

NEW CHART OF ALASKA.

Superintendent Mendenhall has just issued from the office of the United States Coast and Geodetic Survey a new chart which embraces the whole of Alaska, the Behring sea, part of the Asiatic coast, and part of the Arctic ocean, to include Wrangel island, Point Barrow and the mouth of the Mackenzie river.

This chart is issued at an opportune time, for it exhibits the shutting in of the Behring sea by the Alaska peninsula, and the extraordinary chain of the Aleutian islands. The line of the boundary agreed upon between Russia and the United States in 1867 is laid down, and the remarkably large area of the cod fishery is clearly intimated, but not fully exhibited, because the soundings extend over less than one-half of the Behring sea, and at their western limit the depth of water reaches only seventy fathoms. In many other places the old navigators record their catching cod, but their locations are not accurately given.

The latest soundings in the deep areas of the Gulf of Alaska are exhibited where depths reached 3,820 fathoms within 100 miles of volcanoes of the Aleutian chain 5,670 feet high. Close under the St. Elias range the depths reach 2,200 fathoms about sixty miles from shore, and fifteen miles south of the shoal soundings on the Davidson bank the depth reaches nearly 1,600 fathoms. The latest geographical and hydrographical information has been collected along the whole coast of Alaska and through the Aleutian islands, and also through the interior, although nine-tenths of the country is *terra incognita*.

A few corrections of names have been made. The St. Elias range supplants the wholly inappropriate St. Elias alps; Alaska peninsula replaces the fanciful Altiaska peninsula, and Fairweather ground has been obliterated. Behring's first anchorage of 1741 under the northwest point of Kaye island is indicated by Behring haven in the bight north of the island, and still further honor is done to his discovery by naming the enormous glacier northeast of Cape Buckling the Behring glacier. The wonderful old navigator made the landfall of Mount Elias when he was distant about 120 to 150 miles to the south and westward. Cook and Vancouver gave him credit for his discovery, but a book reviewer in a recent number of the *Nation* shows his bitterness by trying to decry his ability and his manhood.

Besides the great area of the cod-fishing banks of Alaska—four times the area of all the cod-fishing banks around Newfoundland—the rivers of Alaska as far as the Yukon abound in the finest salmon; in fact, the fisheries of this coast exceed in extent and value all the fishing grounds of Europe and the eastern coast of North America. Far-seeing men have long appreciated this immense source of wealth. In an official communication upon the subject of the fisheries by Professor Davidson, the Coast and Geodetic Survey has published a bulletin to exhibit the products of the Alaska waters. In another official communication, used with great effectiveness by Representative Morrow, Davidson has given the length of shore line of this territory as over 26,000 miles, and this does not include the minor meanderings of the shore.

With the data given on the present map those persons who are anxious to distinguish themselves in exploration can see at a glance what a vast field there is for discovery and research, and the prospectors can learn what general lines of communication by the great rivers are open to them. The map will be of interest in the discussion of the boundary line between British Columbia and Alaska, from the head of Portland inlet to the one hundred and forty-first meridian, near Mount St. Elias, and thence to the Arctic. Two coast survey parties are

now in the far north on this meridian line; one on the Yukon, about 100 miles below the English Fort Reliance, and the other on the Porcupine river, near the Rampart house and inside the Arctic circle, where they are now seeing the sun just coming over the southern horizon for a short time near midday. The chart is on a large scale and is printed in two light colors.

British Columbia Southern is the title of a company which is seeking a charter from the provincial legislature to construct a railway across British Columbia above the international line. It will start from the eastern boundary of the province at the Crow's Nest pass coal fields, which are among the richest in the world, and it will be the means of developing them, (no small matter in itself) and of supplying the smelters in the Kootenay district with cheap coal, which means increased profits to mine owners. After leaving the coal fields and traversing about twenty miles of timber country it will take the Upper Kootenay valley and will there be cut at right angles by the Upper Kootenay river, a fine stream which is navigable for steamers for a distance of 150 miles, and which penetrates a country rich in mines, timber, cattle and a considerable amount of agricultural land. Thence it will run through the Mouya pass, in the Selkirk range, by an easy route through a mining and timber country to the Lower Kootenay river, which again cuts it at right angles, and, with the lake, is also navigable for large steamers for a distance of 120 miles, that opening up, what Dr. Dawson believes, will be one of the richest mining districts on the American continent. From there it will pass to the Columbia river, which again cuts it at right angles, and is navigable for 200 miles. From there it will pass through a rich mining district (at present completely cut off from easy communication with the outer world) to Rock creek and the Okanogan country, where it again meets a navigable water highway, cutting it at right angles and opening up a stretch of eighty miles of a fine wheat and cattle country. From there it will pass by the Similkameen valley to the Chilliwack and southern bank of the Fraser river to the coast, thus giving railway communication to the whole of that rich district. The charter is opposed by the Canadian Pacific, which does not want any other good road through the southern portion of the province; but that company is not all powerful in British Columbia as in the dominion government, and will not be as successful in heading of this company at Victoria as it was the Spokane & Northern at Ottawa.

The *Colville Miner*, speaking of mining matters in that district, says—

The tunnel on the 600 foot level in the Old Dominion is going in at the rate of 100 feet per month. This work has progressed in this manner since June, and has reached a depth of over 700 feet.

The Clingston creek mines are being vigorously pushed in development work. The Dandy iron mine has 200 tons of merchantable ore ready for shipment. The smelter will receive the entire output of the Clingston creek district, which will aggregate fifty tons of iron each day. The Tenderfoot, which is a galena proposition, will send out ten tons per day as soon as the road is completed to the mines.

The Daisy mine, twenty miles west of Colville, the leading mining property of the summit district, is now looking first-class, and there is a wholesome rumor about that it will soon be shipping ore to the smelter. It is a safe estimate that the Daisy can deliver twenty-five tons of #60 ore each day. There are two other properties in the same district that are looking