

rows and the current runs with great velocity. Doubts had been expressed as to the possibility of our passing this point. By skillful management, however, this obstacle was overcome without serious difficulty. At the request of the entire party, I have given this place the name of "Hall's Rapids," in honor of Captain Benjamin Hall, who thus first passed this point with a steamer. This is the only name which has been left by my expedition in the territory.

We arrived at Nulato on the 19th. This was once the easternmost station of the Russian company; but at the time of our visit it had been abandoned. We stopped here two days. A trading-station was established, and a few observations were obtained.

Leaving Nulato on the 19th, we arrived at Fort Adams on the 22d. This station is near the mouth of the Tananá River, the most important tributary of the Yukon, and was at this time the easternmost station ever established on the river from the western coast. Shortly before our arrival at this place we met two traders, Robert and Moses, Canadian Frenchmen and friends of Labarge, who were slowly making their way down the river in a rudely constructed boat. They were immediately engaged by the superintendent of the company; and Labarge started on a canoe journey down the river for a temporary visit to St. Michael's.

Our party remained at Fort Adams two days, landing supplies and making necessary repairs; and here a variety of observations were obtained.

We left Fort Adams on the 24th. About seventeen miles above the station, we passed Nulueyette and the mouth of the Tananá River, the waters of which increase the current of the Yukon for a considerable distance. From this point the river gradually narrows, and its banks increase in height; and we learned, from these indications, that we were gradually approaching the Rampart Mountains, and the rapids, of whose dangers we had heard so much from the natives below. About noon on the 25th we arrived at the entrance of these rapids, and, after taking on a good supply of wood, we passed through them without great difficulty, although the channel is narrow and the current runs with great rapidity.

After passing this point, we met with no further obstacles, although the shallowness of the upper portion of the river, and the great velocity of the current in many places, rendered our voyaging extremely slow.

On the 31st of July, at 4 p. m., we arrived at Fort Yukon, thus successfully terminating the first journey by steam ever made on the Yukon River. The time of actual travel, including stoppages for wood, was twenty-three days, and the distance passed over about one thousand and forty statute miles.

At Fort Yukon, notwithstanding the somewhat unpleasant character of our errand, we were cordially welcomed by Mr. John Wilson, the agent of the Hudson Bay Company at the station, and by the Rev. Mr. Bumpus, a missionary of the Church of England, lately arrived from Fort Simpson, on the Mackenzie River. Mr. Major and I were speedily established in one of the comfortable log buildings which compose the fort, while the remainder of the party were domiciled in the steamer or encamped on the shore near by.

As the river was rapidly falling, it was necessary that the steamer should start on her seaward journey as soon as possible, and I was, of course, anxious to make an approximate determination of our geographical position without delay, in order that my companions might make their arrangements accordingly, and carry back the information to the