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Kotzebue, Alaska, Sept. 3, 1910.

Dear Mr. Evans:

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The Volante was the first vessel into Kotzebue, that was interested in the St. Helens freight. Capt. Backlund had lots of goods on board the St. Helens that he was going to deliver after his return from Barrow. He told Dick Hall to take charge of the Volante freight and he left a blank check for Mr. Hall to fill out and forward to Seattle to be cashed. Mr. Hall understood that he was to have charge of all the St. Helens freight. He saw the Capt. and purser at once and talked the matter over with them, saying that he would look out for all of the freight landed at Kotzebue.

The St. Helens came to Kotzebue on Aug. the 14th, Sunday. It looked on that day as though a storm was coming up, so they did nothing about landing the goods. Mr. Harnden, Mr. Sickles and Mr. Geary were here to help look out for the government freight, but the Capt. and Mr. Hall took the whole matter into their own hands, so Mr. Cox tells me, and Mr. Hall admits that such was practically the case, for he thought he had charge of the whole lot from the St. Helens, and his blank check was his evidence.

Mr. Allen was to have landed all of the government freight but everything came out of the ship in a haphazard order. So they put everything into the nearest boat and started for shore. When they reached the shore, the up river goods would be put in one place and the Mission goods in another. Mr. Cox says that all the boats worked. Mr. Allen is the one, I understand, who was supposed to

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-2-

lighter the government goods and he will present the vouchers. At present he is up river, to Shungnak, and I will have to wait until his return before I can present his view. On Monday, the 15th, they could only bring goods ashore for a part of the day. It was too stormy. On Tuesday they could not use the boats at all. On Wednesday they worked all day, and finished that night. Everything for this Kotzebue section was landed that night. The men came ashore with their lighter and launch, but they could not get back because their launch had a breakdown. They drifted ashore and staid at a native house. On Thursday they got into shape and sailed away. This was the 18th. But as far as I can make out they did not work only a day and a half, or two days at the most. Mr. Hall claims that he was away from his business for four days and consequently he ought to be paid for what he lost in his business. You see he got this right into me as soon as I landed. Now that I have learned more I do not see where he is entitled to one cent from the Bureau of Education. In talking with him this morning, he told me that he misunderstood Capt. Backlund. He telegraphed to Seattle to stop payment on the \$755.15 which he had given to the St. Helens.

The Capt. and purser of the St. Helens wanted security for the Government freight landed. They came ashore to consult with Mrs. Cox about it. They asked her to sign vouchers for the payment. This she would not do. She says that the year before she paid Capt. West eight dollars and that had to come out of her own pocket and this year she would not sign anything. She was sick that day, so Mr. Cox gave the purser a statement saying that the freight had not been paid.

I enclose a list of the lumber and coal, belonging to the government, which is on the beach six miles below this village. The lumber I have put above high water mark, but the coal is still where

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it will be reached by the winter's high water. All of this could readily be brought up to this school, and either used here or else stored for the winter. If I felt free to go ahead and act in this respect, that is just what I would do. Please inform me. Do you want me to add the three and a half tons of coal to the Kotzebue allowance and to store the lumber here in the school house, As there are no other ships going north that seems the most practical way to me. Then either the lumber might be taken out next year and delivered, in a dry condition, or else it could be kept here for future use and a new supply forwarded to the schools.

\* \* \* \* \*

I learned from Mr. Hall that the reason the St. Helens returned to Deering was because he (St. Helens) had hired a store house at that place for \$50.00. I did not find out enough about those things when I came up and unless something comes in to prevent I will go down to Deering on the next boat to make further inquiry. Then perhaps Mr. Daniels and the owner of the storehouse will be at home. I would like to find out more about that money which Dr. Newson told me the Capt. of the St. Helens paid over to him. I do not feel at all satisfied with the information I have sent you on the Deering matter.

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Respectfully yours,

Chas. W. Hawkesworth.

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At the same place there are about 122 sacks of coal for the St. Thomas Mission of Pt. Hope.

List of Barrow Lumber at Kotzebue:

No.	Thick.	Width.	Length.	Feet.	
6	1	4	4	8	T & G
12	1	4	5	20	"
6	1	4	6	12	"
6	1	4	7	14	"
12	1	4	8	32	"
24	1	4	9	72	"
6	1	4	10	20	"
24	1	4	11	88	"
12	1	4	12	48	"
6	1	4	14	28	"
12	1	4	16	64	"
6	1	4	17	34	"
18	1	4	18	108	"
6	1	4	19	38	"
6	1	6	9	27	plain,
24	1	6	10	<u>120</u>	"

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## List of Icy Cape Lumber at Kotzebue:

No.	Thick.	Width.	Length.	Feet	T & G.
6	1	4	6	12	"
12	1	4	10	40	"
6	1	4	12	24	"
12	1	4	14	56	"
18	1	4	15	90	"
				<u>222</u>	"

## List of Wainwright Lumber at Kotzebue:

6	1	8	12	48	plain,
6	1	8	12	48	"
				<u>96</u>	

## List of Kivalena Lumber at Kotzebue:

24	1	6	10	120	plain,
6	1	6	12	48	"
				<u>168</u>	

## List of Unmarked Lumber at Kotzebue:

6	1	4	9	18	T & G.
12	1	4	12	48	"
12	1	6	10	60	Shiplap,
18	1	6	12	108	"
6	1	4	12	24	Plain,
6	1	8	10	40	"
19	1	8	12	152	"

450

19 bunches of unmarked shingles. One is broken open.

57 sacks of coal, with many different marks. I should call it three and a half tons.

This is all of the government goods scattered at Kotzebue.