MARINE DISASTERS OF THE ALASKA ROUTE

The thousand mile long channel extending north from Seattle to Skagway, Alaska, with its by-ways among the islands, constitutes a unique waterway, like to none other in the world. The story of the casualties that have happened to the fleet that has been plying on this course for over half a century is a long one. It begins in Russian days, and even before the Muscovite had made his settlement on the Alaskan Islands. The way as traced today has names that recall Vancouver, Quadra, Gray, Butterworth, Valdes, Caamaño, and others, all of whom helped to trace out this intricate maze.

The first account of a marine accident comes to us from the pages of Vancouver\(^1\) when in August, 1792, surveying the unknown waters of Queen Charlotte Sound, he says, "we suddenly grounded on a bed of sunken rocks about four in the afternoon." The "Discovery" had struck an unknown rock, and the ship had little more than extricated itself from its unfortunate position than the hidden dangers arrested the progress of the "Chatham." Thus began the long line of accidents, some of them disasters, that have marked the coast with wrecks. While all have not been so fortunate as Vancouver in saving their vessels, the loss of life has been remarkably small when the stretch of coast without a lifesaving station is considered.

As late as 1897 the farthest north light-house to shed its beams across the way was situated on Entrance Island at Nanaimo Bay, on the Gulf of Georgia. The first light-houses to be established in Alaskan waters were those at Five Fingers in Stephens Passage and Sentinel Island, Lynn Canal, both in the year 1902.\(^2\)

For more than fifty years before the first light-house was constructed in Alaska the steamers of Russia and of Great Britain had been conducting their traffic on the route. The Hudson's Bay Company's boats, the "Beaver," "Otter,"\(^3\) and "Labouchere," went on their company's busi-

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\(^1\) Vancouver's Voyages, 1901 Ed., Vol. 2, pp. 209, et seq.
\(^3\) The H. B. Co.'s boats had several minor accidents and in 1889 the Otter struck a rock near Bella Coola, and sank, but was afterward raised and again put into service.

See Lewis & Dryden's History, page 46.

(21)
ness, and, though they met with some accidents, were attended with general good fortune, but as much cannot be said for their neighbor in the fur trade, the Russian American Company. We find their steamer, the "Nikolai I," a total loss near Kake Village in 1861, and the crew owed their lives to the good offices of the natives who saved and entertained them until a vessel arrived from Sitka.3

The transfer to the United States had scarcely been consummated until the list of losses of American vessels began. The schooner "Growler" was one of the first vessels to reach Sitka, having on board H. M. Hutchinson who purchased the property of the American Company at Sitka. She returned to Victoria and in the Spring of 1868 outfitted for sealing on the Pribylof Islands, sailed by way of the Queen Charlotte Sound and was lost at sea with all on board. Her wreckage and the bodies of some of her crew drifted ashore on the south end of Prince of Wales Island and that is all that tells the story of her fate.4

November 25th, 1868, the American schooner "Thomas Woodward" was one of the first victims of the dangerous shoals of Point Mudge. She was under charter to the Quartermaster's Department of the U. S. Army and was laden with stores for the post at Sitka.5 The vessel was a total loss but a portion of the supplies were saved and were carried forward by the Br. Str. "Otter" to their destination. Other disasters overtook the transports of the War Department, for on February 16th, 1874, the Schooner "Margaret," sailing from Sitka for the San Juan Islands, was driven ashore near the Kake Village with complete loss of the vessel. The Indians followed the ancient law of the beachcombers and pillaged the cargo.6 The U. S. Transport "Newbern" on leaving Wrangell on a stormy fall night in 1869, in Clarence Strait, struck an uncharted rock, tore away her keel, sustaining damages that required her being beached for repairs.7

To attempt to chronicle the number of vessels that struck on reefs with more or less damage would be an endless task and in this article only the more important will be noted. The charts used in those years were the ones based upon the surveys of Vancouver in 1793 and 1794, with additions made by British, Russian and American navigators. A ship generally carried all she could secure of each, and then was poorly

3Alaska and its Resources, 1870, by Wm. H. Dall, pg. 349.
4The Seattle Intelligencer, May 4, 1868, May 18, 1868, and May 29th, 1868.
5Lewis & Dryden's History, pg. 188.
6Seattle Intelligencer, December 14th, 1868.
7Report to Treasury Department of Coll. Customs of Alaska of December 16th, 1868.
8Report of Coll. of Customs, Alaska, May 24th, 1874.
9Report Special Agent, Wm. Gouverneur Morris, pg. 55-6.
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equipped. The revenue steamers "Wayanda" and "Lincoln" seldom made a cruise to Alaska without striking a rock. The Treasury Agent Morris says in 1879: "The U. S. S. 'Saginaw' struck several times while in Alaskan waters. The Alert, an English man-of-war, struck going into Sitka Harbor. The schooner Roscoe, in going to Klawack, struck an unknown ledge and came near being a total loss. The schooner 'Northwestern' struck a rock in Clarence Straits and was beached to save the lives of passengers and crew. The schooner 'Louise Downs,' in Lynn Canal shared a similar fate. The schooner 'Langley' struck a reef in Chatham Straits and was a total loss." These were before the days of making wreck reports in Alaska and the records of the Custom Office do not record them.

The U. S. S. Suwanee was lost on a sunken rock at the entrance to Queen Charlotte Sound, July 9, 1868, with great loss of life.

The first serious wreck along this coast, with great loss of life, was that of the Str. "Geo. S. Wright," and all those who were in Oregon or Washington in 1873 will remember the weeks of waiting and the thrill of horror that went over the coast when day after day passed and no news came from the vessel. The last that was known of her was that she cleared from Sitka on January 20th of that year with officers of the garrison and other passengers. All that was known of her fate was the wreck-age that strewed the shores from Queen Charlotte Sound to Prince of Wales Island, and the body of Paymaster Walker, U. S. A., that drifted ashore at Port Bazan, on Dall Island. To the natural terrors of the situation was added the report that the passengers had been captured and tortured by the Hydah Indians, but this last is probably without any foundation whatever.

In 1875 the U. S. S. Saranac struck the sunken rock in Seymour Narrows, was barely beached and the crew and provisions and ship's papers ashore when she slid off into deep water and sank out of sight. These Narrows claimed another boat in April, 1883, when the Br. Steamer Grappler, trading on the coast, took fire on entering, the tiller ropes burned,

Id., pg. 55. He says: "The want of reliable charts is the great draw-back to Alaskan navigation. From the boundary line north, Cape Fox, to the head of inland navigation, including the coast to Bering Bay (Yakutat) the Russian and American charts are entirely unreliable. The English have published no charts north of 54 40'".

Also says: "Even the best pilots in these waters are continually finding unknown rocks, and if a man goes a few feet out of the track he is liable to fetch up."

What he says is still applicable, as a proof note the Mariposa of July 16th, 1915, the California, on Aug. 17, 1913, the Curaco, on June 21st, 1913, etc.

Id., pg. 56.

10Seattle Intelligencer, July 20th, 1888, also July 27th, 1888.


12Daily Morning Call, S. F., Cal., June 22, 1875.
the boats swamped, and the passengers were driven overboard only to sink in the swirling waters.\textsuperscript{15}

Sept. 13th, 1886, the Str. \textit{Ancon} struck the rock at the entrance to Glacier Bay that is since known as Ancon Rock, off Point Gustavus, and was only saved from sinking by the empty salmon barrels stowed in her hold.\textsuperscript{14} She was kept afloat by them until she reached shore where she was beached. The respite of the Ancon was brief, for August 28th, 1889, she went on a rock in Naha Bay, at Loring, and her wreckage may yet be seen on the rock at low tide.\textsuperscript{16}

The number of boats that plied on the Inside Passage to Alaska were few in the earlier years. During the first years of American Occupation the steamers went from San Francisco. Then for a period of nearly ten years Portland was the point of departure for Sitka and once in a month was the time for a trip. During the eighties the route was changed to Seattle and the service increased to twice a month in summer and this service continued with little change until 1897, when the gold rush to the Klondike brought numbers of ships of every description on the run and with an increased number of casualties. Considering the number of boats, their condition, and the lack of aids to navigation, it is only a source of wonder that the marine disasters were not more in number during the closing years of the century.\textsuperscript{16}

Scarcely had the first ships unladen at the new ports at the head of Lynn Canal, when the S. S. “Mexico,” on her way south, passing from Clarence Straits through Dixon’s Entrance, struck an uncharted rock in the open sea. The passengers, hand baggage, and the mail were hurriedly

\textsuperscript{13}Appleton’s Guide to Alaska, 1898, by E. R. Scidmore, pg. 22.

\textsuperscript{14}The Sitka Alaskan, September 18th, and October 2, 1886.

\textsuperscript{15}Seattle Post-Intelligencer of September 5, 1889, says “early morning of Wednesday, August 28th,” with 111 passengers and 15,000 cases of salmon.

\textsuperscript{16}In 1867, the Str. John L. Stephens ran to Alaska from San Francisco and was present at the transfer of the Territory. In 1868 the “California” came on the run in March and made monthly trips. The Str. Geo. S. Wright made one trip in July. In 1869 the Str. “Youkon” entered April 26th, from San Francisco. The Br. Str. “Otter” made regular trips from Victoria to Wrangell via Sitka, commencing in 1867. The U. S. Transport Newbern made trips to Sitka and other Army posts in 1869 and other years. The Am. Str. “Active” came in 1869, with the party of Secretary Seward. In 1869 the California and the Geo. S. Wright came from Portland, Or., and the same year the Str. Constantine made trips from Portland. The Gussie Telfair came to the run in Sept., 1871, and the Str. Idaho, in 1872. The Str. Los Angeles made a trip in 1881, and on the margin is the note “wrecked near Peril Straits.” In 1884 the “Ancon” came as an excursion boat under Capt. Carroll and made three trips during the year. The “Olympian” came 7 trips in 1887, and in 1888 the Idaho and the Ancon alternated in trips, both being on the run, and the Geo. W. Elder made four trips during the year. This year initiated the semi-monthly service. In 1889 the City of Popeka entered the Alaska trade, and in 1890 the Santa Cruz appears and also the Jeanie, as well as the Queen and the Mexico, the Queen being on the tourist run. The route was changed from Portland to the Puget Sound about 1888.

In the earlier years all boats went outside Cape Ommaney, to Sitka, and only small vessels used Wrangell Strait, but in 1884 Captain Coughlin, U. S. N., surveyed and buoyed the channel and it was used from that time forward. See E. R. Scidmore, Alaska Guide 1898, page 73.
transferred to the ship's boats, and a few minutes later she sank. All of
the crew and passengers safely landed at Port Chester, on Anette Island.

The winter of 1897-8 every vessel that had been lying in the harbors and waterways of the Pacific coast was renovated and put in the Alaska trade. Old hulks that had not seen service for years were repaired and sent out to the north. Forty-four different vessels entered the port of Skagway during th month of February, 1898.\(^1\) Of this fleet the Corona was one of the first to meet misfortune, but she was in a position to escape with no loss of life and was afterward raised and taken south. Not so fortunate was the "Clara Nevada." Leaving Dyea on a stormy night, February 5th, she was seen from Berner's Bay to be on fire and soon after an explosion occurred and the lights went out. Boats attempted to set out from Seward City to go to her assistance but the winds of Lynn Canal drove them back. The next day the Str. Rustler set out from Juneau to search for the survivors, but of the crew of 28 men and of all the passengers on board, the lost steamer, the number unknown, but one body, that of Purser Beck, was found. The wreck lay on the reef of Eldred Rock, the spars above water at low tide, and a gaping hole confirmed the story of the explosion told by those who witnessed the fire from Berner's Bay.\(^2\) In this month the Oregon was blown ashore at Juneau and when the tide receded she was left on shore dry to her very keel. On the 19th the Bark "Canada" went on a rock four miles below Skagway, and when the tide fell the vessel heeled over until the horses on board had to be shot to end their misery. The Str. "Whitelaw" took fire in the harbor at Skagway on March 4th, went ashore with the wind and burned with a loss of $75,000.00 in ship and cargo. On April 11, the Am. Bk. "Mercury" was driven ashore at the same place and so badly damaged that she was towed to the head of the Tyee Sahnka and abandoned. On August 3rd the towing steamer "City of Astoria" struck an unknown rock between Dyea and Skagway, rolled over under the strong wind and tide, and the crew had barely time to escape when she disappeared. October 13th the Str. "Brixham" was wrecked on the rocks of Blashke Island, and on November 24th the Str. "Detroit," bound from Skagway for Juneau, went on a reef at the north end of Shelter Island in a driving snowstorm and became a total loss. The list for December closes with the wreck of the fishing schooner "St. Lawrence" on her way from Seattle to Juneau, the 28th of December, in a storm near Pybus Bay.

The year 1899 was a fortunate one for the vessels on the southeastern Alaska route, the only vessel to go down being the Br. Str. "Cutch," one

\(^1\)Customs Records, Skagway Office, Alaska.
\(^2\)Alaska Searchlight, Juneau, February 12th, 1898.
Skagway Alaskan, February 14th, 1898.
The Clara Nevada was formerly the Revenue Cutter Hassler.
of the fleet that came with the northern rush. She had been the private yacht of a Rajah of a province of India, was brought to these waters, sank in Stephens Channel, was raised and sold to the United States of Colombia, and there used as a gunboat.

The loss of the Str. "Townsend," January 16th, opened the year 1900. She went ashore about three miles below Haines, in a storm. On December 8th the Str. "City of Topeka" struck on the rocks at the south end of Sullivan Island, Lynn Canal, and her passengers and crew were fortunate enough to reach the shore with enough equipment to make a camp in the midst of the storm that was howling down the Chilcat Inlet.

On a pleasant evening, August 14th, 1901, the Br. Str. Islander left the port of Skagway on her way south, and made her way down the magnificent waterway of Lynn Canal. The night was calm and there was not a hint of danger as she plowed her way along the inland waters. At 2 A. M. the next morning, just west of Douglas Island, in Stephens Passage, a sudden shock nearly threw the sleeping passengers from their berths. All was excitement, many of the passengers rose, dressed and hurried out to find the boats being made ready and the ship headed toward shore under command of the Pilot. The Captain, coming on deck, assured the frightened people that there was no danger, ordered the ship on her course and the boats taken in. He had no sooner done so when it was seen that she was taking water fast and the boats were again ordered out and the ship headed for shore. Then confusion prevailed and a rush was made for the boats. One boat was launched and with women and children on board was swamped by others jumping from the sinking vessel. Another boat was swinging at the davits and a man handed his wife into it. He was a moment after knocked into the boat by some one running against him, and the same moment the after fall was loosed, the boat swung by the prow, he fell to the water and his wife hung to the thwarts. The ship was hardly headed for the shore when she sank, taking with her one of the boats and a raft that had been launched. A woman on the deck was carried down the ventilator by the water as the ship sank. A fog hung over the water, making it impossible to distinguish the land, though it was but a short distance away. Soon a boat reached the land, a fire was built and the work of rescuing the survivors, and resuscitating them after the chill of the waters, was begun by those fortunate enough to be able to work. Hour after hour they toiled but many of those rescued from the water died of cold and exhaustion after being brought ashore. Of the crew of 62 men and the passenger list of 111, on board the ship, there were 42 persons who lost their lives, as shown by the official report
of the wreck.\(^{19}\) The loss of the ship was attributed to striking an iceberg, but it was more than likely that she was off her course and crushed her bottom on the rocks off Point Hilda.

Of all the numerous wrecks on the Inside Passage this has the greatest loss of life.

The Br. Str. "Bristol" was lost Jan. 2, 1902, on the reefs of the islands known as the Gray Island and the Green Island, two round, glacier polished rock masses that rise at the side of the route a little way below Dixon's Entrance in British waters. She was a freighter laden with coal and the master, Captain McIntyre, and six of the crew were lost, while two boats were picked up by the "Cottage City" and their occupants saved.\(^{20}\) The "Cottage City" went on the rocks at midnight on September 8th, 1902, about twenty miles south of Wrangell, on the shores of Etolin Island. The passengers and crew were taken off by the City of Spokane, which fortunately arrived a short time after. The ship was afterward raised and continued on the route until, on Jany. 26, 1911, she piled up on the treacherous shores of Cape Mudge, near the Seymour Narrows, and became a total loss.\(^{21}\)

As the years passed the rocks took their toll. To attempt to describe the losses in detail would be a lengthy task and but a few of the more important ones can be mentioned. The Bark Richard III stranded and was lost in Clarence Strait on January 23rd, 1907. In 1909 the Str. Ohio was wrecked in Heikish Narrows, above Milbank Sound, with a loss of two lives. In 1911 the Str. Spokane struck Ripple Rock in Seymour Narrows, and there was barely time to beach her in a cove beyond the Narrows. Two lives were lost in consequence of the wreck.

Next to the Islander, the loss of life on the Str. State of California is the greatest that has occurred in any disaster on the Inland Passage up the coast. On a clear, bright day, August 17th, 1913, the ship left the wharf at the Gambier Bay Cannery, swung round from the landing, and settled down on her course toward the mouth of the harbor. Four minutes after she left the dock an uncharted pinnacle rock ripped open the bottom of the boat as she passed over. The ship was headed for shore and the whistle sounded for assistance. Within three minutes after striking the rock the vessel was beached on the rocky shore and the cannery tugs were on the way to her assistance. No sooner had she reached the beach than the stern settled beneath the surface and she slid back into the deep water, taking with her many of the passengers and crew. The decks


\(^{20}\)Daily Alaskan, Skagway, Jany. 11, 1902.

\(^{21}\)Records of Pacific Coast S. S. Co., Seattle, Wash.
were raised as by an explosion; the bridge floated off with the Captain shouting his orders as it drifted away; the masts went overboard, smashing the boats that lay in their path; and the next moment there was nothing on the surface but a struggling mass of human beings among the wreckage. The cannery tenders and available small boats rendered every assistance possible, but of the hundred and forty-six persons on board the ship, thirty-five went down to their death.22

The Str. "Jeanie" after her many years of adventure among the fogs and ice of the north came to her last resting-place at the south end of Calvert Island, Queen Charlotte Sound, on December 19th, and this closes the list of 1913.

In this article the intention has been to confine the account of the wrecks that have occurred directly upon the line of the most traveled highway along the coast between Seattle and Skagway. By going to one side of this route the list would be lengthened accordingly as the digression extended. It would include the "Star of Bengal," Sept. 20, 1908, on the rock mass of Coronation Island as she was being towed to sea, that smashed to fragments on the cliffs with the loss of over an hundred lives; the "Curacao," on June 21st, 1913, on an uncharted rock in the passages west of Prince of Wales Island; the "Delhi," January 18th, 1915, on Strait Island, Sumner Strait, and many others; but no attempt will be made to do so, beyond appending a list of the vessels lost in Alaskan waters so far as is to be procured from the records.

This year of 1915 has claimed one ship, the liner "Mariposa," that went on the rocks at Pointer Island, B. C., near Lama Pass, during a fog on the morning of October 8th. She was northward bound with passengers and freight at the time of the disaster, but fortunately there was no loss of life.23 This is not the first time she has been near the same vicinity, for, on July 16th, she sustained $10,000.00 damage by an uncharted rock off Pt. Harrington, Etolin Island, and on July 27th, 1914, she was stranded near Ellamar with a loss of $14,000.00.24

The waterway from Seattle to Skagway is almost a continuation of the reaches of Puget Sound; a deep channel behind protecting islands that enclose it like a river that has no sandbars and whose current is the tide. When storm or fog does not close down upon the ship, the way is as safe as a harbor; but when the waterway is wrapped in mist, or the snow drives down the inlets, until the shores are scarcely distinguishable a boat length away, then there is danger. The other dread of the navigator is the presence of pinnacle rocks in the channels. A submerged rock may lie where

22Alaska Daily Empire, Juneau, August 18th, 1913.
23Juneau Daily Empire, Juneau, Alaska, October 8, 1915.
24See extracts from Customs Records of Puget Sound, and Alaska, as appended hereto.
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soundings are made on all sides and indicate deep water; boats may pass over time after time; then on an especially low tide a deeply laden ship will crush her planking and unless she can limp ashore she is lost.

On every trip the log of the ship shows how long is the run on each course, and notes the wind and tide. On running in the fog or storm the same courses are run, checked by past experience, and the echo of the fog signal against the mountain sides give additional warning.

Each year the aids to navigation along the way add to the safety of the boats, and the long delayed drag survey is at last locating the sunken rocks that heretofore cost a ship to find, in almost every case. 25

Because of the lack of aids to mariners the marine insurance to Alaska is greater than to almost any part of the world. The rate from Seattle to Skagway is as much as the rate from Seattle to Liverpool, via the Panama Canal, in times of peace. The government tax on canned salmon is less than 1%, while the marine insurance on this same salmon from Bristol Bay to Seattle is 3%. With adequate aids to navigation along the coast the rate need not be greater than to other parts of the civilized world. The buoys and lights, the fog signals and the wireless telegraph are fast putting aside the marine dangers of Alaskan waters. Some of them are badly needed, have been long delayed, and are warmly welcomed as they arrive. Thirty-five years elapsed before the first lighthouse was built and nearly half a century has passed and not a light on Bristol Bay, a place from which there is 1,500,000 cases of salmon shipped each year.

The government has not done, and is not now doing, what it should do toward the upbuilding of the Territory of Alaska. Its policy has heretofore been that of repression, rather than of assistance. If, instead of building forts and maintaining military establishments in the country at an immense cost, only to be abandoned, there had been light-houses and coast protection provided, the advancement of the land would have been secured and property amounting to millions of dollars would have been saved. In every instance it has waited for private enterprise to go ahead in the development, while it reaped a benefit before it made an investment.

25The waters of British Columbia, through which the ships pass on the Inland route to Alaska, are better lighted than the American channels. They are not so well protected, however, that vessels do not go ashore or strike sunken rocks, for, in addition to the wrecks already referred to in this article, the following notes are appended, to wit: Str. "Mexico," Apr. 1, 1887, struck rock in Active Pass; Nov. 24, 1888, Str. "Idaho" struck reef, Queen Charlotte Sd.; July 5, 1895, Str. "Portland," pinnacle rock, Dundas Id.; Apr. 17, 1898, Str. "Cottage City," rock, Helikh Narrows; Feb. 12, 1900, Bk. "Colorado," stranded, Johnstone Str.; Feb. 6, 1904, Str. "Cottage City" struck bottom, Seaforth Channel; Jan. 4, 1905, Str. "Santa Ana" stranded, Helikh Narrows; Aug. 16, 1905, Str. "Edith" struck Ripple Rock, Seymour Narrows; Feb. 17, 1907, Str. "Portland" struck rock, Entrance Id.; Sept. 3, 1907, Str. "Santa Barbara" stranded, Active Pass; Feb. 5, 1911, Str. "San Juan" struck rock in Graham Reach; June 30th, 1913, Str. "Dolphin" stranded, Pearse Id., Johnstone Str.; July 5, 1914, Bge. "Gerhard C. Toby" struck Ripple Rock, Seymour Narrows.
With an income greater than the expense, which is a condition that has existed in no other territory of the Union, practically thirty years elapsed before a single permanent public improvement was constructed by the United States. It forgets, that, owning almost the whole of the public domain, it is one of the greatest beneficiaries by the development of the land.

On the other hand, the ones who have realized the greatest results have contributed very little to the cause of advancement. The policy has been to rob the resources and export the proceeds. The salmon fisheries paid absolutely nothing for many years, and today evade a large part of their duties by releasing salmon fry to provide a supply for fish for their own canning the next year. The whole amount paid by the millions of dollars of fish that are taken from Alaska is but a trifle compared with the amount contributed to the other commonwealths to which the wealth thus taken from the country is transferred. The immense sums of gold taken out of the ground have left practically nothing to aid local institutions. The vast sums extracted from the placer mines of the interior, amounting in some years to the sum of over $15,000,000.00, paid not one cent of revenue and did not add one dollar in permanent improvement of any kind. The lode mines for many years paid no tax of any kind and for years, thereafter, all the revenue received from them was the sum of $1.00 per stamp in the stamp mills. A mill of three stamps producing a thousand dollars a day paid $3.00 per year tax, for all purposes. Other mines paid nothing. A million dollars a month of copper ore exported pays no revenue to the Territory whatever.

If the great industries that are exploiting the resources of Alaska, and are taking out vast sums from its mountains and seas, would contribute a reasonable amount toward the expenses of coast protection, and other local needs of the country, and the government would wisely apply that sum, the record of loss would be greatly diminished, and the decrease in the marine insurance would cover the expense.

The government should have, long ago, placed the ordinary safeguards to commerce along the shores, as a sane business investment to prevent the loss of existing revenue producing property, and to add such property by encouraging and safeguarding development.

The Government owns the great bulk of values in Alaska. This property is useless and non-productive of revenue until used. The chief owner should take the initiative in development, instead of lagging behind and waiting for private interests to take the initiative, as it has done in the past.

To this article is appended a list of wrecks in Alaskan waters, that covers only total losses, taken from the Pacific Fisherman of Seattle, Alaska.
Fisherman's Number, November, 1914. Also a wreck list taken from the records of the Customs Office at Juneau, Alaska, and this is supplemented by a list of wrecks upon the Customs Records of Puget Sound that have occurred in Alaskan waters.

C. L. ANDREWS.

### List of Wrecks in Alaskan Waters from Pacific Fisherman

<table>
<thead>
<tr>
<th>Year Lost</th>
<th>Name of Vessel</th>
<th>Where Lost</th>
<th>Value of Hull and Cargo</th>
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<tbody>
<tr>
<td>1848</td>
<td>Bark Gem</td>
<td>Bering Sea</td>
<td>75,000</td>
</tr>
<tr>
<td>1848</td>
<td>Ship Richmond</td>
<td>Bering Sea</td>
<td>50,000</td>
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<td>1851</td>
<td>Ship Mary Mitchell</td>
<td>Arctic</td>
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<td>1851</td>
<td>Bark Arcticus</td>
<td>St. Lawrence Is.</td>
<td>50,000</td>
</tr>
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<td>Ship Mexican</td>
<td>Arctic</td>
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<td>Arctic nr. C. Oliver</td>
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<td>Ship Washington</td>
<td>Pitt's Island</td>
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<td>Ship Hy Thompson</td>
<td>Diomede Island</td>
<td>30,000</td>
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<td>Ship Glove</td>
<td>Bering Straits</td>
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<td>1856</td>
<td>Sch. Nunivak Island</td>
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<td>Bark Washington</td>
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<td>Ship Hibernia</td>
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<td>Ship Gay Head</td>
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<td>Bk. Geo. Howland</td>
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<td>Ship William Rotch</td>
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<td>1881</td>
<td>Sch. Henrietta</td>
<td>St. Lawrence Is.</td>
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<tr>
<td>1882</td>
<td>Sch. Sapho</td>
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<td>Sch. General Miller</td>
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<td>Sch. H. L. Tiernan</td>
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<tr>
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<td>Bark Montana</td>
<td>Bristol Bay</td>
<td>50,000</td>
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<tr>
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<td>Bark Gazelle</td>
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<td>Bark Rainier</td>
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<td>Bark George and Susan</td>
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<td>1885</td>
<td>Bark Mabel</td>
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1885 Bark Napoleon ........................................... Bering Sea ........................................... 50,000
1885 Sch. Clara Light ........................................ Arctic ........................................... 10,000
1886 Bk. John Carver ........................................ Arctic ........................................... 50,000
1886 Bk. Young Phoenix .................................... Bristol Bay ........................................... 100,000
1886 Bk. Julia Foard ........................................ Karluk ........................................... 42,000
1886 Bark Ohio .............................................. Pt. Barrow ........................................ 25,000
1886 Sch. Isabel ............................................. Shumagin Islands ................................ 15,000
1886 Sch. Vanderbilt ......................................... Bering Sea ........................................... 12,000
1886 S.S. Ancon ............................................. Loving ............................................. 100,000
1889 Bark Eliza .............................................. St. Lawrence Is. ................................... 50,000
1889 Bark Lagoda ............................................ Arctic ............................................. 50,000
1889 Sch. Silver Wave ....................................... Pt. Barrow ........................................ 10,000
1890 Bk. Thomas Pope ....................................... Pt. Hope ........................................... 50,000
1890 Bark Korea ............................................. Kalgan Island ........................................ 75,000
1890 Bk. Oneida ............................................. Sannak Island .................................... 125,000
1890 Bark Corea ............................................. Cook Inlet ........................................... 55,000
1890 S.S. Wm. Lewis ......................................... Pt. Barrow ........................................ 150,000
1891 Sch. Sadie F. Caller .................................... Chignik ........................................... 56,000
1891 Sch. Dashing Wave ..................................... Bering Sea .......................................... 25,000
1892 Bk. Abraham Barker .................................... Arctic ............................................. 50,000
1892 Brig Alexander ......................................... Arctic ............................................. 50,000
1892 Bk. Helen Mar ......................................... Arctic ............................................. 55,000
1892 Bk. John P. West ....................................... Arctic ............................................. 50,000
1892 Bark Ohio .............................................. Nunivak ............................................ 16,000
1893 Sch. John Hancock .................................... Shumagin Islands ................................ 30,000
1893 Schooner Mary H. Thomas.............................. Bering Sea .......................................... 8,500
1893 Sch. Lead .............................................. Bering Sea .......................................... 8,500
1893 Schooner Mathew Turner .............................. North Pacific ...................................... 7,500
1895 Bk. Jacob Howland .................................... Strong Island ...................................... 50,000
1895 Ship Raphael ........................................... Karluk ............................................. 54,000
1895 Bark Montana .......................................... Nushagak ........................................... 10,000
1895 Launch Annie .......................................... Karluk ............................................. 1,500
1895 Bk. Jas. A. Borland .................................... Tugidak ............................................ 114,000
1896 Brig Hidalgo ........................................... Arctic ............................................. 30,000
1896 S.S. Mexico ............................................ Dixon's Entrance ................................ 100,000
1897 Bkn. Jessie Freeman .................................. Pt. Barrow ........................................ 50,000
1897 S.S. Orea .............................................. Pt. Barrow ........................................ 100,000
1897 Sch. Rosario ........................................... Pt. Barrow ........................................ 45,000
1897 S.S. Navaroch ......................................... Arctic ............................................. 100,000
1898 Ship Sterling .......................................... Cape Constantine .................................. 75,000
1898 S.S. Clara Nevada ..................................... Lynn Canal ........................................ 100,000
1898 S.S. Brixam ............................................ Clarence Straits ................................ 100,000
1898 S.S. Antla ............................................... Cook Inlet .......................................... 1,000
1899 Pioneer ................................................ Arctic .............................................. 45,000
1899 S.S. Laurada ............................................ Bering Sea .......................................... 160,000
1899 Bk. Wildwood .......................................... Nushagak ........................................... 95,000
1899 Launch Karluk ......................................... Karluk .............................................. 5,500
1899 Bk. Lizzie Williams .................................. Nome ................................................. 8,500
1899 Bge. N. A. T. & T. Co. ............................... Tugidak ............................................ 70,000
1900 S.S. Orlieba ........................................... St. Michael ........................................ 15,000
1900 Sch. Jessie ............................................. St. Michael ........................................ 100,000
1900 Bark Merom ............................................ Karluk ............................................. 64,000
1900 Barge Colorado ........................................ Wrangel Narrows .................................. 50,000
1900 Bark Hunter ........................................... Bering Sea .......................................... 50,000
1900 Bkn. Catherine Sudden ............................... Bering Sea .......................................... 25,000
1900 Bark Alaska ........................................... Pt. Barrow ........................................ 50,000
1901 Gramous ................................................ Bering Sea .......................................... 25,000
1901 Sch. Laura May ....................................... Kvichak ............................................ 6,000
1902 S.S. Balena ........................................... Bering Sea .......................................... 100,000
1902 S.S. Chas. D. Lane ................................... Nunivak Island ................................... 100,000
1902 S.S. Discovery ......................................... Yakutat ............................................. 50,000
1902 S.S. Islander ......................................... Douglas Island .................................... 255,000
1902 Sch. Lettie ........................................... Port Moller .......................................... 500
1902 Sch. Anna ............................................. Bering Sea .......................................... 15,000
1902 Sch. Cleveland ......................................... Bering Sea .......................................... 75,000
1903 Launch Delphine ....................................... Karluk ............................................. 900
1903 Sch. Mary and Ida ................................... Bering Sea .......................................... 20,000
1904 Sch. Mary D. Hume .................................. Nushagak ........................................... 15,500
1905 Sch. Wm. & John ....................................... S. E. Alaska ....................................... 2,000
1905 Bark Servia ............................................ Karluk ............................................. 205,000
1905 Sch. Pearl ............................................. Shumagin Islands ................................ 18,000
1905 Sch. Nellie Coleman ................................. Shumagin Islands ................................ 20,000
1905 Sch. Frances Alice ......................... ........................ ........................ ........................ 15,000
1905 Sch. Laura Madsen .................................. Of Pt. Barrow ..................................... 20,000
1906 Sch. Marion ........................................... Sannak Island ...................................... 30,000
1906 Sch. Mary Ann ........................................ Unalga .............................................. 3,000
1908 Sch. Mayflower ........................................ Solomon ............................................ 20,000
1907 Sch. Seven Sisters .................................... Kotzebue Sound ................................ 15,000
1908 Sch. Volant ............................................ Bristol Bay ........................................ 18,000
1908 Gas s. Admiral .......................................... Andreosofsky .................................... 10,000
1908 Gas s. Chinisak ......................................... Nome ................................................. 10,000
Marine Disaster in Alaska

1905 S.S. John Reilly, Cape Blossom, 60,000
1905 Bg. John J. Mitchell, Sanborn Harbor, 40,000
1905 Sch. Margery, Pirate Cove, 3,500
1905 Sch. Florence, Agowik, 10,000
1905 Sch. Bozazza, King Point, 18,000
1905 Bark Coryphone, Off Prince of Wales Island, 40,000
1905 SS. Arctic Bird, Kobuk River, 10,000
1906 Bark Nicholas Thayer, Kodiak Island, 20,000
1906 S.S. Oregon, Cape Hinchinbrook, 20,000
1906 S.S. Mariechen, Chatam Straits, 300,000
1906 S.S. Themis, Hardigan Reef, 30,000
1906 S.S. Miami, Kvichak, 10,000
1906 Sch. Excelsior, Nelson's Lagoon, 25,000
1906 SS. Kovuk, Tanana River, 40,000
1906 S.S. Lotta Talbot, Fairbanks, 60,000
1906 S.S. Miami, Kvichak River, 25,000
1906 Bg. Explorer, Russian Mission, 11,000
1906 Bge. Sesnon No. 6, Nome, 4,000
1906 Bge. Sesnon No. 9, Nome, 4,000
1906 S.S. Rock Island, Dauphin Is. Bay, 56,000
1906 Slip. Lila, Dauphin Is. Bay, 2,000
1906 Slip. Mary Gray, Dauphin Is. Bay, 2,500
1906 Sch. Oliva, Dauphin Is. Bay, 2,500
1906 Sch. Sehome, Point Gardner, 2,500
1906 S. Cape Parry, Yukon River, 50,000
1906 S.S. Leah, Kautishua River, 50,000
1906 S.S. Tanana Chief, Mount Andrus, 5,000
1906 Barge Gold Star, Tanana River, 15,000
1907 Ship John Currier, Nelson's Lagoon, 145,000
1907 Bg. Wm. Bayliss, Sukhish Island, 25,000
1907 Bk. Wm. Bayliss, Arctic, 50,000
1907 Slip. Ugashik, Alta, 2,000
1907 Launch Odiak, Prince William Sound, 3,000
1907 Gas. s. Rita Newman, Simeonof Island, 50,000
1907 Bk. Kariuk, St. Michael, 20,000
1907 Sch. Glen, Unimak Island, 20,000
1907 Barge Richard III, Virago Sound, 20,000
1907 Sch. Kuskokwim, Cape Woolley, 4,200
1907 Gas. s. Anglo Saxon, Cape Woolley, 8,000
1907 Sch. Bender Bros, Good News Bay, 14,000
1907 Sch. Martha W. Tuft, Katalla River, 14,000
1907 Sch. St. Paul, Chowiet Island, 6,000
1907 Sch. Vine, Deering, 19,000
1907 Sch. Ella, Tanana River, 40,000
1907 Gas. s. Hammond, Storey Island, 8,000
1907 Barge No. 3, St. Michael, 20,000
1907 Slip. Nymph, Hadley, 3,000
1907 Gas. s. Greyhound, Nome, 8,000
1907 Sch. Ivy, Arctic, 6,000
1907 Ship Lucille, Ukashish, 180,000
1907 Bk. Star of Bengal, Bushy Island, 215,000
1907 S.S. Saratoga, Unimak Island, 175,000
1907 Sch. John F. Miller, Lynn Canal, 30,000
1907 Sch. Petrel, Lynn Canal, 6,000
1907 Sch. Comus, Pt. Freemantle, 2,500
1907 Sch. Olga, Cape Ebenbark, 5,000
1907 Sch. Seven Sisters, Cape Ebenbark, 10,000
1907 S.S. Agnes E. Boyd, Kobuk River, 14,000
1907 Scow Chignik No. 1, Cape Cleare, 8,000
1907 Sch. Bear, Near Unalaska, 4,000
1907 Ship Columbia, Unimak Pass, 78,000
1907 Barge Quatsino, Dixon Entrance, 20,000
1907 Barge Charger, Karta Bay, 25,000
1907 S.S. Uyak, Kariuk, 20,000
1907 Gas. s. Olga, St. Michael, 20,000
1907 Gas. s. Canella, Vanks Island, 4,500
1907 Sch. Linea L., Portage Bay, 4,000
1907 S.S. Florence, St. Michael's Canal, 15,000
1907 S.S. Nunivak, Tanana River, 35,000
1907 Gas. s. Iona, Nome, 4,000
1910 Scow Camilla A, Chignik Bay, 15,000
1910 Barge Michigan, Tanana River, 18,000
1910 Gas. s. Nuniavik, Nuniavik Island, 12,000
1910 S.S. Farallon, Ilamna Bay, 80,000
1910 S.S. Portland, Kuskokwim Bay, 55,000
1910 S.S. Olympia, Eilgh Island, 150,000
1910 Revenue Cutter Perry, St. Paul Island, 150,000
1910 Sch. S. Stanley, Tanana River, 8,000
1910 Gas. s. Sea Light, S. E. Alaska, 5,000
1910 Sch. Bob, Juneau, 3,000
1910 Sch. Lyon Canal, 2,000
1910 Gas. s. Bertha, Carter, 8,000
C. L. Andrews

1910 Gas s. H. Johnston .........................................Pt. Hope ...........................................25,000
1910 Gas s. Louise ................................................Cape Prince of Wales ................................10,000
1910 Bge. C. L. Hutchinson .....................................Kaltag ...............................................6,000
1910 Bge. K. S. L. Co. No. 7 ...................................Channing Island ........................................4,000
1910 Bge. Sesnon No. 6 ..........................................Nome ..................................................4,000
1910 Barge Sesnon No. 7 .........................................Nome ..................................................6,000
1910 Scow Teller ................................................Tuksuk River ..........................................5,000
1910 S.S. Princess ................................................Nagai Island ...........................................5,000
1910 S.S. Elsie ....................................................Valdez ..................................................20,000
1910 Bge. S. L. Co. No. 4 .......................................Willow Bay ...........................................5,000
1910 Gas s. J. Matthews .........................................Cape Darby ............................................8,000
1910 Gas s. L. S. Sorensen ......................................Cape Addington ........................................15,000
1911 Sch. Czarina ................................................Nagai Island ...........................................30,000
1911 S.S. Ramona ................................................Cape Decision .........................................150,000
1911 Ship Jabez Howes ...........................................Chignik .............................................105,000
1911 Gas, Sch. F. S. Reddfield ..................................Cape Prince of Wales ................................20,000
1911 Sch. Jessie Minor ..........................................Nelsons Lagoon .......................................12,000
1911 S.S. Koyukuk ...............................................Tanana River ........................................25,000
1911 Scow P. C. S. Co. No. 1 ...................................Norton Sound ..........................................4,000
1911 Gas s. St. Anthony ........................................Metlakatla ...........................................5,000
1911 S.S. Grant ..................................................Hecate Straits ........................................45,000
1912 Bk. Hayden Brown ..........................................Montague Island .......................................10,000
1912 Sch. Joseph Russ ..........................................Chirikof Island .......................................20,000
1912 Gas s. Lachabin ............................................Near Ketchikan ......................................5,000
1912 Sch. Compeer ...............................................Bristol Bay .............................................25,000
1912 Gas s. Oakland .............................................Dry Bay ...............................................20,000
1912 Bge. Sesnon ................................................Nome ....................................................4,000
1912 S.S. Yukon ................................................Sannak Island ........................................170,000
1912 S.S. Rate of California ...................................Gambier Island .........................................4,000
1913 S.S. Curacao ................................................Warm Chuck ............................................325,000
1912 S.S. K. Y. ................................................Yukutat ................................................12,000
1912 Bge. Winding ..............................................Queen Charlotte Islands .........................5,000
1913 Gas Sch. Elvira .............................................Arctic ..................................................35,000
1913 Sch. Transit ................................................Kotzebue Sound .......................................15,000
1913 S.S. Armeria (L. H. tender) ..............................Cape Hinchinbrook ....................................4,000
1914 Bk. Gay Head ..............................................Chignik Bay ..........................................44,000
1914 Sch. Revenue Cutter Tahoma .............................Aleetian Islands ......................................310,000
1914 Bk. Paramita ..............................................Unimak Pass ..........................................200,000
1914 Sch. W. H. Dimond ........................................Bird Island .............................................35,000
1914 Bge. St. K ..................................................Willow Bay ...........................................45,000
1914 Gas s. Alice ................................................Cape Decision ...........................................15,000
1914 Purse Seiner Schiedol .....................................Frederick Sound .......................................7,000
1914 Gas s. Alert ................................................Near Stettisham .......................................9,000

Total .................................................................$12,792,250

LIST OF WRECKS IN ALASKAN WATERS FROM RECORDS OF CUSTOMS OFFICE, JUNEAU, ALASKA

1868 Am. Sch. Growler, Dixon's Entrance, total loss.
1881 Octb. 6, Am. Sch. "Pauline Collins," Karluk, total loss $7,000.
1885 Nov. 22, Am. St. "Mary," went ashore in storm, total loss, north point Admiralty Id.
1886 Nov. 13, Am. Sch. "Flying Scud," lost at sea near Karluk, 18 lives lost.
1887 March 30th, Am. Sch. "Oonimak" near Pirate Cove, total loss, 7 lives lost.
1894 May 2, Am. Sch. "Eilen," near Yakutat, beached, loss $6,000.
Marine Disasters in Alaska

1894
$300.

1894

Aug. 20, Am. Sch. "Two Brothers," stranded, Unalaska Id., total loss, $1,250.
1894

Sept. 27, Am. Sch. "Crystal," stranded, Yakutat Bay, total loss, $2,000.
1895

Jan. 18, Am. Sch. "Seventy Six," off Kodiak, lost at sea, $2,000, 7 lives lost.
1895

July 30, Sch. "Hero," struck rock, Barren Id., total loss, $1,000.
1895

April 17, Am. Sch. "Theresa," Cold Bay, S. E. Gale, total loss, $5,000.
1895

1895

Jany. 31, Str. Scow, Dixon's Entrance, lost.
1896

March 8, Am. Sch. "Sitka," off Cape Orange, total loss, $800, 3 men, all on board.
1896

Mar. 4, Am. Str. "Whitelaw," fire and ashore, Skagway, $72,000.
1896

1896

Apr. 11, Am. Sch. "Elsie," stranded, Chichagoff Id., total loss, $18,000.
1896

1896

1896

1896

July 3, Am. Steel Barge, "No. 1," foundered at sea, total loss, $18,000.
1896

July 1, Br. Str. "Marquis of Dufferin," foundered at sea, $41,000.
1896

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1896

Aug. 1, Br. Str. "Stickine Chief," stranded at sea, total loss, $37,000.
1896

1896

1896

Apr. 1, Am. Sch. "Foam," near Unga, total loss, stranded, $400.
1897

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1897

Nov. 4, Am. Str. "Doris," struck ice in Icy Straits, damage $2,000.
1897

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1898

June 6, Am. Sch. "Eclipse," stranded near Cape Romanzoff, $59,000, total loss.
1898

1898

1898

1898

Sept. 12, Sch. "Prosper," stranded near Nome, total loss, $6,000, 1 life lost.
1898

1898

1898

1898

1898

1898

1901 Oct. 20, Am. Str. "Maude," stranded, 3 miles east Lamont Pt., $6,000, total loss.
1901 Nov. 2, Str. "City of Topeka," collision with ice, Taku Inlet, $6,000.
1901 Nov. 9, Am. Str. "Oriole," carried away by ice, Kotzebue Sd., $2,000.
1902 Apr. 21, Am. Sch. "Viking," stranded, Unga, total loss, $10,000.
1902 Sept. 20, Ch. Sl. "Fearless." struck rock near Dutch Harbor, $30,000, total loss.
1902 Nov. 9, Str. "City of Topeka." collision with ice, Taku Inlet, $6,000.
1902 Oct. 20. Am. Bge. 'Maude." stranded, 3 miles east Lamont Pt., $6,000, total loss.
1902 Nov. 2, Str. "City of Topeka." collision with ice, Taku Inlet, $6,000.
1902 Apr. 21, Am. Sch. "Viking," stranded, Unga, total loss, $10,000.
1902 Feb. 4, Sloop "Marina," stranded, reef, total loss, $35,000, four lives.
1902 Sept. 6, Am. Str. "Excelsior," fire, Wrangel Narrows, loss $25,000.
1902 May 12, Am. Ship "Balealetha," stranded, Geese Id. Strait, $50,000, total loss.
1902 Aug. 8, Am. Scow, "Elizabeth," foundered, off Cape Cheerful, $500.
1902 Aug. 4, Am. Sch. "Viking," stranded, Wales Id., total loss, $9,000.
1902 Nov. 30, Am. Sch. "Columbia," stranded McLeod's Bay, total loss, $1,000.
1903 June 21, Sch. "Geo. W. Perkins," stranded, Nome beach, loss, $6,000 total.
1903 May 29, Str. "Koyokuk," rock, Tanana River, damage $12,000.
1903 July 12, Am. Str. "Ohio," damaged $75,000 in ice, Bering Sea.
1903 June 26, Sch. "Lizzie Colby," stranded, uncharted reef, Bering Sea, loss $25,000.
1903 Aug. 5, Br. Str. "Princess May," stranded, Sentinel Id., $20,000 damage.
1903 Sept. 7, Str. "Northland," struck reef, Tangas Narrows, damage $1,000.
1903 Jan. 18, Am. Str. "Delhi," unknown reef, Summer Strait, $140,000 loss.
1903 Sept. —, Am. Str. "Edith," foundered, near Kayak Id., loss, total, $250,000.

WRECKS IN ALASKAN WATERS, FROM CUSTOMS RECORDS, SEATTLE

188-—, Sch. "Edward E. Webster," sunken reef, off Unga Id., $13,000, total loss.
1898 June 28, Am. Str. "Western Star," blown on reef, Katmai Bay, $46,000.
1898 March 1, Str. "Eliza Anderson," stranded at Unalaska, total $10,000 loss.
1898 Nov. 1, Am. Str. "Wallowa," stranded at Mary Id., uncharted rock, $—–?
1899 March 29, Str. "City of Topeka," struck rock, Wrangell St., $20,000 damage.
1898 Nov. 25, Am. Sch. "Reub L. Richardson," near Seal Rocks, $2,000 stranded.
1899 Nov. —, Sch. "Reub L. Richardson," near Cape Nome, stranded, $10,000, total loss.
<table>
<thead>
<tr>
<th>Year</th>
<th>Event</th>
<th>Location</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>1904</td>
<td>Nov. 23</td>
<td>Am. Str. “City of Seattle”</td>
<td>Struck rock at Eagle Harbor, $9,000 damage.</td>
</tr>
<tr>
<td>1907</td>
<td>Nov. 13</td>
<td>Str. “Jeanie”</td>
<td>Stranded, Wrangell Narrows, buoy shifted, $1,600.</td>
</tr>
<tr>
<td>1911</td>
<td>Feb. 7</td>
<td>Str. “Victoria”</td>
<td>Stranded, thick weather, Hinchinbrook, $25,000.</td>
</tr>
<tr>
<td>1911</td>
<td>April 19</td>
<td>Str. “Dora”</td>
<td>Stranded, Akun Pass, thick weather, $2,500 loss.</td>
</tr>
<tr>
<td>1911</td>
<td>Dec. 10</td>
<td>Sch. “Zapora”</td>
<td>Stranded, Nesbit reef, Zarembo Id., $8,000 damage.</td>
</tr>
<tr>
<td>1912</td>
<td>May 6</td>
<td>Str. “Santa Ana”</td>
<td>Stranded, Channel Id., Tangas Narrows, $5,500 damage.</td>
</tr>
<tr>
<td>1913</td>
<td>Jan. 10</td>
<td>Str. “Latouche”</td>
<td>Stranded, Icy Strait, thick weather, $15,000 damage.</td>
</tr>
<tr>
<td>1913</td>
<td>Aug. 15</td>
<td>Str. “City of Seattle”</td>
<td>Stranded, Tongas Narrows, $1,200 damage.</td>
</tr>
<tr>
<td>1913</td>
<td>Jan. 16</td>
<td>Str. “Cordia”</td>
<td>Stranded, Wrangell Narrows, $2,000 damage.</td>
</tr>
<tr>
<td>1914</td>
<td>Feb. 27</td>
<td>Str. “Mariposa”</td>
<td>Stranded, near Illamar, damaged $14,000.</td>
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</tbody>
</table>