

sent an abstract of what we then learned, and collate it with later investigations. It will reconcile names, and point to an interesting region for exploration.

In 1869 we made the trip up the Chilkahit to observe the total solar eclipse of August 7. At Sitka, through the kind offices of the military commander, General Jefferson C. Davis, we were brought face to face with Kohklux', the famous chief of the Chilkahits, then held in durance for some petty offence. He certainly was not in a friendly mood, because some of his people had been shot down by the guard when trying to escape from custody. This chief was a man of commanding presence, nearly six feet high, broad chest, and a well-formed head that measured twenty-four inches in circumference. He carried a bullet-hole in his cheek. He was held to be the greatest warrior and diplomat of all the tribes north and west of the Stik-heen. In our future relations we found him truthful and absolutely honest. With all the instruments, tools, camp equipage, stores, carried and handled by his people, we never lost a single article during our stay at his strong village. For the release of his people by General Davis he promised us assistance and protection wherever we chose a station; and he fulfilled in spirit and letter every promise, and our every wish was attended to.

We selected the village of Klu-kwan', in 59 deg. 25 min., for the observations, and, fortunately, we were enabled to use our Chinook jargon with the two wives of Kohklux; and in our interviews we learned that he had projected and carried out the destruction of the Hudson's Bay Company's station at Fort Selkirk on the 21st of August, 1852, because they had dared to interfere with his traffic with the Tahk-heesh and other interior Indians. This fact was unknown to the Canadians until we communicated it to Land Commissioner Ogilvie, in 1897.

At his own suggestion Kohklux proposed to draw upon paper his route to and from Fort Selkirk. The second attempt was upon a large sheet, 43x27 inches. The operation cost him and his two wives two or three days' labor with pencil and no rubber. It lacked names and days of travel on the different parts of the route to and the second route from Selkirk. It began at Point Seduction, in Lynn Canal, with islands, streams and lakes; and with mountains in profile. Under their direction we applied the names to all important positions and objects, and they number over 100. They were subsequently verified; and it was a great astonishment to them that we could announce to them the names they had given, and he begged to know how we did it.