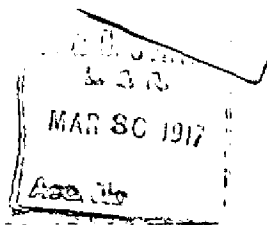


3646



Form 504  
DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

State: ALASKA

11-5613

DESCRIPTIVE REPORT.

Top Sheet No. 3646.

LOCALITY:

1916

CHIEF OF PARTY:

L.O. Colbert

DEPARTMENT OF COMMERCE  
COAST AND GEODETIC SURVEY.

E. Lester Jones,      Superintendent.

DESCRIPTIVE REPORT  
to accompany  
TOPOGRAPHIC SHEET No. \_\_\_\_.

of

SOUTHEAST ALASKA, SUMNER STRAIT,  
Eastern End, Vicinity of WRANGELL

SURVEYED by WIRE DRAG PARTY No. 4.

1916

L.O. Colbert,  
Chief of Party.

Scale.      1 - 20,000.

DEPARTMENT OF COMMERCE  
COAST AND GEODETIC SURVEY.

Page 1.  
L.O.C. 1916.

E. Lester Jones, Superintendent.

Descriptive report to accompany Topographic Sheet No. 3646

S. E. Alaska, Sumner Strait, Eastern End, Vicinity of Wrangell.

Limits, Scale, Method, Party:-

I have the honor to report as follows on Topographic sheet number 3646, which shows the eastern end of Sumner Strait in the vicinity of Wrangell.

The Geographic limits are:-

Latitude  $56^{\circ} - 26, 56^{\circ} - 34$ .  
Longitude  $132^{\circ} - 13, 132^{\circ} - 39$ .

Within these limits fall the entire shoreline of six small islands by name, Kahdin Island, Rynda Island, Liesnoi Island, Greys Island and Five mile Island, and Siminof Island, as well as a portion of the shoreline of Wrangell Island and Sokolof Island, and nine and one-eighth miles of the shoreline of the mainland extending from Green Point at the mouth of the Stikine River in Dry Straits to a point in Eastern Passage one-fourth of a mile west of Mill Creek falls.

Total number of statute miles of shoreline forty six and one-fourth.

The scale is 1 - 20,000.

The entire work was done by plane table.

The party consisted of an observer, boat engineer and rodsman. A clinker built skiff with outboard motor was used throughout. Smooth water favored the use of the motor boat, and made the handling of the boat by one man both possible and rapid. The party was in charge of Nathaniel P. White, Aid, C. & G. Survey.

Control, Traverse, Contours, Height:-

The work on the sheet is controlled by secondary and tertiary triangulation.

Where traverses were run they were checked on triangulation stations and adjusted throughout.

Traverse, Contours and height Continued:

The west and north sides of Rynda Island being the only exception. Due to the difficulty of working at high water only in Dry Straits, it was necessary to drop the traverse carried around the north side at a point where the latitude is approximately  $56^{\circ} - 33' - 15''$ . The joining traverse was started from a signal on the southwest side of the island, cut in by the plane table in previous work on Sokolof Island and Greys Island where strong three point fixes were obtained. They were only slightly in error; this was adjusted between the two in proportion to their lengths. The following traverses were run; around the north side of Kahdin Island from  $\triangle$  Kahdin to  $\triangle$  Kad, no adjusting necessary; around the north side of Greys Island, starting from Grey; the south side of Rynda Island was part of the latter traverse. The whole was checked by a strong three point fix on the southwest point of Greys Island, no adjustment necessary.

The contour interval is one hundred feet. In all except two cases the elevations are moderate and of no striking importance; the slopes are gentle and of uniform inclination from top to bottom, cut here and there by deep stream beds. The tops of the hills are rounding and heavily wooded.

The two exceptions noted in the last paragraph are Kahdin Island and Wrangell Island. Kahdin Island rises to an elevation of (1810) feet, and is heavily wooded from foot to summit. The highest point is only slightly to the east of the center of the island. The sides slope down uniformly to the waters edge, which gives the island a sharply pointed appearance when seen in the mist or twilight, and from a southerly direction. Moving around to an easterly or westerly view the peak is elongated so that the general appearance is that of a wedge. This is a very conspicuous view to steamers plying to Wrangell by way of Eastern Passage, whereas the pointed effect is prominent to Pilots coming to Wrangell by way of Stikine Strait, the more usual route.

Wrangell mountain rising to an elevation of (3750) feet is the most distinct topographical feature in this vicinity. It is easy of recognition because of the nipple like appearance of it's peak when approached from the south or southwest. The mountain has a concave front facing the west. At the top the face of the slope is nearly a mile in width, and has the appearance of being chopped off level, with the exception of a bare rocky peak that stands up in the center of the peak with vertical sides five hundred feet high. To the northwest is a second round topped mountain a little over (3000) feet high. The elevation of the saddle between this mountain and Wrangell peak is nearly (2600) feet; up to this elevation the westward mountain only tends to elongate the swing of the concave face of Wrangell Mountain. Toward the east Wrangell Mountain slopes off gradually terminating in a long knoll (1100) feet in height some three-quarters of a mile away, from which level it drops gradually away to the water forming Babbler Point.

The preceding description is from a westerly and southerly direction only. This scene is entirely changed when viewed from an easterly direction. From Eastern Passage, which would be an easterly view, the mountain shows four peaks of one hundred to three hundred feet in height. With a concave face the mountain slopes gradually away to the north heavily seamed with stream beds. A kind of spur or long high ridge of less steepness than the rest of the mountain runs out to form Babbler Point. Above (2500) feet Wrangell mountain is bare.

Back of Wrangell mountain the peaks were too far distant to be included on the sheet. These were cut in on an extension sheet and the contours drawn in that were visible. The contours that were not visible, either because of the shoreline elevation or because of the weather conditions were completed by reference to the "Alaskan Boundary Tribunal" sheet No.9. Before the sheet was used as above mentioned, it was taken into the field for comparison, and was found very good in general.

To obtain all elevations the mean of three or more cuts was taken. The greatest discrepancy between cuts was forty feet, but an average of five to ten feet was more usual, however.

The contours of Wrangell Island are those that could be seen from Eastern Passage. Weather conditions were poor while working around the Island, so the contours on the west side were not gotten at that time. After this section of the work was completed there was no further attempt made to measure the elevations, partly from a lack of time, but principally because the party under Captain Quillian of the Patterson was making a survey of this locality on a ten thousand scale.

Point Highfield, the most northerly point of Wrangell Island, is at the entrance to Eastern Passage. The Point is a knoll of four hundred feet elevation, sloping gently down to the water, and bound by steep rocky cliffs. This knoll is just north of a similarly shaped knoll of slightly greater height. The latter known as Dewey Hill. Extending to the foothills of the main elevations of Wrangell Island, is a swamp about one square mile in extent.

General Remarks, Character of Shoreline, Vegetation, Animal life:-

Wrangell Island.

Usually a strip of swamp area averaging three or four hundred meters in width, lines the shore before the foot of the mountain slope is reached, from which the ground rises uniformly and rapidly.

Wrangell Island Continued:-

To the east of Polk point is a foul area, but of no danger to traffic or to small boats provided they keep a reasonable distance offshore. It is customary with small boats not to approach Polk Point closer than a line from Siminof Island to Punta Point unless well acquainted with the locality. The work around Polk Point was done at high water. All the dangers were covered.

The only other point of interest on the island is Perhaps the Rock just south of  $\Delta$  Lithograph; it bares at about half tide and is a danger to small boats going to and from the Cannery from Wrangell. It lies one-hundred and thirty meters off the high water line.

Siminof Island:

Siminof Island is a low Island of only three hundred meters in length and one hundred and twenty-five in width at low tide, but it forms, with it's high white cliffs at low water, a conspicuous mark for steamers plying north through Eastern Passage. By laying a course from Babbler Point to just north of Siminof Island, steamers get the best water to avoid the flats of Dry Strait, which extends nearly to this island. Siminof Island is covered with low trees, thick bushes and grass. It is locally known as Dead Mans Island.

The Mainland:-

In the shoreline of the mainland there is noticed the absence of swamps and the frequent occurrence of rocky cliffs eight to ten feet high. The latter occur principally between Babbler Point and  $\Delta$  Mill.

All the rest of the islands of the sheet have their shorelines characterized by steep rocky cliffs of from eight to forty feet in height. The highest cliffs always appear on the north sides of the islands, which might indicate that the water here was quite deep until it was filled in by the silt from the Stikine River, which has now rendered all passage north of Kahdin or Rynda Islands impossible except at high tide. Nearly this entire area goes dry at low water. At this time the appearance of a great many glacial boulders show the water to be quite foul for navigation even at high water. There are some perfectly safe passages known to the natives.

The timber is principally spruce, pine, hemlock and cedar. Near the shore they are of very small diameter and very dense. The underbrush is very dense and profusely crowded with devils clubs and windfalls, which make travel for hunting or otherwise very difficult until well up the mountain side.

The Mainland Continued:-

The animal life consists principally; for the land, deer, wolves, mink, porcupine, and black bear; for the water, salmon, porpoise, hair seals (plentiful), mud sharks and herring, and trout in the streams; for the air, crows, ravens, ducks, geese, sandhill cranes, gulls, oyster-crackers, blackbirds, snipe and eagles. In the fall of the year sandhill cranes fly over this territory by the thousands in their southern migration.

Settlements:- White, Native;- Resources;- Mining, fishing and  
a little Farming:-

Wrangell is a white and native settlement of some two thousand inhabitants. The natives predominate in numbers, the whites totalling only about six hundred, which number is greatly reduced in winter. Other than Wrangell, no settlements are found within the limits of the sheet.

There is no mining and very little gardening, the latter being carried on only in a few cases for home use at Wrangell.

Fishing forms the main industry and is very productive of results. The Alaskan Packers Association has a Cannery on the east side of Highfield Point. A Sanitary Cannery is located at Wrangell.

No logging is carried on in this vicinity at present.

All the principal steamers for Skagway and the northern ports stop at Wrangell.

Geographic Names.

<u>Chart Name.</u>	<u>Local Names.</u>
Kahdin Island	High Island
Sokolof Island	Brush "
Siminof "	Dead Mans Island.
Green Point	Shakes' Point.

STATISTICS

Area surveyed in square miles ;..... 47  
Length of general coast line in statute miles. .... 46 $\frac{1}{4}$   
Length of shoreline of rivers in statute miles. .... 00  
Length of shoreline of creeks in statute miles. .... 2 $\frac{1}{2}$   
Length of shoreline of ponds in statute miles..... 00  
Length of roads in statute miles. .... 00  
Topographic sheets finished, number of. .... 1  
Topographic sheets, scale of. .... 1 - 20,000.  
Topographic sheets, limits and localities of:-

S.E. Alaska, Sumner Strait, Vicinity of Wrangell.

Latitude    56° - 26',    56° - 34'.

Longitude   132° - 13',   132° - 39'.

Respectively Submitted,

Signed

Nathaniel P. White.

Approved.

Aid, C. & G. Survey.

*L. O. Ralston*

Assistant, Coast and Geodetic Survey.  
Chief of party.

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# LIST OF POSITIONS

Name	Latitude	D. M.	Longitude	D. P.	Description	Elevation
Lof	56° 30'	675 M.	132° 34'	258 M	Pole signal	6' abv. H.W.
Boulder	27'	725	34	653	White boulder on shoreline 58 diameter.	At H.W. mark.
Len	29'	291	34'	326	Tripod signal	
Tut	30'	1090	33'	10	Pole signal	1' abv. H.W.
Rex	30'	1330	33'	267	Banner in tree	
Tod	30'	1804	33'	296	" " "	
Dot	31'	547	32'	852	White pole	
Da	31'	708	33'	814	Banner in tree	
Ho	31'	991	33'	955	" " "	
Bar	32'	625	33'	357	Tripod signal	
Ryn	31'	630	31'	220	Tripod signal	6' abv. H.W.
Ran	31'	1201	32'	557	Banner in tree	
Ad	31'	803	32'	1014	Pole signal	
Kad	32'	572	28'	545	Tripod signal	4' abv. H.W.
Fox	31'	5	28'	608	W.W. Mark	6' abv. H.W.

List of Positions Continued.

Name	Latitude	D.M.	Longitude	D.P.	Description	Elevation.
Ka	56 30'	1140	132 27'	546	Banner in tree	10' abv. H.W.
Hi	30'	1657	27'	80	" " "	" " "
Goat	31'	1108	21'	534	" " "	" " "
Can	30'	1129	19'	726	S.W. Gable of Cannery	
Polk	29'	67	21'	704	Tripod signal	2' abv. H.W.
Field	29'	499	23'	263	W.W. mark	5' " "
Pile	29'	503	23'	75	Banner on pile	
Kap	29'	207	23'	453	Flag on stake	
Perhaps Rk.	28'	1582	23'	708	Rk. awask at half tide.	