

More history
about Dad



WILLIAMS PRO

PRO

PRO



You are requested to attend

UNIVERSITY OF MISSISSIPPI AT LEVEE

FRIDAY EVENING FEBRUARY 21, 1896

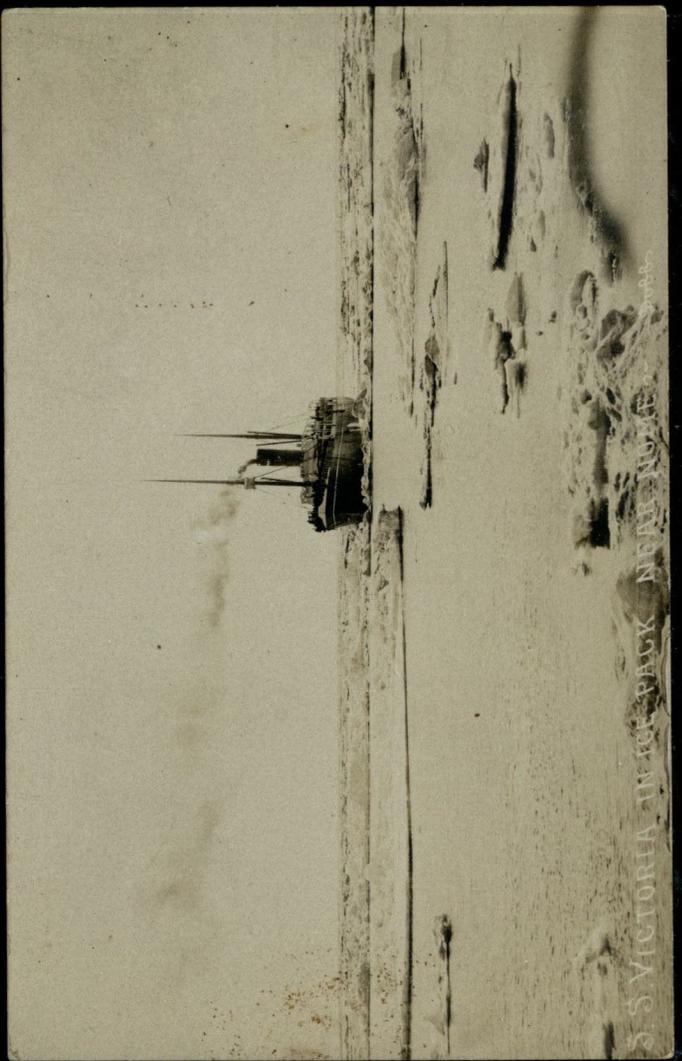


University Armory

First Regiment Orchestra. Grand March at 8:30.

STRICTLY INVITATIONAL.





S S VICTORIA TRADING PACK NOME ALASKA



POST CARD

CORRESPONDENCE HERE

FOR ADDRESS ONLY

*Stone Northwester
mi see near Stone*

8

2

2



Lend me Gees.
and
Captain J. P. Keen,
Jan 1926.
at the Miramar
Hotel.
Santa Monica,
Calif.
at the Land of the ³⁸
Perpetual Sun,

The Great Picture
taken by
N. J. Ows
Somers 1933

MESSAGE

POST CARD

ADDRESS

K
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O

for Grace K. Spae
at Long Beach
California

Feb 1926

Crosby E. Keen



Feb 1926

J.W. + Crosby

45

1928
 1842
~~1886~~
 1842

Taken by
 Ann at Home
 August 28
 1928
 Born April
 1842

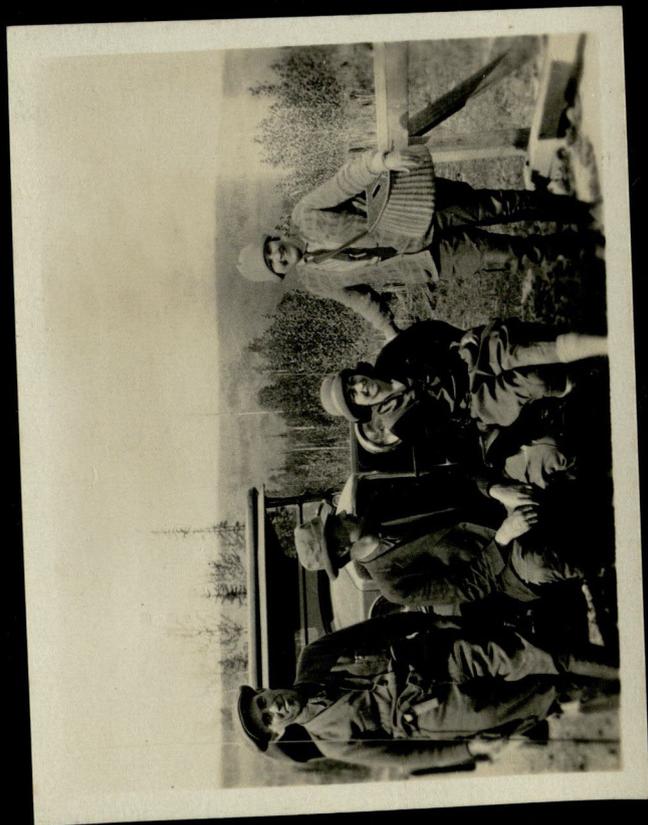
A
 July 28/26
 Lilly & Papa
 Mrs Steva and
 her Papa

145

Taken Christmas time
 this is me at the head
 of the stone.

unt Claire

86



James William Keen
Born April 1842

Capt Jas W Keen
and wife.
Mrs Ann C. Keen,
at Home,
4617 West Inglewood
West Seattle
Seattle,
Wash.
October, 1926

VELOX
VELOX
VELOX
VELOX
B48



POST CARD

VELOX
PLACE
STAMP
HERE
VELOX

CORRESPONDENCE HERE

NAME AND ADDRESS HERE

Crealy & his
deep at home

LI

My sweet Crealy
typing

165

My sweet Biddle

Crealy

Manager U.S.

Smelting of Boston

Mining Engineer of

~~the~~ Harbors

Exploration Co, Harbors

Crealy

Put in largest mining

ditch in the world,

100 miles, cutting thru

mountain $\frac{3}{4}$ of a mile

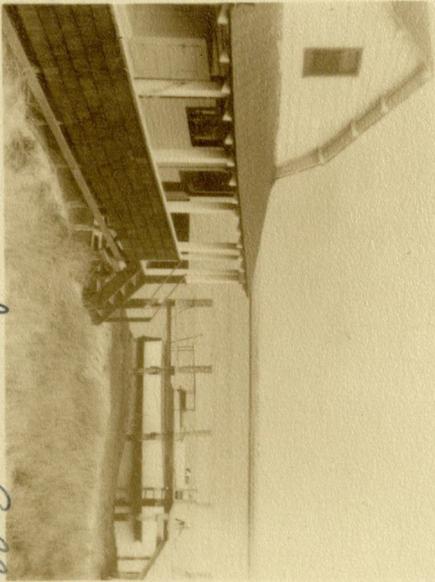
Crealy's meeting in center

two than 1/2 inch from center

in straight line

Ging Barrett

Johnny Sparger



To grace our feet on life's path,

The best of good wishes
today -- -- --
tomorrow -- --
and always.



Affectionately,
Alice & Ernie

My Christmas, 1937.

Parker's Picnic
Seattle Athletic Club
at Parker's, Eagle
Harbor
Cambridge Isld

Seattle Athletic
Club's out picnic
at the park
at the park
at the park

a "profile" glimpse of our
beloved Shack as Emie's
famous ship at the dock.

No 4 Book

THE BIBLE SOCIETY OF AMERICA
100 N. 4th Street, New York, N.Y.



My people are destroyed
for lack of knowledge.

Christian Witness to Israel, Inc.
521 West 179th Street
New York City

Mr C. E. Keen

Seattle -
Wash.

THE MASTER'S QUESTIONS

Photo of Capt Keen,
and Lenama Lee,
at Santa Monica,
Calif.
Jan 1916

Sept 20 - 1933

P. J. Sept 20 - '33

Death Summons James W. Keen, Alaskan Figure

Capt. James W. Keen, a prominent figure in Alaska shipping for nearly three-quarters of a century and holder

of the oldest navigator's license on record, died yesterday at his home, 4617 W. Englewood St., at the age of ninety-one.



JAMES W. KEEN
Expires

His career as a mariner began when as a boy of sixteen he sailed from his native England on the Hudson Bay Company's bark-rigged steamer Labouchere for Victoria, B. C., and continued until only a few years before his death.

In 1865 he started the first ferry service from Seattle to Port Blakely with the sloop Kate Alexander. He entered the revenue cutter service as a pilot in 1869 and retired in 1915 by a special act of congress.

Surviving are the widow, Ann; two daughters, Mrs. A. E. LeBallister and Mrs. John M. Spargur, and a son, Crosby E. Keen.

Capt. Keen, Famed Pilot of Alaskan Waters, Dies

Testimony Helped U. S. in Dispute Over Boundary Line

Funeral services for Capt. James W. Keen, 91, prominent in the history of Alaska's shipping, and famous as the pioneer pilot of Washington and Alaska, are being arranged at the Bonney-Watson mortuary. Capt. Keen died at his home, 4617 W. Englewood street, on Tuesday. Burial will be in Lake View cemetery.

Capt. Keen was born in Devonshire, England, April 1, 1842. He came of a long-lived family, having an uncle who died at the remarkable age of 115, while his aunt, Lady Jessie Pelly, died at the age of 102.

He left London on the Hudson Bay Co.'s bark-rigged steamer, Labouchere for Victoria, B. C., when he was 16. During his apprenticeship, which expired in 1863 he traded with the Indians thru the inland waters of British Columbia and Alaska.

No Trespassing

This boyhood experience was of importance to the government in later years. In the Alaska boundary dispute the British claimed that the Hudson Bay Co. had flown the British flag on the soils of Alaska for years. They were sparing for possession of Lynn canal. Capt. C. L. Hooper, of the United States revenue cutter service, said it was not true, and that Pilot Keen could give the facts. George Evans, a retired naval officer, was sent to Seattle and obtained Keen's affidavit that the Hudson Bay Co. had done all its trading exclusively from the vessel and not from shore.

The Indians allowed no trespass-



Capt. J. W. Keen

ing. 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 Capt. Keen went into the Caribou mines but soon returned to the sea.

Capt. Keen marked 75 buoys and lights on the inside passage to Alaska, which the government placed at his suggestion as aids to navigation. In 1864 he shipped on the Northern Light carrying the mail from Port Townsend to Dungeness, Port Angeles and Victoria, and in 1865 started the first ferry from Seattle to Port Blakely with the sloop, Kate Alexander.

One of his memorable experiences was in 1869. He was on a voyage to Chilkat when he was overtaken by the steamer Active, with former secretary William H. Seward on board. Seward was going up the Chilkat river to witness the total eclipse of the sun. He requested Capt. Keen to accompany him and act as interpreter. Capt. Keen was known as "Sacatekevish," "Father of the Beavers."

Entered Revenue Service

On November 25, 1869, he entered the revenue cutter service as pilot on the revenue cutter Lincoln. In 1879 he resigned from government service but continued as pilot on special trips of government vessels. As an illustration of how piloting paid in those days, he received \$1050 for piloting the U. S. S. Alaska on a trip and one half, ending at Sitka. He was away six weeks from home.

Capt. Keen held the oldest navigator's license on record. His first license was taken out 71 years ago in Sitka, Alaska. His last renewal was in 1927.

Capt. Keen was attached to every revenue cutter in Washington and Alaskan waters from 1869 to the time of his retirement in 1915.

Wanted a Farm

He purchased 160 acres in Skagit county, but continued his work of piloting vessels to Alaska. He sold his farm later and removed his family to Seattle.

In 1903 he reentered the government service permanently as pilot and was retired in 1915 by a special act of congress.

Capt. Keen was married in Port Townsend to Annie S. Gage of Montreal, Canada, who died in 1910. Later he married Ann Clare, who survives him. He also is survived by two daughters, Mrs. A. E. LeBallister and Mrs. John M. Spargur, and one son, Crosby E. Keen.

Seattle Times
Sept. 20 - 1933

CAPTAIN KEEN, FAMOUS ALASKA PILOT, EXPIRES

Capt. James W. Keen, 91 years old, prominent in the history of Alaska's shipping and famous as the pioneer pilot of Washington and Alaska, died yesterday at his home, 4617 W. Englewood St.

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, Col. 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 age of 115, while his aunt, Lady Jessie Pelly, died at 102.

When a boy of 16 he left London September 3, 1858, on the Hudson's 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.

Canal Is Disputed

This boyhood experience was of importance to the United States government in later years. In the Alaska boundary dispute the British asserted that the Hudson's Bay Company had flown the British flag on the soils of Alaska for years. They were sparring for possession of Lynn Canal. Capt. C. L. Hooper of the United States revenue cutter service, said it was not true and that Pilot Keen could give the facts.

George Evans, a retired naval officer, was sent to Seattle and got Keen's affidavit that the Hudson's Bay Company had done all its 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 on 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. He served as pilot or master on one craft after another.

Reaches Port



The late Capt. James W. Keen, noted Alaska pilot, whose word once settled a dispute between the United States and Great Britain over the Alaska boundary.

Walking Encyclopedia

He knew the Alaskan waters, the Indians, miners and settlements so thoroughly that Gov. Henry Kin-kade once declared Captain Keen was the only walking encyclopedia of Alaska in existence.

Captain Keen marked seventy-five buoys and lights on the inside passage to Alaska, which the government placed at his suggestion as aids to navigation.

In 1864 he shipped on the Northern Light carrying the mail from Port Townsend to Dungeness, Port Angeles and Victoria, and in 1865 started the first ferry from Seattle to Port Blakeley with the sloop Kate Alexander.

One of his memorable experiences was in 1869. He was on a voyage to Chilkat when he was overtaken by the steamer Active, with former secretary William H. Seward on board. Mr. Seward was going up the Chilkat River to witness the total eclipse of the sun. He requested Captain Keen to accompany him and act as interpreter. Captain Keen was known to the Indians as "Saccatekeyish," "Father of the Beavers."

On November 25, 1869, he entered the Revenue Cutter Service as pilot on the cutter Lincoln. In 1879 he resigned from the government service but continued as pilot on special trips of government vessels. As an illustration how piloting paid in those days, he received \$1,050 for piloting the U. S. S. Alaska on a trip and one-half ending at Sitka. He was six weeks away from home.

Seattle Times Editorial - Sept. 21 - 1933

CAPTAIN KEEN

MARITIME history of the entire North Pacific area for the past seventy-five years will have a continuous thread of narrative in the life story of Capt. James W. Keen, pioneer master mariner who has put out from the home port on a voyage over the unknown seas that lie beyond earth's farthest horizon. In the long years of his active seaman-ship there was no route or channel, no by-pass, bay, inlet or nook of refuge in all the waters of this part of the world with which he was not familiar; he knew the ways of safe passage and the points of danger as they were known perhaps to no other man. Outbound now for the last time, we may be sure that he finds the course clear to that safest and happiest of all havens.

And as Captain Keen's record as a mariner was unique in both duration and merit, so was his record as a man deserving of highest commendation. For much of his life he was in the service of the government, and it is largely to him that credit is due for the many aids to navigation that now give comparative ease and simplicity to tasks that once were difficult for men less skillful than he. In his later years as a landsman he lost none of his love for the sea, yet found time for all the duties of good citizenship.

Left to the full enjoyment of life almost to the last of his 91 years, the passing of Captain Keen is no less grievous to the many who knew and loved him. In affectionate remembrance let it be said that he was not only a salt of the finest old school, but was also of the salt of the earth.

Oldest Navigator's License

Captain Keen held the oldest navigator's license on record. His first license was taken out seventy-one years ago in Sitka, Alaska. His last renewal was in 1927.

Captain Keen was attached to every revenue cutter in Washington and Alaskan waters from 1869 to the time of his retirement in 1915.

Like all men of the sea, he desired to own a farm, so he purchased 160 acres in Skagit County, but continued his work of piloting vessels to Alaska. He sold his farm later and removed his family to Seattle.

In 1903 he reentered the government service permanently as pilot and was retired in 1915 by a special act of Congress.

Captain Keen was married in Port Townsend to Annie S. Gage of Montreal, who died in 1910. Later he married Ann Clare, who survives him. He also is survived by three children, Mrs. A. E. LeBallister, Mrs. John M. Spargur and Crosby E. Keen.

IT SEEMS TO ME

By J. R. Justice

After a long grind on the job getting away for a week is like apple pie a la mode. One forswears all newspapers, telephones and leaves no forwarding address. But about the third day out, if he runs across a home newspaper, he greets it like he would a long-lost brother. Even the advertisements are good reading.

And how many things can happen when you are not keeping daily tabs. Captain Keen, father of Mrs. LeBallister of The Star, is dead. Tom Bradley, press foreman of The Star, is dead. Dr. Henry Suzzallo goes to the hospital and the doctors shake their heads.

* * *