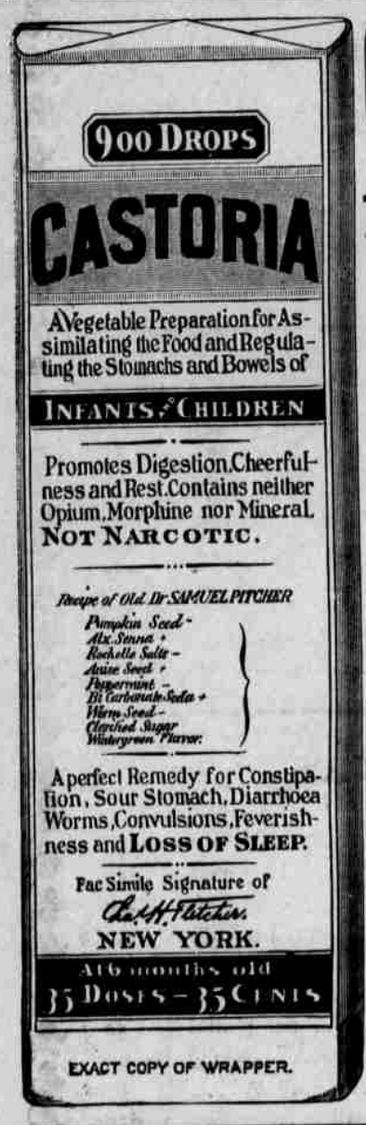

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Scenes on a Trip to Alaska.

I started from New Era May 9th, reaching Portland about 10 o'clock a. m., and I lay over in Portland until the next morning at 8:35. While there I had the pleasure of being escorted through a thorough up-to-date N. P. train, which is to run between Portland and Chicago this summer. It is lighted throughout by electricity and each car is fitted out completely and luxuriously.

Leaving Portland at 8:35 a. m., for Seattle via the N. P. R. We crossed the Columbia river on a ferry which carried the whole train at one trip to Kalama, Wash. Thence we went up a beautiful river lined with sawmills and shingle mills to Centralia, where we switched off to Gate and on to Olympia, where we got a glimpse of the capitol building of Wash.; thence to Tacoma and thence to the bustling city of Seattle.

Seattle has some very fine buildings, but the streets are not kept in first-class order near the depot. From Seattle I took the steamer Cottage City, leaving at 10:30 o'clock Friday evening May 10, reaching Victoria, the capital of British Columbia, Saturday morning. We lay in port five hours.

Victoria is a beautiful city, especially the building called House of Parliament. Victoria has a population of 32,000. I found out that United States postage stamps would not carry a letter in that country.

We left port at 11:20 a. m We kept near the northeast coast of Vancouver island for about 275 miles, passing through the Gulf of Georgia and Lemourr narrows on through Johnstone and Broughton straits and Queen Charlotte sound into open sea, where the swells of the Pacific ocean could be felt very distinctly in which we continued for about 35 or 40 miles. I escaped being seasick, but fully one-half on board were singing "New York." A few black whales would rise up and out of the briny deep and spout the water up towards the clouds, apparently to amuse the passengers on board, who numbered about 200. We thence went through Fitzhugh and Sedford channels, and again the rocking of the Pacific ocean was felt very distinctly on Milbank Sound. For the next 150 or 175 miles in Finlayson channel, Graham Reach and Greenville channel there is an overchanging panorama of scenes of snow-topped mountains and precipices lined along the water with evergreen trees. The British line is again crossed in Chatham sound and we are in Alaska waters.

On Monday, the 13th, at 11:30 a. m., we landed at Ketchikan, a town of 400 population, and with very narrow streets. Here I saw my first black raven, a bird that is plentiful along the coasts of Alaska. Getting under way again, we passed through Clarence and Stikeen straits, where we saw several porpoise fish. They are peculiar in this—that their tail is crosswise instead of up and down. The porpoise is about six feet long and is of a dark brown color with a large white stripe on each side and a white stripe across the tail. As they played and jumped out of the water within a few feet of the boat they were beautiful.

At 9 p. m., we reached Fort Wrangle, a town of about 400 sopulation, and with a sawmill cutting 30,000 feet of lumber per day. Here we we saw a great many toten poles of all descriptions. Tuesday morning at 6:30, we left Wrangle passing through Wrangle narrows on high tide. There we saw the wrecked steamer Colorado, which sank about two weeks ago, loaded with ore from the Treadwell mines, which was on its way to the smelter at Tacoma.

On coming out of the Narrows, Patterson Glacier comes in sight with 5000 feet of pure ice towering heavenward. From here on glaciers are in sight a great deal of the time and snow all the time. On passing through Frederick Sound and on through Stephens passage we saw several icebergs, which had broken off the glaciers and slid down into the water. We reached Juneau at 7:30 p. m.; a city of 3000 population situated at the foot of a precipice fully 3000 feet high. Across the day from Juneau, on Douglass Island, is the great Treadwell mine thundering away with its 1000-stamp mill, the largest stamp mill in the world. You can hear the roar of the stamps for a long distance.

We left Juneau during the night, and stopped at Haines Mission and Chilcoot and on up Lynn canal to Skagway, a city of about 3000 population, and is situated on a flat at the mouth of Skagway river, which is about a half mile wide and a mile and a half long with very high mountains on all sides. Here the custom officer was on hand to examine all the baggage that went ashore. Skagway is the terminus of the Yukon and White Horse R. R. which has its shops here. I saw a passenger train pull in from White Horse and the locomotive was almost covered with snow. Here I met my old friend, John Bradtl, formerly of New Era, Or., driving a truck and looking fine. Daylight did not disappear until after 10 o'clock, and it was not dark until after 11 o'clock. I saw fine vegetables growing here.

Thursday morning at 12:30 we left Skagway, backed down Lynn canal and down Chatham strait, and reached Killisnoo at 11 o'clock a. m., situated about 80 miles from Sitka, the capital of Alaska. Killisnoo has about 75 white people and 100 Indian population. This is where the Alaska Oil and Guano Co., of Portland, have their factories. Herring is principally used, but salmon, halibut and cod are also caught here. It is now 9:30 p. m., and it has not commenced to get dusk yet.

We get mail once a week during the summer season. I am anxiously waiting for the next mail boat to bring the Courier-Herald.

ELMER VETETO,
Killisnoo, Alaska, May 17th, 1901.

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G Smart to G Stehnken, s of sw of ne of sec 33, 1, 2 e	684
Anto Klar to E A Klar, ne of se of sec 13, lots 1, 2, 3 and 4 of sec 18, and lot 1, sec 19	666
J Fellows to W H Dunlapp, w of ne of e of nw of sec 34, 3, 3 e	1500
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