

THIS BOOK
IS THE PROPERTY
OF
CAPT. JAMES W. KEEN
4617 WEST ENGLEWOOD ST.
SEATTLE WASHINGTON.

MS152
Item 2

BRIEF HISTORY OF ALASKA.

- 1728 Discovered by Vitrus Bering, a Danish navigator in Russian Service.
- 1784 Russians made permanent settlement on Kodiak Island (Kadiak)
- 1867 Alaska purchased from Russia by the United States for \$7,200,000.00
- 1884 District Government created
- 1897 Gold discovered in Klondike
- 1898 Constrution of White Pass & Yukon Railway commenced
- 1903 Government Coaling Station established at Dutch Harbor
- 1904 Alaska Road Commission created
- 1906 Commission surveys road route from Fairbanks to Nome
- 1911 Made a Territory and given Territorial Government
- 1913 Alaska Railroad Bill introduced in Senate July 2nd. Introduced in house in November.
- 1914 Bill passed Senate January 24th. Passed House on February 18th. Amended on March 10th. President Wilson affixes signature on March 12th.



THE FAMILY REGISTER

of
"James William Keen,"

and
"Fannie Smith Keen,"

Married

on "April 13th 1871."

W. DICKESSON

LONDON

A ship in close quarters like this one on a lee shore, requires good seamanship and a clear head to get her off shore to a safe position. A sailor knows.



Captain James W. Keen, prominent in the history of Alaska's shipping, and famous as the pioneer pilot of Washington and Alaska, died at his home, 4617 West Englewood Street

at the age of 91 years, six months and days.

Captain Keen was born in Devonshire, England, April 1, 1842. His father, Thomas E. Keen was a native of Scotland and was born at sea in 1802 while his father, Colonel Thomas E. Keen was returning from the war in Egypt. His mother was Mary Ann Fisher, also a native of Scotland. He came of a long-lived family, having an uncle who died at the remarkable age of ¹¹⁵ ~~102~~, while his aunt, Lady Jessie Pelly, died at the age of ~~107~~ 102.

While a boy sixteen years of age, he left London, England, September 3, 1858 in the Hudson Bay Company's bark-rigged steamer, Labouchere for Victoria, B.C., arriving there February 2, 1859. During his apprenticeship, which expired in 1863, he traded with the indians through the inland waters of British Columbia and Alaska.

This boyhood experience was of importance to the United States government in later years. In the Alaska Boundary dispute the British ~~claimed~~ that the Hudson Bay Company had flown the British Flag on the soils of Alaska for years. They were sparring for possession of Lynn Canal. Captain ^S Hooper ^{C.L.}, of the United States revenue cutter service, said it was not true and that Pilot Keen could give the facts. George Evans, a retired navel officer, was sent to Seattle and got Keen's affidavit that the Hudson Bay Company had done all their trading exclusively from the vessel and not from shore. The indians allowed no trespassing. When there was cordwood cut the mate and the interpreter went on shore to measure it, and several chiefs would be held on board the vessel until the party returned from shore in safety. This evidence turned the scales in the boundary dispute in favor of the Americans.

On leaving the Labouchere Captain Keen went into the Caribou mines but soon returned to the sea. From 1864, his career was a rapid succession of experiences in Pacific waters. Part of the time he was interested in his ship and her trading ventures.

HUDSON BAY COMPANY TRADER "LABOUCHERE" OF LONDON, ENGLAND.



The Hudson Bay Co. bark rig Steamer LaBouchere, 600 tons, 168 horse power, left London, England, Sept. 3rd, 1858 for Victoria, Vancouver Island, to trade with Northern Indians in the inland waters and along the Coast.

She had a crew of Captain, 1st Mate, 2nd Mate, 2 Engineers, 6 Firemen, 1 Boatswain, 1 Carpenter, 8 Able Seamen, 4 Orderly Seamen, 4 boys before the mast, 2 Stewards, 2 Cooks, 1 Butcher and two of the Company's apprentice boys, James W. Keen, first boy, who had to serve five years.

The Labouchere arrived at Victoria Feb. 2nd, 1859. all hands well.

Her first stop was Mill Bay; next stop, St. Venice, Cape De Verde Islands, next at Standly Harbor, Falkland Islands, for repairs, which took us three weeks. Then to Punta Arenas (Sandy Point) for 10 days, then on through the Straits of Magellan and Smith Passage and passed out of Gulf of Arigo, two days run from Loto on the lower Coast of Chile; stopped for coal and food. After ten days, left for Victoria; headed out to sea for the trade winds, lowered the smoke stack and sailed to Cape Flattery, Washington; got up steam, up the Straits of Juan de Fuca to Esquimalt, anchored next A.M. Pilot came and took us into Victoria Harbor.

The Labouchere left on her first voyage north for Fort Simpson, Feb. 20th, for furs and back to Victoria.

Left for San Francisco March 28th, arriving April 1st, 1859. James W. Keen's 17th birthday; back then to Victoria and on May 20th began Indian trading in the north.

In the early days, a white mans scalp was not safe ten miles north of Nanaimo. In August, 1862, the Hoonah Indians of Cross Sound made trouble with us about the increase in price of sea otter skins. About four hundred of them jumped the ship, took charge of her and had us jammed in a corner. If we had not turned four of the big guns on them loaded with a sack of buckshot, there would have been blood shed, but we cleared the ship. Things had looked pretty bad for us for awhile; they came on

board with wild yells, took the after part of the ship, snatched our boarding pikes and other arms, crowding the guards forward, but when the two big guns from each side were turned on them, it was more than they could stand and they begged us to quit. On the Indians giving two sea otter skins and the Chief's expressing their contrition, the Captain entered the Chief's canoe and was paddled around the ship, the Indians singing all the while to show their goodwill.

On receiving a hint from the Hoonah Chief that hostilities would be resumed the next day, the ship stole away under full steam at three o'clock the next morning.

We did not think much of it as we used to frequently have those kind of scraps with the Northern Indians, as we would always be warned by friendly Indians before arriving at the hostile camp. It kept our nerves braced up pretty tight until we returned to civilization.

The Labouchere was wrecked in the fall of 1866, off Point Reyes, 28 miles north of San Francisco, Captain Mouatt in command. He had just expended \$30,000.00 on her hull and machinery. She left for her home Port, Victoria, and struck on the Point. The Captain headed her off shore, when 25 miles off the next morning, she sunk. The crew landed in small boats, all hands safe, but the men who were drowned.

So ended the LaBouchere.

My apprenticeship expired in April, 1863.

I left the Company June 20th, 1863, to see the world.

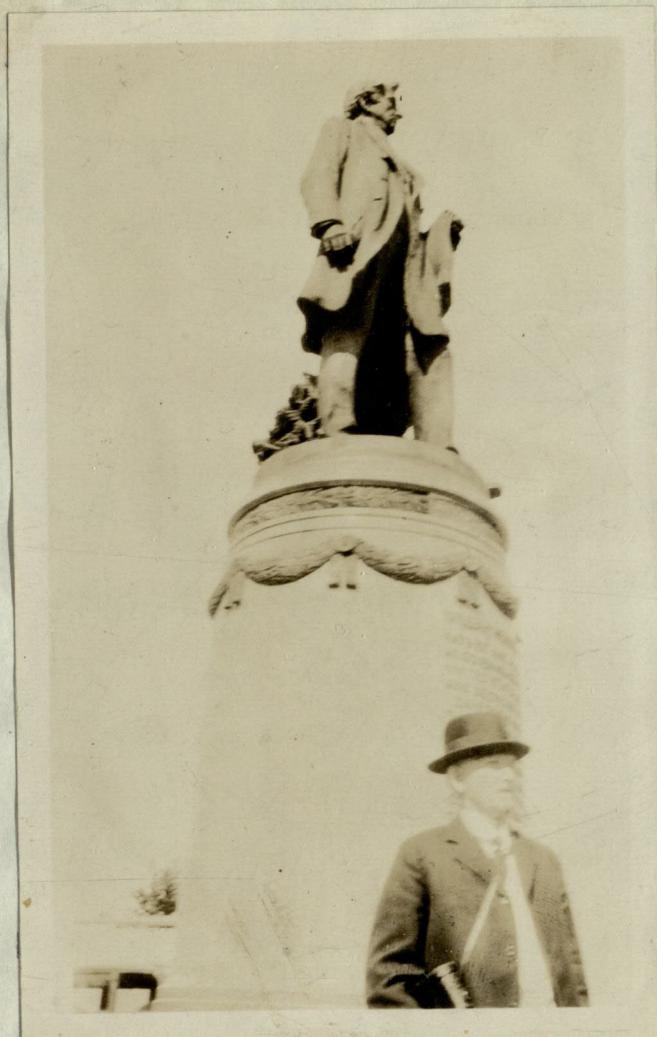
The Company's apprentice boys are bound to the Company for five years. They agree to teach them navigation and the duties of a seaman in all its branches and pay them small wages for the five years service; discharge them at the age of 21 years and give them a position that they can fill.

Photograph of
Monument of William H. Seward,
Secretary of State in Lincoln's
Cabinet.

At base of monument:- Photograph
of Captain James W. Keen, who
acted as interpreter and guide
for Seward during grand pow-wow
with the Chilcat Indians at the
time of total eclipse of the sun,
August 7th, 1869.

Photo taken by Mrs. James W. Keen
in July 1928.

Volunteer Park, Seattle, Wn.



Secretary Seward and party view the total eclipse of the sun and hold grand
pow-wow with the Chilcat Indians, August 7th, 1869.

In August 1869, Secretary Seward and party on board the Steamer Active-
Captain Chris Dahl in command- overhauled the trading schooner Sweepstakes of Sitka,
Captain James W. Keen, Master, about forty miles from the mouth of the Chilcat River.
Capt. Dahl pulled alongside and told Capt. Keen that he had Secretary Seward and party
on board, and they were bound up the Chilcat River to hold a pow-wow with the Chilcat
Indians and view the total eclipse of the sun. He said he had two Pilots aboard
but neither of them were acquainted with that locality, and asked Keen if he would
pilot them. He said:- "I need you bad and if you will come aboard and pilot me, I

will pass you a line and tow you. This was finally agreed to, and Capt. Keen went aboard the Active and piloted them to Pyramid Harbor.

When Seward found out who Keen was and that he could speak the lingo of the natives, he sent for him and said:- "Boy, you are mine; I want you and I want you bad, as I am on my way to have a pow-wow with the Chilcat Indians and I must have you before I can accomplish anything; we are under your direction from now on." So Keen secured a large canoe with nine indians to paddle them up the river, and on the morning of August 7th, after an early breakfast at the ship, the party left for the village. On account of a strong current in the river, the party did not reach the village before noon, so put into a slough and had lunch and had one more mile to go to the village when the eclipse came on. We had just as good a view of the scenic effect of the eclipse from where we were as we would have had had we been up at the village. The effect was simply marvelous and grand. It was visible at our slough at 1.07 P. M. and the scene resembled a midnight scene in a theatre. The canopy which covered the river did not settle to within six feet of the surface of the water and one could see for miles beneath it. The sight was very impressive and inspiring. We stayed at the slough until the eclipse was entirely over, a period of about thirty minutes, when the sun broke through the clouds into a perfect day. We then left for the village to have our pow-wow.

Captain Keen explained everything to the indians to their satisfaction. He showed them the power of the ^hwite man in fortelling the eclipse, the indians at that time believing the white man had something to do with it.

Many amusing incidents occurred during the pow-wow. When the old Indian Chief was told that Seward had paid \$7,200,000.00 for all of Alaska to the Russian Government, and after having it explained to him how much money this was, he gave a shrug of disgust and said:- " Why you no come to me; I would have sold you the whole thing for two buckets of silver dollars." There were a great many other amusing incidents too numerous to mention in this narrative. More of them later.

After hearty Goodbyes, the party left for the ship at 6 P. M. and at 8 P. M. the Steamer Active with the Sweepstakes in tow left for the southward. At 12 o'clock, the Sweepstakes cast off and steered down the passage for Taku Village, the Active proceeding on to Sitka.

In Secretary Seward's party up the river in the canoe were:- General Jeff Davis, Commander of the troops in Alaska, Captain W. H. Dahl, Master of the Active, Captain James W. Keen, Master of the Sweepstakes, and about two hundred followers, who all had a wonderful view of the eclipse, which was one of the sights of a lifetime, the grandeur of which is beyond words to explain.

Captain Keen met General Davis in San Francisco the following December and Davis said to him:- "Oh! Keen, I am so pleased to meet you today after what we saw last August. I would give all I possess if I could get a painting of that eclipse we saw on the Chilcat River."

Port Townsend, Washington, Territory, 1874.

On board the U. S. Revenue Cutter Topsail Schooner Reliance.

Captain John G. Baker, Commanding the U. S. Revenue Cutter Reliance, received orders that upon the arrival of H. W. Elliott, Special Agent of the Treasury Department and Lieutenant Washburn Maynard, U. S. Navy, to start on a voyage and convey those Officers on a scientific expedition to any port of Alaska; to visit the fur seal Islands and other Islands and places known of in the Behring Sea.

A special Agent at Port Townsend had reported Lieutenant Ashmead of the Reliance for conduct unbecoming an officer, and Lieutenant Ashmead was dismissed by the Department; so we were ordered to leave one Commission short and one had to do two officers work all summer, so all special jaunts fell on the Pilot. Capt. Baker said:- "Pilot, I look to you for all the extra duty on this voyage. The Department says I can depend on you and I know I can."

Upon the arrival of Elliott and Maynard at Pt. Townsend, we left with the U. S. Revenue Cutter Reliance for the Alaska cruise.

Our first stop was at Sitka, and then in order:- St. Paul, Kodiak, Unalaska, St. George fur seal Island, St. Paul fur seal Island thirtyfive miles from St. George Island.

St. George Island was where our real work began in the counting of 150,000 fur seals and surveying and sounding. I and my boat crew did all the boat work, the work taking about ten days.

We then started on a run of two hundred miles north for St. Matthew Island. Here is where we will tell you about the polar bears.

We arrived at St. Matthew August 4th and made our first landing on the Island August 5th, under a good northwest lee in a bay to the south of Cape Upright.

Capt. Baker said:- "Pilot you take my boat and pick yourself a good crew and cruise around the Northwest side of Cape Upright and see if there is a good anchorage and shelter. There should be one on the other side of the Cape. So I left on my

over other side

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first boat job around St. Mathew Island. Capt. Baker and party left for the Island to investigate and view the work.

On my way to Cape Upright I counted seventeen polar bears grazing and working up the Cape. I blew my horn to attract the Captains attention. His party saw the bears and made for them and I continued on to my job. I found everything O. K. and turned back toward the vessel. As we were rounding the Cape, I saw a big bear and two cubs in the water close to shore. I swung for the beach. The men begged me not to attack them, but the bears had landed or gone ashore and were making their way up the old waterfall course, nearly straight up. I picked up my rifle and took aim behind the shoulder and let go. The old bear looked around and headed for the beach. She came a short distance with blood pumping out of the wound, as I had made a good hit, and then dropped over dead with her head towards us. I had no more rifle cartridges, so shot one of the cubs with my pistol. Two men and myself landed and killed the other cub with clubs and an axe. We hauled the old bear and the two cubs into the boat and pulled for the ship. When we arrived the Captain asked:- "Pilot how is it?" I said "O. K." He then asked how many bears we had and I told him we had not been bear hunting. I asked him how many he got and he said "two." He then looked in our boat and saw the three bears and said:- "That is pretty good for one day, five bears and not hunting."

The next morning the Captain said:- "Pilot, take the vessel around the North side of the Island to Half Way Bay and myself and party will land here and meet you at the anchorage." So I got under way and left Upright Bay and stood around to the north side, and at about six o'clock anchored in the north side bend and found Lieutenant Maynard and Mr. Elliott waiting for us, but no Capt. Baker to be found. At ten o'clock we sent men ashore to make a large beacon blaze, but no Captains party yet. At daylight I took a party ashore but no trace was found of the Captain, so old Lieutenant Keen said:- "Pilot I think a search should be made of the east end of the Island; something has happened; bears may have

getting foggy. I had a big fog horn to sound and when I made Hall Island, I got an echo from the Island. Daylight came and with it the weather cleared on the Island so it could be seen. We had passed by the south end of the Island. There is a southerly gale blowing now and as the Island is visible, I made sail, and as we scooted along the beach on the north end of the Island, I counted seven big polar bears. As we turned the north end of the Island we sighted the ship making ready to leave. We made the ship and the Captain said:- "Keens alright, no man could outlive that gale." I said "well Captain, we did." He said:- "Yes, I know a good man when I see him" , so we then started for St. Lawrence Island, a two hundred mile run.

We made the Southwest village at the southwest point of the Island, two days from St. Matthew Island. After being visited by the natives, we cruised around to the southeast side but saw very few people, so we left that night for St. Michael. It blew a northerly gale and as it was too much for us, we changed our course and headed for Unalaska and Dutch Harbor. We stayed there two days and then left for San Francisco. We arrived in San Francisco about the 10th of October, 1874 and got notice that the ship would be sold at public auction. The Pilot and most of the crew were discharged, so I left for Pt. Townsend my home, on the Schooner W. H. Myers. We made a good run up in four days and got paid for the job.

When we were at St. Matthew Island, we must have seen all of one hundred and fifty bears and must have killed about twenty, all we needed for meat. I killed three and was not hunting. Had I been hunting I could have killed twenty.

At St George Island we could see twentyfive or thirty thousand seals. The Company was allowed to kill nine thousand a year on this Island.

On St. Paul Island there were about one hundred and fifty thousand seals and the Department allowed the Company to kill ninety thousand each year.

Going from Sitka, usually by way of the Alaska Peninsula, we get a wonderful view of the volcanoes:- Mt. Pavloff, Mt. Popoff, Mt. Shushadin on Unimak Island,

Mt. Akutan on Akutan Island, Mt. McKushan on Unalaska Island and then the Bogosloffs on Bogosloff Island. This is one of the wonders of the ocean.

I passed through between the Islands one year and the next year I went from Island to Island dry footed. The next year there was a four hundred foot cone blew up and a good harbor was formed, surrounded by the volcanic eruptions.

It would take too long for me to tell the wonderful changes that have taken place since first visiting that locality. Every year there were new changes.

From Seattle First Presbyterian Church Program, Sunday April 10th, 1932.

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We congratulate Capt. J. W. Keen on the celebration of his 90th birthday the first of this month. He is a grand old Captain of the sea and soldier of the Cross. We hope he will live to celebrate his 100th.

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Names of vessels and dates commanded, owned, piloted and employed on.

November, 1863, bought half interest in Sloop "Red Rover" and went Master; trading, freight and passengers. In spring of 1864, chartered sloop and self to Tommy Jackson for a trading voyage up the coast to the north end of British Columbia. Returned to Victoria after two months; quick voyage and big profits. We all had a big time for about six weeks. Sold my interest and went into the coal trade between Victoria and Nanimo, on Schooner Gazelle and Schnr. Victoria. In November 1864, went over to the Sound in Sam Alexander's sloop Monitor and went Mate on her in the passenger trade. Later went mate of the Sloop Northern Light, Capt. Bob Mumford, carrying mails and passengers to Pt. Townsend, Dungeness and way ports to Victoria. In December went Captain of the Sloop Kate Alexander, starting ferry between Seattle, Freeport (Now West Seattle) and Port Blakeley. In spring of 1865 went to Victoria and shipped Second Mate on the Schooner "Crosby" in Victoria, Nanimo and Portland trade. While on the Crosby at Portland on one of her trips, I was recommended by our Captain to Capt. John Gage of the Schooner Pacific, to pilot his vessel to Nanimo. In those days there were no tow boats and all piloting and maneuvering vessels had to be done under sail. The Pacific accompanied us to Victoria. I went aboard of her to pilot her from Victoria to Nanimo and back to Esquimalt, they agreeing to pay me \$75.00 for the work. Arriving at Nanimo, we found that the Pacific would have to wait some little time for her cargo. The ship "Eelius", Capt. Greenleaf, lay at the wharf, loaded heavy with coal and was

waiting for the old Stmr. Beaver to tow her out of the harbor. There was a nice south-east winf and I asked Capt. Gage:- "why in the world Capt. Greenleaf did not get his ship under way". He asked me if I could do it. I told him that I could do it without any trouble. Capt. Greenleaf came to me and said:- "you will have to wait a week or ten days before you will get away with the Pacific. I said "I expect so". He asked me how much I would charge him to sail him to Port Angeles. I told him I would take him down for \$100.00 as it would cost me about \$10.00 to get back here. I said, in the first place before we go any further, how are you fixed for gear; what have you got in the shape of hausers. He said "I have a coil of new 5" hauser, only been used a few times and a good 6" hauser and several pieces of firstclass four ince lines." I said that sounded good, now what have you in the shape of kedge anchors. He said he had a seven and nine hundred pounder which were good holders in calm weather. I told the Captain to go ashore and ask the wharfinger for the loan of eight of his men- you will have no trouble in getting them- so we can slip them when we get to Gallus Point. Tell the mate that I am to pilot the ship and get everything ready for getting under way; have lines all ready for slipping; which we did, and got under way from the wharf with no trouble. You must remember that I was only in my twentyfourth year, but a very husky boy and had always acted as pilot of a night time of different coastal vessels that I had been on.

While passing the Pacific with the "Eelius", Capt Gage sung out:- "you will get there alright; that boy belongs to my class and if you want to fight, just drop your hat and the music will hum."

We arrived in Port Angeles with the ship in three days, with the utmost satisfaction to Capt. Greenleaf, who paid me my money and I proceeded to Nanaimo, and taking charge of the Pacific, landed her in Esquimalt.

This was my first bona fide paid piloting in 1865. I then drifted across the Sound, shipping on the A. J. Wester- Capt. Mills- for San Francisco; arriving there I fell in with Capt. Gage. He wanted me to go with him, but I wanted the

southern trade. He then introduced me to Charlie Hare who had just built a very fine vessel. Mr. Hare had only a second mate job open and would pay me any reasonable amount if I would go, so I shipped as Second Mate, but he paid me Mate's wages. I was to assist the Captain in piloting whenever he required. The vessels name was the "Fanny Hare" - Capt. Matthew Turner-. She was a cracker-jack, eleven knots on a bowling.

On returning to San Francisco, I shipped on the Steamer "Salenus" - Capt. Suttan- running in the grain trade as far south as Salenus and Monterey Bay, but my! she was a worker; gave you all the best grub you could eat, every man to his own gunny of wheat and every man in his turn. I did not stop there long. I went on the Bay in the Tulie sailors.

I then shipped on the English bark "Frigate Bird", Twenty-five Dollars for the run from San Francisco to Victoria.

In February 1866, was Master of the Sloop Deer Foot, out of Victoria, coastwise; freight and passengers.

In May, 1866, shipped on the Schooner Kate as Sailing Master. We prospected for codfish on the coast of British Columbia and Queen Charlotte Island as far west as Kodiak Island. Struck codfish off the shores of Kodiak. Old John Waller, a Nova Scotia fisherman, while he was not much of a sailor, was a shrewd old guy. He induced us all to go on half time; the cook and myself he allowed \$15.00 a month, but we returned to Victoria after the six months voyage. We got about twenty tons of codfish, and when we came to settle up, all hands were in debt. I was \$1.50 in debt even with my extra pay. The old villian talked so slick, saying I was such a fine man and such a good sailor that he made me a present of \$5.00 for my good work for six months. This was my experience in fishing on shares.

I then wnet across the Sound and shipped before the mast again in the Schooner "Crosby"- Capt. George Perkins.

That fall, I shipped with Capt. Rufus Calhoun of Port Townsend, as mate of the "Alaska" and in October 1867, I shipped with Charley Bronovitch in the Schooner "Gazelle".

Took her across the Sound to Port Madison and with the help of a ships carpenter, we built ways. We tore out her whoel bottom, put in new keel, kilson, stem and stern post and bottom, to get her under the American flag. In the spring of 1868, we launched her and called her the "Pioneer".

Seattle General Hospital, December 2nd, 1918.

Statement from Capt. James W. Keen, pioneer Pilot of Washington and Alaska.

Left London, England, September 3rd, 1858, on a voyage bound to Victoria, Vancouver Island, as an apprentice in the Hudson Bay Fur Trading Co. bark-rigged Steamer "Labouchere, via Plymouth, St. Vincent, Cape De Verde Islands, Sandy Point, Straits of Magellan and through Smythe's Passage and out the Gulf of Arago; then stopping at Loto on the low coast of Chili, then for Victoria direct; mostly under sail, arriving at Victoria Jan. 5th, 1859.

A great part of this passage was made under sail alone, which accounts for the long voyage.

On our arrival at Victoria, Capt Trivvett, master of the Labouchere, turned over his command to the Hudson Bay Company, who put Capt. John Swanson in command and Capt. Dodd as chief factor.

In March, made voyage to Fort Ruppert and Fort Simpson, to collect their annual collection of furs, skins, oil, etc.

Returning to Victoria, discharged cargo on the Bark Prince Royal. After completing her cargo, we took her in tow and towed her to sea, bound for London, England.

Latter part of March, 1859, we loaded general cargo and left for San Francisco, arriving on the first day of April. Discharging and loading in due time, left for Victoria, arriving with no events.

Discharged cargo and loaded trade goods for our first trading voyage, via the Forts, through British Columbia and Alaska, to the head of navigation of Lynn Canal, (mouth of Chilcat River).

Our first voyage lasted about two months and a half.

In those days, the indians and indian villages, were thick along the coast and we collected large quantities of furs, skins and oil, not paying over much in trade for articles which we received.

As the Labouchere was a six hundred ton bark rigged vessel, carrying thirty-five of a crew, rigged like a man-of-war, with broadside guns and boarding nettings, every precaution had to be taken as the natives were somewhat treacherous and could not be trusted.

In June 1862, the Labouchere was taken by the Cross Sound Indians. We had a lively time for five or six hours, but got out of the scrap without bloodshed.

I continued in the employ of the Hudson Bay Co. until June 1863, when my apprenticeship expired and I had to step out looking for fun on land and afloat.

Began piloting in Alaska in 1868, with Lieut.-Commander Mead, U. S. S. Saginaw, leaving that vessel at Victoria, B. C. April 7th, 1869.

I returned to Sitka on the U. S. Revenue Cutter "Lincoln."

I made five voyages in the summer of 1869 in the trading Schooner Sweepstakes.

November 25th, 1869, I entered the Revenue Cutter Service as permanent Pilot on U. S. Revenue Cutter "Lincoln", U. S. R. M., Capt. Evans. We left Sitka, Alaska for San Francisco, via the inside passages on the first day of December, 1869, arriving at San Francisco, Dec. 19th, stopping at Nanaimo and Victoria for coal and supplies.

After going through a thorough overhauling of machinery and hull, we left San Francisco with the Lincoln- Capt. C. M. Scammon-, on the 11th of June, via the inside passages for Western Alaska.

Arriving on Puget Sound the latter part of August, the Lincoln continuing on the Sound Stations until further orders.

In June, 1871, I was ordered as pilot to the U. S. Revenue Cutter top-sail Schooner Reliance - Capt. John A. Webster-, headquarters at Sitka, cruising Alaska waters.

In 1873 returned to the Sound to refit ship then in 1874 started on a summer cruise to Western Alaska and the Behring Sea, re-establishing and correcting the

position of the islands St. Paul, St. George, St. Mathew and St. Lawrence.

Last of August, left Unalaska for San Francisco where latef on the Reliance was sold and I was ordered home to Port Townsend.

Revenue Schooner Reliance, on Alaska Station 1874 was sold and named changed to
Leo. James W. Keen ~~Master and~~ Pilot from 1870 to 1874, and Master and Pilot 1886.
Steam Schooner.

Picture

PART OF JAMES W. KEEN'S WORK
IN SUMMER OF 1868.

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Took the Schooner Pioneer to Western Alaska for fur seal. Left her at St. Paul, Kodiak Island, Alaska. Captain Sands of the clipper ship "Winged Arrow" is sick, and he employed Capt. Keen to sail the ship to Sitka and pilot her into the harbor. Arrived safely.

Keen took Schooner "Northwester" on a trading voyage to the Chilkat and way villages and return; made a good voyage; lots of furs, etc.

Fall of 1868 employed as Pilot (and interpreter of Indian lingo) of U. S. Navy; U. S. Gunboat "Saginaw", with W. R. Mead, Commander, hunting the Kaku Indians (Kakes) for murdering two white men. We burned out four villages. Cruised the Inland water all winter and on down to Victoria, B. C. in April.

I left for Sitka on the Revenue Cutter "Lincoln", April 7th, 1869, then went Master of Scooner "Sweepstakes", indian trader. Made five voyages that summer.

August 1869, I pressed into the employ of Secretary W. H. Seward, to go with him up the Chilkat River to act as his interpreter to the Chilkat Indians and witness the total eclipse of the sun, August 7th, 1869 at 1.07 P. M.

On November 25th, 1869, I was employed as Pilot in the U. S. Revenue Cutter Service, as Pilot on all vessels where ordered. In those days a Revenue Cutter was an important vessel, at all the relief work in the waters of the Coast.

February 1879, I resigned from the Revenue Cutter service Revenue Cutter "Wolcott" at Port Townsend and moved to our ranch (farm) on the Skagit River at Skagit City, March 6th, 1879.

I then went back as Pilot on Government vessels whenever requested up to 1903, when I was appointed as Permanent Pilot in the Revenue Service by the Secretary of the Treasury, and on March 1st, 1915, was retired as Master mate in the Coast Guard. Then later my rank was altered to Boatswain, Navy Rank, on retired list, on three quarter pay, U. S. Coast Guard.

See cruise of "Leo", 1886.

U. S. Revenue Cutter Lincoln left Sitka, Alaska, December 1st, 1869, via inside passage for San Francisco, California. Officers:- Captain David Evans- 1st Lieut. E. B. Furlong- - Second Lieut. M. A. Healy - 2nd Lieut. C. L. Hooper - 2nd Lieut. Joe Kelso. Chief Engineer James A. Doyle - 1st Assistant A. J. Dally - 2nd Asst. J. P. Cloyd - Pilot James W. Keen - Surgeon L. H. Whithouse. Arrived at San Francisco California, December 19th, 1869.



U. S. Revenue Cutter Lincoln at anchor at Victoria, B. C.

JAMES W. KEEN, born April 1st, 1842; baptism solemnized in the Parish of Ottery, St. Mary, in the County of Devon, in the year 1842, in England, Great Britain.

Joined the Hudson Bay Company in 1858. Left London, England, Sept. 3rd, 1858, in the Hudson Bay Company Barkrig Steamer, "LaBouchere", for Victoria, Vancouver Island. Arrived at Victoria, Feb. 2nd, 1859.

James W. Keen's apprenticeship expired April 1st, 1863; J. W. Keen was twentyone years old and was paid off, so left to see the world.

He knew the Inland waters and was quite a pilot, and did piloting when he could get a vessel to pilot.

In 1868, at Sitka, Alaska, was engaged as Pilot on the U. S. Gunboat "Saginaw"; Captain R. W. Mead, Commanding; was employed as Pilot and Interpreter, and piloted her by inside waters to Victoria, B. C., until April 7th, 1869 when she left for California.

I took passage to Sitka on the Revenue Cutter Lincoln and assisted her Pilot at Sitka.

I took charge as Master of the Trading Schooner "Sweepstakes" trading on Inland waters and Coast. Made five voyages in 1869.

On November 25th, 1869, I entered the Revenue Cutter Service as Pilot; Revenue Cutter Lincoln, Captain David Evans, Commanding.

Left Sitka for San Francisco, Dec. 19th, 1869. All Officers were ordered East to be re-examined, so that left only Capt. Evans and Pilot Keen as deck officers, until after all the repairs were finished and we had made a trial trip of six hours outside, over the bar.

About May 20th, 1870, Capt. C. M. Scamond was ordered to relieve Capt. Evans and take command of the "Lincoln" and make ready for a voyage to Alaska.

1st Lieutenant Page, 2nd Lieut. C. L. Hooper, 3rd Lieut. W. C. Coulson and 3rd Lieut. George Bateman, arrived and reported to Captain C. M. Scamond for duty.

The Lincoln left San Francisco June 11th, 1870 for Port Townsend and Alaska, on a cruise; returned to Puget Sound for duty at that station.

1st Lieutenant Page was dropped from the service and C. L. Hooper was promoted to 1st Lieutenant and W. C. Coulson to 2nd Lieutenant.

October 15th, 1870, Lieutenant Hooper in command of the Lincoln and James W. Keen, Pilot;

Captain C. M. Scamond, born May 28th, 1825, retired May, 1895.

In 1871, it was reported that whiskey was sold to the Indians off S. E. Alaska. Lieut. Hooper was ordered to S. E. Alaska to investigate. Lieut. Hooper made the voyage in six weeks and returned to Port Townsend and reported to cruise waters of Puget Sound, headquarters at Port Townsend.

July 25th, 1871, Pilot Keen was ordered to report to Captain John A. Thester, commanding the Topsail Schooner "Reliance", for duty as Pilot on that vessel at the Sitka, Alaska station.

We made two summer cruises as far west as Kodiak and Unalaska; Captain Webster, 1st Lieut. Gaberson, 2nd Lieut. R. M. Clark, 3rd Lieut. W. H. Hand and James W. Keen, Pilot. October, 1872, Reliance ordered to Port Townsend. October 1872 Capt. Webster ordered to turn over his command to Capt. John G. Baker, Captain U. S. Revenue Cutter Service; Officers Captain John G. Baker, 1st Lieut. L. M. Keene 2nd Lieut. C. Ashmead, 3rd Lieut. S. Q. Willett, cruising waters of Washington until June 1873, then ordered to report to Sitka for West Alaska cruise and return to Sitka to do guard duty for winter.

Summer of 1874, Captain ordered to make the Western cruise, and to take W. H. Elwutt and Washburn Marward, U.S.N. as far N.W. as St. Lawrence Island, on a scientific trip or voyage and return to San Francisco, California; arrived at San Francisco in

August 1874.

Captain got orders that the vessel must be mustered out and sold and he was to discharge the Pilot and part of the crew.

Sept. 15th, 1874, J. W. Keen left for Seattle on Topsail Schooner W. H. Myers and he took a job as Pilot on mail boat from Olympia to Victoria.

Port Townsend, Washington Territory,
July 1875.

J. W. Keen was appointed as Pilot of the Revenue Cutter Wollcott, Captain C. M. Scamond commanding.

I resigned from the Revenue Cutter Service on the 19th day of February, 1879. I took my family and went to Skagit City, Skagit River, to our ranch farm home, arriving at the ranch March 6th, 1879.

In May 1879, I received a wire from Victoria, asking me to report on board the U. S. S. Alaska, and pilot that ship to Alaska, (4500 tons to Sitka, Alaska), through the inside passage and return.

I reported to Capt. George Brown, commanding the U. S. S. Alaska, the largest ship that had passed through the inside passage to Alaska.

Captain Brown agreed to pay me \$600.00 for the voyage.

We left Esquimalt on May 20th, 1879; 365 men and officers arrived at Sitka O.K. on May 30th. Captain received orders to return to Esquimalt and report to Washington, D. C. He got wire to return to Sitka and remain there until they were relieved; then he was to leave for San Francisco by outside passage. So we made another agreement. Captain Brown was to pay me \$400.00 for the short voyage and my traveling expenses of \$60.00

On the arrival of the mail Steamer, he paid me off with \$1,060.00.

I arrived home after a voyage of six weeks and one day away from home with \$1,060.00; in those days good pilots got good pay.

JAMES W. KEEN

Skagit City, May 20th, 1886.

James W. Keen went to Seattle to take charge as Master of Steam Schooner Leo of Sitka, Alaska, property of the Sitka Trading Company, J. G. Brady, Manager.

May 25th, I loaded and left for Sitka and way ports. On return from Sitka, stopped at Red Bay Fishery and took on 400 barrels of salt fish, received pay for freight at the rate of \$1.00 per barrel and six large fat deer to feed the crew and passengers. Returned to Seattle, July 20th.

Chartered the Leo to Dr. Sheldon Jackson, Government Educational Agent for Alaska, to make a voyage to the native villages of Southeast and Western Alaska and other Ports so ordered by Dr. Sheldon Jackson.

The "LEO" is a vessel of 250 tons. I am to give the charter party 40 tons space for his goods, and rooms for from ten to twenty people, with board and lodgings, I to have the balance of space for my Company for cargo and trading and not to exceed more than two days in any one port. I have agreed to take the voyage as wind and weather will permit.

We put a much larger cabin on vessel so I could have plenty of room for my passengers.

We left Seattle, Sept 3rd, 1886, with eleven passengers for Port Townsend and took on two more and their goods. We left Townsend at 3 A. M. next day, steamed down the Straits of Juan de Fuca to off Cape Beal, Vancouver Island, then took down smoke stack and made sail and stood to the Westward a full fledged windjammer, with a list of school teachers and missionaries to educate and christianize the Western Alaska natives. Teachers of all denominations.

We had W. by N. with fine weather for a starter.

Sept 5th. at sea, calm and smooth sea with the Aleutian Islands 1300 miles ahead.

Sept. 6th, westerly breeze with some few sea sick.

Sept. 7th and 8th, same, same weather, dead ahead wind, We have to keep on this tack we could not fetch anywhere on the other tack.

Sept. 9th, wind S. W. fresh

Sept. 10th, wind S. S. W. strong.

Sept. 11th, blowing hard, took in foretopmast, stay sail, and reef mainsail.

Sept. 12th, A. M. wind hauled to S. S. E. 12 mi. blowing a moderate gale S.S.E. latitude 56-35 at 6 P.M. strong S.E. gale with cross nasty sea; took in jib and main-sail and reefed foresail, and hove to under two reefed foresail.

At 8 P.M. each night, I made a visit to all the passengers rooms to see if all was well in this gale.

Mr. Roscoe said his wife would like to speak to me. She was crying and said:- "Captain, please tell me in time when you think the ship will sink, so I can be dressed." I said:- "No danger, my dear lady, all is well." Just then a gospel hymn book fell from a shelf to the deck open at page 68; hymn name, "Dark is the Night", and reads:-

"Dark is the night and cold the wind is blowing
Nearer and nearer comes the breakers roar;
Where shall I go or whither fly for refuge
Hide me my Father till the storm is o'er.

Chorus:

With his loving hand to guide, let the clouds above me roll
And the billows in their fury dash around me,
I can brave the wildest storm with his glory in my soul,
I can sing amidst the tempest, Praise the Lord."

After this verse was read, this was a happy ship and the passengers were all happy, shouting Hallelujah, and no thought of the ship sinking.

We have to stop at St. Paul, Kodiak Island, I had intended to make that Port on the way back, but I see that it will pay me good to use this fair wind and make Kodiak now. I kept off and I can be at Kodiak in 24 hours run, so I made sail for Cape Greenville, Kodiak Island.

Sept. 14th, 2 P.M., Land ho. At 6 P.M. rounding the Cape headed for Woody Island and anchored at 9 P.M. off the Missions. All well.

Sept. 15th. A.M. under way for St. Paul wharf and fast. Landed Mr. and Mrs. Roscoe and goods. All well. Twelve days from Seattle. The Roscoes are to teach school here.

Sept. 16th and 17th at Kodiak ports.

Sept. 18th. Left for Wginki, Spruce Island village and on to Avonack Village where I landed Mr. and Mrs. Worth of Seattle who are to teach school here. Rev. Worth was a Baptist minister of Seattle. A few days here and then left for Karluk and on to Alitak, Lazy Bay and other villages for schools. Next day over to Russian Harbor where I took on board a party of native sea otter hunters for Doublehead, Cape Island, south end of Kodiak Island, a two day stop, then left under sail for Unalaska. We had to proceed under sail when the opportunity offered to economize on fuel. At sea various weather.

Oct. 4th. Land ahead, Unimak Pass. Got up steam.

Oct. 6th. Arrived at Unalaska at 3 A.M. Fine weather for Unalaska. Two whalers in port south bound. I got a number of polar bear skins from the Captain of the whaler Grampus. After a few days I took a run down to the south end of the Island to the village at Chernofky Bay. Lots of fish.

Oct. 10th, left for Bellakoaky Village, P.M. Wind chopped in to the S. E. blowing hard. I had to run in to Bailey Harbor and lay for three days. We filled up with fresh water then left for Unga Village to land Mr. John Car and Wife, teachers for Unga. Fresh S.E. wind. Landed the John Cars and wind put in a gale and a heavy sea drove us out so I had to run for Sand Point, Popoff Island. After three days I landed Mr. Car's goods at Sand Point and chartered a sloop to take his stuff to Unga, as the S.E. weather looked as though it would last. This was a fair for me for a while so I put to sea later. I luft too under Cape Fairwell and uncoupled the shaft and made sail.

Oct. 20th, wind chopped to west and away we went East.

Oct. 21st, at sea under sail, fires dead and stack down lashed to the rail. Wind west, fresh, course E by S; ship making 8 knots per hour.

Nov. 1st. 1 A.M. clear weather. Froater Island 2 points on Starboard bow light W.N.W. breeze. Same course E by S at 9.30 A.M. Nov. 1st rounding Cape Buccarella and headed up Sound for Klawalk Fishery and village. At 3.30 P.M. made fast to wharf at Klawalk, Prince of Wales Island, S.E. Alaska. Next A.M. left for a village about ten miles to the north and landed Mr. and Mrs. Curiera and son and goods as school teachers.

Nov. 4th. A.M. left for Sitka and at 6 P.M. came to anchor to wait for better weather.

Nov. 5th. A.M. put to sea; at 5 P.M. fresh S.E. gale and rough sea; at 9 P.M. strong gale and thick. Hove too under two reef foresail and headed off shore.

Nov. 6th at 4 A.M. wore ship and stood on.

at 10 " " " off

at 4 P.M. " " " On

at 8 P.M. thick and blowing stood off

Nov. 7th at 4 A.M. clearing stood on

at 8 A.M. got steam and stood in shore; 12 M. raised the land, stood in shore. 2 P.M. stood in to Salisbury Sound and made for Whitestone Narrows; 5.30 P.M. came to anchor for the night.

Nov. 8th, 7.30 A.M. under way for Sitka.

Nov. 8th, 10.30 made fast to dock at Sitka. Two months and five days from Seattle.

Sitka, Alaska, Nov. 8th, 1886. We are now back to our home port, our school teachers all disposed off and now we have only the round voyage passengers who are:- Dr. Sheldon Jackson, Miss Alice C. Fletcher and Miss Foot, all old people sent to make the round trip by the Department at Washington, D. C.

Now the "LEO" is waiting the orders of Dr. Sheldon Jackson to leave for Seattle, Wash. via S. E. Alaska ports.

Sitka, Nov. 12th, I now have orders to be ready to leave Sitka by Nov. 16th for Seattle and way ports so now it is up to me.

Nov. 16th, the Leo cast off the wharf at Sitka at 12 M. for Seattle and way ports. Fine weather.

At midnight we came to anchor off Kootchanoo Village for trade with Killisnoo people (Indians)

Nov. 17th at 10 A.M. left for Hoonah cross sound, to trade with Hoonah Indians. At 5.30 P.M. anchored off Hoonah and bought two fine sea otter skins and other trade. Left next A.M. at 4 o'clock for Juneau to pick up some Presbyterians and leave them at Port Wrangell to attend a Presbytery. Left Wrangell Nov. 19th early A.M. for Sachman Mission and Ketchikan Wharf.

Nov. 20th left dock at noon for Tongass Village near Cape Fox. Anchored off Tongass at 6 P.M.

Nov. 21st, left at 10 A.M. for Seattle and way stops. Hukish Narrows, B. C. next noon.

Nov. 22 at 6 P.M. crossing Millbank Sound.

Nov. 22 at 12 M. crossing Queen Charlotte Sound and at 8 P.M. came to anchor in Alert Bay, B.C.

Nov. 23 at 4 A.M. left bay and at noon passed through Seymour Narrows. At 5 o'clock entered Gulf of Georgia.

Nov. 24, A.M. passed through Active Pass at 12 midnight off Port Townsend with a strong head wind at noon.

Nov. 25 at 10 A.M. arrived at Seattle. All well.

Nov. 26 A.M. discharged cargo. Capt. Keen took a run down to his home at Skagit City.

Nov. 29, Capt. back to ship. Dr. Jackson and the two ladies left for Washington D. C. much pleased with a fine voyage.

Dec. 2nd, Leo at Seattle.

Captain left the ship and was paid off. Went home to his farm; thought he could afford to stay with his family and farm it and not buffet the salt sea for awhile.

So all is well that ends well.

The "LEO" was formerly the U. S. Revenue Cutter, Topsail Schooner "Reliance", and was built in the south and sailed out around Cape Horn to California, and afterwards ordered to Sitka Station. Pilot Keen was ordered to her as Pilot in 1871. Alaska cruising ground. In 1874 we were ordered to San Francisco and mustered out and sold out the service. Captain J. Baker, 1st Lieut. L. M. Keene, 2nd Lieut. Thomas Mason, Sires Willett, 3rd Lieutenants and James W. Keen, Pilot in 1875.

Pilot Keen was ordered to the Cutter Oliver Wolcott at Port Townsend, Washington Territory until Feb. 19th 1879.

March 1st, 1915, Pilot was retired as Boatswain on three quarters pay per month.

From May 20th, 1886 to October 20th, 1927 - 41 years and 5 months- the voyage was written from memory, so a little must be allowed for small errors.

James William Keen was retired from the U. S. Coast Guard Service, Mar. 1st, on three quarter pay.

APRIL 10th, 1880:- Left Seattle with the N. W. Trading Company Steamer Favorite; James W. Keen, Master and Pilot, on a trading voyage to all the Indian Villages in S. E. Alaska; John Vanderbilt, Manager. Captain Keen agreed to stay with them for four months.

We made a good voyage to Sitka; then we built a trading store at Killisnoo and a trading store at Haines, the first house at Portage Bay.

I left the Company on Sept. 1st for my home at Skagit City. Arrived Sept. 10th.

SEATTLE, Jan. 15th, 1882.

I, James W. Keen, contracted with the Rev. James P. Ludlow to Superintend the work on the Steamer Evangel now building on the Hammond Ways at Seattle, until everything is all in readiness for a voyage of the Evangel to Alaska as a mission ship.

On March 20th, 1882 the Evangel was launched and James W. Keen became her Captain and Pilot, but Captain was trying to do three mens work and was ordered by the Doctor to give up the job.

1883 to 1886:

Pilots got good pay. Various jobs. 1886 employed as Master and Pilot of Steam Schooner Leo on Missionary cruise to and in Southeastern and Southwestern Alaska. See voyage of LEO in 1886.

Spring of 1893 (May 3rd)

I piloted the Revenue Cutter "Thomas Cowan" - Captain Fred Munger- to Sitka; pay \$200.00 and passage back.

Next Ludlow, U. S. S. Mohican, for summer cruise in Alaska waters and return to Port Townsend; pay \$150.00 per month with board. Back to Townsend Nov. 3rd, 1893.

In 1894, the flood at our Skagit property and the loss to us of fortytwo head of stock all our fences -about two miles- etc. making a loss of about \$6,000.00.

In June 1894, took a job to pilot the Revenue Cutter "Rush" - Captain Hooper* in command- on an Alaska cruise. Away from home seven weeks; \$300.00 job.

Summer 1895- Alaska cruise U. S. Rev. Cutter Grant; cruised for five months at \$150.00 per month.

Fall of 1895, three months cruise in S. E. Alaska on Cutter "Corwin". Home December. \$450.00 and fur trade money. Made about \$600.00.

May 10th, 1896, I was ordered by the Department to report to the Revenue Cutter "Wolcott" at Sitka, for summer cruise, as pilot and watch officer at \$150.00 per month and I was paid off at Port Townsend on the 10th of November with \$1,100.00 and cleared about \$200.00 in fur trade with the Indians, then home to the ranch with a nice bunch of money.

In 1887, I made an Alaska cruise in the U. S. Fish Commission Steamer Albatross, Captain Z. Tanner in command. On our return to Departure Bay, B. C., Pilot Keen was ordered to the Steamer Alki, Captain Bennett in command, to pilot the Alki to Chilcat and way ports, and Nanaimo, B. C. Pilot Keen left her~~y~~ there and went to his home at Skagit and the Alki proceeded to San Francisco with a load of coal.

In 1888, made another trip to Alaska with the Fish Commission Steamer Albatross, Capt. Jeff Mesier in command. Cruised the waters of southeastern and Southwestern Alaska.

In the fall of 1888~~9~~ received wire from Capt. O. J. Humphreys in Seattle, Manager of the Pacific Steam Whaling Company. Upon arrival at Seattle, made contract with Whaling Company for six months to pilot mail boat Excelsior from Seattle to Western Alaska, at \$150.00 per month. Made two voyages.

In February 1889, Billie Mitchell, of Grey-Mitchell, San Francisco steamship owners, came to his friend Cpat. Humphrey and said:- "We want Capt. Keen to pilot our ships, and as you have two pilots waiting orders, we want Keen and are willing to pay him larger wages; will pay him \$250.00 per month for six months contract, work or play, and \$200.00 a month after expiration of contract."

January 1900, paid off by Grey-Mitchell & Co. and went back to the Pacific Steam Whaling Co. at \$150.00 per month, Capt Herb Humphrey, brother of O. J. being Captain.

April 5th, 1900, Capt. Herb Humphrey said:- " We will have to pay you off as we are going to San Francisco." Claiborne, the Company Agent at Seattle said:- Captain, you are making a mistake in paying Keen off, but Humphrey said: Oh! I can get him when I want him."

April 7th, 1900, I received a wire from Captain Kilgore, Commander of the Revenue Cutter "PERRY", at Astoria, saying:- " Can I employ you today or when it suits you, as Pilot for the summer cruise, at \$150.00 per month. If so, wire me yes. On pay today." I wired him "Yes, on pay today." Kilgore wired me "O.K., will be in Seattle with the Perry."

Perry arrived. Rev. Cutter Bear in Seattle, loading for Alaska. Captain Tuttle of the Bear came to Kilgore and said , I want Keen to pilot my ship to Sitka, the Department is willing if Keen is willing; you wait for him at Seattle.

I said:-" Capt. Kilgore, what about the loss of home time." Kilgore said:- " I will not start for another week; I will give you another week at home."

One morning I took a walk down to the wharf where the Excelsior was tied up, and Humphrey said to me:- "Come on, let us take a walk up to the office." Upon arriving there, he told Claiborne to make a list of the stores that he would require and after they had listed a lot of provisions, I asked him, "What, are you going north again." He said they were and that he had been here for a week now. Claiborne was watching; he was expecting something I think. I said:- Are you going to have a Pilot and he said, Yes, what is the matter with you." I then told him that I had been employed by the U. S. Perry for the past week, so I got Capt. Harry Gillispie to go as pilot with him for this trip.

I took the Bear to Sitka and returned to Seattle by the Steamer Cottage City, and reported the the Rev. Cutter Perry. After spending one week at home, we left Seattle with the Perry for our Alaska cruise. We returned to Seattle after a six months cruise, in the fall of 1900.

In 1900, I made good money besides my pay, trading furs (About \$800.00)

In the fall of 1898, bought a house and lot at 233 Eastlake Ave., Seattle.

From that time, other pilot jobs were:-

Stmr. Newsboy, 1901, \$250.00 per month

Stmr. Garronne, \$175.00

Pilot Henry Bailey, Seattle Skagit River run, Capt. Geo. Hill, home three nights a week.

In the fall, Captain Steamer Indiana, Mt. Vernon up river route to South.

Pilot work kept me quite busy, so I sold our Skagit Ranch for \$4,500.00 and went to live in Seattle at 233 Eastlake Ave.

In 1901, I went on the Stmr. Elihu Thompson running to Cook Inlet and way ports.

1902, pilot of the Steamer Bertha, of the Alaska Commercial Co., Captain O.H. JoeHanson, mail boat from Seattle to Unalaska and way ports.

Later, Stmr. Garronne, special passengers to S. E. Alaska; Sitka, Glacier Bay, Skagway and on to Seattle - 600 passengers.

In the spring of 1903, I was appointed as pilot by the Secretary of the U. S. Treasury, Preemtory (aways) and under his orders always to any or all Revenue Cutters. In the spring of 1904, I was ordered to report to the Captain of the U. S. Rev. Cutter "Perry", for duty on Alaska cruise, Captain F. W. Dunwoody, and return to Cutter Grant, Capt. D. F. Tozier, for pilot duty on that vessel.

1905, was ordered to Cutter Perry as pilot. Capt. W. H. Roberts in command. Alaska cruise, cannery cruise, and return to Grant at Pt. Townsend for duty as Pilot.

1906, ordered to the Cutter Rush, Capt. Broadbent, for duty as pilot on that vessel in Alaska waters.

At home in Seattle spring 1912.

I was ordered to remain in Seattle and take the first vessel for Valdez and report to the Commandery Office as Pilot of the Rev. Cutter Thetis, who would come from Haula Island to make the Court cruise through western Alaska and return to Juneau. The ship arrived at Juneau and I got thirty days leave to go to Seattle. The Thetis was ordered to Unalaska. Leave up, I was ordered unemployed. Got it extended and was given sick leave to Southern California. Ann and I took the train for Pasadena to visit Alf and Dora Claire for one month.

Feb. 10th, 1914., waiting orders.

Feb. 10th, 1915, ordered to appear for examination before the Board of, Examiners for Masters Mate.

Feb. 19th, 1915, before Board of three Officers. Passed Feb. 19th, and ordered unemployed.

March 1st, 1915, retired as Masters Mate at \$82.75 per month until ordered later pay changed to \$93.75 per month. Same as Navy.

Later pay and rank as Boatswain pay \$114.75 per month.

August 13th, 1915, moved to West Seattle, address, 4617 West Englewood St., and now on the 15th of Sept. 1930, we have the same address.

U. S. S. "Saginaw"

Victoria B. C.

April 7th, 1869.

My dear Sir:

Capt. James Keen, the late pilot of my vessel, leaves me here in consequence of the vessel being ordered to San Francisco.

It will greatly oblige me if you will give him a passage to Sitka, if you cannot employ him as your pilot. You will find him a useful man as he speaks the Indian dialect better than any white man I have seen in Alaska.

Very truly yours,

Richard W. Meade,

Commander U. S. N.

Com'dg U. S. S. Saginaw

To the

Captain of the

U. S. Rev. Cutter "Uganda or Lincoln"

U. S. Revenue Marine.

San Francisco, Cal.

Nov. 14th, 1874.

TO WHOM IT MAY CONCERN:

This certified that J. W. Keen has served with me as Pilot on the coast of Alaska and Puget Sound. I recommend him as a man of good moral character, reliable, and a competent man in his profession.

J. G. Baker

Capt'n U. S. R. M.

Copy

U.S. S. "Alaska"

Victoria, B. C. April 17th, 1879.

TO WHOM IT MAY CONCERN:

The bearer, Captain J. W. Keen, was employed as Pilot of this vessel on her recent trip to Sitka and return, via the Inland waters.

He is thoroughly acquainted with his business and attends to it strictly. He is untiring and has most excellent judgment under all circumstances. I have never been associated with a more reliable and efficient Pilot, and those requiring a pilot for any or all points between Cape Flattery and the extremes of Alaska, will be fortunate in obtaining the services of Captain Keen.

(Signed)

George Brown

Captain U. S. Navy

Commanding Alaska.

Sitka, Alaska, May 8th, 1879.

Since writing the above, Captain Keen has piloted this vessel from Victoria to this place, via the inland channels, and the opinion expressed by me of his capabilities and knowledge of his business, have been strengthened by the further experience of this trip.

George Brown

Captain U.S.Navy

Commanding Alaska.

U. S. S. Alaska.

Sitka, Alaska,

9th May, 1879.

Captain J. W. Keen,

Dear Sir:

I take pleasure in adding my testimony to the opinions expressed by others in regard to the highly satisfactory manner in which this vessel was handled by you in three recently made trips through the inland waters reaching from Victoria to Sitka or nearly there.

As I was constantly associated with you on deck, I could not fail to see that you were very soon fully acquainted with the ship and her best management under all circumstances.

The "Alaska" of 4400 tons displacement is, I believe, the largest steamer that has navigated the inland channels to Sitka.

The quick apprehension of her capabilities and points requiring attention as belonging to her individually, so decidedly shown by you, rendered your judgment, in my opinion, always most reliable in the care of the ship. The perfect knowledge of the channel and dangers therein, which I know you to possess, was thus rendered the more valuable.

If this expression of my opinion, honestly given, may be of no use to yourself, I shall feel that my duty, to persons having interests in the navigation of these waters, is done, by speaking from experience. I am,

Very respectfully and truly yours,

J. E. Craig,

Lieut. U. S. N.

Navigating Officer.

Copy of letter from J. E. Craig to James W. Keen.

U. S. S. "Alaska"
Arica, Peru.
Dec. 30, 1879.

My dear Keen:

I enclose two hydrographic notices which may be of interest to you. Although they bear quite old dates, they have only reached me with a batch of others (from which I am supposed to correct charts on board) quite recently.

We are confined in our cruising to "observing the progress of the war" which carries us between Iquique and Arica, separated by only 105 miles, with the intermediate port of Pisagua, 70 miles from this place. We arrived at Pisagua a few days after it had been bombarded and taken by the Chileans. Then we went on to Iquique and remained until it was taken possession of by the Chileans, being witness to the unfolding events:- first, the arrival of the Chilean ironclad "Ahuirante Cochrane", with the "Coodonga", off the Port with a flag of truce boat going in and declaring to the Peruvians that the blockade was then instituted.

Then, with the Chilean troops (which had landed at Pisagua and marched against the Peruvians in the plains on the heights in the back country) victorious, the few troops in Iquique marched out and left the Chileans to take it, which the blockading vessels proceeded to do. Following this, Arica was blockaded and we came here. A few days ago we ran to Iquique and spent our Christmas there, returning the next day. There seems to be a standstill in all operations in the field. But the Chileans have possession of the richest part of Peru- the region of nitrate deposits, of which Pisagua and Iquique are the principal ports- Also, the Chileans are pushing the blockade to the northward gradually. Ilo and Islay are already blockaded and we expect to hear soon that Callao is added to the list.

A few days since, a revolution occurring in Lima, Prado, the President of Peru, was deposed and Pierola declared dictator; whether he will prosecute the war with more vigor, or not, remains to be seen. And now, Daza has been ousted as President of Bolivia and from command of the Bolivian army, and is a refugee in Arica, wishing to get way but not knowing where to go, or by what means, with the Chilean vessels like watch dogs outside.

Until very recently both Prado and Daza, in command of their respective armies, as allies against Chili, had their headquarters at Arica. As well as being Presidents of the two Republics, they were supreme in command in the field. Just before we first came here, Prado returned to his capitol with the excuse that it was necessary in order to perfect some war measures, intending to return here. Daza remained here.

On our returning from Iquique last Friday, we spoke H.B.U.S. "Thetis" and learned of the revolution at Lima. Arriving here on Saturday we learned of Daza's fall also. One Colonel Comanchi has been promoted to the Generalship over the Bolivian forces which are at Tacna about thirty miles from Arica.

that trip again, that is, if you were along, and I have very pleasant recollections of our association.

I should like very much to hear from you and to know if your address should be changed at any time. The "Alaska" may be addressed either, care of Navy Pay Office San Francisco, or care of U. S. Consul, Panama, U. S. of Columbia.

You read my report from which this hydrographic notice is extracted, and you will see that it is condensed, as of course, I would have it, as much of my report was superfluous, except for the purpose of showing the Bureau of Navigation, how much reliance they could place on the information conveyed. In the report I wanted them to appreciate the services you rendered, and I am happy to see that, though in the limits of a notice they had to abridge, they recognized my privileges in naming the rock. There was no reason for naming the shoal, although it bears the name of a very good fellow.

Wishing you a very Happy New Year and many more to come crown this one, and with my best wishes for yourself and family whose society I hope you are enjoying, therein unlike myself, I am

Yours very sincerely,

J. E. Craig.

The fellows in the mess desire to be remembered to you.

Copy of letter from J. E. Craig to James W. Keen

U. S. S. Palos,

Chemulpo, Korea, Jan. 12th, 1888.

My dear Keen:

Your letter, after some wanderings, has reached me, and I was very glad to hear from you, though sorry to learn of your illness.

I had often wondered whether you received my letter of December 1879; for your answer never did reach me. Even though Iquique was never a sure address of the ship, the Consul should have taken measures to get the letter to the ship.

I have written to LT. Comd'r Emory, and was happy to make my praises of you high, as deserved, and I cited Capt. Brown's opinion of your services, which you know he appreciated fully. I hope my recommendation will serve you a good end. You know the attitude of the Navy Department, no doubt, in the matter of taking pilots; and I suppose it will depend much on the character of the Thetis' cruising whether Emory will feel justified in taking the further precaution of a pilot, in addition to the charts furnished, and which we are all enjoined to depend on, alone.

I went from the Alaska to the Naval Academy- there four and a half years. Then in February 1886, to the "Vandalia" as Executive Officer. On arrival at Panama, March, 1887, I was happily surprised to receive my detachment, with orders to command the Palos. I relieved LT. Comd'r Nelson in command on the 1st June, 1887, at Yokohama, Japan, and since then, until arrival here Dec. 1st, for a winters sojourn, my time has been spent between Yokohama, Kobe and Nagasaki, all in Japan. I have made three passages through the Inland Sea of Japan, the rival of our old Inland channels to Sitka, from Esquimalt, in beauty of cruising, and I was often reminded of our old, pleasant, and otherwise, experience together. Chemulpo is not so pleasant. A very few Europeans and Americans, only, are sprinkled in amongst the Koreans. The place is insignificant except on being the port of Seoul, the Capital of Korea, distant 27 miles, over rough roads, to be passed on pony-back or in sedan chairs borne by coolies. The only good thing about the place is the salubriousness of the climate, though at times very cold.

Thank you for your kind wishes to meet me again in work in Alaska. If I do go there ever, it will give me great pleasure to meet you, and, if practicable to be associated with you again on board ship.

With best wishes for your success, I remain,

Yours faithfully,

J. E. Craig

Captain J. W. Keen
Skagit City,
Washington Terr.

U. S. COMMISSION OF FIFTH AND FISHERIES,

Steamer ALBATROSS.

Departure Bay, B. C.

August 2nd, 1889.

This is to certify that Captain James W. Keen piloted this vessel from Puget Sound to Alaska and return, calling at the following places, viz:
Fort Tongass, Port Chester, Karta Bay, Fort Wrangell, Sitka, Pavloff Harbor, Glacier Bay, Hoonyah, Chilcoot, Chilkat, Juneau and Victoria; thence to Tacoma via Port Townsend, back to Port Townsend and Departure Bay.

I take great pleasure in stating that his duties have been performed to my entire satisfaction.

J. L. Tanner,

Lieut. Comd'r. U. S. Navy

Commanding.

Copy

REVENUE CUTTER SERVICE

U. S. Steamer GRANT,

Port Townsend, Washington,

July 20th, 1903

Mr. James W. Keen,
Seattle, Washington.

Sir:

By authority of the Secretary of the Treasury you are hereby appointed a Pilot in the Revenue-Cutter Service and for the present you will be attached to the U. S. Steamer Grant at the compensation of \$115.00 per month, without ration, with the understanding that you are to perform duty on any other vessel of the Service on the Pacific Coast which may require your services in Alaskan waters.

When ordered to any other vessel the Department will pay your actual travelling expenses.

Respectfully yours,

(Signed)

D. F. Tozier,

Captain R. C. S.

Commanding U. S. Steamer Grant

U. S. STEAMER BEAR

Sitka, Alaska,

May 16th, 1900.

Mr. J. W. Keen, Pilot U. S. R. C. S.

Dear Sir:

I desire to express my appreciation of your skill in piloting the "Bear" from Seattle, Wash. to Sitka, Alaska. With the exception of daylight stops of a few hours each, to enable passengers to view places of interest, the run was continuous, night and day, and one of the best on record. The cheerful manner in which you gave information to officers desiring it, especially met my approval.

Hoping you will be as successful in the future as in the past, I remain,

Yours very truly,

Frank Tuttle,

Capt. U.S.R.C.S.

Comdg. "Bear"

DEPARTMENT OF COMMERCE AND LABOR

Light-House Establishment

Office of Inspector, 13th District

Portland, Oreg.

21 March, 1906.

Captain James W. Keen, et al

Pilot U. S. R. C. S.,

Seattle, Wash.

Sir.

The acknowledgement of the numerously signed petition requesting the establishment of a whistling buoy on Forty Fathom Bank, entrance to Strait of Juan de Fuca, was inadvertently overlooked.

2. Recommendation has been made to the Light-House Board that this aid be established as early as practicable.

Very respectfully,

P. J. Werlich

Commander U. S. N.

Light-House Inspector.

TREASURY DEPARTMENT

Office of the Secretary

Washington, November 30, 1908.

Pilot James W. Keen, U.S.R.C.S.

233 East Lake Avenue,

Seattle, Wash.

Sir:

Referring to your letter of the 13th instant you are informed that your compensation as a pilot in the U. S. Revenue-Cutter Service is increased from \$125 to \$150 per month, to commence the 1st proximo.

Respectfully,

Burman Wrichof

Assistant Secretary

Copy of letter concerning Captain Keen

303 Federal Building,
Seattle, February 14, 1913.

My dear sir:

Despite its date this is not a Valentine, though a love-born and love-borne letter.

My friend, Captain James W. Keen, Pilot in the U. S. Revenue Cutter Service, the very most experienced and skilled of all navigators of Alaskan waters, whom I love- now don't be jealous for I still and always shall love you- is over seventy years of age, and by reason of thirty years (in aggregate) faithful and I believe peerless service to the Government, as paid Pilot of its vessels and unpaid storehouse of expert information on Alaskan Coasts and waters, and of his age and infirmities (although hale and hearty for his years) and of the fact that the retiring laws for the Revenue Cutter Service in which he has served made no provision for retiring Pilots, he merits some special action of Congress to put him into as comfortable position for his declining years, as a retired Officer or Petty Officer. To meet his case, a bill for his release has been introduced in the House and Senate to retire him with the grade and proper retired pay of Masters Mate. Between you and me, he ought to be retired as Captain or of some Lieutenant rank of the best, but such propositions would probably incite jealousy and opposition.

Now the Captain tells me that you are going to be in Washington presently. We desire that this bill be rushed through at this session. Perhaps you can, by contacts with the Chaplains of House and Senate and their influence with members, and by word of mouth from yourself to members of either House, help boost it through. The Captain is a true Christian; his light on shipboard or elsewhere is never under a bushel. Those who know him admire and love him.

Once, when a citizen of Skagit County, he was elected Justice of the Peace over his protest and his statement in advance, that if elected he would not qualify, elected by unanimous vote.