

Werk

Titel: The United States with an excursion into Mexico

Verlag: Baedeker [u.a.]

Ort: Leipzig [u.a.]

Jahr: 1899

Kollektion: Itineraria

Werk Id: PPN242370497

PURL: <http://resolver.sub.uni-goettingen.de/purl?PID=PPN242370497> | LOG_0309

OPAC: <http://opac.sub.uni-goettingen.de/DB=1/PPN?PPN=242370497>

Terms and Conditions

The Goettingen State and University Library provides access to digitized documents strictly for noncommercial educational, research and private purposes and makes no warranty with regard to their use for other purposes. Some of our collections are protected by copyright. Publication and/or broadcast in any form (including electronic) requires prior written permission from the Goettingen State- and University Library.

Each copy of any part of this document must contain these Terms and Conditions. With the usage of the library's online system to access or download a digitized document you accept the Terms and Conditions.

Reproductions of material on the web site may not be made for or donated to other repositories, nor may be further reproduced without written permission from the Goettingen State- and University Library.

For reproduction requests and permissions, please contact us. If citing materials, please give proper attribution of the source.

Contact

Niedersächsische Staats- und Universitätsbibliothek Göttingen
Georg-August-Universität Göttingen
Platz der Göttinger Sieben 1
37073 Göttingen
Germany
Email: gdz@sub.uni-goettingen.de

At (1048 M.) *Carrizo* the *Carrizo Mts.* rise to the right. From (1067 M.) *Sierra Blanca* to —
1160 M. *El Paso*, see p. 519.

106. From Tacoma to Puget Sound, Victoria, and Alaska.

The tourist traffic to Alaska is mainly in the hands of the *Pacific Coast Steamship Co.* of San Francisco, and a pamphlet with all necessary information, including stateroom-plans of the steamers, may be obtained from Messrs. Goodall, Perkins, & Co., 10 Market St., San Francisco, or from any agent of the company. The steamer 'Queen' of this company (3000 tons burden) makes about six trips from Tacoma to *Sitka* and back every summer (June-Aug.), taking about 12 days to the round journey (fare \$ 80-200, according to position of berth and stateroom, the highest charge securing the sole occupancy of a large stateroom). This steamer carries passengers only and calls at Seattle, Port Townsend, Victoria, Fort Wrangell, Juneau, Dyea, Skagway, the Muir Glacier, and *Sitka*. — The steamships 'City of Topeka' and 'Cottage City' of the same company sail fortnightly the year round, carry freight as well as passengers, take 12-14 days for the round trip from Tacoma (fares \$ 80-200), and call at more points in Alaska. Return-tickets are also issued from San Francisco (fare from \$ 105), passengers travelling by sea between that city and Portland or Port Townsend (p. 526). The fares from Seattle, Port Townsend, or Victoria are the same as those from Tacoma. Passengers should secure their berths in advance.

The arrangements of the Alaska trip resemble those on the trip to the North Cape (see *Baedeker's Norway and Sweden*), and it involves no greater hazard or fatigue. There are only a few hotels in Alaska, and passengers live almost entirely on the steamers. The weather is generally pleasant in June, July, or Aug., though rain and fog may be looked for at some part of the voyage, and forest-fires are apt to obscure the sky in the first part of the trip, especially in July and August. Warm winter clothing should be taken, as the nights on board are often very cold, though the sun may be quite powerful during the day. Stout boots are desirable for the short excursions on land, and waterproofs are indispensable. Deck-chairs may be bought or hired at the port of departure. Nearly the whole of the voyage is in the calm channel between the coast-islands and the mainland, so that sea-sickness need not be dreaded. The steamers, though not so luxurious as the Atlantic liners or the Fall River boats, are safe and reasonably comfortable. The *Scenery passed en route is of a most grand and unique character, such as, probably, cannot be seen elsewhere at so little cost and with so little toil or adventure. In the description of the text the usual route of the 'Queen' is followed. The approximate distances from Tacoma by this course are given in nautical miles (7 naut. miles = about 8 statute miles). Native curiosities can, perhaps, be best obtained at *Sitka* (p. 535), furs at Juneau (p. 533). In buying the latter the traveller, if not an expert, should be on his guard against deception and should in no case buy except at the larger stores.

The recent mining developments in the Upper Yukon District have caused the establishment of several more or less temporary steamboat lines to various points in Alaska, but these hardly come within the scope of the present Handbook. Comp. pp. 532, 534, and *Baedeker's Canada*.

Tacoma, see p. 425. The first part of the voyage lies through **Puget Sound*, named from a lieutenant on Vancouver's vessel, one of the most beautiful salt-water estuaries in the world, surrounded by finely wooded shores and lofty mountains. Its area is about 2000 sq. M., while its extremely irregular and ramified shore-line is nearly 1600 M. long. The usual width is 4-5 M. The depth varies from 300 to 800 ft., and at many points 'a ship's side would strike the shore before the keel would touch the ground'. There are nu-

merous islands. A very large trade is carried on in Puget Sound in timber, coal, and grain, the annual value of its exports amounting to about \$10,000,000 (2,000,000*l.*). As we proceed *Mt. Rainier* or *Tacoma* (p. 426) is conspicuous to the S.E., while the *Olympic Mts.* (6-8000 ft.) are seen to the W.

25 M. **Seattle** (three syllables; **The Rainier-Grand*, \$3-5; *Butler*, R. \$1-2; *Occidental*; *Stevens*; *Great Northern*), finely situated in *Elliot Bay*, on a series of terraces rising from the shore of the Sound, is one of the largest and most energetic cities of the Pacific North-West and the commercial centre of Puget Sound. Founded in 1852 and named after an Indian chief, it had 4533 inhab. in 1880 and 42,837 in 1890 (now 60,000). Its prosperity is the more remarkable as almost the whole of the business-quarters was burned down in 1889; but this calamity seems, as in the case of Chicago (p. 311), to have served merely as an opportunity for rebuilding the city in a more substantial manner. Among the best buildings are the *Court House*, the *Opera House*, the *High School*, the *Providence Hospital*, and the *State University* (270 students). The higher parts of the city command splendid views of the *Olympic Mts.* — The spacious *Harbour*, with its numerous wharves, is entered and cleared annually by about 1000 vessels, the chief exports being coal (600,000 tons), timber, hops, and fish. The value of its manufactures (1890) was \$ 9,200,000. Iron has also been found in the neighbourhood. Seattle is the chief entrepôt of the *Alaskan Gold Fields* (p. 534).

About 2 M. to the E. of *Elliot Bay* lies **Lake Washington* (easily reached by electric tramway) a beautiful sheet of fresh water, 20 M. long and 2-5 M. wide. Small steamers ply to various points on the lake, affording beautiful views of the *Cascade Mts.* (p. 425).

FROM SEATTLE TO VANCOUVER, 168 M., *Great Northern Railway* in 8 hrs. This line runs to the N. along the E. bank of Puget Sound and *Washington Sound*. From Seattle to (33 M.) *Everett*, see p. 337. 55½ M. *Stanwood*; 95 M. *Fairhaven*, a thriving little place (4076 inhab.) on *Bellingham Bay*; 98 M. *New Whatcom* (*Bellingham Ho.*), also on *Bellingham Bay* (4059 inhab.). Beyond (119 M.) *Blaine* we enter *British Columbia*. 143½ M. *New Westminster* (*Queen's Hotel*, \$ 2-3), with 6641 inhab., is the oldest settlement in this region. At (156 M.) *Port Moody* we join the main line of the *Canadian Pacific Railway*. — 168 M. *Vancouver*, see *Baedeker's Canada*.

From Seattle to *Tacoma* by railway, see p. 426; to *N. Yakima* and *Pasco Junction* (for the E.), see p. 425; to *Spokane* and *St. Paul*, see R. 55. Lines also run to various other points.

Steamers ply to *Tacoma*, *Victoria*, and other ports in Puget Sound, on the Pacific Coast, and in Europe.

As the steamer continues to plough its way towards the N., we obtain a view of **Mt. Baker** (10,800 ft.), the last outlier of the *Cascade Mts.*, far ahead of us (right). The steamer bends to the left into *Admiralty Inlet*, the main entrance to Puget Sound. To the right lies *Whidbey Island*.

65 M. **Port Townsend** (*Central, Delmonico*, \$ 2; Brit. vice-consul, *Mr. Oscar Klöcker*), a picturesque little town of 4558 inhab., lies partly on the shore and partly on a steep bluff behind, reached by long flights of steps. It lies at the head of the *Strait of Juan de Fuca*

and is the port of entry for Puget Sound. The large grey-stone building on the bluff is the *Custom House*. To the left lies *Fort Townsend*, with a large marine hospital. — Passengers coming from San Francisco by sea usually join the Alaska steamer here.

Our boat now steers to the N.W. across the Strait of Juan de Fuca. To the left are the Olympic Mts., ahead lies Vancouver Island; to the right, in the distance, rises Mt. Baker. As we approach Victoria the little city presents a very picturesque appearance. The conspicuous building on the height to the right is the house of *Mr. Dunsmuir*, a wealthy coal-owner. To the left of the pier, among trees, are the barracks of *Esquimalt* (see below).

100 M. *Victoria* (*Dallas, Driard, \$3-5; Victoria; Clarence; Poodle Dog Restaurant, D. 75 c.; U. S. Consul, Mr. A. E. Smith; cabs cheap*), the capital of British Columbia, is a quaint and quiet little city with (1891) 16,841 inhab. (now about 25,000), forming a strong contrast to the bustling and raw-looking cities we have just been visiting on the American shores of the Sound. Victoria, however, is also of recent origin, having been founded as a station of the Hudson Bay Co. in 1842 and not beginning to develop into a town until the gold-mining excitement of 1858. The population includes a strong contingent of Chinamen. The export trade in 1891 was valued at \$5,630,000 (1,126,000*l.*). The centre of the town (1½ M.) is reached from the wharf by tramway (5*c.*). The **GOVERNMENT BUILDINGS*, forming a tasteful group in a square adjoining James's Bay, include the *Parliament House*, a *Provincial Museum*, and the *Government Offices*. The monument in front commemorates *Sir James Douglas*, first governor of the colony. **Beacon Hill Park* should also be visited. The streets are wide and clean, and most of the private residences stand in gardens rich in shrubs and flowers. The roads in the vicinity of Victoria are unusually good and afford charming drives through luxuriant woods of pine, maples, alders, arbutus, madronas, fern-trees, and syringas.

About 3 M. to the S.W. of Victoria (tramway, 10 *c.*) lies *Esquimalt*, the headquarters of the *British Pacific Squadron*, with a good harbour, a dockyard (closed at 5 p.m.), a fine dry-dock, barracks, and a naval arsenal. Some *British men-of-war* may generally be seen here.

From Victoria to *Nanaimo*, see below. — Steamers ply regularly from *Victoria* to *Vancouver* (see *Baedeker's Canada*).

Vancouver Island, at the S. extremity of which *Victoria* lies, is 290 M. long and 50-80 M. wide, with an area of 20,000 sq. M. The greater part of its surface is covered with mountains, reaching a height of 6-7000 ft. (*Victoria Peak*, 7485 ft.) and but little has been reclaimed or settled by Europeans since its exploration by *Vancouver* in 1793. The two native tribes are the *Nootkas* and *Selish*, of whom a few degenerate specimens may be met in *Victoria*.

From *Victoria* our course lies to the N., through the *Canal de Haro*, which was decided by the arbitration of the King of Prussia in 1872 to be the line of demarcation between American and British possessions. To the left lies *Vancouver Island*, to the right the *San Juan Islands*, beyond which the cone of *Mt. Baker* is long visible.

Looking backward, we see the Olympic Mts., on the other side of the Juan de Fuca Strait. On issuing from the archipelago of Haro Strait, we enter the broader waters of the **Gulf of Georgia** (20-30 M. wide). Various islands lie off the shore of Vancouver.

130 M. *Nanaimo* (Wilson Ho.; U. S. Consular Agent), a small town on the E. coast of Vancouver, with 4595 inhab., is of importance as the outlet of the extensive collieries of the New Vancouver Coal Co. The Alaska steamers often stop to coal here either in going or returning. The pretty, rose-gardened cottages of Nanaimo are very unlike the grimy abodes of coal-miners in England, and many of the miners own them in freehold. Nanaimo is connected with (73 M.) *Victoria* by the only railway on the island. — *Vancouver* (see *Baedeker's Canada*) lies on the mainland, directly opposite Nanaimo (steamer, \$ 2).

Farther on we see few settlements or signs of life. The shores are low and heavily wooded, but lofty mountains rise behind them on both sides, those on the mainland covered with snow. Long, deep, and narrow fjords, flanked with lofty mountains, run up into the land. To the right lie *Lesqueti Island* and the large *Texada Island*, covering the entrance to *Jervis Inlet*, one of the just-mentioned fjords. About 80 M. beyond Nanaimo we leave the Gulf of Georgia and enter ***Discovery Passage**, a river-like channel, 25 M. long and 1-2 M. wide, which separates Vancouver Island from *Valdes Island* and is flanked by mountains 3-6000 ft. high. *Valdes Island*, ending on the S. in *Cape Mudge*, occupies nearly the whole channel, and a scheme has been in consideration for running a railway from the mainland to Vancouver Island by bridges constructed over the narrow waterways here. About the middle of *Discovery Passage* are the famous **Seymour Narrows*, 2 M. long and $\frac{1}{2}$ M. wide, through which the water rushes with great velocity (sometimes 12 knots an hour).

Discovery Passage is succeeded by ***Johnstone Strait**, another similar channel, 55 M. long and 1-3 M. wide, between Vancouver Island on the left and the mainland itself, or islands hardly distinguishable from it, on the right. The *Prince of Wales Range*, on Vancouver Island, reaches a height of about 4600 ft.; and the white summits of the *Cascade Range* rise to the right beyond the lower intervening hills. The varied beauty of the scenery cannot easily be indicated in words; but few travellers will weary of the panorama unfolded before them as the steamer advances. — Beyond *Johnstone Strait* we thread the shorter *Broughton Strait* (15 M. long), between Vancouver and *Cormorant* and *Malcolm Islands*. On *Cormorant Island* lies the Indian village of *Alert Bay*, with a salmon-cannery, a totem pole, and a native graveyard. The conical summit to the left is *Mt. Holdsworth* (3040 ft.).

On emerging from *Broughton Strait* we enter **Queen Charlotte's Sound**, which is 10-30 M. wide and contains many islands, mostly adjoining the mainland. On the shore of Vancouver lies *Fort Rupert*,

an old post of the Hudson Bay Co., with an Indian village. A little later we pass through *Goletas Channel* and then say farewell to Vancouver Island, the N. point of which, *Cape Commerell*, we leave to the left. For a short time (40 M.) we are now exposed to the swell of the Pacific Ocean, but this is seldom enough in summer to cause uneasiness even to bad sailors. To the N.W., in the distance, loom the large *Queen Charlotte Islands*.

Our course now hugs the mainland and leads at first through **Fitzhugh Sound*, a deep and narrow channel, the W. shore of which is formed by a continuous series of islands. The sharp peak of *Mt. Buxton* (3430 ft.) rises on *Calvert Island*. As we near the N. end of the Sound the scenery becomes very grand, huge snowy peaks towering above the pine-clad hills that line the channel. Beyond the large *Hunter's Island* we turn sharply to the left and enter the extremely narrow and winding **Lama Passage*, between it and *Denny Island*. On *Campbell Island*, to the left, is the Indian village of *Bella Bella*, opposite which is a graveyard, with totem-poles (comp. p. 530). Farther on we pass through the wider *Seaforth Channel* and reach *Millbank Sound*, the only other point on the voyage where we are exposed for a brief interval to the waves of the open sea. Beyond this sound we enter *Finlayson Channel*, 24 M. long and 2 M. wide, between the large *Princess Royal Island* (48 M. long and 25 M. wide) and the mainland. Numerous fjords, short and long, run into the mainland, and several high waterfalls descend from the cliffs. Finlayson Channel is continued by *Tolmie Channel*, *Graham Reach*, and *Frazer Reach*, beyond which we pass through *McKay Reach*, between the N. end of *Princess Royal Island* and *Gribbell Island*, into *Wright's Sound*. From this we enter **Grenville Channel*, which runs for 50 M. in an almost perfectly straight line between *Pitt Island* and the mainland. It is flanked on both sides with steep mountains 1500-3500 ft. high, while still higher mountains rise in the background to the right. At places the channel is only a few hundred feet wide. Signs of glacier action are seen on the more distant mountains, while the courses of long bye-gone avalanches may be traced by the light-green streaks of the younger growth of trees. Crossing an expansion of Grenville Channel, we next enter the short *Arthur Passage*, between *Porcher Island* (l.) and *Kennedy Island* (r.), which leads to *Malacca Passage* and the wide *Chatham Sound*. To the right is the mouth of the *Skeena River*. The E. side of the Sound is bounded by the large *Chim-sy-an* or *Tsimpsean Peninsula*, which is connected with the mainland by a very narrow neck of land. On this lies *Old Metlakatla*, the scene of Mr. Wm. Duncan's interesting experiences in educating the natives (see p. 531) and now a missionary station of the Episcopal Church of Canada. Higher up is *Port Simpson*, a station of the Hudson Bay Co., established in 1831. To the left lie the *Dundas Islands*, opposite the northernmost of which opens *Portland Inlet*. Just here we cross the boundary-line between the British and

American possessions ($54^{\circ} 40'$ N. lat.; the famous 'fifty-four forty or fight' of 1842) and enter Alaska. To the left opens *Dixon Entrance*, between *Graham Island* (S.) and *Prince of Wales Island* (N.).

The territory of Alaska received its name from Charles Sumner in a speech addressed to the Senate in favor of the purchase of the territory. It is a corruption of an Aleut word referring to the continent as distinguished from the Aleutian islands. The boundaries of the territory comprise the continent and islands adjacent, to the W. of 141° W. lon., and also a strip to the W. of a line drawn parallel to the coast from the vicinity of Mt. St. Elias (p. 536) in a S.E. direction to the N. extreme of Portland Canal, through the canal in mid-channel, and westward to the ocean on the parallel of $54^{\circ} 40'$ N. lat. The W. limits of the territory, to the N. of the Pacific Ocean, include the Aleutian chain, the islands of Bering Sea, and the eastern of the two Diomedé Islands in Bering Strait.

The territory is divisible by its physical characteristics into several diverse regions. The *Sitkan Region*, including the coast and islands to Cook's Inlet on the N. and the Kadiak group on the W., has a rough and mountainous topography with many glaciers, a bold sea-coast, numerous fjords and islands, a moist, cool, and equable climate, and a dense covering of chiefly coniferous forests. — The *Aleutian Region* includes the peninsula of Aliaska, the Aleutian chain, and the Pribiloff or Fur Seal Islands. It also has a cool and equable climate, with much fog and wind but less rain than in the Sitkan region. It consists of broad level areas with numerous clusters of mountains, few glaciers, many volcanic cones, many harbours and anchorages; and, while totally destitute of trees, nourishes luxuriant crops of grass, herbage, and wild flowers. The Aleutian chain represents an old line of fracture in the earth's crust; and, contrary to the usual idea, a large proportion of the islands are not volcanic but composed of crystalline or sedimentary rocks. — The *Yukon Region* includes the mass of the continent to the N. of the great peninsula, which has on its N. border true Arctic conditions, on its W. shores a mild summer and an Arctic winter, and in the interior a hot short summer and a dry cold winter, much like that of Minnesota. It is a region of *Tundra*: low, undulating ranges of grassy mountains, and extensive, level, more or less wooded river-valleys.

The products of the Sitkan region are timber, precious metals, salmon, halibut, and other sea-fish. Lignitic coal and extensive beds of marble exist in many places. The Aleutian region produces chiefly fox and sea otter fur, the fur-seal pelts, and a certain amount of coal. Extensive cod-fisheries are prosecuted along its shores. The Yukon region produces gold, furs, and salmon. A remarkable characteristic of the Territory is that, though bordering on the Arctic Ocean and in the S. teeming with glaciers, it has still never been subjected to the action of a continental ice sheet, such as have ground down the coasts of the analogous fjord-regions of New England and Norway.

The native inhabitants of Alaska belong to four ethnologic stock races: the *Eskimo* or *Innuut*, with their special offshoot the *Aleutian* people; the *Haida Indians* of Alaska; the *Tlinkit* stock of the Sitkan region; and the *Tinneh* or *Athabascan Indians* of the great interior region. In all there are between twenty and thirty thousand of these natives, independent, self-sustaining, and mostly well disposed. They are in no direct way related to any of the present Asiatic races as is so often assumed, but, from the evidences of the prehistoric shell-heaps, have occupied the region for many centuries. They live by fishing and hunting; the moose, the caribou, and the salmon, in the interior, and the hair-seal, the beluga, the cod and other sea-fishes, the salmon, and wild fowl, on the coasts, furnish their chief supplies. The fjords and rivers are their roads; with hardly an exception they are canoe-men everywhere, and throughout the N. drivers of dogs and sledges.

Among the Tlinkit and Haida people one custom is forced on the attention of all who visit their villages. It is that of erecting what are called *Totem Poles*, which have various significations, the most common

being that of a 'genealogical tree'. A man erects one of their large communal houses, and, in memory of this achievement, puts up in front of it a cedar pole carved with figures emblematic of the totems of himself and his ancestors, one above another. The door of the house is frequently cut through the base of the pole under the totem of the builder; while, above, the successive totems (which by their social laws must change with every generation) appear in the order of remoteness.

The estimated area of the territory is 580,000 sq. M. (thrice that of France); its total population about 35,000†, of which one-seventh are accounted civilized; its chief archipelago, in the Sitkan region, is said to contain 5000 islands; its total shore line amounts to some 18,200 M.; its principal commercial port is in about the same latitude as Liverpool; its southernmost islands lie on the parallel of Brussels; its westernmost village is as far W. from the mouth of the Columbia River, Oregon, as Eastport, Maine, is E. from that point; it includes within its boundaries the highest mountains, the most superb glaciers and volcanos in America to the N. of Mexico; and presents the anomaly of a territory with only about one inhabitant to 17 sq. M. which in 20 years has paid more than eight million dollars in taxes. It was transferred by Russia to the United States in 1867 for the sum of \$7,250,000.

The most authoritative and complete work on Alaska is 'Alaska and its Resources' by Dr. Wm. H. Dall, who kindly drew up the above paragraphs for this Handbook. A good popular account is given in Miss E. R. Scidmore's 'Alaska and the Sitkan Archipelago'. See also Miss Scidmore's excellent 'Guidebook to Alaska' (Appleton; new edition, 1898) and A. P. Swineford's 'Alaska: its History, Climate, and Natural Resources' (1898).

To the right, as we proceed, juts out *Cape Fox*, with the small station of *Fort Tongas*. There is a U. S. custom-house on the small *Mary Island*. The steamer now steers in a straight direction towards the N. and enters **Clarence Strait**, which is 100 M. long and 14-12 M. wide and is bounded on the W. by *Prince of Wales Island* (130 M. long and 30 M. wide). This is the home of the *Haidas*, the cleverest of the Alaskan tribes (comp. p. 530), and contains the best totem-poles, but the ordinary tourist has no opportunity of landing here. *Annette Island*, the largest of the Gravina group, is the seat of *Port Chester*, with the new *Metlakatla*, founded by Mr. Duncan on leaving his original station (see p. 529). To the right, opposite Annette Island, lies the large island of *Revillagigedo*, the chief place on which is *Loring*, with an important salmon-cannery. We are now within what is known as the *Alexander Archipelago*, about 1100 of the islands of which appear on the U. S. charts, while innumerable small islets are disregarded. The mountains on each side of the strait are fine in size, proportions, and colouring. Near the head of Clarence Strait we steer to the right (E.), between *Etolin Island* (r.) and *Zarembo Island* (l.) and run into *Fort Wrangell*, usually the first stopping-place of the steamer 'Queen' after leaving Victoria.

790 M. (from Tacoma) **Fort Wrangell**, situated on the N. end of the island of the same name, opposite the mouth of the *Stikine River*, was formerly a place of some importance, as the outlet of the Cassiar Mines, but is now a dirty and dilapidated settlement inhabited by about 250 Tlinkits (p. 530) and a few whites. It was named

† Now (1898) probably 50,000.

from Baron Wrangell, Russian Governor of Alaska at the time of its settlement (1834).

To the tourist Fort Wrangell is of interest as containing the best collection of *Totem Poles* he is likely to see, though their execution is by no means so fine as that of the Haidas (see p. 531). The totems here are 20-40 ft. high. One is surmounted by a bear, another by a head with a 'Tyhee' hat, the badge of a *Shaman* or 'Medicine Man'. A specimen of such a hat, said to be 400 years old, is shown in one of the houses. The old *Graveyard* is so overgrown with vegetation as to be difficult of access and now contains little of typical interest. The carved figure of a bear (or wolf) which surmounted one of the graves now lies on the ground near two totem-poles.

The Tlinkits themselves will interest the visitors, who will at once notice such customs as the blackening of the faces of the girls (said to have for its object the preservation of the complexion) and the wearing of *labrets*, or small plugs of silver, ivory, wood, or bone, in the lower lip. Curiosities of various kinds, including labrets, silver bracelets, carved horn and wooden spoons, reed baskets, halibut hooks, gaily painted canoe-paddles, the carved rattles of the Shamans, and fine carvings in slate may be purchased from the natives; and the inquisitive may visit the imperfectly ventilated interior of one of the huts.

At the end of the village farthest from that with the totem-poles are the *Court House* and a *Mission School for Girls*, the teacher of which is glad to give information to interested visitors.

The Stikine River is said to receive no fewer than 300 glaciers, and its scenery is very fine. It forms one of the routes to the gold mines of the *Klondike Region*, and in 1897-98 light river-steamers ascended it regularly to (125 M.) *Glenora* (see *Baedeker's Canada*).

Soon after leaving Fort Wrangell we thread our way through the devious **Wrangell Narrows*, where the channel is marked by stakes and buoys. The shores here are well-wooded, and at places stretches of grass border the water like the lawns of an English country-house. Farther on, in *Soukhoi Channel*, the scenery is of a more majestic character. The mountains on either side, though apparently of no very great height, are covered with snow to within 1000 ft., or less, of the water; and their shapes are very varied and beautiful. One of the most striking is the *Devil's Thumb* (ca. 8500 ft.), a peaked monolith recalling the Dolomites of Tyrol. We here see the first glaciers of the voyage (all to the right): the *Le Conte Glacier*, high up on the mountain-side; the larger *Patterson Glacier*; and the *Baird Glacier*, in *Thomas Bay*. About this part of the trip, too, we may meet our first piece of floating ice; while the indescribably beautiful effects of the late sunsets (9-10 p.m.) will rouse the most sluggish enthusiasm. The huge slopes of *névé*, or hardened snow, are fine.

Soukhoi Channel widens into *Frederick Sound*, with *Cape Fanhawe* to the right and *Kupreanoff Island* to the left; but our course soon leaves this sound and carries us to the N. through the long *Stephens Passage*, bounded on the W. by the large *Admiralty Island*. *Holkam* or *Sum Dum Bay*, to the right, has been the scene of some placer-mining. Near the head of the passage, to the right, opens **Taku Inlet*, with its fine glaciers, one of which has a sea-face $\frac{1}{2}$ M. long and 100-200 ft. high. The muddy grey water of the inlet is filled with ice-floes and bergs. The surrounding mountains are of a

fantastic, Dolomitic appearance. The chief settlement of Admiralty Island is *Killisnoo*, on its W. coast, with large oil-works. — Just beyond the mouth of the Taku Inlet we enter the pretty *Gastineau Channel*, between *Douglas Island* and the mainland.

990 M. **Juneau**, the most important town in Alaska, is situated on the mainland, on a narrow strip of comparatively level ground between the sea and a precipitous, snow-seamed mountain (3300 ft.). Settled in 1880 and named after a nephew of the founder of Milwaukee (p. 321), it is occupied mainly by miners. In 1890 it contained 1253 inhab., about equally divided between whites and natives or half-breeds, but this number has been considerably increased by recent developments. Juneau is one of the chief outfitting stations for the Yukon miners, and contains a theatre, several churches, two or three hotels, a woollen mill and other industrial establishments, and some shops for the sale of Alaskan furs (sea-otter, seal, otter, beaver, bear, musk-rat, fox, etc.; see, however, p. 525) and the famous *Chilkat Blankets*. The last are made of the hair of mountain-goats and coloured with native dyes, but genuine examples, worth \$60-100, are now rare, and most of those offered for sale are made of wool and stained with aniline dyes. Juneau supports two newspapers.

About $\frac{1}{2}$ M. to the N. of Juneau is a village of the *Auk Indians*, a curious and primitive, but very dirty settlement, which will repay a visit. The traveller may bargain here for a trip in an Indian canoe. Behind the village is a native *Cemetery*, with curious little huts containing the cremated remains and personal effects of the deceased.

A well-made road leads from Juneau through the highly picturesque *Canyon of the Gold Creek*, with its waterfalls and small glacier, to ($3\frac{1}{2}$ M.) *Silver Bow Mines*, and offers a trip well worth making if time allows. The Silver Bow Basin contains gold mines of great promise, and both quartz and placer mining are successfully prosecuted.

On Douglas Island, nearly opposite Juneau, is the famous **Treadwell Gold Mine*, at which the steamers generally call. The mine, which is close to the wharf and easily visited, has one of the largest quartz-crushing mills in the world, employing 800 stamps. The quartz does not produce more than \$3-4 of metal per ton, but is so easily and economically worked that the profits are said to be enormous. It is credibly stated that the company that owns it refused \$16,000,000 for the mine, and the gold actually in sight is estimated to be worth 4-5 times as much as the price paid for the entire district of Alaska (p. 531). Many of the best workers in the mine are natives, who earn \$2 $\frac{1}{2}$ per day.

—As Gastineau Channel has not been charted above Juneau, the steamer now returns to its S. end and then proceeds to the N. through *Saginaw Channel*, on the W. side of Douglas Island. This debouches on **Lynn Canal*, a fine fjord extending for 60 M. towards the N. It is flanked with snow-mountains, rising abruptly from the very edge of the water to a height of 6000 ft., and presents, perhaps, the grandest scenic features we have yet encountered. About a score of glaciers, large and small, descend from the ravines into the fjord, among which the *Auk*, *Eagle* (r.), and *Davidson Glaciers* are conspicuous. The last-mentioned, near the head of the fjord and on its W. side, spreads out to a width of 3 M. as it reaches the water-level, its front being partly masked by a tree-grown moraine.

Lynn Canal ends in two prongs, named the **Chilkoot** and **Chilkat Inlets**, recently come into prominence in connection with the rush to the gold district of the Klondike. In these inlets the tourist reaches the highest latitude of his trip (ca. 59° 10' N.; about that of the Orkney Islands, Christiania, and St. Petersburg). At mid-summer there are not more than 3-4 hrs. of partial darkness here.

On Chilkoot Inlet (the E. arm) lie the two new and bustling little towns of **Skagway** (E. bank) and **Dyea** (W. bank), the chief points of departure for the Upper Yukon and the Klondike (see *Baedeker's Canada*). Each of these contains about 3000 inhab. and is furnished with rough hotels, outfitting establishments, and other accommodations for the miner. Skagway has a landing-wharf, but the steamers cannot approach nearer than 5 M. from Dyea. The latter was made a U. S. military post in 1898. The trails from Skagway and Dyea to the Upper Yukon are described in *Baedeker's Canada*. A railway, to run from Skagway to the Yukon District, was begun in 1898, and will probably be open to *Bennett Lake* in the spring of 1899. — On Chilkat Inlet lie *Pyramid Harbor* and *Chilkat*, with prosperous salmon-canneries. There are also other settlements on the inlet. This is the district in which the fine Chilkat blankets (p. 533) are made. Good echoes may be wakened off the glaciers. The *Dillon Trail*, beginning at the head of the Chilkat Inlet, is used by Klondike travellers after the navigation of lakes and rivers has ceased for the year.

We now return to the S. end of Lynn Canal and then bend to the right (N.W.) into *Icy Strait*. Opening off this to the right is ***Glacier Bay**, which extends to the N. for about 45 M., with a width contracting from 12 M. to 3 M. The mountains immediately abutting on the bay are comparatively low (4000-7000 ft.), but as we ascend it we enjoy a magnificent ****View** to the left of the **Fairweather Range**, including (named from left to right) *Mt. La Pérouse* (11,300 ft.), *Mt. Crillon* (15,900 ft.), *Mt. Lituya* (10,000 ft.), and *Mt. Fairweather* (15,500 ft.). The surface of the bay is full of small icebergs and floes detached from the large glaciers which descend into it, and the most careful navigation cannot avoid an occasional bump. As we near the head of the bay we have an excellent view of the wonderful ****Muir Glacier**, the grandest single feature of our Alaskan expedition (1270 M. from Tacoma by the course described). To the right is seen the small hut in which Prof. John Muir, who first visited the glacier in 1879, lived when making his explorations of the glacier in 1890.

This stupendous glacier, throwing the large ice-fields of Switzerland entirely into the shade, enters the sea with a front $1\frac{1}{2}$ M. wide and 150-200 ft. high, probably extending 700 ft. below the water. From this wonderful wall of blue and white ice, which forms a striking contrast to the dirty terminal moraines of European glaciers, huge masses of ice, often weighing many hundreds of tons, detach themselves at frequent intervals and fall into the bay with a reverberating roar, throwing up the water in clouds of spray and creating waves that rock the huge steamer like a cock-boat. Nine main streams of ice unite to form the trunk of the glacier, which occupies a vast amphitheatre, 30-40 M. across. Seventeen smaller arms join the main stream. The width of the glacier when it breaks through the mountains (*Pyramid Peak* to the W., *Mt. Wright* and *Mt. Case* to the E.) to descend to the sea is about 3 M. The superficial area of the glacier is 350 sq. M., or about the same as that of Huntingdonshire. Prof. G. F. Wright, who explored the glacier in 1886, estimated its rate of movement at 70 ft. per day in the centre and 10 ft. at the sides (an average of 40 ft.),

as compared with $1\frac{1}{2}$ -3 ft. at the Mer de Glace, but Prof. H. F. Reid, of the Case School of Applied Science (p. 293), who spent the summers of 1890 and 1892 here, found the most rapid movement not more than 7 ft. per day. In August about 200,000,000 cubic feet of ice fall into the inlet daily. Though the glacier thus moves forward at a comparatively rapid rate, investigation shows that it loses more ice in summer than it gains in winter and that its front is retrograding steadily from year to year. It is evident from the general appearance of the enclosing hills that the ice-stream once occupied the whole of Glacier Bay; and numerous features of the moraines and adjacent rocks give proof of more recent retrocession. Vancouver found the bay blocked by a wall of ice in 1794. See the very interesting reports (with maps, etc.) of Prof. H. F. Reid's two expeditions.

Visitors are landed in small boats on one of the lateral moraines, and by following this back for about $\frac{3}{4}$ M. reach the surface of the main glacier, which they may follow as far as time allows. The seaward end of the glacier is so corrugated and seamed by vast crevasses as to be quite inaccessible. The surface of the glacier commands a splendid view of Glacier Bay and the Fairweather Range; and those who are good climbers may obtain a still better view by ascending the stony conical mountain (ca. 3000 ft.) on the left (N.W.) side of the glacier, about 2 M. from the bay. Walking on the smooth surface of the glacier is generally easy in summer; but the feet should be well protected against dampness, as the strong summer-sun (which makes too warm clothing undesirable) has considerable effect on the surface-ice. The steamboat company provides alpenstocks for the use of passengers, and has constructed a plank-walk, with guide-posts, leading up to the glacier. Those who make longer explorations should keep a good lookout for snow-covered fissures and avoid wandering off alone.

Mirages are of common occurrence at the Muir Glacier, and have given rise to the so-called 'Phantom City' of which fanciful illustrations are given in some books describing this region.

Above Muir Inlet several other huge glaciers enter Glacier Bay, but as this part of the bay has not yet been charted, an approach to them is less easy. Among them are the *Geikie*, *Hugh Miller*, and *Grand Pacific Glaciers*.

The nearest way from Glacier Bay to Sitka would be through *Cross Sound* and down the W. side of *Chichagoff Island*, but to avoid the unpleasantness of an outside passage the steamer returns through *Icy Strait* (p. 534) and *Chatham Sound* (p. 529). About one-third of the way down the latter we diverge to the right through **Peril Strait*, between the islands of *Chichagoff* (N.) and *Baranoff* (S.). This strait is wide at first but ultimately contracts to a width of $\frac{1}{2}$ M., where its wooded hills and islets recall the scenery of *Loch Lomond*. As we approach Sitka we have a fine view, to the right, of *Mt. Edgecumbe* (see below), with its crater half filled with snow.

1420 M. **Sitka** (**Millmore's Hotel*, \$2), the capital of Alaska and seat of the governor, is very beautifully situated on the W. side of *Baranoff Island*, with a fine bay dotted with green islands in front and a grand range of snow-mountains behind. The bay is sheltered by *Kruzoff Island*, with the extinct volcano *Mt. Edgecumbe* (2800 ft.), while immediately to the E. of the town towers *Mt. Verstovaia* (3210 ft.). In 1890 Sitka contained 1190 inhab., of whom 293 were white, 31 Chinese, and 865 natives. The town was founded in 1804 by Alex. Baranoff, the first Russian governor of Alaska (see *W. Irving's 'Astoria'*). Sitka lies in 57° N. lat. (about the same as that of *Aberdeen* or *Riga*), and, owing to the *Kuro Siwo*, or Japanese current,

has a milder winter climate than Boston, in spite of the propinquity of eternal snow (mean summer temp. 54° , winter 32°). The temperature seldom falls to zero. The rainfall is high (ca. 110 inches).

On a height to the right of the dock (fine view) stand the ruins of **Baranoff Castle**, the former residence of the Russian governors, burned down in 1894. — Near the head of the main street, leading from the wharf into the town, is the **Russo-Greek Church**, with its green roof and bulbous spire, which contains some interesting paintings and vestments (small fee charged for admission). Many of the natives and half-breeds are members of the Greek church, and Sitka is the seat of the Orthodox Greek bishop of the United States. Several of the substantial old *Log Houses* of the Russians are still in use. — Turning to the right at the head of the main street and following the road along the beach, we reach the buildings of the **Presbyterian Mission**, where visitors are welcome. The **Sitka Museum**, a highly interesting collection of Alaskan products, is installed in a building in the mission-grounds, fitted up like the dwelling of a native chief, with a totem-pole at the entrance. — By passing up between these buildings we reach the **Indian River Walk** (a round of about 2 M.), where the visitor with preconceived ideas of Sitka's arctic climate will be surprised to find luxuriant vegetation, fine trees, and a brawling brook, not unlike such typical English walks as the **Torrent Walk** at Dolgellay. One of the characteristic plants is the **'Devil's Club'** (*Echinopanax horrida*).

The **Native Village**, or *Rancherie*, lies to the left of the wharf and is occupied by 800-1000 Sitkans, including many interesting specimens such as 'Mrs. Tom' and 'Sitka Jack', who are always at home to steamboat visitors. Tourists occasionally get up canoe races among the natives, and exhibitions of native dancing are often arranged for their benefit. Behind the village is the native and Russian cemetery.

Native curiosities may be bought at Sitka comparatively cheap, and a Russian samovar may still occasionally be picked up here. Travellers should also visit the office of the *Alaskan* (10 c.), a weekly paper.

Sitka is the turning-point of our voyage, and we now retrace the way we have come (via Icy Strait, Chatham Sound, Frederick Sound, etc.). The distance to Tacoma is about 1200 M., taking 5-6 days. As a rule few stops are made on the homeward journey; but much fine scenery, previously passed at night, is now seen by daylight. Passengers for the *Canadian Pacific Railway* leave the steamer at Victoria and proceed thence by a smaller steamer to *Vancouver* (see *Baedeker's Handbook to Canada*).

Mt. Logan (19,539 ft.), the loftiest mountain in N. America, is situated in Canada, just beyond the Alaskan frontier, to the N. of 60° N. lat. and about 45 M. from the coast. A little to the W. of it is **Mt. St. Elias** (18,024 ft.), first ascended by Prince Luigi of Savoy in 1897. These mountains are nearly 300 M. to the W. N. W. of Glacier Bay (p. 534) and are not visible on any part of the trip above described.

Tourists who wish to go farther to the N. may avail themselves of the *Alaska Commercial Co.'s* steamer, which leaves Sitka for *Unalaska* about the 8th day of each month while navigation is open (round trip of 2500 M., taking about a month; fare \$120). This excursion affords splendid views of the St. Elias Alps and the enormous glaciers of the Alaska mainland. The sea is generally smooth in summer. Holders of return-tickets of the Pacific Coast Steamship Co. are entitled to stop over at Sitka and return by a later steamer.

Steamers now run regularly from San Francisco and other ports to *St. Michael's*, a U. S. military post on *Norton Sound*, 770 M. to the N. of Unalaska, whence river-steamers ascend the *Fukon* to (1650 M.) *Dawson City*, in the *Klondike Region* (see *Baedeker's Canada*).

MEXICO.

The Republic of Mexico (Span. *Méjico*), occupying the S. part of N. America, consists of a confederation of 27 States, two Territories, and a Federal District (in which is situated the city of Mexico). Its total area is about 770,000 sq. M. and its population in 1895 was 12,578,861. About 80 per cent of the inhabitants are of pure or mixed Indian blood, and only 20 per cent belong to the Spanish and other Caucasian races. With the exception of the flat and narrow strips along the coasts of the Gulf of Mexico and the Pacific Ocean, the country consists of a huge table-land bounded on each side by mountain-ranges, forming the N. prolongation of the Andes. The main range, bounding the W. side of the table-land, is named the *Sierra Madre*. The *Central Mexican Plateau* has a mean elevation of about 6000 ft.

Approaches. Plan and Season of Tour. Since the opening of the railways described in RR. 107-110, an excursion into Mexico can be easily added to a visit to the S. part of the United States, and affords a survey of so novel and picturesque a civilisation as amply to repay the time and trouble. Three weeks will suffice for the journey to and from the City of Mexico, with halts at many interesting places on the way, and also for trips from the City of Mexico to Orizaba (or even Vera Cruz), Puebla, and Oaxaca (Mitla). This excursion involves no serious hardships and is constantly made by ladies; but those who wish to visit the interesting remains of Yucatan and Chiapas must be prepared to give more time and labour. The Mexican plateau may be visited at any season, and is, perhaps, at its pleasantest from June to Sept., when the dust is abated by the summer rains. For a general tour, however, winter or early spring is preferable; and March or April will be found as good months as any. Fairly light clothing is desirable for the heat of the day, but wraps should be at hand for the cool evenings and mornings. The rarefied air of the Mexican plateau is sometimes found rather trying at first. Those who intend to use the steamer (comp. p. 552) in one direction are advised to take it in going rather than in returning.

Travellers who do not speak Spanish cannot do better than join one of the *Raymond and Whitcomb Parties* (see p. xxv), which visit Mexico in winter and spring. Their usual route is from Eagle Pass to the City of Mexico (R. 106), and thence back to El Paso (R. 109), with excursions to Orizaba (R. 111), Tampico (p. 543), etc. The parties travel on a special vestibuled train, which serves them as their hotel (except in the City of Mexico) and has the additional advantage of reaching and leaving the stopping-places at convenient hours. Interpreters accompany each party.

Railways, etc. English is generally understood at the railway ticket-offices of the larger towns and by the conductors of the through-trains. Time-tables and 'folders' are also issued in English. The visitor to the parts of Mexico described below will scarcely come into contact with the system of *Diligences*. Most of the cities have complete systems of *Tramways* (drawn by mules), all with first-class and second-class cars. The tramways sometimes connect places 10-70 M. apart.

Hotels. Mexican hotels are apt to be poor, and their sanitary arrangements leave much to be desired. The ordinary charges are \$2-2½ per day (higher in the City of Mexico). The place of chambermaids is usually taken by 'Mozos', or boys. Small fees are expected and efficacious. Neither soap nor matches are provided in the bedrooms. Wine and foreign beer are dear, native beer and pulque (p. 545) cheap.

Passports. Custom House. Passports are not necessary in Mexico, but may sometimes prove convenient. The custom-house examination is generally conducted courteously and leniently, and scarcely concerns things likely to be in the possession of the ordinary tourist. Articles purchased in Mexico are often liable to duty at the American frontier.

Money. Expenses. The legal unit of the Mexican monetary system is the *Peso* (dollar), divided into 100 *Centavos* (cents). The old expressions *Medio* (6½c.) and *Real* (pl. *Reales*; 12½c.) are still in constant use, though the coins they represent no longer circulate (*dos reales* = 25c., *cuatro*

reales = 50c., *seis reales* = 75c., *ocho reales* = \$1). — The cost of a short tour in Mexico should not exceed \$8-10 a day. A Mexican dollar is generally worth about 50c. American gold Mexican money may be bought cheaply in New York, but a fair rate of exchange can be obtained in the City of Mexico. American money may also be exchanged at the frontier. No bank-notes should be accepted except those of the Banco Nacional and the Bank of London, Mexico, and South America. Drafts on New York banks are a good form in which to carry large sums, and realize the highest rate of exchange in the City of Mexico.

Language. A slight acquaintance with Spanish will be found of great service in travelling in Mexico. Vowels have the pronunciation of Continental Europe; consonants are pronounced as in English, with the following exceptions: in the middle of a word *b* usually sounds like *v*; *c* before *e* and *i* = *th* in *thin*, before *a*, *o*, *u*, *l*, *r*, and at the end of a word = *k*; *g* before *e* and *i* = guttural *h*; *h* is silent; *ll* = *ly*; *j* = *ch* in *loch*; *z* = *th*. It should be noted that Mexican pronunciation is not quite identical with that of Spain. The transliterations in these pages do not claim to be more than approximately accurate.

Postal Arrangements. A list of the insufficiently addressed letters received by each mail is usually exhibited at the post-office, and in applying for one of these it is necessary to give its number on the list as well as the name of the addressee. Letters addressed to the large hotels in the City of Mexico are delivered at the hotel-office. The postal rates for domestic letters is 5c. per 1/2 oz., for letters to the countries of the Postal Union 5c. per 1/2 oz. Letters from the U. S. to Mexico are sent at the U. S. domestic rate (2c. per oz.).

Bull Fights may still sometimes be seen. Persons of delicate sensibilities will, however, do well to avoid these degrading and disgusting spectacles.

Bibliography. Mexican guidebooks are published by Scribner's Sons, Appleton, and Hoeck (p. 546). The traveller should be familiar with Prescott's 'Conquest of Mexico'. Other good books are those by David A. Wells, F. A. Ober, Matias Romero ('Statistical Notes on Mexico'; 1898), and C. F. Lummis ('The Awakening of a Nation'; 1898). Gen. Lew Wallace's novel 'The Fair God' will also be found interesting. For the antiquities, see 'Report of an Archæological Tour in Mexico in 1881', by A. F. A. Bandelier.

107. From Laredo to the City of Mexico.

840 M. MEXICAN NATIONAL RAILROAD (*Compañía de Ferro Nacional Mexicano*) in 39 hrs. (fare \$25.50, U. S. currency; sleeper \$9, Mexican currency).

This line affords the shortest and most direct route to the City of Mexico (from New Orleans 1570 M.) and passes through fine scenery. As, however, it is a narrow-gauge line, it cannot be traversed by the Raymond vestibuled trains (see p. 537). Baggage from the United States should be 'checked' to New Laredo, where the Mexican custom-house examination takes place and luggage is re-checked.

Laredo, see p. 522. The train crosses the *Rio Grande del Norte* into Mexico and halts at (1 M.) *Laredo Nuevo* or *New Laredo* (440 ft.; see above; U. S. Con., R. B. Mahone). The first part of the journey lies through a dreary plain of cactns and mezquite. To the right, beyond (72 M.) *Lampazos* (1030 ft.; Rail. Restaurant), rises the *Mesa de los Catujanos* (1500-2000 ft.).

168 M. **Monterey** (1790 ft.; *Hidalgo*, *Iturbide*, \$2 1/2; U. S. Consul General, John K. Pollard), the capital of the *State of Nuevo Leon*, a city of (1895) 56,855 inhab., situated in a beautiful valley, between the *Cerro de la Silla* (4150 ft.) on the E. and the *Cerro de la Mitra* (3620 ft.) on the W., is frequented as a winter-resort. The