Steamer "C. P. Patterson"

Season of 1895

Descriptive Report of Work

Peril Strait and Help Bay

E. K. Moore
Lieut. Comdr. U.S.N.
Chief of Party

F. L. Ford
Department of Commerce and Labor
COAST AND GEODETIC SURVEY

Superintendent.

State: Alaska

DESCRIPTIVE REPORT.

Sheet No. 3239

LOCALITY:

2239

1876

190

CHIEF OF PARTY:

ER Moore
Department of Commerce and Labor
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Superintendent.

State: Alaska

DESCRIPTIVE REPORT.

141  Sheet No 2240

LOCALITY:

See

2238

1896

CHIEF OF PARTY:

E.M. Mawr.
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State: Alaska

DESCRIPTIVE REPORT.
Hyd. Sheet No. 2241

LOCALITY:

See

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CHIEF OF PARTY:

E. K. Moore
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State: Alaska

DESCRIPTIVE REPORT.

H.T.C. Sheet No. 2242

LOCALITY:

Lee

2238

1893

CHIEF OF PARTY:

E. K. Moore
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Superintendent.

State: Alaska

DESCRIPTIVE REPORT.

LOCALITY:

See 2243

1896

CHIEF OF PARTY:

E. L. Crowe
Steamer "C. P. Patterson"
Season of 1895.
Descriptive Report of Work
Peril Strait and Kelp Bay

By
H. H. Ford.

E. K. Moore
Lt. Comdr. U.S.N.
Chief of Party.
Fleet Strait and Helf Bay, Scale 1"=40000.

This sheet covers the ground surveyed in the season of 1895 from Points Hatchet and Hayes to Pogebhi Point at the entrance of the narrows, and the arms and the bays to the westward included on the old charts under the name of Kroniah Sound. For convenience in topography, as well as to give a better idea of its relative position, Helf Bay was included on this sheet. As the projection furnished by the Office was unsuitable in its size and limits for this area, the present sheet was used, and the stations were computed and plotted as plane triangulation.

The triangulation of this sheet was carried across Thatchare Sound from the base measured in Helf Bay to Pogebhi Point, a distance of 40 miles, where it was compared with a check base, the computed side comparing with the measured as 1350.15' to 1350.48' or a difference of one in
nearly four thousand.

The topography was executed in the same manner as in Chatham Strait, the contour interval remaining the same, 200 feet.

Pril Strait is one of the most important waterways in S. E. Alaska, rivalling Wrangel Harrows in the amount of its commerce, and is the only connection between the inland channels and Setka. It is used by small sloops and schooners, by small steamers employed in the unloading of various canneries, sawmills, and mines, by the regular mail steamers throughout the year, and during the last season by two steamers running in opposition to the Pacific Coast Steamship Co., from Prince Sound to their waters.

An excellent reconnaissance of the narrows from Shilovia Bay to Dogribshi Points, including also the steamer track from that point to Broad Island, was made by the Offices of
the U.S.S. Adams under Comdr. J. B. Eganlan, in 1884, and subsequent changes were found by the present survey. (See sheet of the narrows, scale 1:20,000.)

The north shore of Peril Strait from Ft. Craven to the head of the northern arm of Tonichik Sound is steep and bold, and after passing Lindenburg Head, is practically a straight line, with no dangers except an occasional flat of small extent making off the mouth of a stream. The shore can be approached with safety to within a quarter of a mile.

The mountains are covered with a moderate growth of timber and underbrush, their tops being generally bare and rocky except where noted on the sheet.

McClellan Rock, marked by a spire, immediately off Lindenburg Head, and a sunken rock off a small open bight, two miles to the eastward of Lindenburg Head are the only dangers from this Point to Point Craven.
The principal landmarks in Peril Strait are Fairway Island in the eastern entrance, Linden-berg Head, the Point about which Peril Strait changes direction, a series of bare rocky hills and cliffs 2½ miles above Lindenberg Head and Broad Island lying ¾ mile off the northern shore at the western end of the Strait. Several landslides will be referred to later.

The southern shore of Peril Strait is much indented by small heights, coves and inlets, and although the mountains back of the shoreline are in many instances higher than those of the northern side, the slopes are generally less abrupt.

Point Crevice is the western point of a narrow inlet, known as Silkoh Bay about 6½ miles in length that extends in a general north-easterly direction. The point consists of an outlying rock, about 10½ ft in height, with a larger and higher rock nearly half way between it and the shore, connected by ledges showing at low water. A small step
Hill is on the bounding points of the shore behind the rocks. Deep water can be carried close up to these rocks.

The eastern point of Sitkack Bay is Paint Hayes distant from St. Craven 1 1/2 miles N by E 3 1/2 E, and bearing S.S.E. 1/2 E distant 1 1/2 miles from Seninnar St. in Chatham Strait. This portion of the shore is extremely foul and dangerous, the bottom is irregular, and help is particularly thick.

From St. Hayes, extending toward St. Craven across the mouth of Sitkack Bay, for a distance of 1/2 mile, are numerous reefs and ledges, some of which are visible at low water only. Two small islands, and a rock lie a short distance off the point.

A 1st class Can Buoy, painted black is moored 1 1/2 miles N by E 1/2 E from St. Craven, and 2 1/2 miles N by W 1/4 W from St. Thatcher. Between this and St. Hayes is very foul and dangerous ground, and no vessel should attempt to pass to the north.
ward of the bay under any circumstances.

On line between the bay and Stonetown Point, is
an extensive reef, usually well marked by reefs,
which show partially at low water, and run
in a generally northerly direction. A line from
the outer rock of E. Green drawn through the
small bare rock off S. Hayes, and a right triangle
latitude signal Queen was built, passes nearly
through the center of this ledge. To avoid this
ledge, in entering Chatham Strait from Tatkle
Strait, with the buoy close aboard on W. E. 2 E.
course should be held until the prominent white
rock to the northward of Peninsula. It is
well open, before hauling to the northward.

Skokch Bay for the first two miles, is about
one mile in width, though the channel at the
entrance is contracted to half that distance
by the ledge, and keep making off to the west-
ward from S. Hayes. Two miles above Point
Hayes from the eastern shore projects a low, heavily wooded point which forms a bright affording an anchorage in 20 fathoms hard bottom, and excellent protection from the northerly gales which are the severest winter winds. Behind the point is a small lagoon bare at low water. Extending to the southward from the point is a reef about 200 yards in length, visible at low water. By favoring the St. Craven shore for a distance of a mile, and then heading for the middle of the bay, all dangers will be avoided.

Beyond this point the bay is but 1/3 of a mile in width for a distance of 4 1/2 miles, the last mile of which is bare at low tide. Seven eighths of a mile above the point a reef extends into the channel for a distance of 300 yards from the eastern shore, with a small sand flat, and an Indian house on the western shore a little further in. A mid channel course clears.
both the reef and the flat, and should be held for 1 1/4 miles further, when the eastern shore should be favored to avoid an extensive flat extending out from the western shore. This flat is well marked by a low mound, 100 yards off the western shore, covered by stunted trees and bushes. A small stream empties just to the northward of this mound. The anchorage is just beyond, in 15 fms. soft bottom.

A small cove, with low sandy shores, 3 1/2 miles N. 3 1/4 E. from St. Chaveux does not afford good anchorage, and this fact coupled with the sunken rock off its entrance recommend that it be not used.

Lindenborg Harbor, 3 1/4 miles S.W. 34 W. from St. Chaveux is formed by the projection of a point with a knoll, 250 feet in height, on which is an extensive windfall. The harbor is protected from the northward and eastward
but is rather small with indifferent holding ground. It has been used considerably in winter by weather by the regular steamers, but apparently on account of lack of information regarding Sitka Bay.

No. 1 Ellaw Rock, marked by a spindle, is 50 yards of the point toward midchannel. This rock faces for considerable area at low water. There is a narrow passage between it and the point with from 2 to 7 fsw, but nothing is gained by its use.

These constitute the only anchorages on the northern shore of Peril Strait.

Point Thatcher, the southern entrance point to Peril Strait, is a low wooded point terminating in three bare rocks, the outward one connected with the shore. These rocks extend toward St. Crayre, and a rock half a low rock, surrounded by reefs lies 100 yards 5/2 E. from the outer one. The Colman's Reef described.
in the sailing directions as extending one mile
northeast from St. Thatcher, with a width of one
quarter mile apparently has no existence. One and
one third miles West from St. Thatcher are Tha-
ders Islands, connected at low water, low and
heavily wooded. One and one half miles N.W. 3/4 W.
from St. Thatcher is Midway Reef, visible ex-
cept at high water and extending 750 yards in a
general N.W. by direction.

Fairway Island, the prominent landmark for
leaving or entering Sand Strait lies two miles
W. W. 1/2 W. from St. Thatcher, and one and one
quarter miles S.S.E. from St. Pearson. It is about
320 feet high, much rounded, and covered with
a thick growth of trees.

From St. Thatcher to the eastern point of
Haines Bay, the shore must be avoided by
all large vessels. The bottom is very irregular
and there are numerous rocks and reefs, some of
which show only at extreme low water, while the
sunken rocks are but poorly indicated by keel.
3/4 miles S.W. by W. 1/4 W. from Fairway is a sunken
rock marked by keel. One and one half miles
S. W. 1/2 W. of Fairway Island, and one half mile
W. S. W. 1/4 W. from a small rocky islet with but
few trees lies a sunken rock nearly one half mile
off the southern shore. This is a pinnacle rock
and but one or two pieces of keel marked its
location at the time of its discovery.
Small craft with local knowledge may find
temporary shelter close in shore but no anchor-
ages are recommended. A course midway between
St. Craven and Fairway Island, laid to pass
the spindle off Lindenbery Head 3/8 of a mile
to the southward clears all dangers, and re-
quires but one change for continuing up Pearl
Strait to Broad Island.
Haines Bay, six miles from St. Craven.
on the southern shore, abreast Lindenbug Head on the northern shore, is a broad open bay, 2 1/2 miles in width by 1/4 miles in depth. At its western end are two coves, the southern one nearly bare at low water, into which empties a small stream, the outlet of a small narrow lake. This is quite a fishing station of the Indians during the summer months, where large quantities of salmon and trout are prepared and dried for the winter supply of food. The other cove, about 1/2 mile in depth affords an anchorage for small craft. Two ledges, bare at low tide, lie off the points of these coves at distance of about 80 yards, the outer one lying a little inside of the outer point. In the southeastern corner of Hauser Bay are two low wooded islands, connected at low water, with reed and sandflats extending off their western end for about 200 yards. The eastern island has a large
amount of standing dead timber which attracts
attention at a considerable distance. A shallow
pocket behind these islands, with a ledge show-
ing at half tide connects at high water with
the north arm of Help Bay.
Four miles further to the westward on the
southern shore is a small bay, known by the
Indians as Sa-ooh, three miles in length
by about one half mile in width, that affords
the best anchorage on this sheet especially
in south-easterly weather. Its right entrance
is marked by a point on which is a conspi-
cuous windfall, and off this point in Feel
Strait is a rock about 50 yards from shore.
4 feet out of water at high tide. The left
entrance is low and wooded. On the eastern
shore of the inlet, 3/4 of a mile from the entrance
is a low wooded island with a small
reef on the channel side, distant 20 yards
and generally visible. This [island] is the foot
of a small group of islands and rocks which
extend from it to a low green grassy knob,
3/4 of a mile beyond. On the east side, 1/2 mile
from the entrance is a prominent ravine open-
ing into an amphitheater in the surrounding
hills. From it comes a small stream that
makes a very extensive sand and gravel bar.
This bar is much larger than would ordinarily
be expected and extends fully half way across
the inlet. Beyond it there are no obstructions
until the flats at the head are reached, one
mile beyond the ravine. A good sized stream
sneaked for large numbers of trout empties at
the head. The anchorage is 2/3 of a mile
beyond the bar, in the middle of the inlet,
in 18 to 22 fms, soft green mud. Excellent
water can be obtained from any of the num-
ous small streams that come in on each side.
of the anchorage, preferably at high water when a better approach to them can be had. Devil Strait is entirely hidden from the anchorage.

Four and one half miles further in, the south shore is the entrance to an inlet, Rodman Bay which extends to the southwestward for six miles. Its western point is high and well wooded, with reefs extending off shore for about 100 yards. The eastern point is low and between it and a small cove on the eastern shore are several rocks, bare at low water, but not generally visible. This inlet is 6 1/2 miles from Broad Island, and 8 miles from Lindenborg Head. At the entrance it is about 2 miles wide, but contracts in 1 1/2 miles to 1/8 mile, a small wooded island lying off the eastern side where it narrows. The soundings in the entrance are very irregular, and although no dangers were found, care should be taken
in entering. On the eastern shore close to the entrance is a small cove with an island in the middle of the entrance, connected with the southern point by a sand spit covered at high water. The channel for entering is on the north side of the island. The cove has rocks and shoals and affords no anchorage to small craft only. A stream empties at its head with very extensive flats.

On the western shore of the inlet, two miles from the entrance a shoal extends offshore for about 125 yards, but otherwise the channel is clear to the head where extensive sand and gravel flats make off from the southwest corner. On the eastern side near the head are two islands, connected at low water, and just beyond them, with a point on the eastern shore showing between, a good anchorage may be had in 10 to 13 fathoms of bottom. A large stream coming from the eastward through a
narrow valley empties in this corner of the bay with extensive sand and gravel flats.

Two miles west of Rodman Bay is Tetchani Point, a low wooded point, on the eastern side of which a mountain stream empties forming a very large sand and gravel bar. This bar extends into the channel for over a quarter of a mile, from 1/2 mile to the westward of the point, to below the mouth of the stream. A close approach to the point should be avoided.

Three quarter miles west of Tetchani Pt. is Vermeini Pt. low, covered with a thin growth of trees, bare and rocky at its seaward end. Off this point are two ledges, bare at low water, with a sudden rock halfway between them and the point. The first is distant 600 yards, 4 6 1/2°, and the second is distant 800 yards 5 6 1/2° from the point. To the eastward of the point is Vermeini Cove, about 3/4 of a mile in depth by
less than ½ mile of its entrance. This gives shelter from southerly winds, the holding ground in the middle of the cove being fair in 18 to 22 fathoms. The course for entering lies toward the eastern point to avoid the ledge off Kisemeo Pt. This point affords no shelter from northerly winds.

Beyond Kisemeo Pt. and Broad I. Trail Strait opens out into a considerably wider body of water, extending 7 miles to the southward to Pt. Bogebia, the northern entrance to the narrows, and on its western side opening into three bays, the two northern ones being the most extensive, and constituting Koochiching Sound. To the southward about 3½ miles on the western shore the third bay extends in a curve to the southward for four miles.

Poison Cove near Pt. Bogebia is the only other indentation on this shore.

From Kisemeo Pt. to Pt. Bogebia the shore
bends in a gentle curve to the southward, the low water line extending some considerable distance offshore. Several anchorages may be had along this shore, the best being near St. Togibshi off the entrance of a small lagoon in a small grassy fiab, in 20 fms., sandy bottom. A close approach to the shore should be avoided in anchoring as an extensive sand and gravel bar makes well into the fiab.

One mile S.W. by W. 1/2 W. from Varineni St. is Otsovia Rd, low and thickly wooded, and connected at low water with two bare rocks lying off its southwestern end. A sand and gravel bar formed by mountain streams makes off from the shore towards Otsovia Rd. constituting the channel to a width of 1/3 of a mile. The outer point of the fiab is marked by a 2nd class red nun buoy, anchored in 8 fms. A clear channel carrying 4 to 10 fms., generally used by the steam
lies between the buoy and Ostrovia Id., and a straight course from the buoy to Poroshki Id. clear all dangers.

Three quarters of a mile W 3/4 S from Niomeni It is the seaward end of Cojadian Reef, a sunken ledge extending off Ostrovia Id. for nearly 1/2 mile. Its outer end is marked by a second class can buoy painted black. One half mile S W 3/4 W. from Niomeni It and lying 150 yards off, there is a sunken rock poorly marked by legs.

Five-eighths of a mile W W 3/4 S from the southern end of Ostrovia Id. are Kraglovi and Stavozi Is. connected at low water. These islands are small, low and wooded. Between them and Ostrovia Id. is a clear channel with from 15 to 25 fow, which is apparently a better one than that between Ostrovia Id. and the shore, as it avoids Cojadian Reef, and the sunken rock between it and the shore.
One and one-half miles from Keukloki Rd., and nearly on range between it and the northern point of Ushko Bay is a reef, nearly 150 yards long, baring only at spring low waters.

A little inshore, but nearly on range between St. Emmos, and the north point of Poosoko is a reef of about the same extent as the last, distant 2 3/8 miles S. 44° E. from St. Emmos and 2 1/2 miles S. W. E. W. from Keukloki Rd.

It is 1/4 of a mile N. E. 3/4 W. from the southern point of Ushko Bay, and bares at low water only.

One and one-half miles S.W. 3/4 S. of Keukloki Rd., and 2 1/2 miles N. from Poosoko Rd., is the center of a group of reefs, with shallow water between, covering an area of one-half mile square. The largest of these is about 200 yards long by from 50 to 100 yards in width, composed of sand, gravel and boulders. This covers only at the highest spring tides. 400 yards to the southward of this
are two rocks covering at ordinary high water. To the westward of the sandy island about ¼ mile, are three ledges covering at about half tide. The white sandy bottom between these ledges, and extending off them for a distance varying from 50 to 150 yards, is visible for a considerable distance on a bright day.

Between these reefs and Poverotni Idd there are no dangers, the water varying from 30 to 50 fms. in depth.

Poison Cove, abreast Poverotni Idd. is a small open cove, with low gravelly beaches, and flats at the head that uncover for a quarter of a mile at low water. It is free from dangers and affords an anchorage for small craft in 18 fms. soft bottom.

One and one half mile to the northward is the entrance to Ushk Bay, which extends to the westward and southward for 4 miles
with an average width of \( \frac{3}{4} \) mile, narrowing
to a third of the point, where it changes direction.
It affords an anchorage at the head in from
18 to 20 fms. soft bottom. A peculiar formation
of the hills is noticeable near the entrance on
the southern shore, and a solitary round-topped
hill, 1800 feet high with several landslides, marks
its northern point, and the southern entrance to
Hornaday Sound.

Five miles W by W S W from Portolóie I d., and
four miles W S W from Broad Od. is Emmons
Od., St. Emmons being its eastern extremity.
This island was named in honor of Lieut.
George Emmons, U. S. N., who has spent many
years in these waters and furnished much
valuable information in regard to them, and
the habits and customs of the Indians in this
section of Alaska. The island is well wooded
with a small lake on its northern shore.
A ridge in the center, 600 feet high at its eastern end, has the appearance of a cone to vessels coming from Charlotte Strait.

Off the western end of Emmonos Is. distant one half mile is a group of small, wooded islands, connected at low water, from which a reef, bare at half tide, extends to the northward for nearly 1/2 mile. The passage between the south shore of Isoniah Sound and Emmonos Is. should not be attempted as the water is shallow, and long sand spits visible at low water make well into the channel from the western end of Emmonos Is., and the small group of islands to the westward.

Two and one half miles W. N. W. from Emmonos Is., a large island 5 miles in length, 1/2 mile wide at its eastern end and 1 mile wide at its western end divides Isoniah Sound into two arms. A sand spit, 1/4 mile in length, covered
at high water, with a small wooded high water island near its center, connects the large island with the shore at its western end.

On its southwestern end is a prominent landside. Off its eastern end a ledge makes off for 200 yards, and off its southeastern point is a ledge distant 250 yards E.S.E., bare at half tide. One mile to the westward from its eastern end, and ½ mile off the northern shore is a small bee rock, some 8 feet out of water at high tide. The northern shore is low, with sand and gravel beaches which extend off shore 150 to 200 yards for a mile above the bare rock. The southern shore of the island is bold and steep.

Five and one half miles beyond Turnovers Point the south arm of Newick Sound is divided into a bay, 3 miles long extending to the southwest, and a smaller arm, 2 miles long, that connects with the northern arm at high water.
Three and one half miles above Edmonds Pd. is a
small cay, with flats at its head, bare at low
water. Off its eastern point is a small round
wooded island, connected with the shore at low
water, from which a reef extends to the eastward
for 200 yards. The southern shore should not be
approached too closely, as the low water line
extends well out. The bay extending to the
southward is clear except for the western shore
which is choked with several sand and gravel
bars. The arm at the head connecting with
the northern arm, in addition to extensive mud
and sand flats, has a low grassy flat, covered
here and there by small bushes, extending through
on the left of a small wooded knoll to similar
flat, 2½ miles above the junction of the north
and south arms. In this small connecting
arm, ½ mile N.N.W. ¼ W. from the wooded is-
land on the sand spit, and in mid channel
is a rock, bar at low water. This rock is about 2 1/4 miles above the southern point of the arm.

The northern arm of Kowiah Sound is comparatively clear, until 1/8 of a mile to the southward of the small island on the northern shore, where in mid channel is a rock, bar at low water. This rock is not quite abreast of a prominent waterfall on the north shore. At the head of the northern arm are two strong tidal smalls, entering from low meadows, one extending in the same general direction as Kowiah Sound, and the other having a more southerly trend. A wooded island, with a reef extending 1/4 mile to the eastward, lies off the point of the ridge dividing the two valleys and is connected at low water with the shore by the flats at the head.
Pearl Strait, Point Bogisbi to Fish Point.

Scale 1: 20,000.

The general description and sailing directions of this part of Pearl Strait as published in the Alaska Coast Pilot are excellent, and only such changes as have been found by the present survey in the existing chart will be noticed.

The triangulation, shoreline, and hydrography were executed in the same manner as on the other sheets. In the topography, by Ensign H. H. Bushue, U.S.N., the photographic method was used, the contour interval being one hundred feet. This system of topography has much to recommend its use, principally its accuracy and the accumulation of a large amount of data in a short space of time, which is an important feature in many localities where weather and other causes shorten the field season.

For the work of this vessel, where the office work at the end of the season embraces all branches of the survey, the large amount of time required for developing and plotting, and the lack of facilities for enlarging the vectors are against
its adoption when compared with the shorter time necessary
to fill in the contours by the methods used on the other sheets.
From Pt. Dogribhi to Arthur Pt. no change beyond the
completion of the hydrography will be found. Arthur Pt.
is an island and a slight change will be seen in the
shoreline between it, and the northern entrance to Deep Bay.
The shoal on the chart between Arthur Pt. and Yellow Pt.
was not found, but may exist. The shoal to the southward
was found, two points on it having 15 ft. reduced, nearly
on range between Arthur Pt. and the spinnaker off Hiddle.
The rock shown as a rock awash, between Grass Top
Id. and Big Id. was found to be a sunken rock.
Liesnoi shoal is apparently smaller than shown on
the chart, and the shallowest water found was six feet
and abreast, to the westward of the buoy.
Between the northerm point of Rapids Id. and
Prolery Rock, in mid-channel a sunken rock was
found with but 9 feet of water on it. This channel is never
used by large vessels, but the finding of this rock blocks
is up very thoroughly.

On West Francis Rock several shoal soundings were found, the least water being nine feet, and the shoal depths give an area of about 25 yards square.

East Francis Rock on the chart is marked by six feet, but the shallowest water obtained, was 15 feet, with two per cent deep depths close aboard.

In Sulovia Bay two punkin rocks, one close to Sulovia rock and the other close to the rock a wash near Sulovia Jplet were found, but these are apparently only extensions of their respective ledges and are hardly to be considered as dangerous to navigation.

Current observations for velocity, set, and time of change were taken at the northern and southern rapids, full records of which have been forwarded.
Names on Sheets which are not on existing Charts.

These names have been obtained from Lieut. Geo. C. Emmons, U.S.N. and H. Joseph Geboff of the Alaska Oil and Guano Co., who have given Indian and Russian names on the tracings which are forwarded with the sheets.

Chatham Strait.

Cascade Bay, so called on account of prominent Cascade at its head.

Warm Spring Bay, translation of Indian name, so called on account of warm springs near its head.

Ta-Katz Bay & Ta-Katz Id., Indian names, meaning "stonewall" from the steep cliffs that surround the bay.

Point Turbot, named after a triangulation signal of the season of 1895, not in local use.

Point Wilson & Wilson Cove, so called by employees of Alaska Oil and Guano Co.,
after the captain of one of the company's fishing steamers.

Cha-ik Bay, from the Indian name, in local use.

Hookz-Bay, from the Indian name, translation 'bear,' and improperly called Hoofs Bay on the chart, in local use.

Hoofznahoo Jetlet, from the Indian name Hoof meaning 'bear' and 'nahoo' nest, strong hold, or place infested or frequented by. In local use, improperly called Hoofznahoo.

Help Bay, North and South Points from their situation, not in local use.

Pond Island, from the two ponds or lagoons on the island, not in local use.

Yellow Rock, so called from its general color.

Crow Island, from the Indian name meaning a breeding place for crows, not in local use.

Flower Rock, from the number of flowers that were found there, not in local use.
Portage Pt. and Portage Arm, from the portage which connects by this arm with Peal Strait. Locally known as the portage.

Middle and South Arm from their relative positions to Portage Arm, not in local use.

Basin, from the resemblance caused by the surrounding hills, not in local use.

Peil Strait.

Dead Tree Island, from the standing dead timber, not in local use.

Sa-ootl Bay, from the Indian name, meaning "late salmon", not in local use.

Rodman Bay, for Lieut. Rodman, who was the first to reconnoiter and survey it, not in local use.

Ush K - Bay, from the Indian name, translation not known, not in local use.

Very respectfully,

D. M. Moore