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NOV 28 1899
Acc. No. 51461

U. S. COAST AND GEODETIC SURVEY.

Henry S. Pritchett, Superintendent.

State: *Alaska*

DESCRIPTIVE REPORT.

Topographic Sheet No. *2424*

LOCALITY:

*Upper Kwikpak Pass,
Yukon Delta*

1899.

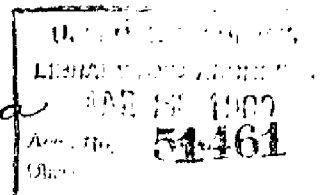
CHIEF OF PARTY:

R. L. Faris

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1899

Yukon Delta, Alaska



Upper Kuskok Pass Topographic Sheet

Descriptive Report.

This sheet includes that part of Kuskok Pass from the head of the delta to 6 miles below New Fort Hamilton, or $14\frac{1}{2}$ miles down stream from head of delta.

This is the pass used by steamers running between St. Michael and Yukon River points. The banks of the stream are from ten (10) to fifteen (15) feet high and are covered by a dense growth of small willow or alder trees from 20 to 30 feet high, with now and then a clump of larger trees 50 feet or more in height. These banks are cutting away and changing constantly.

New Fort Hamilton, located 500 yards below the mouth of Nanvaranak Slough, on the right bank of the pass, is the post and warehouse of the North American Trading and Transportation Company. Goods

and supplies are stored here for reserve purposes and for shipment to up river points in the spring after the ice clears from the river and before steamers can make their way to St. Michael for supplies from the general warehouses of the company. New Fort Hamilton was established by the company in the fall or winter of 1898, having been removed from its old position (or Old Fort Hamilton) on the Apoon Pass at the junction of one of the branches of the Little Apoon Pass. This station is the only white settlement on the Kwikpak. Native pilots for this region can always be found here during the season of navigation who have a fair knowledge of the river as far up as Andraefski.

Some driftwood is found on the banks of the pass, much of which is cut up suitable for steamboat use by the natives and piled on the bank in accessible places. This wood, though apparently dry and sound is not so desirable for steaming purposes as that farther up the Yukon River which is cut from the standing

tree. Various prices for cord wood have prevailed ranging from \$2⁵⁰ to \$15⁰⁰ per cord according to the reports of Steamboatmen.

Steamboats leaving St. Michael generally start with a sufficient supply of coal to carry them up river beyond the delta where wood for fuel is said to be of a better quality and more abundant.

Nanvaranak Slough affords a good anchorage for Steamboats wishing to lay up over night out of the way of passing vessels, or to await a favorable tide on the Apoon Bar. This Slough is said to extend back to Nanvank Lake near the foot of the mountain range.

Steamboats find no difficulty in navigating this stretch of the Kivikpass except at the crossing abreast the entrance to Nanvaranak Slough. Here there are shifting shoals and bars which also changes the channel and the best guide is the careful use of the sounding line or pole.

Aproka Pass, which makes across to Kiviklowak Pass from Kivikpass Pass for (5)

miles below New Fort Hamilton, affords a time-saving cut-off for small steamers going to the south mouth of the delta from St. Michael. This pass is described in detail by Asst. S. B. Putnam in his report on Kwiklowak Pass.

The water in Kwikpak Pass is fresh and adapted for steaming or domestic purposes.

It can be made more palatable by heating just to the boiling point and then allowing it to quietly cool; this process separating a large proportion of the mud which it always carries in suspension in the summer season. About the middle of September the water begins to clarify somewhat which is considered indication of approaching cold weather of the winter season.

As to the ice conditions, those already published about the Yukon Delta are applicable here.

The population of this region consists of natives (Eskimos) who live by fishing and hunting, wood cutting and piloting steamboats during the summer months. They leave

the pass before winter sets in. Geese, ducks, ptarmagin and Salmon are found here in good numbers in summer, and fresh fish and fowls can be had of the natives.

The summer season is very rainy and misty with fog now and then. The prevailing summer winds are from southerly quarters with occasional squalls.

The current in the pass covered by the sheet is about 1.5 knots per hour. This velocity is varied to a less amount by the state of the tide at the mouths of the passes.

R. L. Lario

3-20-1900