the United States building and garrisoning forts, thus giving an equal protection to her citizens and property. For the time only the more aggressive interests of the Powers of the earth are showing the importance of that great Siberian enterprise; but we have a hope that some day, and probably very soon, the shining rails will beckon across from the border city of Kamtschatka to the unborn city on the most western point of Alaska which rests on the Bering Strait, when the present young Czar of the Russias will announce the Russian side of the boundary line question, from which decision there can be no possible argument admissible. It is well for patriots to announce their willingness to fight against aggression, but we can see no cause whatever that we should resort to arms.

More impossible is it that our government should consider for an instant the advisability of resorting to contention. There is a reasonable, just and altogether honorable and feasible way out of the whole difficulty, a way so simple that every one seems to have looked beyond it for something more formidable. It is, to appoint the proper authorities to wait upon the Russian Government and request a concise statement of the amount of land embraced in its transaction with our government. The preposterous idea of supposing that Russia, or any other nation, would run a boundary line of such importance through a line of irregularly defined islands is not to be entertained under any condition, but before adopting any strenuous measures against aggression, let us take the wiser plan proposed above. No one, either nation or individual, can adjudge this cowardice in a country who has more than once supported its grand prerogative against bitter and almost invincible antagonism.

CHAPTER XXIV.

OUR ALASKAN PROPERTY.

THE probability of the public in general becoming weary of the often-broached subject of the United States boundary in Alaska should not deter intelligent discussion of the question until it is finally and irrevocably settled.

The development of the natural mineral resources of the Territory is still in its infancy, and it must be acknowledged that the promise of its prospective wealth has been accepted in a very undemonstrative manner, beside which the enthusiasm, which the discoveries of gold, silver, copper and other mineral deposits in California, Colorado, Montana and other localities aroused, once made a very conspicuous contrast, until the present Klondyke boom manifested itself.

Very limited acquaintance with the climate and with the characteristics of the natives is principally accountable for this, and the Government must bear the reproach of a prolonged neglect, which very decidedly aided in establishing this apathetic ignorance. At the same time, if those wealthier states had not displayed their treasures, there can be but little doubt that the discovery of rich mineral areas in Alaska

would have been received with wild exultation, and that miners would have flocked to its promising localities, even at the risk of native opposition and Arctic climate. Looking back upon the history of those days, when the "gold fever" prevailed in California, we question if even in the wilds of Alaska there could have been greater disappointment, suffering and despair than were experienced in those times.

Now arises a peculiar complication, which, having brought the Territory into prominence, must give it a status in the future.

The Russian Trans-Continental Railroad turns attention in that direction, possibly giving its affairs a momentum which it might not have attained for another decade or two. And we must deplore the failure of the proposed telegraphic communication with Russia across Bering Sea, which should have been established if the true American spirit, which determines to persevere and conquer all difficulties, had undertaken the enterprise. We doubt if its consummation would have been much more arduous than the construction of communication by rail and telegraph across this great Continent, with the vast bulwarks of the Rocky Mountains held defiantly between the East and West.

Why should the United States not have independent intercourse with the great Powers of the Orient instead of submitting to news at second hand? Why

should she not have a railroad traversing her territorial possessions, and eventually connecting the two vast countries by ferry across Bering Strait, as we suggested years ago? It is true that thirty or forty miles or so of ferry sounds rather formidable in contrast with the bustling transit across the Delaware, the Hudson, or the East River; but thus far semi-annual mail and freights have been the full extent of intercourse between a great part of northern and northwestern Alaska and the outside world. If, then, the communication through the railroad should increase this to many hundreds of times a year, it must lead to a better understanding between Alaska and its companion States and Territories.

The Government has not purposely intended to ignore Alaska, but a strange admixture of circumstances has diverted the proper legislation for these peculiar people to matters of more apparent importance. Besides, to a considerable extent, the resident officials heretofore have been somewhat meagre in their reports. Now the liquor traffic, which has been allowed in that prohibition Territory to pass without due attention, has been taken up by new officers, who are unwilling to be blinded to its evil influence upon the natives, among whom its fatal enticements have been making serious havoc. It seems that it must be acknowledged that gold has been the watchword that has attracted the fore-

most Powers of two Continents toward the weird northwest, and both have been thoroughly awakened, the one to endeavor to gain possession of a goodly part of the rich mining region, the other to ascertain at this late day that, if she desires to hold unmolested her purchase property, there must be some means of protection provided. We see now how absurd it has been to permit the mines on the Yukon River and Forty Mile Creek to remain entirely without legal jurisdiction, to permit the miners to be so entirely isolated that they actually have resided in Canada while working in the United States, because they have had no American home near the mines, except at Circle City. So we have blindly left both mines and men under the colonial protectorate of a foreign Power. We are led to see a slight excuse for England's being tempted to take property in which no one except a few miners seem to have taken much interest. The eastern, western and middle centres of our population should awaken to the needs of Alaska.

Money seems to be the hinge upon which this, as well as other matters of importance, appear to rest. Yet the Treasury refuses the output, and even the desire for improvement in some quarters stagnates, but let appropriations now be made and honest men set to work, and quickly we will have ready, war vessels, fortifications and men for this object.

A comparatively reasonable appropriation for the

benefit of Alaska would meet with ready returns, for the natives, who are far more intelligent than one would suppose, would join very heartily in securing prosperity for themselves and their adopted kinsmen.

With all the disadvantages under which the Territory has suffered, there is a chord in the hearts of hundreds of Christianized Alaskans which vibrates to the touch of kindness from the hands of the Government at Washington. The progress of education, which is nearly all carried on through various denominational missions, is wonderful when the length of time, the lack of money and the isolation from the proper protection is considered. And the time has already come when natives and half-breeds alike are praying for closer recognition and a nearer tie to the country of which they are, or should be, citizens.

Thus we find humanity, commerce and Territory demand recognition and speedy and vigorous legislation.

There should be no legal question about the boundary lines which were accepted by every nation on the globe, if not by treaty or public acknowledgment, then by silent acquiescence, which, having remained uninterrupted for more than a quarter of a century, must hold good to-day. All that is actually needed is for the United States to pronounce with judicial dignity that "These lines are the limit of our legal possessions. No power should be permitted to step

across to claim an iota." We should provide dwelling places for men and families, until they can provide them for themselves. There should be laid out town sites, however small. Forts should be erected, and manned with efficient and entirely trustworthy officers, and men. There is, as justly should be, forbidden the traffic, in any manner, of whiskey or any other intoxicant, and of personal concealed deadly weapons. Let those who are born citizens and those who may become such, feel and know that the arm of a just and powerful government is stretched out to succor and protect all, both dark and white, and it is demonstrated more decidedly every year that Alaska will soon become far from the least valuable part of the United States. Remember, while legislating for armed cruisers, warships, protected commerce carriers and torpedo boats that the Pacific coast needs their presence as well as the Atlantic.

At this time particularly the United States needs, and should have, constant and uninterrupted communication with Russia, China and Japan without the intervention of any other Power whatever, no matter how friendly. Not so much that the Republic desires to have controlling power, as that her communications with those governments should be truthfully obtained at first hand, and not to be misunderstood, with no chance whatever for unintelligible or doubtful interpretation based upon unreliable news

fabrications as at present. Russia and the United States have always been friendly, and to hold that condition intact they should have no go-between of any description, telegraphic or otherwise, because a slight misinterpretation might be the nucleus which enemies of either nation could cause to grow into a portentous cloud, and probably generate unkindly feelings and serious results.

CHAPTER XXV.

CURE THE WAR SPIRIT.

AS the sea is agitated by a coming storm, so, for months, have the great Powers of the earth been fermented with threatening war clouds, but in our opinion, the universality of brooding disaster will prevent much actual contention and bloodshed.

As individuals, the citizens of the United States must naturally sympathize with the people whose object of warfare is independence from unjust oppression. As free men, our hearts go forth in hearty good will to those who desire liberty. But at the same time one would do well to ponder carefully before giving expression to language which could be interpreted to lead to universal commotion.

Thus far the United States is not so deeply involved in international difficulties as to require the adoption of any policy having war as its ultimatum; and her own boundary question is as yet very much inside the pale in which peace holds her divine prerogative. It is therefore enthusiastic folly for the public to begin agitating the liabilities of armed contention, at least until matters have developed a more distinct embodiment. The very knowledge of the freedom of speech that is enjoyed by the press, as well as by

citizens, should lead each one to use that right in a judicious manner. Some most deplorable disputations have been caused by rash utterances, as tides of calamity have swept numbers of human beings to terrible and sudden death through one incautious cry of fire. Therefore, patience, caution and forethought should certainly guide the speech of all men, particularly during any contentious times.

The policy of all citizens, as much as the Government of our Republic itself, should be that of an honest, earnest and peaceable community, watching with unimpassioned intellect and unbiased mental vision, for the outcome of any political or international commotion—waiting to allow all other nations an uninterrupted opportunity to settle misunderstandings or disagreements without unrequired interference.

The age of conquests for territory, or great usurpation for aggrandizement, has passed away long ago, and all good governments, who are true to honest principles, will hold themselves ready to interfere only when the greater Powers are unjustly overpowering the weaker, and when conquerors ill treat those already down-trodden by superior numbers.

The claims of each and every nation, whether the proud dynasty of centuries or the struggling embryo of a future Republic, should receive due respect, and their justice be wisely supported by those Powers who can give them full and entirely disinterested consid-

eration. Every claim should be weighed in a rigid balance of right, with neither high-handed monopoly nor petty selfishness within touching distance of the delicate scales of Justice.

Long past, too, is the time when one nation may stand alert to fall upon another, when it is so engaged elsewhere as to be unable to cope with additional enemies. Only just warfare and honorable accumulation of territory can be countenanced in this age of enlightenment. A nation, however ancient its lineage, or however superior its station, must fall very far beneath the limit of true greatness, that will seek to crush or destroy another nation or to monopolize any of its property.

The number of devices by which countries may attain honorable prominence must make the inhuman one of warfare for either wealth or wider boundary fall into desuetude among any but the less civilized Powers of the earth in a very short time, if, indeed, we may not hope that even now such a golden era is approaching.

That there will not be wars and bloodshed in the future it would be intensely optimistic to hope, nor do we question the justice and legality of systematic preparation for battle, and good, hard, patriotic fighting for country and principles when they are assailed; but we do not believe in lying in wait for an opportunity to display pugnacious tendencies.

We believe, while human nature retains its eminence over the earth and sea, that there will be oppression, injustice, aggression, greed and cruelty. We believe nation will rise against nation, and that there will be battle, victory and defeat. But we feel that the United States should never interfere in any commotion until the golden laws of right and justice require her aid. And we are convinced that while providing for every emergency in a numerous and perfectly equipped navy, and in a series of fortifications that will protect her vast territory upon every side, she should calmly hold herself aloof from all contention until necessity requires action.

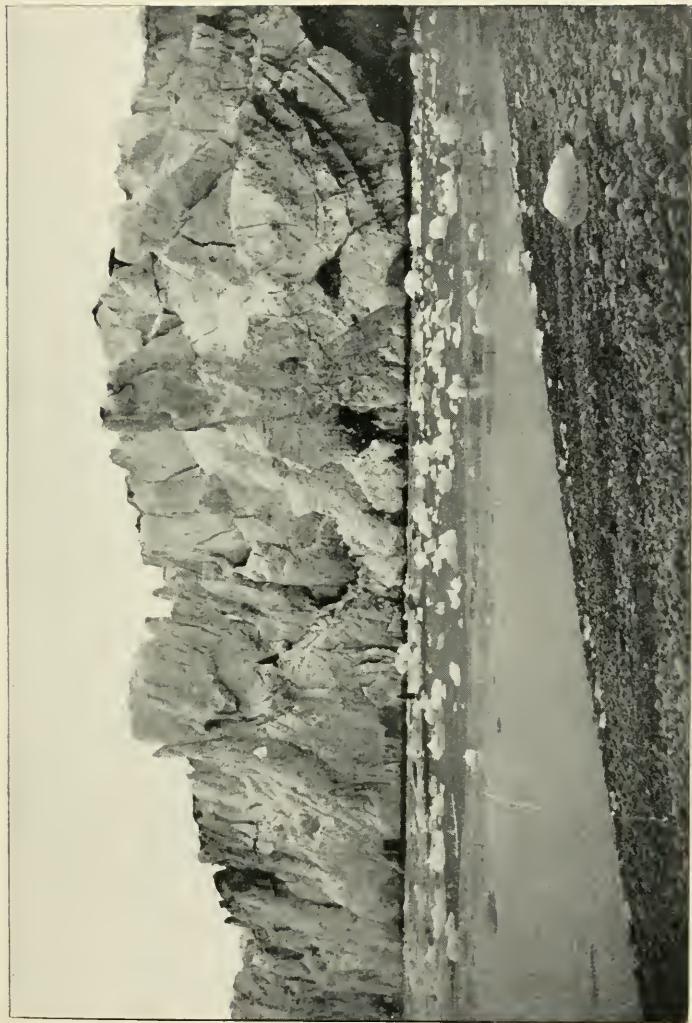
In conscious strength, in unassailable honor, in gracious dignity, let our noble Republic stand forever with the words of her immortal Washington as the quenchless beacon guiding to continued and uninterrupted peace and prosperity.

CHAPTER XXVI.

OUR GREAT NORTHWESTERN TERRITORY AND ITS NATURAL RESOURCES.

BY slow degrees the value of the Territory of Alaska has been presenting itself for consideration, not only abroad, but to the Government of the United States, and more significant still, the Territory is now waking up to its own importance. In Governor Sheakley's reports we have read very reasonable statements of the progress of business, of education, of mission work and of the increasing power of the few laws which have been thus far adopted for the government of the strangely incongruous mixture comprising the population. The appropriations for which we asked in the year 1896 are so modest that the only danger seems to be that they may always be thought too unimportant to be considered among the greater demands which present supporters are able to advance. The Government does not seek to "boom" any part of the country, doubtless feeling confident that the time is not far off that will see it take a place in this hemisphere, as Norway, Sweden, Finland and even Siberia have ages ago asserted for themselves in Europe.

Russia did not give the land away, but made a valuation; the United States did not take it by force, but



SECTION OF MUIR GLACIER.

willingly paid for it, both countries thus proving that even at that time it was well worth seven millions, two hundred thousand dollars.

In looking at the money transaction, it possibly appears unimportant when compared with the fortunes of the great millionaire citizens of our Republic; but even looking back thirty years we will discover that such fortunes, as those which to-day are subjects for no wonderment, were then quite remarkable. There were then no such stupendous railroad schemes and other operations from which to garner harvests of greater bulk than were ever before conceived, except possibly in "air castles," and the Government was more than once censured for having invested such a large sum in so useless a tract.

We are led to believe that the trite old saying, "You don't know what a thing is worth till you lose it," contains a great truth attachable to state as well as personal affairs, when we think that the seal interests on one side and the boundary on the other had to be ominously threatened before any but a few enterprising men (excepting of course the missionaries, who have been faithful laborers for many years) could see in what manner Alaska could benefit the country to which it belongs.

We have mentioned the forts that were allowed to fall into decay; we have seen the defenceless coast near which marauders could carry on a course of pil-

fering which no other country would ever have permitted; we have seen our Government pay millions of dollars indemnity for bait taken from the eastern coast of Canada, when now, forsooth, she is arbitrated to pay thousands of dollars more to the same Power for the seals, which by all just laws were her own, and which she justly at this time refused to permit the Canadian fishermen to take.

We find that so long as the boundary seemed to separate only one barren, ice-bound district from another it was allowed to remain unmolested, but as soon as American enterprise, howbeit in the shape of a few miners, find gold along near the line and in American territory, the boundary line is so outlined by map that it is made to inclose those gold mines within British jurisdiction, and again the right of the United States to the purchase is questioned. Fortifications and proper garrisons are now already needed for the protection of interests on the eastern boundary line, and a cry against such warlike preparations was aroused immediately when we wrote in this vein months ago. Proper coast defence and a sufficient and competent fleet of armed cruisers for the protection of, not the seal interests particularly, but for all fisheries and commercial interests in general, is now an evident need. But the Siberian Railway is surely winding its way across the frozen north of Europe and Asia, and it as surely will find an outlet on the Pacific

coast somewhere. We propose a nucleus for a commercial centre in a place as close as possible to the Russian border, and we see in the future the vast commercial communication by rail that will obviate the present protracted voyages by water, and that could bring Russia, China, Japan and the United States in closer commercial and international relations than ever were known between such Powers, even if we are accused of dreams such as made Aladdin revel in gold and jewels.

We persistently contend that it would be no more difficult to build a railroad through Alaska than through Siberia. In fact, it could be done far more rapidly and readily because of the convenience of the coast communications with San Francisco, Portland, Tacoma, Seattle, Port Townsend and other points of importance, by which the necessary American material could be delivered at different stations along the shore. Begin the enterprise, and see whether there will not be thousands of hardy men willing to undertake the work, toilsome as it may be. How quickly would the iron industries of the North and South furnish the rails of steel and iron! How quickly would the millions of railroad ties turn out from the overloaded forests of the great North-West! And how fast, too, would the material for houses, and for schools and churches, follow the trend of advancing industry! No community need freeze when houses can be sent

to them all ready to be set together for occupation in an almost incredibly short time. Neither need they starve in this age, when canned milk, meats, fruits and vegetables are not only very good, but reasonably cheap; when flour and meal can be sealed from injury during transportation; when preparations of yeast and pure baking powders are made to keep for indefinite periods; and in a land in which fish and game are found to be inexhaustibly plentiful.

There is no more reason for Alaska to remain without population, than for any far northern district in other countries, to become depopulated. That the Esquimaux have lived and, to a certain extent, thrived in the truly frozen North, proves that others may do so too if comfort is provided. They have existed, not from choice, but from extreme necessity, upon uncooked dried fish and flesh; they have dwelt in ice-formed houses or in underground huts, because other means were beyond their knowledge, as well as far from their reach. But note how willingly they follow the lead of civilized men; how they admire and wonder at every device presented to their consideration; how they become fond of properly prepared food, warmth by artificial means, and the more convenient clothing of enlightened fashion. Fuel has been the most prominent subject of objection to colonizing Alaska, but with the discovery of excellent coal in several regions, and with the possibility of still greater areas

awaiting the prospectors, we think that question is pretty nearly laid at rest. Those who really long for work should think of this region as a new home in the years to come. But even if the quantities of that commodity should be over-rated or insufficient, we can see no reason why the use of coal oil, now discovered in vast quantities there, may not become popular where blubber and fish have been for ages the generators of both heat and light. The demand for petroleum would doubtless develop the industry to a much greater extent than at present in our own country, and it would form a very lucrative object of commerce between Russia and western America. We have long since become accustomed to the use of coal oil for lighting our houses, many people preferring its clear, steady, brilliant radiance to the doubtfully pure gas which so often flickers, fails and flares, to the great inconvenience, if not to the great detriment of sight. Oil stoves for heating and cooking purposes have been in vogue for many years, and they are offered in numerous forms and at various prices, while they have been constructed so scientifically as to render accident very rare in occurrence.

Why, then, should this Territory remain without settlers when conveniences are attainable, and when the increase of population would not only make the country more valuable every year, but would lead to

peculiar benefits through inter-State commerce, which is a very important item, even should the trade keep within the limits of the United States. The recent discovery of an immense quantity of petroleum has answered the question of light and fuel.

Legislation for the government of Alaska has been necessarily slow and unsatisfactory, and we do not believe that it deserves quite the amount of censure that it receives. It requires very careful thought to plan a set of laws which will embrace its heterogeneous population, some of which are intelligent and law-abiding, some ignorant and indifferent to restraint, and still others, perhaps the greater number, little less than heathenish in their ideas and inclinations, made so by ages of tribal tyranny. Then again, a new mixed population is certain to gravitate here within the next few years.

The first step toward proper legislation then would be to value every portion of the country, allowing tribes and individuals to hold possession of the land upon which they dwell the greater part of the year, and giving them deeds or clear titles forever, with the lands to prospectors, as in all other States and Territories. Value even remote and apparently useless reservations; then let the Government sell such tracts at proper price. Permit no settling, but grant tracts, as other nations do, even in the wildest parts of the world by purchase or concession.

But we must not follow the policy of those countries by keeping native populations in ignorance, but rather they must all be educated, and very quickly, too, so that they may become, entirely self-sustaining. We have no vast amount of opium for disposal among hosts of people who, by its use, live a life of semi-consciousness; we need all residents of our country to be clear of brain, alert and industrious. Therefore, education is the first great object towards which the Government must give its prompt aid. Education will bring intelligence, intelligence will arouse genius, and the natives who know and love the land will one day, in the near future, become the workmen who will cultivate every natural resource of their beloved country.

Land valued and people educated, the next step must be to place a proper estimate upon every commodity indigenous to the country, whether it be furs, metal, minerals or timber, fish or meats; encourage every industry on sea or land, and the next century will look back upon the neglect of the years gone by with surprise, while rejoicing that justice and energy, though tardy, paved the way to Alaska becoming a bright star among the splendid galaxy which represents the United States of America.

CHAPTER XXVII.

THE FUTURE OF ALASKA.

THE impetus has been given, and now nothing short of an armed force could prevent immigration to Alaska. It is too late to warn the ambitious miners, or those who intend becoming pioneers, against cold weather, loneliness, difficulties, disasters, disappointments. They think they have fully counted the cost, and with determined energy they go to face all impediments to fame or fortune.

Year after year summer tourists are increasing in numbers since the comfort, safety and pleasures of the grand northwestern trip in commodious steamers has been verified, not only by stalwart men, but by delicately reared women, and even children, who have all returned overjoyed by the glorious beauty of Alaskan scenery—forests, water ways and glaciers.

The enchanting descriptions, oft repeated, have found echoes in hundreds of hearts which have so longed to behold new attractions and to change from the beaten track of travel, that they were exceedingly delighted to turn toward the frost-crowned North, approaching its particular characteristics of country and people with unusual combinations of fear and pleasure in their anticipations.

It is not surprising, that men who have probably been without work, and who have grown discouraged with anxious waiting for better times, should resolve to try their fortunes in the virgin gold fields of whose existence they are continually assured. Their hope of success cannot be regarded as altogether foundationless, for they hear of missionaries of both sexes who have been able to live even in the bitterly cold and altogether unsettled districts, and who are eager to return to the scenes of their labors, after a visit to their seemingly much more congenial homes.

Doubtless quite a number of these adventurers, who expect to face the rigors of climate and the dangers and privations of pioneer life, will return totally disheartened and broken in health, but many will stubbornly hold out against every difficulty, pride or poverty supplying the magnetism which will bind them fast to the inhospitable soil. It requires no gift of prophecy to foretell that some of these men will turn toward the British settlements, which thus far are the only well-boomed ones of the gold regions of the Upper Yukon River, and the Territory will in this manner lose temporarily a few of its citizens. Tenacity of purpose and power of endurance are the very important elements which are requisite for the building up of the population that will one day develop the vast mining industries of Alaska.

The duty of the Government is plainly outlined, and

if its plans are not soon matured for the protection of its citizens, as well as for its pecuniary interest, there will be a time of useless regret and a serious complication of international difficulties that will require able statesmanship to unravel.

We repeat that it is the first duty to lay out and construct forts or small towns in close proximity to the point toward which the tide of immigration is tending, thus rendering it possible for the men to remain upon the ground all the year round in order to protect their claims. The second is to acknowledge the value of the mines in some reasonable amount, and to legislate for the interest of the government as well as the individual, and to guard these two with consistently legal measures, and property rights and titles.

Certainly some time must pass before the quartz mines can be worked with great success, but the possibilities can no more be determined now than were those of California and Colorado less than fifty years ago. The experiences of those times and localities should supply food for very careful consideration before the Alaskan gold, copper and coal mines are shelved as unattainable or altogether mythical.

But allowing the probability that climate and other insurmountable objections may deter the lucrative working of the mineral deposits of the Territory, still there is employment in the near future for those men whose enterprising spirits are guiding them north-

ward, for the day is coming when an Alaskan railway will become a necessity, when the commercial interests of the Orient and the Occident will be brought into closer touch.

Setting aside for a time the possibility of a continuous railway to Bering Strait, still, close communication can and will be made between Russia and America by building seaport towns at convenient points on either coast, and establishing a fast steamship line between them, thus shortening the voyage by many days, and enabling a more advantageous commercial intercourse to be assured to the interests of both vast countries.

How much better and cheaper it would be to give strong men employment now, than some day be compelled to give support to disabled and unintentional paupers. Even to-day railroad connections between Juneau and the several points, at which gold and coal are known to be procurable, would increase the value of those districts and the populations of both that city and the mining camps. Why not, therefore, begin these lines of railroad, and give work to men who are eagerly longing for something to do? Many will be found as willing to labor at hewing lumber, cutting ties and laying tracks as they are now to work with pick and shovel in prospective mines. They will work, they will build cabins for themselves, and in time their wives and families will follow them,

and the development of Alaska will be another phenomenal demonstration of American pluck and enterprise, because that which the Government has deferred doing for Alaska is apparently upon the eve of being accomplished by these men, who will so far succeed as to soon be able to demand both internal and naval protection for themselves, their families and their property, until some day the Territory will become a self-defending State, and thus the serious problems of what to do with Alaska will be solved.

CHAPTER XXVIII.

THE RESOURCES OF ALASKA.

PROOF after proof makes it constantly apparent that Alaska will in time not only be thoroughly self-supporting, but that its numerous sources of revenue will become quite important to the commerce of the United States.

Despite contradiction, ridicule and neglect, the gold mines are becoming the object of greater interest year after year, until it has already attained such proportions that even a trifling success, like the Klondyke discoveries, will cause a continued rush to the gold fields, such as invaded the other gold-yielding States years ago.

This prediction was stated in our published articles many months before the present great rush to the Klondyke began.

The gold mining that has actually become established in some parts of Alaska seems to have stepped forward into the place once entirely usurped by the fur, whale and seal-oil business, which was recently considered the only valuable part of the purchase, and its decadence augured sad adversity for the struggling Territory. It was once strictly true that the fur and oil trade was the only livelihood of the

natives, and that they depended upon the seals, whales, walrus and fish for every necessity of life; but it must be remembered that civilization has advanced with persistent energy, until the mode of living, which was universal but a little while ago, has changed, and many of the natives have joyfully accepted Christian food and clothing, as well as religion.

The result of education not only evidences itself in moral development, but in the awakening of intelligence that must have lain dormant forever but for the instruction and faithfulness of missionaries, who, finding most barbarous opposition, became still more determined to win the confidence of the benighted people and rescue them from the midnight darkness which has enveloped them for ages.

They never knew the value of gold or copper, coal or marble, timber, or the cultivation of the soil. But they were compelled to cultivate muscular power, while harpooning the huge prey whose uncertain coming made them wary, as well as sure-handed and strong.

They were compelled to exert a certain amount of genius in the preparation of their subterranean homes, so that they might live through the long, dismal cold of their arctic winters, or in the construction of their summer nests on the shores of the boisterous seas. And now this natural bent will enable them to build for themselves, and the miners, who will join them,

such residences as will make it possible to develop the mines even of the bitterly cold and lonely regions of the Upper Yukon River.

There can be no more absurd idea than that the splendid possibilities of Alaska must be left undemonstrated because of the climate, for if the natives have been able to exist without the aid of the comforts of civilization, how much better can they live and work when they receive the needful creature comforts. Heretofore they have been forced to semi-hibernation more than half of the year, while the other half, from dire necessity, has been a season of hard toil during the fishing or hunting season, and of gormandizing and wildest revelry when swarming fish or gigantic mammals of the sea filled their empty caches and made them forget for the time that such harvests were very evanescent, depending entirely upon the instincts of the lower animals, which made them pile in countless numbers within reach of their spears and nets or baskets.

Those who have learned to live like Christians, rarely, if ever, return to the dismal, smoky underground dens that were once their homes. Possibly not one who has tasted the daily food of the white people would turn again with relish to the saltless fish and blubber, which was the daily food they used. And just as surely as that they have accepted thus far, will they seek to learn still farther from their enlightened teachers.

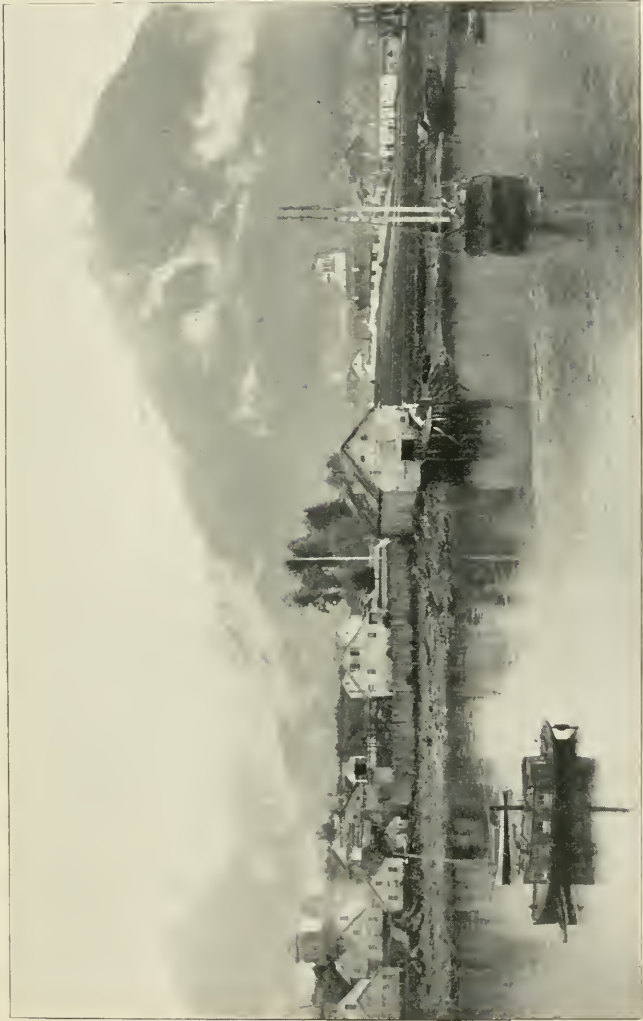
Doubtless they have learned evil as well as good, but the good will predominate, and they will take pride in the development of their country as soon as they understand its importance.

The diversity of employment awaiting them is enough to overwhelm them for a time, but miners, quarrymen, and probably agriculturists and herdsmen for the valleys, will be found when the light breaks in fully upon the work expected of them.

Ex-Governor Swineford told of the mining prospects and was ridiculed unmercifully by the press and the people. But a few years passed, and he returned to the territory armed with all things necessary for the development of his valuable mines.

Governor Sheakley told of the richness of the natural resources of the land, and he, too, received little thanks for his information but the prospects brighten nevertheless. One party boasts of his profitable little farm, from which he has abundantly reaped satisfactory harvests. Dr. Jackson gives proof of the certainty of success in the rearing of reindeer, which answers the question of transportation of men and supplies, as well as gives promise of immunity from starvation. Another calls attention to the coal fields which await the sturdy hand with pick and shovel, while still another and another repeat the presence of marble, fine and pure as the statuary marble of Italy.

True it is that money, talent and toil are absolutely



SITKA, ALASKA, AND MOUNT EDGECUMBE.

necessary to the attainment of any of these treasures. but we fail to know of any place or country in which nuggets of gold or slabs of marble are lying about awaiting transportation.

“Work” is the password to fortune! Can there be harder toil or greater privation than were the stepping-stones to the world-famous millions of the Astors? Have we not seen the great railroad magnates of our own day rise round after round upon the ladder of fame and fortune, with unremitting toil marking every step in the upward course?

Only a few decades ago a great part of Philadelphia was thought to be an “irreclaimable” swamp. To-day great warehouses and noble residences cover these apparently once hopeless wastes. But a year or two since, formidable obstructions interfered with navigation in the Delaware; to-day, we watch them disappearing before the stroke of Governmental aid, making of this city one of the finest seaports and fresh water naval stations of the country, backed by the coal, iron and large manufacturing interests of the city and the state.

Not more impossible is the rich development of Alaska’s grand and almost illimitable sources of wealth and prosperity than was the civilization and expansion of New England, for it is doubtful if even the barren, wave-swept coast of our distant province can present a more thoroughly forlorn and uninviting

aspect than did the wild, rock-bound coast of Massachusetts to the Pilgrim Fathers.

If men are discouraged from attempting to find any prosperity in the far North-West; let them think of Norway, Sweden, Finland and other Northern climes, whose inhabitants, brave, industrious and intelligent, could never be persuaded to see any land so beautiful or good as their own. The day is coming when the progeny of those who dare to make Alaska their dwelling-place and the promoter of their fortunes will glory in the snow-clad peaks, the mighty grinding glaciers, the smiling, dancing crystal water-courses and mountain-environed fjords, whose majestic beauty or peaceful loveliness are unrivalled by any scenery in the whole bright world.

It would certainly be preposterous for people who have been reared in luxury and busy idleness to think of going to Alaska except as summer tourists; such a class is not yet needed in any part of the territory. Neither need clerks and salesmen or book agents, or even traveling salesmen, hope to find work in the sparsely-settled country. But brawny frames, strong hands, brave, willing hearts and courageous, long-enduring active brains will find plenty to do, and abundant reward for their labor. Let such pioneer the way, and the cultivation and refinement of higher education will most certainly follow when prosperity supervenes, as it must do in the near future.

CHAPTER XXIX.

BERING SEA AND ITS SEALS—QUESTIONS WHICH HAVE TO BE SETTLED FOR THE FUTURE AS WELL AS PRESENT.

LIKE all unsettled questions, the matter of the right of possession in Bering Sea rises to the surface, even while other subjects come to view which seem to be sufficiently important to set it aside for the time.

Our average Congressmen do not appear to grasp the Alaskan question in its vast importance to the future of the United States. The statesmanship at present exercised seems to see only the surface matter of the right to pelagic fishing for the seal, whose home is certainly upon the islands belonging to the United States.

It requires no powerful horoscope to see in the near future the extermination of the fur seal unless protected, as we of the present generation have beheld the destruction of the great herds of buffalo that once roamed over the vast sea of prairie land in the West.

The revenue from seal skins has truly been of great moment, if only that it has helped to refund, with interest, the millions paid for Alaska; but even at this time the cry is coming from the greater fishing indus-

tries of the North-West, that the luxurious fur is not fraught with such vital consequence as to lead to the neglect of other affairs; while, like all subjects of continual contentions, this deferred settlement tends toward a degree of carelessness, in the American public mind, almost amounting to willingness to give up in disgust the bone of contention, which the Government and the better informed citizens will never allow.

But let us pause and note an underlying current, the consequence of which must leave a lasting impression upon the commercial interests of the United States; and here let us say, it looks like a peculiar act of diplomacy to ask the contesting party to aid us in the protection of our own property. The "modus vivendi," as most readers see it, seems to place the United States and Great Britain upon equal footing; indeed, it rather appears that the taking of the seals for the food of some of our own citizens is looked upon as an injury to Canadians. Perhaps there may be a more dignified side to the question, but as it stands now to the public eye it lacks the noble self assertion of an independent nation.

If the arbitration, to which our national authorities have submitted the question of their country's right over a former inland sea, has been decided against our Government, it opens Bering Sea to a nation that would have held and planted its flag upon every one of its rocky islands and would have brought a

noble armament of vessels into its waters and defied this, or any other Government, to touch any of the coveted amphibians.

England has studied diplomacy too long not to have an eye to the distant future, toward which our statesmen appear to have forgotten to look. It cannot be many years before Asia and America will be commercially connected in the far North. The bed of Bering Strait is rising, scientists tell us, and the intellects that have planned the most wonderful and surprising feats of intricate engineering in the world, would be able either to tunnel or bridge this strait so that there could in time and doubtless will, be a continuous line of communication between the commercial centres of Asia and the United States.

The exclusion of the Chinese from the ports of this Republic, meets with grave approval from the English Government, because it sees in the future the commerce of China and Japan reaching the western and eastern ports of America without the long sea voyage to which it has been confined in the past. Already the Canadian Pacific Railroad is largely reaping the benefit of this English project and wise investment.

This semi-friendly contention of to-day is very important to the interests of our Government, for a national policy that is apparently based on international law may have far reaching, unfavorable and insidious aims toward a sister nation, that in future years may

prove injurious to us and result in great national commercial disaster.

There is no doubt but that millions of our citizens would rise to defend the sacred rights of their country if they were openly threatened. Will not the nation's strength of intellect and forethought at least try to equal in patriotism those who would give their life-blood for the Stars and Stripes? Let personal interest for a time be vested in the everlasting good of the country. Let every noble intellect strive to make a glorious victory in this bloodless war. Let us show Great Britain that the indemnity of five million dollars that was paid by this Government for her fishers poaching on the eastern coast of the British provinces was not paid in cowardice, but as a noble country's acknowledgment of justice and restitution.

If the arbitration acts justly, and secures to the United States her own property, Russia, Japan and China will be drawn into closer commercial fellowship with us every year. Why, then, should an act of legislation make the first breach between the latter nation and the Empire whose commerce is so valuable to the world? Why must a Christian country be the first to break the friendly peace of ages?

We will need the commerce and the friendliness of China, as well as that of Russia and Japan some day, and why be so harsh now? The good will of all three will be of great advantage to our Government

in developing the territory of Alaska, and a personal feeling against the original coolies that were brought here by money-making schemers and companies should not allow us to thwart a broad international policy in regard to our Western and North-Western possessions.

NUMBER OF SEALS TAKEN BY THE GOVERNMENT OF THE UNITED STATES AND THE PELAGIC SEALERS.

YEAR	TAKEN ON PRIBILOFF ISLANDS	THE PELAGIC CATCH
1890	21,234	51,655
1891	12,071	68,000
1892	7,500	73,394
1893	7,500	80,000
1894	12,500	60,000
1895	15,000	82,000
	<u>75,805</u>	<u>415,049</u>

The total pelagic seal catch of the 54 British vessels in Bering Sea during the last year was 17,805, while that of the 12 American vessels was 2907 seals.

CHAPTER XXX.

ALASKA FUR SEAL PROTECTION.

WHILE reading of the wholesale slaughter of the fur seals in Bering Sea, and the apparent, or rather the consistent unwillingness of Great Britain to aid in their protection, the absurdity of the situation flashes upon one with great vividness. The United States could have protected them by all the laws of rightful ownership if she had not been led into the net, from courtesy called "Arbitration." Too late, the warning given in the daily journals a few years ago has been heeded, and Russia and Japan are, as they would then have been, ready to do their part towards saving the seals, in which these three countries alone are interested as possessors. But "arbitration" brought in another party who is unwilling under any circumstances to lose its hold. The future of the question is plainly mapped. A year or two for this point, another year or two for that, while pelagic sealing in the meantime continues, and by the time the settlement is reached, the seals are gone and have faded away unprotected.

But one Senator proposes the annihilation of the fur seal by the United States authorities, the proceeds of the furs to be spent upon the native Aleuts,

who in all honor and justice are the true owners and the people first to be considered. The proposition is met with a cry against its cruelty, and the hand of the Government is stayed. But let us pause and examine the question of cruelty in all its phases. If the Government should adopt the plan of consistent extermination, it will require the death of all seals in all stages. A force of natives and practiced sealers would watch for the incoming of the herds, and as they landed each animal would be dispatched with the usual merciful blow so well known by the natives, a swift blow at the base of the brain, always successful. A pitiful sight no doubt would be presented by so many slaughtered, motionless seals: the objects of the skinning, fat rendering and drying or packing of the meat would not be beautiful to look upon, but there would be no sounds of distress from the inanimate creatures. This is the cruelty against which those who side with Great Britain cry out in anxious protest.

There is another side of the question: With a few exceptional cases it is the female seals that are killed by pelagic sealers. By positive statements from those who have made careful study of the animals, the adult males do not leave the rookeries at all during their stay on the Pribylov Islands, and the young seals remain either on land or very close to shore. The reason is easily explained. When they come to their home they are all fat and contented, but the fe-

males, who go out to sea, are nursing mothers—not only nursing but brooding mothers—for the seal carries its young a year. Each pup, or infant seal, belongs exclusively to its own mother, notwithstanding the peculiar sameness in appearance, and no mother will nurse other than her own offspring. These nursing mothers require food for the support of themselves and their young, and that is why they leave the rookeries for a season; they simply go in search of food. Consequently when they are killed the pups unborn die also, making a ratio of three lives taken for one skin obtained. Let those who speak of cruelty carry their minds and sympathies to the spot and hear the bleating of the hundreds or thousands of little seals that must linger in the tortures of hunger before death ends their misery. They bleat like lambs or young calves. Can the imagination picture the helpless little creatures writhing and crying for hours before succumbing to death? Can it paint the loss as well as the torturing inhumanity as the myriads of little bodies are tossed in by the incoming breakers, or left to decompose on the sandy beaches? Which cruelty is the worst, to destroy them all at once, or continue to have so many suffer innocently by these marauders? The mode in use and defended now will certainly lead to the end proposed by the Senator at last, and when the sentiment turns upon “cruelty” the whole community may demand the swift, organ-

ized annihilation, rather than the high road of slow, torturing destruction by literal starvation. But we believe in actual positive protection of our seal property. In this we have not discussed the comparatively valueless pelt of the adult female seal. By and by the purchasers of seal skin garments will discover that the fur is neither so beautiful, soft nor durable, as that obtained by legitimate sealing, wherein only the two or three years old bachelors are killed and the perfection of pelts obtained without the least danger of either exterminating the species or causing the untimely and painful destruction of the tiny seals.

In referring to the great question of the arbitration treaty, and for the correct boundary lines which have agitated the country, acting, as it were, as counter-irritants to its deplorable financial condition, we think it would be wise to call public attention to the literal meaning of the word which has been echoing from every direction for months. Arbitration means the act of settling a doubtful question.

Now there is no shadow of doubt about the purchase of Alaska, nor has there been at any time. Therefore, there can be no possible question of right to its possession by the United States. The real difficulty is the exact marking of the location of the boundary lines. As Russia mentioned the limit in its treaty of cession, the question is not for arbitration, but for an honest survey under the literal interpreta-

tion of the treaty. Why such an undertaking should require so much disputation is hard to comprehend. And why the United States Government and its English aid in competent surveyors, do not equip a sufficient number of reliable men under proper pay, to settle the line definitely, according to the purchase, cannot be satisfactorily explained. Economy is commendable as a general thing, but in a case of this kind, which to a very great extent involves our Nation's honor, the idea of a limitation in the direction of expense is not to be considered at all. It must be remembered that for many years the line now claimed by the United States, was acknowledged by England, and her subjects paid annual rental to Russia for that which now figures upon a recent Canadian map as British property. No arbitration in the world can adjust that without the owners have their proper geographical measurements ready for inspection.

Conceded then, that this, as a peace-loving nation, deems it wisdom to submit to arbitration, why must this question between two great nations be adjusted by a third party who has not studied the boundary. Why not refer our claim to Russia, as a power, and fully familiar with all the facts? Or why may not France, our sister Republic, have the power to decide, if arbitration is deemed the best mode, with a third power for decision? How can a vast country under whose advanced government each citizen is a sovereign, bind

itself to abide by the decision of one man, though he be a chief sovereign of another country, when the real trouble is not one of geographic position, but the presence of a precious metal whose value has aroused the farseeing interests of other nations that are involved!

The arbitration for boundaries if needed, and special arbitrations for individual cases that may arise, is far preferable for both England and America, than an arbitration treaty that is certain to be mis-interpreted and misunderstood by other nations. And in this case the matter can readily be laid over until the proper survey is made.

CHAPTER XXXI.

RECENT ROUTES TO THE GOLD FIELDS OF THE YUKON RIVER, AFTER REACHING ALASKAN PORTS.

AFTER careful study of the topography of the country each side of the boundary line between Alaska and British Columbia, there can be no doubt but that thus far the easiest and best summer route, for Americans at least, is by water up the Yukon River.

This means that the traveler having reached Puget Sound by whatever train or waterway he may have found most convenient, will take the steamer, which fits out at Seattle. He will find the vessel all that can be desired for comfort, but not a palatial craft. The first part of his voyage might as well be one of uninterrupted pleasure, unless he is subject to qualms of nausea attendant upon a sea voyage, for the North Pacific Ocean is oftentimes very boisterous. From Seattle the vessel steams through Puget Sound, passing on the south, Port Townsend, (an important American city near the exit of the Sound), and on the north, Victoria, the beautiful Canadian capital city of Vancouver Island. Through the Straits of Juan de Fuca it reaches the Pacific Ocean. After leaving the Straits the course is northwesterly toward the Aleutian

Islands, whose snow-capped peaks and extinct volcanoes uplift themselves from the treeless land, whose only vegetable products are a sort of rank grass, hardy poppies and a few other wild flowers, rich carpets of vivid green, or pale gray moss, and creeping lichen. Rounding the islands, the first stopping place is Dutch Harbor, a coaling and supply station for all ocean steamers of the North-West, as well as for the sealing and whaling fleets of Bering Sea and the Arctic Ocean. Leaving Dutch Harbor or Unalaska, sometimes spelled Oonalashka, with its line of houses painted white, possibly to make them more conspicuous in the fog that so often nearly obscures the land from view, the course is about due north until St. Michaels is reached, passing within view of the Pribylov, or Seal Islands, St. Paul and St. George, of which so much has been said in recent years. The sailing is then to Cape Mohican, on the west coast of Nunivak Island. St. Matthew and Hall Island are passed far to the westward. Then to Cape Romanzof on through Norton Sound until the ship stops at Fort Get There, on the Island of St. Michaels, or passes on to old Fort St. Michaels. This island was once a strong Russian fortification, but now it is a central point for freight and passengers going to and from the gold fields and the missionary and business settlements of the Yukon River. At this point all goods and passengers are

transferred to large, light-draft steamers, which ply the waters of the mighty river from the first opening of the ice during May, till the waters are locked in solid ice in September. There the Alaska Commercial Company and the North American Transportation and Trading Company are engaged in the traffic of the middle and lower Yukon. During the short season of navigation these companies carry on an extensive business, making three and four round trips to different trading posts and mining towns. Here also is a mission station of the Protestant Episcopal Church. Other missions have been established along the coast of Alaska at different points by other denominations as spoken of elsewhere.

While it is open to navigation the ships have a clear course of 2,300 miles: but business is all hurried at breathless speed in order to get as much as possible attended to before the frost settles down to its winter work. The Yukon and its tributaries abound in fish, salmon being exceptionally fine. The first point at which the vessel touches on the upper part of the river is Fort Yukon, an old station which was established by Robert Bell, who, mistaking its locality for Canadian ground, established a trading post for the Hudson Bay Company. In point of fact, it was never a fort at all, but so named as are several other trading stations in the North. It is in the latitude of this place that one sees almost perpetual day-



PLACER MINING.

light during the first summer months. The light of one day dissolves into the effulgence of the next with no darkness, except a luminous twilight between, in which only the great planets can be distinguished. The next stop is Circle City, a considerable town of about 2,000 inhabitants, when they are at home, but subject to variation of population. Many fine placer mines surround this really important city, but the rage for the Klondyke gold fields has, for the time, almost depopulated the comfortable log houses of which the town is built. Next comes Fort Cudahy, across the boundary line, at the mouth of Forty Mile Creek, a town already important as a centre of supplies for the miners in the whole section of country, included in the Forty Mile district, which has turned out a great quantity of gold. At Fort Cudahy the steamer takes on passengers and freight for the return trip, the way up the Yukon to Klondyke, Frazer, Pelly and other rivers being made in small crafts, native canoes, etc. The loneliness of the miners has been slightly relieved by the establishment of a post-office at Circle City, to which point letters are taken from Juneau every two weeks and return mail matter is delivered in the same length of time, by experienced carriers, who are now recognized by the Government and receive about \$500 for the round trip. For safety, ease and comfort this Yukon River route is undoubtedly the best, except when the shortness of the season is considered.

Small places and landings are found all along the river. After going about two or three hundred miles through a low, flat country the mountains are reached. Here you have a constant change of magnificent country, far beyond description. Thus the boat proceeds to Ft. Yukon, where during the months of June and July the sun shines for twenty-four hours without a break, in fact, all along the river during these months, it is continuous daylight and you can read easily at night without a lamp. Then comes Fort Reliance and a little farther on is Dawson City, at the mouth of the Klondyke River. But this river is sixty-five miles this side of the Klondyke placer mines, which lay away over the hills. Some distance farther up beyond the supposed rich gold fields of the Stewart River is Fort Selkirk.

The Stewart and the old Rein-deer Rivers, the latter now called the Klondyke, extend eastward to their heads and are located entirely within British Columbia.

Beginning at the Yukon's mouth the following places are passed on the way up, and, for convenience of reference, I have noted them from the north or south side of the Yukon. First on the north side comes Andreafski, then the Holy Cross Mission, the city of Anvik and a river of the same name, Hamilton's Landing, Naplatoo; the Kuyukuk River comes in at the northward bending of the Yukon, then comes

the Melozikakat River; a little farther on past the Gold Mountains come the towns of Nowikakat and Weare. Here the Nowikakat River flows in. Shamans Village is still farther up on a small stream called the Outt River, then comes Fort Hamlin and Fort Yukon on the Porcupine River, which flows in at another angle of the Yukon and extends into British Columbia away off toward the Mackenzie River that empties into the Arctic Ocean. A little farther on flows in the Big Black River and several other small rivers; then come the townsites of Forty Mile and Sixty Mile, the Chandindu River, Fort Reliance and Dawson at the confluence of the Klondyke and Yukon Rivers and just below these is the town of Ogilvie; next comes the Stewart River. A short distance above this the Lewis and Pelly Rivers join and form the Yukon. The Pelly River with its branches, McMillan, Orchard and Ross Rivers run northeast, but at present the Lewis River and its tributaries are the most important, as they run through the gold regions. Its branches are Little Salmon, Big Salmon, Teslin or Hootalinqua, Little and Mendenhall Rivers.

On the south side the Kashunuk River flows in an easterly direction; then the Yukon turns northward and here we have the towns of Koserefski and Shageluk; then come the Innoko, Kaiyah, Soonkakat and Nowikakat Rivers. From the same direction, right at the Arctic Circle, come the Tanana River and Beaver

Creek, and a little farther up Birch Creek. Here the river makes another bend and quite a distance south we have Circle City, which lies to the west of the disputed boundary line. Then come the North Fork, Birch Creek and Forty Mile Creek, the latter with its numerous gulches and creeks, empties into the Yukon at Fort Cudahy, said to be in Canadian Territory. A little farther down comes the Sixty Mile Creek with its tributaries, Gold, Glacier, Miller and Red Rock Creeks, and the White River with its tributaries, Katrina, Nisling, Kluantu Rivers, and others following in between the mountains; then we have the Selwyn River a short distance from the confluence of the Lewis and Pelly Rivers.

THE NORTH CANADIAN ROUTE.

The next easiest, but not yet much used, as those who have had experience assert, is the North Canadian route, an old, well-worn established roadway to the Porcupine River, and then to the Yukon; but a land journey between the first two rivers is required, and also from Edmonton to Athabasca Landing. It is in reality the old Hudson Bay Company's line of march into the districts through which their trading posts were distributed. It starts from the town of Calgary, on the Canadian Pacific. Ninety miles of railroad lands the traveler at Edmonton, a town of some importance in that neighborhood. From this the trip is made over

a good road about nine miles long which leads to Athabasca Landing, named for the Athabasca River, where the Hudson Bay Company's Steamer, engages to take passengers and freight to Grand Rapids, a distance of over one hundred and sixty miles.

At Grand Rapids there is a change made to a larger steamer, which stops at a fort belonging to the Hudson Bay Company, called Fort Chipewgue. From that point it runs to the head of a great rapid in Slave River, passing over the Jake River on the way. Instead of shooting these rapids the company transfers goods and people to a horse-car railway about sixteen miles in length, ending at Fort Smith, at which place another large steamer takes up the cargo, human and otherwise, and bears it through an uninterrupted water course of fifteen hundred miles to its mouth, stopping at the larger forts on the way, such as Forts Resolution, Providence, Simpson, Wrigley, Norman and Good Hope, the Hudson Bay Company's posts of a half a century ago. Near Fort Pherson, at the mouth of the Mackenzie River, comes in the Pearl River. It is navigable for small boats nearly all the way. From this point a few miles further on is the Porcupine River, down which all goods can be safely transported to Fort Yukon. With the exception of the one point, the rapids above mentioned, this route is by water, and having been in use for two-thirds of a century, stands to reason that it must be

as safe and sure as any other. The windings of the rivers make the distance greater, but the cost is less and the route very advantageous for comfort and safety, though it is also limited to the open season, beginning as soon as the ice melts in the spring and ceasing when winter appears. One great advantage is the forts on the way, whose established stores would prevent the terrible danger of starvation to belated prospectors. The route being entirely Canadian may not become as popular to Americans as their own, notwithstanding its superior accommodations. The miners reside mostly in the western part of the country, so that the Alaskan routes are the most accessible. The Yukon Route extends over at least thirty days from Chicago, embracing four days from that city to Seattle, sixteen from the latter city to St. Michaels, and thence ten to Dawson City, making a distance of six thousand miles, at a cost for fare alone of about \$280 at the least calculation. The very minimum of cash required for the trip and outfit would be \$600.00. For the Canadian Route, distance and price have not yet been made public, nor will it likely be known until the proposed trip to be made by a Philadelphia party has been accomplished and the difficulties and expenses calculated.

The Overland Routes are all by way of Juneau, Dyea, Fort Wrangel, Skaguay, Chilkat Inlet, or Taku Inlet. A new one is projected by the Stikine River.

Juneau, is the most important city of Alaska to-day, and its extent and enterprise is bound to advance surprisingly, whether the new gold fields prove extremely rich or not. The city can be reached by elegant steamers from Tacoma, Seattle, Port Townsend, Victoria, or Vancouver City, taking about four days and covering nearly nine hundred miles. By either inland way the trip to the Yukon must be made by boat to Dyea, a small port about ninety-six miles from Juneau, and one-half that distance if it were possible to reach it by direct line.

Landing at Dyea or Skaguay, a few miles from there, the route for reaching the Yukon River commences. There being no stage road, rail nor even turnpike, the only thing to be done is to carry goods, provisions and tools over the mountain trail to the Lake Linderman Valley.

OVER THE CHILKOOT PASS.

This is the oldest and shortest in actual geographical measurement, but its altitude, in crossing the Chilkoot Mountains being at least one thousand feet greater than the White Mountain pass, makes its passage extremely arduous. It begins at the Dyea Inlet, the station of Dyea or Taiya being the supply point, and follows the river of the same name until it reaches Chilkoot Canyon, about six miles from the inlet. It crosses the timber line at Sheep Camp, and for seven miles to this point it continues through a desolate

stretch of mountain land, with neither tree nor mark of civilization in sight. Across this pass all goods must be carried in packs, for which native packers have been employed, at least for the heaviest articles, for which they will charge all the way from twenty or thirty cents to thirty-five or even fifty cents per pound. The trail covers twenty-four miles. Combine with this, blinding snow, blustering winds and small glaciers, up which to climb and down which to slip and slide, and you have a picture of the hardships of a would-be miner with a pack of from fifty to one hundred pounds weight fastened upon his shoulders. If he be so unfortunate as to have refused to pay the pack carriers, he must take from six to eight trips, to the top or across the pass if he wishes to take the eight hundred pounds conceded to be necessary for a proper outfit. Canoes can be used about six miles up the Dyea River, then the trail, steep and precipitous, leads up the canyon to the summit, three thousand five hundred feet above tide water. From this summit to a descent of five hundred feet and then to the shore of Crater Lake, thirty miles distant, he can sled his goods. The ice cap is steep at the top for half a mile, and then the mountain tapers off gradually to the valley. The water has cut a small canyon down the mountain side, which should be followed to Lake Linderman. Here there is a saw mill, where he can procure a boat for \$75.00. If he thinks

that is too much, he can purchase the lumber at the rate of \$50.00 for five hundred feet, which is about sufficient for the building of a suitable small transport craft. Counting the time and labor, there are few that will grudge the additional \$25.00 for a stormworthy boat. A short portage of three-fourths of a mile (the fall being about twenty feet), leads to Lake Bennett. The stream connecting the two lakes is crooked and rocky, making it unsafe for a boat. Lake Linderman is about six miles long, and opens up from May fifteenth to June tenth. After reaching Lake Bennett, which is some twenty-six miles long, and on whose shores good boat timber may be found, the journey may be continued by raft or by ascending a small river, which enters the head of the lake from the west, a distance of one mile. The only timber used in the construction of boats is spruce or Norway pine. Caribou Crossing leads to Tagish Lake. Navigation on these two lakes is sometimes interrupted by the high winds. A wide, sluggish river leads to Lake Marsh, which is twenty miles long. The river from here to the next canyon has about a three-mile current, and quantities of salmon are found. The gorge proper is five-eighths of a mile in length, but the distance to portage is about a mile, and that run by boat is three-fourths of a mile. The average width of this outlet is one hundred feet, and the water is very deep, but there is little danger in

passing through it, if the helmsman does not lose his presence of mind. The water in the centre is four feet higher than at the sides, and if the boat is kept under control, it will remain on this crest, and avoid striking the walls. The boat should be strong and the cargo well protected from the water. It takes two minutes and twenty seconds to pass through this rapid. Two miles below, White Horse Rapids are reached, the shooting of which is dangerous and often disastrous, owing to the swirl of waters at the lower part. It is practically impossible to safely pass these, and portage must be resorted to. This part of the river can never be made navigable for steamers, but a tramway could easily be built and operated by the power from the falls. About fifteen miles from here the Tahkeena and Lewis Rivers join. This is the inland waterway used in connection with the Chilkat pass, which is long and less used by miners or Indians. The Tahkeena is easily navigated, a steamer could ascend it perhaps seventy miles. Lake Lebarge, twelve miles below, is thirty-one miles long, and is often very rough. After leaving it the current of the river increases to five or six miles an hour. The course is very crooked and the bed is filled with boulders, which make it dangerous for river steamers, especially on the down trip. The Hootalinqua, Big Salmon and Little Salmon Rivers enter the Lewis within the next hundred miles, the first

two showing signs of gold. Fifty-three miles below the Little Salmon is the Five Fingers Rapids, which can be run with a good boat with comparative ease. Four buttes are here seen and the river divides into five water ways. The right hand is the only safe one, and the boatman must keep the centre of the rapids in passing through. Rink Rapids are six miles below Five Fingers, and the east shore should be followed closely. Old Fort Selkirk, once an important trading post, is fifty-five miles from Five Fingers, and just below the confluence of the Pelly and Lewis Rivers. Here the Yukon begins and broadens to a mile in width. Ninety-six miles below, the White River, a large stream, extremely muddy, enters from the west. It probably flows over volcanic deposits. Eighty miles farther on is the mouth of Sixty Mile Creek, where there is a trading post and sawmill, and where a number of miners annually winter. Indian Creek enters the Yukon thirty miles below, and twenty miles from Indian Creek, at the mouth of the Klondyke, is Dawson City. Farther on, about twenty miles, is the mouth of Forty Mile Creek. There is a trading post at its outlet. Circle City is 140 miles from Forty Mile Post and Dawson City is 676 miles from Juneau.

THE CHILCAT ROUTE.

This pass is the old Indian road or trail. It begins at Chilkat Inlet and passes over a mountainous

way one hundred and twenty-five miles long to its opening upon the shore of the Tahkeena River, down which you proceed by raft or boat to the Lewis River, and thence to the Yukon. The objection to this route is the long march from river to river, the difficulty of getting pack carriers to go so far and the enormous cost if they do, although it has been said that it has less laborious climbing than either of the other highways, but recently returned miners say many obstructions and streams are met with.

THE WHITE PASS OR SKAGUAY ROUTE

has more recently been considered one of the most important ways by which to reach the Yukon, when redeemed from its almost impassable condition, there being no good trail. The miners have turned in, in a body, and constructed a road over the pass, so that hundreds of horses, already there, can be hired for transport, but it is as yet closed. The greatest altitude in White Pass is about twenty-six hundred feet, while it has not the perilous grade of either the Chilkoot or Chilcat. The distance across this pass could be made in about thirty-five hours, while from it three distinct waterways lead to the Yukon, by way of Lake Bennett, Windy Arm of the Tagish, or the Tuchi Lake. They are all within twenty miles of the crest of the Pass, and the descent is not dangerously abrupt. Through any of these waters a way could be safely made to the great

river. An advantage to be considered in this route is the protection afforded in the canyon by the mountains on either side. Then, too, there are timber lands nearly all along the route. It was said that if a road was made through the Skaguay Pass that mails might be carried all through the year, and this seems now nearly accomplished. It has been the wagon road, which, with the present improvements completed, will make it possible to reach Victoria, on Vancouver Island, or Seattle and Tacoma, in fourteen or fifteen days; a most desirable arrangement to all concerned.

LAKE TESLIN ROUTE

will some day become as popular as any road to the gold regions. It starts at Fort Wrangel, through Telegraph Creek. There is one hundred miles of clear boating in the creek, after which the trail traverses one hundred and seventy miles over a smooth prairie land, until it reaches Lake Teslin. Through this lake you enter Hatalinqua or Hootalinqua River, which empties into the Lewis River, and thence to the Yukon. The greatest obstacle to be encountered by any route that leads through the Lewis River is the Five Fingers Rapids, in which care is required that nothing may be lost in shooting them, which is the only thing to be done, if you do not wish to make a laborious journey around them. This would embrace hauling cargo and boat for a considerable distance.

Still another proposed route, and one destined to be quite favored by the people from British Columbia, is

THE TAKU ROUTE,

which leads through Canadian Territory and over more level country than the others from Alaska. It has been proposed, but not yet adopted.

The route pursued by Lieut. Frederick Swatka, in the expedition of 1883, was the same as that followed by travelers now going over the Chilkoot Pass. In all paths it must be remembered that there are dangers entirely beyond the ken of men and women who live in the East. Cold, hunger and illness are almost certain companions, while the vast extent of territory covered, embraces climates diverse and dangerous to persons nurtured in city homes or in Eastern mild regions.

A Swatka exploring party of seven started from Portland, Oregon, in May, 1883, going by the inland passage to Chilkoot Inlet, or the present route by way of Dyea. After crossing the glacier-clad mountains and reaching the lakes or head waters, they constructed a raft and on it passed down to the Lewis River, then down the Yukon all the way to its mouth, in Bering Sea, returning by the Aleutian Islands.

A CANOE ROUTE FROM DEASE LAKE.

From Edmonton you can go north on the Peace River, through 400 miles of unknown territory to

Liard, then through Dease Lake to the Pelly River, which joins the Lewis River near Fort Selkirk and forms the Yukon. It is 700 miles above Dawson City, and about 100 miles above the Stewart River.

This will very likely become the cattle trail of the future, although it will be impossible to make the drive through in one season. A stop will have to be made about half way, and the cattle wintered; fortunately there is plenty of food to be found en route.

Surveys for American and Canadian railroads are in contemplation and will soon be completed no doubt to the Yukon. Several other new routes are under consideration likewise.

CHAPTER XXXII.

INTERNATIONAL LAW AS AFFECTING ALASKA.

THE decision of the learned tribunal, who were called upon to settle the question of the United States' right to Bering Sea, has passed into a position as one against which there can be no appeal. Therefore all that can be done is to take it in its relation to all bodies of water of the same description. The question being legally decided by an international commission, it naturally follows that the decision must bear the same weight in other countries as in this, and all such bodies of water are forever open to every nation without reserve, provided the three mile limit is rigidly respected.

That the honorable Commissioners held no other points, under advisement than the Republic's right, so far as controlling the seal fisheries in the Sea, must be understood, because had they considered the breadth over which their conclusion would reach they would possibly have made different provision respecting the possession of those animals. In reading the article upon this subject written by Russell Duane, Esq., and published in the "American Law Register and Review," I find the position, I originally took regarding the matter, most ably and consistently upborne. He says, "It is, perhaps, not too much to say that no



ALASKAN LANDSCAPE AND WATER WAY.

court of greater dignity has ever sat to administer justice at any period in the history of the world. Hence when such a tribunal decides a legal question, or enumerates a proposition of international law, rules and principles so laid down must be regarded thenceforth as altogether removed from the sphere of controversy."

When England so forced the matter as to practically compel the United States to submit to arbitration, neither she, nor the other nations involved in the controversy, seem to have noted that their own prerogatives were also being weighed and that the same justice that opened Bering Sea to the world, also unlocked the British Channel, the North Sea, the Bay of Biscay, the Bay of Fundy and all other such branches of the great oceans. For no more are those waters inclosed than are the waters of Bering Sea, with the Aleutian Chain of Islands holding it in between Russia and America.

No one can suppose that the seals, whose fur is valuable only so long as it holds the lead as a fashionable article of commerce, could have been the true and only cause for such a grandly organized discussion!

If so, of what value would the law become, when fashion changed in her usual fickle manner?

The seals so released from persecution might multiply until their numbers became a nuisance, while some other animal, or production would possibly come to

demand equal importance as a commercial object.

Here, too, I am supported by Mr. Duane, the decision, though legally against the United States as to possession of the Sea, acts entirely in her favor, as to the seals, giving her the right over them so long as the fur is financially valuable, for when the close season opens and the animals claimed to become public property, they are in such condition as to render them comparatively valueless.

Great Britain knew this, and questionably used the seal arbitration as a key by which the right to Bering Sea should be open to the nations of the world in general, and herself in particular.

The right has been gained beyond doubt—now it must one day act in reflex fashion, and the powers be either compelled to accept [the prescribed limit in the cases of all other except truly inland seas, or else a counter-arbitration must be convened and the rights to such waters be re-established. In which event Russia and the United States would again be the legalized owners of Bering Sea and its contents. It is true that all such water-ways as Bering Sea, the North Sea, etc., were once considered State property, as we again quote from Mr. Duane's article—"Proprietary rights over these seas were not only asserted by the different nations, but they were conceded in practice, and in many instances they were sanctioned by treaties." The Bering Sea arbitration has adjudicated the matter

once for all and the great international law which opened Bering Sea extends its justice around the globe. The three mile limit, really so mentioned because it was a descriptive clause to the expression "a cannon shot," has at last, after hundreds of years of tacit legality, become a fixed line of demarkation, inside of which each nation has a right to protect its property and to demand indemnity for the infringement of its prerogative over everything contained therein. Did the Commission lose sight of the fact that a modern cannon shot has multiplied the distance from shore to twice or thrice three miles? Can it be possible that in war an attacking vessel may not be bombarded from the coast until she has reached the three mile line? If so what country may not have her sea board devastated, her ports laid in ruins, her coast towns swept from existence? Surely the so-called Bering Sea decision has opened the way to other discussion in comparison with which sealing is trivial. Under the three mile limit, a coast city is helpless after the blockading squadron has stationed itself in front. At any provocation the vessels' guns could soon devastate the city, while modern cannon, which should, by right of ancient custom, have marked the line from shore, would send missiles far beyond the blockading fleet, leaving it to carry on the destruction almost unmolested. In such light it must be conceded that there must be some grand international contro-

versy toward ratifying a limit compatible with the progressive science of this later century. Conceded that the United States practically gained the point concerning the live property in Bering Sea, still her dignity as a nation has been impugned in that she claimed that to which she was not entitled according to the Commission on Arbitration.

Now it is her prerogative to bring every point into view upon which she based that claim. Did she not pay indemnity to Canada for the bait taken by her fishermen within three miles of the Canadian coast? Does she not know that England has controlled, without molestation, the seas and channels upon which her group of islands lie? Did not Venice dominate the Adriatic, France the Bay of Biscay? England has forced the Hollanders to accede to her demand concerning the North Sea, in support of which the sea line was extended almost *ad libitum*.

Having obtained the courteous permission of Russell Duane, Esq., to quote from his article bearing upon the subject in question, I find it peculiarly interesting.

This point is well explained in his article on the "Sayward Case." as follows: "History shows that large portions of the high seas were treated as lying within the territorial domains of different States, and that these restrictions have been but partially removed. As recently as the seventeenth century, pro-

prietary rights were both claimed and exercised by Venice over the Adriatic, by France over the Bay of Biscay, by England over the British Channel and North Sea, and by Denmark over the broad stretch of ocean which lies between Iceland and the coast of Norway. Hall's *International Law*, page 126. These rights were not only conceded in practice, but in many instances they were sanctioned by treaty."

In fact, from certain uncontrovertible data cited by the same authority, a nation's jurisdiction has been, according to various circumstances, contracted to three miles, or elongated to "five, six, nine, twelve, fifteen, sixty, ninety or one hundred miles. It has been measured by common range, and by two days' sailing," by the distance from shore touched by the line of the horizon, and by the soundings, which upon some coasts are subjected to annual changes from storms and tides.

Taking the quoted authority, as late as 1890, the legal regulations, regarding the pearl fisheries of Ceylon, extend from six to twenty miles out to sea. Italy controls the sea in which the coral fisheries are located, as far out as fifteen miles from Sardinia, twenty-one and thirty-two miles from the southwest coast of Sicily. South America governs thirty miles from Panama, the French seven miles from the coast of Algiers and Mexico concedes six miles in its grants regarding pearl fisheries near Lower California, while

Great Britain regulates the oyster fisheries off the coast of Ireland for twenty miles from land and the Scotch herring fisheries, thirty miles from the shore.

Norway dominates thirty-two miles for her whaling interests in the Arctic Ocean, and Russia claims for the hair sail industry a line of fifty-three miles from the shore in the White Sea.

This able international lawyer shows that the United States put forth all of these as support to her claim in the Bering Sea, yet in pursuance of all such proven facts, her plea was pronounced of no avail, and the jurisdiction of the Sea was withdrawn from her authority, consequently from that of Russia also, for it cannot be that one nation can hold possession of one-half of the body of water while the other goes free. The prescribed limit of sixty miles from the Pribylov Islands can never be cited as a case in point touching other questions of water territory, for the season in which she may hold that power is limited, and the vast area outside of the islands, though washing around these Alaskan Islands and along the north-western coast of Alaska has been pronounced free outside the three miles limit to all nations, except as a feeding area for mother seals, for sixty miles.

Suppose that a ranchman owning a great number of cattle, should allow them to wander over vast areas of unclaimed territory during certain seasons, could any one legally take possession of them? Would they

not be his as truly as when they are in their own stock yards?

The Pacific in this case is equivalent to the prairie, the seals to cattle, and the United States must naturally be allowed equal rights of possession.

It follows then that without any further disputation, United States vessels have a right to trade just outside of three miles from any coast without intervention. She paid thousands of dollars of indemnity once as a requirement, and she made such a sacrifice of money in extenuation of her honor as jeopardized by a few fishermen. The seals are to all intents and purposes protected, if England holds to her side of the arrangement. If not, the industry is once more endangered and the United States crippled by the limitation of her jurisdiction over them. Looking forward, as the matter now stands, sooner or later the animals are doomed.

So far as the limit concerns other seas, the United States is not at all likely to become aggressive, even though supported as she is by the new international law. Her vessels will not fish off the Irish or Scotch coasts, nor interfere with the old time jurisdiction over the pearl and coral beds. She simply stands corrected with regard to Bering Sea without any idea of retaliation or disputation. But the lesson has sunk into the very core of the national heart, there to be held as a reminder of the verdict pronounced against her pre-

rogatives as compared with those of her opponent in the legal strife, and a mentor against giving voice to any such question again. With the utmost respect to every individual and nation represented in the Commission, the United States would not have submitted the matter to any party, however noble and true, had she not felt entirely satisfied that her claim would be supported. In pursuance of every dignified argument she was thwarted and left without the slightest support to her platforms, as regards possession of the former Russian Sea. She is, however, now showing earnestly and consistently how her rights in the seal herds should be upheld.

And before very long a Pacific fleet of modern vessels, equipped for protection will doubtless patrol the ocean so far beyond the international limitation as to guard the coast and our islands. These guardians must extend their course up into the Sea, even to Bering Strait, the slender water way between Siberia and Alaska. For to-day the reindeer has become a most important object of commerce between two nations, and this must be most carefully guarded for the sake of the natives of both from whom the whale and walrus have been taken without any proper return. As the coast natives of the far north were almost entirely dependent upon those animals, not only for personal sustenance, but for traffic with the interior tribes, so must both parties now depend upon

something else, and this demand seems undoubtedly to have been met in the reindeer. Therefore, we are ably supported in claiming that the growing industry, in the direction of these deers, should be very quickly and carefully protected by sound, properly manned and equipped vessels, whose presence alone will secure safety.

A warlike nation the United States will never probably become, but a greater commercial power she must of necessity be, because of her increasing population and the demand made upon her industries for their support. With this end in view, all adulteration in the manufacture of any article whatsoever, should be legislated against and made punishable by United States authority. Let every material, every manufactured article, whether wool or cotton, iron or steel, liquid or produce, be what they are represented, thus the country must be honored and the commerce augmented. When native wines are always found pure beyond question, even Italy and France will purchase. When canned goods are found to contain nothing but the best fruit and vegetables and other articles the demand from other countries will test the production, and very little will be left to sell cheaper at the end of the season.

By so dealing in nothing but the very best products, this country will one day be able to require international legislation regarding return articles of com-

merce, and the whole world will be the better by following the same method. We will then have pure goods for food and drink, first-class manufactures and no flaws in the important products used in the numerous industries upon which the millions depend for a livelihood. Let no imperfect productions go from any part of the Union unless they are so marked and the value set accordingly. Let no spurious imitation of a good article be placed on sale, unless its condition is acknowledged and its price made consistent with its worth. Aim at manufacturing such classes of every commercial item that the name alone shall be the watch word of its success. To attain this end every firm and every workman must take the motto—Make nothing but the best—and the day will come when every country—even distant India and exclusive China—will turn to this country perfectly willing to make interchange of their best commercial productions for those made under the supervision of the United States, whose name alone will be the guarantee of their value. So long as the fur seals exist, the United States will be entitled to her share of them. So by abiding by the legal practice of taking only the young males, the trade in furs must far surpass in value that engaged in by those who obtain the skins by pelagic sealing, and in such case the true owners will have the credit of the superior article. Thus even in that matter the best will be

the standard, and the poorer furs will be practically forced from the market.

Having firmly established a true value status for all out-going articles, the reasonableness of a request for an international law regarding all commercial wares would be accepted and the interchange of nothing but standard goods permitted, while all adulterations, imitations and faulty articles would be retained in its producing country, thus carrying out in the commerce of the world a consistent quarantine against spurious goods or those of less value than their trade mark insured, just as we long ago advocated regarding international quarantine of contagious diseases, whereby the countries in which they emanate will retain them upon their own ground as strenuously as the nations of the earth will close their doors against their advent. So if each nation will send out none but the best goods for the value, and retain at home all others, and at the same time place a safe guard upon the health of the nations with which it holds communication, by holding back contagion, the question of peace, plenty and national unity for right, will be answered to the honor and interest of all concerned.

CHAPTER XXXIII.

THE CLIMATE OF ALASKA—ITS HEALTHFULNESS.

THE apparent contradictions shown by different writers upon the agricultural, atmospheric, climatic, and topographic conditions of Alaska may be readily explained by taking a panoramic view of the country, whose vastness alone is greatly the cause of seeming incongruities.

As we have taken occasion to mention in a previous chapter, the temperature of the southeastern coast and the adjacent islands is largely influenced by the Japan current—Kura siwo. Its warmth acts in such a manner as to force vegetation rapidly upon the islands, particularly upon their shores on the southern and western sides, and in like manner the southeastern margin of the mainland. Take Sitka as an example. The little city is situated on a fertile island, surrounded by a beautiful bay or sound. In Sitka there is no extreme of cold in winter, and though the snow falls heavily at times, it only lodges deeply on the overlooking peaks, where it remains in rifts and patches nearly all the year, but when it reaches the earth in the warm valleys it begins to melt almost immediately. Such places as that upon which the capital is built are therefore perennially green. For this reason it has

been predicted that the grass grown plains, which slope down from the peaks and promontories, will one day produce the best grass and dairy cattle in the far North-West, the wild grasses grow in such luxuriance and profusion. Truth leads us to the pleasant task of repeating again and again that the islands and contiguous mainlands of the archipelago are most exquisitely beautiful while the summer days of June, July and August make their loveliness fairly radiant, and at that time the climate is almost ideal, for those who are inclined to summer weather; but after that the perpetual humidity is quite objectionable, and very unsuitable for those whose health requires rather the dry, healing atmosphere of higher altitudes, or those more distant from the sea. At the same time that class of sufferers from pulmonary diseases, to whom the moist climate of the Gulf States would be extremely benign, but for the danger from the malarious air and the extreme heat, would most probably find the surroundings of this portion of Alaska quite suitable to their condition. A great feature in favor of the several distinct climates of the Territory is the extraordinary purity of the atmosphere, from which the winds and snows of the mountains and glacier portions, and the rains of the coast country, wash out the particles of dust and possible germs of most diseases. The consequence is that the days which are blest with sunshine are more wonderfully clear and radiant than

in Italy itself. There being no dust, the blue of the sky and the colors of sunrise and sunset are prismatically pure and brilliant, giving not only to the eyes, but to the inmost soul a glimpse of loveliness.

It has been truthfully asserted that pulmonary and scrofulous diseases prevail among the natives but the country cannot be justly held accountable for these conditions. In the first place morality was at a very low ebb previous to the work of the missions and schools, and it still continues to be so except where their influence has made rapid progress toward a better state of affairs. In the second, their universally miserable manner of living—feasting one time, and almost starving the remainder of the year—greatly aided the development of imported, and probably innate disease. But the proof is to be seen that as they accept civilization with all of its improvements, cleanliness not the least important in the calendar, the general health is also benefited. Therefore, it is unjust to attribute to the climate those evils that in great part belong to the above mentioned causes.

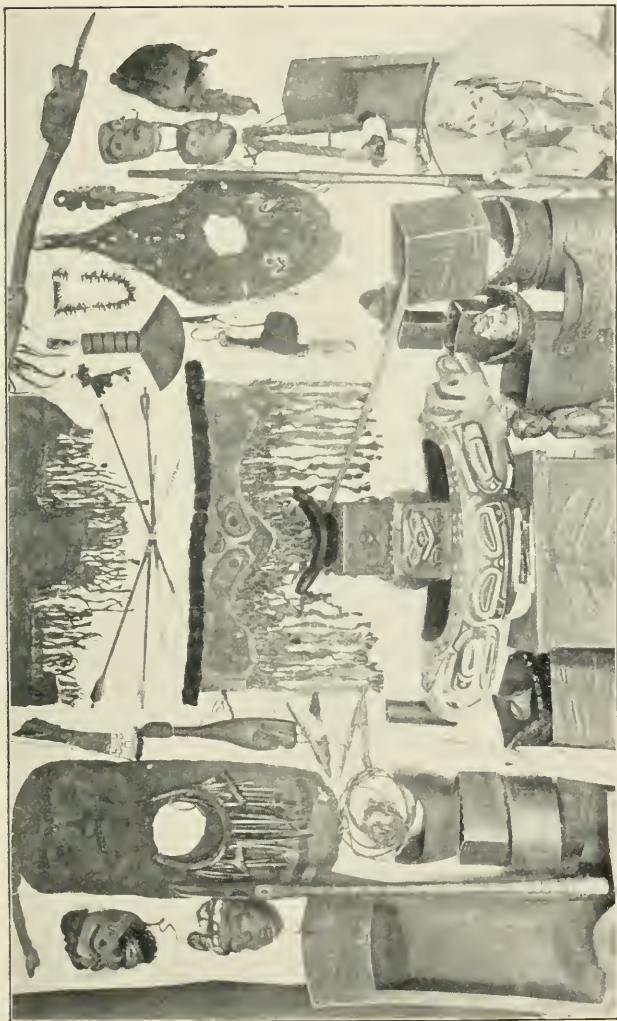
With enlightenment comes to them the kind of food which will produce heat and development. With that there will develop more activity, and the esquimaux men, women and children once congregated in underground huts, with perpetually burning blubber, clogging their lungs and intellect, with only sufficient air to support life, will find themselves able to face the

weather long enough at least, to take in sufficient ozone to energize and raise them a little above their former state. It must not be blamed upon the cold climate, that they have acquired and cultivated to an alarming fatality the disease germs that this very atmosphere would destroy if permitted. Instead of the race being delicate, we should count it very hardy, having existed for ages under such adverse conditions. We believe that if these people are given warm houses in which to live, and proper food and fuel that their progeny will yet prove a great factor in the future prosperity of the country. That men and women can go from our Eastern and Middle States and not only exist, but prosper and grow fond of their stations, even so far as the cold of the Arctic Circle, demonstrates to what the natives may come, when their surroundings are made conducive to real human health and comfort. Properly protected, cold weather is not at all opposed to health. It rather braces and invigorates, when extremes of exposure and hardship are avoided, and met with careful regard to food and rest. The race for wealth must not drive humanity beyond its strength, which if husbanded would grow more enduring in this unvitiated atmosphere upon which neither smoke, impure dust, nor disease has as yet left a taint.

If men and women will inform themselves of their natural tendencies, with regard to lung, heart or other

weaknesses, and by these be guided either to remain in the vernal, humid coast districts, or to climb into the rarified atmosphere of the snow capped mountains and glacier swept hills and mesas, there will be no higher death rate in Alaska than in any other country with like topographic and atmospheric conditions.

Man has received the gift of intelligence and with its educated use he need not suffer inconvenience or illness in that naturally disease-proof land, whose very riches prove that it was not intended by its All-Wise Creator to remain forever an uncultivated waste. Why should it be so when even on the glacial moraines, wherever a patch of earth is visible, some flower or perhaps a berry bearing vine appears to grace the spot? Every traveler of note has remarked upon the luxuriant growth of flowers, grass and timber, within the beautiful land, upon the one side, as they grow enthusiastic over its mountain grandeur on the other. Taking an impartial view of the climates of the several districts, or we say latitudes, of Alaska, to people who can dwell comfortably all the year round on the wind-swept, wave-washed, rain-drenched coast of Scotland, or on the wild coasts of our own Eastern States, Alaska, on its Pacific side, would be quite accommodating both as to temperature and barometer. Those who delight in swift changes would find them exquisitely suitable at Sitka, while Juneau being cooler is less humid. Besides its solid moun-



ALASKAN HUNTING IMPLEMENTS AND OTHER CURIOS.

tain background greatly protects it from extremes. Inland, where the region of winter extends through more than half the year, there are no less desirable locations for, a grand city, or cities. The land upon which St. Petersburg is situated in frosty Russia, and the trades upon which the natives of Russia and Siberia flourish would be equally prosperous here. In fine, if mankind will make wise selections with regard to health and business location, being careful to make no overestimate of his powers of endurance, there will soon be loud necessity for municipalities, instead of small, ill constructed villages. Let suitable homes and surroundings be provided before the magic greed of gold has stolen the energies and overtaxed both brain and heart and there will soon be progress and refinement, as well as wealth in the coming cities of Alaska, while her rich pastures and evanescent, but fruitful summer, assisted by her immense fishing interests and augmented commerce, will provide abundantly for her increasing population.

CHAPTER XXXIV.

MISSIONS.

FROM the starting point at St. Michaels we find mission stations all along the route; even up to the gold fields of the creeks in the source of the Great Yukon and all along its shores. Eighty miles north of the upper mouth, in Bering Sea, at St. Michaels, is one of the oldest missions, a Greek Catholic Church, established by the Russians.

A Greek Mission was formed at Kadiak in 1799, though a mission school was established in 1792. In 1823, Innocentius Veniaminoff took charge of a station, and to this day his name is revered among the people of the Greek Church. In 1869 the Russians claimed seven mission stations in the Territory with a membership of 12,140 members.

In 1877, Rev. Sheldon Jackson began a mission at Fort Wrangel in the name of the Presbyterian Church. The indefatigable work of this man, for the benefit of Alaska, cannot be easily computed. Suffice it to say that there are now ten Presbyterian Stations, namely: Wrangel, Killisnoo, Juneau, Haines, Hoonah, Sitka, Klawok, Jackson, Point Barrow and Metlakahtla. This denomination has recently sent two missionaries to the head waters of the Yukon, from

there to drift to the mining camps and establish churches as they may deem advisable in that field of labor. The Rev. S. Hall Young was the first chosen, the second was the Rev. Geo. McEwen, both young, vigorous men having had much experience among the Alaskans and their modes of living. Both have also been engaged in missionary work at Atlantic Coast Missionary Stations.

The Government receives annually a full report of all mission stations in Alaska and their status at the time the report is made.

There are eight Greek Catholic Stations—Killisnoo, Juneau, Sitka, St. Michaels, Unalaska, Belkofski, Ikogmut, and Oogavagamute. Five Roman Catholic—Koserefski, Okagamute, Cape Vancouver, Nulato and Kusilvak. One Congregational at Cape Prince of Wales. One Quaker at Douglas Island. Two Methodist—Unalaska and Onga. Four Moravian—Oogavagamute, Bethel, Quinehaha and Carmel. Three Swedish Evangelical—Golovin Bay, Unalaklik and Yakutat. One Baptist, Kadiak. : Four Episcopal, —Anvik, Point Hope, Fort Adams, and St. James Mission, making at least Forty-one and possibly more missions at active work among the natives and aliens of Alaska.

At Nuklaket, on the Yukon River, is situated the most distant and most lonely mission in Alaska. It is an Episcopal Mission named St. James, and conducted

by Rev. Jules L. Prevost, who having established it, came East on a visit and returned with a carefully selected outfit for a house, a hospital and a chapel. He was accompanied by his bride, who bravely went out by his side, to face the dangers and adversities of his calling in the Arctic country.

The cold may be partly realized when it is told that Mr. Prevost had a thermometer specially made that could register 90 degrees below zero F.; anything much above that being practically quite useless at times in the winter climate of that district.

The census of 1890 gave the Territory a population of 30,329, of whom 4,416 were white. It is probable that the white population has more than doubled in the intervening years. Prosperity has unquestionably marked every undertaking. The press, the steamers and the missions have brought the once unknown land into fair communication with the great outside world. Such a thing as going back to pristine obscurity is utterly impossible, so it remains that Government, business men and people shall all unite in the determination to uphold the good, out-general the bad and make of Alaska a wonderfully law abiding and progressive State as well as one of the most wealthy districts in the world. Not only in gold, but in coal, copper, oil, furs, and last, but none the less important and lucrative, fish, which abounds in countless numbers and various qualities and kinds, but all

good and most desirable as food for millions of inhabitants of the United States.

Unite with all of this a native population disposed to perfect friendliness, with such isolated cases to the contrary that they are not worth recording, and the men and women who wish to colonize Alaska, may find both homes and lucrative employment, though they never reach the El Dorado or Klondyke section, that has made the Territory so popular to-day.

TEACHERS AND EMPLOYEES IN CHURCH MISSION SCHOOLS
IN 1896.

Episcopalians.

Point Hope.—J. B. Driggs, M.D., Rev. H. E. Edson.

Anvik.—Rev. and Mrs. J. W. Chapman, Miss Bertha W. Sabine.

Fort Adams.—Rev. and Mrs. Jules L. Prevost, Mary V. Glenton, M.D.

Juneau.—Rev. Henry Beer.

Douglas Island.—Rev. A. J. Campbell.

Sitka.—Bishop Peter Trimble Rowe.

Congregational.

Cape Prince of Wales.—Mr. and Mrs. W. T. Lopp, Rev. and Mrs. Thomas Hanna.

Swedish Evangelical.

Kotzebue Sound.—Rev. David Johnson, and Rock, a native assistant.

Golovin Bay.—Rev. August Anderson, Rev. and Mrs. N. O. Hultberg, and Dora, a native assistant.

Unalaklik.—Rev. and Mrs. A. E. Karlson, Miss Malvina Johnson.

Kangekosook.—Stephan Ivanoff.

Koyuk.—Mr. Frank Kameroff.

Yakutat.—Rev. and Mrs. Albin Johnsen, Rev. K. J. Hendricksen, Miss Selma Peterson, Miss Hulda C. Peterson.

Roman Catholic.

Kosyrevsky.—Rev. Paschal Tosi, S. J., prefect apostolic of Alaska ; Rev. R. Crimont, S. J.; and Brothers Rosati, S. J.; Marchesio, S. J.; Cunningham, S. J.; Sisters M. Stephen, M. Joseph, M. Winfred, M. Anguilbert, M. Helvise, and M. Damascene.

Nulato.—Rev. A. Ragaru, S. J.; Rev. F. Monroe, S. J., and Brother Giordano, S. J.

Shageluk.—Rev. William Judge, S. J.

Urhamute, Kuskokwim River.—Rev. A. Robant, S. K.

St. Josephs, Yukon Delta.—Rev. J. Treca, S. J.; Rev. A. Parodi, S. J.; Rev. F. Barnum, S. J.; Brothers Twohigg, S. J.; and Negro, S. J., and Sisters M. Zypherine, M. Benedict, M. Prudence, and M. Pauline.

Juneau.—Rev. J. B. Rene and Sisters Mary Zeno, M. Peter, and M. Bousecour.

Moravians.

Bethel.—Rev. and Mrs. John H. Kilbuck, Mr. and Mrs. Benjamin Helmick, Miss Mary Mack, Mr. and Mrs. J. H. Romig, M. D.

Quiegaluk.—Mr. Ivan Harrison (Eskimo).

Tulaksagamute.—Mr. and Mrs. David Skuviuk (Eskimos).

Kalchkachagamute.—Mr. and Mrs. George Nukachluk (Eskimos).

Akaigamiut.—Mr. Neck (Eskimo).

Ugavig.—Rev. and Mrs. Ernst L. Webber.

Quinchaha.—Mr. L. Kawagleg and Mr. and Mrs. Harvey Suruka (Eskimos).

Carmel.—Rev. and Mrs. John Schoechert, Rev. S. H. Rock, Misses Mary and Emma Huber, Miss P. C. King.

Methodist Episcopal.

Unalaska.—Miss Agnes S. Sowles, Miss Sarah J. Rinch.

Friends.

Douglas City.—Mr. and Mrs. C. N. Reploge. (No report.)

Kake.—Mr. and Mrs. S. R. Moon. (No report.)

Baptists.

Wood Island.—Rev. and Mrs. Curtis P. Coe, Miss Lulu Goodchild, and Miss Hattie Snow.

Presbyterian.

Point Barrow.—L. M. Stevenson.

St. Lawrence Island.—Mr. and Mrs. V. C. Gambell.

Haines.—Rev. and Mrs. W. W. Warne, Miss Anna M. Sheets, Miss Fannie H. Willard (native).

Hoonah.—Rev. and Mrs. Alvin C. Austin, Mrs. John W. McFarland, and Mrs. Mary E. Howell.

Juneau.—Rev. and Mrs. James H. Condit, Rev. and Mrs. L. F. Jones, Miss Sue Davis, Miss M. E. Gould, Mr. and Mrs. Frederick Moore (natives).

Sitka.—Rev. and Mrs. Alonzo E. Austin, Mr. and Mrs. U. P. Shull, Dr. B. K. Wilbur, Mrs. E. C. Heizer, Mrs. M. A. Saxman, Mrs. A. Carter, Mrs. L. S. Wallace, Miss A. J. Manning, Mrs. T. K. Paul (native), Mr. P. Solberg.

Fort Wrangel.—Rev. and Mrs. Clarence Thwing.

Jackson.—Rev. and Mrs. J. Loomis Gould, Mrs. A. R. McFarland.

Church of England.

Buxton.—Bishop and Mrs. Bompas, Rev. Frederick F. Flewelling, Miss MacDonald, Mr. R. J. Bowen.

Fort Selkirk.—Rev. and Mrs. B. Totty.

Rampart House.—Rev. and Mrs. H. A. Naylor, Rev. and Mrs. T. H. Canham.

From Rev. Sheldon Jackson's annual report as Educational Superintendent in Alaska.

CHAPTER XXXV.

EDUCATION IN ALASKA.

TO the missionaries of the Greek Church, as the pioneer religion of Russian America, and afterward to other religious denominations, of which the Presbyterian undoubtedly took the lead, the present progress of education in Alaska is unquestionably due. But religious enterprises, unaided, were not sufficiently strong to cope with the ignorance that embraced the whole vast Territory. That the very people who should have aided the churches in their task should have worked directly against them is very greatly blamable for their difficulties. The natives could not comprehend how men, coming from the same countries, speaking the same language and in all outward figure resembling the good men who worked for their salvation, should give to them vices worse than those to which their unregenerate natures were accustomed. It did not reach their intelligence until debauchery and drunkenness had seized and wound around them with all their unwholesome fascinations. Thus the contentions with the evils that were, and those that were transported by unconscionable traders made the task so arduous that many a good man yielded up the struggle, sometimes only

with his life. The Russian Government gave full support to the Greek Church in its every effort for the conversion of the people, and, toiling against fearful odds, the most of their mission stations still remain. In 1792 the first school was formed by Gregory Shelikoff, who rightly conjectured that secular education would aid mission work. This school was established on Kadiak Island, which was for years the capital of Alaska. Later another school was started in a small way at St. Paul's Harbor, and was continued under the supervision of the Alaska Trading Company, while it held sway over the fur-seal industry. Since then it has been in the care of the Government, under Dr. Sheldon Jackson, who is the Chief Superintendent of Education in Alaska. There are now fourteen schools in the Territory all under Government supervision. These are irrespective of the numerous missions before mentioned. One of the most important of these is the Sitka Industrial School, to which Captain Henry Glass, of the United States Steamer *Jamestown*, gave such an impetus in 1881. He took upon himself to look into matters with the determination of finding the causes of the inconsistent manner in which the natives received the benefits offered by the school. He found rum one of the chief objects against education. Children were sent to school a while, and then removed, girls particularly being derelict. He soon discovered that the children were being sold, debauched

or married for the sake of gain to obtain the liquor. With no delay he abolished the sale of molasses, with which the natives had soon learned to make fire-water—hoo-chinoo, a despicable intoxicant. He would not permit whiskey to enter the port however labelled; and he introduced a system of marking, or labelling the houses, having the children of each designated by a corresponding tablet, made of tin, and fastened by a string around the child's neck. At the opening of school each child was registered, the delinquents looked after, and if no good reason for absence was given there was a small fine collected. He also organized a native police force, marking them with Jamestown in bright letters on their caps and silver stars on their breasts. This discipline gave an impetus to the work so long ago begun by the missionaries, and education started in earnest in Sitka.

Now in this school, and in the one at Haines, in fact, in nearly all, a system of training is carried on, with the ordinary lessons of the day schools. Excellent teachers are in the lead, and girls are taught all kinds of domestic employment, while the boys stand back with pride in the brown and smiling faces as the carpentering, smithing, building and improving is credited to their toil. It is really true that a greater part of the work on additional buildings is the handiwork of the boys of the different schools. They are not only capable of building, but of protecting the precious

wooden structures, and the fire brigades are among the most admired adjuncts of the schools.

It is worthy of note that among the Aleuts, or inhabitants of the Aleutian Islands, which of course includes Unalashka the "Boston of Western Alaska"—that cultivation was pretty well commenced before the Territory came into our possession, Veniaminoff having compiled an Aleutian alphabet and grammar taught the natives to read and write quite correctly. It is surprising with what alacrity the inhabitants throughout Alaska learn the English language, it being considered by many foreigners the most difficult of all languages.

There are several fine schools having departments particularly devoted to training girls in the common school branches, house-keeping, dress-making, plain sewing, and especially in morality, the latter being expressly necessary because of the dreadful depravity to which the sex had been consigned for ages.

In contrast with the manner of many other people upon whom enlightenment is forced, the Alaskans, with very few exceptions, are teachable, intelligent and eager to learn. They grasp quickly, and remember tenaciously, being willing to give up family, home and almost life itself for the sake of learning. When girls are taken from the schools, which happens sometimes, they go against their will, being not only opposed to the life once absolutely their lot, but conscientiously

unwilling to sin, as well as devotedly attached to teachers, school and the duties required of them.

In Alaska there is not the general wild rush for freedom so universally characteristic of children used to civilization. The world of wonders, open to the Indian children and even adult scholars, is so fascinating that the hour for leaving them is received without any demonstration of delight. To them the search for knowledge opens a beautiful vista of intellectual pleasure. The minds of both youth and more advanced age have lain fallow, like the soil of their own valleys, and like it they are ready to take in and nourish the seeds planted by their cultivated and honest teachers. Immediate growth begins. If tares are planted it is not the fault of the soil which springs to nourish them no more willingly than it would have given vigor to wheat. So were the benighted people not blamable when they fell a prey to the vices imported by wicked men. The task of uprooting the evil is far more difficult than that of implanting the good, but patient perseverance is coming to its reward. The support and protection of the National Government is doing a great deal toward the much desired end. Many more schools and missions are needed, however, especially in the towns to which the populations are wildly rushing. Here it is specially desirable that morality be taught to the young, who must grow up in an atmosphere far less pure than the snow-swept mountain passes through which they come.

A single trait among the real natives, is their entire devotion to the laws and traditions of their ancestors, and augurs well for their future respect for wholesome laws, when they have been taught and thoroughly convinced of their necessity to their welfare. In fact, even now the majority of law breakers in Alaska are not natives at all, for it is a marked characteristic of nearly all savage and uncivilized people to respect the laws which govern them, and to submit to the punishment of any infringement without a murmur.

The principal centres of education thus far are the Sitka Industrial School, and the Haines' Training School at Chilcat. There are other schools also under Government supervision at Juneau, Kadiak, Unalashka, Jackson, St. Paul's and St. George. There is an Indian Girls' Training School at Wrangel, in which domestic duties are wisely taught, as well as the usual every day education. The call is not for better schools nor more faithful teachers, but for more of them. There should be excellent schools established at every principal point in the Territory, so that the rising generation, whose admixture will require it, shall receive rigorous discipline and more careful teaching than are necessary to the education of the purely native element. Therefore with mining machinery and tools for building, let school supplies be forthcoming, together with the facilities for teaching properly, so that there may be no half Christian

natives to redeem from vice. Educate all as they are old enough to learn. Attend to that duty as carefully as it is fostered in the States, and then a hardy, intelligent and industrious race will populate and cultivate Alaska.

CHAPTER XXXVI.

CANADIAN LEGISLATION.

MR. W. OGILVIE, the Dominion Land Surveyor, who is also officially Chief of the Canadian Government's Corps of Explorers, has made full surveys and reported to his government the richness of the gold mines on the Klondyke River, and his observations as surveyor and explorer are considered authentic and accurate by Canadian authorities, who regard him a capable and conscientious officer, and one that would not make any false statement, or take any financial advantage of the Government.

The Canadian Government urges no one to attempt the journey to Klondyke after the middle of September.

Major Walsh has been placed in charge of the Klondyke gold regions, with a force of one hundred Mounted Policemen and the officials state that no discrimination will be made between men of different nationalities in the district, and that the regulations will not be oppressive and that life will be as safe as in large eastern cities.

While provisions and outfits are at present quite high, no doubt next summer goods will be greatly

diminished in price, as the commercial companies interested in the region have a large amount of all kinds of needed supplies ready for shipment direct to the towns and mines of the gold regions.

The latest summary of the Canadian, Yukon, and Klondyke regions has been issued by the Toronto Newspaper Union, in the August, 1897, number, of its Illustrated Gazetteer as follows:—

“Miners must enter their claims. Entry can only be granted for alternate claims, known as creek claims, bench claims, bar diggings and dry diggings, and that the other alternate claims be reserved for the Crown to be disposed of by public auction or in such manner as may be decided by the Minister of the Interior.

“The penalty for trespassing upon a claim reserved for the Crown will be the immediate cancellation of any entry or entries which the person trespassing has obtained, whether by original, or entry, or purchase, for a mining claim, and the refusal by the Gold Commissioner of any application which the trespasser may make at any time for claims, and that the Mounted Police, upon requisition from the Gold Commissioner, shall expel the offender from Canadian soil.

“Upon all gold mined on the claim referred to in the regulation for the government of placer mining along the Yukon River and its tributaries, a royalty of 10 per cent. shall be levied and collected by officers, to be appointed for the purpose, provided that the



FINE TOTEM-WORKED CHILKAT COAT.

amount mined and taken from a single claim does not exceed \$500 per week, and in this case there shall be levied and collected a royalty of 10 per cent. upon the amount so taken out, up to \$500, and upon the excess or amount taken from any single claim over \$500 per week, there shall be levied and collected a royalty of 20 per cent.; such royalty to form part of the consolidated revenue, and to be accounted for by the officers who collect the same in due course.

“That the time and manner in which such royalty shall be collected and the persons who shall collect the same, shall be provided for by regulations to be made by the Gold Commissioner, and that the Gold Commissioner be and is hereby given authority to make such regulations and rules accordingly.

“Default of payment of the royalties for ten days, shall entail cancellation of the claim. Any attempt to defraud the Crown by withholding any part of the revenue thus provided for, by making false statements of the amount taken out may be punished by cancellation of the claim, in respect of which fraud or false statements have been committed or made; and that in respect of facts as to such fraud or false statement or non-payment of royalty, the decision of the Gold Commissioner shall be final.”

Another order in Council reads as follows:

“Whereas clause 7 of the regulations governing the disposal of placer mines on the Yukon river and its

tributaries in the North-West Territories, established by order in Council of the 21st of May, 1897, provides that if any person shall discover a new mine, and such discovery shall be established to the satisfaction of the Gold Commissioner, a claim for 'bar diggings' 750 feet in length may be granted; and, whereas, the intention was to grant a claim of 750 feet in length to the discoverer of the new mine upon a creek or river, and not to grant a claim of that length for 'bar diggings,' His Excellency, by and with the advice of the Queen's Privy Council for Canada, is pleased to order that clause 7 of the said regulations governing the disposal of placer mines on the Yukon River and its tributaries shall be and the same is hereby amended, so that the above grant to a discoverer may apply to creek and river claims instead of to 'bar diggings.' "

CANADIAN MINING REGULATIONS.

If a claim is located within 10 miles of the Gold Commissioner's Office, it must be recorded within three days, but a day extra will be allowed for an addition ten miles or more. The entry fee is \$15 for the first year and after that \$10 a year.

Entry must be made in the name of the applicant who has staked the claim.

No post must be removed by the holder or any one interested after it has been recorded.

A grant, for placer mining, must be renewed every year and the entry fee paid annually.

No miner can receive a grant for more than one claim in the same locality unless it is purchased.

A number of miners can make arrangements to work their claims together, but they must register at the Gold Commissioner's Office and pay a fee of \$5 each.

A miner may sell, mortgage or dispose of his claim and a certificate of title will be given him by the Gold Commissioner on registering and paying a fee of \$5.

A miner, holding a grant, has the exclusive right of entry on his claim for working purposes and the construction of his home and to all the proceeds obtained, but no surface rights are granted him.

As much water running through or past a claim as the Gold Commissioner thinks necessary can be used by the miner if not otherwise lawfully appropriated. He can drain his own claim free of charge.

Unless sickness, permission for absence or some other cause prevents the grantee, or some one ordered by him, from working on working days for 72 hours, the claim shall be considered abandoned and open for any person to enter and occupy.

CHAPTER XXXVII.

ALASKAN LEGISLATION.

IN going over the volumes containing the various acts in reference to Alaska and its government and the appropriation for carrying out the provisions of these laws passed by the Congresses since 1867, I find they would make a large volume of themselves.

Therefore I will make only such selections as are deemed of special interest to the readers in connection with the scope of this work.

Even the making of the appended list of the laws passed and where they may be found for reference has been an arduous task, but the aim has been accuracy throughout.

THE ALASKAN PURCHASE.

In order that the reader may accurately understand the terms of the Alaska purchase I have had a copy made of the original document from the Government's revised statutes. Other enactments by Congress, as far as we think they will interest the reader upon this subject, have been obtained and inserted, from extracts bearing upon the subject named.

Cession of the Russian possessions in North America, by his Majesty the Emperor of all the Russias to the United States of America; concluded March

30, 1867; ratified by the United States May 28, 1867; exchanged June 20, 1867; proclaimed by the United States June 20, 1867.

A proclamation by the President of the United States;

Whereas, a treaty between the United States of America and his Majesty the Emperor of all the Russias was concluded and signed by their respective Plenipotentiaries at the city of Washington, on the thirtieth day of March, last, which treaty, being in the English and French languages, is, word for word as follows:

The United States of America and His Majesty the Emperor of all the Russias, being desirous of strengthening, if possible, the good understanding which exists between them, have, for that purpose, appointed as their Plenipotentiaries, the President of the United States, William H. Seward, Secretary of State; and His Majesty the Emperor of all the Russias, the Privy Councillor Edward de Stoeckl, his Envoy Extraordinary and Minister Plenipotentiary to the United States,

And the said Plenipotentiaries, having exchanged their full powers, which were found to be in due form, have agreed upon and signed the following articles:

ARTICLE I.

His Majesty the Emperor of all the Russias agrees to cede to the United States, by this convention, immediately upon the exchange of the ratifications

thereof, all the territory and dominion now possessed by his said Majesty on the continent of America and in the adjacent islands, the same being contained within the geographical limits herein set forth, to wit: The eastern limit is the line of demarkation between the Russian and the British possessions in North America, as established by the convention between Russia and Great Britain, of February 28-16, 1825, and described in Articles III and IV of said convention, in the following terms:

“Commencing from the southernmost point of the island called Prince of Wales Island, which point lies in the parallel of 54 degrees 40 minutes north latitude, and between the 131st and the 133d degree of west longitude, (meridian of Greenwich,) the said line shall ascend to the north along the channel called Portland Channel, as far as the point of the continent where it strikes the 56th degree of north latitude; from this last-mentioned point, the line of demarkation shall follow the summit of the mountains situated parallel to the coast, as far as the point of intersection of the 141st degree of west longitude, (of the same meridian) and finally from the said point of 141 degrees, in its prolongation as far as the Frozen Ocean.

“IV. With reference to the line of demarkation laid down in the preceding article, it is understood—

“1st. That the island called Prince of Wales Island shall belong wholly to Russia,” (now, by this cession to the United States.)

“2nd. That whenever the summit of the mountains which extend in a direction parallel to the coast from the 56th degree of north latitude to the point of intersection of the 141st degree of west longitude shall prove to be at the distance of more than ten marine leagues from the ocean, the limit between the British possessions and the line of coast which is to belong to Russia as above mentioned, (that is to say, the limit to the possessions ceded by this convention,) shall be formed by a line parallel to the winding of the coast, and which shall never exceed the distance of ten marine leagues therefrom.”

The western limit within which the territories and dominion conveyed are contained passes through a point in Bering's Straits on the parallel of sixty-five degrees thirty minutes north latitude, at its intersection by the meridian which passes midway between the islands of Krusenstern or Ignalook, and the island of Ratmanoff, or Noonarbook, and proceeds due north without limitation, into the same Frozen Ocean. The same western limit, beginning at the same initial point, proceeds thence in a course nearly southwest through Bering's Straits and Bering's Sea, so as to pass midway between the northwest point of the island of St. Lawrence and the southeast point of Cape Choukotski, to the meridian of one hundred and seventy-two west longitude; thence, from the intersection of that meridian, in a southwesterly direction,

so as to pass midway between the island of Attou and the Copper Island of the Kormandorski couplet or group, in the North Pacific Ocean, to the meridian of one hundred and ninety-three degrees west longitude, so as to include in the territory conveyed the whole of the Aleutian Islands east of that meridian.

ARTICLE II.

In the cession of territory and dominion made by the preceding article are included the right of property in all public lots and squares, vacant lands, and all public buildings, fortifications, barracks, and other edifices which are not private individual property. It is, however, understood and agreed, that the churches, which have been built in the ceded territory by the Russian Government, shall remain the property of such members of the Greek Oriental Church resident in the territory as may choose to worship therein. Any Government archives, papers, and documents relative to the territory and dominion aforesaid, which maybe now existing there, will be left in the possession of the agent of the United States; but an authenticated copy of such of them as may be required, will be, at all times, given by the United States to the Russian Government, or to such Russian officers or subjects as they may apply for.

ARTICLE III.

The inhabitants of the ceded territory, according to their choice reserving their natural allegiance, may

return to Russia within three years; but if they should prefer to remain in the ceded territory, they, with the exception of uncivilized native tribes, shall be admitted to the enjoyment of all the rights, advantages and immunities of citizens of the United States, and shall be maintained and protected in the free enjoyment of their liberty, property, and religion. The uncivilized tribes will be subject to such laws and regulations as the United States may, from time to time, adopt in regard to aboriginal tribes of that country.

ARTICLE IV.

His Majesty, the Emperor of all the Russias shall appoint, with convenient dispatch, an agent or agents for the purpose of formally delivering to a similar agent or agents, appointed on behalf of the United States, the territory, dominion, property, dependencies, and appurtenances which are ceded as above, and for doing any other act which may be necessary in regard thereto. But the cession, with the right of immediate possession, is nevertheless to be deemed complete and absolute on the exchange of ratifications, without waiting for such formal delivery.

ARTICLE V.

Immediately after the exchange of the ratifications of this convention, any fortifications or military posts which may be in the ceded territory shall be delivered to the agent of the United States, and any Russian

troops which may be in the territory shall be withdrawn as soon as may be reasonably and conveniently practicable.

ARTICLE VI.

In consideration of the cession aforesaid, the United States agree to pay at the Treasury in Washington, within ten months after the exchange of the ratifications of this convention, to the diplomatic representative or other agent of His Majesty the Emperor of all the Russias, duly authorized to receive the same, seven million two hundred thousand dollars in gold. The cession of territory and dominion herein made is hereby declared to be free and unincumbered by any reservations, privileges, franchises, grants or possessions, by any associated companies, whether corporate or incorporate, Russian or any other, or by any parties except merely private individual property-holders; and the cession hereby made conveys all the rights, franchises, and privileges now belonging to Russia in the said territory or dominion, and appurtenances thereto.

ARTICLE VII.

When this convention shall have been duly ratified by the President of the United States, by and with the advice and consent of the Senate, on the one part, and, on the other, by His Majesty the Emperor of all the Russias the ratifications shall be exchanged

at Washington within three months from the date hereof, or sooner if possible.

In faith whereof the respective Plenipotentiaries have signed this convention, and thereto affixed the seals of their arms.

Done at Washington the thirtieth day of March, in the year of our Lord one thousand eight hundred and sixty-seven.



WILLIAM H SEWARD,
EDOUARD DESTOECKL.

United States Statutes at large, page 539-543, volume 15, 1869, by G. and P Sanger, by authority of Congress.

And whereas the said Treaty has been duly ratified on both parts, and the respective ratifications of the same were exchanged at Washington on this twentieth day of June, by William H. Seward, Secretary of State of the United States, and the Privy Counsellor Edward de Stoeckl, the Envoy Extraordinary of his Majesty the Emperor of all the Russias on the part of their respective governments.

Now, therefore, be it known that I, Andrew Johnson, President of the United States of America, have caused the said Treaty to be made public, to the end that the same and every clause and article thereof, may be observed and fulfilled with good faith by the United States and the citizens thereof.

EXTRACTS FROM U. S. STATUTES. LANDS, SURVEYS,
MINERAL LANDS, ETC.

United States Statutes at Large, 1889-1891, volume 26, page 1098. Law Extracts.

Sec. 7. That whenever it shall appear to the Commissioner of the General Land Office that a clerical error has been committed in the entry of any of the public lands such entry may be suspended, upon the proper notification to the claimant, through the local land office, until the error has been corrected; and all entries made under the pre-emption, homestead, desert land, or timber-culture laws, in which final proof and payment may have been made and certificates issued, and to which there are no adverse claims originating prior to final entry and which have been sold or incumbered prior to the first day of March, eighteen hundred and eighty-eight, and after final entry, to bona fide purchasers or incumbrances, for a valuable consideration, shall unless upon an investigation by a Government Agent, fraud on the part of the purchaser has been found, be confirmed and patented upon presentation of satisfactory proof to the Land Department of such sale or incumbrance;

Provided, That after the lapse of two years from the date of the issuance of the receiver's receipt upon the final entry of any tract of land under the homestead, timber-culture, desert-land, or pre-emption laws, or under this act, and when there shall be no

pending contest or protest against the validity of such entry, the entryman shall be entitled to a patent conveying the land by him entered, and the same shall be issued to him; but this proviso shall not be construed to require the delay of two years from the date of said entry before the issuing of a patent therefor.

Sec. 8. That suits by the United States to vacate and annul any patent heretofore issued shall only be brought within five years from the passage of this act, and suits to vacate and annul patents hereafter issued shall only be brought within six years after the date of the issuance of such patents; and in the States of Colorado, Montana, Idaho, North Dakota and South Dakota, Wyoming, and in the District of Alaska and the gold and silver regions of Nevada, and the Territory of Utah, in any criminal prosecution or civil action by the United States for a trespass on such public timber lands or to recover timber or lumber cut thereon, it shall be a defense if the defendant shall show that the said timber was so cut or removed from the timber lands for use in such State or Territory by a resident thereof for agricultural, mining, manufacturing, or domestic purposes, and has not been transported out of the same; but nothing herein contained shall apply to operate to enlarge the rights of any railway company to cut timber on the public domain;

Provided, That the Secretary of the Interior may

make suitable rules and regulations to carry out the provisions of this section.

Sec. 9. That hereafter no public lands of the United States, except abandoned military or other reservations, isolated and disconnected fractional tracts authorized to be sold by section twenty-four hundred and fifty-five of the Revised Statutes, and mineral and other lands, the sale of which at public auction has been authorized by acts of Congress of a special nature having local application, shall be sold at public sale.

Sec. 10. That nothing in this act shall change, repeal, or modify any agreements or treaties made with any Indian tribes for the disposal of their lands, or of land ceded to the United States to be disposed of for the benefit of such tribes, and the proceeds thereof to be placed in the Treasury of the United States; and the disposition of such lands shall continue in accordance with the provisions of such treaties or agreements, except as provided in section 5 of this act.

Sec. 11. That until otherwise ordered by Congress lands in Alaska may be entered for town-site purposes, for the several use and benefit of the occupants of such town sites, by such trustee or trustees as may be named by the Secretary of the Interior for that purpose, such entries to be made under the provisions of section twenty-three hundred and eighty-seven of the Revised Statutes as near as may be; and

when such entries shall have been made the Secretary of the Interior shall provide by regulation for the proper execution of the trust in favor of the inhabitants of the town site, including the survey of the lands into lots, according to the spirit and intent of said section twenty-three hundred and eighty-seven of the Revised Statutes, whereby the same results would be reached as though the entry had been made by a county judge and the disposal of the lots in such town site and the proceeds of the sale thereof had been prescribed by the legislative authority of a State or Territory;

Provided, That no more than six hundred and forty acres shall be embraced in one townsite entry.

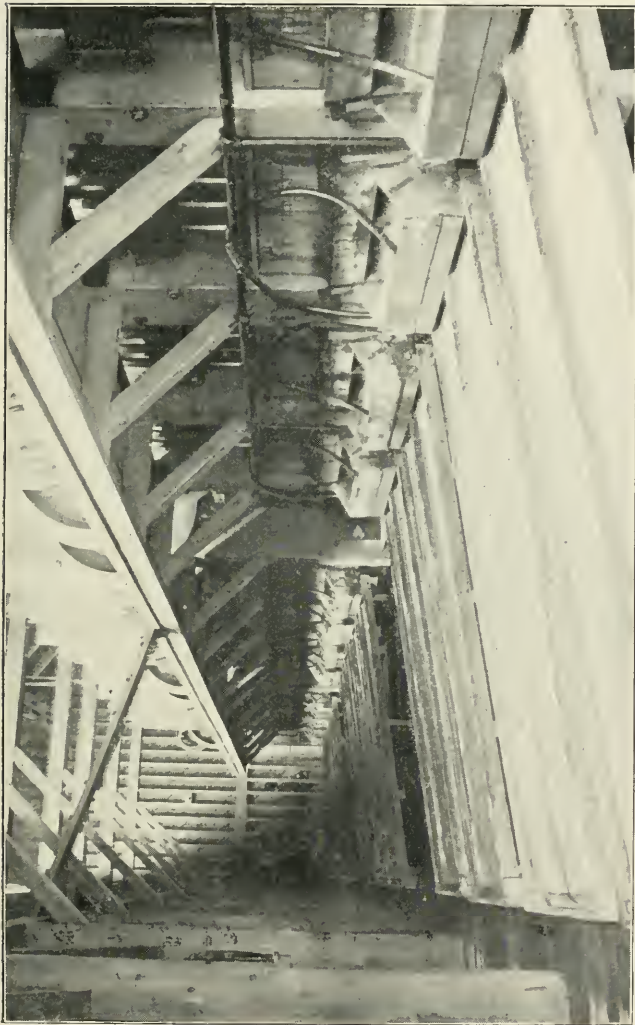
Sec. 12. That any citizen of the United States twenty-one years of age, and any association of such citizens, and any corporation, incorporated under the laws of the United States, or of any State or Territory of the United States now authorized by law to hold lands in the Territories now or hereafter in possession of and occupying public lands in Alaska for the purpose of trade or manufacture, may purchase not exceeding one hundred and sixty acres to be taken as near as practicable in a square form of such land at two dollars and fifty cents per acre;

Provided, That in case more than one person, association or corporation shall claim the same tract of land the person, association or corporation having

the prior claim by reason of possession and continued occupation shall be entitled to purchase the same; but the entry of no person, association or corporation shall include improvements made by or in possession of another prior to the passage of this act.

Sec. 13. That it shall be the duty of any person, association, or corporation entitled to purchase land under this act to make an application to the United States Marshal, ex officio Surveyor-General of Alaska, for an estimate of the cost of making a survey of the lands occupied by such person, association, or corporation, and the cost of the clerical work necessary to be done in the office of the said United States Marshal, ex officio Surveyor-General; and on the receipt of such estimate from the United States Marshal, ex officio Surveyor-General, the said person, association, or corporation shall deposit the amount in a United States depository, as is required by section numbered twenty-four hundred and one, Revised Statutes, relating to desposits for surveys.

That on the receipt of the United States Marshal, ex officio Surveyor-General, of the said certificates of deposit, he shall employ a competent person to make such survey, under such rules and regulations as may be adopted by the Secretary of the Interior, who shall make his return of his field notes and maps to the officer of the said United States Marshal, ex officio Surveyor-General; and the said United States



INTERIOR OF STAMP MILL, DOUGLAS ISLAND.

Marshal, ex-officio Surveyor-General, shall cause the said field notes and plats of such surveys to be examined, and, if correct, approve the same, and shall transmit certified copies of such maps and plats to the office of the Commissioner of the General Land Office.

That when the said field notes and plats of said survey shall have been approved by the said Commissioner of the General Land Office, he shall notify such person, association, or corporation, who shall then within six months after such notice, pay to the said United States Marshal, ex-officio Surveyor-General, for such land, and patent shall issue for the same.

Sec. 14. That none of the provisions of the last two preceding sections of this act shall be so construed as to warrant the sale of any lands belonging to the United States which shall contain coal or the precious metals, or any town site, or which shall be occupied by the United States for public purposes, or which shall be reserved for such purposes, or to which the natives of Alaska have prior rights by virtue of actual occupation, or which shall be selected by the United States Commission of Fish and Fisheries on the islands of Kodiak and Afognak for the purpose of establishing fish-culture stations. And all tracts of land not exceeding six hundred and forty acres in any one tract now occupied as missionary stations in said district of Alaska are hereby excepted from

the operation of the last three preceding sections of this act. No portion of the islands of the Pribylov Group or the Seal Islands of Alaska shall be subject to sale under this act; and the United States reserves, and there shall be reserved in all patents issued under the provisions of the last two preceding sections the right of the United States to regulate the taking of salmon and to do all things necessary to protect and prevent the destruction of salmon in all the waters of the lands granted frequented by salmon.

Sec. 15. That until otherwise provided by law the body of lands known as Annette Islands, situated in Alexander Archipelago in South-eastern Alaska, on the north side of Dixon's entrance, be, and the same is hereby, set apart as a reservation for the use of the Metlakahltla Indians, and those people known as Metlakahtlans who have recently emigrated from British Columbia to Alaska, and such other Alaskan natives as may join them, to be held and used by them in common, under such rules and regulations, and subject to such restrictions, as may be prescribed from time to time by the Secretary of the Interior.

Sec. 16. That town site entries may be made by incorporated towns and cities on the mineral lands of the United States, but no title shall be acquired by such towns or cities to any vein of gold, silver, cinnabar, copper, or lead, or to any valid mining claim or possession held under existing law. When mineral

veins are possessed within the limits of an incorporated town or city, and such possession is recognized by local authority or by the laws of the United States, the title to town lots shall be subject to such recognized possession and the necessary use thereof and when entry has been made or patent issued for such town sites to such incorporated town or city, the possessor of such mineral vein may enter and receive patent for such mineral vein, and the surface ground appertaining thereto;

Provided, That no entry shall be made by such mineral-vein claimant for surface ground where the owner or occupier of the surface ground shall have had possession of the same before the inception of the title of the mineral-vein applicant.

Sec. 17. That reservoir sites located or selected and to be located and selected under the provisions of "An act making appropriations for sundry civil expenses of the Government for the fiscal year ending June thirtieth, eighteen hundred and eighty-nine," and for other purposes and amendments thereto, shall be restricted to and shall contain only so much land as is actually necessary for the construction and maintenance of reservoirs; excluding so far as practicable lands occupied by actual settlers at the date of the location of said reservoirs and that the provision of "An Act making appropriations for sundry civil expenses of the Government for the fiscal year ending

June thirtieth, eighteen hundred and ninety-one, and for other purposes," which reads as follows, viz: "No person who shall after the passage of this act enter upon any of the public lands with a view to occupation, entry, or settlement under any of the land laws shall be permitted to acquire title to more than three hundred and twenty acres in the aggregate under all said laws," shall be construed to include in the maximum amount of lands the title to which is permitted to be acquired by one person, only agricultural lands and not to include lands entered or sought to be entered under mineral land laws.

Sec. 18. That the right of way through the public lands and reservations of the United States is hereby granted to any canal or ditch company formed for the purpose of irrigation and duly organized under the laws of any State or Territory, which shall have filed, or may hereafter file, with the Secretary of the Interior a copy of its articles of incorporation, and due proofs of its organization under the same, to the extent of the ground occupied by the water of the reservoir and of the canal and its laterals, and fifty feet on each side of the marginal limits thereof; also the right to take, from the public lands adjacent to the line of the canal or ditch, material, earth, and stone necessary for the construction of such canal or ditch;

Provided, That no such right of way shall be so located as to interfere with the proper occupation by

the Government of any such reservation, and all maps of location shall be subject to the approval of the Department of the Government having jurisdiction of such reservation, and the privilege herein granted shall not be construed to interfere with the control of water for irrigation and other purposes under authority of the respective States or Territories.

Sec. 21. That nothing in this act shall authorize such canal or ditch company to occupy such right of way except for the purpose of said canal or ditch, and then only so far as may be necessary for the construction, maintenance, and care of said canal or ditch.

Sec. 24. That the President of the United States may, from time to time, set apart and reserve, in any State or Territory having public land bearing forests, in any part of the public lands wholly or in part covered with timber or undergrowth, whether of commercial value or not, as public reservations, and the President shall, by public proclamation, declare the establishment of such reservations and the limits thereof.

Approved, March 3, 1891.

United States Statutes at Large, 1885-1887, volume 24, page 243.

In 1886, Congress appropriated fifteen thousand dollars for children of school age without regard to race.

PAGE 529.

In 1887 a like sum of twenty-five thousand dollars for same purpose.

PAGE 45.

Also twenty thousand dollars for Indian pupils of both sexes at the Industrial School at Alaska.

Likewise in 1887 a similar amount.

Alaska, 1871-1873, page 530. Amendment to the law of 1867, approved 1873.

Laws of the United States relating to Customs, Commerce and Navigation extended to and over all the territory, mainland, islands and waterways ceded by Russia.

Approved March 30, 1873. The amendment reads "That the laws of the United States relating to customs, commerce and navigation, and sections 20 and 21 of An Act to regulate trade and intercourse with Indian tribes and to preserve peace on the frontiers."

Approved June 30th, 1834, be and the same are hereby extended to and over all the mainland, islands and waters of the territory ceded to the United States by the Emperor of Russia by treaty concluded at Washington on the 30th day of March, 1867, so far as the same may be applicable thereto."

The Province of Louisiana ceded by France in 1803 ran from the Gulf of Mexico west of this line to the Texas border and thence northwest to the Pacific Ocean to the present line between Canada and the United States as far as the Straits of Georgia.

England claimed and held the lower end of Vancouver Island, it being a very strong strategic point, as it commanded the straits of Juan de Fuca and the present inland passage to Alaska.

In 1845, Texas was annexed to the United States, taking in also a portion of what is now New Mexico and the eastern portion of Colorado.

In 1848, Mexico ceded a large tract to the United States, taking in almost all the territory west of this Texan annexation line, leaving the line run from the ocean at Lower California, irregularly nearly at the lower line of Arizona and New Mexico.

In 1853, the Gadsden purchase included the strip of land below that line to another line in Mexico from the Colorado River to El Paso on the Rio Grande del Norte.

In 1867, the territory of Alaska now under consideration was ceded by the Emperor of Russia to the United States, completing our present possessions.

SEAL ISLANDS MADE A RESERVATION.

United States Statute at Large, 1867-1869, volume 15, page 348.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the islands of Saint Paul and Saint George in Alaska be, and they are hereby, declared a special reservation for Government purposes; and that until otherwise provided by law, it shall be unlaw-

ful for any person to land or remain on either of said islands, except by authority of the Secretary of the Treasury; and any person found on either of said islands, contrary to the provisions of this resolution shall be summarily removed; and it shall be the duty of the Secretary of War to carry this resolution immediately into effect.

Approved, March 3, 1869.

RESERVATIONS IN ALASKA—LAND, FOREST AND FISH.

United States Statutes at Large, 1891-1893, volume 27, No. 39, page 1052.

A Proclamation by the President of the United States, December 24, 1892.

Whereas, it is provided by Section 24, of the Act of Congress, approved March third, eighteen hundred and ninety-one, entitled, "An Act to repeal timber-culture laws, and for other purposes;" that The President of the United States may from time to time set apart and reserve, in any State or Territory having public lands bearing forests, in any part of the public lands wholly, or in part covered with timber or undergrowth, whether of commercial value or not, as public reservations; and the President shall, by public proclamation, declare the establishment of such reservation, and the limits thereof.

And whereas, it is provided by section 14 of said above mentioned Act, that the public lands in the

Territory of Alaska, reserved for public purposes, shall not be subject to occupation and sale.

And whereas, the public lands in the Territory of Alaska, known as Afognak Island, are in part covered with timber, and are required for public purposes, in order that salmon fisheries in the waters of the Island, and salmon and other fish and sea animals, and other animals and birds, and the timber, undergrowth, grass, moss and other growth in, on, and about said Island may be protected and preserved unimpaired, and it appears that the public good would be promoted by setting apart and reserving said lands as a public reservation.

And whereas, the United States Commissioner of Fish and Fisheries has selected Afognak Bay, River and Lake, with their tributary streams, and the sources thereof, and the lands including the same on said Afognak Islands, and within one mile from the shores thereof, as a reserve for the purpose of establishing fish culture stations, and the use of the United States Commission of Fish and Fisheries, the boundary lines of which include the head springs of the tributaries above mentioned, and the lands, the drainage of which is into the same.

Now, therefore, I, Benjamin Harrison, President of the United States, by virtue of the power in me vested by sections 24 and 14, of the aforesaid Act of Congress, and by other laws of the United States

do reserve and do hereby make known and proclaim that there is hereby reserved from occupation and sale, and set apart as a Public Reservation, including use for fish-culture stations, said Afognak Island, Alaska and its adjacent bays and rocks and territorial waters, including among others the Sea Lion Rocks, and Sea Otter Island;

Provided, That this proclamation shall not be so constructed as to deprive any bona fide inhabitant of said Island of any valid right he may possess under the treaty for the cession of the Russian possessions in North America to the United States, concluded at Washington, on the thirtieth day of March, eighteen hundred and sixty-seven.

Warning is hereby expressly given to all persons not to enter upon, or to occupy, the tract or tracts of land or waters reserved by this proclamation, or to fish in, or use any of the waters herein described or mentioned, and that all persons or corporations now occupying said Island, or any of said premises, except under said Treaty, shall depart therefrom.

In witness whereof, I have hereunto set my hand, and caused the seal of the United States to be affixed.

(Seal:)

Done at the City of Washington this twenty-fourth day of December, in the year of our Lord one thousand, eight hundred and ninety-two, and of the Inde-

pendence of the United States, the one hundred and sixteenth.

BENJAMIN HARRISON.

By the President,

John W. Foster, *Secretary of State*.

SALMON PROTECTION AND REVENUE-CUTTER SERVICE.

March 2, 1889, page 939 and 944.

For the expense of the Revenue-Cutter Service: For pay of captains, lieutenants, engineers, cadets, and pilots employed, and for rations for the same; for pay of petty officers, seamen, cooks, stewards, boys, coal-passers, and firemen, and for rations for the same; for fuel for vessels, and repairs and outfits for the same; shipchandlery and engineers' stores for the same; traveling expenses and officers traveling on duty under orders from the Treasury Department; instruction of cadets; commutation of quarters; for protection of the seal fisheries in Bering Sea and the other waters of Alaska and the interest of the Government on the Seal Islands and the sea-otter hunting grounds, and the enforcement of the provisions of law in Alaska, contingent expenses, including wharfage, towage, dockage, freight, advertising, surveys, labor and miscellaneous expenses which cannot be included under special heads, nine hundred and twenty-five thousand dollars.

For the establishment and maintenance of a refuge-station at or near Point Barrow, Alaska, on the Arctic Ocean, fifteen thousand dollars.

February 26, 1889, page 705 and 726. Alaska, Pay of Governor, etc.

Territory of Alaska: For salary of Governor, three thousand dollars; judge, three thousand dollars; attorney, marshal, and clerk, two thousand five hundred dollars each; four commissioners, one thousand dollars each; four deputy marshals, seven hundred and fifty dollars each; in all, twenty thousand five hundred dollars.

For incidental and contingent expenses of the territory, stationery, lights, and fuel, to be expended under the direction of the Governor, two thousand dollars.

EDUCATION IN ALASKA.

March 2, 1889, page 939 and 962.

For the industrial and primary education of the children of school age in the Territory of Alaska, without reference to race, fifty thousand dollars.

TRAVELING EXPENSES.

March 2, 1889, page 939 and 977.

Territory of Alaska: For the actual and necessary expenses of the judge, marshal, and attorney when traveling in the discharge of their official duties, one thousand dollars.

Rent and Incidental Expenses, Office of Marshal, Territory of Alaska: For rent of offices for the marshal, district attorney, and commissioners, furniture,

fuel, books, stationery, and other incidental expenses, five hundred dollars.

March 2, 1889, page 905 and 921.

Education of Children in Alaska: To pay the salary of John H. Carr, teacher in Government School at Unga, Alaska, for March, eighteen hundred and eighty-seven, one hundred and fifty dollars.

March 2, 1889, page 1008 and 1009.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the erection of dams, barricades, or other obstructions in any of the rivers of Alaska, with the purpose or result of preventing or impeding the ascent of salmon or other anadromous species to their spawning grounds, is hereby declared to be unlawful, and the Secretary of the Treasury is hereby authorized and directed to establish such regulations and surveillance as may be necessary to insure that this prohibition is strictly enforced and to otherwise protect the salmon fisheries of Alaska; and every person who shall be found guilty of a violation of the provisions of this section shall be fined not less than two hundred and fifty dollars for each day of the continuance of such obstruction.

Sec. 2. That the Commissioner of Fish and Fisheries is hereby empowered and directed to institute an investigation into the habits, abundance, and distribution of the salmon of Alaska, as well as the pres-

ent conditions and methods of the fisheries, with a view of recommending to Congress such additional legislation as may be necessary to prevent the impairment or exhaustion of these valuable fisheries, and placing them under regular and permanent conditions of production.

Sec. 3. That section nineteen hundred and fifty-six of the Revised Statutes of the United States is hereby declared to include and apply to all the dominion of the United States in the waters of Bering Sea; and it shall be the duty of the President, at a timely season in each year, to issue his proclamation and cause the same to be published for one month in at least one newspaper if any such there be published at each United States port of entry on the Pacific coast, warning all persons against entering said waters for the purpose of violating the provisions of said section; and he shall also cause one or more vessels of the United States to diligently cruise said waters and arrest all persons, and seize all vessels found to be, or to have been, engaged in any violation of the laws of the United States therein.

March 2, 1889, page 939 and 949.

Alaska Boundary Survey: For expenses in carrying on a preliminary survey of the frontier line between Alaska and British Columbia, in accordance with plans or projects approved by the Secretary of State, including expenses of drawing and publication

of map or maps, twenty thousand dollars, said sum to continue available for expenditure until the same is exhausted.

Chapter 10. Bounty Lands, U. S., page 442, 1878 Revised Statutes of United States, second edition.

SALMON FISHERIES AND PROTECTION OF THE FISH.

United States Statutes at Large, 1895-1897, volume 29, page 316.

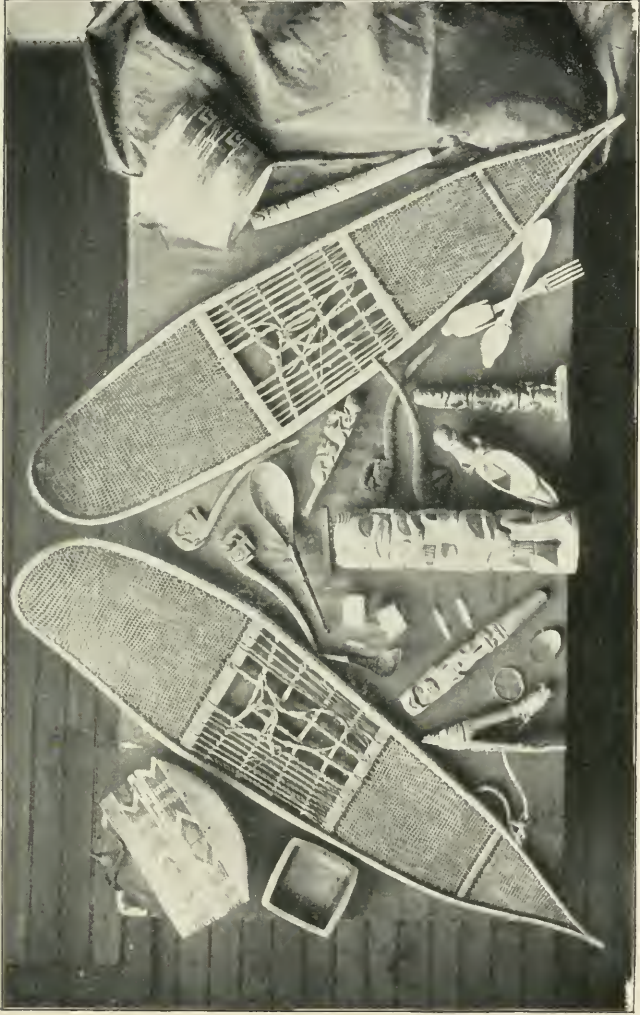
An Act To amend an Act entitled "An Act to provide for the protection of the salmon fisheries of Alaska."

Be it enacted by the Senate and House of Representatives of the United States of America in Congress, assembled, That the Act approved March second, eighteen hundred and eighty-nine, and entitled "An Act to provide for the protection of the salmon fisheries of Alaska" is hereby amended and re-enacted as follows:

That the erection of dams, barricades, fish-wheels, fences, or any such fixed or stationary obstructions in any part of the rivers or streams of Alaska, or to fish for or catch salmon or salmon trout in any manner or by any means with the purpose or result of preventing or impeding the ascent of salmon to their spawning grounds, is declared to be unlawful, and the Secretary of the Treasury is hereby authorized and directed to remove such obstructions and to establish and enforce such regulations and surveil-

lance as may be necessary to insure that this prohibition and all other provisions of law relating to the salmon fisheries of Alaska are strictly complied with.

Sec. 2. That it shall be unlawful to fish, catch, or kill any salmon of any variety, except with rod or spear, above the tide waters of any of the creeks or rivers of less than five hundred feet in width in the Territory of Alaska, except only for purposes of propagation, or to lay or set any drift net, set net, trap, pound net, or seine for any purpose across the tide waters of any river or stream for a distance of more than one-third of the width of such river, stream, or channel, or lay or set any seine or net within one hundred yards of any other net or seine which is being laid or set in said stream or channel, or to take, kill, or fish for salmon in any manner or by any means in any of the waters of the Territory of Alaska, either in the streams or tide waters, except Cook's Inlet, Prince William Sound, Bering Sea, and the waters tributary thereto from mid-night on Friday of each week until six o'clock ante-meridian of the Sunday following; or to fish for or catch or kill in any manner or by any appliances except by rod or spear, any salmon in any stream of less than one hundred yards in width in the said Territory of Alaska between the hours of six o'clock in the evening and six o'clock in the morning of the following day of each and every day of the week.



ALASKAN SNOW SHOES AND UTENSILS.

Sec. 3. That the Secretary of the Treasury may, at his discretion set aside any streams as spawning grounds, in which no fishing will be permitted; and when, in his judgment, the results of fishing operations on any stream indicate that the number of salmon taken is larger than the capacity of the stream to produce, he is authorized to establish weekly close seasons, to limit the duration of the fishing season, or to prohibit fishing entirely for one year or more; so as to permit salmon to increase;

Provided, however, That such power shall be exercised only after all persons interested shall have been given a hearing, of which hearing due notice must be given by publication;

And provided further, That it shall have been ascertained that the persons engaged in catching salmon do not maintain fish hatcheries of sufficient magnitude to keep such streams fully stocked.

Sec. 4. That to enforce the provisions of law herein, and such regulations as the Secretary of the Treasury may establish in pursuance thereof, he is authorized and directed to appoint one inspector of fisheries at a salary of one thousand eight hundred dollars per annum, and two assistant inspectors, at a salary of one thousand six hundred dollars each per annum, and he will annually submit to Congress estimates to cover the salaries and actual traveling expenses of the officers hereby authorized and for such other ex-

penditures as may be necessary to carry out the provisions of the law herein.

Sec. 5. That any person violating the provisions of this act or the regulations established in pursuance thereof, shall upon conviction thereof, be punished by a fine not exceeding one thousand dollars or imprisonment at hard labor for a term of ninety days, or both such fine and imprisonment, at the discretion of the court; and, further, in case of the violation of any of the provisions of section one of this Act and conviction thereof, a further fine of two hundred and fifty dollars per diem will be imposed for each day that the obstruction or obstructions therein are maintained.

Approved, June 9, 1896.

REVENUE SERVICE.

United States Statutes at Large, 1895-1897, volume 29, page 420. Revenue Cutter Service.

For expenses of the Revenue Cutter Service: For pay of captains, lieutenants, engineers, cadets, and pilots employed, and for rations for the same; for pay of petty officers, seamen, firemen, coal passers, stewards, cooks, and boys, and for rations for the same; for fuel for vessels, and repairs and outfits for the same; ship chandlery and engineers' stores for the same; traveling expenses of officers traveling on duty under orders from the Treasury Department; commutations of quarters; protection of the seal fisheries in Bering Sea and the other waters of

Alaska and in interest of the Government on Seal Islands and the sea-otter hunting grounds, and the enforcement of the provisions of law in Alaska; for enforcing the provisions of the Acts relating to the anchorage of vessels in the ports of New York and Chicago, approved May sixteenth, eighteen hundred and eighty-eight, and February sixth, eighteen hundred and ninety-three; contingent expenses including wharfage, towage, dockage, freight advertising, surveys, labor, and miscellaneous expenses which cannot be included under special heads, nine hundred and ninety thousand dollars;

Provided, That the Secretary of the Treasury be, and he is hereby authorized to permit officers and others of the Revenue-Cutter Service to make allotments from their pay, under such regulations as he may prescribe, for the support of their families or relatives, for their own savings, or for other proper purposes, during such time as they may be absent at sea, on distant duty, or under other circumstances warranting such action.

For completing a revenue steamer of the first class, under the direction of the Secretary of the Treasury for service on the Pacific Coast, one hundred and twenty-five thousand dollars.

For constructing two revenue steamers of the first-class, under the direction of the Secretary of the Treasury, for services on the Great Lakes two hun-

dred thousand dollars; and the total cost of said revenue steamers, under a contract which is hereby authorized therefor, shall not exceed two hundred thousand dollars each.

CUSTOMS, COMMERCIAL AND NAVIGATION LAWS.

United States Statutes at Large, 1867-1869, volume 15, page 240.

An Act to extend the Laws of the United States relating to Customs, Commerce and Navigation over the territory ceded to the United States by Russia, to establish a Collection District therein, and for other Purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the laws of the United States relating to customs, commerce, and navigation be, and the same are hereby, extended to and over all the mainland, islands, and waters of the territory ceded to the United States by the Emperor of Russia by treaty concluded at Washington on the thirtieth day of March, Anno Domini eighteen hundred and sixty-seven, so far as the same may be applicable thereto.

Sec. 2. And be it further enacted, That all of the said territory, with its ports, harbors, bays, rivers, and waters, shall constitute a customs collection district, to be called the district of Alaska for which said district a port of entry shall be established at some con-

venient point to be designated by the President, at or near the town of Sitka or New Archangel, and a collector of customs shall be appointed by the President, by and with the advice and consent of the Senate, who shall reside at the said port of entry, and who shall receive an annual salary of two thousand five hundred dollars, in addition to the usual legal fees and emoluments of the office. But his entire compensation shall not exceed four thousand dollars per annum, or a proportionate sum for a less period of time.

Sec. 3. And be it further enacted, That the Secretary of the Treasury be and he is hereby, authorized to make and prescribe such regulations as he may deem expedient for the nationalization of all vessels owned by actual residents of said territory on and since the 20th day of June,¹⁸Anno Domini eighteen hundred and sixty-seven, and which shall continue to have been so owned up to the date of such nationalization, and that from any deputy collector of customs upon whom there has been, or shall hereafter be, conferred any of the powers of a collector under and by virtue of the twenty-ninth section of the "Act further to prevent smuggling, and for other purposes," approved July eighteenth, eighteen hundred and sixty-six, the Secretary of the Treasury shall have power to require bonds in favor of the United States in such amount as the said Secretary shall prescribe for the faithful discharge of official duties by such deputy.

Sec. 4. And be it further enacted, That the President shall have power to restrict and regulate or to prohibit the importation and use of fire arms, ammunition, and distilled spirits into and within the said territory. And the exportation of the same from any other port or place in the United States when destined to any port or place in the said territory, and all such arms, ammunition, and distilled spirits, exported or attempted to be exported from any port or place in the United States and destined for such territory, in violation of any regulations that may be prescribed under this section; and all such arms, ammunition, and distilled spirits, landed or attempted to be landed or used at any part or place in said territory, in violation of said regulations, shall be forfeited; and if the value of the same shall exceed four hundred dollars, the vessel upon which the same shall be found, or from which they shall have been landed together with her tackle, apparel and furniture, and cargo, shall be forfeited; and any person wilfully violating such regulations shall, on conviction, be fined in any sum not exceeding five hundred dollars, or imprisoned not more than six months. And bonds may be required for a faithful observance of such regulations from the master or owners of any vessel departing from any port in the United States having on board fire-arms, ammunition or distilled spirits, when such vessel is destined to any place in said territory, or if not so

destined, when there shall be reasonable ground of suspicion that such articles are intended to be landed therein in violation of law; and similar bonds may also be required on the landing of any such articles in the said territory from the person to whom the same may be consigned.

Sec. 5. And be it further enacted, That the coasting trade between the said territory and any other portion of the United States shall be regulated in accordance with the provisions of law applicable to such trade between any two great districts.

Sec. 6. And be it further enacted, That it shall be unlawful for any person or persons to kill any otter, mink, marten, sable, or fur seal, or other fur-bearing animal, within the limits of said territory, or in the waters thereof; and any person guilty thereof shall, for each offence, on conviction, be fined in any sum not less than two hundred dollars nor more than one thousand, or imprisoned not more than six months or both at the discretion of the court, and all vessels, their tackle, apparel, furniture, and cargo, found engaged in violation of this act, shall be forfeited:

Provided, That the Secretary of the Treasury shall have power to authorize the killing of any such mink, marten, sable, or other fur-bearing animal, except fur seals under such regulations as he may prescribe; and it shall be the duty of the said Secretary to pre-

vent the killing of any fur seal, and to provide for the execution of the provisions of this section until it shall be otherwise provided by law;

Provided, That no special privilege shall be granted under this act.

Sec. 7. And be it further enacted, That until otherwise provided by law, all violations of this act, and of the several laws hereby extended to the said territory and the waters thereof, committed within the limits of the same shall be prosecuted in any district court of the United States in California or Oregon or in the district court of Washington, and the collector and deputy collectors appointed by virtue of this act, and any person authorized in writing by either of them, or by the Secretary of the Treasury, shall have power to arrest persons and seize vessels and merchandise liable to fines, penalties, or forfeitures under this and the said other laws, and to keep and deliver over the same to the marshal of some one of the said courts; and said courts shall have original jurisdiction, and may take cognizance of all cases arising under this act and the several laws hereby extended over the territory so ceded to the United States by the Emperor of Russia, as aforesaid, and shall proceed therein in the same manner and with the like effect as if such cases had arisen within the district or territory where the proceedings shall be brought.

Sec. 8. Gives the Secretary of the Treasury power

to mitigate or remit the forfeitures, penalties, and disabilities accruing in certain cases therein mentioned.

Sec. 9. And be it further enacted, That the Secretary of the Treasury may prescribe all needful rules and regulations to carry into effect all parts of this act, except those especially intrusted to the President alone; and the sum of five thousand dollars is hereby appropriated.

ENACTMENT CONCERNING ALASKA STATISTICS.

United States Statutes at Large, volume 18, part 3, page 33, 1873-1875.

An act to enable the Secretary of the Treasury to gather authentic information as to the condition and importance of the fur trade in the Territory of Alaska.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury be, and he is hereby, authorized to appoint some person qualified by experience and education a special agent for the purpose of visiting the various trading stations and Indian villages in the Territory of Alaska, the Seal Islands, and the large islands to the north of them, in Bering Sea, for the purpose of collecting and reporting to him all possible authentic information upon the present condition of the seal fisheries of Alaska; the haunts and habits of the seal, and the preservation and extension of the fisheries as a source

of revenue to the United States; together with like information respecting the fur-bearing animals of Alaska; generally, the statistics of the fur trade, and the condition of the people or natives, especially those upon whom the successful prosecution of the fisheries and fur trade is dependent; such agent to receive as compensation eight dollars per day while actually thus employed, with all actual and necessary traveling expenses incurred therein;

Provided, That the appointment made under this act shall not continue longer than two years. That the Secretary of the Navy be, and he is hereby, authorized to detail an officer of the navy to go in connection with the person above mentioned, who shall be charged with the same duties and shall make a like report upon all subjects therein named; and shall also require and report whether the contracts as to the seal fisheries have been complied with by the persons or company now in possession; and whether said contracts can be safely extended.

Approved, April 22, 1874.

United States Statutes at Large, volume 18, part 3, page 24, 1873-1875.

An act to amend the act entitled "An act to prevent the extermination of fur-bearing animals in Alaska," approved July first, eighteen hundred and seventy.

Be it enacted by the Senate and House of Representatives of the United States of America, in Con-

gress assembled, That the act entitled "An act to prevent the extermination of fur-bearing animals in Alaska," approved July first, eighteen hundred and seventy, is hereby amended so as to authorize the Secretary of the Treasury, and he is hereby authorized, to designate the months in which fur-seals may be taken for their skins on the islands of Saint Paul and Saint George, in Alaska and in the waters adjacent thereto, and the number to be taken on or about each island respectively.

Approved, March 24, 1874.

THE BOUNDARY LINE.

United States Statutes at Large, 1895-1897, volume 29, page 464.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That in view of the expediency of forthwith negotiating a convention with Great Britain for marking convenient points upon the one hundred and forty-first meridian of west longitude where it forms, under existing treaty provisions, the boundary line between the Territory of Alaska and the British North American Territory, and to enable the President to execute the provisions of such convention without delay when concluded, the sum of seventy-five thousand dollars, or so much thereof as may be necessary, be and the same is hereby appropriated out of any moneys in the

Treasury not otherwise appropriated, to be immediately available, under the direction of the President, to defray the share of the United States in the joint expense of locating said meridian and marking said boundary by an international commission.

Approved, February 20, 1896.

BOUNDARY LINE COMMISSION.

United States Statutes at Large, volume 28, 1893-1895, page 1200.

Whereas, a Supplemental Convention between the United States of America and Great Britain, extending, until December 31, 1895, the provisions of Article I of the Convention of July 22, 1892, relative to British possessions in North America, was concluded and signed by their respective plenipotentiaries at the city of Washington, on the third day of February, in the year one thousand eight hundred and ninety-four which Supplemental Convention is word for word as follows:

The Governments of the United States of America and of her Majesty the Queen of the United Kingdom of Great Britain and Ireland, being credibly advised that the labors of the Commission organized pursuant to the Convention which was concluded between the High Contracting Parties at Washington, July 22, 1892, providing for the delimitation of the existing boundary between the United

States and Her Majesty's possessions in North America in respect to such portions of said boundary line as may not in fact have been permanently marked in virtue of treaties heretofore concluded, cannot be accomplished within the period of two years from the first meeting of the Commission as fixed by that Convention, have deemed it expedient to conclude a supplementary convention extending the term for a further period and for this purpose have named as their respective plenipotentiaries:

The President of the United States, Walter Q. Gresham, Secretary of State of the United States, and Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, His Excellency Sir Julian Pauncefote, G. C. B., G. C. M. G., Ambassador Extraordinary and Plenipotentiary of Great Britain;

Who, after having communicated to each other their respective full powers which were found to be in due and proper form, have agreed upon the following articles:

ARTICLE I.

The third paragraph of Article I of the convention of July 22, 1892, states that the respective Commissioners shall complete the survey and submit their final reports thereof within two years from the date of their first meeting. The joint Commissioners held their first meeting November 28, 1892; hence the time

allowed by that Convention expires November 28, 1894. Believing it impossible to complete the required work within the specified period the two Governments hereby mutually agree to extend the time to December 31, 1895.

ARTICLE II.

The present Convention shall be duly ratified by the President of the United States of America, by and with the advice and consent of the Senate thereof, and by Her Britannic Majesty; and the ratifications shall be exchanged at Washington at the earliest practical date.

In faith whereof we, the respective plenipotentiaries, have signed this Convention and have hereunto affixed our seals.

Done in duplicate at Washington, the 3rd day of February, one thousand eight hundred and ninety-four.

{ SEAL }

W. Q. GRESHAM,
JULIAN PAUNCEFOTE.

And whereas the said Supplemental Convention has been duly ratified on both parts, and the ratifications of the two Governments were exchanged in the city of Washington on the 28th day of March, one thousand eight hundred and ninety-four:

Now, therefore be it known that I, Grover Cleveland, President of the United States of America, have

caused the said Supplemental Convention to be made public, to the end that the same and every article and clause thereof may be observed and fulfilled with good faith by the United States and the citizens thereof.

In witness whereof I have hereunto set my hand and caused the seal of the United States to be affixed.

Done at the City of Washington, this twenty-eighth day of March, in the year of our Lord, one thousand eight hundred and ninety-four, and of the Independence of the United States the one hundred and eighteenth.

(SEAL)

GROVER CLEVELAND.

By the President,

Walter Q. Gresham, *Secretary of State*.

SEAL ISLANDS MADE A RESERVATION.

United States Statutes at Large, 1867-1869, volume 15, page 348.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the islands of Saint Paul and Saint George in Alaska be, and they are hereby, declared a special reservation for government purposes; and that until otherwise provided by law, it shall be unlawful for any person to land or remain on either of said islands, except by the authority of the Secretary of the Treasury; and any person found on either of said islands, contrary to the provisions of this resolu-

tion shall be summarily removed and it shall be the duty of the Secretary of War to carry this resolution immediately into effect.

Approved, March 3, 1869.

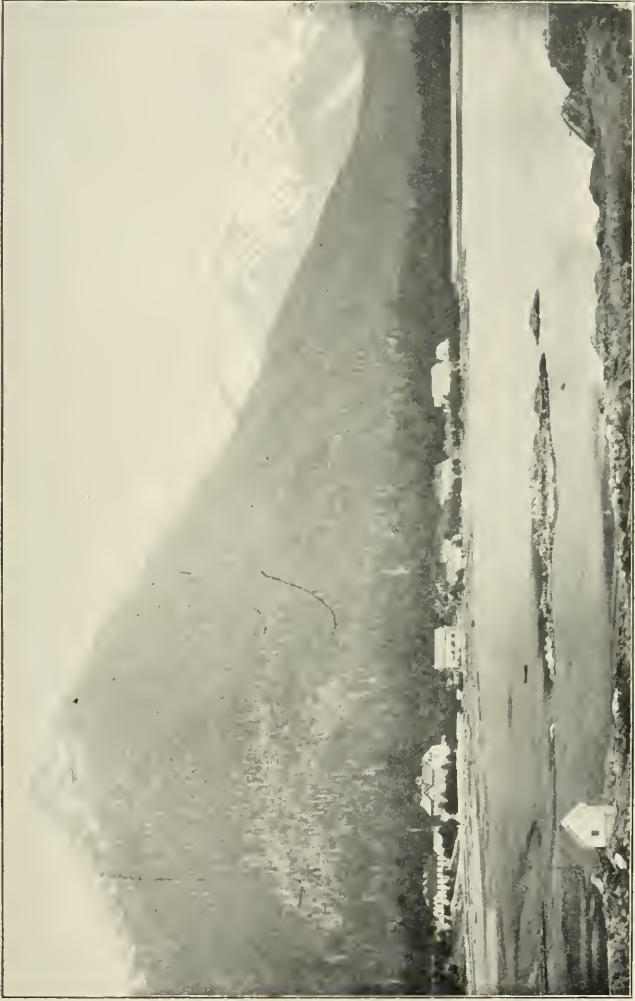
AWARD OF ARBITRATION TRIBUNAL, PARIS, ON FUR-SEALS.

United States Statutes at Large, 1893-1895, volume 28, page 1245.

Proclamation by the President of the United States of America.

Whereas an Act of Congress entitled "An Act to give effect to the Award rendered by the Tribunal of Arbitration at Paris, under the Treaty between the United States and Great Britain, concluded at Washington, February 29, 1892, for the purpose of submitting to arbitration certain questions concerning the preservation of the fur-seals," was approved April 6, 1894, and reads as follows:

Whereas the following articles of the award of the Tribunal of Arbitration constituted under the treaty concluded at Washington the twenty-ninth of February, eighteen hundred and ninety-two, between the United States of America and Her Majesty the Queen of the United Kingdom of Great Britain and Ireland were delivered to the Agents of the respective Governments on the fifteenth day of August eighteen hundred and ninety three:



GASTINEAU CHANNEL.—NEAR JUNEAU.

ARTICLE I.

The Government of the United States and Great Britain shall forbid their citizens and subjects respectively to kill, capture, or pursue at any time, and in any manner whatever, the animals commonly called fur-seals, within a zone of sixty miles around the Pribylov Islands, inclusive of the territorial waters.

The miles mentioned in the preceding paragraph are geographical miles, of sixty to a degree of latitude.

ARTICLE II.

The two Governments shall forbid their citizens and subjects respectively to kill, capture or pursue, in any manner whatever, during the season extending, each year, from the first of May to the thirty-first of July, both inclusive, the fur-seals on the high sea, in the part of the Pacific Ocean, inclusive of the Bering Sea, which is situated to the north of the thirty-fifth degree of north latitude, and eastward of the one hundred and eightieth degree of longitude from Greenwich till it strikes the water boundary described in Article I of the Treaty of eighteen hundred and sixty-seven between the United States and Russia, and following that line up to Bering Straits.

ARTICLE III.

During the period of time and in the waters in which the fur-seal fishing is allowed, only sailing vessels shall be permitted to carry on or take part in

fur-seal fishing operations. They will, however, be at liberty to avail themselves of the use of such canoes or undecked boats, propelled by paddles, oars, or sails, as are in common use as fishing boats.

ARTICLE IV.

Each sailing vessel authorized to fish for fur-seals must be provided with a special license issued for that purpose by its Government, and shall be required to carry a distinctive flag to be prescribed by its Government.

ARTICLE V.

The masters of the vessels engaged in fur-seal fishing shall enter accurately in their official log book the date and place of each fur-seal fishing operation, and also the number and sex of the seals captured upon each day. These entries shall be communicated by each of the two Governments to the other at the end of each fishing season.

ARTICLE VI.

The use of nets, firearms and explosives shall be forbidden in the fur-seal fishing. This restriction shall not apply to shot guns when such fishing takes place outside of Bering Sea, during the season when it may be lawfully carried on.

ARTICLE VII.

The two Governments shall take measures to control the fitness of the men authorized to engage in fur-seal fishing; these men shall have been proved fit to handle with sufficient skill the weapons by means of which this fishing may be carried on.

ARTICLE VIII.

The regulations contained in the preceding articles shall not apply to Indians dwelling on the coast of the territory of the United States or of Great Britain and carrying on fur-seal fishing in canoes or undecked boats not transported by or used in connection with other vessels and propelled wholly by paddles, oars, or sails and manned by not more than five persons each in the way hitherto practiced by the Indians, provided such Indians are not in the employment of other persons and provided that, when so hunting in canoes or undecked boats, they shall not hunt fur-seals outside of territorial waters under contract for the delivery of the skins to any person.

This exemption shall not be construed to affect the municipal law of either country, nor shall it extend to the waters of Bering Sea or the waters of the Aleutian Passes.

Nothing herein contained is intended to interfere with the employment of Indians as hunters or otherwise in connection with fur sealing vessels as heretofore.

ARTICLE IX.

The concurrent regulations hereby determined with a view to the protection and preservation of the fur-seals, shall remain in force until they have been, in whole or in part, abolished or modified by common agreement between the Governments of the United States and of Great Britain.

The said concurrent regulations shall be submitted every five years to a new examination, so as to enable both interested Governments to consider whether, in the light of past experience, there is occasion for any modification thereof.

Now therefore be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That no citizen of the United States, or person owing the duty of obedience to the laws or the treaties of the United States, nor any person belonging to or on board of a vessel of the United States, shall kill, capture or pursue, at any time, or in any manner whatever, outside of the territorial waters, any fur-seal in the waters surrounding the Pribilov Islands, within a zone of sixty geographical miles (sixty to a degree of latitude) around said islands, exclusive of the territorial waters.

Sec. 2. That no citizen of the United States, or person above described in Section 1 of this Act, nor any person belonging to or on board of a vessel of the United States, shall kill, capture, or pursue, in

any manner whatever, during the season extending from the first day of May to the thirty-first day of July, both inclusive, in each year, any fur-seals, on the high seas outside of the zone mentioned in section one, and in that part of the Pacific Ocean, including Bering Sea, which is situated to the north of the thirty-fifth degree of north latitude and to the east of the one hundred and eightieth degree of longitude from Greenwich till it strikes the water boundary described in article one of the treaty of eighteen hundred and sixty-seven, between the United States and Russia, and following that line up to Bering Straits.

Sec. 3. No citizen of the United States or person above described, in the first section of this Act, shall during the period and in the waters in which by section two of this Act the killing of fur-seals is not prohibited, use or employ any vessel, nor shall any vessel of the United States be used or employed, in carrying on or taking part in fur-seal fishing operations, other than a sailing vessel propelled by sails exclusively, and such canoe or undecked boats, propelled by paddles, oars, or sails as may belong to, and be used in connection with such sailing vessels; nor shall any sailing vessel carry on or take part in such operations without a special license obtained from the Government for that purpose, and without carrying a distinctive flag prescribed by the Government for the same purpose.

Sec. 4. That every master of a vessel licensed under this act to engage in fur-seal fishing operations shall accurately enter in his official log book the date and place of every such operation, and also the number and sex of the seal captured each day; and on coming into port and before landing cargo, the master shall verify, on oath, such official log book as containing a full and true statement of the number and character of his fur-seal fishing operations, including the number and sex of seals captured; and for any false statement wilfully made by a person so licensed by the United States in this behalf he shall be subject to the penalties of perjury; and any seal skins found in excess of the statement in the official log book shall be forfeited to the United States.

Sec. 5. That no person or vessel engaging in fur-seal fishing operations under this Act shall use or employ in such operations any net, firearm, air-gun, or explosive:

Provided however, That this prohibition shall not apply to the use of short guns in such operations outside of Bering Sea during the season when the killing of fur-seals is not there prohibited by this Act.

Sec. 6. That the foregoing sections of this Act shall not apply to Indians dwelling on the coast of the United States, and taking fur-seals in canoes or undecked boats propelled wholly by paddles, oars, or sails, and not transported by or used in connection

with other vessels, or manned by more than five persons, in the manner heretofore practiced by the said Indians;

Provided, however, That the exception made in this section shall not apply to Indians in the employment of other persons, or who shall kill, capture, or pursue fur-seals outside of territorial waters under contract to deliver the skins to other persons, nor to the waters of Bering Sea or of the passes between the Aleutian Islands.

Sec. 7. That the President shall have power to make regulations respecting the special license and the distinctive flag mentioned in this Act and regulations otherwise suitable to secure the due execution of the provisions of this act, and from time to time to add to, modify, amend, or revoke such regulations as in his judgment may seem expedient.

Sec. 8. That except in the case of a master making a false statement under oath in violation of the provisions of the fourth section of this Act, every person guilty of a violation of the provisions of this Act, or of the regulations made thereunder, shall for each offense be fined not less than two hundred dollars, or imprisoned not more than six months, or both; and all vessels, their tackle, apparel, furniture, and cargo, at any time used or employed in violation of this Act, or of the regulations made thereunder, shall be forfeited to the United States.

Sec. 9. That any violation of this Act, or of the regulations made thereunder, may be prosecuted either in the district court of Alaska or in any district court of the United States in California, Oregon, or Washington.

Sec. 10. That if any unlicensed vessel of the United States shall be found within the waters to which this Act applies, and at a time when the killing of fur-seals is by this Act there prohibited, having on board seal skins or bodies of seals, or apparatus or implements suitable for killing or taking seals; or if any licensed vessel shall be found in the waters to which this Act applies, having on board apparatus or implements suitable for taking seals, but forbidden then and there to be used, it shall be presumed that the vessel in the one case and the apparatus or implements in the other was or were used in violation of this Act until it is otherwise sufficiently proved.

Sec. 11. That it shall be the duty of the President to cause a sufficient naval force to cruise in the waters to which this Act is applicable to enforce its provisions, and it shall be the duty of the commanding officer of any vessel belonging to the naval or revenue service of the United States, when so instructed by the President, to seize and arrest all vessels of the United States found by him to be engaged, used, or employed in the waters last aforesaid in violation of any

of the prohibitions of this Act, or of any regulations made thereunder, and to take the same, with all persons on board thereof, to the most convenient port in any district of the United States, mentioned in this Act, there to be dealt with according to law.

Sec. 12. That any vessel or citizen of the United States, or person described in the first section of this Act, offending against the prohibitions of this Act, or the regulations thereunder, may be seized and detained by the naval or other duly commissioned officers of Her Majesty the Queen of Great Britain, but when so seized and detained they shall be delivered as soon as practicable, with any witnesses and proofs on board, to any naval or revenue officer or other authorities of the United States, whose courts alone shall have jurisdiction to try the offense and impose the penalties for the same;

Provided, however, That British officers shall arrest and detain vessels and persons as in this section specified only after, by appropriate legislation, Great Britain shall have authorized officers of the United States duly commissioned and instructed by the President to that end to arrest, detain, and deliver to the authorities of Great Britain vessels and subjects of that Government offending against any statutes or regulations of Great Britain enacted or made to enforce the award of the treaty mentioned in the title of this Act.

Now, therefore, be it known that I, Grover Cleveland, President of the United States of America, have caused the said Act specially to be proclaimed to the end that its provisions may be known and observed; and I hereby proclaim that every person guilty of a violation of the provisions of said Act will be arrested and punished as therein provided; and all vessels so employed, their tackle, apparel, furniture and cargo will be seized and forfeited.

In testimony whereof, I have hereunto set my hand and caused the seal of the United States to be affixed.

Done at the City of Washington this 9th day of April in the year of our Lord one thousand eight hundred and ninety-four, and of the Independence of the United States the one hundred and eighteenth.



GROVER CLEVELAND.

By the President,

W. Q. Gresham, *Secretary of State*.

KILLING OF FUR-BEARING ANIMALS.

United States Statutes at Large, 1893-1895, volume 28, page 1258.

Proclamation by the President of the United States.

The following provisions of the laws of the United States are hereby published for the information of all concerned.

Section 1956, Revised Statutes, Chapter 3, Title XXIII, enacts that:

No person shall kill any otter, mink, marten, sable, or fur-seal, or other fur-bearing animal within the limits of Alaska Territory, or in the waters thereof; and every person guilty thereof shall for each offense be fined not less than two hundred nor more than one thousand dollars, or imprisoned not more than six months, or both; and all vessels, their tackle, apparel, furniture and cargo, found engaged in violation of this section shall be forfeited; but the Secretary of the Treasury shall have power to authorize the killing of any such mink, marten, sable, or other fur-bearing animal, except fur-seal, under such regulations as he may prescribe; and it shall be the duty of the Secretary to prevent the killing of any fur-seal, and to provide for the execution of the provisions of this section until it is otherwise provided by law; nor shall he grant any special privileges under this section.

Section 3 of the act entitled "An Act to provide for the protection of the salmon fisheries of Alaska," approved March 2, 1889, provides:

Sec. 3. That section nineteen hundred and fifty-six of the Revised Statutes of the United States is hereby declared to include and apply to all the dominion of the United States in the waters of Bering Sea; and it shall be the duty of the President, at a timely season in each year, to issue his proclamation and cause the same to be published for one month

in at least one newspaper if any such there be published at each United States port of entry on the Pacific Coast, warning all persons against entering said waters for the purpose of violating the provisions of said section; and he shall also cause one or more vessels of the United States to diligently cruise said waters and arrest all persons, and seize all vessels found to be, or to have been, engaged in any violation of the laws of the United States therein.

Now, therefore, I, Grover Cleveland, President of the United States, hereby warn all persons against entering the waters of Bering Sea within the dominion of the United States for the purpose of violating the provisions of said section 1956 of the Revised Statutes; and I hereby proclaim that all persons found to be, or to have been engaged in any violation of the laws of the United States in said waters, will be arrested, and punished as above provided.

In testimony whereof, I have hereunto set my hand and caused the seal of the United States to be affixed.

Done at the city of Washington this eighteenth day of February in the year of Our Lord one thousand eight hundred and ninety-five and of the independence of the United States the one hundred and nineteenth.

(SEAL)

GROVER CLEVELAND.

By the President,

W. Q. Gresham, *Secretary of State.*

United States Statutes at Large, 1893-1895, volume 28, page 378.

For maintenance of a refuge station at or near Point Barrow, Alaska, on the Arctic Ocean, four thousand dollars.

Also one in 1895.

ALASKA LEGISLATION—LIST OF STATUTES CONCERNING
ALASKA, FROM THE REVISED SUPPLEMENTAL LAWS
OF THE UNITED STATES, AND THE UNITED
STATES STATUTES AT LARGE.

Vol. 15. 1867—1869.

	Page
Alaska, territory ceded to the United States by Russia to constitute the collection district of	240
Port of entry to be where	240
Collector and salary	240
Regulations for the nationalization of vessels owned by residents of the ceded territory	240
Importation into, and use in, of firearms and distilled spirits may be prohibited	241
And exportation of, from other ports if destined to ports in this territory	241
Penalty for landing or attempting to land such articles	241
Coasting trade of territory, how regulated	241
Killing of fur-bearing animals prohibited may be authorized by the Secretary of the Treasury	241
What courts to have jurisdiction of offenses under this Act, etc.	241
Who may make arrests of persons or vessels	241
Remission of fines, penalties and forfeitures incurred in, Secretary of Treasury may prescribe certain regulations, Appropriation	241
Construction of steam revenue cutter for	302
Act to protect the fur seal in	348

Vol. 16. 1869—1871.

Page

Alaska, Act to prevent the extermination of fur-bearing animals in	180, 182
The killing of, upon the islands of St. Paul and St. George, or in adjacent waters	180
Except in certain months, declared unlawful and at anytime with firearms	180
Certain privileges of killing allowed to natives . . .	180
The killing of any female seal or any seal less than a year old, except, etc., or any seal in certain places declared unlawful	180
Penalty therefor	180
Limit to number of fur-seals that may be killed in any year for their skins, upon the islands of St. Paul and St. George	180
Further limit	180
Penalty	180
Right to take fur-seals on the islands of St. Paul and St. George and to send vessels, etc., may be leased for twenty years	180, 181
Lease, bond, etc.	181
Lessees to furnish copy of lease to masters of their vessels as authority, etc.	181
Other leases may be made upon expiration, etc., of first lease	181
American citizens only to have lease, etc., and no foreign vessel to be used	181
Secretary of State may terminate any lease at anytime and for what causes	182
Covenants in lease not to sell distilled spirits, etc., to natives	181
Any distilled spirits or spirituous liquors found upon the islands to be destroyed	181
Annual rental received by lease	181
How to be secured	181
Tax of two dollars upon each fur seal-skin	181
Rules, etc., for collection of same	181, 182

	Page
Fur seal-skins now stored on the islands may be delivered to owners upon payment, etc.	182
Penalty for killing any fur seal without authority . . .	181
For molesting lessees	181
Vessels to be forfeited	181
Upon lessees for killing fur seals in excess of number authorized	181
Any district court in California, Oregon, or Washington to have jurisdiction of offenses under this Act . . .	182
Approved July 1, 1870.	

Vol. 17. 1871.

Agent and assistants, to manage the seal fisheries in . . .	35
Their pay and traveling expenses	35
Not to be interested in right to take seals	35
Dwelling houses for	35
May administer certain oaths and take testimony . . .	35
Laws of the United States relating to customs, commerce, and navigation, extended to	530

Vol. 18. 1873—1875.

Appropriation for collecting information respecting the fur trade in	210
Salaries and traveling expenses of agents at seal fisheries	375
Secretary of Treasury to designate months when fur seals may be taken on islands of St. Paul and St. George	24
And number which may be taken from each island . . .	24
Appointment of special agent and detail of naval officer to visit and report on condition of seal fisheries, etc., 33, 34	

Revised Statutes. First Edition. 1874 to 1891.

Alaska, Agents of seal fisheries in, how paid	73
Two assistants discontinued	115
Laws of Oregon adopted	433
Land districts in	433

	Page
General land laws of the United States not to apply to	433
Town sites in, how entered, etc.	944
Survey of town sites	944
Survey of town sites not to include mining rights	945
Purchase of land for trade and manufacture	944
Prior rights of surface owners protected	945
What lands are reserved	945
Ports of delivery in	937
Entry of town sites; trustees; maximum	1100
Seal Islands, etc., reserved; salmon fishing regulations,	1100
Reservation of Annette Islands for certain Indians (Met-	
lakahtla)	1101
Extra allowance for census agents	670
Ports of delivery established in	1087
Customs officers	1087
Proclamation against unlawful killing of fur-bearing	
animals in waters of	1543, 1558, 1565
Special agent authorized to investigate seal fisheries,	
sea otter, etc., industries in	46
Appropriation for Alaskan boundary survey,	960
Alaskan Seal Fisheries :	
Appropriation for expenses of agents, etc.	387, 969
Publishing President's proclamation	969
Deficiency appropriation for agents' salaries, etc.	541
Publishing President's proclamation	867
Statutes at Large, Vol. 19. 1875—1877.	
Appropriation for salaries of agents at seal fisheries in,	118
Steam revenue vessel in	357
To supply deficiency in appropriation for salaries of	
agents at seal fisheries in	363
Vol. 20. 1877—1879.	
Appropriation for salaries, etc., of agents at seal fish-	
eries in	218, 384
Deficiencies in	8, 385



IN FRONT OF MUIR GLACIER, ALASKA.

	Page
Protection of interest of government in	386
Oath of customs officers in, before whom taken . . .	47
Mails to be carried by revenue steamer	212

Second Edition Revised Statute. 1878.

Laws of United States extended over	1954
Provisions common to all territories (See Territories)	1839, 1895
Regulation of trade in arms, ammunition and spirits .	1955
Collection district, port of entry and what to comprise of	2591, 2592
Coasting trade with	4140
Regulation of coasting trade with	4358
Power of Secretary of Treasury to remit fines, etc., in certain cases in collection district of	5293

1880—1881.

Appropriation for repair and preservation of public buildings in	436
Alaskan Seal Fisheries :	
Appropriation for expenses of protecting, etc	441
Agents at, appropriation for salaries, etc., of . . .	441

1881—1882.

Alaska, post routes established in	351
Appropriation for salaries and expenses of agents at seal fisheries	314
Deficiency for	277

1882—1883.

Appropriation for salaries, etc., of agents at seal fisheries in	612
Protection of seal fisheries in	612

1883—1884.

Act making provision for a civil government for . . .	24
Appointment of governor, etc.; residence, duties, powers	24
Clerk	24

	Page
District attorney	24
Marshal, deputy marshals	24
Commissioners	24
Sitka made the seat of government, etc.	24
Salaries of officers, etc.	26
Appropriations for expenses of the government of . .	179
Seal fisheries in	206
Compilation of laws applicable to duties of governor, attorney, judges, etc., in	223
Support of Indian schools	91
Postal service in, Postmaster General may contract, etc., for	157

Vol. 24. 1885—1887.

Appropriation for education of children in	243, 529
Salaries, government in	191, 614
Contingent expenses	191, 614
Traveling expenses	252
Rent, etc., marshal's office	252
Expenses; judge, marshal and attorney	540
Support, etc., of Indian pupils	45, 465
Alaskan Seal Fisheries:	
Appropriation for expenses	237, 524

Vol. 25. 1887—1889.

Alaska, Appropriation for salaries, government in . . .	276, 726
Contingent Expenses	276, 726
Protection of seal islands	510, 945
Expense of agents, seal fisheries	521, 957
Survey of coast of	515, 946
Boundary survey	515, 949
Education	528, 962
Traveling expenses, court in	544, 977
Expenses, marshal's office	544, 977
Deficiency, education	921
Erection of obstructions in rivers to ascent of salmon, etc., unlawful; penalty	1009

	Page
Special census, inquiries relating to	765
Alaska boundary survey, appropriation for	515, 949
Alaskan Seal Fisheries :	
Appropriation for expenses of agents	521, 957

Vol. 26. 1889—1891.

Alaska, Appropriation for salaries, government in	249, 929
Contingent expenses	249, 929
Preliminary boundary survey	380
Education in	393, 970
Traveling expenses of officers	409, 986
Court expenses	409, 986
Jurors and witnesses	410, 987
Naval Magazine	801
Building at Mary Island and Sand Point	1087
Deficiency appropriation, protecting salmon, etc., fisheries	509
Expenses, sealing lease	510
Coal to navy in	520
Purchase; price; prior occupants	1100
Payment for land purchased	1100
Surveys	1100
Approval of surveys; charges; patents	1100
Lands reserved from sale	1100
Rights of natives, etc.; fish culture, etc.; reserves	1100
Salary, Lafayette Dawson	527
Court expenses	541
Expenses, marshal	883, 891
Transportation of witnesses, etc.	883
Salaries	547
Expenses, President's Proclamation	867

Vol. 27. 1891—1893.

Appropriation for salaries, government in	205, 696
Contingent expenses	205, 696
Buildings continued, available	350
Protecting seal fisheries	355, 577

	Page
Refuge station, Point Barrow	355, 577
Boundary survey	357, 579
Seal fisheries' expenses	365, 500
Protection of salmon fisheries	366
Education	366, 590
Food, etc., natives of	372, 596
Seal islands	590
Court expenses	385, 608
Inspection of Indian schools, 1890	614
Deficiency, preliminary boundary survey	35
Joint survey of territory adjacent to boundary line,	35
Supplies to natives of seal islands	285
Education in	293
Rent, etc., judicial officers	299, 660
Agents, seal fisheries	311
Repairs, island of St. George	651
Protecting salmon fisheries	669
Investigation of seal-life by Fish Commissioners	585
Convention with Great Britain concerning Bering Sea	947
A long proclamation from pages 947 to 954. Proclaimed May 9, 1892, by President Harrison and Secretary of State, Hon. James G. Blaine.	
Survey of boundary line	955
Renewing <i>modus vivendi</i> in Bering Sea	952
Proclamation against unlawful killing of fur-bearing animals, waters of	1008, 1070
Announcing <i>modus vivendi</i> with Great Britain con- cerning seal fisheries	980
Setting apart Afognak Island as forest and fish-culture reservation	1052
Boundary survey, appropriation for	357, 579
Alaskan Seal Fisheries :	
Appropriation for agents, salaries and expenses	365, 590
Publishing of proclamation against unlawful sealing, etc.	366, 590

	Page
Food, etc., to native islanders	366, 590
Fulfilling treaties with Great Britain (Bering Sea arbitration)	28
Deficiency, fulfilling treaties with Great Britain (Bering Sea arbitration)	647
Inquiry by Treasury agent repealed	366
“Albatross,” Fish Commission steamer, deficiency appropriation for expenses in Bering Sea seal fisheries, 35	

1892—1895.

Alaska, Extracts of laws relating to fur seals in, extended to North Pacific Ocean	89
Commissioner at Kadiak	128, 211, 416
Seizure of vessels, when, and by whom	177
Commissioners, residence and salary	211
Price of fox skins at St. Paul Island	254

Vol. 28. 1893—1895.

For printing, etc., decisions of district court	414
Deficiency appropriation for marshal, court in	440
Traveling expenses	441
Rent, etc.	441
Court expenses	483
Convention extending time to complete boundary survey between British North America and	1200
Proclamation of fur-seal regulations	1245
Forbidding killing of fur-bearing animals in waters of	1258
Regulations for killing fur seals	53
Commercial Company, deficiency appropriation for coal	427
Accounts to be examined by auditor for Treasury Department	206

1894—1895.

Appropriation for salaries, government in	786
Contingent expenses	786

	Page
Education of Indians	904
Point Barrow refuge station	920
Expenses, seal and salmon fisheries	932
Report on wanton destruction of game, etc.	932
Investigating gold and coal resources	939
Education in	941
Reindeer	941
Expenses court officials	956
Rent, etc., courts	956
Alaskan Seal Fisheries :	
Appropriation for protection of	919
Expenses of agents	932
Food, etc., to natives	932
Publishing President's proclamation	932
Expenses, vessels' log books	932

1895—1896.

Appropriations for salaries, government in	160
Contingent expenses	160
Reconstructing government wharf, charges	413
Protecting seal fisheries, etc.	420
Coast surveys, etc.	422
Protecting salmon fisheries	431
Expenses, seal fisheries	431
Investigating mineral resources	435
Education in	437
Reindeer station	437
Traveling expenses, court officials	449
Rent, etc., court officials	449
Repairs to buildings	449
Locating boundary between British North America and, on one hundred and forty-first meridian	464
Deficiency, expenses, court officers	24, 295
Rent, etc.	24
Supplies for natives	269
Expenses, salmon fisheries	271

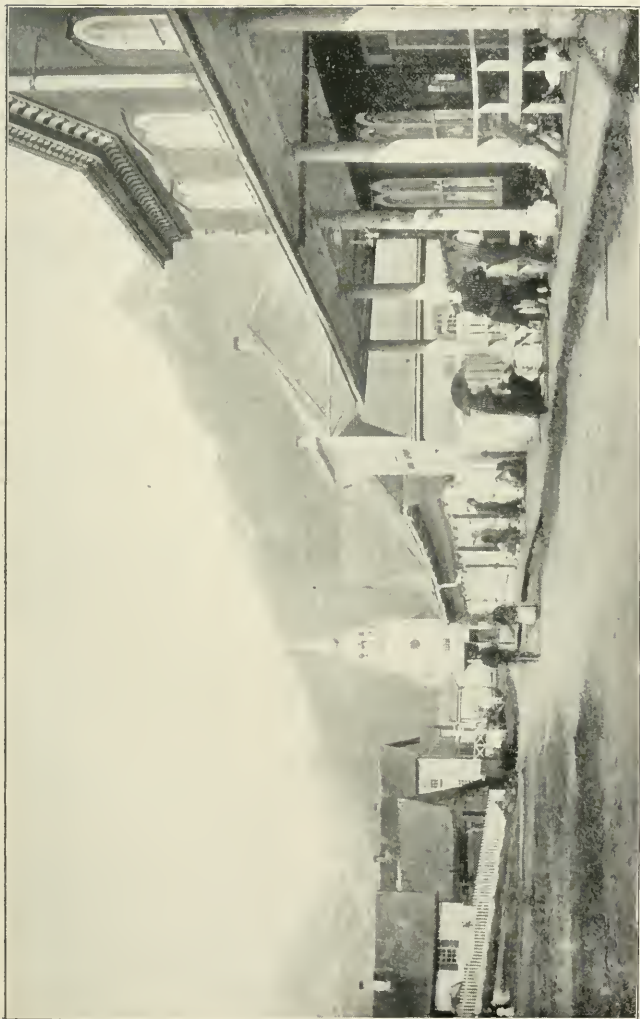
	Page
Contingent expenses	277
Indian school, Circle City	292
Allowance for clerk hire	277
Customs district reorganized	60
New legislation as to attorneys and marshals not applicable to	186
Regulation of salmon fisheries	316
Alaskan Seal Fisheries :	
Appropriations for expenses of agents	431
Food, etc., to natives	431
Publishing President's proclamation, etc.	431
Expenses of log books, etc.	431
1896—1897.	
Alaska, appropriation for salaries, government in	560
Contingent expenses	560
United States Statutes at Large, Vol. 29. 1895—1897.	
Appropriation for salaries, government in	160, 560
Contingent expenses	160, 560
Reconstructing government wharf, charges	413
Protecting seal fisheries, etc.	420
Coast surveys, etc.	422
Protecting salmon fisheries	431
Expenses, seal fisheries	431
Investigating mineral resources	435
Education in	437
Reindeer station	437
Traveling expenses, court officials	449
Rent, etc., court officials	449
Repairs to buildings	449
Proclamation declaring in effect laws prohibiting killing fur-bearing animals in, etc.	878
Reserving lands to Greco-Russia Church	883

CHAPTER XXXVIII.

MISCELLANEOUS.

THE preceding chapters may have a rather desultory and disconnected appearance, an effect that could not be avoided, as the writer desires, before any other object, to show in what manner he has traced the progress of affairs in Alaska. In his visit to the country he noted the possibilities which would have appeared to any one who evinced an equal interest in the place. Its scenic beauties charmed him, at the same time he was watching for every sign that would be a good foundation for the hope that one day Alaska should take the place upon this Continent that Sweden, Norway and Siberia now hold in Northern Europe and Asia.

Comparing those countries in the Eastern Hemisphere with the territory in question, there is a tendency to regulate its temperature by their rigorous climate. This is right only in part, for, as mentioned in a previous chapter, the Southeastern part of Alaska is held under the influence of the Kuro Siwo, or Japan Current, which flows in a broad curve from the warm shores of Asia, and carries a part of its torrid heat all the way to our New Province. Certainly the temperature lowers as



MAIN STREET, SITKA.

it proceeds along the Aleutian Islands in the cove-like curve, on its way, but it is sufficiently temperate to insure a mild climate on the coasts touched by it, and for a considerable distance inland, very much like that of a coast strip on the Eastern side of our country that may be said to include Boston, New York, Philadelphia, Baltimore and Washington. This may be accepted to be the average all-the-year temperature. At Sitka, for instance, extreme cold is not known, the temperature being about like that of Philadelphia or Washington, D. C., a mean of 32.5 degrees Fahr. We are informed by observers who live there, that in some winters ice forms only in thin sheets, which may easily be broken, that the temperature seldom reaches zero, while the summer is proportionately warm, but very short. The luxuriant growth of trees and plants is most wonderful and their thickness of foliage remarkable. But there is an objection, such as is characteristic of the climate of the British Islands, in an over-abundance of moisture, the total rainfall amounting to ninety or one hundred inches annually. The sunshiny days are in the minority, but when they do appear their exquisite loveliness can never be forgotten. The author will ever remember one of these days, followed by a lovely sunset and a long, glorious twilight, which occurred when sailing to that country. The steamer entered one of the bay-like stretches of Lynn Canal from a

cliff-bound narrow strait, at sunset, and the passengers, in groups, enjoyed the glorious scene. The vessel seemed to be sailing in a smooth sea of gold, the reflections were perfect, the very air was laden with the wonderful changing colors, while the shores of the bay and the mountains beyond were painted in all the tender tones of yellow, crimson, purple, pink and amethyst. The peculiar silence which settled over the observers and accompanied the picture, made it more weirdly, I might say more sacredly, beautiful. Repeated quiet expressions escaped from nearly every fascinated beholder, when the evening shades began faintly and slowly to fall in sombre gray about us, the engine pulsed more frequently, and the vessel bore us onward more rapidly toward our destination. Our observations on the climate assured us that some day the South-Eastern part of Alaska will be a great resort for invalids to whom a moist climate with no sudden changes of temperature is beneficial, and it will be occupied by large commercial and mercantile cities through which the products of the more rigorous interior and the mining towns will find their markets interchangeable, from thence to be dispersed by a line of Pacific steamers to the Orient and possibly by still nobler railways than now exist, to our own Eastern markets.

The protection long advocated is now loudly demanded, and the call must be obeyed, although the

propriety and feasibility of military rule may well be held under very careful advisement at the present. If Circle City, and every other point in the United States Territory, had been already garrisoned with well disciplined troops, it would have been all right, but at this time of wild gold excitement, the establishment of fortifications would possibly only lead to contention, and likely to bloodshed. There are so many complications surrounding the affair that only those with the calmest and keenest judgment should undertake to act, even though the delay may seem undiplomatic. Unquestionably the miners of the Republican side of the boundary should be guarded as ably as are those in the Canadian district, and it should be attended to promptly before the early winter prevents the landing of proper officials, who at this time must be strictly unmilitary in all but faithfulness and discipline. There is no doubt that there are numbers of natives who could be appointed to police duty under experienced officers; so that the few drilled policemen that could be detailed now might have their force greatly increased by them at short notice. There can be no doubt of this because resident business men as well as missionaries certify to the intelligence and honesty of the greater number of the civilized Alaskans. Amicable friendliness and relationships and reciprocal concessions for the general good should at all times exist between Canada

and the United States, and now is the time to be fraternal. At present the temporary indignation of the few, over the action of the Canadian Government with regard to the new mining laws and the gold taxation it requires from American miners, is rather intense, and will not admit of military or any other interference. The appearance of the well-known uniform would lately have acted like a fuse to a powder magazine, particularly among the less intelligent of the community of miners. Those of the Canadian police who are there can doubtless maintain order for a time, but no man should cross the line who is not going to obey the laws of Canada strictly and well.

Had troops been sent as at first proposed, Canadian citizens would quickly have formed the idea of intended hostilities upon the part of the United States that neither reason nor assurance could soon dispel; while the people of Alaska might feel that they could demand of the troops a wider exercise of authority than they would be permitted to exercise.

A reasonable deliberation should certainly be taken before the slightest attempt at retaliation is thought of or made, such action being very unwise unless subsequent inimical action, which is not now likely to occur, demands swift and decided measures. At the same time, we believe that our Government should study well the interests of her inhabitants before conceding sweeping rights to foreigners. If the right to

carry supplies through Alaskan waters to the American port of entry at Dyea is given to British vessels, to the detriment of American ship-owners, who have the right to expect a trade for their vessels, and the employment of their men, it seems to them that the license now obtained by this act to British vessels ought to be taken into just consideration; and if the Canadian passes, trails or roadways and waterways are equally open to the men, teams and boats of Alaska, we can see no cause for complaint, on fairly reciprocal grounds.

The proposition made by the British Government to reserve a portion of the newly discovered mining lands for revenue is the very idea expressed time and again by the writer, with regard to valuable mining or fertile lands in the United States, and we surmise that no reasonable thinker will deny its feasibility. Increasing population, continual necessities for building, bridging and improving, make ever augmenting demands upon the Treasuries of the various States as well as upon the United States Treasury, and there must be some mode by which to keep them filled. A cry goes up against further taxation; so there must be another plan adopted. What better one can there be than that of devoting a portion of the natural resources of the country to that purpose! Individuals should not attain riches without making any return to the State or Territory in which the wealth is

found. Another phase which should meet the careful attention of individuals is, that under the existing state of affairs, only a few make fortunes, not many more make a competence, and the majority turn away disheartened and poorer than when they commenced their toil for wealth; while under Government management a number would still obtain the greater amount, yet there would be paying work for all, flourishing towns would be established, where possibly here, under operation, and there, forsaken, now are only roughly constructed mining camps, simply because gold cannot be found in vast quantities.

It is said, most truly, that hundreds of miners will be caught in the interior barren regions on their way to the Klondyke mines or Dawson City, by the early storms of winter, or along the Yukon River in the ice, while trying to reach Circle City. Such being the case, leading spirits should come forward and direct them in the construction of stopping places for themselves and other belated traders. Instead of pushing through the rapidly filling passes, against blinding snow and clogging ice, they should choose camping grounds, put their ingenuity to work at constructing houses, using the wood that is procurable and finishing with the snow that everyone knows will pack into masses almost as imperishable and impervious as marble, while the winter lasts. How much better it would be to stop and store the goods they possess than

to press onward to almost certain death and the destruction of their valuable freight. Then when the first open weather arrived, the men would be on hand, and having a part of their journey accomplished, they would feel rested and ready to face the remainder, arriving at their destination before the approach of the great spring on-rush from the East which is sure to set in. By this arrangement, the serious work of packing a great amount of winter provisions across the mighty canyons and through the boisterous rapids would be avoided, as would the danger of losing all in the waters or under the snow.

A large force of men at this writing are working on the construction of a good road over White Pass. Unquestionably it will be well to be on hand, for as surely as there is gold to be found anywhere in the depths of an unexplored region, there will be facilities provided to take the eager crowds and requisite freight to the spot. A part of the way now must be made by the assistance of either reindeer, horses, donkeys, dogs, or packmen. Horses are seldom able to bear the extreme hardship and fatigue. Donkeys are gifted with wonderful powers of endurance, but they cannot live long under the strain that must be put upon them without proper food. Therefore the provender for both horse and burro must be carried, as well as that for the men, making the labor very much

greater, and the danger of losing their help much to be feared if the packs are swept away by winds or water, or lost in the snow. Horses and donkeys, then, are subjects for extreme anxiety. Dogs are better, provided you have a good team; but they, too, require food, much of which must be carried, unless the road lies along streams from which fish can be taken through the ice when needed. Then, too, dogs are sometimes quarrelsome, always thievish and perpetually noisy. These considerations lead to the belief that Dr. Sheldon Jackson has opened the only safe and agreeable road to success by the introduction of the reindeer. These animals are faithful, patient, almost untiring, and more swift than either horse or dog. Their feet are constructed to fit the land over which they bear with safety immense burdens.

Properly trained, they are practically docile and obedient, and at the journey's end, or at the stopping places, they can forage for themselves, finding abundance of nourishment in the sweet moss for which they search with their strong hoofs. Another great feature in the use of the reindeer is that if danger of starvation comes, or if meat cannot be secured, the flesh of the deer is in every way suitable for food, where using horses or dogs for that purpose could not be tolerated except in the face of death.

As yet the reindeer is limited to certain districts,



JUNEAU, ALASKA

but the Superintendent of Education in Alaska, has gone about the business so systematically that the near future will see great herds of the wonderfully useful animals feeding upon the tundra all through the ice-bound interior of Alaska and British Columbia. The employment of Esquimaux, or of Siberian Lapps, as they are called, was compulsory, until the Alaskan natives were initiated into the secret of their training to the sleds. When the deer are trained, a strong animal can drag a sled with 300 pounds of freight on it 100 miles a day. After which he will scratch for moss and make a satisfying meal. In summer, the animals feed on the rank grass and herbage, being specially fond of the scrubby willow shoots which abound on the borders of the marshy hollows. The Lapps are the constant companions of the herds, being solely dependent upon them for both food and clothing, as well as for trade. The wealth of the Alaskan on the coast is counted in furs and blankets, where the mountain sheep and goats abound, and as Oriental shepherds for ages counted their wealth by the number of sheep or goats in their flocks, so is the wealth of the Lapp computed by the number in his herd of reindeer. At the same time, many of them who reside near the borders or within easy distance of the trading stations, are quite wealthy in money obtained through judicious trading. As there are few things in their mode of living that require the

use of money, they have it secured in the banks in amounts often surprising to people who do not understand their frugality. It is this class of people, the true reindeer herders, to which the managers of the reindeer stations have been directing the attention of the Government for several years. They succeeded in employing a number who were expected to teach their art to the Alaskan natives, but except in a few cases, they seemed to be slightly opposed to giving their knowledge away, though they received ample remuneration. Now, Dr. Jackson and his colleagues are endeavoring to colonize some families, expecting through them to reach the desired result. There can be no doubt whatever that when the Alaskans find the true benefits of the deer they will learn to use them as beneficially as they use the dogs now. With the Lapps, Siberian dogs are brought, which are necessary assistants to their masters. One competent man and a good dog can herd and watch over five hundred deer. The animals have to be guarded day and night, to keep them from straying or fighting, to protect them from bears, wolves and savage dogs, and to keep men from stealing them. They are also carefully watched in such a manner as to secure the rapid increase of the herd. The best deer for freight drawing are the geldings but all kinds can be trained to bear their part in the service of their masters. The Lapp herders depend as completely upon their

deer for sustenance, clothing and tents, as do the walrus hunters of King's Island trust to the walrus for similar purposes. The herds did not increase in the ratio hoped for by those who brought them to Alaska, but considering all difficulties, they did very satisfactorily. It will take some time and expense, however, to get the herds down to the interior from the distant North-West on the Bering Sea coast. The first reindeer station was established at Port Clarence, which is considered the best American harbor on Bering Sea, north of the Aleutian Chain. It was chosen particularly because it was but fifty miles from Bering Strait. The greatest difficulty attending its use is the presence of the whaling fleets among which whiskey is sure to find its way to the natives. The same objection is met with on the Siberian side, where the Superintendent states that he was prevented from purchasing hundreds of deer that might have been easily procurable if it had not been for the intoxication of the herders.

The forwarders of the enterprise, however, obtained 171 deer and established the station near the point chosen for the proposed Russia-American telegraph, in 1867. The new station was named Teller, in honor of Hon. Henry M. Teller, of Colorado, to whose ardent efforts the success of obtaining active Congressional support for the great enterprise was due.

Through all adversities, in June, 1893, the herd

numbered 222, including 79 fawns born at the station. In September of the same year, 127 more were purchased, 124 being safely landed, making a total of 346 deer. During that winter, Mr. Miner W. Bruce, the Superintendent of the Station, had 10 deer trained and made a trip 60 miles distant to visit the mission at Cape Prince of Wales.

According to Dr. Sheldon Jackson's report to Congress, every difficulty that was raised against the habilitation of reindeer in the North-West has been entirely surmounted. The Siberians are not only ready to sell them, but some are found quite willing to come over and take care of them, while the deer take quite kindly to their new home and reproduce their kind. In December, 1896, there were five herds of reindeer in Alaska, the original herd belonging to the Government at Teller Station, consisting of 423 deer; one on Cape Prince of Wales, at the Congregational Mission, 253 in number; one at the Swedish Evangelical Mission, numbering 103; a like number at St. James P. E. Mission, the most remote mission station on the Yukon River; and one of 218 at Cape Nome; making at that time a total of 1,100 deer domesticated in Alaska. Increase by births raised the number to at least 1,175 with no authentic reports from the more distant stations. No doubt there will be during the current year more satisfactory results. The whole progress seems to show that the question of trans-

portation in the most remote and wintry part of the Territory is nearing a very satisfactory solution and helps to solve the problem of populating and exploring interior Alaska and Canada.

Fort Adams, the site of the St. James Mission, is so near the gold section of the Yukon—within United States jurisdiction—that it must in a short time give most valuable aid to the development of the mines in that region. Through the careful precaution of the officials managing the affairs of the herds, each mission had at least two men already well taught in the care of the deer and many more were anxiously learning the business in the hope of one day becoming proprietors. Such a prospect was made possible by the arrangements, made with the Superintendent, wherein a part of each herder's pay consists of two or more deer, according to his faithfulness, in addition to a regular salary for the year's work. After the animals were consigned to the different points, Government responsibility stopped, but each station must yet give an annual report regarding all things connected with the herds.

In this direction the developers of mining interests must look for the carriage of stores and mining paraphernalia until the capitalists have found some manner of constructing railroads, or at least stage roads, over the mountains. It stands to reason that no ordinary individual can carry a pack weighing one hun-

dred pounds across a lofty pass, rising thirty-five hundred feet above the level, and be equal to hard work immediately upon his arrival at the gold fields. And the mountain climbing is not all, you must add canoeing through dangerous shoals, portaging over marshes, shooting rapids and tramping through glacial deposits, all of which must be traversed for a distance of not less than seven hundred miles. The task is most irksome. The reward very precarious. Yet thousands will go. The only help is to quickly prepare a road and then to stop over at relay villages, if they consist of nothing but frozen earth and moss abodes.

There has been a proposition to employ a party of Italian women to perform the task of the Indian pack carriers, whose demands have become exorbitant, but it will not do to thus burden women or to endeavor to supplant the natives. Although it is true that there is a certain class of Italian women who are strong, hardy and inured to almost every hardship. Doubtless they or weak men would work at lower prices for a time, but it stands to reason that few, if any of them, would ever return for a second load. And it would be both unsafe and unwise to gain the ill-will of the Indians, who look upon the business as a trade belonging to themselves.

The stories of success in the mining country are so continuously brilliant that men cannot resist the

temptation to go, however great the risk, even if they have to pack their goods over themselves. But we see no reason why some grand scheme might not spring up to boom the coal mining districts, and to direct capitalists and individuals toward that great region so lately discovered. To obtain gold there must be motive power and increased population. The whole subject demands extremely quick calculation, and there is no doubt but that some wise heads are conning ways and means. Everything that tends to develop the Territorial resources brings Alaska that much nearer to an important position. That Siberia is being improved, however little, by the advent of the railroad, shows that the dawn of a glorious era for Alaska is coming, provided it is accepted promptly, and the numerous wonderful gifts of Nature are properly appreciated. As if in answer to the cry against the severity of the climate the certain discovery of oil and a greater vein of coal was announced. Mine the coal and keep it in the Territory for the benefit of its enlarging population. Secure the oil and store it also until it is found whether there will be sufficient to offer to outside parties for sale. It would be little economy to part with the treasures until the extent of their production can be approximated. Possibly a depletion would bring disaster in the great prices that might have to be paid for the transportation of those staples from distant States. Therefore, let Alaska's products

tend to its own markets alone, until their salable quantity is assured.

Another enormous source of wealth belongs to the Territory, and it can be disposed of in unlimited quantities. That is ice, of which we have spoken. With a sufficient number of vessels the whole coast population of California, Lower California and even Mexico, could be furnished with pure, unadulterated ice at prices no greater than is gladly paid for it in the Eastern and Southern States. Refrigerator cars could be arranged to contain a large number of pounds of the crystal products. Salmon and other food fishes have for a long time been frozen in solid ice blocks and disposed of to the markets just as the fish of the Great Lakes are served to us in a most satisfactory condition. It seems that such a disposition might readily be made of all varieties of the desirable fish that abound to repletion in the cold north country. The fish, however, is said to lose much of its fine flavor by the process. If all the bountiful resources were advertised as vociferously as is the gold, the railroads and steamers could not contain the emigration of men, who have so long suffered for want of work. Gold is really not for them; for it requires great expense for the outfit. Six hundred dollars is said to be the minimum, even when counted that the American Transportation Company deals quite generously with its patrons. Therefore, no one who has had his hands

in his empty pockets for a couple of years, with no work to fill them, can possibly afford to seek for Alaskan or Canadian gold. But some moving spirit might organize a coal mining, petroleum or ice supplying colony for the Western border, and the work would pay both capitalist and men. It must be borne in mind always, that there are but a few large towns or cities in the gold districts and they are far from being like our civilized hamlets. Every one of the towns or mining camps, between Forty Mile Creek and Chilkat are on British soil, subject to English rule. Beyond that the towns are few and far between. Dawson City is one of these, and so are Fort Reliance, Fort Selkirk and Fort Cudahy. Buxton is at the mouth of Forty Mile Creek, on the boundary claimed by Canada. And this was the district so anxiously sought for. But there is gold in American territory, though Circle City, notwithstanding its size and importance is for the time actually forsaken, yet with less hardship its environments will probably "pan out" as richly as the other borders of the Yukon.

Many take interest in this great river only because of the present excitement. But they do not know its extent and importance. It bears noble comparison with the Nile of Africa, the Amazon of South America and the Mississippi with which we are all familiar. Rising in the Rocky Mountains of British Columbia, and in the Coast Mountains of Alaska,

flowing northwesterly it takes in the waters of the Pelly, the Lewis, the Stewart, the Klondyke, and a number of other important rivers and creeks on its eastern side, when curving into the Arctic Circle it receives the icy waters of the noble Porcupine River. From the northeast, also flow the Koyukuk and the Selawik. The Tanana is a grand river, which enters the Yukon from the south, while numerous other streams enter the Yukon from the south and west. As yet, some have been named numerical creeks, evidently according to the distance traversed in their discovery. One authority states that they are numbered according to their distance from Fort Reliance. Thus there is the White River, a tributary of Sixty Mile Creek, which is 60 miles from Dawson City, and likewise the rich Forty Mile Creek. Then Bear Creek, Last Chance Creek, Gold Bottom Creek, Bonanza Creek, Eldorado Creek, and a number of others tell of their naming, while the enormous production of gold and fish from them is enough to render men wild with enthusiasm to obtain a portion of the output.

The promise of a greater number of vessels, proper fortifications, and careful legislation is doing more for the Territory than any transitory excitement possibly can do. The gold yielding rivers will be forsaken for a time when the placers have run out, because of the expense of the machinery for carrying out the true

form of mining by blasting, milling and stamping. But the improvements that have followed the "boom" will remain and the more steady and advantageous development of the country will continue.

A serious drawback to the security of these enormous fortunes that are gathered in a short time is the advent of the gambling fraternity, whose open demoralization has been legalized—as it has been reported by the current press—by receiving license on the British side of the boundary, and therefore on the vessels governed by that Dominion, upon which many Americans must sail. How many United States citizens will yield to the wiles of these sharpers and find their fortunes diminished, if not entirely lost, is hard to say. But we sincerely hope that our Government will not only refuse to license them, but keep a lookout for their detection. The laws of Alaska against intoxicants and the taking in of fire arms and ammunition, will help the miners more than they imagine although the cry has been against strict surveillance. Without spirits, arms and gambling, Alaskan mining camps may become models for those of other states and countries, as it has been remarked that the men who are entering the Klondyke to-day are of the better class, who will not degenerate nor injure the reputation of white people among the swarthy natives.

That the miners of to-day will find mining in Alaska a peculiarly difficult work, there can be no mistake.

but there is one thing very greatly to their advantage as contrasted with the pioneers of California, Colorado, Nevada and Montana—in these States tribes of hostile and viciously inclined Indians were ready to fight them at every step—in Alaska the Missionaries have paved the way until only peaceful greeting is given the weary travelers after fortune.

CHAPTER XXXIX.

SUPPLEMENTARY DATA.—THE FOOD RESOURCES OF ALASKA.

THE fact so universally known that the natives of Alaska have to a very great extent been dependent entirely upon the whale, walrus and seal for nearly every necessary comfort, and that these and salmon have been their exclusive diet, with the addition of cakes made of salmon-berries, and the succulent stalks of *Angelica* and one or two other herbaceous plants, has caused a great deal of anxiety regarding the future food supply, because of the near extermination of the whale and walrus, and the threatened depletion of the seal herds. Thus far the scarcity has caused little real distress, but places known to be the hereditary homes of the Siwash have been vacated for a greater part of the year, and sometimes altogether, because of the failure of the great animals to appear. That there must either be some other natural supply, or that commerce must make up the deficiency is more apparent as the value of the country becomes better known. For the natives alone much anxiety need not be felt, for their natural condition has compelled them to depend upon their own exertion, and they have patiently followed wherever their game and fish have

led. A very serious view has been taken of the diminution of the seals particularly as connected with the food and clothing supply of the Aleuts. Now the danger of an equal falling off of the salmon, halibut, oolachie, or candle fish, and other important food fish, upon which the natives of the interior rivers have been likewise dependent, is causing some alarm. The great food and hide animals of the Western Indians are gone, still, trade and commerce flourish, the white people, and even the Indians, do not starve, the reason being that immediately some other resource is found, and the passing away of the buffalo is more a matter of regret than of real disaster. Modern appliances, particularly modern vessels, and man's greed for gain, have truly taken the huge water mammals from Alaska, as they threaten also to remove the seal. The rush for gold will eventually act the same way toward the fish that yet swarm in the streams of the more inland country, and it is plainly to be seen that some other source of food must be discovered. Besides the class of people who are now rushing into the Territory from all directions—those, to whom, indeed, we may look for the future population of the valuable land, cannot exist solely on fish. They must have the variety to which they are accustomed.

The object of furnishing food alone must then lead to a greater and better mode of transportation. At the same time the possibilities of the soil of the coun-

try might be tested. There was a time when Minnesota, Dakota, Manitoba, and other districts in the United States and Canada, included in the same geographical latitude, were written and cried down as cold, flat, barren and useless. To-day we behold in them the vast granaries to which the world turns in time of need. Alaska may never become a wonderful cereal raising country, but there are large areas of valley lands that will produce the rapidly developing vegetable products upon which we depend so much in summer and autumn. A very great advantage toward the cultivation of the succulent tubers, beets, potatoes, carrots and parsnips, for instance, will be found in the long summer days, which in the northern part of the Territory do not close in cool, dark nights, but continue for weeks with only a softening of one day's light to meet the brilliant glory of the next. Beans and hardy peas could also be grown and cultivated to yield their increase for the benefit of the inhabitants. If the arid plains of Arizona can be persuaded to blossom into rich fruition, so may the virgin soil of Alaska, notwithstanding the vast difference in their localities. Irrigation has solved the problem of the sections once so close to the arid desert that they were regarded as utterly beyond cultivation. But far beneath the parched earthy soil lies abundant moisture. Irrigation starts the seeds and tubers and keeps them alive until they grow sufficiently deep and strong to reach

down and draw increasing life and vigor from the hidden water. Still the artificial supply from the irrigating ditches above assists the growth by preserving the foilage in fresh verdure, and the leaves receiving the welcome moisture retain their freshness.

The irrigation softens the baked soil, and the water soaks into it and not only softens the surface earth, for vegetable growth, but extends on down to the moisture laden strata, then the uprising moisture by capillary action meets the former and with the assistance of the intense heat the growth is forced to produce phenomenal results in large and luscious fruitage. There is no need, however, of irrigation for the Alaskan valleys, the glacial streams and melting snows supply ample moisture. But it will be said the summer is too short to admit of any valuable harvest; not until a greater change has visited the region can grain or any important commercial farm-produce be raised. But the summer, though short, is very hot, and, unless reason is greatly at fault, we see a prospect for supplying such desirable vegetables as we have mentioned for the benefit of the residents of the country. The plan we would suggest is for men who understand the business to go to the newly settled regions and build green houses, or forcing houses, furnishing themselves with the best and hardiest seeds and tubers. There being immense quantities of sphagnum and other mosses in the Territory, it will be an easv



NEW ICEBERGS.

matter to get a supply. Using this to bind the earth together there could be small beds made for the seeds, a tiny cup like receptacle for each seed or each cutting of potato. These could be started as the tender plants are established for our own gardens. Then when the heat of the Alaskan summer permitted, the firmly rooted plants could be put in the ground without in the least disturbing their mossy nurture-envelopes; the roots would soon reach out to the heated soil, and the growth would be rapid in the continuous warmth of Alaska's long summer days. We can see nothing to then prevent an abundance of the delicious vegetables that go far toward giving health and strength to the human frame. With proper tools and other appliances, suitable conveyances and excellent legislation, the land tilled to its utmost capacity of production, cattle and sheep pastured on the rich grass of the plains in summer, to be slaughtered and preserved for winter use, we can see prosperity and happiness following swiftly the present difficulties and trials of pioneering into the very heart of the marvelously beautiful and wealthy "Land of the Midnight Sun."

MT. ST. ELIAS.

Many unsuccessful attempts have been made to ascend Mt. St. Elias, since it was first seen by Bering on St. Elias' day, in 1741, but at last it has been accomplished by an Italian Prince named Luigi and his four attendants. Being the first to reach the

summit of this mountain, they have placed side by side the standards of the Mediterranean Kingdom and the American Republic.

Such mountain climbers as Schwatka, Topman and Prof. Russel, failed to make this ascent, and Prof. Bryant, of Philadelphia, who started a short time before the Prince, was obliged to give up without reaching the top.

Its height is now ascertained definitely to be 18,060 feet. This mountain has always been considered to be the highest peak upon the American continent, but from recent observations, Mt. Logan and Mt. Wrangel are claimed to be a little higher.

The ascent, which was by no means an easy one, was made without an accident or even an important incident occurring until they reached the base of an ice cap. Then many hours were spent, cutting steps in the almost perpendicular side of the ice cliff, and the party had an extremely difficult experience climbing the last one hundred feet.

The Prince says that owing to the favorable weather, the trip was much easier than it would otherwise have been, although many times they were obliged to sleep in winter sacks in the snow and were threatened with water famine, the weather being so cold, water froze almost as soon as it was melted.

After unfurling the Italian and American banners amid many hearty cheers, the proud explorers made

scientific observations and explorations, remaining on the summit about two hours. The Prince discovered a new glacier there and named it "Colombo."

Upon examination Mt. St. Elias was found not to be a volcano, as many have supposed it to be.

The Prince and his party claim to have seen the mirage known as the "Silent City." This subject I investigated years ago when writing the "Legends of Alaska," now in its third edition.

Having written to personal friends, one a United States officer at Sitka, at the time, to ascertain the truth of this story about the city seen in the clouds, I learned, through him and his family, that it was altogether mythical, being only a mirage, having been vaguely thought to be somewhat like a city, with towers and minarets. Evidently some photographer invented this combination effect as a method of creating notoriety.

The slopes of the mountains near Mt. St. Elias were covered with brilliant flora, novel wild flowers being in great abundance, with some shrubbery, but no trees.

Very little bird life was seen, while the mosquitoes were extremely abundant near the coast.

A novelty that has never before been observed in Arctic explorations, was a black worm, about the length and size of a match. It was found in countless numbers in the snow, accompanied by swarms of small fleas.

OTHER DATA.

The Stars and Stripes were first raised in Alaska on June 21st, 1868, at St. Michaels, by a company of American Traders.

The area covered by the Gold country extends over about—as far as can be calculated—50,000 square miles, including both Canadian and American territory, estimated to be three hundred miles long and of irregular width and enormously rich in ore. Siberia doubtless has a rich undiscovered belt likewise.

Gold was discovered in or near Sitka in the beginning of the century. Baron, or Governor Baronoff, compelled the secret to be kept, under threats of the Russian knout.

In 1872, gold was discovered in a stream near Sitka by two soldiers of the garrison, named Haley and Doyle.

“Shucks,” a mining camp seventy miles south of Juneau, was the scene of the first placer mining in Alaska.

Gold has been found in largely paying quantities on the line between Minnesota and Ontario. Canada claims it for British Territory, but the lines here should be very clearly laid down and known at this late day.

Gold has been found in largely paying quantities on the American side of the Upper Yukon district. Some of the American miners will settle on this side and avoid the Canadian taxation.

The stories concerning the gold around Cook's Inlet are being renewed. It only needs some one to start a boom, to divert much of the rush, in this direction.

Gold is most plentifully found in the middle of the beds of the shallow placer mining streams and their tributaries. The Stewart River has lately been reported as having rich placer mines along it.

The glaciers must certainly have been the original miners, for it is in the streams in their tracks that most of the placer mining is found so successful. The real fissure gold quartz veins, in the mountain ranges from which this gold is broken, are yet undiscovered, but prospectors are seeking them anxiously.

The Klondyke district has the following officers: Major Walsh, who is in charge of the police and is administrator; Justice McGuire and Register Aylmore are in charge of the government departments.

A mining claim in Alaska must be worked at least to the amount of one hundred dollars a year for five years, or five hundred dollars in one year, to insure the claimant's right to obtain a patent or title. (That is the American law regulation.)

The miners make their own laws for different districts.

There is a doubtful choice between an Eastern residence and a Klondyke home, ice bound, with a severe winter and the thermometer oftentimes between 20

and 60, and occasionally 70 degrees F. below zero; and its summers of intense radiating heat, with a phenomenal quantity of mosquitoes and gnats present.

A vigilance committee of twenty-five has been organized at Skaguay to preserve order.

Millions will be lost as well as millions gained by this attack of Gold Fever. Stock shares on paper are very uncertain in value at any time.

The Bonanza Creek and the Hunter Creek are both turning out a considerable amount of gold.

Senator Manderson advocated from the Committee on Military Affairs a bill to authorize the Secretary of War to explore and survey the interior of the Territory of Alaska. The Secretary of War then, was the Hon. Redfield Proctor. The bill passed the Senate, but failed in the House.

The explorations into Alaska have been the following: There was an expedition that was sent out by the Western Union Telegraph Company, in 1866, that went up the river as far as Fort Yukon; in 1869, by Captain Raymond, United States Army to the same point; in 1883, by Lieutenant Schwatka, United States Army, from Lake Linderman to the Yukon's mouth; in 1885, by Lieut. Allen, United States Army, who ascended the Copper River, descended the Tanana River, crossed from the north of the Tanana River to the Koyukuk, which he explored for some distance to the north, and returned thence to its junction with the Yukon.

These exploring parties were obliged to keep to the rivers and the journeys were in great haste. The nature of the country was only to be guessed at, and its possibilities were practically unknown.

A notable fact to be considered in the position lately evidenced by Great Britain regarding the eastern boundary of Alaska, is that in Volume I, of the *Encyclopedia Britannica*, on a map facing page 443, we find the Territory of Alaska distinctly defined by a line of demarkation. This undoubtedly is the proper curve—on the mainland—to Mt. Fairweather, thence to the top of Mt. St. Elias, and from that point continuing along the imaginary 141st parallel of latitude. As in every other case on record, the islands are not noted in the line of demarkation. This undoubtedly is the proper line; the one intended by Russia, as it was held by that Government from the time of the addition of that territory to Russian possessions, and therefore the only legal one limiting the purchased property of the United States. This public acknowledgment made by Great Britain in the books accepted as a standard, not only in Europe but in this country, should forever set at rest the contention begun only when the great value of the Yukon District was discovered.

Davis Creek Mines were discovered in the spring of 1888.

Miller Creek whose entire length lies in British possessions, and until recently was the heaviest producer of the Forty Mile district, was discovered in 1892.

It is said that there has been an attempt to use centrifugal pumps, whose huge nozzles are plunged into the river beds and draw up the valuable deposits. They have not yet been sufficiently tested to prove their success. Of course they can only be used in placer mining in the beds of the creeks and small rivers when not frozen.

There are now 549 stamps at work in stamp mills, in Alaska. 455 of that number work upon the quartz all the year. There is a prospect of the erection of two or three hundred more before another year closes.

The first gold craze in the North-West was in 1883, but there were not thousands ready to rush to the cold North as there are to-day.

The annual average of gold from Alaska previous to 1890 was about \$15,000. Since then it has reached a standard of \$2,000,000 or more.

In 1896 the total output of gold was \$4,670,000. \$1,300,000 of that amount was from the Birch Creek district on the Yukon and the place was not boomed!

Miners work under great difficulties; in the cool weather, at Klondyke they are compelled to keep themselves enveloped in cumbersome wool and fur clothing; one remarking that he kept his nose from freezing by sticking a piece of rabbit skin upon it. While in summer they can hardly endure as much as the lightest cheese cloth over the face, though the insects are extremely audacious.

It should be specified positively that until good roads are constructed, or railroads built, the travel in the heart of the glacier district of Alaska is only possible three, or at most, four, months in the year.

There is no use trying to reach the gold regions of the Yukon without faithful and experienced guides or carriers, unless you group in with a company or band of miners, bound for the same destination. Such an association of gold miners expect strict integrity for they act as judge, jury and executioner otherwise.

Never go alone on a prospecting trip in the wilds of the Alaskan Mountains. Be sure to select carefully your companions.

One of the best arrangements to make is that offered by the North American Transportation Company, which gives passage on safe vessels, and outside of steamer accommodations, guarantees to keep one furnished with food for one year for \$400.00.

A slight drawback to the ambition to become a Klondyke miner is the announcement that reliable companies yet refuse to insure the lives of men who wish to go, facts being so difficult to obtain in case of death.

The men who are belated and not able to go on to Klondyke should prospect for the Alaskan gold or coal mines and sink oil wells in the petroleum region. There will be a great demand for both of the latter in a few years.

Mount Rainer, formerly called Mount Tacoma, is boldly seen and for a long time in view with its broad white crest, if the route is by the way of the Cascade range of Mountains direct to Tacoma.

Mount Hood's cone-shaped head to the south in Oregon and Mt. Adams to the north in Washington nearby, are the tall peaks of the Cascade range that greet the eye on the Columbia river going to Portland, Oregon.

Direct lines of steamers ply between San Francisco and Victoria and Port Townsend at all favorable seasons. Other lines run from San Francisco to all ports down the coast to San Diego. While still others run to South American ports; other lines from San Francisco run to Yokohama, near Tokio, Japan, to China ports and other Oriental countries.

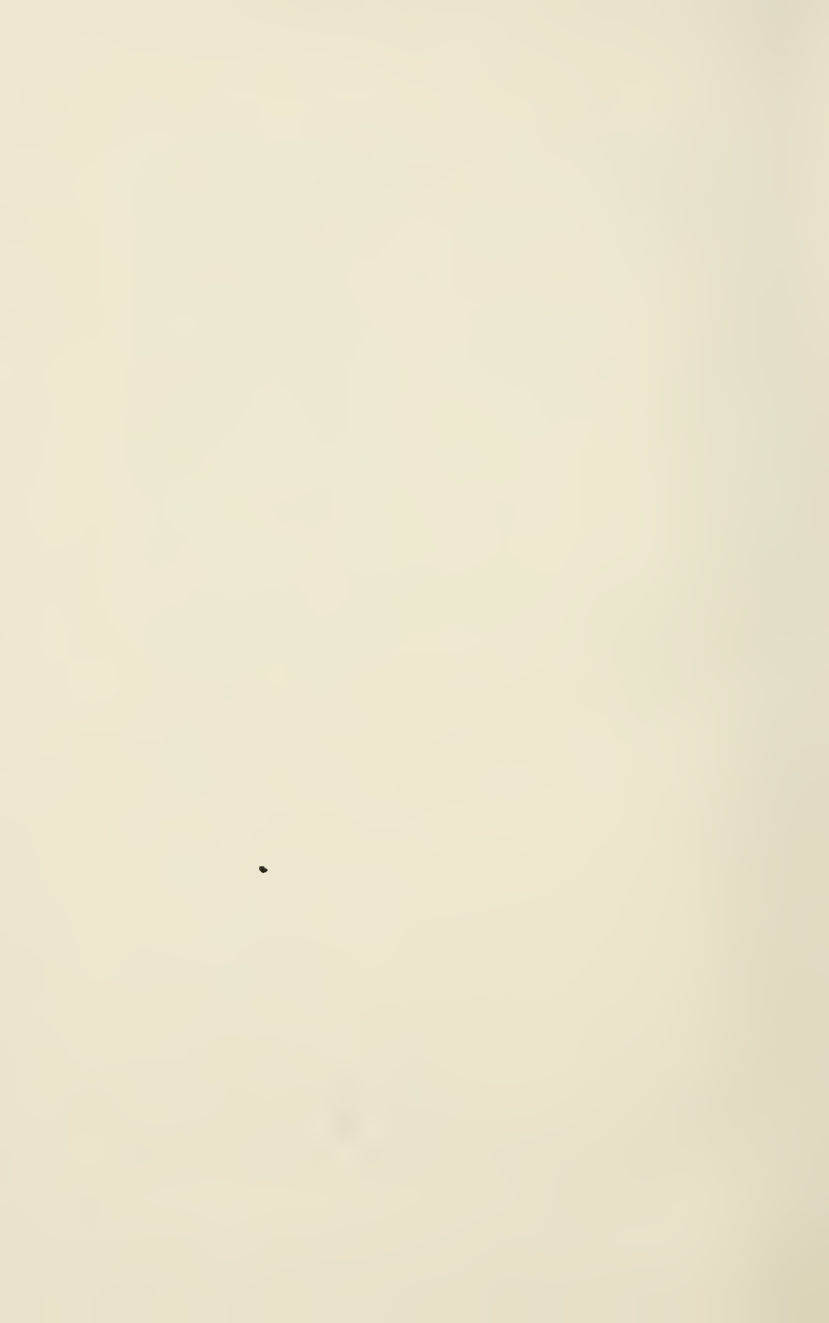
If you do not get all the way to Klondyke, there are equally as hospitable stopping places on the way. And if you have not plenty of money, clothing and provisions stop in Dyea or Juneau, or even at Wrangel until the spring opens; then join a company well stocked with provisions.

The hope is expressed that there will be sufficient traffic to require daily steamers between Seattle and Juneau in a few months.

There has been an agreement made with Canada by which Dyea is made a sub-port, vessels fitted out to British Columbia Provinces being allowed to pass



ALASKAN BLOCK HOUSE.



Juneau and proceed to Dyea, unloading there and passing over that narrow part of country between the port and British Columbia, without restriction.

This is not a prerogative, but a courtesy extended to one nation by another and should be reciprocated. On the other hand American miners and traders should not enforce any exactions from our neighbors, either in undue values or trade duties.

John Treadwell became possessed of the mines on Douglas Island, which now bear his name, for the sum of \$450.00, and at first he thought his money ill-spent.

The Treadwell Gold Mines are said to yield from \$600,000 to \$700,000 per month. Money, energy and perseverance makes them. The company is increasing its plant of quartz-stamps in its large mills from two hundred and forty, its present capacity, to over three hundred, making the largest stamp mill in the world. Seven millions of tons of ore are said to be in sight, sufficient to run five hundred stamps for eleven years. It will soon produce \$125,000 per month, at a cost of \$1 per ton. The small water supply is the greatest drawback to the increase of stamps.

In South Africa there is a stamp mill of two hundred and eighty stamps.

Silver Bow Basin Mines could run a thousand-stamp mill were it not for the small amount of water supply, which must be ample for each crusher.

The diamond prospecting drill is used to drive

through veins and stringers, to ascertain the value of the same.

When speaking of the timber of Alaska it must be remembered that in upper Bering Sea, and in a large belt of the Arctic region, there is not a trace to be seen, only rank grass and moss in summer; but there are thousands of tons of the kind of moss that the reindeer feeds upon.

The Klondyke has an advantage over other mining districts in the abundance of wood with which to make fires to thaw out the frozen ground, a first preparation in the mining of the placers after uncovering the gold bearing strata.

The greatest need in the mining districts of the Yukon is a plan for quickly softening the frozen earth in winter in order to reach the ground in which the gold is found. The Philadelphia down draft fire machine for heating and repairing asphalt pavements will do it. It would require vast forests to supply the requisite amount of wood, to burn, as the miners are doing at the Klondyke now. They build fires over certain areas, that must burn for hours to gain a few inches into the solidly frozen soil.

Cape Flattery is the northwestern point of coast of Washington, where vessels round to come into the straits of Juan de Fuca.

Port Townsend, where the Alaska steamers frequently touch, is at the northern end of Washington,

where the straits of Juan de Fuca merge into Puget Sound and the Straits of Georgia. Alaska passengers coming down, change here or at Victoria, if they so desire, to the steamers down the coast to San Francisco.

Victoria is at the southern end of Vancouver Island, in British Columbia. Vancouver, the terminus of the Canadian Pacific Railroad, is on an inlet near the mouth of the Frazer River, where it enters the Straits of Georgia. Pacific Ocean commerce enters through the Straits of Juan de Fuca. The water ways of the Straits of Georgia and Queen Charlotte Sound are bordered by British Columbia Territory.

Nanaimo is a Canadian town on the east side of Vancouver Island and on the west side of the Straits of Georgia, which is quite wide at this point. It is almost due west from the town of Vancouver, which is on the mainland to the east. Inland steamers often put into Nanaimo for freight and passengers but the through summer excursion vessels do not always stop there, as they invariably do at Victoria and at Port Townsend, especially if they are chartered for a through trip to Dyea, Juneau, Taku Inlet, or other special destinations.

If accounts received be accurate, Eldorado and Bonanza Creeks have authorized their names handsomely. Bonanza being indeed a great centre of the Klondyke gold region.

“Discovery” was the first claim located on Bonanza Creek and recognized by miners as the centre of the field, many others being numbered each way from it. In the fifteen miles first taken there are sixty claims above and ninety below it. Now all the creek is occupied.

DOG SLEDGES, REINDEER, HORSES.

Horses are not possessed of the endurance of either dogs or burros, therefore it is unwise to invest in a horse if you can procure a tough burro, donkey or a few good sledge dogs. In time, reindeer will be available, which will be even better for mountain and winter work and long distances.

A team of dogs and a strong sled costs about five or six hundred dollars, but the outlay will be better than risking all your possessions on the back of a horse to which the hardships will be very trying, while he may fail you in the Chilcoot Mountain Pass, unless a good road is built.

Time is a most important item in the journey to the Klondyke, but speed is liable to be disastrous, therefore start in time, wait until next season, or until a good winter roadway is opened.

Reckoning the price of a good Alaskan dog at \$50 or \$75, which is the minimum for a good one, and it takes from seven to eleven to make a team, one might think twice before risking his cash in so much canine flesh, but sledging transport requires them.

All dogs are not of the same disposition. It requires experience to manage a team of them.

Although the reindeer, which are being imported into Alaska, are not at present used as burden-bearers, they are expected to be a great help to miners traveling to the gold fields next summer.

There is a thought of starting a reindeer express along the line of towns from Bering Strait to Kodiak Island.

The trained reindeer cover two or three times the distance that a dog team does in a day.

As the sled-dogs are so valuable to their owners, the first thought is to provide sufficient food for them, which consists mainly of fish. An ordinary dog eats about two pounds of dried salmon a day, which is the same as seven pounds of fresh fish.

Dog boarding houses have been opened along the Yukon, the charge being from \$6 to \$15 a month.

ADVANTAGES OF THE GOLD CRAZE.

While men at the North-West in all kinds of employment are leaving everything to go prospecting for gold, at the new placer fields, the hundreds of men who have been without work for so long can well push forward and fill their places and make new homes and a good living in southeastern Alaska.

If the gold craze continues there will be a premium on ordinary work out in Alaska. Those who need it

should watch for the opportunity that will come. So let men and women go West and take up the business that others have laid down in the great rush to the Klondyke region.

Real rich mining often begins where placer mining ceases, the grains and nuggets being the wash from lodes or mineral streaks in the veins, loosened higher up the gorge or mountain by glacial action.

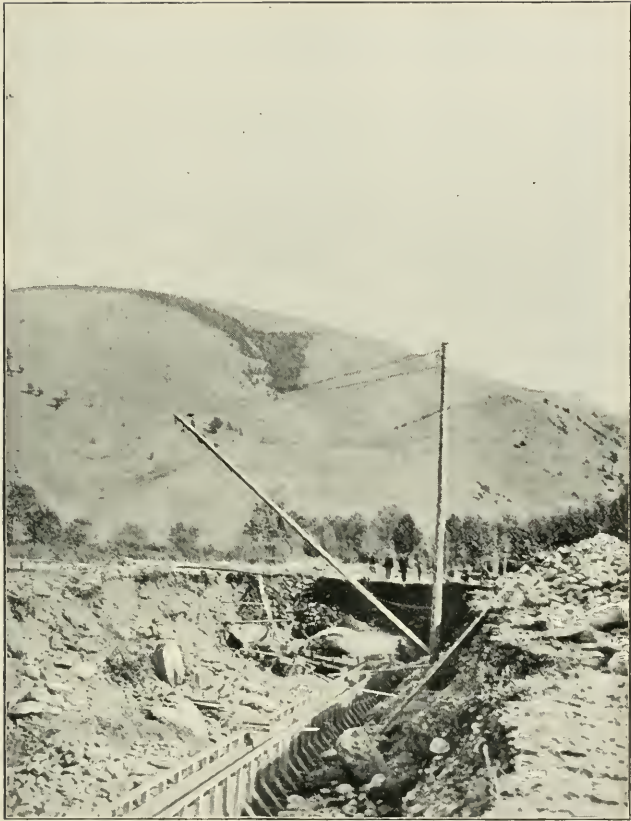
There are no claims unstaked at the Klondyke now.

The land about the Klondyke was pretty well staked before the Eastern press announced the finding of large quantities of gold that created the present gold fever. Where one immense fortune will be made in the Klondyke, there will be a score or more of discouraged seekers after wealth.

PROVISIONS IN ALASKA.

Prospects are bright now for Alaska as the Government has undertaken to investigate its requirements and resources. The establishment of a Land Office, and the providing of an Agricultural Department for the development of that line of Alaskan resources has also been determined upon. This is an important matter as both vegetables and domestic animals can easily be raised there in some localities for the benefit of the inhabitants and new comers.

It is next thing to criminal for any one to attempt to face the rigors of the Yukon climate without



PLACER MINING SLUICE.

every precaution and ample provision. No one has any right to start with the hope that there will be sufficient for all in the bleak, frost-bound winter of that part of the country.

The feasibility of transporting live cattle to the mining camps has been tested, and the beef sold readily for fifty cents a pound. Sheep can also be driven there in the summer.

Cattle and sheep might be taken across the mountains to the lakes when winter comes, as they can be slaughtered there and their flesh frozen, by which means it would keep indefinitely for transportation to the gold fields.

A surprising amount of nutritious food in condensed or dry form can be carried in the numerous food-tablets, bottles and cans, but great care should be taken in their selection, as to quality and freshness.

Wisely catered, a man may carry sufficient nutriment upon his back to last him for months, with an abundance of good drinking water at command, but the factors of heat and light in winter, must likewise be considered.

The cost of provisions in the gold country to-day is enormous, the demand is great, but phenomenal fortunes may provide the money to pay the fortunate miner. The greater trouble must be for a time, to get sufficient food and clothing into the camps, where winter mining is to be done.

A step in the right direction is made in building boats, forming new and reliable supply companies and filling store houses in anticipation of the spring exodus to the new gold regions.

Let American citizens always bear in mind that the Klondyke is recognized at present to be in British Columbia, and aliens are subject to taxation, and that mining and other Canadian laws differ from ours.

Many seekers after gold have been obliged to turn back, owing to the lack of additional capital required to carry the provisions, necessary for a winter in the Klondyke Section, over the Chilkoot Pass, the packers having formed a union and charging as high as 25 or 30 cents per pound. The former rate was 15 cents per pound.

There is wealth in the oil wells of Alaska if the tales of oil discovery be even partially true. It will serve the people for fuel as well as light.

The X-ray for use in prospecting for gold is being boomed in the papers and may be of some value in the future, but drilling through the veins or earth is the most certain method.

If reports be true, about two miles from the ocean, surrounded by hills rich in coal and asphalt, a lake of almost pure petroleum has been discovered. It is of unknown depth, several miles wide, and five to six miles in length.

A company has been formed in Seattle, and it is

its intention as soon as the water ways will permit, to introduce it into the mines in Alaska for lighting and heating.

DAWSON CITY.

Dawson City the centre to which the great crowd is trending, is owned by one man named Joseph Ladue, who patented the site in 1896. It is located 75 miles from the boundary line on the Canadian side; and has suddenly grown to be a city of great importance in that region. The population at present is about four thousand.

Since last September there have been at least 800 or more new claims staked within a distance of twenty miles of Dawson City.

There is no established town on the Alaskan side in close proximity to that place, except Forty Mile and Circle City. Mining camps are forming, however, at the mines for winter work.

Joseph Ladue, who has a saw mill at Dawson City, says lumber sells there at \$130 per thousand feet.

Men thinking of going to the Klondyke country should know that its climate is like that of southern Greenland, and prepare for it accordingly. To insure success as an Alaskan, you must dress as one. There is not much use for fashion plates at the Klondyke, but there is of flannels and warm furs in winter.

SEAL INDUSTRY.

The seal industry alone has more than paid with interest the price of Alaska. The other fisheries have produced a satisfactory revenue, therefore the thirty millions of dollars in gold that the territory has already yielded may be called clear profit on the investment.

One great cause for the heavy mortality among the seal pups last year was said to be due to a parasitic worm, which infested the sandy, rocky areas of the breeding grounds.

Last year there was a shrinkage of 15 per cent. on the breeding grounds and 33 per cent. on the hunting grounds. The seal conference showed greater loss this year.

The seals are considered to have a very keen appetite, and when tamed, sing for their meals. They are very particular from whom they take their meals, and become very much attached to the keeper in charge.

DISEASE.

Scurvy is a disease to be carefully guarded against in the distant mining camps. None but the very best salt meats should be used and that not too bountifully. Canned vegetable foods can now be had and the disease averted.

Rheumatism, pulmonary and malarial diseases are likely to prevail in the damp weather of summer.

ASSAY OFFICE AT SEATTLE.

The people of the gold regions are asking for an Assay Office, and one is to be established at Seattle. No doubt one will have to be established in the North-West, but it would be better in Alaska. Assayers will do well at the new gold fields.

CIRCLE CITY.

Circle City, a settlement on the Yukon in Alaska, formerly boasted of a mail once every month. Though letters are rated at one dollar and newspapers at two dollars, they found a hearty welcome in the little city. Increased postal facilities bi-monthly have been established by the Government and the service improved.

TELEGRAPH.

A Russian-American telegraph line was once projected across Bering Sea, but the successful laying of the great Atlantic cables caused its abandonment. There are whispers of another attempt in that direction in the future. A line will soon be run to the Upper Yukon region.

The Canadian Government has under construction a telegraph line to the Yukon gold mining district, from Lynn Canal to Fort Selkirk and Klondyke, and will erect suitable places for shelter along the line about forty or fifty miles apart, and keep the route open during the winter by dog teams.

FORT GET THERE.

There is a genuine United States Fort situated on St. Michaels Island near the mouth of the Yukon. It was so named because of the difficulties that had to be surmounted by the party that reached there. They have established a ship yard at this place where a ship to be named the John Cudahy is to be built for the Yukon trade. It is to carry 800 tons, and to be fitted out with all modern appliances, and yet with light enough draft for the shallow river, which is only four or five feet deep at places. Two or three Alaskan naval stations are needed, one at the Yukon, one at Juneau or Taku Inlet, and one at Sitka.

WEARE.

Mr. P. B. Weare, Vice President of the North American Transportation and Trading Company, who authenticates the statement, says that they are constructing several 200 ton barges, and a light draft steamer to be called the "Klondyke" and they have bought a tug of great strength for the purpose of towing the laden barges up the great river between Fort Get There, St. Michaels, and Weare, a town 500 miles up the stream.

It is the intention to winter all of the vessels 400 miles from the mouth of the Yukon, so as to begin operations in the spring up in the inner country while waiting for the removal of the annual stoppage at the

opening of the usual channel into Bering Sea, by the unlocking of the icy barriers.

Gambling, that curse of the mining camp, is in full sweep, but lawlessness has not yet asserted itself. Thus far a miner caught cheating is quietly invited to decamp—and he does. Thieves are usually hung or shot without great ceremony.

Murder and drunkenness are almost unknown, possibly because whiskey is not very plentiful at fifty cents a drink and the mounted Canadian police are an effective agency in maintaining order.

The penalties for crime are severe, being banishment from the country, in some cases. Whipping is the punishment for stealing and threatening with weapons. Hanging is the punishment for murder, though there has been none as yet.

The only way into and out of the Klondyke in winter has been by way of the Chilkoot Pass and Dyea Inlet. A new winter route out lays more to the south.

The only way to live there is to imitate the Indians in dress and habit.

It is useless to wear leather or gum boots. Good moccasins are absolutely necessary.

The colder it is the better the traveling.

When it is very cold there is no wind, and the wind storm is too severe to withstand.

In the summer the sun rises early and sets late, and

there are only a few hours when it is not shining directly on northern Alaska.

The weather is warm and tent life is comfortable, in the valleys.

The Chilkoot Railroad and Transportation Company is building a road from tide-water to the top of the Pass and thence an aerial tramway to Crater Lake.

Stock can be kept by using care in providing it abundantly with food by ensilage or curing natural grass hay and by housing the cattle in the winter.

The Alaskans, who are numerous, look much like Chinese or Japanese. They are peaceable, industrious and self-supporting.

The mercury sometimes reaches as low as 80 degrees below zero and at such a time hot water if thrown in the air will form icicles.

Gold can be found in the gravel on nearly any Yukon river, creek or gulch.

All business is transacted with gold dust, and not with currency or coin.

Laws, made by the miners themselves, are recognized in the distant camps.

Mosquitoes are said to be as thick as snow flakes, and are found in every part of the gold country. They are exceedingly annoying and a mosquito bar is as necessary in summer as an overcoat is in winter.

Circle City is practically deserted (October), the

people having gone to Dawson, or on up to mining camps. Many will return or new comers will eventually take up a settlement here.

The Indian River and its tributaries will prove to possess valuable diggings next winter.

It is stated that Vitus Bering, who discovered Alaska, or Russian America, also named the great peak St. Elias.

The gold brought down from the Klondyke region this season, now closed, will foot up two millions of dollars or more.

A liquor used by the native Alaskans was once an innocent drink made of rye flour and water, permitted to stand until it fermented and grew clear. This was called Quass, and was much used by the Russians. But they improved the mixture, by adding sugar or molasses, producing after crude distillation, the "Koochinoo" which is extremely intoxicating.

It is generally estimated that from ten to twelve thousand Esquimaux live in the cold, barren regions of the Upper Yukon, the district in or near the Arctic Circle. The manner of salute habitual with these Esquimaux, is the rubbing of noses, a fashion also belonging to the Maris of New Zealand. It is an unpardonable offense to refuse the salutation, however uninviting the physiognomy of the one offering it.

The Yukon is said to freeze to the depth of from six to eighteen feet in midwinter.

Although the weather in Alaska is exceedingly cold, the air is healthful and invigorating. The climatic changes are sudden and very severe.

Since the discovery of gold in the Klondyke region, wages at the Treadwell Mill have advanced to \$6 per day.

Whisky, beer and all kinds of liquors have been transported into Alaska and the necessities of life neglected.

It rains copiously, more than half the season on the ocean side of the mountains and mining hills.

Hundreds of homing pigeons have been taken in on the Klondyke routes. One flew from the top of Chilkoot Pass to Portland, Oregon, a distance of 1,200 miles in eight days.

In 1866, Professor Debendeleben claimed to have discovered in central Alaska, a mountain, said to be full of gold. It is thought to be the highest peak in that region. It was called Mount Debendeleben, after the discoverer.

Under a charter from the Canadian Government, two trading companies have the monopoly of supplying the inhabitants of Klondyke with clothing and provisions.

The Salvation Army have established a post and planted their flag in the Klondyke district.

A large sawmill is to be erected at Teslin Lake.

The Cassiar Central Railroad Company has de-

cided to enter its territory by way of the Stikine River Route. It embraces about 750,000 acres of mineral land.

Although there are plenty of salmon in the river, good sized fish at Dawson City were selling at \$10 each.

The Bonanza Creek district has been called Trondike instead of Klondyke.

It is asserted that at least seventy tons of gold could be taken from the Klondyke alone, provided the miners had proper nourishment and mining facilities.

The largest nugget found in the Yukon was valued at \$583. It was brought from the Klondyke.

It once took sixty days to carry the mails from Circle City to Juneau over the Chilkoot Pass, but if relay stations and good roads should be established, it could be accomplished in fifteen days.

The gold in Alaska is really being covered up instead of uncovered, owing to the rivers filling up, as they have been flowing for some time past.

It costs \$25 a day to feed a horse in Circle City.

The past season being extremely dry, the Yukon is low and thus prevents quick navigation from St. Michaels.

Until the discovery of the Klondyke field, the gold finds in the interior of Alaska were comparatively small, but very profitable, however.

Before the Klondyke discovery there was only known one instance, where a man took out \$40,000 at once from his claim.

The gold bearing district extends in a northwesterly direction from the Hootalinqua River to the Arctic Ocean.

Each gulch or creek has a Recorder, appointed by popular vote, he being the chief officer in the Republic of Miners.

The discoverer of a gold bearing creek is allowed a claim of 1000 feet instead of 500.

One claim only is allowed to each man, and crowded creeks are staked off at 300 feet to a claim.

An effort is being made in the gulches, not paying well, to stake claims 1320 feet long.

The Copper River Transportation and Mining Company have located at Port Townsend and will operate a line of schooners in passenger and freight traffic, between this place and Cook's Inlet, Kadiak, the Prince William Sound country and Copper River points.

Game is very scarce, although at times, moose, caribou and hare are found in large quantities. Hunters for fur-bearing animals have for many years scoured the Yukon River country for this kind of game.

By international postal arrangements between Canada and the United States, there will be a mail once a month from Dyea to Dawson City conveyed by the mounted police.

A post-office is to be established at St. Michaels, and it is hoped that the Government will soon see

the importance of all the Alaska towns and establish an office at each.

All arrangements have been made for fitting up a post-office at Tagish Lake.

Vegetables of the hardier sorts can be raised. Wild onions, rhubarb and wild celery can be found anywhere, and small berries, such as the blueberry, cranberry, salmon berry, wild raspberry and currants grow in abundance on some of the islands, and on the sides of the mountains. Fresh vegetables used in the States are quite unknown as yet in Alaska, but in time the hardier and rapidly growing ones will be successfully raised in the warmer regions of the territory.

A rapid fire Maxim gun has been placed on the steamer Portland, as a protection to those returning from Klondyke in case of meeting with pirates.

In the Klondyke region during midwinter, daylight only lasts about four hours, as the sun does not rise until about 9.30 or 10 a. m., and sets from 2 to 3 p. m.

The climate of Alaska varies, and that part which includes the islands on the Pacific coast, north of Dixon's Sound and about twenty miles inland, is termed temperate Alaska, winter not setting in until the 1st of December, and the temperature seldom falling to zero. By May all the snow has disappeared except on the mountains. The rainfall of this section is very peculiar. It comes in long continued rains and drizzles. There are only about sixty-six clear days in the year, the rest of the time it is cloudy and foggy.

HOSPITALS.

At Sitka there is a thoroughly equipped hospital, which has twenty beds and all modern conveniences, at the Industrial School.

There is also a hospital and doctor at Fort Adams, in connection with St. James Mission.

SCHOOLS.

An enterprising woman of San Francisco has gone to Dawson City and taken a school house with her. It is in sections, well planned as to conveniences.

She has also taken a good supply of books and writing material.

There are twenty day schools in Alaska with teachers and 1267 pupils.

TRANSPORTATION.

Men have had to work night and day in order to supply the demand for launches and small boats. One firm having built fifty has been obliged to refuse any more orders.

Since the exodus to the Klondyke region the carpenters have been kept busy, as 500 sleds have thus far been made costing about \$12 apiece.

The Pacific Coast Steamship Company have formed an Express Company to carry merchandise, money, bonds, and valuables from Tacoma to Dyea and intermediate points touched by their steamers.

The miners have built a bridge about one and a half

miles from where the Skaguay trail was forded. It is a crude affair 6 feet wide and 200 feet long, on four trestles with one span of 66 feet.

Skaguay, a town which a short time ago did not contain a dozen inhabitants, now boasts of a population of nearly four thousand, with stores, saloons, and restaurants, all as yet under canvas.

In February, 1890, in the northern districts, the thermometer was 47 degrees below zero for five consecutive days. It was the longest cold spell that has ever occurred. About the first of March it moderated slightly, but still continued below the freezing point.

The police have orders not to allow any miner to enter the British Territory, unless provided with 1,100 pounds of food.

Miners are paid \$10 to \$15 for a whole day of eight hours, but in winter when they only work six hours for a day their wages are reduced to \$5 or \$8 per day.

Nuggety masses of gold of \$5 weight are found in the Franklin Gulch in the Forty Mile district.

This gulch was discovered in 1887 and the first year produced about \$4,000.

In the summer of 1886, Birch Creek was in a flourishing condition. Mines were working on double shifts, night and day, as most of the gulches were then running.

Forty Mile district, in the summer of 1896, looked

as though it had seen its best days, and unless new creeks are discovered, will lose its old standing.

At Mastodon Creek, the best producer, over 300 miners are at work, and they expect to winter in the gulch.

Taiya, or Dyea River, is a mountain torrent of no extensive size. It empties into Lynn Canal, about one hundred miles north of the city of Juneau.

In looking back from the summit of Chilkoot Pass, the Pacific Ocean is sometimes to be seen like a stretch of rolling clouds against the shore line.

Lake Linderman, in which the Yukon River rises, is but a small sheet of water, one mile in width and six miles long.

Caribou Crossing is a shallow stream connecting Lake Tagish and Lake Bennett. It is so-called because the Caribou pass that way in going southward.

Chilkoot Pass has an altitude of three thousand five hundred feet, and above it the snow-capped mountains tower, from which the drifts of snow are carried into the gorge by the winds, making almost perpetual snow storms, though the sky may be cloudless.

Windy Arm, is so called because the impetuous winds from the White and Chilkoot Passes rush together at the head of Lake Tagish, into which Windy Arm extends. The war of winds makes the waters of the Arm so tempestuous that it is generally more wise to haul the boats around by land until a safer point is reached.



AUK GLACIER.

Mt. Tacoma, or Rainier, holds no less than fifteen glaciers in its keeping.

Mt. Fairweather is two hundred miles southeast from Mt. St. Elias, and, in favorable weather, can be seen at sea for more than one hundred miles.

A species of kelp, or sea weed, is gathered by the Alaskan women and pressed into cakes forming a nutritious and strengthening article of diet.

A coarser kind is collected for burning, fuel being scarce along the coasts of the extreme north.

Rev. W. W. Kirby, a missionary among the Esquimaux of the Upper Yukon, in speaking of the summer sun says, "Frequently did I see him (the sun) describe a complete circle in the heavens."

The aurora borealis is the substitute for the sun during the winter. The time of its most brilliant appearance is chosen by the natives for catching fish.

The Cassiar gold mines are situated in British Columbia.

Captain White, of the United States Revenue Service, reported the largest nuggets of gold in the Territory to have been found on the mountain near Wrangel, one thousand feet above the sea level.

Douglas Island was named in honor of a Bishop of Salisbury, who was a friend of Vancouver's.

Chilkat blankets, the Alaskan's wealth, are manufactured by women. One of them requires six months in its creation. The colors are blue, black,

yellow and white; the dyes being made by the natives. The blankets are generally six feet long and four feet wide, not including the fringe, which is usually rich and beautiful. These are valued at from forty to eighty dollars a piece, and are very durable.

Travelers estimate that there are five thousand glaciers, great and small, in the Alaskan Territory.

Gold, having been found so abundant in Alaska, its other resources are eclipsed; but copper, silver, coal, iron and petroleum are also destined to supply their part in her resources of wealth.

Agassiz Glacier, sloping down from the southern side of Mt. St. Elias, is computed to be twenty miles wide, fifty miles long, and to cover an area of nearly one thousand square miles.

Mt. Wrangel is the home of some of the largest glaciers in the world, the extent of which seems almost fabulous.

At certain stormy seasons, Seymour Narrows, a part of the Inland Passage, is extremely dangerous for vessels.

Sitka, the capital of Alaska, is situated five hundred and fifty miles from Kodiak, or Kadiak, the more ancient capital.

There are more than fifty islands in the Aleutian Chain, not counting the smaller islets and volcanic rocks. Of these Unimak, or Oonimak, is the largest,

it is twenty miles wide and upwards of seventy miles long. It has a volcanic peak nine thousand feet high. Oonalaska has one five thousand, seven hundred feet tall, and even little Attoo, or Attu, boasts of its mountains, the tallest of which is three thousand feet in height. The whole Aleutian group is supposed to be of volcanic origin.

King's Island is the home of cave dwellers, who have literally made caves for their dwellings in winter, while their summer homes hang like swallow nests to the face of the rocks, secured by whale and walrus bones and covered with their hides.

These caves are two hundred feet above the water.

The Aleutian Islands contain a number of hot springs, and many extinct volcanoes.

In some of the streams near Dawson City, from 500 to 700 pounds of salmon can be caught daily, during the summer.

Typhoid and malarial fevers are feared at Dawson City, it being impossible to drain the ground in the warm season, owing to the plateau being covered with a dense spongy moss and tundra.

Moose and reindeer may be killed all winter, but bear can only be found in the fall and after it leaves its cave in March.

By next spring efforts will be made to try the new routes to the gold districts—one going from Sitka by way of Yakutat, Disenchantment Bay and the White

River, the trail distance being only 425 miles, while from Juneau over the present trail it is 700 miles.

A general stampede is being made for Munook Creek, since a young prospector went there in the spring of 1897 and made rich discoveries. The gold is coarse but purer than that along the Upper Yukon.

It is 400 miles below Circle City and 700 miles below Dawson City, and it is reported that food will be plentiful there this winter, as the Alaska Commercial Company is building a store, and will stock it well.

The rights of squatters who have improved their holdings are considered to be secure against invasion.

Titles given by the original settler are valid, even though the holders shall be absent from the premises.

By actual count, 2,030 pack horses recently passed over the Skaguay trail in one day.

The Steamer *Rustler* makes regular weekly trips from Juneau to Chilcat and Dyea.

The first gold mining in the Upper Yukon district was done in 1880 by 25 or 30 miners, who entered by way of Dyea.

The first discovery of coarse gold on the Upper Yukon was made by a Mr. Franklin on the Forty Mile Creek in 1886.

The first discovery of gold in the middle Yukon region was made in 1872, by Messrs. Harper and Hart, who went in over the Stikine River route.

In 1881 gold was discovered on a stream between the Yukon and the Tanana rivers.

A Canadian expert believes that quartz mining in the Yukon country will soon be more profitable than washing gold from the placers.

49,000 cases of salmon were shipped from Prince William Sound during August and September.

The copper mines on the Copper River are extensive and will soon create excitement.

Experts are being sent to Alaska by the United States Government, in search of mica. It is in great demand for electrical appliances.

The quartz mines in Southeastern Alaska are increasing in value as depth is reached on the lodes.

Owing to the growing trade of the Portland merchants, the steamer *George W. Elder* will run regularly and permanently from Portland to Alaska.

619,379 cases of salmon were caught and packed in Alaska during the year 1895.

There are 29 canning establishments employing 5,600 men.

At Karluk, last July, 100,000 salmon were caught.

In 1878 gold was discovered on the Lewis and Hootalinqua Rivers by George Holt, the first white man to enter the Yukon country by the Chilcoot Pass route.

In 1875 Edward Bean and a party of prospectors started from Juneau over the Chilcoot Pass route to the Yukon district. Mrs. Bean, the wife of the trader, who was married to him in Chicago, was the first white lady in the Yukon district.

In 1875 they went to their post, fifty miles up the Tanana River and shortly after arriving there a son was born, it being the first white child born on the Yukon or in the interior of Alaska.

In 1878 a difficulty arose between Mr. Bean and the Tanana Indians, the latter becoming angry because the trader would not take all the skins, good or bad which they brought him.

Upon his determined refusal, three medicine men determined to kill him, but fearing his wife, who was noted for her courage and skill with a pistol, they planned to kill both and one day coming upon them unawares shot and fatally wounded Mrs. Bean. The husband, seeing the harm done, quickly picked up his boy jumped into a canoe and escaped, going to Nulato.

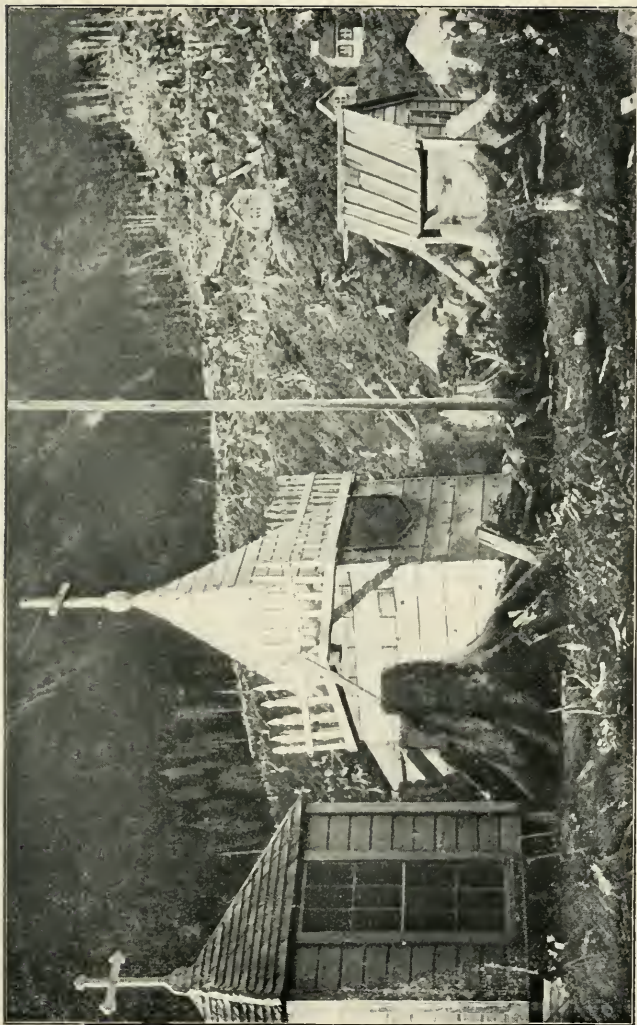
The steamer South Coast made the trip down from St. Michaels in eleven days.

Were it not for the many difficulties in the way, the output from the Yukon placers would amount to nearly \$20,000,000.

The largest nugget found in the Inlet-section in 1897 was on Bear Creek. Its value was \$93.

The Kensington lode will be tapped at a depth of 1,700 feet. That is the greatest depth that any mine in Alaska has ever been tested.

Enormous prices are being asked for the claims on the bonanza tributaries of the Klondyke. It



ALASKAN BURIAL PLACE.

would be possible, however, to purchase some of them at prices from half a million upwards.

A fair log cabin, already built, costs \$1,000 and the time and labor in constructing a new one, would amount to almost the same.

Lieut. G. M. Storey proposes a naval patrol and three garrisons for the Yukon River.

The majority of the houses at Dawson are constructed from poles, the largest of which measure about four inches in diameter. Poles of this size and sufficient length for a cabin cost from \$4 to \$8 a piece.

Fully half of the 6,000 people at Dawson were living in tents. Lumber and logs having to be handled or floated 15 miles, command fabulous prices.

Horses and mules at present cost from \$250 to \$400, pack animals being a necessity in the Yukon.

The only collection made by the Canadian Government, from the miners, is the miner's license of \$15, and \$100 on a claim in the second year. On wood there is a tax of 15 and 25 cents a cord, and a set of house logs is levied \$8. Wood costs as high as \$100 a cord in Dawson City.

There are no glaciers in the northern interior of Alaska, but instead a singular phenomenon of the ground—ice formation, a state of affairs in which ice plays the part of a more or less regularly interstratified rock, above which are the clays containing remains of the mammoth and other animals, showing

that they became extinct not because of the refrigeration of the region, but co-incidentally with the coming of a warmer climate.

On Wood Island, Kadiak Harbor, a twelve-acre field of oats is planted regularly, and although it seldom ripens, it is used for food for the horses, which have been kept for years on this island.

ALASKA OFFICIALS.

WHENCE APPOINTED AND DATE OF APPOINTMENT.

Governor,

JOHN G. BRADY, of Alaska. June 23, 1897.

Clerk of Court at Sitka,

ALBERT D. ELLIOT, of D. C. July 26, 1897.

Surveyor-General at Sitka,

WILLIAM L. DISTIN, of Illinois. August 7, 1897.

Register of Land Office at Sitka,

JOHN W. DUDLEY, of D. C. July 27, 1897.

Receiver of Public Moneys at Sitka,

ROSWELL SHELLY, of Oregon. July 27, 1897.

United States District Judge of Alaska,

C. S. JOHNSON. Residence, Sitka.

United States Attorney at Sitka,

BURTON E. BENNETT.

Assistant United States Attorney at Sitka,

ALFRED J. DALY.

United States Marshal at Sitka,

JAMES M. SHOUP.

Deputy Collector at Juneau,

MR. ORMAND.

Deputy Collector of Internal Revenue,

W. C. PEDLAR.

Assistant Secretary of the Interior,

WEBSTER DAVIS.

Townsite Commissioner at Juneau,

R. L. LYONS,

Deputy Collector at Juneau,

C. S. HANNUM.

Chief Deputy of Sitka,

W. P. MCBRIDE.

Deputy at Wrangel,

JOSEPH ARMENT.

ALASKA.

Inspector Afloat,

J. S. SLATER,

Deputy Collector at Skaguay,

JAMES FLOYD,

Dominion Land Surveyor,

J. J. MCARTHUR.

Three Assistants,

MESSRS. RILEY, HELDANE AND COOPER.

COMMISSIONERS—OLD POINTS.

Sitka— CALDWELL W. TUTTLE, of Indiana. June 22, 1897.*Wrangel*—KENNETH M. JACKSON, of Alaska. June 6, 1896.*Unalaska*—LYCURGUS R. WOODWARD, of California. April 24,
1894.*Juneau*— JOHN Y. OSTRANDER, of Alaska. February 19, 1897.*Kadiak*— PHILIP GALLAGHER, of Washington. June 24, 1897.

COMMISSIONERS—NEW POINTS IN 1897.

Circle City— JOHN E. CRANE, of Illinois. July 6, 1897.*Dyea*— JOHN U. SMITH, of Oregon. July 8, 1897.*St. Michaels*— LENOX B. SHEPHERD, of Alaska. July 26, 1897.*Unga*— CHARLES H. ISHAM, of Maryland. July 22, 1897.

SUMMARY OF ALASKA, BRITISH COLUMBIA AND KLONDYKE
GOLD MINES.

NAMES	NUMBER OF STAMPS	WHERE SITUATED
Bear lode.....		Berner's Bay
Berner's Bay Mining and Milling Company.....	40 (Adding more)	Berner's Bay
Comet mine.....	20	Berner's Bay
Eureka lode.....		Berner's Bay
Ivanhoe mines.....		Berner's Bay
Jualin mines.....		Berner's Bay
Kensington lode.....		Berner's Bay
Northern Belle mine.....		Berner's Bay
Portland and Alaska Mining Company		Berner's Bay
Thomas Seward lode.....		Berner's Bay
Alaska-Treadwell Gold Mining Company	300 (Others being added)	Douglas Island
Bear's Nest mine.....		Douglas Island
Grindstone Creek.....		Douglas Island
Lorena mine.....		Douglas Island
Mexican mine.....	60	Douglas Island
Montana Creek.....		Douglas Island
Ready Bullion.....		Douglas Island
Snettishham mines.....		Douglas Island
Davis Creek.....		Forty-Mile district
Poker Creek.....		Forty-Mile district
Willoughby mine.....	5	Funter Bay, Admiralty Island
Cassiar mines.....		Headwaters of Deese River, British Columbia
Bald Eagle mine.....	10	Holkham Bay (Sumdum)
Lynk mines.....		Inlet Section
Mills mines.....		Inlet Section
Polly Mining Company.....		Inlet Section
Bonanza mines.....		Klondyke, United States
Dominion Creek.....		Klondyke, United States
Eldorado mines.....		Klondyke, United States
Hunker Creek.....		Klondyke, United States
Indian Creek.....		Klondyke, United States

SUMMARY OF ALASKA, BRITISH COLUMBIA AND KLONDYKE
GOLD MINES—Continued.

NAMES	NUMBER OF STAMPS	WHERE SITUATED
Munook Creek.....		Klondyke, United States
Sulphur Creek mines		Klondyke, United States
Victoria Gulch.....		Klondyke, United States
Healy North American Transporta- tion and Trading Company.....		Near Dawson
Dora mine.....		Near Juneau
Gold Creek.....		Near Juneau
Humboldt mine.....	5	Near Juneau
North Star mines.....		Near Juneau
Taku Consolidated Mining Com- pany	10	Near Juneau
Silver Queen Mining Company.....	10	Sheep Creek, Juneau
Glacier mines.....		Sheep Creek
Keystone mine.....		Sheep Creek
Leap Year mine.....		Sheep Creek
Norwell Gold Mining Company.....	30	Sheep Creek
The Apollo Gold and Silver Mining Company of Unga.....		Shumagin Island
Eastern Alaska Mill and Mining Company	10	Silver Bow Basin
Fuller First mine.....	5	Silver Bow Basin
Cash mine.....		Sitka
Haley and Miletich mines.....		Sitka
Lucky Chance mine.....		Sitka
The Pande Basin Placer mine.....		Sitka
Cleveland mines.....		Near Sitka
Porphyry mines.....		Near Sitka
Birch Creek.....		Yukon district
Copper River.....		Yukon district
Forty Mile Creek.....		Yukon district
Hootalinqua River.....		Yukon district
Klondyke River.....		Yukon district
Lewes River		Yukon district
Miller Creek.....		Yukon district
Pelly River.....		Yukon district
Stewart River.....		Yukon district

Many other mines have been opened recently, and new claims are being taken up and Klondyke Gold Mining Stock Companies are forming all over the country.

COPPER AND SILVER MINES.

Rich silver and copper ores are found on the west coast of Chichagoff Island and near Sitka.

Fine specimens of almost pure native copper ore have been obtained from the banks of the Copper River and its tributaries.

Pure copper is found on the Chittyto and Chittna Rivers.

The finest golden and gray copper ore in the Sheep Creek vicinity is found in the Little Queen, Little Queen Extension and the Grindstone Creek mines.

Copper has recently been discovered in Prince William Sound.

These mines are mammoth ledges from twenty to sixty feet in width. They are easy of access, as ocean steamers can land right at the mines.

LEAD.

Lead in small quantities is found in Whale Bay, south of Sitka, and on Kodiak Island.

COAL.

Coal is found along the coast, but the most valuable is found in unlimited quantities in Cook's Inlet.

Coal is found in Disenchantment Bay and Lituya Bay.

Coal that is glossy, semi-bituminous and said to steam well is found on Admiralty Island, near Killisnoo.

A good quality of coal has been discovered on Sitkhiuak Island.

Large beds of coal exist in the Yukon district.

PETROLEUM.

There are several lakes of petroleum in the country between Lituya and Yukutat Bays.

A lake of petroleum has been discovered near Prince William Sound east of Cook's Inlet.

CHAPTER XL.

DISTANCES, TIME, FARES, SUPPLIES—APPROXIMATE. TRANS-CONTINENTAL DINING-CAR MEALS. ENTIRE TRIP \$16.00.

ROUTES.	Miles.	Days.	Fare.
New York to Seattle.....	3290	6	\$81 50
Fee for Pullman Sleeper, \$20.50.			
Seattle to Juneau (Steamer).....	899	5	{ \$32.00 Cabin. 17.00 Steerage.
Living in Juneau \$3.00 per day.			
Lynn Canal to Dyea (Steamer).....	75		
New York to Dyea.....		12	
Cost of complete outfit for overland journey, \$150.00.			
New York to Klondyke (In summer by Dyea Route).....		36 to 40	About \$667.00
With cost of provisions for one year, \$200.00 more.			
Juneau to Klondyke Mines.....	650		
FIRST ROUTE.			
Sau Francisco to Seattle and to St. Michaels.....			\$250.00
Seattle to St. Michaels (Steamer).....	2500	16	
St. Michaels to Dawson City, Klondyke River (River Boat).....	{ Nearly 1900	35 or 40	180.00 Varies.
150 lbs. of baggage, each passenger.			
ANOTHER ROUTE.			
Seattle to Juneau, up Lynn Canal and Chilkoot Inlet.....	889		
* Juneau to Dyea.....	96		
Dyea to Lake Linderman.....	27 or 28	2 to 6	
Across Lake Linderman.....	6		
Portage, Linderman to Lake Bennett, 26 miles long.....	1		
Across Lake Bennett to Cariboo Crossing	30		
Across Tagish Lake.....	19		
Six-Mile River to Mud (or Marsh) Lake..	6		
Across Mud (or Marsh) Lake.....	20		
Fifty-Mile River from Mud Lake to Lake Le Barge.....	50		
Across Lake Le Barge.....	31		
Thirty-Mile River to Hootalinqua River	30		
Down Hootalinqua and Lewis Rivers to Fort Selkirk.....	187		
Fort Selkirk down the Yukon to Dawson City.....	195		

Total Direct Distance from Dyea to Dawson City, 603.

* There is a local steamboat passage from Juneau to Dyea. From that point all goods must be carried on the backs of native carriers, horses, or burros, across Chilkoot Mountain Pass.

PRICE OF EXCURSION TICKETS TO ALASKA AND RETURN,
MAY TO SEPTEMBER, INCLUSIVE, 1897, BY THE
PACIFIC COAST STEAMSHIP COMPANY.

San Francisco <i>via</i> Victoria and Port Townsend, re- turning same way.....	\$130 00	
San Francisco <i>via</i> Victoria, returning <i>via</i> Tacoma, Portland and Columbia River.....	140 00	
San Francisco <i>via</i> Portland and Tacoma, returning <i>via</i> Victoria and Straits of Fuca.....	140 00	
Portland, Oregon, <i>via</i> Tacoma and Port Townsend (N. P. R. R. to Tacoma).....	109 00	
From Tacoma.....	100 00	
“ Seattle.....	98 00	
“ Victoria, B. C.....	95 00	
“ Port Townsend.....	95 00	
TICKETS (NOT RETURN) AS FOLLOWS.		
	Cabin.	Steerage.
San Francisco to Juneau or Sitka.....	\$ 70 00	\$ 40 00
“ “ “ Wrangel.....	50 00	25 00
Portland to Juneau or Sitka.....	60 00	35 00
“ “ “ Wrangel.....	40 00	20 00
Tacoma “ “.....	33 00	17 50
“ “ Juneau or Sitka.....	53 00	32 50
Seattle “ Wrangel.....	32 50	17 00
“ “ Juneau or Sitka.....	52 50	32 00
Victoria or Townsend to Juneau or Sitka.....	50 00	30 00
“ “ “ “ Wrangel.....	30 00	15 00

SITKA AND UNALASKA MAIL ROUTE.

ROUTE.	Freight per ton.	Cabin Pas.		Steerage Pas.	
		Single Trip.	Round Trip.	Single Trip.	Round Trip.
Sitka to or from Yakutat.....	\$ 6 50	\$14 00	\$25 00	\$ 9 50	\$17 00
“ “ “ Nutchik.....	9 50	27 50	49 50	18 50	33 50
“ “ “ Kodiak (St. Paul). ..	10 00	35 00	60 00	22 50	40 50
“ “ “ Karluk.....	12 00	39 50	71 00	25 50	46 00
“ “ “ Unga.....	17 50	53 50	96 50	35 00	63 00
“ “ “ Sand Point.....	19 50	54 50	98 00	35 50	64 00
“ “ “ Unalaska.....	20 00	70 00	120 00	45 00	80 00
Kodiak (St. Paul) to or from Unalaska.....	10 00	35 00	60 00	22 50	40 00
Yakutat to or from Nutchik.....	5 00	13 50	24 50	9 00	16 00
Nutchik “ “ Kodiak (St. Paul).....	5 00	13 00	23 50	8 50	15 50
Kodiak (St. Paul) to or from Karluk.....	2 00	4 50	8 00	3 00	5 00
Karluk to or from Unga.....	5 50	14 00	26 00	9 50	17 00
Unga “ “ Sand Point.....	5 00	1 00	2 00	50	1 00
Sand Point to or from Unalaska....	10 00	16 50	30 00	11 00	20 00

ONE YEAR'S SUPPLY FOR ONE MAN.

ARTICLES.	Upper Yukon Winter Price.	REMARKS.
	Per lb.	
Flour, 400 lbs.....	\$1 20	May get wet or sour.
Bacon, 150 lbs.....	40	
Beans, 100 lbs.....	75	
Sugar, 75 lbs.....	50	
Dried Fruits, 75 lbs.....	35	
Matches, 60 pks.....	.....
Candles, 40 lbs.....	.....
Rolled Oats, 36 lbs.....	50	May Sour.
Fresh Beef at Dawson will cost.....	50	
Caribou Hams will cost there, each about	40 00	
Dried Beef, 30 lbs.....	50	
Eggs will cost there.....per doz	2 00	
Rice, 25 to 50 lbs.....	30	
Moose Hams	30 00	
Dry Salt Pork, 25 lbs.....	.....
Evaporated Potatoes, 25 lbs.....	40	
Fish.....	20 to 30	
Coffee, 25 lbs.....	\$1 00	
Raw Potatoes.....	65	
Corn Meal, 20 lbs.....	1 00	
Salt, 20 lbs.....	.....
Compressed Soup Vegetables, 10 lbs.....	.....	Get most reliable brand.
Mutton Soup.....per can	75	
Baking Powder, 10 lbs.....	.....
Tea, 10 lbs.....	1 00	
Yeast Cakes, 6 pks.....	.....
Evaporated Onions, 5 lbs.....	.....
Soap (Laundry), 10 lbs.....	.....
Soap (Toilet), 10 cakes.....	.....
Soda, 3 lbs.....	.....
Condensed Soup, 3 doz.....	.....
Pepper, 1 lb.....	.....
Mustard, 2 lbs.....	.....
Condensed Milk, 2 doz.....per can	1 00	Get good brand.
Extract of Beef, 2 doz.....per jar	2 00	Get a reliable article.
Ducks..... each	20 00	
Tin Plates, ½ doz.....	.....
Spoons (3 Tea, 3 Table).....	.....
Jamaica Ginger (4 oz.), 2 bottles.....	.....
Granite Buckets, 2.....	.....
Gold Pan, 1.....	.....
Stove, 1.....	.....
Knives and Forks, 2 each.....	.....
Cups and Saucers, 2 each.....	.....
Quaker Bread Pan, 1.....	.....
Whetstone, 1.....	.....
Coffee Pot, 1.....	.....
Small Tea Pot, 1.....	.....
Pick, 1.....	15 00	
Handles (3)..... each	1 00	
Sled, Dog and Outfit	150 00	Vary with size.



DAVIDSON'S GLACIER.

ONE YEAR'S SUPPLY FOR ONE MAN—Continued.

ARTICLES.	Upper Yukon Winter Price.	REMARKS.
	Per lb.	
Tack Hammer and Lifter, or a patent Combined Hammer, Wrench, Lifter, etc. ....	.....
Hatchet, 1.....	.....
Saw, Whip, 1.....	.....
Saw, Hand, 1.....	.....
Shovel, 1.....	15 00	
Tacks, box of several sizes, 1 each.....	.....
Nails, assorted sizes, 20 lbs.....	.....
Screws, " ".....	.....

Pins, Needles, Buttons, Pocket Knives.

Ink, Pocket Pen, Lead Pencils, Envelopes and Paper.

Bolts, Locks and Keys, Staples, Yale or Padlocks.

Lumber on the spot will cost from \$150 to \$750 per thousand feet according to quality.

Miners obtain \$15 per day; other workmen less, according to the kind of work employed at. Next season cooks, house-working people, and mechanics will get less than they do now, but the wages will not be low while the access to the region is so difficult as at present.

Under-Garments—Pants, about \$10; Coats, \$10 to \$50. Fine Clothing varies with what is needed and the size.

Flannels, Fur garments or wraps are absolutely required for general winter wear.

Rubber Boots are necessary to the miner, and will cost \$25 per pair.

Leather Boots are \$10 per pair.

CHAPTER XLI.

POINTS OF INTEREST FROM PUGET SOUND TO CHILKOOT PASS AND SITKA.

PASSING up through Puget Sound to the Gulf of Georgia and past the Straits of Juan de Fuca on the left, we enter Discovery Passage with the large Island of Vancouver to the west and Valdés Island to the east. Now, if travelers will consult the maps in rotation and this list, which has been specially prepared for their benefit, the text and route will explain quite thoroughly the entire inland passage route which passenger steamers usually take.

See Map No. 4.

On the east side will be noticed :
Willow Point, a small insignificant, low, rocky point covered with willows, and

Yakulta, an Indian village ; farther on is

Cape Mudge, a peculiar headland about 250 feet high, flat and wooded on its summit, forming a rather abrupt yellow clay cliff, covered more or less with vegetation ; then comes

Kwathiaski Cove, which is two-thirds of a mile long and less than half a mile wide, it is bordered by a sandy beach and only fit for steamers or small crafts to navigate. In the centre of this cove lies a small but rather high island called the Grouse Island. We next come to

On the west will be observed :
Vancouver Island, along which will be found

Campbell River, a large stream navigable for some distance by boats or canoes ; farther on is

Duncan Bay, which is easy of access. Then comes

See Map No. 5.

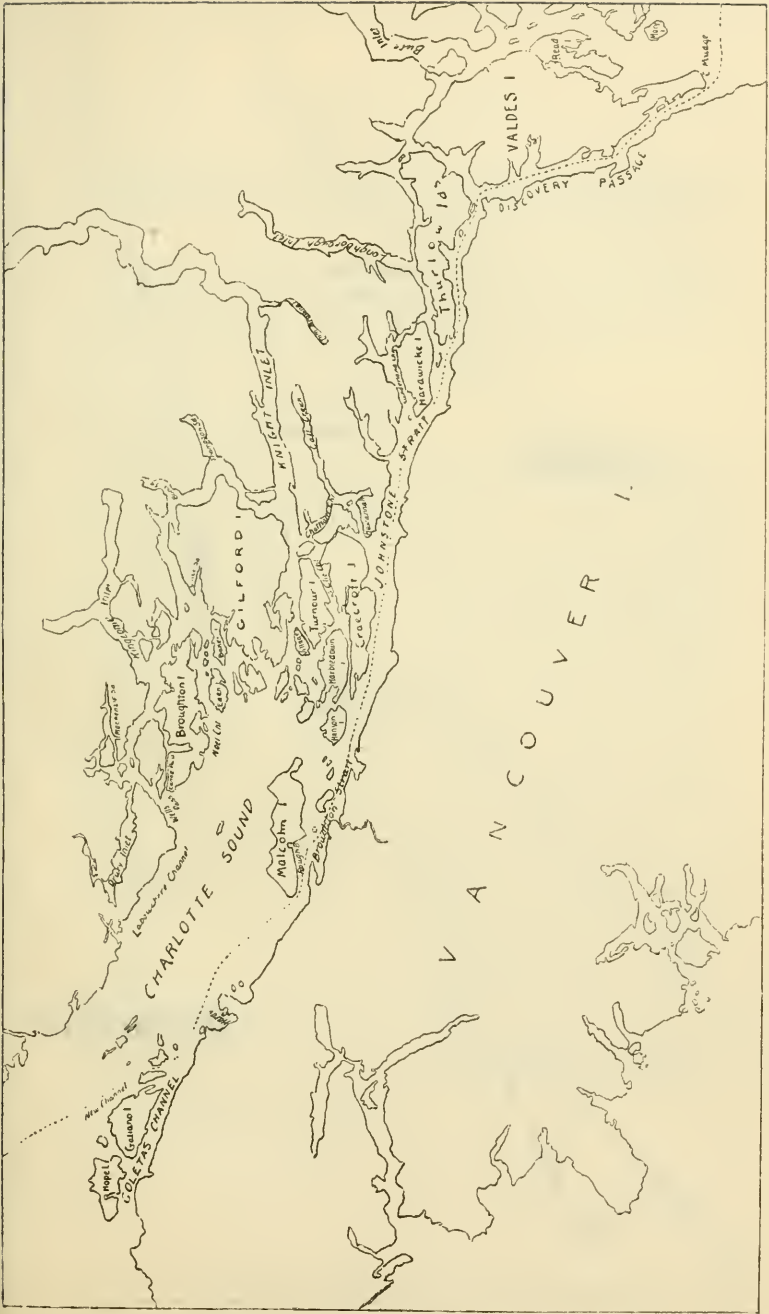
Steep Island, which is very narrow and less than half a mile long. It is about 100 feet high and has a bluff shore on the western side. This island is separated from the Valdés Island by the Gowland Harbor whose shores are very irregular. Here we have the Gowland Island, which is about one

See Map No. 5.

Orange Point, a bare and round indentation in the shore and of a reddish color ; next comes

Race Point, a high bluff promontory, flat and bare of trees. Some distance up we have the

Menzie Bay, which is a mile and a half long and three-quarters of a



Map No. 4—Entrance to the Inland Passage to Alaska from Puget Sound and Gulf of Georgia, through Discovery Passage, Johnstone Strait, Broughton Strait, Queen Charlotte Sound, Christie Passage and New Channel. From Cape Mudge to Port Alexander.

mile long and a third of a mile wide ; its northwestern end is known as Vigilant Point, a short distance from which we have

Entrance Bank, which is composed of sand, partly dry at low water. Then comes the

Yellow Islet, which lies a short distance from Mand Island, which is 300 feet high and less than half a mile wide, it is near Nanoose Harbor. Then you see

Plumper Bay, which is nearly a mile long and half a mile wide. Many a vessel surges heavily on her chains, caused by the strong eddies and tides in this bay.

Separation Head, an oval high peninsula extending from the Valdés Island here separates Plumper Bay from Deep Water Bay, the latter of which is very deep and about a mile long and over half a mile wide.

Between these bays lies a low point called Granite Point. It is wooded on top and bare at the ends. A short distance from here lies a submerged rock.

There are two more deep inlets into Valdés Island, and then we reach Nodales Channel which divides this island from the Thurlow Islands. Valdés Island was named for Don Cayetano Valdés, who visited the Gulf of Georgia in 1792, in the Spanish galiot *Mexicana*. These islands may be known by being opposite Chatham Point which is on Vancouver Island and marks the entrance to Johnstone Strait. The Thurlow Islands were formerly supposed to consist of but one island. We then proceed to

Knox Bay, which is two-thirds of a mile long and wide. Then comes

Eden Point, the extreme northwestern end of Thurlow Island ; it is bold and cliffy.

Then Chancellor Channel comes in and divides these islands from Hardwicke Island south of which lie the Helmcken Island. It is nearly 200 feet high and has many small islets lying near by one of which is Speaker Rock.

Between these islets are Current and Race Passages ; both are deep, but the latter is generally used as it is free of danger. Then we pass

mile wide. The entrance to the bay is obstructed by a large triangular sand bank, which is partly dry at low water. Extending between this bay and Seymour Narrows we have

Wilfred Point. The Seymour Narrows are two miles long, the shores on both sides being high and rugged. It is very narrow, and the tide rushes through rapidly. Then we have

Otter Point, which has a gravel beach bordered by a fringe of kelp. Next comes

Elk Bay, then

See Map No. 4.

Otter Cove, a small but snug anchorage, south of Chatham Point. This point is low and fringed with rocks. It is 24 miles from Cape Mudge. Near the entrance of this cove is the Limestone or Lewis Island, a small islet 100 feet high and near it is another islet called Snag Rock. Just north of Chatham Point is Beaver Rock. Then we enter

Johnstone Strait, which separates Vancouver Island from the Thurlow and other islands. Ella Point extends from the eastern shore of Thurlow Island.

Three miles from Chatham Point lie the Pender Islands which are 150 feet high and are rugged and barren. Near these is

Mt. Eldon, a square-topped hill, peculiarly wooded, quite abrupt and isolated. Farther on, on the Vancouver shore, we have

Ripple Point, off of which are heavy tide rips in windy weather. Nine and three-quarter miles from here is Camp Point, which has a rocky beach sloping gradually to the sea. A short distance from here is Ripple Shoal, surrounded by water and covered with kelp. Then we reach

Salmon Bay, which has no anchorage, the bank at its head being bold to. A river of the same name flows into it.

Here stretches an extensive valley in the centre of which a remarkable bare peak towers 800 feet. It is called Valley Cone. Some distance up is the

Earl Ledge which is on the western shore of Hardwicke Island; it is only uncovered at low water. Near by is Yorke Island, a high and round island about a mile and a half wide. Another islet is the Fanny Reef, between which and the north shore of the strait is Sunderland Channel; this channel is subject to heavy tide rips and separates Hardwicke Island from the mainland. A little farther on we have

Blinkinsop Bay, which is over a mile deep and half a mile wide. It is easy of access as it is sheltered and its shores are high. Its southeastern headland is Tuna Point, and about a half mile from this bay is Jessie Island. Then comes

Port Neville, which is an inlet named by Vancouver in 1792. It is dangerous to enter owing to Channel Rock which lies near the entrance. Another small island near the entrance of Port Neville is the Milly Island, about four miles from which is the Slimpson Reef, which is a kelp-covered ledge of rocks about a quarter of a mile from the shore. Then come the

Broken Islands, they are all low, rugged and small. North of these we have the

Havannah Channel which is about four miles long and connects Port Harvey with Call Creek Inlet. The southern headland of this channel is called Domville Point, near which is the entrance to Port Harvey. It is two miles long and joins Knight Inlet at high water. There are many islets in this port called the Mist Islands. Farther on lies the

Escape Reef, which is covered with kelp in summer and is surrounded by deep water. Then comes

Forward Bay, which is a mile and a quarter broad and three-quarters of a mile deep. It is a good stopping place. In the southwestern part of this bay lies the Bush Islet, and in the eastern side Green Islet. Then comes the

Cracroft Island, which is separated from the Harbledown Island and the Hanson Island by the Blackney Passage and Baronet Passage. Farther on is

Boat Harbor, a small cove six miles from Forward Bay, about three miles from this harbor are the Sophia Islands. Between the Hanson, Pearse

Adams River, a small stream on the eastern side of Vancouver Island. Farther on is

Robson Bight, a slight indentation of the Vancouver shore. Then we have a small islet known as

Blinkhorn Island, on which the timber is prostrated, due to a squall. Beyond this is

Bauza Cove. There the Broughton Strait connects the Johnstone Strait and Queen Charlotte Sound. It is 15 miles long, separating Vancouver Island from Malcolm Island. At the entrance of this strait is Beaver Cove, whose northwestern headland is called Lewis Point. Three miles from the cove, Mt. Holdsworth, a conical peak rises to the height of 3000 feet. Then comes the

Nimpkish River, flowing in a northerly direction and emptying into a shallow bay. On its northern bank near the entrance is the old village of Cheslakee, now in ruins. About six miles up this river is Lake Karmutsen.

Nearly a mile from this river is Green Islet. Then comes

Port McNeill, and its northern headland is called Ledge Point and slopes gradually to the water. South of this point lies the Eel Reef.

Three miles from Pulteney Point lies Su-quash Anchorage, which is sheltered from the westerly winds by Single Tree Point. Here a coal mine was at one time worked. Farther on is

False Head and Beaver Harbor, the latter of which is formed by a number of islets lying between Thomas Point, the southeastern headland of the harbor, and Dillon Point, which is the northwestern headland. The latter point is much broken, wooded and rocky.

On the southern shore of this harbor the Hudson Bay Company established a post called Fort Rupert, near which a garden has been made in which fruit and vegetables grow plentifully. Here also is a large Indian village.

Not far from Thomas Point is Deer Island, near which are the Round and Cattle Islands, one of the latter is called Shell Islet. It is the astronomical station.

and Cormorant Islands are the Winton and Race Passages, which are considered dangerous as the tide rushes through rapidly. The northwestern point of Cormorant Island is called Leonard Point. Then comes

Alert Bay, which is abreast of Green Islet, the southwestern headland of this bay is called Yellow Bluff which has a yellow cliff at its extreme point.

This bay affords good anchorage and vessels can stop at any time. Here there is plenty of wood and water to be found. There is also a large salmon cannery, a mission and an Indian village. A little farther on is

Haddington Island, separated from Malcolm Island by False Passage.

Malcolm Island is 13 and a half miles long and over two miles wide; it has a low, sandy beach. On its eastern side is a high cliff, called Donegal Head, and seven miles from here is Dickenson Point, and directly west from this point is Rough Bay.

Its southwestern point is called Pulteney Point. Then comes

Queen Charlotte Sound, which was named by Wedgborough in August, 1786. It connects the inner channels of Vancouver Island with the Pacific Ocean. Here the

Goletas Channel leads to Cape Commerell, a distance of 22 miles. But we proceed northward among the islands through which there are several passages easily navigated. This Channel is separated from New Channel by a number of high islands called The Gordon Group. The eastern one of which is Doyle Island, and on it is Miles Cone, a wonderful peak 380 feet high. Just south of the Gordon Group is Duncan Island, which is 300 feet high. About a mile west of Duncan Island are the Noble Islets. We then pass through

Christie Passage which separates the Hurst Island, one of the Gordon Group, from Balaklava Island and connects New and Goletas Channels

Then continuing through New Channel for about 12 and a half miles we have a clear passage to Queen Charlotte Sound, leaving the Walker Group far to the east, passing the Crane Islets and Redfern Island, taking great care to avoid Grey Rock which is but slightly covered.

Then we should keep well east of

In the northern part of the harbor is Peel Island, which is 200 feet high and wooded; near it are the Charlie Islets, two small bare rocks.

West of the Peel Island is the Dædalus Passage, and a short distance from Dillon Point lie a group of high wooded islets called the Masterman Islands, and just south of these is Hardy Bay, the eastern point of which is called Duval Point; it is on an island. Then comes

Balaklava Island, which is rugged and irregular. This Island is separated from Galiano Island by the Browning Passage whose tide is very weak. At the southern entrance is Boxer Point, which is also the southern extreme of Port Alexander, an indentation of Galiano Island, and is easy of access at any time.

The Galiano, which is the largest island north of Goletas Channel is eight miles long and over three miles broad. Mt. Lemon, a strange conical peak, 1200 feet high, is on this island, as also is the Maginn Saddle, which is two peaks between 700 and 800 feet high and a third of a mile apart. Then comes

Shadwell Passage, which separates Galiano Island from Hope Island and connects Goletas Channel and Queen Charlotte Sound. Bates Passage, which is the northeastern portion of the Shadwell Passage, is separated from the main portion by the Vansittart Islands. At the southern entrance of Shadwell Passage and close to the western side of Galiano Island is Willes Island, which is 200 feet high; near it is a low, small islet called Slave Islet.

Heath Point is the western headland of this passage, and two miles farther on is Turn Point, and about the same distance from this point is Cape James, a rocky bluff 90 feet high; in the opposite direction from this point are Center Island and Swanee Rock. On this rock the U. S. S. *Suwanee* was lost in July, 1860.

In the northern part of the passage several islets are located, two of which are the Nicolas Islands and

One Tree Islet, which is small but very high; it has a single tree on its summit which has grown to a great height. Then entering South Passage we pass the

Shadwell Passage and Roller Bay until near Pine Island, then we pass Blind Reef and Storm Island.

See Map No. 6.

Next we come to South Passage which connects Queen Charlotte and Fitzhugh Sounds. Then going from Cape Canton to Cape Calvert we pass Neck Point and Blunder Bay, the northern part of which is Indian Cove, a place where the Indians usually stop when canoeing between the sounds, we then pass a number of small islands and Smith Sound, one of the former of which is Egg Island, the principal landmark between Goletas Channel and Fitzhugh Sound. The others are Table Island, Cluster Reefs, White Rocks and Canoe Rocks. Then on past Cranstown Point we enter

Fitzhugh Sound, which is deep water for about 40 miles. It separates Calvert and other islands from the main land. Continuing up a little distance is

Karslake Point, the southern end of an island at the entrance of Schooner Retreat, which is on the western side of Penrose Island and is considered a safe harbor. The Indian name for it is Kapilisk. We then pass

Sea Bluff, the Grey Iron Islets, Ironside Island and Frigate Bay—in which there are several small islets, one of which is Center Islet. Between these islets a passage is formed towards the southeast, and here the bay joins the Rivers Inlet. On the southeastern side of Penrose Island is Quoin Hill, which is nearly 900 feet above the sea. We then go on past

Penrose Island, which is in Rivers Inlet—the waters passing on both sides of it. We then continue leaving Point Addenbrook, Point Hanbury and Addenbrook Island (the latter of which was named by Vancouver in 1792) on the east, passing Kiwash Island, which is directly opposite Namu Harbor in which are the Cliff and Plover Islands. Harlequin Basin and Rock Creek are both parts of this harbor, the latter of which has two islets at its entrance, called Sunday and Clam Islets, the entrance between which is Whirlwind Bay. Near Green Islet and Observation Point in the mouth of Rock Creek is Loo Rock, which is a sunken rock

See Map No. 6.

Sea Otter Group which are, Danger Shoal, Hanna Rocks, Virgin Rocks, Channel Reef, New Patch, Pearl Rocks, Watch Rock, and Devil Rock, the latter of which is a dangerous rock, the sea seldom breaking on it. The Hanna and Pearl Rocks were discovered by Captain James Hanna who explored this coast in 1786. The former rock was named after him. Just above here is the

Mosman Island, one of the group of Sorrow Islands, which is separated from Calvert Island by Grief Bay, then we approach

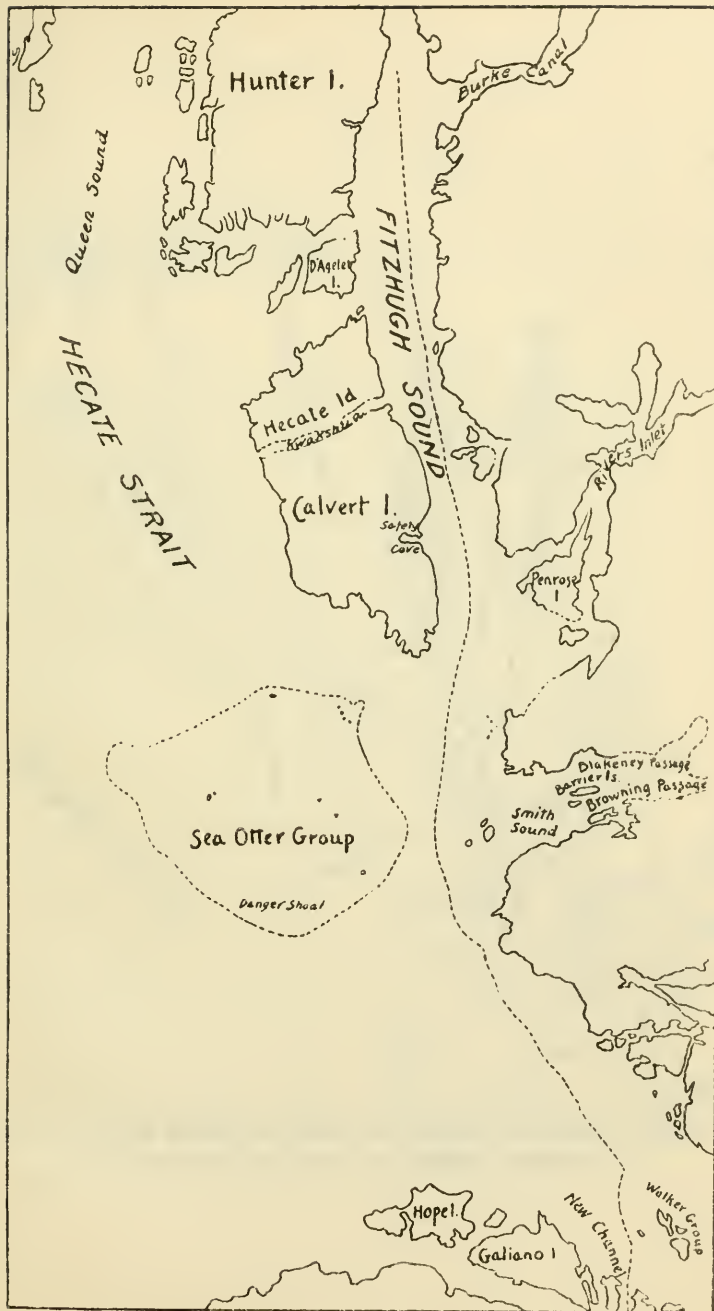
Cape Calvert, which is the southernmost part of Calvert Island. It is covered with spruce, pine and hemlock trees. This island lies between Hecate Strait and Fitzhugh Sound, and in the center of it on the eastern side is Safety Cove, which is preferred to Schooners Retreat, as it is so handy. Just a short distance from this cove there is a conical peak. Mt. Buxton is also on Calvert Island. About seven and a half miles from Safety Cove is

Kwakshua, which separates Hecate and Calvert Island; it is supposed to be part of Hecate Strait. Farther on we have

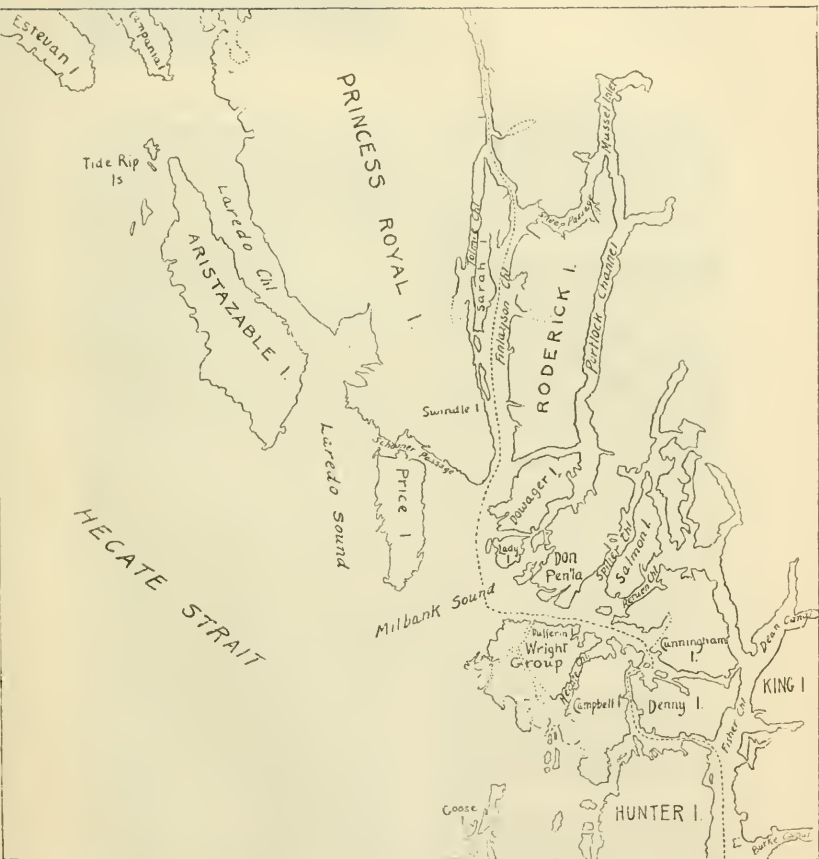
Goldstream Harbor, which has a narrow winding passage, its shores are rugged and covered with kelp. There are many islets and rocks in this harbor, one of which is Evening Rock. Then comes

Hakai Strait, which connects Hecate Strait and Fitzhugh Sound; it does not appear navigable owing to the numerous rocks and islets, but it is possible, as Vancouver passed through on his way to the sea in 1792. Some of the islets in this strait are called the Starfish Islets, and between these is Welcome Harbor.

North of Hakai Strait is the D'Agelet Island, named after Lepaute D'Agelet, the astronomer who went with La Perouse to explore this coast in 1786. It is separated from Hunter Island by the Nalau Strait. The latter island extends for about 12 miles, and in that distance there are only known to be two openings, the latter of which is Kiltik Creek.



Map No. 6—Port Alexander to Point Walker, through South



Map No. 7—Point Walker to Swanson Bay, through Lama Passage, Seaforth Channel, Milbank Sound and Finlayson Channel.

covered with water and surrounded by deep water. About two miles from Kiwash Island are Point Edmund and a number of islets, then we pass Burke Canal, an arm of Fitzhugh Sound and reach

See Map No. 7.

Point Walker, which is on a small island above which there are many rocks known as the Fog Rocks, one of which is very high and has a cluster of trees on it. We then proceed northward to Start Point, and here the passage turns and we have Canoe Bight and Camp Island. Another point from Denny Island is

Grave Point, where there are a number of Indian graves, and about one mile from here are the Bella Bella Islands, which were the summer residence of the Indians by that name. Farther on we have the

Klikso-at-li Harbor, an excellent shelter for all vessels. We then pass

Harbor, Cypress and the Meadow Islands, and between these islands is Wheelock Pass, and above them is Gunboat Passage which connects Seaforth Channel with Fisher Channel. It is narrow, crooked and much obstructed. We then proceed through Seaforth Channel which separates Campbell and the Wright group of Islands from Denny, Cunningham, Sunday and Salmon Islands and a part of the mainland, not entirely surrounded by water, called Don Peninsula. It is about a mile wide and extending from it toward the north are Deer Passage, Return and Spiller Channels. These channels have never been explored, but the Hecate Channel which extends from it towards the south, separating Campbell Island from Hergest Island, one of the Wright group is navigable. The Hergest Island was named for Lient. Hergest, commander of Vancouver's supply ship *Dædulus*, who was murdered in the Sandwich Islands in 1792. Angle Point is the western extremity of Sunday Island. Nearly a mile from this point are the Jumble and Dearth Islands, and near these are the Hyndman Reefs, which are a number of sunken rocks. We then proceed to

Point Rankin, which separates Seaforth Channel from the entrance to Mathieson Channel, the latter of

See Map No. 7.

Then about a mile and a half above this is The Trap, and although it appears navigable, it is dangerous to enter. Just below here about half way between the Fog Rocks and the entrance to Lama Passage the tides from the north and south meet. Then we have

Pointer Islet, showing the entrance to Lama Passage; here the Fitzhugh Channel changes its name to the Fisher Channel which, farther on, divides into several arms.

The Lama Passage separates Hunter Island from the Denny Island and connects Fitzhugh Sound and Seaforth Channel. Then it turns and extends northward and right at the bend Plumper Channel, which separates Hunter Island from Campbell Island, enters this passage. Having passed Cooper Inlet, Harbor-master and Westminster, Charles and Jane Creek on the south, we then have

Ship Point, the southeastern end of Campbell Island, next passing Bella Bella Village, the winter residence of the Indians for some distance around. The Indian name is Wan-ko-has. Here there are twenty houses, a mission residence and church. It was the former settlement of the Bella Bella Indians, which tribe now only numbers about fifty. Farther on is

McLaughlin Bay, where the Hudson Bay Company at one time had a post. A short distance from this bay on Campbell Island is Mt. Hand, which is 4164 feet high. Then we enter

Main Passage, which connects Lama Passage and Sea Forth Channel. Farther on is

Ormindale Harbor, which forms a triangle and is sheltered by the Neva and Thorburne Islands. The safest passage is around the southwestern side of Grassy Island, which is the landmark in the middle of the Seaforth Channel. Directly west of this harbor is Kynumpt Harbor, which extends for half a mile into Camp

which separates Lady and Dowager Islands from the part of the mainland called Don Peninsula. This channel extends for about 13 miles.

Three miles up this channel from Point Rankin, which is on Mary Island, is the entrance to Port Blakeney, which separates that island from Don Peninsula. Having passed Ivory Island, White Rocks and Bolder Head we come to

Moss Passage, which connects Alexandra Passage and Mathieson Channel. It is about four miles long. From the southeastern part of it Morris Bay extends into Lady Island. About two miles from Point Rankin is Point Cross which is the northeastern extremity of Lady Island and extends into Mathieson Channel. We then continue past

Low Point to Finlayson Channel, which extends between Dowager and Roderick Islands on the east and the Princess Royal Islands on the west. The shores are densely wooded, and in some ravines along the way snow is said to be seen in August. As we pass along we see the Stripe or Quartz Mountain, named by the U. S. Survey in 1869. It is on Dowager Island, and northward from this peak is Oscar Passage which connects Mathieson Channel and Finlayson Channel and separates Dowager Island from Roderick Island. Above Low Point is Open Bay in which there are many rocks and islets.

Roderick Island is said to consist of several islands separated from the mainland by Portlock Channel. This channel was named for Captain Nathaniel Portlock, who visited the Pacific Coast on a trading voyage in 1787, and published maps and an account of his voyage. The southern extremity of Roderick is called Parker Point, near which are two islets called the Sisters. Nowish Cove, which is sheltered by the Indian Island extends into Susan Island, one of the Roderick Group. The western point is called Fell Point. We then pass unexplored entrances to bays, inlets, etc., until we come to Mary Cove. Then we pass on to

Watson Bay and Wallace Bight. Extending into the northwestern corner of Roderick Island are Goat Cove and Kid Bay, the northern point of this cove is called Fawn

bell Island and gets quite narrow at its head. On the west is Whitestone Rock, a large bare rock, and where the land rises to about 200 feet is called Shelf Point. On the opposite side is Defeat Point, at whose southern extremity a small rocky islet is connected by a reef, and a short distance from it is Berry Point, an astronomical station.

George Point is the northeastern extremity of Hergest Island, two miles from here is the entrance to Dundivan Inlet, in which there are a number of islets. It separates into several arms. We then pass Idol and Sound Point.

Milbank Sound which was named by Duncan in 1788, separates the Wright Group from the mainland; it is over eight miles wide. On the east extending from the Wright Group is Cape Swaine of Vancouver. From the north Day Point extends from the Price Islands. Next we have

Schooner Passage separating Price from Swindle Island; on the latter is Point Jorkins extending into the entrance of Finlayson Channel. About seven miles from the point is Cone Island, which derives its name from Bell Peak, a conical peak about 1280 feet high which is on this island. Cone Island is separated from Swindle Island by the Klemtoo Passage, which extends for about three and a half miles parallel with Cone Island, the southern extremity of which is Bare Point; and a short distance from this is Islet Point. Between this latter point and Base Point, which extends from Swindle Island, are a number of islets, one of which is Fish Island, and above this, Needle Rock and Stockade Islet form a chain to Star Island which is separated from a number of rocks by Observation Islet. Farther on is

Clothes Bay. And about a mile from Base Point is Berry Point, which is at the entrance of Trout Bay, and still farther on is Legge Point and Wedge Point, both extending from Cone Island. A half mile from the latter is Jane island. It is separated from Cone Island by South Passage, and from Sarah Island by the North Passage. The latter island is separated from the Princess Royal Island by Tolmie Channel, which runs parallel with the former island and re-

Point. Here Sheep Passage separates the island from the mainland and joins Portlock Channel at the entrance of Mussel Inlet.

One mile from Fawn Point is Carter Bay, which was named by Vancouver for one of his crew who died from eating poisonous mussels and was buried there, June 15th, 1793. On the northwestern shore of this bay was situated the astronomical station of the English observers.

We then proceed for about 20 miles, this passage being called by English authority Graham Reach. Then Hiebish Narrows connects the Reach with Finlayson Channel, and are about five and a half miles long. A little farther on is Green Inlet, and then we come to a small cove called

Swanson Bay. Six miles from here is South Inlet or Khutze and separated from it by a peninsula is North or Aaltanhash Inlet; both are unexplored but appear extensive and as though good anchorage could be had. Right in the middle

See Map No. 8.

of the passage, which is here very much broader, is Warke Island. From here the passage for about ten miles is called Fraser Reach, at the end of which is Fisherman Cove or Ribachi Creek. Here the Reach divides into several arms, one called the Ursula Channel extends for about eight miles to the north and then takes an irregular course. The other one, which is McKay Reach, extends seven miles westward to Wright Sound and here Point Cumming extending from Gribbell Island is seen. We then pass through Wright Sound, an irregular sheet of water that separates into several arms, the Verney Passage and Douglas Channel extending toward the north, the others southward. Then we pass

Promise Island, whose extreme southern point is called Cape Farewell. This island is separated from the mainland by Coghlan Anchorage, and extending into this passage from Promise Island is Thom Point, and on the opposite side extending from the mainland is Camp Point, and a short distance from Thom Point is Observation Point. Next comes

Harbor Rock, on both sides of which

unites with the former channel. We then pass

See Map No. 8.

Carroll Island and the Cascade River to Red Cliff Point, which extends from Princess Royal Island. A short distance above this point there is a lake, on the shores of which there is a salmon fishery and an Indian summer village, into which a bay extends called Klekane. Quite a distance up is

Point Kingcome, at which point Fraser Reach becomes much broader, owing to a lake and an unexplored bay running into it.

On the opposite side of Princess Royal Island from Point Kingcome is Nelly Point, and a short distance from the latter, extending about half a mile into Princess Royal Island is Holmes Bay. It is part of Whale Channel, which is one of the arms of Wright Sound; two other arms also extend southward and they are Lewis and Cridge Passages. The latter of which separates Fin Island from Farant Island and the former with Wright Sound, Whale and Squally Channels and Lewis Passage surround Gil Island, which was named by Caamano in 1792. It is 15 miles long and six miles wide, and on the northern end of it is Mt. Gil,

there is a clear passage. Just beyond the anchorage the passage makes a short turn and is called Stewart Narrows. Then we approach

Lowe Inlet on whose eastern shore is Bare Hill, which is 400 feet high. This inlet extends between two points, Hepburn Point and James Point, both extending from the mainland. Near the entrance of this inlet is Whiting Bank, on which anchorage may be had.

David Point extending from the mainland into this inlet is just below Nettle Basin where the inlet forms a round harbor, and here waterfalls from the lakes enter it. Don Point also enters it from the east. Eight miles from Tom Islet, which is just south of James Point, is Evening Point, and here the tides meet, and there are a number of rocks and islets in the channel, which is very deep between these two last-named points. Nabannah Bay extends into the mainland from Evening Point, but a chain of islets and rocks prevent an entrance. South from this bay is a magnificent waterfall on Pitt Island.

Nearly half a mile from Evening Point is Morning Point, in front of which there is a large area of foul ground covered with kelp; the Morning Reefs, several large rocks, also lie about here. Bare Islet, which is really a part of Leading Island, in Klewnuggit Inlet, is the landmark in keeping away from this foul ground. Another landmark a half mile from Morning Point is Camp Point, which extends into Klewnuggit Inlet. This inlet divides into several arms, some of which have never been explored. Exposed arm which extends southeast is obstructed by rocks and islets.

The channel then extends for 21 miles to Gibsons Islands, between which we only pass three inlets at regular intervals. The first of these is East Inlet, which appears to afford anchorage. There is a small islet in the entrance towards the west. The other two are Large Inlet and West Inlet.

which is 3000 feet high. Its extreme northern point is Turtle Point. Northward from this point is Volk Point, which extends from the eastern side of Farrant Island and from here on for a distance of 45 miles, without turning, is Grenville Channel, which separates Pitt Island from the mainland.

Farrant Island is unusually low and is separated from Pitt Island by the Union Passage.

The extremely high mountains close to the shore on both sides of Grenville Channel, give it the appearance of being very narrow. We then proceed, passing numerous cascades and streams, which are fed by lakes on the mountains and the snow which lasts nearly all the year and can be seen as we continue our journey. Some distance up, appearing to divide Pitt Island in two, is

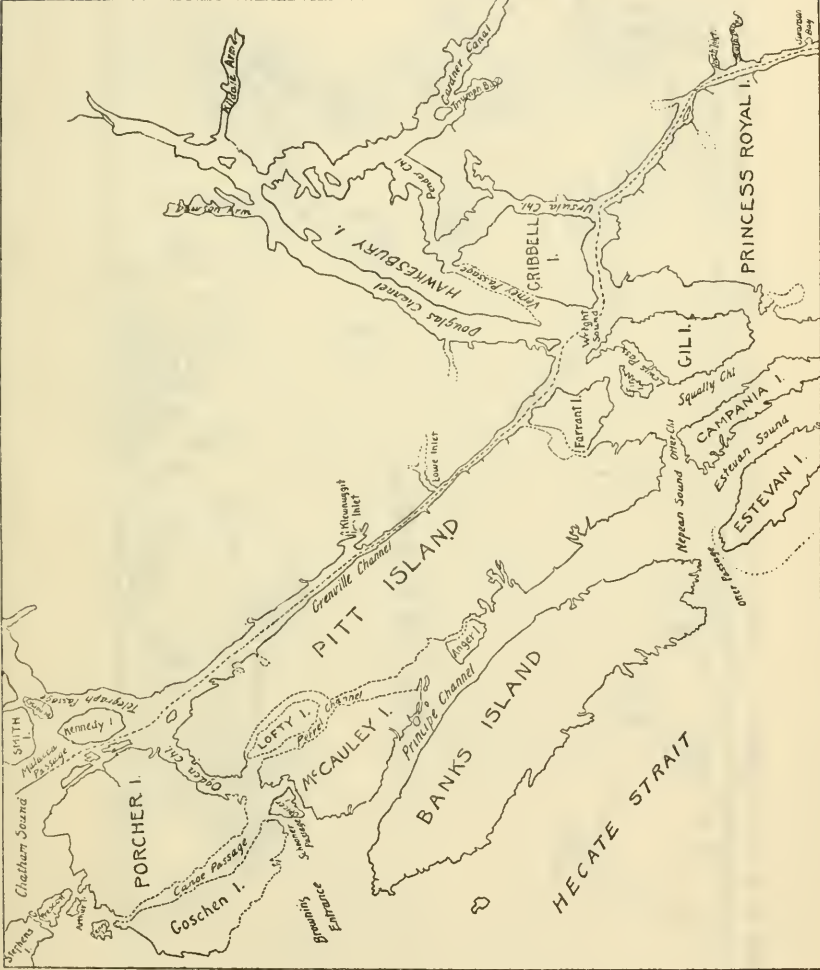
Baker Inlet, which is quite extensive and may join Petrel Channel. We next come to

Stuart or Stewart Anchorage, southeast of which is a small, rocky extent, called Bonwick Point, near which is Stag Rock. Just behind this point is Shrimp Cove.

Five miles west of Stuart Anchorage is Hill Point, which is wooded and separates the entrance of Grenville and Ogden Channels. At this point Grenville Channel widens, in the middle of which are the Gibson Islands, a group of low, wooded islands which we pass south of, avoiding Watson Rock, and then we have a clear passage to Arthur Passage.

Ogden Channel, which separates Porcher and Pitt Island, extends southward to Hecate Strait; the opening where it joins is Browning Entrance, but in 1791, Ingraham called it Syax Harbor. On the eastern side of Porcher Island is a small, low, wooded point called Peninsula Point, it is composed of metamorphic rocks, sandstones and shales. Just above this point is the Oona River. Continuing, we enter

Arthur Passage, which separates Kennedy Island from a number of small islands, and, between these and Porcher Island is Kelp and Chismore Passages. The latter of which is only accessible through Bloxam Passage, which leads into it from Arthur Passage at its northwestern entrance.



Map No. 8—Swanson Bay to Chatham Sound, through Fraser Reach, McKay Reach, Wright Sound, Grenville Channel and Malacca Passage.



Map No. 9—Dixon Entrance, Through Chatham Sound, Oriflamme Passage and Revillagigedo Channel.

See Map No. 9.

We then continue to the east of the Gibson Islands passing Marrack, Bedford and Kennedy Islands. Here again the channel separates, and one of the arms, Telegraph Passage, extends northward and joins the entrance to Skeena Inlet.

At the beginning of this passage and between the Gibson, Marrack and Bedford Islands and the mainland is Port Fleming.

The passage then for some distance is hardly navigable, but an entrance could be had to Skeena Inlet by passing through North Skeena Passage, which is north of Smith and De Horsey Islands.

In the Arthur Passage northwest of Kennedy Island is the White Cliff Island, on which marble has been quarried. Here the Malacca Passage starts and extends west for about six miles. We continue our journey passing Genn Islets, Bay and Smith Islands and enter Chatham Sound which extends from Porcher Island for 35 miles, and is between seven and eight miles wide. It separates Chim-sy-an Peninsula from the Dundas Island. As we continue through this sound we pass the Kinahan and Digby Islands and other islets. Farther on we have

Tugwell Island, which is connected with Chim-sy-an Peninsula by a sandbar. The northern point of this island is Point Dawes and the northwestern, Point Chopman. Directly east of this island we make a stop at Metlakatla Bay where there is the well-known village and Episcopal mission of the same name.

The part of the bay near the mission is called Venn Creek, the latter connects with the Oldfield Basin, east of Digby Island.

Duncan Bay lies north of Tugwell Island and offers a better anchorage than Metlakatla Bay.

Having passed Devastation and Pike Island, the Shrub, Knight and Carr Islets we continue past the Hodgson Reefs to Tree Bluff on which there is some cultivated ground. Just beyond this is Big Bay which is difficult to enter. A point of Chim-sy-an Peninsula extending into Big Bay is called Point Trencham. Farther on is

Burnt Cliff, One Tree and Finlayson

See Map No. 9.

Just south of this is Chalmers Anchorage, which is off a bight at the end of Elliot Island, near which are the Bamfield Islets and Elizabeth Island. Then leaving Arthur Passage for Chatham Sound we pass through

Malacca Passage, which separates Smith Island from Elizabeth and Porcher Island. Extending from the northern point of the latter island is Point Hunt, off of which is Grace Islet. We then continue past the Lawyer Islet through

Chatham Sound, which here divides into several arms, one of which is the Eyde Passage. This passage extends between Porcher and Stephens Islands to Hecate Strait. Another is Brown Passage, which separates the latter island from the Dundas Group and lastly, is the broad opening of the sound where the waters join those of the Dixon Entrance.

In the southern part of the sound we pass the Rachel and Lucy Islands and the Alexandra Patch. Farther on are the

Dundas Island and a number of islets, one of which is the Moffat Island.

Deans Point extends from the south Dundas Island and Whitty Point from the north Dundas Island. Then we continue north of the Gnarled Islands, and if a voyage is made through Behm Canal, we here enter Revilagigedo Channel, passing the East Devil and Barren Rocks. Farther on is

Duke Island on whose eastern extremity is Duke Point, and northern extremity Grave Point; next we come to the

Cat and Mary Islands Point Winslow is the northern extremity of the latter island.

Islands, Sparrowhawk and Connis Rocks and Harbor Reefs. Sparrowhawk Rock was named for a British gunboat which struck upon it. Here we enter Main Passage to the east of which is Point Maskelyne the northern extremity of Chim-sy-an Peninsula and Point Wales the southeastern extremity of Wales Island. Between these two points is Portland Inlet. Above this inlet is

See Map No. 10.

Naas Bay into which empties a river of the same name. It is a great salmon stream. On the shore of this river are the Naas villages. Here the Hinds Bay Company's trading-post is situated. At these villages, called Kit-lak-a-laks, an enormous quantity of fish are taken in the spring. The Ulikon or candle-fish is the most important species, and the fishery is in operation in March and April. These fish contain more fatty matter in proportion to their size than any known fish, and they appear in incredible numbers. To the west of this bay is Point Ramsden, which separates the inlet into two parts, the eastern arm being Observatory Inlet and the one on the west being Portland Canal, which forms the southeastern boundary between the British and American possessions. The canal extends northward, having mountain ranges on both sides.

See Map No. 9.

The part west of Connis Rocks is called Oriflamme Passage, it is quite wide and deep. On through this passage we pass south of the Lord Islands, Tongass Pass and Fort Tongass. This fort is now in ruins, but it was the most southern fort of the United States in Alaska at the time of the purchase and for some time afterwards.

The steamer usually makes a landing at this point. It is at the entrance of Nakat Inlet.

Tongass Pass comes in from Main Passage between Wales Island and a number of smaller islands to the left. A vessel could go on through Revillagigedo Channel and Behm Canal, which forms almost a com-

See Map No. 11.

But, as we are not going that way, will not stop to give any details, farther than that we pass Hassler Island and go almost in a complete circle around Revillagigedo Island in Behm Canal, and then enter Clarence Strait.

Behm Canal which was named by Vancouver, is one of the largest and most strange fiords on the coast; from it extend quite a number of bays, one of which is Burroughs Bay, which is usually entered when going around the canal; there are also a number of islands within its waters.

See Map No. 9.

We cross the Dixon Entrance, and as it is best for our purpose, we continue up Clarence Strait, which is the most important strait, except Chatham Strait, in the Alexander Archipelago. It extends for about 107 miles from Dixon Entrance to Sumner Strait. Its waters are deep and free from obstructions, except in the northern part where there are quite a number of islands. It separates the Prince of Wales Archipelago from the mainland and the Gravina, Etolin and Zarembo Islands.

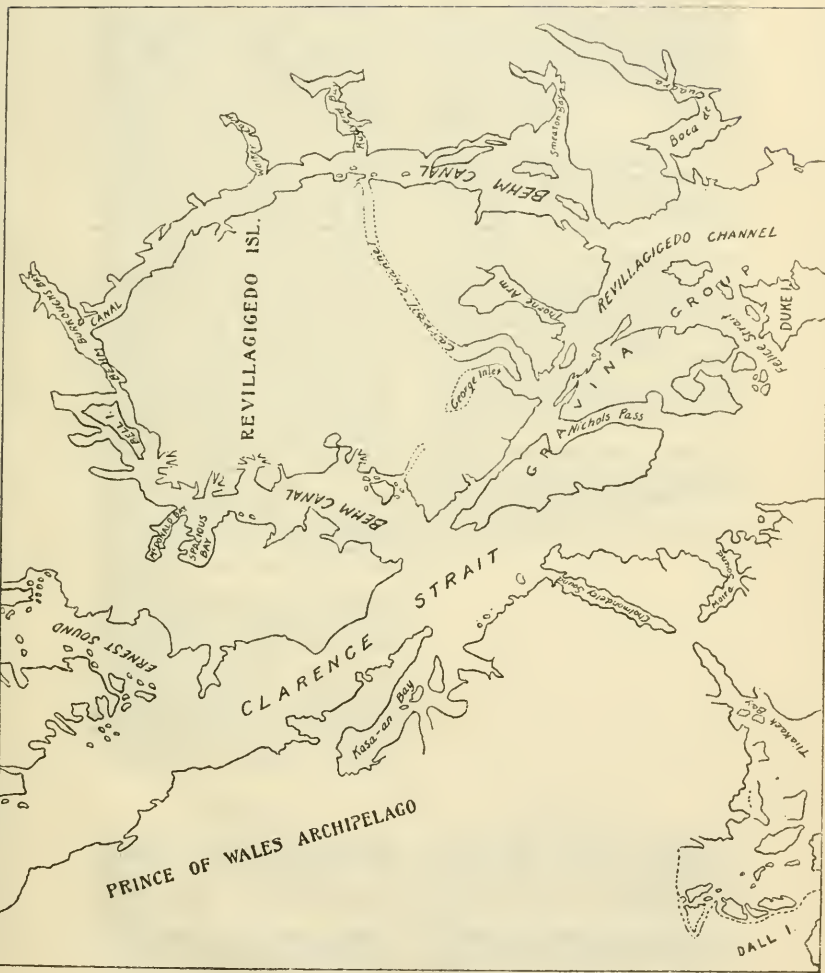
Passing north of West Devil and Brundige Rocks, above which Kendrick, Imgraham, and Chichagoff Bays extend into the eastern side of an island, of which there is a cluster right here. Between two of these islets is Moira Sound, an arm of Clarence Strait. Farther on is

See Map No. 11.

Wedge Island, a low island which is said to resemble a wedge; we then continue to



Map No. 10—Portland Canal and Observatory Inlet.



Map No. II—Behm Canal and Clarence Strait.

plete circle around Revillagigedo Island. Going this way we would pass Boat Harbor Point, Foggy Point and Bay, De Long Island, Kah-Shakes Cove and the Snail and White Reefs, besides a number of other islands, points and bays extending from this canal. But our journey continues through Clarence Strait, passing to the south of Barren and many sunken rocks, and to the west of Duke Island which is separated from the Annette Island, one of the Gravina Group, by the Felice Strait, which connects Revillagigedo Channel and Clarence Strait. Felice Strait is one of the numerous arms of the Clarence Strait. We then pass a number of islands from one of which extends Point Percy, and just above it extending from the Annette Island is Point Davison. The Annette Island is the one on which the Metlakatla Indians and civilized Episcopal Alaskans changed their home from British soil at Metlakatla to American Territory. Then we pass a number of rocks and islets to Dall Head, which was named after Captain C. C. Dall of the P. M. S. S. Co's service. It is a high bluff on Gravina Island.

The northern extremity of this island is Point Vallendar. Then passing Guard Island to Cape Caamano we pass on to Ship Island, back of which Ship Point extends from the mainland.

Some distance up is Point Lemesurier, which extending from the mainland forms a peninsula, around which there are several bays, Union Bay being one of them.

Here Ernest Sound enters the strait, separating the Etolin Island from the mainland. Along the coast after passing the sound are a number of islands on the largest of which is Point Onslow. Next is Point Stan-

Point Chasina, and west of this point is another arm of Clarence Strait, called Cholmondeley Sound, which extends southward for about 13 miles, its head is near that of Moira Sound and Tliakaek Bay, the country between these passages is called Kaigan Portage.

On the eastern shore of Cholmondeley Sound is an Indian village, called the Chasina Settlement.

Skin Island is one of the largest of the cluster of islets which are along the coast for some distance, which after passing for about eight miles we come to

Island Point, which extends from the Prince of Wales Archipelago into Kasa-an Bay, whose northern headland is Point Grindall, not far from which is an island of the same name, and southwest of this island, in the entrance of the bay, is High Island and a number of others.

Kasa-an Bay divides into several arms, all extending toward the southwest. From here on we have a clear passage to

Tolstoi Bay, which was named by Nichols in 1882, owing to its proximity to Tolstoi Point, which extends into Clarence Strait to the east of the bay. Some distance up is

Narrow Point, and six miles farther on is

See Map No. 12.

hope the southern extremity of Stanhope Island; then extending northward are some rocky islets and islands. Near one of these, called Screen Island, Vancouver found shelter.

Here Stikine Strait enters, separating Etolin and Woronkoffski Islands from Zarembo Island. Vancouver called all the islands lying between

See Map No. 12.

Ratz Harbor, a basin two miles long and one mile wide, but very narrow at the entrance and it is obstructed by an islet. Then we continue for some distance to a group of islands called the

Kashevaroff Islands. Blashke, Shrubby and Bushy Islands are three of this group. Then extending from the southern part of Zarembo Island is

Ernest Sound, Clarence Strait, Sumner Strait, Blake Channel and Eastern Passage, the Duke of York Islands. They are the Wrangel, Zarembo, Woronkoffski and Seward Islands.

The Stikine and Zimovia Straits, the Eastern Passage, Ernest Sound and Bradford Canal extend between these islands. Next comes

Point Harrington, which extends from Etolin Island into Stikine Strait; this point in summer is covered with a growth of bright green bush.

Just above, Steamer Bay extends quite a distance into Etolin Island. Farther on is

Quiet Harbor, and then some distance up Chichagoff Pass connects Stikine Strait and Zimovia Strait and separates Etolin and Woronkoffski Islands. We then reach Wrangel, which is in the northern part of Wrangel Island, and this island is separated from Etolin Island by the Zimovia Strait.

At Wrangel in 1867 the United States military post of Fort Wrangel was erected, but there is no military establishment there now, the fort being used for other purposes. A deputy collector of customs is stationed there, and there are two churches beside other missions and over 100 houses or shanties.

The northern point of Wrangel Island is called Point Highfield, here there is an anchorage and the Hudson Bay Company traders frequent this place.

A short distance from here is the Simonoff Island. A very rapidly flowing stream, navigable for quite a long distance, comes in at this point, called the Stikine River. It is one of the most important rivers in the eastern side of this passage.

The country is very mountainous and the ride up the river is very picturesque. Glaciers can be seen on the way, one well up the stream is called Great Glacier. The northern point of the Woronkoffski Island is called Point Woronkoffski.

Having stopped at Wrangel, we go directly through Sumner Strait, passing Point Shekesti, the Five Mile, Vank, Sokoloff and Station Islands. Sumner Strait was named in honor of the lamented statesman to whose endeavor is chiefly due the acquisi-

Nesbitt Point, and from the eastern side of the same island is

Round Point. We go up some little distance, then turning to the right stop at

Wrangel; then proceed directly toward the left, passing on the north side of Zarembo Island, from which Point Craig extends, and near this point is

Baht Harbor, then going on a short distance we turn directly to the north and enter the Wrangel Strait which separates the Mitkoff Island from the Woewodski Island and Lindenberg Peninsula.

Hood Point extends into Wrangel Strait from this peninsula, as also does Prolew Point, which is some distance up. Farther on is

See Map No. 13.

Cape of The Straits and Portage Islands, near which is

Portage Bay, and it extends for some distance southward into the Kupreanoff Islands. We then go on in an northeasterly direction to

Frederick Sound, keeping north of the Poverotni Islands and many islets. Then taking a southwesterly course we pass Cape Bendel and Point Macartney, which extend from the Kupreanoff Islands into the sound. After reaching

Yasha Island to which we keep to the north, we again turn and go northwest for some distance, passing

Kelp Bay, Lull and Thatcher Points, Midway Reef, and Traders and Fairway Islands, keeping to the north of

See Map No. 14.

the latter island, we proceed in a northwesterly direction passing a number of points, which are

Pestchain, Nisimeni, Rock, Pogilshi, Yellow, Middle, Siroi, and Fish Points, directly to the south of which is

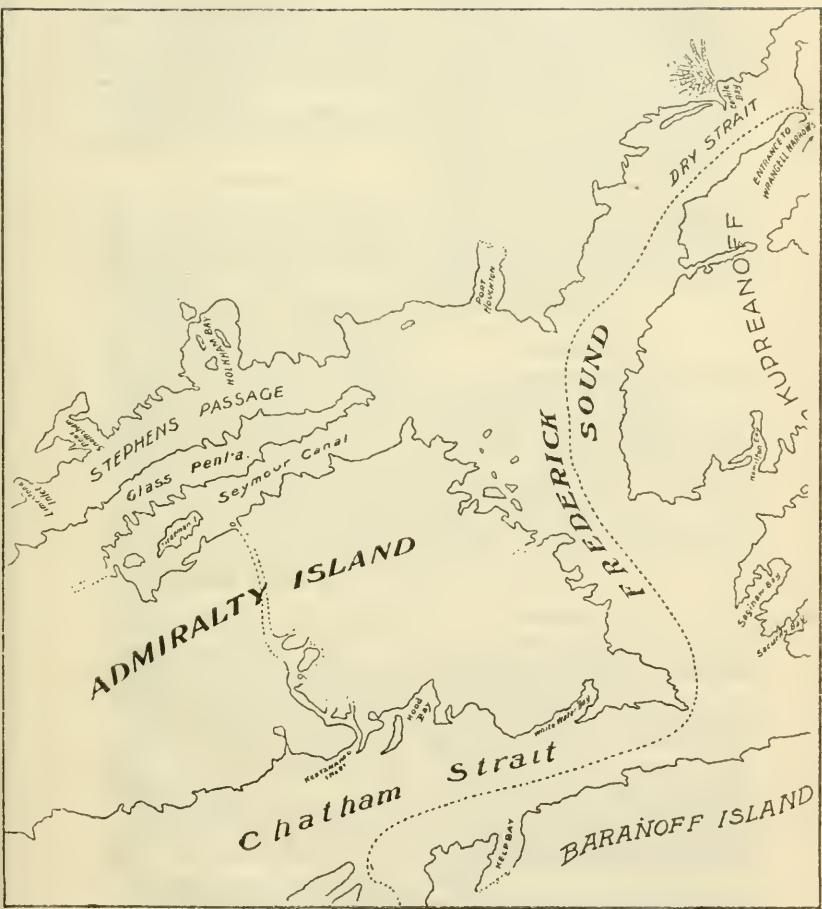
Fish Bay, on whose southern shore is Haley Anchorage. Below this bay is

Point Kakul. Here we change our course and proceed in a southeasterly direction to

Sitka. After leaving Point Kakul we pass Kane Island, which is at the entrance of St. John Baptist Bay, then comes Point Zeal, after which we en-



Map No. 12.—From Cape Northumberland to Point Agassiz, through Clarence Strait, Stikine Strait, Stikine Strait, Sumner Strait and Wrangel Strait.



Map No. 13—From Point Craven to Point Agassiz, through Dry Strait, Frederick Sound and Chatham Strait.

tion of this territory by the United States.

Then we reach Point Howe and Point Alexander where we turn and go northward through Wrangel Strait, one of the arms of the Sumner Strait. Passing Battery Island we reach the part of the strait called Wrangel Narrows.

Above this Blind Passage enters the strait, and farther on we have Blunt Point. Then entering Dry

See Map No. 13.

Strait we pass west of the Soukhoi Islands above which Point Agassiz extends into Carlile Bay. On the mainland east of this bay is the Paterson Glacier. Going on some distance we pass

Point Vandeput, Bay Point, Point Highland and Cape Faushaw. Or we could take a northerly direction past Cape Faushaw between a number of islands, the largest of which are Five Fingers, Brothers, Ship, The Twins and Sunset Islands. Passing Port Houghton, Point Hobart, Point Gambier and Point Hugh, then passing between this latter point and Point Windham we enter Stephens Passage, which owing to the mineral deposits on its shores, makes it one of the most important channels of navigation in the territory. About two miles north of Point Windham is Point League and a short distance farther on is Point Lookout.

East of these points is Mount Windham which is 2000 feet high. Some distance on is

Point Astley, which extends into Stephens Passage, forming the southern shore of Holkham Bay. Quite a number of islands lie within this bay, the larger ones being Harbor Island, and about one and a half miles from it Sand Island, Round Islet, Soundon or Sumdun Island and Bushy Islet.

It is said that a native village exists on Soundon Island. On the northeast shore of this bay glaciers can be seen. After passing these islands we reach

Point Coke, to the west of which are the Midway Islands. Then after going some distance passing a remarkable cascade to the east, we reach

ter Neva Strait and a short distance farther on is

Neva Point. Here the Nakwasina Passage, which, with the Olga Strait, forms a circle around Halleck Island, from whose southern extremity extends Point Krngloi. Then passing Lisianski Point, which extends from the Barauoff Island, we pass the Katliana Bay, Bay of Starri-Gavan, and Harbor Point, which, after leaving, we pass among a number of islets and Japonski Island, and arrive at Sitka, in a beautiful harbor containing a number of islets.

The return route, the weather being favorable, is generally down through Sitka Sound into the Pacific Ocean, then entering Sumner Strait we pass through it to Clarence Strait, from which the return route is the same as heretofore described.

See Map No. 14.

After passing Point Kaku we keep to the north of the Samoiloff Islets and Sinitsin Island, and enter

Salisbury Sound, then we reach Klokacheff Island the southern extremity of which is called Klokacheff Point. Separating this island from the Chichagoff Island is Fortuna Strait. Then comes

Khaz Bay into which several streams of fresh water fall. We then go on for some distance past Point Hiesman to

See Map No. 15.

Cape Edward, which extends from the Chichagoff Islands; west from this cape are a number of islets, and some distance farther on is

Portlock Harbor, a large body of water in which are the Hogan and Hill Islands. Then after passing Hot Springs we reach

Bahia de las Istas, which is three miles long, and in which are numerous islets. Its northern shore is formed by Point Urey, which point extends between Bahia de las Islas and Lisianski Strait, the latter separating Yakobi Island from the Chichagoff Group.

The southern extremity of Yakobi Island is called Point Theodor, above which Takhanis Bay extends into the same island. We next pass

Point Anmer and Point Styleman between which extends Port Snettisham. Two arms extending from the northern end of this harbor makes it the shape of the letter T. Next comes

Limestone Inlet and Taku Harbor, and extending between these comes Stockade Point. Farther on is

Grave Point on which the land rises rapidly to peaked and often snow-capped mountains. There is an Indian village and graves of Indians can be seen on this Point.

The Hudson Bay Company built a block-house and stockade for defense on Stockade Point, but they are now in ruins.

Taku Harbor is one of the best and snuggest in Alaska. Here in 1840 the Hudson Bay Company established a trading post, and seven tribes of Indians brought deer, sheepskins and other furs which they sold. There are a large quantity of big-horn sheep and mountain goats in this neighborhood.

To the east a large peak is noticed and is called Taku Mountain.

See Map No. 15.

In the middle of Stephens Passage is Grand Island and seven miles farther on is the entrance of Taku Inlet, which extends for about 18 miles; at its head is a large basin, into which the Taku River empties. At the mouth of which is the River Islet. Turning here towards the west we pass the

Taku Village, Bishop Point, Point Arden and Point Salisbury. Here the Douglas Island, on which are the great Treadwell Mills, divides Stephens Passage in two. This island is about 20 miles long and tapers to a point on each end, the eastern extremity being Tantallon Point, and between the point and Point Salisbury is Marmion Islet, and from here on, the channel separating Douglas Island from the mainland is called Gastineau Channel. This channel filled with floating ice was impassable until 1880. Then the mineral veins were discovered on the island and mainland. In 1881 the mining camps were established at Juneau. West of Point Arden a large stream flows into the channel. South

Cape Cross, which was so called as it was discovered on Holy Cross Day (May 3d), on which are many large, white rocks. About three miles northward is Surge Bay, which extends into Yakobi Island for some distance. The northwestern point of this island is called

Point Bingham and the northern extremity Soapstone Point. Here we enter

Cross Sound, passing Column Point and Point Lucan to Port Althrop, in the entrance of which are the

Three-Hill and George Islands. Granite Cove extends from Port Althrop into the latter island. Then continuing past

East, Inian, Northwest and Southwest Islands, we reach

Point Wimbledon and Point Dundas, between which extends Dundas Bay, then continuing past

Lemesurier Island, in the southwestern part of which is Willoughby Cove, we enter

Icy Strait. Or if entering this strait on a homeward trip, after leaving Lynn Canal, we would pass Point Couverden, and go in a northwesterly direction, passing Swanson Harbor and Spaskaia Harbor; near the latter harbor is an island of the same name. Farther on is

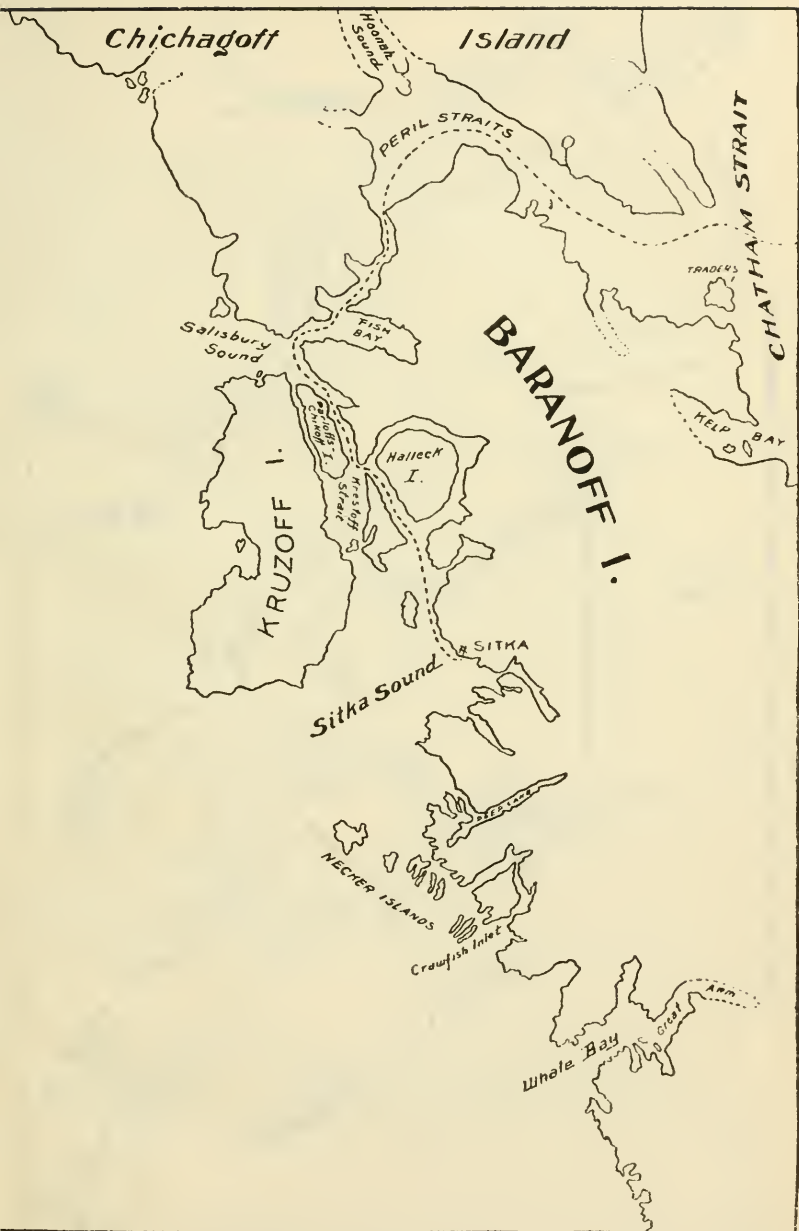
Point Sophia, just above which is Port Frederick, a very important inlet. Along its eastern shore is a large village of Indians, which the United States Navy named after them the Hooniah Harbor; they also named Pitt Island, which lies near the entrance of Port Frederick. Then going around Point Adolphus and passing the Porpoise and Pleasant Islands we continue through Icy Strait, passing

Point Gustavus and Bartlett Bay on the east, and Point Carolus on the west. Between these points is the entrance to

Glacier Bay, in which are the Beardslee Islands; there are over 100 in the group. The shores of the Glacier Bay are covered with stumps of trees. On past the Beardslee Islands are the

Willoughby and Marble Islands, and to the east of the latter island is

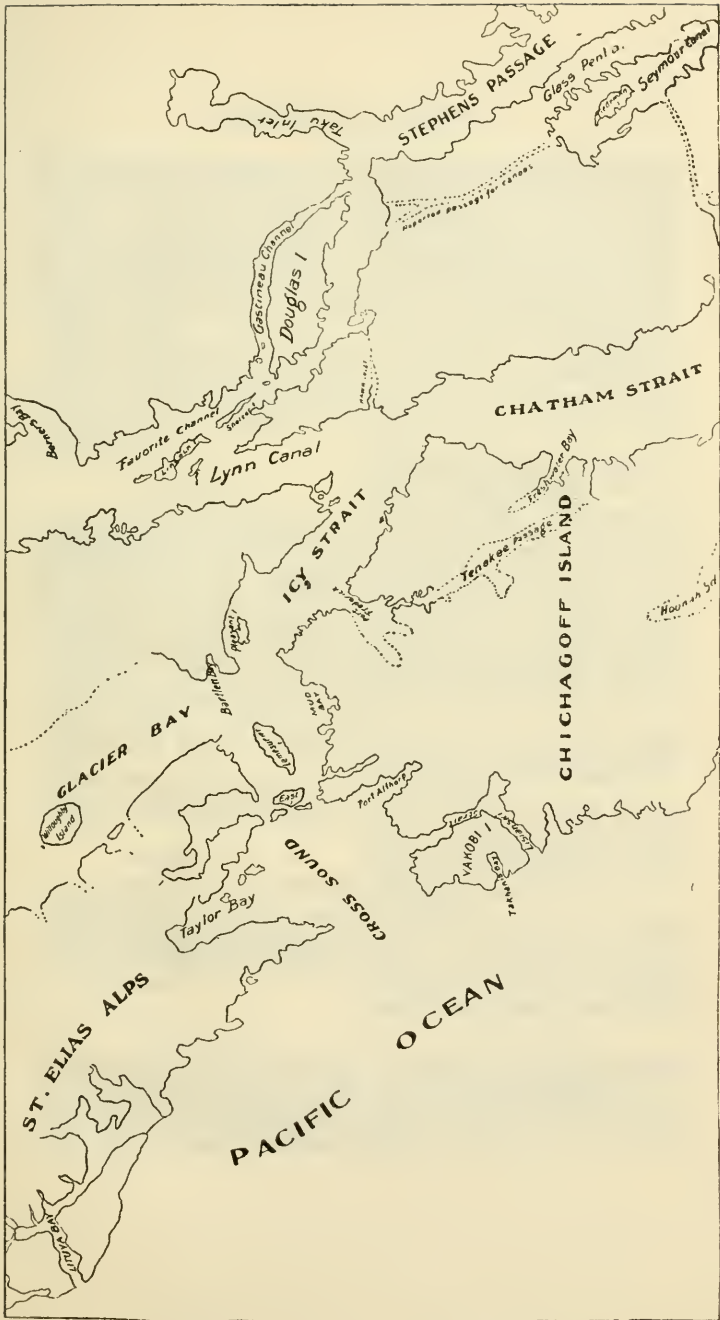
Muir Inlet. Several beautiful glaciers are seen along this bay, the grandest, and probably the largest, one in the world is



Map No. 14—From Point Craven to Sitka, through Peril, Neva and Olga Straits.



Map of Baltimore showing the location of the various parks and the city limits.



Map No. 15—From Point Craven to Lynn Canal, through Chatham Strait.

of Douglas Island, extending from the Admiralty Island, is Point Young, south of which is Auke Bay on whose shore is a small village, the home of the Auke Indians. North of this point is Scull Island, which is at the head of Young Bay. Going on for some distance to Fritz Cove, east of which are Spuhn Point, Point Louisa, Point Lena and Point Stephens we enter

Favorite Channel and on to Lynn Canal. After passing Fritz Cove, Barlow Point and Cove we enter Saginaw Channel, which extends between Shelter Island and Admiralty Island, and continue from Point Retreat up the Lynn Canal.

See Map No. 13.

Then taking a southwesterly direction through Frederick Sound we pass

Point Napean and Point Towushend which extend from the Admiralty Island into the sound. Herring Bay, Murder Cove and Surprise Harbor, all parts of this sound extend into the island. We then reach Point Gardner and take a northwesterly direction, keeping far to the west of Point Caution, Russian Reef, Whitewater Bay, Woody, Rocky, Village, Distant and Samuel Points. Just above the latter point we turn passing to the south of the Morris Reef.

Here Point Hayes and Point Craven on either side of Sitkoh Bay extend from the Chichagoff Islands.

See Map No. 15.

Then continuing through Chatham Strait we pass

Point Parker, Marble Bluffs, Fishery Point, Point Hepburn and Cube Point, near the latter is Square Cove and farther on is Point Marsden, Game Cove and Hawk Inlet.

See Map No. 16.

Then passing around Hanus Reef we enter Lynn Canal, which extends for about 60 miles almost clear of any obstructions. Its shores are in many places covered with large ever-green trees and large quantities of

Muir Glacier, which is described in the text and of which several illustrations are shown. This bay was discovered and named by the United States Navy. It is quite large and vast quantities of broken ice and icebergs are floating in all directions. Upon a sunny day their varied shapes and hues of color, with a predominance of blue tints shining with brilliancy and ever-changing loveliness is a scene never to be forgotten.

This glacier was first seen by Willoughby and subsequently by Rev. S. R. Young and Prof. John Muir, and more recently by Lieut. G. C. Hanus of the United States Navy.

It was named after Prof. John Muir and is supposed to extend with many minor glacial branches, over 200 miles to the Pacific Ocean.

Captain George, who named the Marble Islands, which lie northeast of Willoughby Island, made a sounding directly in front of the perpendicular wall and found it to be 75 fathoms. Or, we could go through

Chatham Sound to Lynn Canal, passing on our way South Passage and East Point, between which extends Tenakee Passage, an arm of Chatham Strait, and just beyond East Point is Freshwater Bay. Farther on is

Iyoukeen Cove and False Bay, above which Point Augusta extends from the Chichagoff Islands into Chatham Strait. We then continue for some distance to

Point Couverden, which extends from an island of the same name. This island is the summer residence of the Tlinkit Indians, who are very warlike and untrustworthy. Here also a great quantity of wood is cut for steamers.

Couverden Island is in Swanson Harbor, and in entering we should pass to the south of it, as there are also a number of islets and rocks in the entrance. We then go on up the canal for some distance, reaching the

See Map No. 16.

Lynn Sisters, a group of three small islands and a rock, above these are three more islands called the

Lynn Brothers. Between these two groups of islands on the western shore is

iron. Towards the northern part of the canal the water is almost fresh. We then continue on past

Funter Bay to Point Retreat passing quite a number of glaciers, the principal ones being Eagle Glacier on the east and Davidson Glacier on the west. Two miles from Point Retreat is a long, narrow island, called Lincoln Island, it is about six and a half miles long.

About a mile from the centre of this island is Hump Island, and some distance farther on are the Ralston and Little Islands. Then passing around Vanderbilt Reef we see Point Bridget, which extends into Lynn Canal at the entrance of Berners Bay. This bay extends into the main land for about nine miles. Its northern shore is formed by Point St. Mary's, on which the mountains rise to quite a height and are covered with snow.

Five miles from this point is Point Sherman, then continuing for some distance past Eldred Rock and Seduction Island, we see on the east the Chilkat Mountains, and on this shore is the Chilkat Mission. Many beautiful glaciers are passed and we reach the Chilkat Islands, a group of four or five islands extending for about two miles. Above these the Lynn Canal divides into two arms, separated by Seduction Point. The arms are the

Chilkat Inlet and the Chilkoot Inlet. From the latter of which the Taiya or Dyea Inlet extends and on which the station or town of Dyea is located.

See Map No. 14.

A short distance from Point Craven is the Lindenberg Harbor which we pass and continue on to

Poperechai Island, below which we turn and pass between the Spruce, Krugli and Ostoia Islands. Then going south we pass Rapids and Sulioia Points and Deep Bay in which is Big Island. Part of this bay is called Sulioia Bay.

Then turning towards the southeast we see the Samoilloff Islet and pass to the east of Partoffs-chikoff Island whose eastern extremity is Hayward Point, then on through Neva Strait passing Krestoff Island whose northern extremity is Point Olga.

Dome Peak. Above this projecting from the same shore is

Point Whidbey, and some distance above is

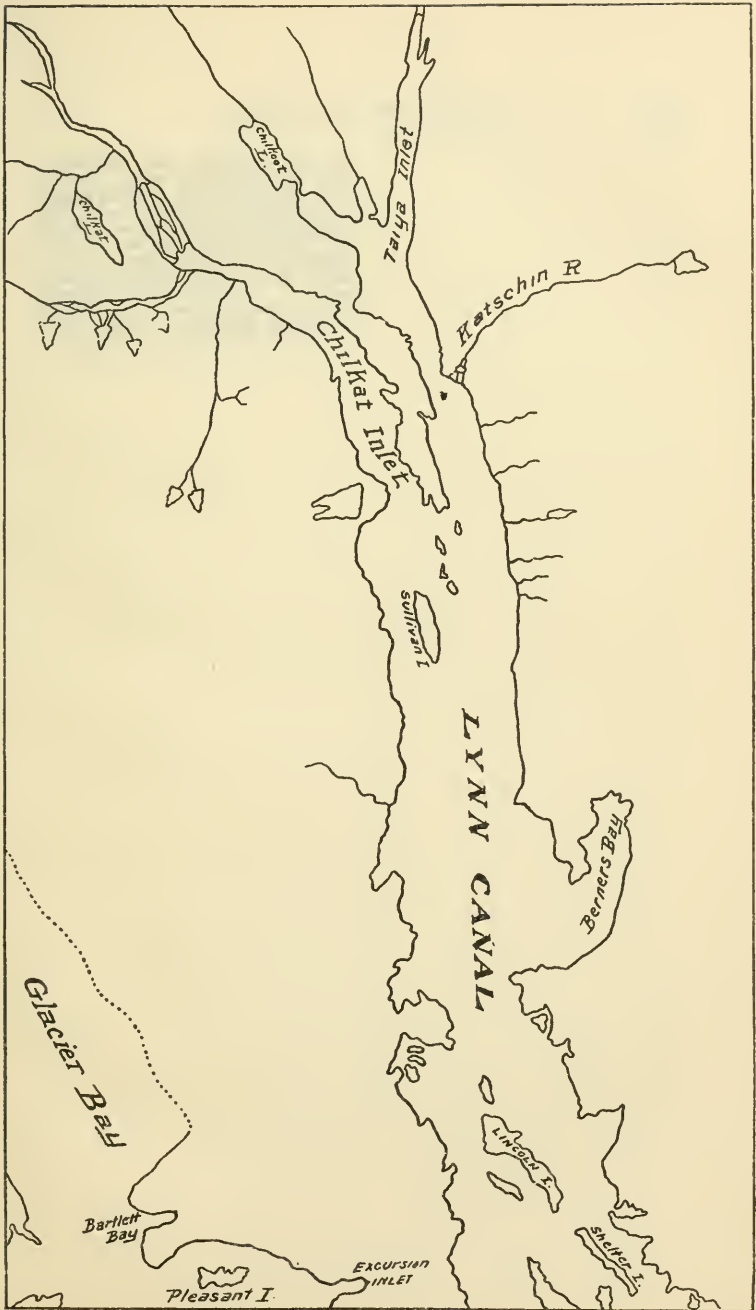
William Henry Bay, which is well protected and has a good anchorage. There is a good supply of fresh water, but it is almost impossible to get wood. Beardslee River enters the bay at its head, and, four miles farther on is the

Eudicott River, which is filled with sand-bars. Then comes the

Sullivan Island, and it extends for about five miles; near this island is Sullivan Rock.

The White Mountains are on the western shore of Lynn Canal, here we have the Davidson Glacier, and between it and the canal is

Glacier Point, which extends into the entrance of Chilkat Inlet, from the upper end of which the Dalton trail to the Yukon begins.



Fromisla Bay extends into the southern part of this island and Kresta Point is at its southwestern end. Then passing the Gavanski and Apple Islands we arrive among many islets in the harbor of Sitka. The town consists of nearly 3000 people, about 1000 Indians, the others being Russians and Americans. It is the Capital and is the residence of Governor Brady, the present appointee and of other government officials.

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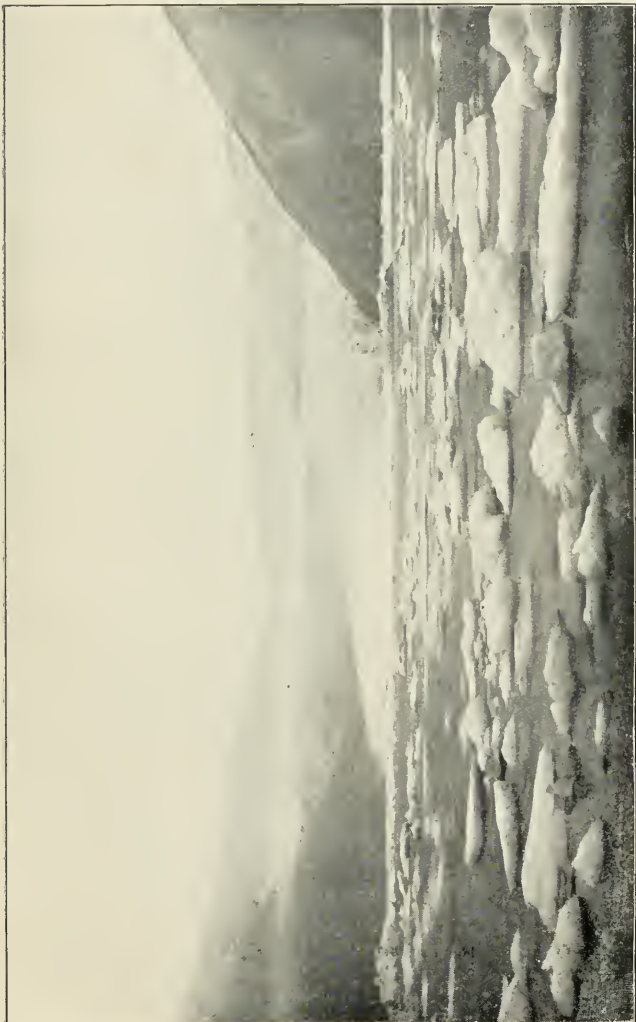
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704 A, Adakh island, 1875, 1 m. to 2¼ in., 6 x 8.

Aleutian islands, Kyoka harbor, 1875, 1 m. to 2¾ in., 12½ x 8.

Amchitka island, Constantine harbor, 1 m. to 1¾ in., 6 x 8.

Bay of islands, Adakh islands, 1 m. to 2¼ in., 6 x 8.

Bering sea, Port Moller, 1875, 1 m. to ⅝ in., 13 x 9¼ in.

Pribylof islands, 1875, 12½ x 8¾.

Saint George island, 1875, 11½ x 7, 1 m. to ¾ in.

Cape Etolin, Nunivak island, 1875, 9 x 12, 1 m. to 3¾ in.

Captain's bay, Unalaska island, 1875, 12 x 17, 1 m. to 1¼ in.

Chiachi islands, 1875, 1 m. to 4½ in., 13 x 9.

Chignik bay, 1 m. to 3¼ in., 9¼ x 13.

Chichagoff island, 1 m. to 1¾ in., 9½ x 10½.

and lighthouse rocks, 12¼ x 8½.

Constantine harbor, 1 m. to 1¾ in., 6 x 8.

Eagle harbor, Shumagin islands, 1 m. to ¾ in.

Etoline harbor, Wrangel island, 1869, 1 m. to 4 in., 4 x 8¾.

Falmouth harbor, Shumagin islands, 1 m. to 1⅞ in., 6¾ x 4¼.

Fort Tongas, Passages to, 1869, 1 m. to 1 in., 8⅞ x 1 in.

Humboldt harbor, 1872, 1 m. to 1 4-5 in., 9 x 11.

I-youk-eeen cove, 1869, 1 m. to 4¾ in., 4½ x 6½.

Ilinlimk harbor, Unalaska island, 1 m. to 7⅞ in., 13¼ x 8¼.

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- Lindenberg harbor, 1869, 1 m. to $4\frac{3}{4}$ in., $4\frac{3}{8}$ x $6\frac{1}{2}$.
- Lituya bay, 1 m. to $\frac{5}{8}$ in., $7\frac{3}{4}$ x $5\frac{7}{8}$.
Entrance, 1 m. to $4\frac{7}{8}$ in., $7\frac{7}{8}$ x $6\frac{3}{8}$.
- Middleton island, 1 m. to $1\frac{1}{8}$ in., $5\frac{1}{2}$ x $5\frac{1}{2}$.
- Nagai island, Sanborn harbor, 1872, 1 m. to 14-5 in., 9 x 11.
Eagle harbor, 1 m. to $\frac{3}{4}$ in.
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Falmouth harbor, 1 m. to $1\frac{1}{8}$ in., $6\frac{3}{4}$ x $1\frac{1}{8}$.
Northeast harbor, 1 m. to $\frac{5}{8}$ in., $6\frac{3}{4}$ x $5\frac{1}{8}$.
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 $7\frac{1}{2}$ x $4\frac{1}{4}$.
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 $5\frac{1}{8}$ x $\frac{3}{4}$.
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Itilink harbor, 1875, 1 m. to $7\frac{7}{8}$, $13\frac{1}{4}$ x $8\frac{1}{4}$.

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COLUMBIAN NAMES.

A

Addenbrook—Addenbrooke.
Alaska—Aliaska.
Attu—Attoo.

B

Betton—Beaton.
Blashke—Bloskhe.
Bucclough—Bucclugh.

C

Chasina—Chasen—Tchaseeni.
Cheslakee—Oheslakee.
Chichagoff—Tchitchagoff.
Chim-sy-an—Chimsain'—Tsimpse-
an'.
Chirikoff—Tschirikow—Chichagov.
Connis—Conis.
Cummashawaa—Cumshewa.

D

Dushnaia—Doushnaï.

E

Edgecumbe—Edgecombe.

G

Gil—Gill.

H

Hanna—Hannah.
Hiehisk—Hiekish.

K

Kaigani—Kygame—Kaigani—
Caigane.
Kasa-an—Kazarn—Casaan—Karta.
Keku—Kehou—Kiku—Kake.
Kingsmill—Kingenill.
Klondike—Klondyke—Clondike—
Clondyke.
Kodiak—Kadiak.
Kulichkoff—Koulitchkow.
Kwathiaski—Quathiaski—Quathia-
sky.

L

Lazarus—Lazaria.
Lemesurier—Mesurier.

M

Maskelyne—Maskeylene.
Maud—Maude.
Metlahkatla—Metla-Katla—Metlah-
Catlah—Metlakathla.

Minook—Minute—Munook.
Muzon—Munoz.

N

Nâis—Nass—Nasse.
Naden—Nadon.
Nahwitti—Nahwhitti.
Napean—Nepean—Nepen—Nepkau.
Nasoka—Nasoga.

O

Onslow—Onelow.

P

Peschauaia—Pestchanay.

S

Shakhine—Sachine—Schakhin.
Stikine—Stachinski—Stakeen—
Stahkin—Stickeen—Stachin—
Stahkhin—Stahkheen—Frances.
Shushartie—Shucartie.
Skaguay—Skagua.
Skitkits—Skidegate.

T

Tahco—Taku.
Taiya—Dyea—Dayay.
Tikhaia—Tichai.
Tlekhonsite—Tlechopcity—Tayak-
honsite.
Tlevak—Tlevack.
T'lingit—Dlingit—Klinkit.
Tongass—Tongas—Yongas—Tom-
gas.

U

Unalashka—Oonilaska.
Unimak—Oonimak.

V

Valdés—Valdez.

W

Wilfred—Wilford.
Woewodski—Voevodskago.
Woronkoffski—Voronkowsky.
Wrangel—Wrangell.
Wyanda—Wayanda.

Y

Yakulta—Yaculta.
Yucou—Yukon—Kwichpak.

INDEX.

A	PAGE	C	PAGE
Admiralty Island.....	87	Campbell's Island.....	71
Alaska Fur Trading Company...	39	Canadian Legislation.....	255
Alaska, or Alakshan.....	73	Cauntries.....	143
Alaskan Archipelago.....	135	Cape Commerell.....	70
Alaskan Society of Natural His- tory and Ethnology.....	114	Cape Mudge.....	67
Alaska Commercial Company...	208	Chancellor Channel.....	68
Alert Bay.....	69	Chatham Strait.....	107
Aleutian Islands	207	Chilkat Bay.....	95
Aleuts.....	251	Chilkat Blankets.....	97
Alexander Archipelago	76	Chilkat Inlet and Pass.....	82, 95
Alpine Scenery.....	106	Chilkats	97
Annette Island.....	149	Chilkat Village.....	97
Arbitration.....	156	Chilkoot Inlet and Pass.....	96
Arctic Strangers.....	104	China.....	198
Arthur Passage.....	72	Chinsay	72
Astor, John Jacob.....	63	Circle City.....	209
Astoria	62	Claims.. ..	256
Attoo, or Attu, Island and City...	133	Climate.....	236
Austin, Rev. A. E.....	113	Clarence Strait.....	79
		Clondike, or Klondyke.....	33
B		Cod and Other Fish.....	143
Baker's Peak.....	65	Colonize Alaska.....	187
Baranoff Castle.....	109	Columbia River.....	62, 64
Baranoff, Count.	110	Commerce.....	65, 169
Baranoff Island, Sitka.....	113	Commercial.....	149, 208
Baron Wrangel.....	80	Cook's Inlet.....	139
Bar Diggings.....	258	Copper Island	54
Bear's Nest Mine.....	49	Copper River.....	161
Bella Bella.....	71	Count Baranoff.....	110
Bering Sea Controversy.....	153	Creoles	114
Bering Sea Patrol.....	55	Crystal Citadel, Muir Glacier....	100
Bering Strait	54	Cudahy, Fort.....	209
Bering, Vitus or Veit.....	51		
Bibliography.....	420	D	
Blue Fox.....	134	Dawson City	371
Bogaslov Mountain.....	136	Daylight in Alaska.....	21
Broughton Strait.....	69	Deltas of the Yukon.....	140
Burros for Alaska.....	40	Denver & Rio Grande Railroad..	38

	PAGE		PAGE
Depletion of Seal Herds.....	200	Glossary.....	439
Discovery of Alaska.....	52	Gold Creek, Alaska.....	91
Discovery of Aleutian Islands...	52	Gold in Alaska.....	356
Discovery of Pribilof Islands...	53	Goreloi, Island and Volcano.....	136
Discovery Passage.....	67	Graham Reach.....	72
Dixon Entrance.....	73	Grave Point,.....	87
Dogs in Alaska.....	366	Gravina.....	78
Douglas Island.....	91	Greek Churches.....	243
Duane, Russell, International Legal Authority.....	224	Greek Church, Sitka.....	113
Dry Strait.....	84	Greenville Channel.....	72
Dyea—Dyay—Taiya.....	96	Grottos, Muir Glacier.....	100
E			
Eagle Glacier.....	96	Halibut.....	143
Edgecombe.....	109	Harbor at Sitka.....	120
Elliot Bay.....	65	Harbor, Dutch.....	207
England.....	56	Hardwick Island.....	68
Esquimault.....	66	Hauling Grounds of the Seals...	124
Extent of Alaska.....	27	Holdsworth Peak.....	69
F			
Finlayson Channel.....	72	Hootalinqua, or Hutalingka River.....	218
Fishes of Alaska.....	143	Hudson Bay Company.....	70
Fitzhugh Sound.....	70	Human Pack Carriers.....	40
Fort Adams.....	341	Humidity of Coast.....	237
Fortify Alaska.....	55	I	
Fort Get There.....	374	Icebergs.....	63
Fort Norman.....	213	Icy Bay.....	21
Fort Rupert.....	70	Icy Strait.....	99
Fort Tongas.....	74	Immigration to Alaska.....	116
Fort Wrangel.....	80	Indian River.....	115
Forty Mile Creek.....	345	Inland Passage.....	67
Forty Mile Settlement.....	346	Inland Routes.....	68
Frazer's Reach.....	72	International Law.....	224
Frederick Sound.....	86	Interstate Commerce.....	181
From Eastern States to Alaska..	59	Islands—Aleutian.....	133
Fur Trading Companies.....	39	Alexander Archipelago, 76	
G			
Galetas Channel.....	70	Annette.....	149
Gastineau Channel.....	88	Baranoff.....	113
Gate City of Puget Sound.....	66	Goreloi.....	136
Glacier Bay.....	100	Kadiak, or Kodiak..120, 138	
Glaciers.....	85, 96	Oonalaska, or Unalaska, 119	
		Oonimak, or Unimak... 120	
		Oomnak, or Umnak.... 136	
		Otter.....	122
		Prince of Wales.....	68

	PAGE		PAGE
Islands—Princess Royal.....	72	Military Rule.....	331
Revilla Gegido.....	78	Miscellaneous.....	328
St. George.....	122	Missions.....	242
St. Paul's.....	122	Modus Vivendi.....	196
Walrus.....	122	Moraines.....	102
Wrangel.....	80	Mountains—Bogaslov.....	136
J			
Jackson, Rev. Sheldon.....	242	Buxton.....	70
Jackson Mission Station.....	243	Edgecombe.....	109
Japan.....	159	Fairweather.....	359
Japan Current.....	36	Holdsworth Peak....	69
John Jacob Astor.....	63	Lemon.....	70
Johnston Strait.....	68	Palmerston.....	68
Juan de Fuca Strait.....	66	Rainear, or Tacoma	362
Judicious Management.....	160	Shisaldin.....	136
Juneau.....	90	St. Elias.....	353
Justice for Alaska.....	153	Tacoma, or Rainear	62
K			
Kadiak, or Kodiak.....	137	Vostovia.....	117
Kiack, or Kyack, or Canoe.....	33	Wrangel.....	83
Killing Grounds.....	128	Mountain Ranges—Coast.....	345
Killing Seals.....	129	Rocky.....	345
Killisnovo.....	243	St. Elias.....	261
Klondyke, Klondike or Clon- dike.....	33	N	
Kuro Siwo—Japan Current.....	36	Nanaimo.....	365
L			
Lama Passage.....	71	Norton Sound.....	207
Lapps.....	33	O	
Laws for Alaska.....	260	Ogilvie, W. Canadian Surveyor..	255
Legality of United States Claim,	156	Oomnak, or Umnak.....	136
Legislation, Canadian.....	255	Oonalaska, or Unalaska.....	136
Legislation Concerning Alaska..	182	Oonimak, or Unimak.....	120
Lewis River.....	211	Otter Island.....	123
Lorena Mine.....	92	P	
Lynn Canal.....	94	Pacific Ocean.....	119
M			
Marshall Pass Railroad.....	38	Patrol of Bering Sea.....	55
Mensies Bay.....	67	Patterson Glacier.....	85
Metlakahla, Old and New..	146	Pelagic Sealing.....	195
McKay Reach.....	72	Peril Strait.....	107
Milbank Sound.....	71	Petroleum.....	181
Military Posts.....	160	Poaching on Seal Reservations..	195
		Port Clarence.....	339
		Portland, Oregon.....	179
		Port Townsend.....	364
		Pribylov Islands.....	53

	PAGE
Princess Royal Island.....	92
Prince of Wales Island.....	97
Prince of Wales Range.....	68
Professor Elliot on Seal Poach- ing.....	154
Puget Sound.....	206
Purchase of Alaska.....	260

Q

Queen Charlotte Island.....	69
Queen Charlotte Sound.....	69

R

Railroads for Alaska.....	38
Reindeer.....	336
Religion in Alaska.....	245
Retaliation.....	155
Revenue from Seals, Fisheries, Mining, Furs.....	176
Revilla Gegido.....	78
Routes.....	30
Russian Sway.....	53
Russo-Greek Churches.....	242

S

Salmon.....	344
Salmon Canneries.....	30
Salmon Fisheries.....	189
San Francisco Route.....	206
Sayward Case, Russell Duane....	228
Schools.....	253
Seaforth Channel.....	71
Seal Fisheries.....	124
Seal Islands.....	122
Seal Rookeries.....	127
Seattle.....	66
Seymour Narrows.....	67
Shelikov, Missionary of Greek Church.....	138
Sheakley, Governor, of Alaska..	176
Siberia.....	260
Siberian Railway.....	163
Sitka.....	113
Sitka Harbor.....	120
Sitka Sound.....	108
Siwash.....	81

	PAGE
Skaguay, or White Pass.....	220
Stevens Passage.....	86
Stewart River.....	211
Stikine River.....	80
Stikine Strait.....	80
Stockade Point.....	87
Stockade, Ft. Wrangel.....	82
Straits of Juan de Fuca.....	66
Stripe Mountain.....	71
St. George Island.....	123
St. Michael's.....	207
St. Paul's Island.....	126
St. Peter—Vessel.....	51
St. Paul—Vessel.....	51
Swineford, Governor, of Alaska.	192

T

Tacoma, City and Mountain.....	65
Taku Inlet.....	32
Taku Pass and Route.....	222
Taxada Island.....	402
Telegraph for Alaska.....	38
Teller Station, Reindeer.....	339
Temperature of Alaska.....	329
Teslin Lake Route.....	221
The Story of Alaska.....	54
Thurlow Island.....	68
Timber in Alaska.....	137
Timber Line of Alaska.....	137
T'linkits.....	83
Totem Poles.....	74
Treadwell Gold Mine.....	363
Treadwell Stamp Mills.....	41, 92
Treaty of Cession.....	53
Triple Alliance.....	159

U

Unalaska, or Oonalaska.....	207
Unimak, or Oonamak.....	120
Umnak, or Oomnak.....	136
Upper Yukon River.....	160

V

Vancouver Island.....	66
Vegetation in Alaska.....	352
Vegetable Growth.....	353

	PAGE		PAGE
Veniaminoff, Innocentius—Mis-		Wrangel, Baron	80
sionary	242	Wrangel, Fort.....	80
Victoria City, of Vancouver.....	66	Wrangel Narrows.....	85
Volcanic Islands.....	136	Wrangel Strait..	84
Volcanos	136	Wright's Sound.	72
Vostovia Mountain.....	117		
Voyage of Discovery.....	51	Y	
		Yukatat,.....	243
W		Yukon District.....	256
Walsh, Major, Commander of		Yukon Fort.....	208
Mounted Police at Klondyke..	255	Yukon Glaciers.....	100
Walrus	122	Yukon Gold Fields.....	50
Water Fowls	142	Yukon Region.....	206
Waterways.....	211	Yukon River.....	140
Western Coast.....	36	Yukon Settlements.....	141
White, or Skaguay Pass.....	220	Yukon Tributaries.....	209
		Yukon Valleys.....	144

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